ENVIRONMENT AND SOCIAL IMPACT ASSESSMENT (ESIA) AND ENVIRONMENT AND SOCIAL MANAGEMENT PLAN (ESMP) FOR UPGRADATION OF KRISHNA CHOWK TO COMMUNITY FOREST OFFICE ROAD

AND SOCIAL MANAGEMENT PLAN (ESMP) FOR UPGRADATION OF KRISHNA CHOWK TO COMMUNITY FOREST OFFICE ROAD

URLABARI MUNICIPALITY

February 2024

EXECUTIVE SUMMARY

Introduction

This Environmental and Social Impact Assessment (ESIA) covers the subproject connecting Krishna Chowk on the East-West Highway to Sunjhoda Community Forest Office Road via Saalbari, Bhusi and Shanti tole so as to improve livelihood of the local people along the settlement. The proposed project connects the Urlabari municipality (on the EW Highway) at Naya Mangalbare. The proposed project will serve low income and indigenous peoples (IPs). The subproject is expected to contribute towards the municipal capacity for urban development planning, infrastructure development and institutional development of the municipality.

The overall length of the proposed road is 5.276 km of with the geographical location of that starting point is 26°39'37.22"N, 87°35'33.19"E (East-west Highway) and end co-ordinate 26°41'16.69"N, 87°34'37.88"E (Community Forest Office Chowk) through wards 2 and 3 of Urlabari Municipality. The total road width varies from 6.5 m to about 8 m at some places, but the average carriageway road width is about 5.5 m. The project alignment passes through commercial area of New Mangalbare Market Area, mixed use type land area of ward 2 and 3 and some rural settlements in the northern part of ward 2. The road alignment passes along the edge of Saalbari Community Forest area for 400 m length, along river side area for 485 m length and along the edge of Charkoshe Forest area for 667 m length. The intermittent lane road up-gradation does not require any tree to be cleared along the community forest area. Right of Way (ROW) of the alignment is 15 meters. From chainage 0+000 to 0+640 the total road width is designed 15 meter and after the chainage 0+640 to end the formation width is designed 12 meter due to significant number structures existed along the alignment. From 0+000 to 0+640, there is a clear road width of 15 meter which lies in the government land.The boundary wall of the Shree Shanti Nimna Madhyamik School (Ch 2+280) have to be dismantled. Apart from the community forest, the project alignment does not run through ecologically sensitive areas such as protected areas, conservation areas, wetlands, national parks etc.

Baseline Information

Geographically, Urlabari is located at the south-eastern side of Nepal in Terai region in Morang district of Province 1. The altitude variation of the municipality is in between 94m to 147m from south to north direction. The proposed upgrading road lies in the flat terrain of Terai belt. In the proposed road alignment and RoW there is no landslide/flood area and other disaster-prone area. The main rivers of Urlabari Municipality are Daans River, Bakrah River which runs along North-South in ward 1 and ward 4 and the Maawa River in the west. The average annual daily temperature in Urlabari is 24.5^{o}C. June is the warmest month with an average temperature of 28.5 °C (max temp-32.2°C and min temp-24.8°C) and January is the coldest one with an average temperature of 16.8 °C (max temp-23.2°C and min temp-10.4°C). The average annual rainfall is 2623 mm in Urlabari. The proposed project alignment is the main connection road for settlements of ward 2 of Urlabari municipality to have access to New Mangalbare Market center and East-West highway. Also, this alignment provides access for settlements of Letang to New Mangalbare Market center. There is no water supply line aligned along with the project alignment road.

The road passes along the side of the existing forest area for around 1 km (Salbari Community Forest and Charkose forest area) on one side and the settlement on the other side of the road. The mentioned forest area is surrounded by the settlements on three sides and national highway on the southern side. Therefore, the forest area is not the habitat for the terrestrial fauna and no terrestrial fauna in the project area were noticed or reported during the field visit. As per the preliminary report of census 2021, the total population of Morang District is 11,47,186 with population density 618 per Sq. Km. The total population and households of the Urlabari Municipality is 70,908 and 17,650 respectively. There is aone temple at chainage 0+420 m along the alignment. The project road provides access to various temples of Indigenous People. Three schools lie along the project alignment. Shanti Ni Ma Bi lies at chainage 2+080 and RoW in this stretch is designed only 10m wide. Meanwhile two other schools Sunjhoda Ma Bi and Brilliant Academy lie right along the alignment beyond the proposed ROW of 15m (Ch: 0+00 to 0+640) and 12m (Ch: 0+640 to end).

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 report notes the applicable GoN plans, policies, act, regulations, guidelines, and standards. Similarly, the report also notes the environmental and social safeguard policies of the World Bank.

Screening, Scoping, Impact identification, Prediction and Management

The Impact area of the project is considered as the 15-meter ROW but the designed road width is from 0+000 to 0+640 and from 0+640 to 5+276 15m and 12m respectively. Similarly, the indirect impact falls within 50 meters from the edge of the RoW. Environmental and Social checklists were used for screening and summarizing the overall impacts. The site-specific impacts in construction and operation phases are included in the ESIA report. Some of the impacts include:

Physical Impacts

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

Biological Impacts

- 47 road side (including 512 bamboo culms, banana tees and other private trees) will be cleared

Socio-economic and Cultural Impacts

- Risk of exclusion of low-income and IP groups particularly in project design
- Impact on physical resources like change in land use, obstruction to structures. The boundary wall of Shree Shanti Nimna Madhyamik School will require dismantling.
- Impact on Business
- Impacts to community infrastructures i.e.108 electric poles
- Occupational health and safety
- Social disturbances/risk of GBV/AIDS
- Community health risk
- Traffic management issues etc.

The mitigation measures corresponding to the impacts have been suggested in the report.

Physical Impacts

- Reuse of the top soil for backfilling
- Use of IEE approved quarry and refilling
- Suitable selection of site for stockpiling
- Equipment meeting GoN emission standard to be used
- Regular maintenance of equipment
- Follow 3 R approach
- Waste segregation at source
- Implementation and monitor of site specific ESMP

Biological Impacts

- 1043 roadside plantation as compensatory plantation.

Socio-economic and Cultural Impacts

- Working condition and management of the worker relationship complying to national law and WB safeguard policies
- Stakeholder engagement including community consultations with low-income and IPs groups living in the subproject areas
- Provision of the safe, clean and hygienic workplace and use of PPE during work
- The project will restrict child labor (under age of 16)
- Public awareness raising against the community induced disease
- The project to make provision such that the workforce don't trespass other's property or nearby forest

- Gender based issues will be addressed from administrative work till construction work
- The diversion design during the construction phase should incorporate the needs of differently able people, school children, pedestrian, women and proper administrative and on-site provision will be made.

Sexual exploitation/Assault/Harassment Prevention and response Action Plan

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

Environment and Social Management Plan

An Environmental and Social Management Plan (ESMP) has been included in this report which includes 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 this ESIA report. In addition, agencies responsible for executing environmental mitigation measures and monitoring have been identified in the ESMP. Different monitoring indicators on the physical, biological, socio-economic and cultural environment have also been identified. The project along with the stakeholders will monitor during reconstruction and operation phase. Project related grievances need to be addressed through grievance redress mechanism (GRM) established for the project for uptake and timely response on stakeholders' queries and concerns.

Institutional arrangements

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

कार्यकारी सारांश

परिचय

यस वातावरणीय तथा सामाजिक प्रभाव मूल्याङ्कन (ESIA) अध्ययनले पूर्व-पश्चिम राजमार्गको कृष्णचोकदेखि सालबारी, भुसी र शान्तिटोल हुँदै सुनझोडा सामुदायिक वन कार्यालय सडक जोड्ने उप-आयोजनालाई समेटेको छ जसको संचालनवाट बस्तीमा रहेका स्थानीयहरूको जीविकोपार्जनमा सुधार ल्याउन सकिन्छ । प्रस्तावित आयोजना उर्लाबारी नगरपालिका (पूर्व-पश्चिम राजमार्ग) लाई लेटाङ नगरपालिकासँग जोड्ने एक मात्र सडक संजाल हो । प्रस्तावित आयोजना विस्तारले न्यून आय समूह र आदिवासी जनजातिहरुलाई मुख्य बजार क्षेत्रसँग जोडि उक्त समूहहरूको जनसंख्यालाई सेवा दिनेछ । उपआयोजनाले नगरपालिकाको सहरी विकास योजना, पूर्वाधार विकास र संस्थागत विकासमा नगरपालिकाको क्षमता अभिवृद्धिमा योगदान पुर्याउने अपेक्षा गरेको छ।

उर्लाबारी नगरपालिकाको वडा २ र ३ हुँदै जाने प्रस्तावित सडकको समग्र लम्बाइ ५.२७६ किलोमिटर छ जसको. प्रारम्भ विन्दुको भौगोलिकअवस्थिति २६°३९'३७"२२.N, ८७°३५'३३"१९.E (पूर्व (पश्चिम राजमार्ग-र अन्तिम विन्दु २६°४१'१६"६९. N, ८७°३४'३७"८८. E(सामुदायिक वन कार्यालय चोक) रहेको छ । सडकको कुल चौडाइ कतिपय ठाउँमा ६.५ मिटर देखि ८ मिटरसम्म रहेको छ । तर औसत क्यारिजवे चौडाइ ५५ मिटर छ. । सडक मार्ग नयाँ मंगलबारे बजार क्षेत्रको व्यावसायिक क्षेत्र, वडा २ र ३ को मिश्रित प्रकारको जग्गा र वडा २ को उत्तरी भागको केही ग्रामीण बस्तीहरू हुँदै जान्छ । सडक मार्ग करिव ४०० मिटर लम्वाई सम्म सालबारी सामुदायिक वन क्षेत्रको छेउ, करिव ४८५ मिटर लम्बाइ सम्म नदी किनार र ६६७ मिटर लम्बाइ चारकोसे वन क्षेत्रको छेउवाट जान्छ । सडक स्तरोन्नती क्रममा सामुदायिक वन क्षेत्रको कुनै रुख कटान हुने देखिदैन । त्रिवेणी चोकमा चेनेज ३०७० मा+ रहेको अस्थायी भवन, सुनझोडा विद्यालयको भवनको छेउमा चेनेज ४१६०+ मा रहेको पसल र चेनेज २ ०८० मा श्री शान्ति+ निम्न माध्यमिक विद्यालयको पर्खालबाहेक Ch.: ०+००० को कृष्ण चोक देखि ०+६४० सम्म १५ मिटर र Ch.०+६४० देखि Ch. ५+२७६ को सुनझोडा सामुदायिक वन कार्यालय सम्म सडकको क्षेत्राधिकार १५ मिटर नै कायम भएतापनि उक्त सडक खण्डमा अधिक संख्यामा भौतिक संमरचनाहरू प्रभाबित हुने कारणले १२ मिटर चौडाइ **रहने** गरि डिजाइन गरिएको छ । जसमा श्री शान्ति निम्न माध्यमिक विद्यालयको पर्खाल मात्र भत्काउन आवश्यक छ । सामुदायिक वन बाहेक, संरक्षित क्षेत्र, संरक्षण क्षेत्र, सिमसार क्षेत्र, राष्ट्रिय निकुञ्ज आदि पारिस्थितिक रूपमा संवेदनशिल क्षेत्रबाट आयोजनाको **सडक मार्ग** जादैन ।

आधारभूत जानकारी

भौगोलिक हिसाबले उर्लाबारी नेपालको दक्षिणपूर्वी भागमा प्रदेश-न. १ को मोरङ्ग जिल्लाको तराई क्षेत्रमा अवस्थित छ । यस नगरपालिका दक्षिणदेखि उत्तर दिशामा समुन्द्री सतहवाट ९४ मिटरदेखि १४७ मिटरको उचाइमा रहेको छ । प्रस्तावित स्तरोन्नति गरिने सडक तराई बेल्टको समतल भूभागमा रहेको छ । प्रस्तावित सडक रेखाङ्कन र सडक मार्ग अधिकार क्षेत्रमा पहिरो बाढी क्षेत्र र अन्य/**सम्भावित** प्रकोपजन्य क्षेत्र छैन । उर्लाबारी नगरपालिकाका प्रमुख नदीहरुमा वडा नं १ र वडा नं ४ मा उत्तरदक्षिण भएर बग्ने ब-क्राह नदी ,डाँस खोला र पश्चिममा मावा खोला हुन् । उर्लाबारीमा औसत वार्षिक दैनिक तापमान २४.५० से. रहेको छ । सबैभन्दा गर्मी महिना जुन हो जसको औसत तापक्रम २८ ५.°C (अधिकतम तापक्रम-३२.२°C र न्यूनतम तापक्रम-२४.८°C) र सबैभन्दा चिसो महिना जनवरी जसको औसत तापक्रम १६.८°C (अधिकतम तापक्रम-२३.२°C र न्यूनतम तापक्रम १०.४°C) रहेको छ । उर्लाबारीमा वार्षिक औसत २६२३ मिलिमिटर वर्षा हुन्छ । प्रस्तावित आयोजना उर्लाबारी नगरपालिकाको वडा नं २ का बस्तीहरूलाई नयाँ मंगलबारे बजार केन्द्र र पूर्व पश्चिम-राजमार्गमा पहुँच पुऱ्याउने प्रमुख सडक हो। साथै, यो सडकले

नयाँ मंगलबारे बजार केन्द्रमा लेटाङको बस्तीहरूको लागि पहुँच प्रदान गर्दछ । आयोजनाको रेखाङ्कनमा खानेपानी लाइन जोडिएको छैन ।

२०२१ को जनगणना अनुसार उर्लाबारी नगरपालिकाको कुल १७,६५० घरधूरीमा जनसंख्या ७०,९०८ रहेको छ । चेनज ०+४२० मि. मा एउटा मात्र मन्दिर रहेको छ । प्रस्तावित सडकले आदिवासी जनजातिका विभिन्न मन्दिरहरूमा पहुँच प्रदान गर्दछ । आयोजनाको नजिकै तीनवटा विद्यालय रहेका छन् । चेनेज २+०८० मा शान्ति नि. मा. वि. अवस्थित छ र जहाँ सडक १० मिटर मात्र चौडा गरिने डिजाइन प्रस्ताव गरिएकोछ । अन्य दुई विद्यालयहरू सुनझोडा मा. वि. र ब्रिलियन्ट एकेडेमी प्रस्तावित सडक अधिकार क्षेत्र भन्दा बाहिर रहेका छन् ।

ऐन तथा नीति, नियमको आवश्यकता

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

वर्गीकरण, क्षेत्र निर्धारण, प्रभाव पहिचान, अनुगमन र व्यवस्थापन

सडकको क्षेत्राधिकार १५ मिटर कायम भएतापनि आयोजनाको प्रत्यक्ष प्रभावित क्षेत्रमा कृष्ण चोक देखि ०.६४० कि.मि. सम्म यस सडकको क्षेत्राधिकार अनुसार १५ मीटर र ०.६४० कि.मि. देखि अन्तिम विन्दु सम्म १२ मि. कायमगरी डिजाइन गरिएकोछ । त्यसै गरी अप्रत्यक्ष प्रभावित क्षेत्र सडकको क्षेत्राधिकारको किनारा देखि ५० मीटर सम्म पर्दछ । प्रभावहरुको वर्गीकरण तथा संक्षेपीकरण गर्न वातावरणीय तथा सामाजिक चेकलिष्ट प्रयोग गरिएको छ । स्थान विशेषको प्रभावहरु वातावरणीय तथा सामाजिक प्रभाव मूल्याङ्कनमा समावेश गरिएका छन् । केही प्रभावहरु निम्नानुसार छन्।

भौतिक प्रभावहरुः

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

जैविक प्रभावहरू

- सडकछेउमा रहेका ४७ वटा रूखहरू हटाउनुको साथै ५१२ वटा व्यक्तिगत केरा, बाँस र सुपारी (२११ वटा केराको खम्बाहरु, १८२ वटा बाँसहरु र ११९ वटा सुपारीको बोटहरु) हटाउने

सामाजिक-आर्थिक र सांस्कृतिक प्रभावहरू

- भौतिक स्रोतहरूमा प्रभाव जस्तै भूमिको प्रयोगमा परिवर्तन, संरचनाहरूमा अवरोध(शान्ति नि.मा.बि पर्खाल स्थानान्तरण गरीने)
- कम आय र आदिबासी समूहहरू विशेष गरी आयोजना डिजाइनमा बहिष्करणको जोखिम
- व्यापारमा प्रभाव
- सामुदायिक पूर्वाधारहरूमा प्रभावहरू जस्तै १०८ विधुत पोलहरूको स्थानान्तरण गरीने
- पेशागत स्वास्थ्य र सुरक्षा
- सामाजिक असुरक्षा/ लैङ्गिगक हिंसा /AIDS को जोखिम
- सामुदायिक स्वास्थ्य जोखिम
- ट्राफिक व्यवस्थापन समस्याहरू आदि।

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

भौतिक प्रभावहरु ;

- सतहको माटोको पुनः प्रयोग गर्ने
- नगरपालिकाको प्रारम्भिक वातावरणीय परीक्षणले अनुमोदन गरेका खानी प्रयोग गर्ने र पुर्ने।
- सामग्री भण्डार गर्ने स्थानको उचित छनौट गर्ने
- नेपाल सरकारले तोकेको मापदण्ड अनुकुल यन्त्रहरु प्रयोग गर्ने
- यन्त्रहरुको नियमित मर्मत संभार गर्ने
- फोहोर व्यवस्थापनमा तीन आर (3R) प्रकृया अवलम्बन गर्ने
- काटिने रुखहरुको क्षतिपूर्ती स्वरुप वृक्षारोषण गर्ने
- स्थान विशेषको वातावरणीय तथा सामाजिक व्यवस्थापन योजना (ESMP) कार्यान्वयन तथा अनुगमन गर्ने

जैविक प्रभावहरू

- क्षतिपूर्ति वृक्षारोपणको रूपमा स्वदेशी प्रजातिका १०४३ बिरुवा रोप्ने

अर्थ-सामाजिक तथा सांस्कृतिक प्रभावहरु ;

- राष्ट्रिय कानून एवम् विश्व बैङ्कको सुरक्षण नीति परिपालन हुने कार्यगर्ने वातावरण/अवस्था र काम गर्नेहरुको सम्बन्ध
- उप-आयोजना क्षेत्रहरूमा बसोबास गर्ने न्यून आय र आदिवासी समूहहरूसँग सामुदायिक परामर्श सहित सरोकारवालाहरूको संलग्नता
- सुरक्षित, सफा तथा स्वास्थ्यका कार्यस्थलको व्यवस्था र कामको समय व्यक्तिगत सुरक्षण सामग्री को प्रयोग
- परियोजना वालमा १६ वर्षभन्दा कम उमेरका लागि निषेध गरिनेछ।
- समुदाय सृजित रोगहरुको रोकथाम सम्बन्धी सार्वजनिक चेतना अभिवृद्धि गर्ने

- कामगर्नेहरुले अरुको सम्पत्ति र नजिकको वनजंगल अनधिकृत प्रवेश नगर्ने व्यवस्था परियोजनाले गर्ने
- प्रशासनिक कार्य देखि निर्माण कार्यस्मम लैगिंक सवालहरुको सम्बोधन गर्ने
- निर्माण चरणका डाइभर्जनहरुको डिजाइजले फरक क्षमताका व्यक्तिहरुको आवश्यता समेटिनु पर्दछ र उपयुक्त व्यवस्थापकीय स्कुले वालवालिका, वटुवा तथा महिला र स्थलगत व्यवस्था गर्नु पर्दछ।

सडक क्षेत्राधिकार भित्रका सबै जग्गा कानुनी रूपमा नगरपालिकालाई हस्तान्तरण गरिएको छ । आयोजना वातावरणीय र सामाजिक व्यवस्थापन ढाँचा र विश्व बैंकको सुरक्षण नीतिहरूमा प्रदान गरिएका सिद्धान्तहरू र मार्गनिर्देशनहरू अनुरूप स्वैच्छिक भूमि दानको प्रक्रिया मार्फत भूमि हस्तान्तरण भएको छ । उपआयोजना गतिविधिहरूको परिणाम स्वरूप कुनै भौतिक वा आर्थिक विस्थापन हुने अपेक्षा गरिएको छैन, तथापि, सडक क्षेत्राधिकारमा फैलिएका केही संरचनाहरूलाई स्थानान्तरण आवश्यक हुनेछ।

यौन शोसण तथा दुर्वेसन एवम् दुर्व्यवहार रोकथाम तथा सम्बोधन कार्य योजना ;

विश्व बैङ्कले नेपाल शहरी शासकीय तथा पूर्वाधार उपआयोजनाको लागि गरिएको यौनिक शोषण एवम् यौन दुर्व्यवहार जोखिम मूल्याङ्कनमा आधारमा यस आयोजनाको SEA/SH जोखिमको "न्यून" मूल्याङ्कन गरेको छ । यस मूल्याङ्कनमा आधारित भई आयोजनाको लागि SEA/SH निरोध तथा सम्बोधन कार्ययोजना आयोजनाको लागि SEA/SH रोकथाम तथा सम्बोधन कार्ययोजना बनाइएको छ । यसमा उपआयोजनाको कार्यक्रमले सिर्जना गर्न सक्ने SEA/SH जोखिमहरु निषेध एवम् रोकथाम तथा न्यूनीकरण गर्ने उद्धेश्यका निश्चित व्यवस्थाहरु समावेश गरिएका छन् । यस योजनाले तालिका-1; विश्व बैङ्कले सेप्टेम्बर २०१८ मा प्रकाशित "असल अभ्यास नोट" अनुसार IPF परियोजनाहरुमा SEA/SH जोखिमहरुलाई सम्बोधन गर्न सुझाएको कार्यहरु लाई पनि समावेश गरेको छ।

वातावरण तथा सामाजिक व्यवस्थापन योजना ;

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

संस्थागत व्यवस्था ;

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

ACRONYMS

BoQ	: Bill of Quantity
CBOs	: Community Based Organizations
CBS	: Central Bureau of Statistics
CESMP	: Contractor's Environment and Social Management Plan
DIZ	: Direct Influence Zone
DPR	: Detailed Project Report
DSC	: Design and Supervision Consultant
DTMP	: District Transport Master Plan
DTO	: District Transport Office
DUDBC	: Department of Urban Development & Building Construction
EA	: Environmental Assessment
EHS	: Environment, Health and Safety
EPR	: Environmental Protection Rule
ESIA	: Environmental and Social Impact Assessment
ESMF	: Environmental and Social Management Framework
ESMP	: Environmental and Social Management Plan
FGD	: Focus Group Discussion
FR	: Feasibility Report
GoN	: Government of Nepal
HIV AIDS	: Human Immunodeficiency Virus Infection and Acquired Immune Deficiency Syndrome
HR	: Human Resources
IDA	: International Development Association
IIZ	: Indirect Influence Zone
ILO	: International Labor Organization
IP	: Indigenous People
ISR	: Implementation Status Review
KII	: Key Informant Interview
MTMP	: Municipality Transport Master Plan
NGO	: Non-Governmental Organization
NUGIP	: Nepal Urban Governance and Infrastructure Project
OP	: Operational Policy
OP/BP	: Operational Policy/Bank Policy
PAP	: Project Affected Person
PCO	: Project Coordination Office
PCU	: Passenger Car Unit
PIM	: Project Implementation Manual
PIU	: Project Implementation Unit
PMST	: Project Management Support Team
PPE	: Personal Protective Equipment
RAP	: Resettlement Action Plan
RoW	: Right of Way
SEA/SH	: Sexual Exploitation and Abuse/Sexual Harassment
SHE	: Safety, Health and Environment
STD	: Sexually Transmitted Disease
TOR	: Terms of Reference
ULG	: Urban Local Governments

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CHAPTER 1: INTRODUCTION

1.1 Project Background

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

The Government of Nepal (GoN) is receiving financing from the International Development Association ("World Bank") towards the cost of the Nepal Urban Governance and Infrastructure Project (NUGIP). The Department of Urban Development and Building Construction (DUDBC) within the Ministry of Urban Development (MoUD) is the primary implementing agency for NUGIP, and bears the complete responsibility of project implementation, management, supervision and coordination. A Project Coordination Office (PCO) has been established under the MOUD, DUDBC for carrying out activities related to the project and is responsible for coordinating implementation on a day-to-day basis. The PCO is comprised of a Project Director (PD), Deputy Project Director (DPD), Project Engineers (PE), and other key project management and technical staff. The PCO will be supported by a Project Management Support Team (PMST).

The Project Development Objective (PDO) of NUGIP is to strengthen institutional capacity in participating municipalities for strategic municipal infrastructure and service delivery. In particular, NUGIP will aim at: a) improving access to core municipal services (includes expansion of coverage, and construction and rehabilitation of basic infrastructure systems, e.g., urban roads & storm water drainage etc) in participating municipalities; b) strengthening planning, budgeting and implementation systems for municipal service delivery; and c) strengthening municipal finances and financial management systems.

NUGIP is comprised of five components:

- Component One will provide urban development grants (UDGs) to 17 municipalities for strategic municipal infrastructure and service delivery in two priority strategic urban clusters in eastern cluster (Provinces 1 and 2) and western cluster (Provinces 4 and 5). The 17 participating municipalities will be responsible for planning, preparation and implementation of the municipal infrastructure investments with direct support from proposed Design and Supervision Consultants (DSCs) and PCO.
- Component Two will support the 17 participating municipalities under Component One, plus 4 additional municipalities, on institutional strengthening through capacity building programs. The PCO and an Urban Development Support Team (UDST) will support the 21 participating municipalities in planning, preparation and implementation of institutional capacity development programs.
- Component Three will support COVID-19 response and recovery through Labour Intensive Public Works (LIPW) in 12 other municipalities. The 12 participating municipalities will take the overall responsibility of planning, administration, financial management, implementation and monitoring of LIPWs
- Component 4 supports a Contingent Emergency Response, and
- Component 5 supports Project Management and Coordination.

This Environmental and Social Impact Assessment (ESIA) covers the subproject connecting Krishna chowk on the East West Highway to Sunjhoda Community Forest Office Road via Saalbari, Bhusi and Shanti tole so as to improve livelihood of the local people along the settlement. The proposed project connects the Urlabari municipality (on the EW Highway) at Naya Mangalbare. The proposed project will serve low income and indigenous peoples (IPs). The subproject is expected to contribute towards the municipal capacity for urban development planning, infrastructure development and institutional development of the municipality.

1.2 Subproject Objectives and components

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

The subproject comprises of the following components:

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

The subproject was chosen based on its economic value addition and urban development requirements. The selection of the sub-projects is based on technical, environmental, social and financial sustainability. The objective of the subproject is to enhance intra-connectivity of Urlabari Municipality by improving urban road that connects various settlements in ward 2 with East-West highway at New Mangalbare Market center area. The proposed project is the only link connecting the Urlabari municipality (on the EW Highway) with Letang Municipality.

1.3 Subproject Details

The proposed subproject involves upgrading of the 5.276 kilometers section of the Krishna Chowk to Community Forest office Road via Golchowk, Salbari, Shree Shanti Nimna Madhyamik School, Dhamal chowk, North of Tribeni chowk in Urlabari Municipality of Morang district in Province no.1. The road under the subproject passes through wards 2 and 3 of Urlabari Municipality. The starting point of the road is Krishna chowk, Junction at the EW highway and ends at Community Forest Office with geographical location of that starting point being 28° 9'46.23"N and 84° 3'25.52"E. and the end point being 28° 9'55.43"N and 84° 5'28.02"E. It passes through Golchowk, Saalbari, Shree Shanti Nimna Madhyamik School, Damalaal Chowk, Triveni Chowk and Sunjhoda School. The project lies in relatively flat terrain and passes through many cross drains. The Existing carriageway width varies from 6.5m to 8m in average and existing situation it is in very poor condition. The road section requires capacity augmentation and pavement reconstruction to maintain acceptable levels of service. There is no alternative route to the project alignment with clearer ROW.

Urlabari municipality lies in Morang district in the south-eastern Terai of Nepal. It lies at26°39'52"N latitude and 87°37'29"E longitude (co-ordinate of municipal building). In the province government, Urlabari municipality lies in Province No 1. Territory of this municipality is demarcated by Damak Municipality at the East, Pathrisanischare Municipality in the West, Letang Municipality and Miklajunga Municipality in the North and Ratuwamai Nagarpalika in the South. Towards north, one road connects Urlabari chowk to Madhumalla and upto Ravi of Pachthar. Similarly, an alternative road connects Urlabari to Biratnagar. The most important road is the EW Highway which runs along wards, 7, 4, 3 of the municipality.

Urlabari is the second most urbanized municipality of Morang District after Biratnagar Metropolitan City (Association for Community View in Nepal, 2015). The place got its name from Urla (tiger in Santhaal language) and Wadi (the place in Santhaal language), as the place of tigers. Current Urlabari Municipality is a result of combination of previous Urlabari Municipality, three wards (7, 8 and 9) of previous Madhumalla VDC and whole of previous Ranghat VDC. All these wards have resulted the new Urlabari Municipality, having an extensive area of 78.62 sq. km. The newly restructuredis Urlabari Municipality has nine wards and is nourished by rivers like Daans River, Bakrah River which runs along North-South in ward 1 and ward 4 and the Maawa River in the west. Most of the area in this municipality is flat land that favors agriculture, while, it also has lots of forest resources within its territory. Presence of various roads and highways show great potential to this municipality towards development.

Various town centers and market places like Mangalbaare Chowk (New Mangalbaare), Thapachowk, Durgapuri and Urlabari chowk have created multimodal agglomeration of houses and settlements within the municipality. Among them, Urlabari chowk is most developed and strategically the most important market center as it connects with Madhumalla at its North and Rajghat at its South. Presence of health and educational institutions of bigger scales like Mangalbare hospital and Urlabari Multiple College; strategic roads; various small and medium scale industries like that of noodles, bakeries, biscuits, tobacco and so on; presence of 4 already popular wet lands of the regions, etc show Urlabari to have great potential of development.

The Right of Way (ROW) of the entire road alignment is 15m. From Chainage 0+000 to 0+640 the total Road width is designed 15m. After the chainage 0+640 to end, the road width is designed to be 12m because of significant number of structures that existed along the alignment and will not be possible to design a 15m road width. From 0+000 to chainage 0+640 which is under government land and there is clear road width of 15m. Further, there is no any issue related to land compensation. The municipality has declared the 15-meter ROW on 2 January 2017 (18 Poush 2073). (*Details attached in Annex-V*). At Shanti Basic School at ch 1+980m to ch 2+080m, the width is only 10.8m where the wall of the school will be dismantled and reconstructed to get 12 m ROW.

The location of the project can be depicted from Figure 1:1.

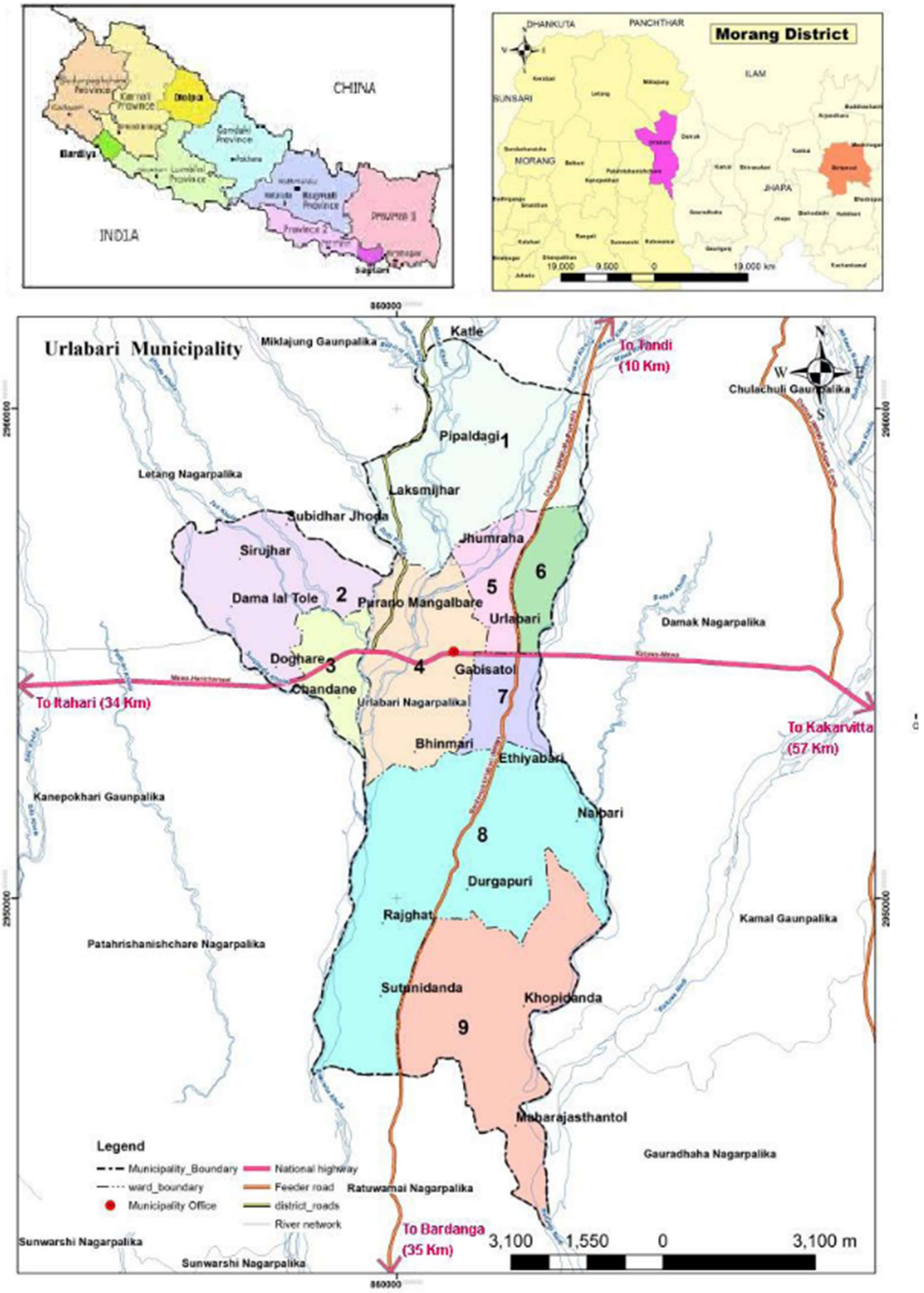


Figure 1-1 Project Location Map

This project aims to upgrade the carriageway to 5.5 m in width along the full length of the road, with footpaths and cycle paths on both sides, and drainage. There is an existing road with poor sub-base which connects with the East West Highway and with a clear ROW of 15m. Based on technical, economic, environmental and social assessment, 5.5m carriage way seems to be more viable under the estimated cost in

feasibility study. Hence, intermediate lane is provided along the road alignment. Up-gradation of road is proposed along with the necessary recommendation of Road Safety Audit.

The existing traffic circulation pattern shows that the project road experiences heavy traffic during the peak hours i.e morning 9.00 AM to 11.00 A.M. and evening at 4.00 PM to 6.00 P.M. Most of the trips are home-based trips and Krishna Chowk, Saalbari, Goalchowk, Bhusi, Damaalal Chowk, Triveni Chowk and Sunjhoda Community Forest Chowk are the major destinations.

The proposed scheme of Upgradation of Krishna Chowk to Community Forest office Road compared to the existing scenario is described in the following table**.**

Table 1-1: Existing Condition and Proposed Scheme Comparison

S. No.	Description	Existing Scenario	Proposed Scheme-Intermediate Lane
1	Length of Road	5.276 km	5.276 km
2	Right of Way (RoW)-Declared by municipality	Right of way 15m , Designed road width15m from 0+000-0+640 after that upto 5+276 designed road width is 12m.	Right of way 15m , Designed road width15m from 0+000-0+640 after that upto 5+276 designed road width is 12m.
3	Carriageway	5m graveled in average	Ch: 0+000 to 0+640-7m 0+640 to end: 5.5m
4	Pavement type	Graveled	As per the NRS 2070, for the road alignment: • Granular Sub base course = 280 mm • Granular base= 150mm • Asphalt = 40 mm
5	Cycle track	Nil	1.5m (Ch: 0+00 to 0+640) and 1.2m (0+640 to end) m on either side
6	Drain cum footpath	Earthen drain- not prominent	2.2m (Ch: 0+00 to 0+640) and 1.8m (0+640 to end) RCC drain cum interlock tile footpath on LHS and RHS of the road. Drain and footpath not provided from chainage 4+180 to 4+460 to protect the existing bamboo.
7	Cross drainage Structures	19- Hume Pipe culvert 2-Slab Culver	Box culvert- 2 Hume pipe culvert-11 Sluice gate provided at 1+730.
8	River Protection Works	Not provided	Provided at Sunjhoda river Chainage 4+135 to 4+480
9	Junction Improvement	Not designed intersection	Junction Improvement at 0+000, 0+640, 0+790, 0+830, 1+010, 2+630, 4+620, 3+070 and 5+276
10	Traffic signs/signage and road marking	Nil	Provided all along the road to ensure maximum safety to pedestrian and vehicular traffic as per Traffic Sign and Marking manual Volume I and II. 94 road signs are provided along the road alignment.
	Pedestrian Road Crossing (Zebra crossing)	Nil	40 zebra crossing provided the road alignment and 18 zebra crossing in the branch road.
	Railing	Nil	Provided from Ch 4+120 to 4+180
10	Tactile PavingRoad furniture (street lights, delineators, etc)	Nil	50 lux electric street light-526 number
11	Catch pit	Nil	351
12	Trees and plants	Nil	Plantation of 1043 saplings

(Source: DPR 2022)

1.3.1. Existing Road conditions and inventory

According to the Municipality Transport Master Plan (MTMP) of Urlabari Municipality, this road alignment is named as Sunjhoda Marga and lies in the Class A road category The Municipality Body has minuted in meeting ie.ROW 15m which has updated in MTMP in Poush 2073 BS. The whole RoW is under the jurisdiction of the municipality.

The major area of Krishna Chowk-Sunjhoda Community Forest Office Road alignment lies in the agricultural zone and some portion lie in the commercial and urban expansion zone.
The road does not have any road furniture and signage leading to compromise safety during road crossings and driving. People walk along the carriage way while vehicles are parked obstructing the pedestrian movement.

There is structure i.e. Shanti Basic School at ch 1+980m to ch 2+080m within the Right of Way along the 5.276 km road section for upgradation which require relocation. The details of exisiting road condition is presented as below.

Table 1-2: Existing Road Condition

Section		Terrain (plain / Rolling /hilly)	Land Use (Built Up/ Agri / Forest / Industrial / Barren)	Name of Village	CARRIAGEWAY			SHOULDER			Embankment Height(m)	Sub-Mergence (cm)	Details of Cross Roads			Road width		Remarks
From	To				Type (BT /CC/ GR/ ER)	Width (m)	Condition (G / F / P / VP)	Type (BT/CC/ GR/ ER)	Width (m)	Condition (G/F/P/VP)			Location	Road No (km)	Carriage way width(m)	Existing	Proposed	
0+000	0+092	Plain	Community forest	Saalbaari	BT	5.50	G	ER	1.25	P	0.20		Krishna Chowk	P11	7	15	15	
0+092	0+633	Plain	Built Up/Agri	Gol Chowk	GR	4.50	F	ER	0.80	P	0.20		Gol Chowk		9	15	15	
0+633	1+100	Plain	Built Up/Agri	Bhusi	GR	4.50	F	ER	0.80	P	0.20					10.5	12	Demarcation starts from Ch 1+100
1+100	1+980	Plain	Built Up	Bhusi	GR	5.00	F	ER	1.00	P	0.20					10.8	12	School boundary wall within a row from 1+980 to 2+080
1+980	2+080	Plain	Built Up	Bhusi	GR	5.00	F	ER	1.00	P	0.20					10	12	School wall within a row at Ch 2+080
2+080	2+290	Plain	Built Up/Agri	Dana Tole	GR	4.50	F	ER	1.20	P	0.20					7	12	
2+290	2+980	Plain	Built Up/Agri	Triveni Tole		4.50	F	ER	1.20		0.20					7	12	Brilliant School (R/S) & end of Demarcation at Ch 2+980
2+980	3+070	Plain	Built Up/Agri	Triveni Chowk	GR	5.00	F	ER	1.50	P	0.20		Triveni Chowk		5	7	12	
3+070	4+160	Plain	Built Up/Agri	Sunjhoda School	GR	4.50	F	ER	1.00	P	0.20					9	12	Temporary structure within a ROW at Ch 4+160
4+160	4+850	Plain	Built Up/Agri	Muskan Chowk	GR	3.00	F	ER	0.50	P	0.20					11.5	12	
4+850	5+276	Plain	Built Up/Agri/community forest	Sunjhoda Forest Office	GR	4.00	F	ER	1.00	P	0.20		Shanti Tole		4	11.5	12	Way to Letang

Starting point joining E/W Highway

Road condition Ch 0+000 toward Gol chowk

Road condition Ch 0+633 to 1+100, Saalbari

School wall within a ROW at Ch 2+080

Road Condition Ch 2+080 to 2+290, Danalal Tole

Existing road

Figure 1-2: Different types of roads

1.3.2. Bridge and Culvert

No bridge is found in this road alignment. Details of culverts are presented in **Table 1.3.**

Table 1-3: Existing Bridge and Culvert

S No	Location	Type of Structures (Pipe, Slab, Box, Arch)	Thickness of Slab (m)	Span Arrangement and total Vent way (No X Length (m)	Carriage way width(m)	Width of Culvert (m)	Details of Protection Works		Condition of various features of Culvert					Height above Bed level		Presence of Scour	Adequacy of Water way	Remark
							Type	Condition	Slab/Pipe/Box/ Arch	Head wall	Wing wall	Return wall	Parapet Handrail	U/S Side (m)	D/S Side (m)			
1	0+014	Hume Culvert	-	1*750mm	5.0	5.0	Stone Masonry	F	F	F	-	-	-	2.5	2.6	Yes	No	Hume pipe culvert proposed
2	0+823	Hume Culvert	-	1*750mm	6.0	6.2	-	P	F	-	-	-	-			No	No	Hume pipe culvert proposed
3	0+992	Slab Culvert	0.125	3.9m	4.4	5.1	RCC Structure	P	P	F	F	-	-	2.5	2.7	No	Yes	New Box Culvert is proposed
4	1+200	Hume Culvert		1*450mm	5.0	7.5	-	-	P	-	-	-	-	0.6	0.6	Yes	No	Since there is not any river stream, culvert is not required
5	1+624	Hume Culvert		1*450mm	5.2	7.5	-	-	F	-	-	-	-	0.6	0.6	Yes	No	Upgradation of Hume pipe
6	1+730	Hume Culvert		1*200mm	4.0	7.5	-	-	P	-	-	-	-	0.3	0.4	Yes	No	RCC cross drainage structure is provide with sluice gate both sides
7	1+969	Hume Culvert		1*450mm	5.0	7.5	-	-	P	-	-	-	-	0.5	0.6	Yes	No	Upgradation of Hume pipe
8	2+087	Hume Culvert		1*450mm	4.5	9.5	-	-	P	-	-	-	-	0.6	0.6	Yes	No	Upgradation of Hume pipe
9	2+267	Hume Culvert		1*600mm	4.5	5.0	Stone Masonry	P	P		-	-	-	0.6	0.6	Yes	No	New Box Culvert is proposed (merged with 2+269)
10	2+268	Skew Slab Culvert	0.25	1.9m	4.2	5.0	RCC/Stone Masonry	P	p	F		-	-	1.5	1.8	Yes	Yes	
11	3+091	Hume Culvert		1*900mm	5.0	5.0	Stone Masonry	P	P	-	-	-	-	1.5	1.7	Yes	No	Hume pipe culvert proposed

S No	Location	Type of Structures (Pipe, Slab, Box, Arch)	Thickness of Slab (m)	Span Arrangement and total Vent way (No X Length (m)	Carriage way width(m)	Width of Culvert (m)	Details of Protection Works		Condition of various features of Culvert					Height above Bed level		Presence of Scour	Adequacy of Water way	Remark
							Type	Condition	Slab/Pipe/Box/ Arch	Head wall	Wing wall	Return wall	Parapet Handrail	U/S Side (m)	D/S Side (m)			
12	3+140	Hume Culvert		1*200mm	5.0	5.0	-	-	P	-	-	-	-	0.4	0.45	Yes	No	Since there is not any river stream, culvert is not required
13	3+461	Hume Culvert		1*600mm	5.0	5.0	-	-	P	-	-	-	-	0.7	0.7	Yes	No	Upgradation of Hume pipe
14	4+010	Hume Culvert		1*450mm	3.7	3.7	-	-	P	-	-	-	-	0.5	0.6	Yes	No	Since there is not any river stream, culvert is not required
15	4+201	Hume Culvert		1*450mm	7.5	7.5	-	-	VP	-	-	-	-	0.5	0.6	Yes	No	Upgradation of Hume pipe
16	4+620	Hume Culvert		1*450mm	3.8	3.8	-	-	P	-	-	-	-	0.5	0.6	Yes	No	Upgradation of Hume pipe
17	4+890	Hume Culvert		1*200mm	4.8	4.8	-	-	P	-	-	-	-	0.3	0.3	Yes	No	Since there is not any river stream, culvert is not required
18	4+993	Hume Culvert		1*450mm	3.8	3.8	Stone Masonry	VP	P	VP	-	-	-	2.5	2.5	Yes	No	Hume pipe culvert proposed
19	5+080	Hume Culvert		1*450mm	6.4	6.4	-	-	P	-	-	-	-	0.5	0.6	Yes	No	Since there is not any river stream, culvert is not required
20	5+130	Hume Culvert		1*450mm	5.0	5.0	-	-	P	-	-	-	-	0.5	0.6	Yes	No	Since there is not any river stream, culvert is not required
21	5+272	Hume Culvert		1*450mm	4.0	4.0	-	-	P	-	-	-	-	0.5	0.6	Yes	No	Hume pipe culvert proposed

(Source: DPR, 2022)

Fig 1 Culvert Ch 0+823

Fig 2 Culvert Ch 0+992

Fig 3 Culvert Ch 0+992

Fig 4 Culvert Ch 5+272

Fig 5 Culvert Ch 2+087

Fig 6 Culvert Ch 2+268

Figure 1-3: Different type of culvert

1.3.3. Existing Junction

Nine junctions were identified during the study with chainage 0+000, 0+640, 0+790, 0+830, 1+010, 2+630, 4+620, 3+070 and 5+276.

1.3.4. Pavement composition of existing road

The condition of pavement and its composition details of existing road are presented in **Table 1-4**.

Table 1-4: Pavement condition and composition details

CHAINAGE		Pavement Composition			Shoulder		Riding Quality		Cracking (%)	Ravelling(%)	Potholing (No and % 100m)**	Remarks
From (km)	To(km)	Composition	Type *	Thickness (mm)	Composition	Condition (Fair/Poor/Falled)	Speed(km/hr)	Quality G/F/P/VP				
0+000	0+092	Surface	AC	40	ER	P	40	G	-	-	0	
		Binder	BUSG	-								
		Base	agg	150								
		Sub-base	agg	280								
		Subgrade	Gravely soil	500								
2+080	2+290	Surface	-	-	ER	P	20-30	P	-	-	20	
		Binder	-	-								
		Base	agg	150								
		Sub-base	agg	280								
		Subgrade	Gravely soil	500								
2+980	3+070	Surface	-	-	ER	P	20-30	P	-	-	20	
		Binder	-	-								
		Base	agg	150								
		Sub-base	agg	280								
		Subgrade	Gravely soil	500								
3+070	4+160	Surface	-	-	ER	P	20-30	P	-	-	20	
		Binder	-	-								
		Base	agg	150								
		Sub-base	agg	280								
		Subgrade	Gravely soil	500								
4+160	4+850	Surface	-	-	ER	P	20-30	P	-	-	20	
		Binder	-	-								
		Base	agg	150								
		Sub-base	agg	280								
		Subgrade	Gravely soil	500								
4+850	5+276	Surface	-	-	ER	P	20-30	P	-	-	20	
		Binder	-	-								
		Base	agg	150								
		Sub-base	agg	280								
		Subgrade	Gravely soil	500								

(Source: DPR, 2022)

1.3.5. Existing Footpath/Walkways condition

There is no footpath along the road alignment. Pedestrians walk on the road carriageway with high risk. As part of the road upgrading, footpaths will be provided on either side of the road.

1.3.6. Existing Storm Water Drain Network

Table 1-5: Existing storm water drain

The inventory of drain within the road alignment is shown in the table below.

Chainage			Drainage			Side		Remarks
From	To		Type (RCC/BW/RRM/ ER)	Width (m)	Condition (G/F/P/VP)	Left	Right	
0+000	0+470		RCC	1.10	G	Yes	Yes	
0+470	0+633		RCC	1.10	G	Yes	-	
0+633	0+824		ER	1.50	P	Yes	Yes	
0+824	1+100		-	-	-	-	-	
1+100	1+980		ER	0.50	P	Yes	Yes	Demarcation
1+980	2+080		ER	0.50	P	-	Yes	
2+080	2+269		ER	2.50	P	Yes	-	
2+269	2+290		ER	2.00	P	-	Yes	
2+290	2+980		ER	0.50	P	Yes	Yes	Demarcation
2+980	4+160		ER	0.50	P	Yes	Yes	
4+160	4+630		-	-	-	-	-	
4+630	5+276		ER	0.50	P	Yes	Yes	

(Source: DPR, 2022)

1.3.7. Existing Wastewater Network

There is no integrated waste water disposal system in the municipality. Current management of sewage is done by individual HH. Sewer is not integrated in storm water drainage.

1.3.8. Existing water supply network

There is no provision of water supply network during the construction work.

1.3.9. Existing Electrical

Of the whole alignment, the road section has 108 electric poles to be relocated.

Table 1-6: Existing electric poles

S.No.	Chainage	Electric Poles		S.No.	Chainage	Electric Poles	
		Right	Left			Right	Left
1	0+010	1		53	2+570		1
2	0+050	1		54	2+630		1
3	0+110	1		55	2+670	1	
4	0+210	1		56	2+710	1	
5	0+250	1		57	2+770	1	
6	0+310	1		58	2+810		1
7	0+350	1		59	2+830		1
8	0+410	1		60	2+850		1
9	0+450	1		61	2+870		1

S.No.	Chainage	Electric Poles		S.No.	Chainage	Electric Poles	
		Right	Left			Right	Left
10	0+510	1		62	2+890	1	
11	0+610	1		63	2+990	2	
12	0+650	1		64	3+030	1	
13	0+690		1	65	3+070	1	
14	0+730	1		66	3+110	1	
15	0+770	1		67	3+150	1	
16	0+810	1		68	3+210	1	
17	0+850	2		69	3+250		1
18	0+910	1		70	3+290		1
19	0+970	1		71	3+330	1	
20	1+010		1	73	3+390		1
21	1+030		1	74	3+450		1
22	1+070	1		75	3+490		1
23	1+150	2		76	3+550		1
24	1+170	1		78	3+590		1
25	1+230	1		80	3+630	1	
26	1+270	1		81	3+670		1
27	1+330	1		82	3+710		1
28	1+370		1	83	3+770		1
29	1+430		1	84	3+810	1	
30	1+470		1	85	3+830		1
31	1+530		1	86	3+930	1	
32	1+630		1	87	3+970	1	
33	1+670		1	88	4+030		1
34	1+710	1		89	4+210		1
35	1+730		2	90	4+350	1	
36	1+790		1	91	4+410	1	
37	1+830		1	92	4+530	1	
38	1+890	1		93	4+550	1	
39	1+930		1	94	4+605		1
40	1+990		1	95	4+605		1
41	2+110	1		96	4+870	1	
42	2+210	1		97	4+890	1	
43	2+250		1	98	4+930		1
44	2+270		1	99	4+990		1
45	2+230	1		100	5+030		1
46	2+430		1	101	5+090		1
48	2+390	1		102	5+150		1
49	2+430		1	103	5+190		1
50	2+450	1		104	5+250		1
51	2+490		1	105	5+270	1	3
52	2+530		1				
		33	**21**			**23**	**31**
Total No.							**108**

(Source: Field Survey , 2023)

1.3.10. Existing structure within RoW

The existing structures within RoW which will require relocated is described in the table below.

Table 1-7: Affected structure along the alignment

SN	Chainage		Structures	Remarks
	From	To	Within ROW	
	1+980	2+080	Shree Shanti Nimna Madhyamik School (Left)	Boundary wall

(Source: DPR, 2022)

1.3.11. Disaster Vulnerability

Besides the seismic vulnerability predominant all over the country, no other disaster vulnerabilities like floods, landslides and soil erosion are present along the proposed alignment.

1.3.12. Existing Circulation Pattern

This road alignment is the main connection road for settlements of ward 2 of Urlabari municipality to have access to New Mangalbare Market center and East-West highway. Also, this alignment provides access for settlements of Letang to New Mangalbare Market center. At current scenario, the road is graveled and not up to mark.

1.4 Components of proposed upgrading of road

Detail of the proposed up-gradation of road components are provided below:

1.4.1 Cross-sectional Elements

Detail cross-sectional elements proposed in the Krishna Chowk- Sunjhoda Community Forest Office Road (up-gradation up to 5.276 km) are provided in **Figure 1.4 and 1.5.**.

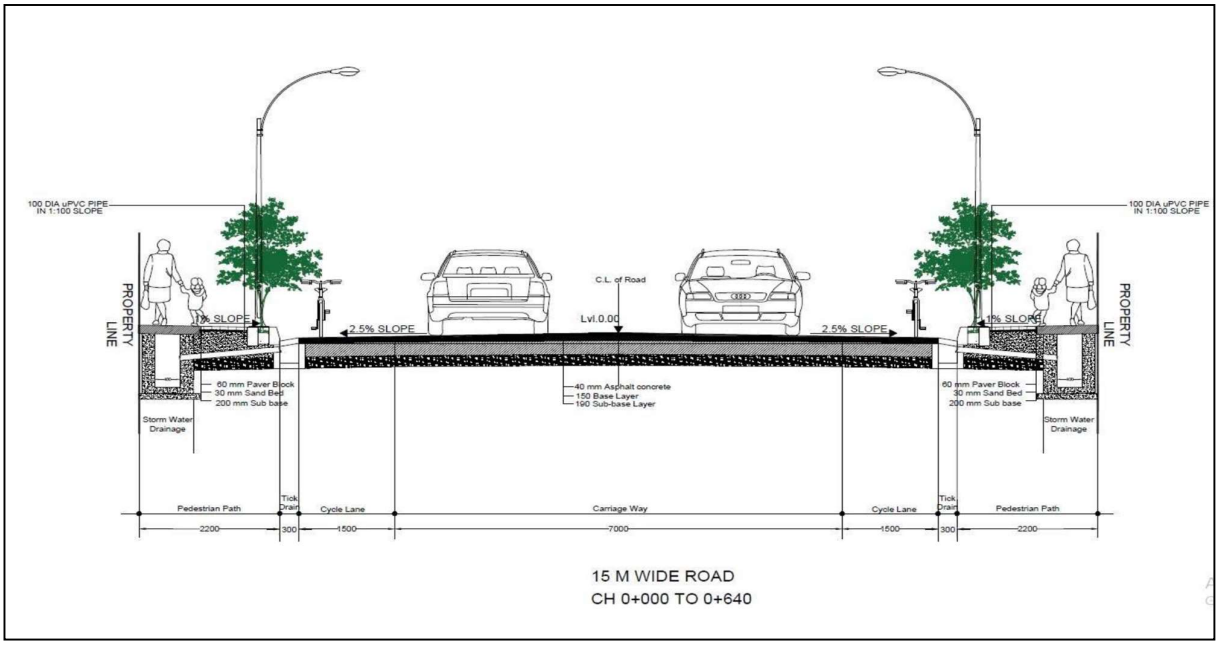


Figure 1-4: 15 m wide typical cross section

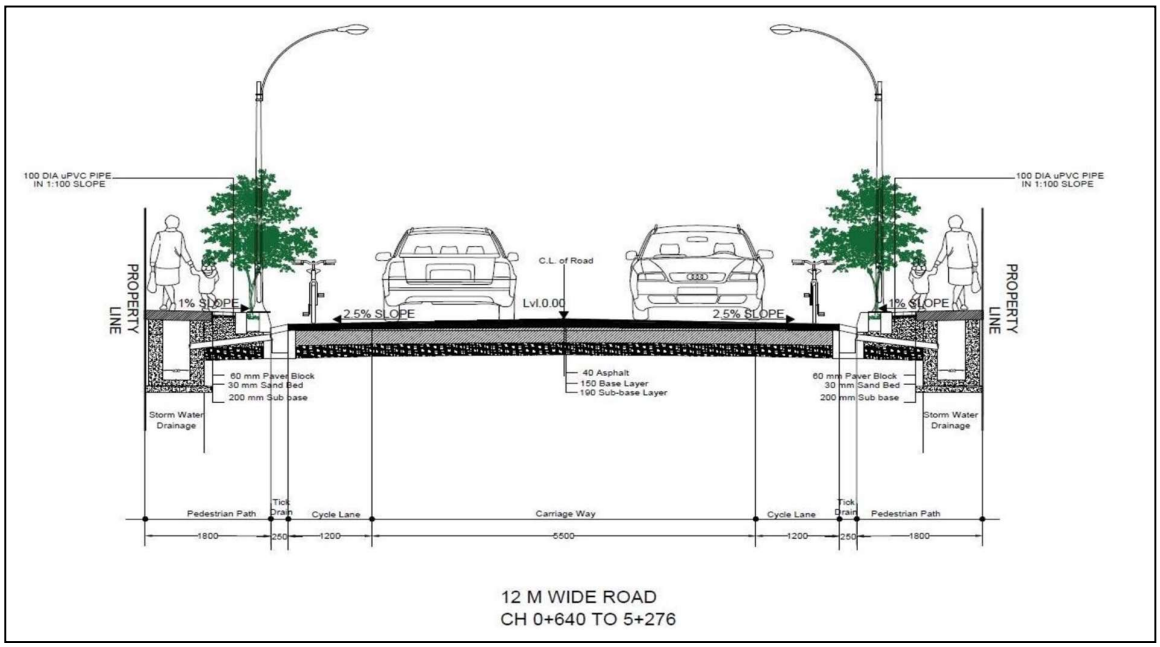


Figure 1-5: 12 m wide typical cross section

1.4.2 Carriageway

Carriageway width of 7m (Ch: 0+00 to 0+640) and 5.5m (0+640 to end) has been provided to adapt the traffic as given in traffic data.

1.4.3 Kerbs

Barrier Kerbs has been provided to separate opposite side lane as well as carriage way with cycle lane throughout the alignment. Kerbs have been provided in accordance to the provision of NURS 2070.

1.4.4 Street lights

Street lights are provided throughout the alignment in the green zone. For carriageway electric street light of 30 LUX has been proposed. This will improve the visibility for the commuters at night and it will increase safety.
526 street lights are proposed along the road alignment.

1.4.5 Sewer drainage

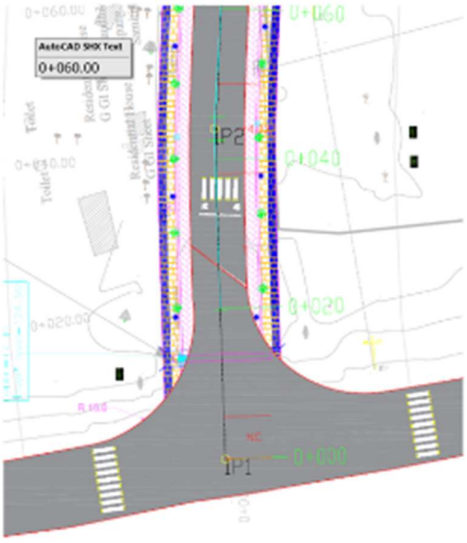
At current, the sewage is managed by individually either by septic tank or simple pit. There is no immediate need of it and municipality needs time to develop integrated sewerage system. Hence, sewer drain is not proposed in the road alignment.

1.4.6 Green area

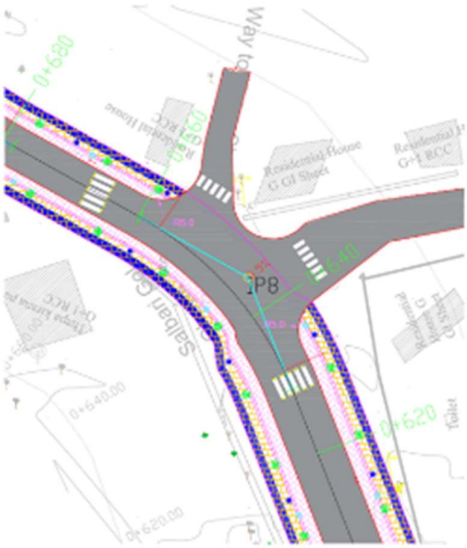
Green Utility Zone (Greenery) is with various trees which will provide shelter from heat and create cool surrounding and it will also improve the aesthetics of the street. Separate green zone is not provided in the road alignment. Road side plantation is done in the footpath. The roadside trees will be planted at the interval of 10m. Altogether 1043 trees will be provided through the road alignment.

1.4.7 Junction development

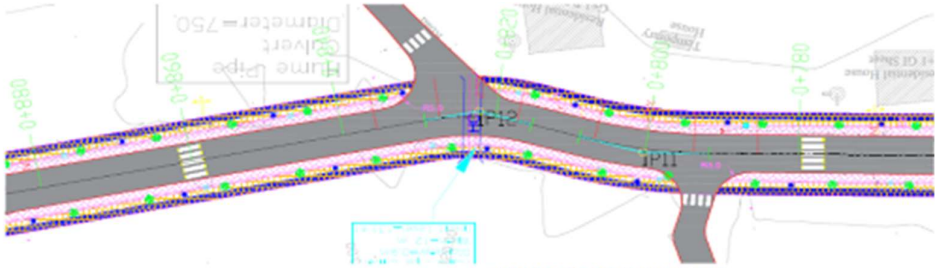
As per the road safety audit, the junctions that need improvement are located at Chainage 0+000, 0+640, 0+790, 0+830, 1+010, 2+630, 4+620, 3+070 and 5+276.



CHAINAGE AT 0+000

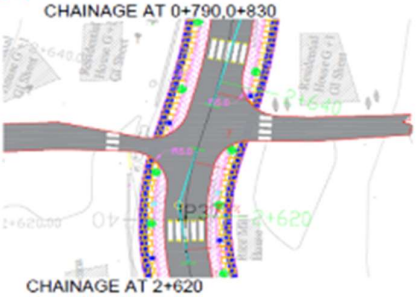


CHAINAGE AT 0+640



CHAINAGE AT 0+790,0+830

CHAINAGE AT 1+010



CHAINAGE AT 2+620

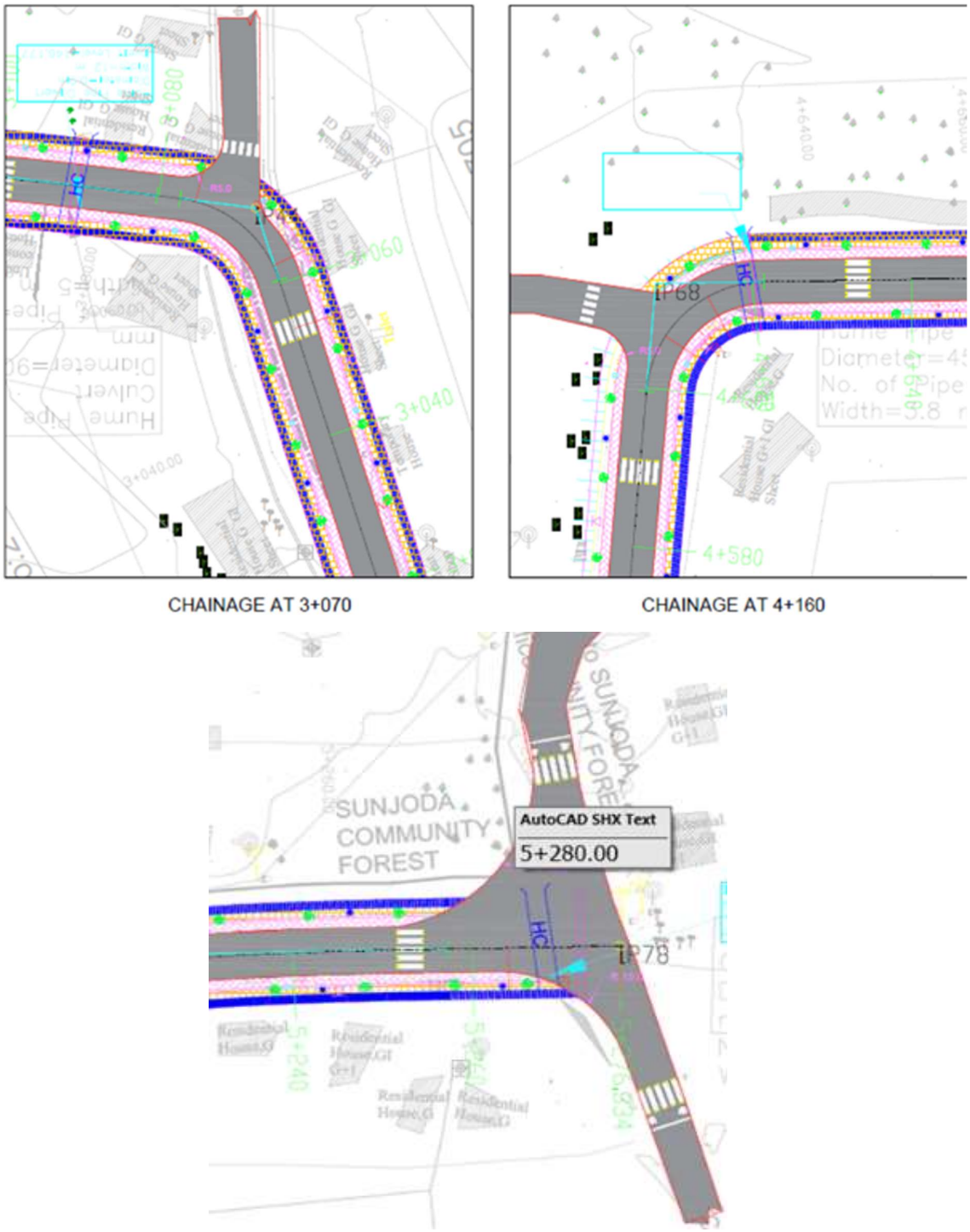
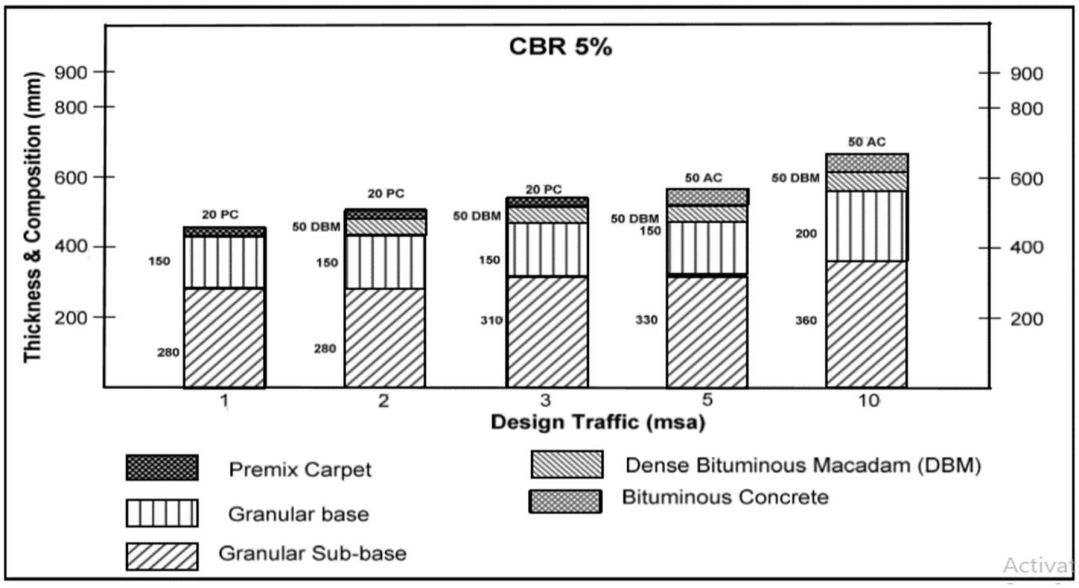


Figure 1-6: Junction development at different chainage

1.4.8 Pavement Design

Flexible pavement is proposed for the entire length of the project road. Pavement is designed using the guidelines of NRS 2070 Pavement chart using 0.689 MSA and 5% of CBR, the thickness of different structural layers found to be as follows:

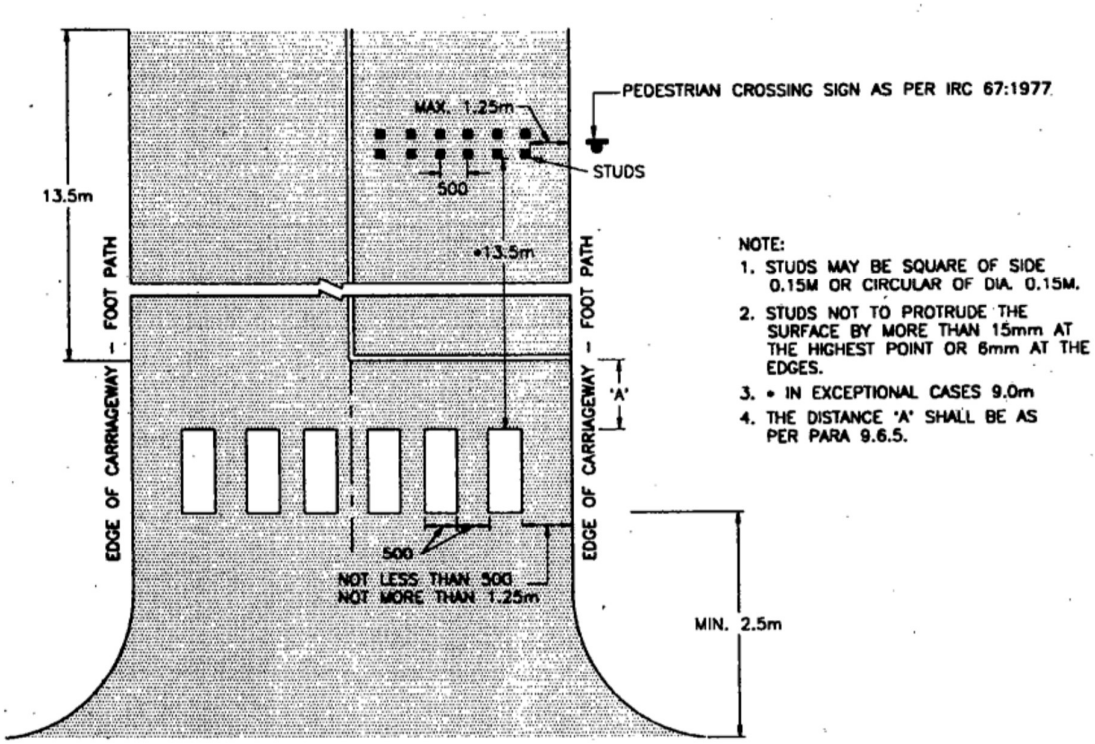
As per the NRS 2070, for the road alignment:
Granular Sub base course = 280 mm
Granular base= 150mm
Asphalt = 40 mm



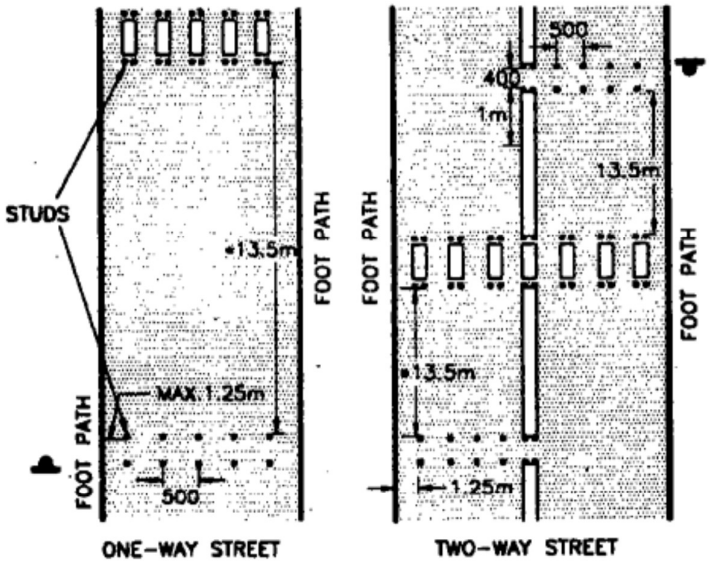
Note: The CBR value of the road at different chainage is greater than 5% at all chainage. The design is done taking the minimum CBR of 5% in the road alignment.

1.4.9 Road crossings

Zebra crossings has been provided at locations with high pedestrian crossing areas as well as settlement areas. Such crossings have been provided along the alignment. Zebra crossing has been provided as per IRC 35-1997.
19 road crossings are provided the road alignment and 19 road crossing in the branch road.



(a) PEDESTRIAN CROSSING AT AN UNSIGNALISED INTERSECTION



(b) PEDESTRIAN CROSSING AND APPROACHES THERETO FOR LOCATIONS OTHER THAN INTERSECTIONS

Figure 1-7: Road crossing -IRC 35-1997 1.4.10 Ramps

Ramp for house access for cars and motorcycle has also been provided. There are 140 ramps provided along the road alignment. The location of ramps is shown in Table 1.8 **.**

Table 1-8: Chainage of ramps provided

SN	Chainage	Side (LHS/RHS)	SN	Chainage	Side (LHS/RHS)
1	0+005	BOTH	57	2+375	LEFT
2	0+049	LEFT	58	2+432	LEFT
3	0+054	LEFT	59	2+435	LEFT
4	0+070	LEFT	60	2+467	RIGHT
5	0+075	LEFT	61	2+470	RIGHT
6	0+085	LEFT	62	2+627	LEFT
7	0+090	LEFT	63	2+632	LEFT
8	0+115	LEFT	64	2+630	RIGHT
9	0+121	LEFT	65	2+638	RIGHT
10	0+150	LEFT	66	2+714	RIGHT
11	0+158	LEFT	67	2+718	RIGHT
12	0+168	LEFT	68	2+748	RIGHT
13	0+172	LEFT	69	2+752	RIGHT
14	0+195	LEFT	70	2+966	RIGHT
15	0+198	LEFT	71	2+970	RIGHT
16	0+212	LEFT	72	2+970	LEFT
17	0+216	LEFT	73	2+985	LEFT
18	0+222	LEFT	74	2+977	RIGHT

SN	Chainage	Side (LHS/RHS)	SN	Chainage	Side (LHS/RHS)
19	0+225	LEFT	75	2+980	RIGHT
20	0+232	LEFT	76	3+055	RIGHT
21	0+235	LEFT	77	3+068	RIGHT
22	0+245	LEFT	78	3+304	LEFT
23	0+248	LEFT	79	3+309	LEFT
24	0+290	LEFT	80	4+620	LEFT
25	0+298	LEFT	81	4+630	LEFT
26	0+390	LEFT	82	0+010	BOTH
27	0+393	LEFT	83	0+185	BOTH
28	0+401	LEFT	84	0+305	BOTH
29	0+404	LEFT	85	0+440	BOTH
30	0+426	RIGHT	86	0+630	BOTH
31	0+432	RIGHT	87	0+660	BOTH
32	0+580	LEFT	88	0+860	BOTH
33	0+583	LEFT	89	1+050	BOTH
34	0+638	RIGHT	90	1+290	BOTH
35	0+655	RIGHT	91	1+450	BOTH
36	0+785	LEFT	92	1+600	BOTH
37	0+790	LEFT	93	1+760	BOTH
38	0+820	RIGHT	94	1+975	BOTH
39	0+830	RIGHT	95	2+080	BOTH
40	0+886	LEFT	96	2+225	BOTH
41	0+890	LEFT	97	2+500	BOTH
42	1+003	LEFT	98	2+610	BOTH
43	1+013	LEFT	99	2+815	BOTH
44	1+074	LEFT	100	2+963	BOTH
45	1+080	LEFT	101	2+995	BOTH
46	1+110	LEFT	102	3+050	BOTH
47	1+114	LEFT	103	3+080	BOTH
48	1+238	RIGHT	104	3+360	BOTH
49	1+240	RIGHT	105	3+582	BOTH
50	1+245	LEFT	106	3+780	BOTH
51	1+248	LEFT	107	4+102	BOTH
52	1+730	LEFT	108	4+155	BOTH
53	1+740	LEFT	109	4+500	BOTH
54	2+310	RIGHT	110	4+700	BOTH
55	2+325	RIGHT	111	5+280	BOTH
56	2+372	LEFT			

(Source: DPR,2022)

1.4.11 Cycle lane

Cycle lane of 1.5m (Ch: 0+00 to 0+640) and 1.2m (0+640 to end) is included as part of project design and will be

provided on both side of the road alignment.
As per the NRS 2070, for the road alignment:

- Granular Sub base course = 190 mm
- Granular base= 150mm
- Asphalt = 40 mm

1.4.12 Storm drainage and Cross drain structure

The drain along the road alignment is not prominent and earthen. RCC drain is proposed along the road alignment. Box culvert at 0+992 and 2+268 and hume pipe culvert at 0+014, 0+823, 1+624, 1+969, 2+087, 3+091, 3+461, 4+201, 4+620, 4+993 and 5+272.

1.4.13 River protection work

RCC wall is provided along the Sunjhoda River. The drawing is adopted from the Standard Drawings for Road Elements, RCC Cantilever retaining wall developed by Department of Road, Ministry of Physical Infrastructure and Transport.

1.4.14 Road Signs and Markings

Road Markings has been provided as per Traffic Sign and Marking manual Volume I and II. Lane line is used to separate lanes. End of carriageway and No parking line is used to separate the cycle lane and carriageway. There are 69 road safety signage that would be provided along the road under the project design.

Table 1-9: Road Signs and Marking

SN	Chainage	Code	Side (Left/Right)	SN	Chainage	Code	Side (Left/Right)
1	0+000	C2	At 0+000 junction	41	2+922	B25	LEFT
2	0+001	C2	At 0+000 junction	42	2+953	C2	LEFT
3	0+016	C2	RIGHT	43	2+964	A21	LEFT
4	0+017	A22	LEFT	44	2+966	D3	LEFT
5	0+018	A1	RIGHT	45	2+996	A21	RIGHT
6	0+130	C2	LEFT	46	2+999	D3	RIGHT
7	0+062	C2	RIGHT	47	3+005	A2	RIGHT
8	0+225	C2	RIGHT	48	3+019	C2	RIGHT
9	0+277	C2	LEFT	49	3+024	B25	RIGHT
10	0+462	C2	LEFT	50	3+044	C2	LEFT
11	0+584	A2	LEFT	51	3+139	C2	RIGHT
12	0+587	C2	LEFT	52	3+281	C2	LEFT
13	0+704	C2	RIGHT	53	3+378	C2	LEFT
14	0+707	A2	RIGHT	54	3+571	B12	LEFT
15	0+848	C2	LEFT	55	3+584	C2	LEFT
16	0+935	C2	LEFT	56	3+710	C2	RIGHT
17	0+962	B10	LEFT	57	3+716	B12	RIGHT
18	0+978	C2	RIGHT	58	4+022	B25	LEFT
19	1+039	C2	LEFT	59	4+053	C2	LEFT
20	1+044	B10	RIGHT	60	4+056	B10	LEFT
21	1+074	C2	RIGHT	61	4+089	C2	RIGHT
22	1+380	C2	LEFT	62	4+090	A21	LEFT
23	1+416	C2	RIGHT	63	4+092	D3	LEFT
24	1+601	C2	RIGHT	64	4+165	A21	RIGHT
25	1+710	C2	LEFT	65	4+170	D3	RIGHT
26	1+753	C2	LEFT	66	4+175	C2	LEFT
27	1+761	C2	RIGHT	67	4+182	B10	RIGHT
28	1+930	B25	LEFT	68	4+216	B25	RIGHT
29	1+971	D3	LEFT	69	4+219	C2	RIGHT
30	1+976	A21	LEFT	70	4+581	C2	LEFT
31	1+989	C2	LEFT	71	4+518	B10	LEFT
32	2+023	C2	RIGHT	72	4+639	B10	LEFT
33	2+069	A21	RIGHT	73	4+650	C2	LEFT
34	2+072	D3	RIGHT	74	5+079	C2	LEFT
35	2+141	B25	RIGHT	75	5+116	C2	RIGHT
36	2+272	C2	LEFT	76	5+222	B1	LEFT
37	2+302	C2	RIGHT	77	5+236	C2	LEFT
38	2+411	C2	LEFT	78	5+262	C2	RIGHT
39	2+613	C2	LEFT	79	5+270	A22	RIGHT

SN	Chainage	Code	Side (Left/Right)	SN	Chainage	Code	Side (Left/Right)
40	2+648	C2	RIGHT	80	4+130	Convex mirror	LEFT

Figure 1-8: Road signs and marking used in Krishna Chowk- Sunjhoda Road

1.4.15 Footpaths

Footpaths of 2.2m (Ch: 0+00 to 0+640) and 1.8m (0+640 to end) along both sides of the road is included as part of project design along the road alignment. The footpath will be raised and provided with seating arrangement in between. Tactile pavement along with other marking for blind people will be constructed in the footpaths in this road alignment.

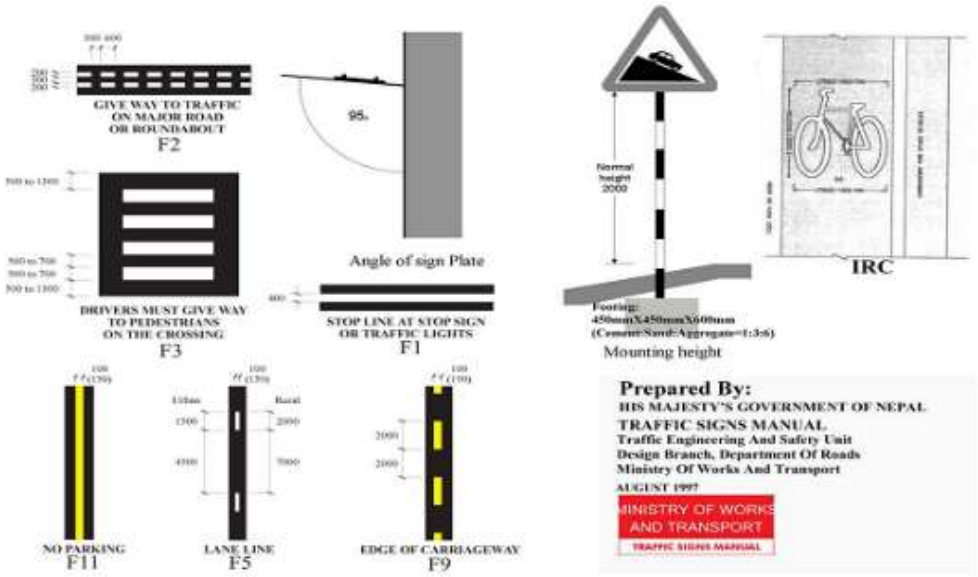


Figure 1-9: Signage provided in the road alignment

1.4.16 Interlock Concrete Block Pavement Design

The interlock concrete block pavement is proposed for footpath, cycle track, parking. The design of paver block pavement is based on the guidelines of IRC SP 63-2004. The composition of block pavement depends on the load coming on them.

- Concrete paver block-60 mm (Hexagon interlock block with compressive strength M 20)
- Sand Bed : 30 mm
- Base : 200 mm
- Granular sub base : 150 mm

1.4.17 Traffic Survey

The DPR report reveals that traffic count has been done 2 hrs daily during morning and evening for 3 days during peak hour at the end and start of road. Based on the Code, the traffic count during the peak hour is 10% of the daily flow. The average traffic count for 3 days-2hr daily during morning and evening has been done and converted into ADT which is tabulated below.

Table: Krishna chowk-community forest road

Vehicle type	Equivalency factor	Number of vehicles	PCU
Bicycle, Motorcycle	0.5	410	205
Car, Auto Rickshaw, SUV, Light Van and pick up	1	200	200
Light(Mini) truck, Tractor, Rickshaw	1.5	80	120
Truck, Bus, Minibus, Tractor with trailer	3	55	165
Non-motorized carts	6	0	0
ADT (Average Daily Traffic)		690	

1.5 ESIA Methodology

The study is undertaken following an overarching approach for Environmental and Social Impact Assessment (ESIA) and subsequently developing an Environmental and Social Management Plan (ESMP) following guidance provided by the Environmental and Social Management Framework (ESMF). A consultative and participatory process was adopted to conduct the ESIA and prepare the ESMP for the sub-project of Krishna Chowk- Sunjhoda Community Forest (CF) office road. The strategies to undertake the ESIA and preparing the ESMP required both qualitative and quantitative information gathering at both primary and secondary levels. The project team at Project Coordination Office (PCO) of Department of Urban Development and Building Construction (DUDBC), the World Bank, different national and local level stakeholders involved in NUGIP and the interaction with the community and related stakeholders on technical, environmental and social issues and consultants' observation of the intervention sites were undertaken. The ESIA/ESMP is in compliance with the GoN and the World Bank's policies and builds on the recent approaches and incorporates learning and previous experiences. The stepwise process in the preparation of ESIA/ESMP includes the following activities:

- Reviewed scope of works in the Terms of Reference (TOR) for the ESIA/ESMP, Project Implementation Manual (PIM), feasibility reports of the sub-project
- Reviewed applicable laws of the GoN and the WB policies.
- Consulted project team, PCO, stakeholders, WB and experts.
- Reviewed the DPR of the proposed project, consulted PCO and DPR consultants.
- Followed checklist for environmental and social data of DPR.
- Prepared safeguard (including resettlement) checklists prior to the field visit.
- Visited sub-project site and consulted municipality office, district level.
- Conducted consultations, Focus Group Discussions (FGDs), Key Informant Interviews (KII), with several stakeholders

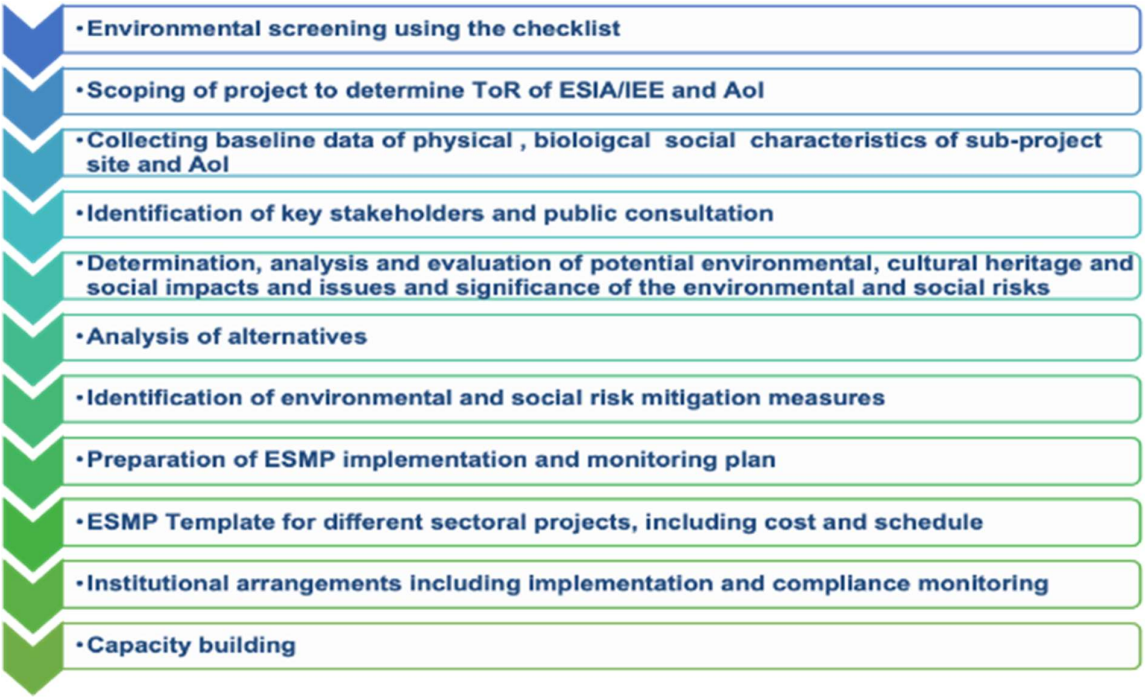


Figure 1-10: ESIA Process for all sub-projects

Collection of primary data for physical, biological, and socio-economic baseline information. Instrumentation monitoring was performed for air, water, and noise. For biological assessment, vegetation survey was carried out.

1.5.1 Baseline study

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

1.5.2 Stakeholder Analysis

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

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

1.5.3 Gender assessment and GBV status analysis

The following activities were undertaken for gender assessment.

- Review of the legal policy framework of GoN
- Review of the set-up, capacity, and constrains within relevant institutions
- Analyze the culture amongst women of different cultural groups
- Analyze potential positive and negative impacts on women
- Analyze barriers, challenges, and constrains for the participation of women
- Identify potential entry points and interventions to enhance gender sensitivity
- Recommend project planning and implementation teams in addressing gender context

1.5.4 Assessment of potential environmental and social impacts

- Likely Beneficial Impacts

- Likely Adverse Impacts

1.5.5 Environmental and social screening

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

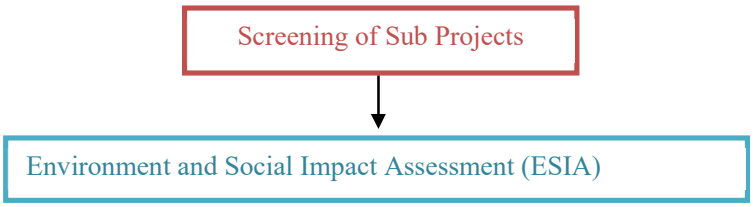


Figure 1-11: Flow of preparation of safeguard instruments for the project

1.5.6 Revision and modification of ESMP

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

CHAPTER 2: ENVIRONMENT AND SOCIO-ECONOMIC BASELINE

2.1 Physical environment

2.1.1 Physiography, Geomorphology and Geology

Geographically, Urlabari is located at the south-eastern side of Nepal in Terai region of Province 1. It is about 400 Km from Kathmandu and about 60 km from Biratnagar Metropolitan city. It is about 76.2 Km^2 in area having population density 716 per km^2.Most of the area in this municipality is flat land that favors agriculture, while, it also has lots of forest resources within its territory. Presence of various roads and highways show great potential to this municipality towards development.

Urlabari is the second most urbanized municipality of Morang District after Biratnagar Metropolitan City (Association for Community View in Nepal, 2015). The place got its name from Urla (tiger in Santhaal language) and Wadi (the place in Santhaal language), as the place of tigers. Current Urlabari Municipality is a result of combination of previous Urlabari Municipality, three wards (7, 8 and 9) of previous Madhumalla VDC and whole of previous Ranghat VDC.

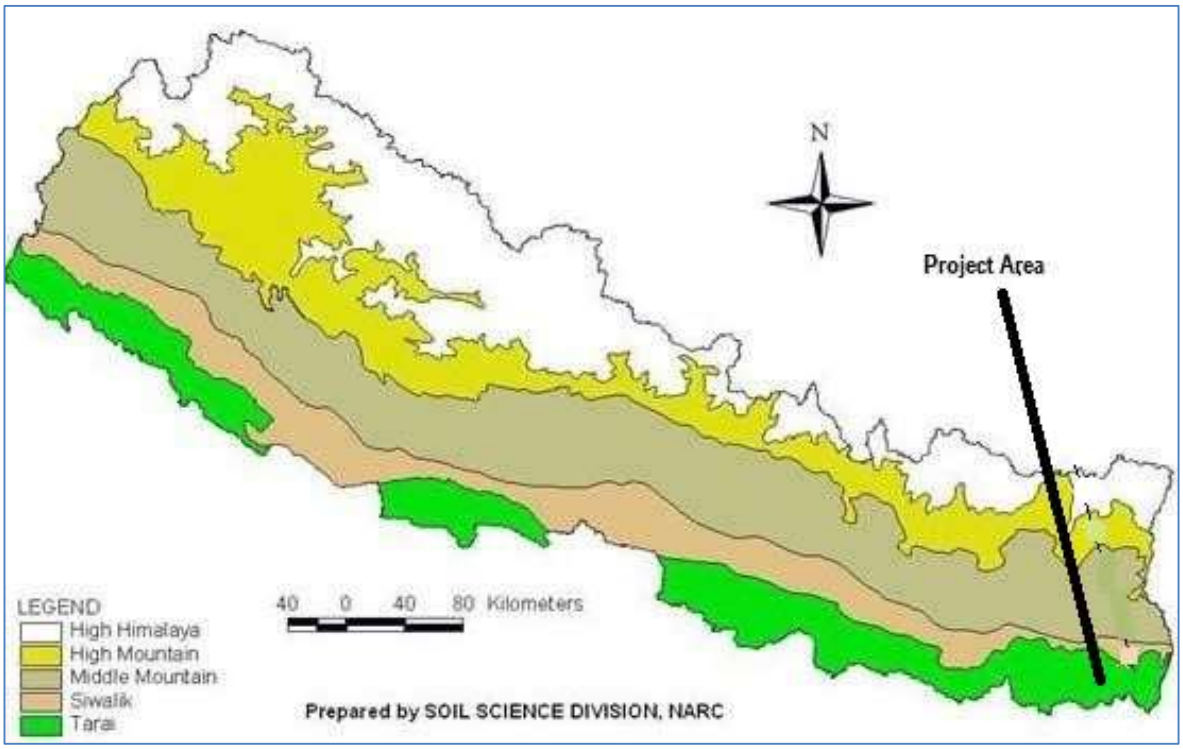


Figure 2-1 Physiographic Division of Nepal and project area

Topographically, Terai is generally flat with minor relief caused by river channel shifting and down warping of the basin. This Municipality is characterized by flat plain and lower in elevation. Also, small river valleys are filled up by the alluvial and fan deposit in the northern region. The major rock types are Alluvium (gravels in the north near the foot of the mountain, and gradually becomes finer southward. Boulder, cobble, pebble and sands and pebbly sands, silts, clay and silt in the plain Terai.

Figure 2-2: Plain topography of project area

Geologically, Nepal is divided into 5 different regions. They are Terai, Siwaliks, Lesser Himalaya, Higher Himalaya and Tibetan Tethys Himalaya.

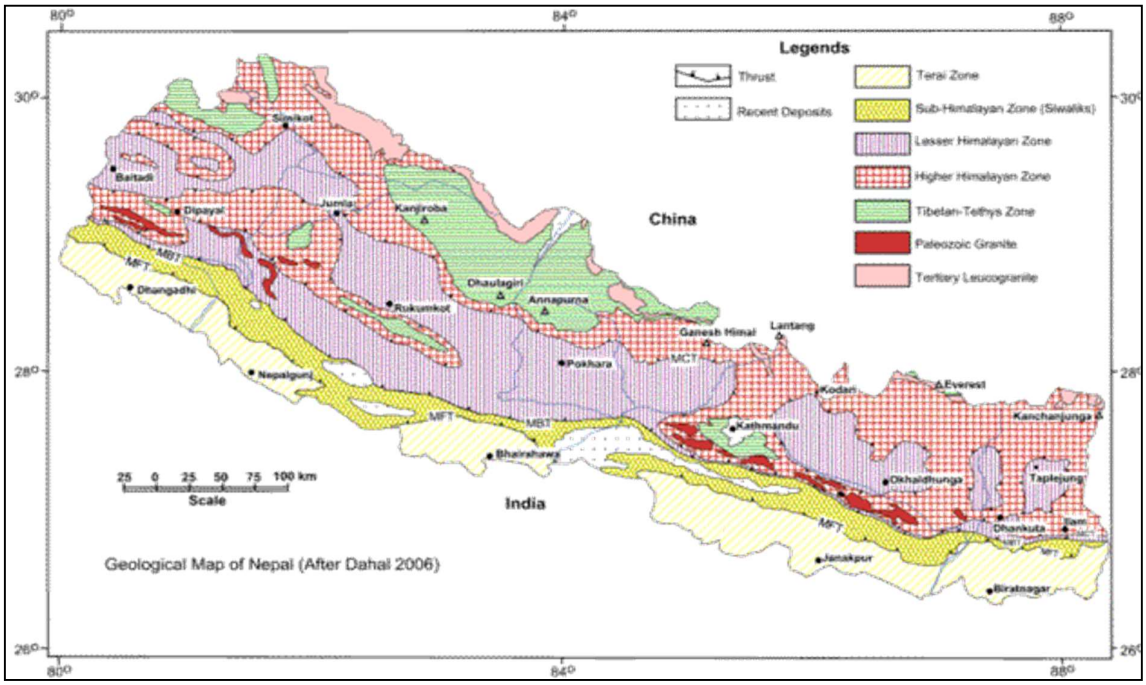


Figure 2-3: Geological map of Nepal

2.1.2 Topography

Territory of this municipality is demarcated by Damak Municipality at the East, Pathrisanischare Municipality in the West, Letang Municipality and Miklajunga Municipality in the North and Ratuwamai Nagarpalika in the South. Towards north, one road connects Urlabari chowk to Madhumalla and upto Ravi of Pachthar. The proposed upgrading road lies in the flat terrain of Terai belt. The altitude variation of the municipalities is in between 94 m to 147 m from south to north direction.

The starting point

Existing condition of the road

Bamboo within RoW

Cut tree within RoW

Figure 2-4: Pictorial highlights of the Project Area

2.1.3 Climate and Hydrology

Climatically, it is position in Warm and Temperate climatic zone. The average annual daily temperature in Urlabari is 24.5ºC. June is the warmest month with average temperature of 28.5 °C (max temp-32.2°C and min temp-24.8°C) and January is the coldest one with average temperature of 16.8 °C (max temp-23.2°C and min temp-10.4°C). The average annual rainfall is 2623 mm in Urlabari. December is the driest month with average of 5mm rainfall and most precipitation falls in July, with an average of 766 mm. The monthly climatic data is shown in the **Table 2-1.**

Table 2-1: Weather Data for Project Area

Year 2017	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Average Monthly Min Temp (ºC)	10.4	11.8	15.8	20.6	23.2	24.8	25.1	24.7	24	21.6	15.2	10.8
Average Monthly Max. Temp (ºC)	23.2	26	31.4	34.1	33.4	32.2	31.8	32.1	31.4	30.9	28.9	24.6

Year 2017	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Precipitation/ Rainfall (mm)	13	9	22	62	167	496	766	574	364	136	9	5

(Source: https://en.climate-data.org/location/9699316)

The newly restructured Urlabari Municipality has nine wards and is nourished by rivers like Daans Riverand Bakrah River which flow along North-South in ward 1 and ward 4 and the Maawa River in the west.

2.1.4 Liquefaction Susceptibility

The Peak Ground Acceleration (PGA) for the Krishna Chowk to Community Forest Office (up gradation up to 5.276 km) has been taken as 0.29g referred from the Seismic Hazard Map of Nepal published by Nepal Seismological Centre. As per the literature reviews the strata with corrected N value greater than 30 are not susceptible to liquefaction.

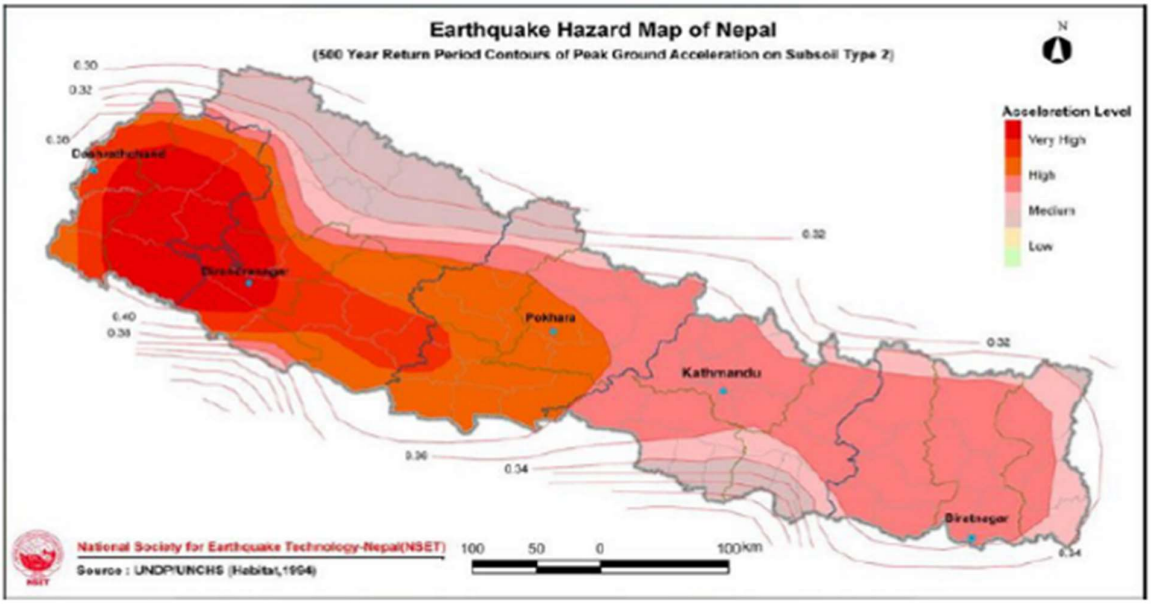


Figure 2-5: Earthquake Hazard Map of Nepal (Source: UNDP/UNCHS, 1994)

The sub-surface strata of the project area primarily consist of boulder and gravel. The liquefaction analysis indicates that the site is not susceptible to liquefaction. The materials to be used for backfilling purposes will be of selected fill composed of sand and/or granular mixture free from organic matter or other deleterious substances. It will be spread in layers not exceeding 25cm in un-compacted thickness, moisture conditioned to its optimum moisture content, and compacted to a dry density not less than 95% of the maximum dry density as obtained by modified proctor test (IS 2720 Part 8).

2.1.5 Land Use

Most of the land cover of the UM is covered by the cultivation land i.e. 84 percentage and 9 percentage sand. Forest cover is 2 percent of overall land and grass cover is 3 %. Other land covers are orchard 0.1%, Pond or Lake 0.1% and Water Body 1.4%.

Average Sound Pressure	
	30
Equivalent Sound Pressu	

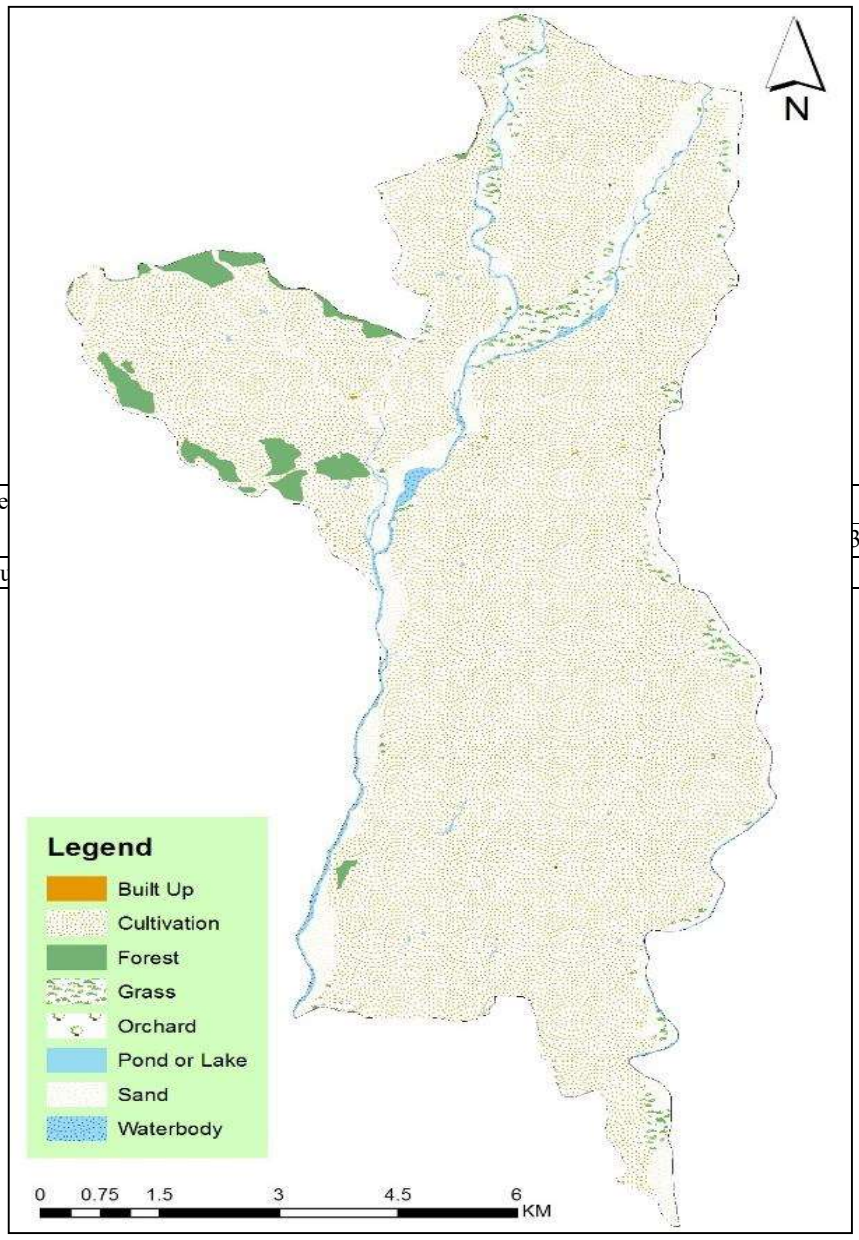


Figure 2-6: Land Use Map of the Project Municipality

2.1.6 Air, Noise and Water Quality

The air and noise quality around the Project area is not affected by the vehicles and industries. The Project area lies in the community forest so there is no air and water pollution. The baseline established for air, niose and water at different locations within the project area is presented in the Annex II.

2.1.6.1 Noise Quality

The daytime and nighttime observed sound pressure level by noise level meter at the monitoring site were 66 dB(A) and 58 dB(A) respectively. (Annex II)

(Source: Field Monitoring Data, 2019)

Table 2-2: Noise Data

2.2 Biological Environment

The project alignment passes along the edge of Salbari Community Forest area for 400-meter length, along river side area for 485 m length and along the edge of Charkoshe forest area for 667 m length where intermittent lane road construction does not require any tree to be cleared off from the community forest area. The alignment ends near Sunjhoda Community Forest Office.

The road passes along the side of the existing forest area for around 1 km Salbari Community Forest and Charkoshe Forest Area) on one side and the settlement on the other side of the road. The mentioned forest area is surrounded by the settlements on three sides and national highway on the southern side. Therefore the forest area is not the habitat for terrestrial fauna and no terrestrial fauna in the project area were noticed or reported during the field visit. The major vegetation along the road alignment is given in the table 2.3. Similarly, list of avifauna, herpeto-fauna and avifauna of the broader project area surroundings are given in following tables 2.4, 2.5 and 2.6

Table 2-3: Major vegetation specis found in the project alignment

SN	*Scientific Name*	Common Name	Use
1.	*Musa acuminata*	Banana	edible fruit
2.	*Areca catechu*	Supari	Fruits/timber/ building materials
3.	*Mangifera indica*	Mango	Fruit/timber
4.	*Psidium guajava*	Guava	edible fruit
5.	*Cocos nucifera*	Coconut	Fruit/cosmetics/medicine/building materials
6.	*Carica papaya*	Papaya	edible fruit
7.	*Citrus maxima*	Pomelo	Fruit/cosmetics/medicine/
8.	*Litchi chinensis*	Litchi	edible fruit
9.	*Bambusa vulgaris*	Bamboo	Timber/ building materials

Chainage 0+206

Chainage 0+298

	
Supari along the Road alignment	Bamboo culms nearby the Culvert/within RoW

Table 2-4: List of Avifauna

Local Name	English Name	Scientific Name
Jureli	Bulbul	*Pycnonotus zeylanicus*
Dhukur	Spotted Dove	*Streptopelia chinensis*
Bhangera	Sparrow	*Passer species*
Rupi	Common myna	*Acridotheres tristis*
Cag	Crow	*Corvussplendens*
Bakulla/Cattle Egret	Egret	*Bubulcus ibis*
Gauthali	Swallow	*Hirundo rustica*
Luiche	Red Jungle Fowl	*Gallus gallus*
ThuloBakulla	Great egret	*Ardea alba*

Table 2-5: List of Fauna

Local Name	English Name	Scientific Name
Kharayo	Rabbit	*Lepus nigricollis*
Lokharke	Squarrel	*Tamiops macclellandii*
Shyal	Jackel	*Canis aureus*
Nyaurimuso	Mongoose	*Herpestes edwardsii*
Badar	Common Money	*Macaca mulatta*

(Source: Field Visit, 2021)

Table 2-6: List of Herpetofauna

Local Name	English Name	Scientific Name
Bhyaguto	Frog	*Rana tigrina*
Sirish	Bronzeback tree snake	*Dendrelaphis tristis*
Sarpa	Common cat snake	*Boiga trigonata*
Magur	Cat fish	*Ictalurus punctatus*

(Source: Field Visit, 2021)

2.3. Socio-economic environment

The road (subproject) alignment lies in Ward 2 of the Urlabari Municipality which starts from the Krishna Chowk and ends at Sunjhoda Community Forest Office of Urlabari Municipality. The road passes through the Salbaari, Gol Chowk, Shree Shanti Nimna Madhyamik School, Damaalal Chowk and Triveni Chowk. Most of the adjoining areas of the RoW of the road is agriculture land and limited portion lie in the commercial and urban expansion zone. However, as a major access road to New Mangalbare Market for the settlements of Ward 2, this road is taken as an important project in the indicative plan. As this road is parallel to the East-West high way. The proposed project is the only link connecting the Urlabari municipality (on the EW Highway) with Letang Municipality. The proposed

project will serve a population of low income and indigenous peoples (IPs) groups as the proposed project stretch provides the only commuting option that links these low-income groups and IPs with the core market area.

2.3.1 Demography

As per the preliminary report of census 2021, the total population of Morang District is 11,47,186with population density 618 per Sq. Km. The total population and households of the Urlabari Municipality is 70,908 and 17,650 respectively. The population density of Urlabari Municipality is 950 people per Sq Km which is high than the Morang District. The total Ward wise population of the Urlabari Municipality is presented in Table below.

Table 2-7: Population and households of Urlabari Municipality

Ward	Households	Male	Female	Total	Average HHs size	Sex ratio
1	2190	4161	4643	8804	4.02	89.62
2	2101	3955	4458	8413	4.00	88.72
3	1902	3486	3816	7302	3.84	91.35
4	2448	4621	5169	9790	4.00	89.40
5	1390	2566	2969	5535	3.98	86.43
6	1440	2649	3021	5670	3.94	87.69
7	2600	5068	5651	10719	4.12	89.68
8	1955	3639	4212	7851	4.02	86.40
9	1624	3211	3613	6824	4.20	88.87
Total	17650	33356	37552	70908	4.02	88.83

(Source: NPHC, 2021

2.3.2 Physical and cultural resources

The project is located mostly in farm land with increasing numbers of urban settlements. Agriculture is one of key sources of livelihoods of the local communities living along the road. Rice is the major agriculture product of the area. As the project area has significant number of indigenous people like Dhimal, it provides access to several shrines area of Marathaan of Dhimal community.

2.3.3 Indigenous People and Vulnerable Community

Various groups of indigenous people (IP) are living in the area with more than 60% of beneficiary population belong to IP or marginalized communities. Dhimal, Satar and Rajbanshi people are the major indigenous group of people who are the original inhabitants of this part of Terai. Apart from them, there are other groups of indigenous people living in the such as Danuwar, Sunuwar and other Dalits, However, due to the high in migration in the areas from the hills districts who took over most of the land, now they no longer are in majority in the areas as majority. Furthermore, they are being gradually marginalized by migrants. The IP in the project area are not alienated from the other groups, rather they are mainstreamed with the other communities and general population and share socio-cultural and

linguistic ties with the wider section of the communities and people. Projects like this are significant in this term. It is anticipated that the project will have positive impact to IPs and vulnerable group with creating employment opportunities immediately and with increasing access of local products to market in long run. No adverse impact of the project on these groups is expected. No significant cultural heritage sites were found along the alignment.

2.3.4 Economy

Agriculture is the main sources of livelihoods of the local people of the project area. So the economy of the area is primarily depends on agriculture activities. As other parts of the district, remittance also contributes significantly for the economic development of the local area and people. However, in recent years, business and local trade sector is increasingly gradually in the area. Local wage rate for skilled and unskilled human resource is Rs 1,200 and 700 respectively. With the increased in-migration in the area, the land price has increased significantly with Rs 15 Lakhs per *Kattha* along the road. The per capita share in project area is lower side as the average for Nepal.

2.3.5 Poverty Profile

Poverty profile of the project district and caste/ethnic group living in the project area (Ward 2 of UM) is presented in Table 2.8 **.**

(Source: CBS, 2011)

Table 2-8: Poverty profile of the project District of Morang

Group	Head Count		Poverty Gap		Poverty Severity	
	Number	Rank	Number	Rank	Number	Rank
Dalit Terai	38.2	2	8.1	2	2.2	3
Terai Caste[1]	28.4	4	5.2	5	1.4	6
Indigenous Peoples(Terai)	26.6	5	4.9	6	1.4	5
Muslim and Other Caste	18.8	7	3.4	7	0.9	7

2.3.6 Out-migration Trend and Status

Migration trend (mostly in-migration) of the project area is found both from hills to the Terai as well as outside the country, while recent data dietetic the eastern Terai as a migrant-sending areas. It was reported during the consultation that at least one from most of the household of the project area have seasonal out migration mostly in gulf country. On the basis of field observation and consultation with the local people, the phenomenon of migration in the project area is different; in-migration is permanent family migration, while the out-migration is temporary individual migration for work. In the phenomena of labor out-migration, one or more members of households migrate to urban centers within the country or abroad for one or two years and return back home.

2.3.7 Employment

Most of the people of the project area are dependent on agriculture for their living so agriculture sector is providing employment opportunities to the local people. Most of the middle-income people are self-employed in agriculture sector and perform various agriculture activities. During the consultations, it was reported that more than 60 percent of local people are engaged in the agricultural activities performed by their household whereas only one third of households are engaged in non-farm enterprises such as daily wages, services and business. Moreover, this proportion of engagement in agriculture sector is slightly higher for indigenous households.

2.3.8 Livelihoods

The main livelihoods sources for local people are agriculture, remittance and services including daily wages. Other livelihoods sources are business, trade, wage labor and running small scale business and enterprises.

2.3.9 Land Ownership

Urlabari municipality declared 15-meter RoW on 2 January 2017 (18 Poush 2073) for land from 0+640 to 5+276. Details provided in Annex V. From chainage 0+000 to 0+640 the total road width is designed 15 meter and after the chainage 0+640 to end the formation width is designed 12 meter due to significant number structures existed along

[1]Excludes Terai Dalit and Indigenous Peoples and some other Terai Castes.

the alignment. The whole RoW is under the jurisdiction of the municipality. The municipality has committed on deed transfer within the project period as agreed. There is no compensation issues raised and no any other outstanding issues related to resettlemnt. However, the project will compensate the effects on utilities and school's wall. There are the utilities such as electric poles under the right of way of the road. The width of the existing track varies from 10m to 15m and is a clear site. The ROW is clear except at Shanti Basic School at Ch 1+980m to ch 2+080m, the width is only 10.8m where the wall of the school will be dismantled to get 12 m RoW.

2.3.10 Socio-cultural Activities

In the project area, the main socio-cultural activities performed are ceremonial events such as Dashain Tihar, Maghi (Magh1st) Marriage, Birthday, Anniversary, and other local festival Drama, Local Folk songs singing etc. and circumcision celebrations or charitable events.

2.3.11 Literacy

Literacy rate (76 %) of the project area is higher than the national average. However, only 2.9 % population have a higher degree either Diploma or Bachelor degree with and nominal (0.7 %) percentage have post-graduate and above degree. The project area has good education facilities for up to the high school level and for higher and tertiary education, local people have to go to Biratnagar, Birtamod, Kathmandu and other cities. The school facilities in the project area are presented in below Table 2.9.

Table 2-9: School Facilities in sub-project area

School location	School	Level (Basic/Higher)
Dhamal Chowk	Shree Shanti Nimna Madhyamik School	Basic
Sun Jhoda Chowk	Shree Sun Jhoda High School	Higher
Salbari	Shree Bal Sewa Kendra	Pre-primary

(Source: ESIA Field Study December, 2018)

2.3.12 Community health and sanitation

Drainage is the key issue in the projects area. Water is generally sourced from hand pump without treatment. Almost all households have toilets (approximately 93.7%), but the sewage treatment is lacking, especially in the dry season.

2.3.13 Community Perception

The consultations held during the ESIA revel that the local people are aware of the proposed project and are overwhelmingly positive towards the project. All the local stakeholders and people consulted expressed their positive views towards the project. They think and expect that the road will bring positive and beneficial results and outcomes to the local people and will contribute significantly for the development of the local area. They expressed their commitment to provide required support to commence and complete the project without any hindrance. Most of the local people consulted emphasized on timely start and completion of the project. (Annex- I)

2.3.14 Existing gender status

2.3.14.1 Sex ratio

The sex ratio of Morang district is 94.55, according to the preliminary report of Census 2021. Female population of the Urlabari Municipality is 52.95%.

2.3.14.2 Single/women headed households

The ESIA study team could not find the authentic data on this. However, the field observations and consultations with the local people it is reported that there are few single/women headed households in the road alignment.

2.3.14.3 Women literacy

80.9% women are literate in the project area which is 15% and 10.3 % higher than national (65.9%) and Morang (70.6%) average.

2.3.14.4 Differently able and elderly

According to the Feasibility Report UM have 713 differently-able as per the 2011 census is around 2% of the total population. It is slightly higher than the national average (1.94%) and the district average (1.77%). The types of differently-able are categorized in types as the following (**Error! Reference source not found.**). There are significant numbers of houses with elderly people (+60) in the road alignment.

2.3.14.5 Vulnerable Group (Ethnic, Minority, Dalit)

Dhimal and Satar are the main Adibasi Janajati groups in the project area. They are considered as marginalized group as per the classification of Adibasi Janajati. Single woman/ woman headed household and terai dalit are also considered as vulnerable groups in the project are and their presence is significant in the project area.

2.3.14.6 Women participation in community level

During the focus group discussions (FGD) with local communities and the Municipality Officials, it was reported that the involvement and participation of women of the project area in public affairs have been increased. More significantly, participation and leadership of local women has been increased after the local election Apart from this, some Women groups and Mother groups are also active in the area that helped to empower women and raise their voices in public affairs.

In the project area most of the inhabitants are hill migrant from Bhojpur, Khotang, Panchthar and Tapelejung. In terms of ethnic composition to the migrant surpass the local terai people, 87% of the hill migrant have out-migrated compared to 13% of the terai people. This demographic change shows a contrasting pattern of migration flows between the earlier in-migration and the present out-migration. The hill Brahmin/Chhetris and Hill Janajati who at the time moved to the Terai did so in the form of permanent family migration, while now they are engaged in individual temporary out-migration from the Terai.

CHAPTER 3: LEGAL AND REGULATOTY REQUIREMENT

3.1. Key applicable national environmental and social laws and regulations

A summary of applicable rules and regulations is provided under the Chapter 2 of the NUGIP Environmental and Social Management Framework (ESMF). The sectoral and cross-sectoral guidelines and standards promulgated by the GoN in various periods are adequate to mainstream the environmental and social safeguard dimensions in the project preparation and implementation phases. This ESIA has given due attention on the above guidelines and standards in the identification and prediction of the project's impact and in the design of the mitigation actions and monitoring protocols.

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

3.2. List of National Policies, Rules, Laws, Regulations, Relevant to the Project (if construction activities triggers then it applies)

1. Constitution of Nepal
2. Ancient Monument Protection Act 1956
3. Aquatic Animal Protection Act 1961
4. Environment Protection Act 2019
5. Explosive Act 1961 as Amended
6. Forest Act 2019
7. Labor Act 2017
8. Child Labor Act (CLA) 2001
9. Labor Act 2017
10. Gender Equality Act, 2006
11. Land Acquisition Act, 1977 (and amendments 2010) and Land Acquisition Regulations, 1977
12. Local Government Operation Act 2017
13. Motor vehicle and Transport Management Act, 2049
14. National Foundation for the Development of Indigenous Nationalities Act 2002,
15. Plant Protection Act 2007
16. Public Road Act, 1974 and amendment 2010
17. Road Board Act 2059
18. Soil and Watershed Conservation Act, 1982 and Subsequent Amendment
19. Solid Waste Management Act 2011 and Solid Waste management Rules 2013
20. Water Resources Act 1992
21. Environment Protection Rule 2020
22. Forest Rules 1995
23. Water Resources Regulations 1993
24. 20 Year Road Plan, 2059 –2079BS (2002-2022AD)
25. 2002, National Dalit Commission 2002
26. Forest Policy 2015
27. Land Acquisition, Resettlement and Rehabilitation0 Policy for Infrastructure Development Project 2014
28. National Biodiversity Strategy and Action Plan (NBSAP) 2014-2020
29. National Environmental Standards Information Booklet 2018
30. National Human Rights Action Plan 2005, National Women Commission
31. Public Works Directive 2002
32. Standard and Work Procedure for using national forest area for national priority project, 2076
33. EIA guidelines for human settlement and Urban Development Sector 1996
34. EIA guidelines for Road Sector 1994
35. National EIA guidelines 1993
36. Operational Guideline for mainstreaming GESI in MoUD

37. GoN Policies supporting vulnerable communities
38. Brief Environmental Study and Preliminary Environmental Examining Procedure

3.3. Environmental Standards of GoN

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

3.4. Relevant sectoral policies and guidelines prepared by DoR

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

3.5. International Obligations Conventions Relevant to the Project

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

3.1 The World Bank Safeguard Policies

Table 3.1 represents the World Bank Safeguard policies that are triggered in the sub-project environmental and social assessment.

Table 3-1 World Bank Safeguard Policies relevant to Project

World Bank OP	Objective & Brief Description
Environmental Assessment (EA) OP/BP 4.01	An Environmental Assessment is conducted to ensure that Bank-financed projects are environmentally sound and sustainable, and that decision-making is improved through appropriate analysis of actions and of their likely environmental impacts. Any World Bank project that is likely to have potential adverse environmental risks and impacts in its area of influence requires an EA indicating the potential risks, mitigation measures and environmental management framework or plan.
Natural Habitats OP/BP 4.04	The Natural Habitats Policy is triggered by any project (including any subproject under a sector investment or financial intermediary loan) with the potential to cause significant conversion (loss) or degradation of natural habitats, whether directly (through construction) or indirectly (through human activities induced by the project). The policy has separate requirements for critical (either legally or proposed to be protected or high ecological value) and non-critical natural habitats. The Bank's interpretation of "significant conversion or degradation" is on a case-by-case basis for each project, based on the information obtained through the EA.
Forestry OP/BP 4.36	This policy is triggered by forest sector activities and other Bank sponsored interventions, which have the potential to impact significantly upon forested areas. The Bank does not finance commercial logging operations but aims to reduce deforestation, enhance the environmental contribution of forested areas, promote afforestation, reduce poverty and encourage economic development

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

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

4.1. Introduction

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

4.2. Zone of Influence of the Project

Direct Impact area of the project is considered as RoW (15m (Ch: 0+00 to 0+640) and 12m (Ch: 0+640 to end) of the subproject. Similarly, the indirect impact falls within 50 meters from the edge of the RoW.

4.3. Environmental and Social Screening Checklist

Table 4-1: Checklist for Environment Screening

SN	Particulars	Yes	No	Remarks
1	Is the site vulnerable to major natural or induced hazards such as landslides flooding storm surge, Severe wind damage, earthquakes, fire, explosion, others (specify)	Yes		Possibility of Earthquake, Flash Flood due to relief and presence of natural streams, fire explosion.
2	Is the project area adjacent to or within any of the following environmentally sensitive areas? Cultural heritage site historical religious traditional or cultural significance Protected areas national parks wildlife reserves hunting reserve conservation areas buffer zone etc. Wetland/Ramsar site/Simsar Forest Special areas for protecting biodiversity Breeding/ nesting ground of wildlife occurrence of migratory species Migration route Wildlife Corridor Any site of national or International Importance		No	
3	Likely impacts on trees including Timber and fruit bearing and vegetable cover	Yes		47 road side trees will be removed along with 512 numbers of banana fingers, bamboos culms and beetle nuts. The trees/vegetations owned by the individual owner will be compensated as per the RPF.
4	Possibility of degradation of land and ecosystem of surroundings		No	Town Area
5	Is the project area densely populated?	Yes		ESMP measures applicable
6	Big Industries nearby and Type		No	Down town area
7	Alteration of surface water hydrology of waterways due to the protect resulting in increased sediment in streams affected by increase soil erosion at construction site?	Yes		ESMP measures applicable
8	Chance of deterioration of surface water due to silt runoff and sanitary waste from worker base camps and chemicals used	Yes		ESMP measures applicable

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

Table 4-2: Checklist for Social Screening

SN	Particulars	Details
1	Proposed Site Location	Eastern Terai of Nepal, Urlabari municipality ward 2 &3, Koshi Province, Morang District
1.1	Land Requirement for the Project	It is an upgradation of existing road and already in use by the public with sufficient width for upgrading work so no additional land is required.
1.2	Land ownership of the project area by the government or private Land	Land within the RoW is already in use by the public. However, the ownership of private land strips is yet to be transferred. RoW land is in jurisdiction of Municipality (Annex V)
1.3	Does the project require acquisition of government land structures?	No
1.4	Present use of government land that will be used for the project activities with persons households using	No
1.5	Does the project require acquisition of private land and structure?	No
1.6	Present use of government land that will be used for the project activities with persons households	The land will be used for the construction of the project only

SN	Particulars	Details
	using for agriculture residential commercial and other purposes	
1.7	Does the project require relocation of encroachers and squatters	No
1.8	Does the project require relocation of community facilities government establishment or any objects that are out of religious and cultural and historical significance	No
1.9	Proposed project located in an area where residents are a) All mainstream, b) Indigenous people, c) Majority mainstream are non-indigenous people, d) Majority indigenous people	The particular project area is a community of mixed caste and ethnic groups. The list of indigenous people living in area are mentioned above in subsection 2.3.4.
2	Potential social impacts of the project	
2.1	Involuntary resettlement of people? (Physical displacement and economic displacement)	No
2.2	Impacts on the poor, women and children, indigenous people or other for vulnerable groups	No such impact on poor women and children, indigenous people, and/or economic displacement.
2.3	Will Community facilities require relocation?	No, But the built structures except the school boundary wall of Shree Shanti Nimna Madhyamik School at ch 2+280 within the road alignment which will be sifted.
2.4	Will the sub project disturb any traditional activity on adjoining or nearby	No
2.5	Poor Sanitation and solid waste disposal in construction camps and work sites	Yes
2.6	Population influx during project construction and operation that causes increased burden on social infrastructure and services such as water supply and sanitation systems	Yes
2.7	Social conflicts relating to inconveniences in the living condition while the construction interferes with pre-existing roads	Yes, change in road morphology and disruption in the infrastructure like drinking water, sewer system will cause inconvenience
2.8	Describe any other impacts that have not been covered in the screening	Gender-based violence; road stability and management; impact on Electricity Poles; impact on existing infrastructures
2.9	Describe alternatives if any to avoid or minimize displacement from private and public lands	No such displacement from private and public lands
2.10	RAP /ARAP requirement	Not required

4.4. Impact Summary

Table 4-3: Overall Impact Summary

Summary	Proposed Road
What are the main potential environment and social issues/ risks /impacts/ concerns and/or potential positive impacts	The major positive aspects of road improvement project include easier transportation facility, decreased travel time, decreased travel cost, increased employment opportunities, increased land value, and fostering the community-based tourism industry. The sub project component will most likely create the opportunities for local contractors and suppliers of the construction materials therefore stimulating income generation opportunities for local and employment for the low-skilled local workers. The subproject provides accessibility to schools, Community Forest offices, and connection to Letang villages through village roads. The proposed road project shows limited adverse social impacts in comparison to the benefits. Based on the information gather in Krishna Chowk-Sunjhoda CF office Road (upgradation up to 5.276 KM) there is no resettlement impact. But the mitigation measure for the impact on the community infrastructure has been included as part of project design and contractor documents. Problems likely to be created during the construction stage can be marginalized with the proper precaution and implementing the measures recommended in ESMP. Some of the trees to be affected comprises Supari (betel nut), Banana and Guava species. The environmental impacts like air, water, noise pollution, obstruction to drainage, issues of waste, issues related to health and safety (accidents), obstruction of natural drainage, issues related to management of traffic, labor camp, spoil disposal area (specific impacts are also spelled out in impact section of report). The site-specific project foot prints like spoil disposal area, camp sites, quarry sites, transportation route and number /type of vehicles, labor camps etc will be included during the preparation of Construction Environment and Social Management Plan (CESMP) by the contractor. The CESMP will be prepared by Contractor within 45 days of commencement of works and submit to the PIU for approval. The contractor will follow ESMP of ESIA and CESMP. Such site-specific details, likely impacts and mitigation measures could be used for compliance monitoring and reporting. The following aspects must be considered for selecting spoil disposal areas: a) away from water bodies, away from settlement, should be in stable area, good compaction and protection of slopes must be maintained. For camps and offices should be substantially away from settlement/school/public buildings, the labor camp

Summary	Proposed Road
	must have basic accommodation, toilet and water supply facilities. The transportation routes for spoil disposal and material haulage must not interfere with through traffic (managed properly in off hours and alternative routes), the good and spoil transportation vehicles must cover the materials and maintain road safety standards.
Expected positive impacts/benefits to the local communities	The improved economic access to the areas will potentially make them more attractive for business and investments thus stimulating economic growth and employment opportunities. The proposed sub project will help to provide in easy road access, reduce travel time, provide travel and transportation cost saving, promote employment generation, provide easy access to social service facilities, promote market creation for local product, increase land values as beneficial impacts related with the road improvement project. Other positive impacts of this sub-project include socio-economic benefits, environmental benefits, disaster risk management, climate resilience.
Options Analysis	The road already an existing road with sufficient width for upgrading work. The ROW is clear, minor issues can be mitigated and managed through proper mitigation measures outlined in ESMP.

4.4.1. Impacts as per the National EIA Guidelines Numerical Scale

Numerical Scale mentioned as depicted in Error! Reference source not found. is used to analyze the impact of the proposed subproject. The combine score below 40 shall be termed as insignificant impact (IS). The scores ranging between 40 and 79 shall be termed as significant impact (S), scores ranging between 80 and 99 shall be termed as very significant (VS) and the scores above 100 shall be termed as highly significant impact (HS).

Table 4-4 Impacts Quantification ***(Source: National EIA Guidelines, 1993)***

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

4.5. Adverse Impacts - Physical Environment (Pre-Construction and Construction Phases)

4.5.1 Change in land use

The existing track of the road is clear except at Shanti Ninma Madhaymik School (Chainage 2+080). The land within construction width is clear for the project implementation. All land within the ROW has been under municipality jurisdiction. The land for the construction is available and permanently converted within the width of the proposed road. However, the ownership of private land strips is yet to be transferred. Hence, impact from construction will be direct in nature, low in magnitude, site-specific in extent and of long-term in duration. The indirect area of influence adjacent to RoW contains built structures and cultivated lands.

4.5.2 Quarrying material and operation

The upgrading of road will require boulders, sand and aggregates in activities like gravelling, construction of retaining walls and other structures. These construction materials will be brought from the established quarry sites (which have already received the environment clearance) within the municipality. Sunjhoda River is the quarry site for the project which is north from Krishna Chowk. These sites are municipality approved operating quarry sites and already have access roads and there is no need of preparing additional access road.

Quarry Sites Sunjhoda in Google Earth and Photographs

4.5.3 Stockpiling area and construction material

For the upgradation of the road project; sand, stone and aggregates can be obtained from crusher industries. Likewise, reinforcement and cement can be obtained from Urlabari and Damak Market whereas bricks and soil are locally available materials. The construction materials need to be stockpiled on the barren land near to the project site during the construction period. The site will be selected by the Contractor in coordination with the Project after the consultation with local including land owners and their approval to use the land. The stockpiling area for the project will be Golchowk, (Ch 0+620).The Contactor will include this sites in its CESMP within 45 days after signing of the Contract for approval to the Project. Locals will be informed about the construction works. The impact will be direct in nature, medium in magnitude, site-specific in extent and of short term in duration.

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

4.5.4 Noise, air and water pollution

Noise impacts will be significant in the settlements of (Krishna Chowk, Salbari, Gol Chowk, Shanti Tole, Bhusi Tole, Sunjhoda community Forest) along the alignment during the up-gradation due to increase of vehicular movements and operation of machinery equipment. The anticipated impacts of noise will be direct in nature, low in magnitude, local in extent and of short-term in duration.

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

4.5.5 Solid waste generation

Some quantities of solid waste will be generated as a result of clearances, excavations and the final construction of the selected roads. Such waste will consist of surplus materials, surplus soil and excavated materials among others. Solid waste will also be generated from the labour camp. Such solid waste materials can cause negative impacts to the environment through blockage of drainage systems, choking of water bodies and negative impacts on human and

animal health. Some quantities of solid waste will also be generated form labor camp as well. The anticipated impacts of solid waste generated will be direct in nature, low in magnitude, local in extent and of short-term in duration.

4.5.6 Disaster Risk of the subproject

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

4.6. Adverse Impacts - Physical environment (Operation Phases)

4.6.1. Road stability and management

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

4.6.2. Water pollution

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

4.6.3. Air and Noise Pollution

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

4.7. Adverse Impacts - Biological environment (Pre-Construction and Construction Phases)

4.7.1. Vegetation clearance

Most of the road side trees bearing edible fruits to be cleared. Those trees are mainly Mango, Guava, Coconut, Papaya, Pomelo, and Litchi. In addition, banana clusters (hands) having around 211 individual trees (finger), and 3 bamboo clusters having around 182 culms and 119 betel nut (Supari) plants need to be cleared during construction. The impact will be direct in nature, medium in magnitude, site specific in extent and of long term in duration. Banana, bamboo and beetle nut are considered as agriculture product and are being compensated accordingly. The compensatory plantation has been proposd for vegetation clearance of 47 road side trees.

Table 4-5: List of vegetation to be cleared

Plant species	Scientific Name	Number of trees to be cut	Remarks
Mango	*Mangifera indica*	18	Tree
Guava	*Psidium guajava*	10	Tree
Coconut	*Cocos nucifera*	9	Tree
Papaya	*Carica papaya*	5	Tree
Pomelo	*Citrus maxima*	3	Tree
Litchi	*Litchi chinensis*	2	Tree
Total		**47**	

(Source: Field Visit 2021)

Note: Banana Clusters (211finger), 3 Bamboo Clusters (182 culms), betel nut (119) and 47 trees will be cleared by the municipality in coordination with the ward Office and project affected people of the road alignment. The consent for clearing the vegetation (Banana, betel nut and bamboo) and trees is attached in Annex VII.

4.7.2. Wildlife

The project alignment is already an operational road that passes through the forest area for around 1 km. However the forest area is already is already a disturbed area having settlements on the other and is not the habitat for terrestrial fauna. No terrestrial fauna was noticed or recorded during the field visit. In addition the project is clearing the fruit trees along the existing RoW and these are not the preferred nesting sites for birds. Therefore the project will have no any direct impact on the terrestrial fauna and avifauna.

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

4.8.1. Impact on Physical Resources

a. Effect of Change in Land Use

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

b. Obstruction to Structures

The road alignment within the RoW throughout the entire length of project (5.276 KM) is varied to avoid the structures along the alignment. There are no built structures except for school boundary wall of Shree Shanti Nimna Madhyamik School at ch 2+080 within the road alignment. No other structures will require dismantling for the subprojects.

c. Loss of Standing Agricultural products due to Construction

Bananas (211 individual numbers), betele nut (119) and bamboos (182) clums are to be affected.

4.8.2. Impact on Personal Business/Enterprise, Trade Shop/Fishery

These are structures adjacent to the RoW but no business /enterprise will be affected.

a. Disruption of Infrastructure

Road alignment has 108 electric poles within the RoW that need to shift away from RoW. The wall of the Shanti Lower Secondary School will be dismantled.

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

The road during construction will hamper movements of the local residents. The impact of dust and noise during construction and operation phase may have adverse impact. Household may have difficulty to access their home or shop in and around the construction areas during the construction period; however, it would be temporary in nature. Other connecting roads can serve as the alternatives.

c. Road Safety Concerns and Health and Sanitation in Community

During construction phase, increased number of construction vehicles will be plying the road therefore due to pressure and mismanagement accidents may likely occur. Hence, traffic management measures and information signboards need to be placed with the precautionary measures. The haphazard disposal of construction waste will adversely affect the sanitation environment in the area and this problem needs to be minimized through regulatory measures and public awareness.

However, the road may pose some adverse impacts on the environment at the operational stage, such as increase in traffic accidents due to higher vehicles speed, which must be controlled by putting up speed limit signs and enforcing

them. Traffic signs will be placed at appropriate locations for road safety purposes. The movement of trucks and other equipment in the project area during the works implementation will cause noise and dust if the works will be in dry weather. This noise and dust may also affect the businesses in the vicinity of the construction works. Activities involving heavy machinery with significant noise impacts will be restricted to outside school hours.

d. Occupational Health and Safety

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

e. Limited access to elderly and differently-able

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

f. Woman and Girl Trafficking

As per the data received from New Mangalbare police station, no any case of gender based violence, domestic violence, gender abuse or any such case occurred in the project area. There is no case of girl trafficking reported in the project area.

g. Risk in road crossing of school and hospital

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

h. Risk of Spreading of Diseases

This project may lead to an influx of workers in the area. Influx of labors usually attracts commercial sex workers into the town and that can lead to contractor workers and other personnel engage in risky sexual behavior that may lead to infections in sexually transmitted diseases. Other than sexually transmitted diseases (STD), in today's time the risk of the spreading of "corona" and its other variants are also the major concern for the community and eventually for all.

i. Child and forced labor

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

j. Traffic Management Issues

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

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

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

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

4.10.1. Social beneficial impacts

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

a. Social Implications

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

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

As many local people seek interest in doing work in the road project, the contractors can hire them for unskilled laborers. For skilled laborers, they need to give some training which may help the project in the long run to protect and repair the road on a regular basis. The sub-project will generate skilled and unskilled employment opportunities throughout the project life cycle. Priority will be given on sourcing labor requirements locally, specific ward, municipality, and district. . In cases that skilled workers are not locally unavailable, they will be recruited from other parts of country. Apart from income, locals will get gain experience and training and open door to opportunities everywhere, thereby increasing the quality of life. Undoubtedly, project impacts can be considered significant, positive, long term, and cumulative people lives changed for the better. The residual impact is the up-lift of the quality of life of the sub-project beneficiaries.

c. Easy Access to different facilities and Mobility

The road is giving proper access for the people planning to migrate in this area for the facilities like hospital, school /college and other required services. The land value itself will grow after the construction of the road. The properly designed sidewalks, enough lights and resting area will make it easy for the people with different needs.
The mobility will be comfortable for women, children and elderly. The school children, differently-able and elderly people will benefit from this road after completion.

d. Increase in Trade and Business

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

e. Development of Social Services

Increased employment opportunities, trade and business and other income opportunities will direct considerable amounts of money into the local economy in the area. This will logically increase the income level of the individual

household and the local body of the area. In the situation when the increased amount of resources, as well as local bodies, this can help to improve social services such as education/school and health care services.

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

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

a. Improved Transportation Facilities and Decrease Congestion

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

b. Rise of Land Value

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

c. Improvement in Trade and Business

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

d. Increase in Tourism Sector

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

e. Enhancement of the Social Services

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

f. Enhancement of Mobility and Reduced workload

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

4.10.3. Physical Impact Mitigation Measures

A. Construction Stage

a. Land use

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

b. **Quarrying Material**

The Contractor may also obtain required construction materials from the legally operating crusher industries other than proposed quarry sites. So, the direct impact of quarries is not expected in this subproject. However, the quarry sites and amount of quarrying material will be included in Construction Environment and Social Management Plan (CESMP) within 45 days of commencement of works. PIU will check the site requirements and quality of quarrying

material and approve it. Design and Supervision Consultant (DSC) will also monitor whether the quarry sites have been legally operating or not.

c. Stockpiling of Construction Material

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

d. Dust, Air, Noise Control

Water will be sprayed on the road surface as required during construction and protective equipment for the construction workers will be provided. The construction vehicles will be well maintained and will strictly comply with the GoN pollution regulation with compulsion in obtaining green sticker. Similarly, all construction plants will adhere to emission regulation. The vehicles carrying construction materials will ensure that it is well sealed and covered so as to avoid littering. The anticipated cost and specific conditions related to air pollution containment will be included in the construction contract. Heavy construction equipment will be operated during the day time only, and where near schools (Shree Shanti Nimna Madhyamik Vidhyalaya, Sunjhoda School etc) will be undertaken outside school hours. Cracks in buildings caused by vibration will be monitored closely. If such problems arise, alternative methods will be employed. For the safety of construction workers, earplugs will be provided while on duty. The anticipated cost and specific conditions related to noise and vibration containment will be included in the construction contract.Disposal of construction spoil in and near water bodies (Teli River near Sunjhoda School) will be strictly prohibited. Such spoil will be disposed of at designated spoil sites designated by CESMP only and efforts will be made to minimize such waste through reuse, reduction, and recycling concepts. Similarly, the contamination of water by the use of cement and bitumen will be avoided and strongly monitored. The Contractor needs to arrange for sufficient water supplies and proper sanitation facilities for its labor force. Separate arrangements are necessary for work camp and labor camps. The anticipated cost and specific conditions related to water pollution containment will be included in the construction contract.

e. Solid Waste Generation

Construction debris will be disposed at designated spoil site only, far away from water resources and efforts will be made to minimize such waste through reuse, reduction, and recycling concepts. The specific conditions for stockpiling of construction materials and debris management will be included in the construction contract.

Table 4-6: Environmental Mitigation Plan for the use of construction equipment

Feature	Activities	Material/Equipment	Impacts	Mitigation
Land	Site clearance	Heavy Equipment Power Saws	Cut vegetation Rock debris Noise by power saw	Top soil to be reused for tree, flower plantation, remaining soil to be used for backfilling. Wood to be used for multiple uses by local people
Air / Land	Excavation/earthworks including removal of top soil	Excavation equipment including caterpillars and haulers	Noise Roots Soil Vibration	Top soil to be used for agricultural field, plantation. The photographic and video evidences of structures prior the construction is recommended to find the status of the structures prior the construction. Less noisy and less vibrating equipment selection are recommended.
Water	Building materials/construction materials	Cement, soil, timber ,glass, bitumen, oil paper, piles, water and other wastes	Stone, timber broken glass, waste water, plastic, greases spills	Construction debris will be disposed of at the designated sites as recommended in the CESMP. Follow 3 R approach
Waste	Human consumables	Stationeries, medicines, reagents, waste food and water	Used paper, thrown-away clothing, computers, photo	Sell waste paper to dealers. All obsolete materials will be carefully sorted, stored and sold to dealers. Waste from toilets of camps will be managed properly (septic tank)

f. Disaster Risk of the subproject

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

B. Operation Stage

a. Road Safety and Management

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

b. Air and Noise Pollution

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

c. Water pollution

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

4.10.4. Biological Impact Mitigation Measures

a. Plantation

47 trees of different species existed within the ROW are to be removed whereas, compensatory plantation will be carried out by the project as road side plantation about 1043 trees are recommended. Roadside plantation will be carried out in 10 m interval at both sides. Native tree species will be selected for the roadside plantation as much as possible. The mentioned forest area is surrounded by the settlements on three sides and national highway on the southern side. Therefore the forest area is not the habitat for terrestrial fauna and no terrestrial fauna in the project area were noticed or reported during the field visit. Whereas, the private trees along the alignment will be compensated as per the RPF.

4.10.5. Social Mitigation measures

a. Working conditions and management of worker relationship

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

b. Occupational Health and Safety (OHS)

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

c. Child and forced labor

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

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

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

e. Management of labor force

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

f. Addressing Gender Issues in Construction, Operation and Monitoring

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

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

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

h. Safety to school children and pedestrians

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

i. Land Requirement and associated impacts

The sub-project design will be optimized to avoid any loss or damage to the structures and other private assets that fall within the RoW. During the construction phase, existing GRM will be further strengthened regarding the uptake and documentation of grievances and their timely resolution. Any compensation for loss of assets/properties will be carried out as per the Resettlement Policy Framework and the contract documents. During the implementation of the project, the transfer of deeds under the RoW to the municipality will also be carried out simultaneously.

j. Mitigation measures for other areas

For the replacement of 108 electric poles along the propsed the road alignment. For the limited temporary obstruction of mobility during construction, alternatives for movement and temporary halting the construction work, safety signage will be provided. 40 road crossing provided the road alignment and 18 road crossing in the branch road will be installed as part of project design to address increased safety risks.

4.11. Impact analysis

Numerical Scale mentioned in National EIA Guidelines (1993) is used to analyze the impact of the proposed subproject. The numerical scale is presented in table below. The combine score below 40 shall be termed as insignificant impact (IS); scores ranging between 40 and 79 shall be termed as significant impact (S), scores ranging between 80 and 99 shall be termed as very significant (VS) and the scores above 100 shall be termed as highly significant impact (HS).

Table 4-7: Beneficial Impact

	Impact	Nature	Magnitude	Extent	Duration	Rating
Socio Economic	Construction Stage					
	Employment opportunity of locals	Direct	M 20	L 20	ST 05	S 45
	Increase income and local business	Indirect	M 20	L 20	M 10	S 50
	Women/disadvantage group employment	Direct	M 20	L 20	ST 05	S 45
	Local labors technical skill enhancement	Direct	M20	L20	LT20	S 60
Operation Stage						
Socio Economic	Improved access, reduced travel/transportation Cost	Direct	H 60	R 60	LT 20	HS 140
	Increase in Employment Opportunities	Indirect	H 20	L 20	LT 20	S 60
	Increase land value	Indirect	M 20	L 20	LT 20	S 60
	Agriculture/livestock production improvement	Indirect	H 60	R 60	LT 20	HS 140
	Gender and Social Empowerment	Indirect	M 20	L 60	LT 20	HS 100
	Livelihood enhancement by business/Industry	Indirect	M 20	L 20	LT 20	S 60

Table 4-8: Adverse Impact

Pre Construciton and Construction stage						
Physical and Chemical Environment	Change in land use Pattern	Direct	L 10	SS 10	LT 20	S 40
	Site clearance (Pre construction)	Direct	L 10	SS 10	LT 20	S 40
	Removing electrical lines (Pre-construction)	Direct	M 20	SS 10	LT 20	S 50
	Requirement for construction materials (Quarry Operation, extraction of soil)	Direct	M 20	L 20	ST 5	S 45
	Impacts associated with Development of Construction staging and storage area	Direct	L 10	SS 10	LT 20	S 40
	Increased traffic, Traffic congestion , accidents	Direct	L 10	SS 10	LT 20	S 40
	Stockpiling of Construction Materials	Direct	M 20	SS 10	ST 5	IS 35
	Noise /Air/ Pollution	Direct	L 10	L 20	ST5	S 40
	Operational stage					
	Road stability and Management	Direct	M 20	SS 10	LT 20	S 50
	Air/Noise pollution	Indirect	L 10	SS10	LT 20	S 40
	Water pollution	Indirect	L 10	SS 10	LT 20	S 40
Construction stage						
Biological Environment	Vegetation clearing	Direct	M 20	SS 10	LT 20	S 50
	Impact on wildlife	Direct	L 10	SS 10	LT 20	IS 40
Socio-Economic Environment	Construction stage					
	Loss of Built up Structure	Direct	M 20	SS 10	LT 20	S 50
	Occupational health and safety of workers	Direct	M 20	L 20	ST 5	S 45
	Health and Sanitation	Indirect	M 20	L 20	ST 5	S 45
	Operational stage					
	Encroachment on RoW	Indirect	M 20	SS 10	LT 20	S 50
	Possibility of Road accident	Indirect	L 10	L 20	LT 20	S 50
	Population Pressure on social services and facilities	Indirect	M 20	L 20	LT 20	S 60

CHAPTER 5: SEXUAL EXPLOITATION AND ASSAULTS (SEA)/SEXUAL HARRASSMENT (SH) PREVENTION AND RESPONSE ACTION PLAN

5.1 SEA/SH - National Scenario

Nepal ranks 118 out of 160 countries on the Gender Inequality Index[112]. In relation to that, most women face various kinds of violence throughout their lives. Violence against women is gender based where there is unequal distribution of power dynamic between men and women.The Nepal Demographic and Health Survey (NDHS) 2016 records that 23 percent of women experience physical violence, with significant differences across various social groups. The experience of violence is highest amongst Madhesi Dalit women at 44 percent, with the rate amongst Muslim women at 38 percent, and amongst hill Brahmin women at nine percent. By province, women's experience of physical violence varies from 12 percent in Gandaki Province up to 34 percent in Madesh Province. About 12 percent of women experience emotional violence with 17 percent to 19 percent amongst Madhesi Brahman Chhetri, hill Dalit and Newar women, respectively experiencing it. Seven percent of women age 15-49 have experienced sexual violence. Divorced, separated, or widowed women are much more likely to have experienced sexual violence (20 percent) compared with currently married women (8 percent) and never married women (2 percent). Women with only primary or no education are more vulnerable to sexual violence than educated women.

The current status of gender inequality and gender-based violence (GBV)in Nepal reveals the serious need to mainstream gender sensitivity and GBV risk mitigation measures, and more specifically, sexual exploitation and abuse, and sexual harassment (SEA/SH) risk mitigation measures at all organization levels and in all phases of project cycles. In Nepal, SEA/SH is prevalent due to unequal gender relations and discrimination towards women in both the public and private sphere. It has direct implications on the reproductive health status of women and on the physical, emotional, and mental health of their children Based on the SEA/SH Risk Assessment checklist and assessment carried out for NUGIP by the World Bank, the Project's SEA/SH risks are assessed to be "Low". An SEA/SH Risk Mitigation Action Plan has been developed for NUGIP based on this assessment and includes specific measures that aim to prevent and mitigate GBV, in particular SEA/SH risks that the project activities might trigger. The Plan has also addressed "Table – 1: Recommended actions to address SEA/SH Risks in IPF Projects" as per the "Good Practice Note" published by the World Bank in September 2018. The SEA/SH Risk Mitigation Action Plan is included under Chapter 7 of the ESMF for NUGIP. The plan applies to all subproject under NUGIP and provides recommended actions for addressing and mitigating SEA/SH risks.

5.2 SEA/SH & GBV - Urlabari Municipality

The current status in Urlabari Municipality is a growing issue with severe societal impacts, primarily attributed to drug addiction, rape cases, and instances of polygamy. The Office of the Municipal Executive reported occurrences of rape cases, drug addiction, and child abuse during the fiscal year 2079/080. The prevalent SEA/SH issues in Urlabari municipality include:

- Rape cases: The municipality has seen a concerning number of incidents involving sexual assault, highlighting the urgent need for prevention and support mechanisms.
- Drug abuse: Substance addiction has contributed significantly to the occurrence of SEA/SH cases, exacerbating the overall problem and necessitating intervention measures.
- Children Sexual abuse: Instances of child abuse have been identified as a significant issue within the municipality, emphasizing the vulnerability of children to SEA/SH and emphasizing the importance of safeguarding their well-beingPolygamy: The practice of polygamy, wherein individuals have multiple spouses, has been identified as a contributing factor to SEA/SH incidents, indicating the need for addressing cultural and societal norms that perpetuate such practices.

Table 0-1: Reported data of SEA/SH and GBV issues in Urlabari municipality

S. N.	SEA/SH and GBV issues in Urlabari Municipality	F/Y 2078/079	F/Y 2079/08
1.	Drug Addiction	5	5

[11]UNDP Human Development Report 2017

S. N.	SEA/SH and GBV issues in Urlabari Municipality	F/Y 2078/079	F/Y 2079/08
2.	Polygamy	4	4
3.	Rape cases	6	9
4.	Child Sexual Abuse	4	2
5.	Women trafficking	0	1
6.	Kidnapping	0	1
7.	Substance abuse in Children	13	23
Total SEA and GBV issues in F/Y 2078/079 and 2079/080			

(Source: Office of Municipal Executive, Urlabari Municipality)

Addressing and combating these prevalent SEA/SH and GBV issues in Urlabari Municipality is crucial to creating a safe and inclusive environment for all individuals, fostering gender equality, and ensuring the well-being of the community.

5.3 SEA/SH issues-

In Urlabari Municipality, during the fiscal year 2079/080, the Office of the Municipal Executive reported a total of 9 rape cases, indicating the seriousness of SEA/SH issues that needs immediate attention and mitigation. Among the prevalent SEA/SH issues in the municipality were 6 rape cases,4chold sexual abuse and 13 substances abuse in children in F/Y 2078/079 whereas in F/Y 2079/080 it recorded 9 rape cases,2child sexual abuse and 23 substances abuse in children. These statistics highlight the urgent need to address and minimize gender equality issues, particularly focusing on combating drug abuse, sexual harassment and substance abuse in children.

S.No.	SEA/SH issues in Urlabari Municipality	F/Y 2078/079	F/Y 2079/080
3.	Rape cases	6	9
4.	Child Sexual Abuse	4	2
7.	Substance abuse in Children	13	23
Total SEA /SH issues in F/Y 2078/079 and 2079/080			

5.4 Gender Based Violence (GBV) issues-

In Urlabari Municipality, during the fiscal year 2079/080, the Office of the Municipal Executive reported a total of 9 rape cases, indicating the seriousness of gender-based violence (GBV) that needs immediate attention and mitigation. Among the prevalent GBV issues in the municipality were women trafficking. Furthermore, in the previous fiscal year 2078/079, Urlabari Municipality recorded 4 instances of polygam, 1case of women trafficking and 1 case of Kidnapping. These statistics highlight the urgent need to address and minimize gender equality issues, particularly focusing on combating polygamy,women trafficking. The commonly GBV in Urlabari municipality are:

- Polygamy
- Women trafficking
- Kidnapping

Table 0:1: **Reported and data of GBV issues in Urlabari municipality**

S. N.	GBV issues in Urlabari Municipality	Total number of cases
1.	Polygamy	4
2.	Women trafficking	1
3.	Kidnapping	1

Total GBV issues in F/Y 2079/080	**18**

(Source: Office of Municipal Executive, Urlabari Municipality)

5.5 The Purpose of SEA/SH Risk Mitigation Action Plan

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

SEA/SH Risk Mitigation Action Plan Principal and Approach

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

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

5.6 GBV,SEA/SH Risk in the KrishnaChowk-Sunjhoda Community Forest road subproject area

SEA/SH risks in the subproject were screened and assessed as per the ESIA. During preparation of the ESIA, two FGDs were conducted in the sub-project area. The issue arise during the focus group discussion is listed below:

- Drug Abuse
- Child sexual violence
- Women Trafficking
- Polygamy
- Rape Cases

1. Drug Abuse

   Urlabari Municipality recorded 5 cases of drug abuse. Surprisingly, in the current fiscal year, the number of drug abuse cases remains the same, indicating a concerning and persistent issue within the community. This consistency highlights the need for comprehensive measures and interventions to address drug abuse effectively, as it continues to pose a significant challenge to the well-being and safety of individuals in Urlabari Municipality.Target people are above than 14 years and below 35 years Male.
2. Child sexual violence

   In the fiscal year 2078/79, Urlabari Municipality recorded 4 cases of child sexual violence. However, in the current fiscal year, the number of reported cases has decreased to 2. While the decrease is a positive development, any incidence of child sexual violence is still a matter of grate concern. Efforts must continue to raise awareness, strengthen preventive measures, and provide support services to ensure the safety and protection of children within the community. Community will be focused for Dhimal,Rajbanshi and Dalits.
3. Women Trafficking

In the current fiscal year, one case of women trafficking has been reported. It underscores the importance of implementing stringent measures to combat this form of exploitation, protect the rights and dignity of women, and prevent further incidents of trafficking in the municipality. Community for women caste of Dhimal,Rajbanshi and Dalits will be focused.

4. Polygamy
   Persistent prevalence of polygamy within the community, recorded 4 cases of polygamy in F/Y 2079/080 highlighting the need for targeted interventions to address cultural and societal factors that contribute to this practice. Efforts should focus on promoting gender equality, raising awareness about the negative impacts of polygamy, and providing support for individuals affected by this issue.
5. Rape Cases:
   Certain groups such as women of age 14 to 40 Years,children and marginalized communities like Dhimal, Rajbanshi Specially are higher risk of experiencing sexual violence so that they will be awareness about negative impacts of rape cases.

5.7 Additional SEA/SH Risks in relation to Labor Influx

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

- **Risk of social conflict:** Conflicts may arise between the local community and laborers for various reasons. Tensions may also arise between different groups within the labor force.
- **Increased risk of illicit behavior and crime:** The influx of workers and service providers into communities may increase the rate of crimes and/or a perception of insecurity by the local community. Such illicit behavior or crimes can include theft, physical assaults, substance abuse, prostitution and human trafficking. Local law enforcement may not be sufficiently equipped to deal with the temporary increase in local population.
- **Influx of additional population followers:** Additional people who may move into the subproject area for a number of reasons. These can be people who expect to get a job with the project, family members of workers, as well as traders, suppliers and other service providers These people can also include sex workers who seek opportunities in new project area.
- **Burden on and competition for public service provision:** The presence of construction workers and service providers (and in some cases family members of either or both) can generate additional demand for the provision of public services, such as water, electricity, medical services, transport, education and social services. This is particularly the case when the influx of workers is not accommodated by additional or separate supply systems.
- **Increased risk of communicable diseases and burden on local health services:** The influx of people may bring communicable diseases to the project area, including sexually transmitted diseases (STDs), or the incoming workers may be exposed to diseases to which they have low resistance. This can result in an additional burden on local health resources. Local health and rescue facilities may also be overwhelmed and/or ill- equipped to address the big accidents that can occur.
- **Child labor and school dropout:** Increased opportunities for the host community to sell goods and services to the incoming workers can lead to child labor to produce and deliver these goods and services, which in turn can lead to enhanced school dropout. Additionally, since the requirement for unskilled labor is high, child labor issues could potentially eventuate.
- **Increased pressure on accommodations and rents, traffic and inflation of price:** Depending on project worker income and form of accommodation provided, there may be increased demand for accommodations, which may lead to price increases and crowding out of localresidents.Delivery of supplies for construction workers and the transportation of workers can lead to an increase in traffic, rise in accidents, as well as additional burden on the transportation infrastructure.
- **Other SEA/SH related risk:** Construction workers are predominantly males of younger age. Those who are away from home for work and separated for long periods from their family may act outside their sphere of social control. This can lead to inappropriate and criminal behavior,such as sexual harassment of women and girls,exploitative sexual relations,and illicit sexual relations with minors from the local community.

5.6. Mitigating against SEA/SH risks

Mitigation measures against the risk of SEA/SH in the subproject are outlined below. 59 events of awareness training to be conducted in Municipality

- Reduce labor influx by using local manpower and prioritizing eccentrically throughout the local ward, municipality, district, province and federal state. Training can be conducted to train or upgrade the awareness on SEA/SH risk. 5 events of awareness to be conducted to the workers of the project
- Awareness programs related to community and workers, trafficking, sexually transmitted disease etc to be conducted to both workers and community to adjust the workers with the community and SEA/SH awareness rising related to minors. 4 events of awareness training session.
- Awareness on gender based violence and domestic violence to the worker and community people of the Municipality. 5 event of awareness to the workers and community of the Municipality.
- Awareness on Drug abuse to the school/college students of the Municipality. 20 events of awareness in the Municipality.
- Public awareness on women/child trafficking within the Municipality.10 events of awareness to the women group
- School-Based Awareness Programs about development, environment, social cultures, child marriage, personal safety education to children, to minimize the probable impacts during construction and operation.10 events of awareness program to be carried out in different school/colleges of the Municipality.
- District Police Office Urlabari Municipality, Women and Children Development Office, Mothers Groups,School/Colleges and NGOs/clubs working in the project area could be possible entry points for coordination and collaboration on awareness raising activities. The project may undertake a mapping of service providers to access in the case of any project-induced GBV/SEA/SH cases.
- Implementation of Code of Conduct on SEA/SH behavior and the provision of punishment for breaching of the code of the conduct. 5 events of Training to be given to the workers working in the road project.
- Communicable diseases like AIDS, COVID,dengue etc and to apply strict preventive measures. 5 events of training to the workers.
- Mitigating risk of child labour through well-documented age verification process.
- SEA/SH related to female workers by providing female labor-centric facilities such as separate female toilets, separate female camps, separate family camps and mother's rooms on the site.

5.7. SEA/SH Risk Mitigation Action Plan

As noted above, the subproject will draw on the SEA/SH Risk Mitigation Action Plan developed for NUGIP, which is included in the NUGIP ESMF and provided in Table **0-2:.**

Table 0-21: SEA/SH Risk Mitigation Action Plan

Objective	Indicator	Subproject measures	Timeline	Responsibility	Cost (NPR)
Include the assessment of SEA/SH risks (as low SEA/SH risk) as part of the social/gender assessment in project's Environmental and Social Impact Assessment (ESIA)	Low SEA/SH risks highlighted and preliminary mitigation measures identified Mapping completed of available, quality services in the project affected area	Consultations have been conducted and identified SEA/SH risks in project areas identified and include the main measure agreed to with the local administrative office Map out SEA/SH prevention and response services in project area of influence – reference to be made from the service mapping that already exists at the national level	Construction Phase (as part of ESIA)	Local Body /PIU	Included in ESIA cost
Reflect SEA/SH risks, and measures to address them, in ESMP and contractor ESMP including the costs	SEA/SH risk Mitigation Action Plan included in the ESMP Procurement for SEA/SH-related activities and costs outlined in the contract	SEA/SH risk Mitigation Action Plan provided and SEA/SH related costs are included in the ESMP and contract documents to mitigate risks	Year 1 (during preparation of ESMP)	Urlabari municipality (local body) /PIU	SEA/SH costing is included in ESMP
Incorporate SEA/SH related information and measures into plans for stakeholder engagement	Number of awareness and consultations held	The plans for stakeholder engagements during the subproject implementation include awareness raising activities (specialized service providers/contractors/NGOs identified and hired under contract) and awareness and consultations carried out. This plan will be implemented during the project construction.	During preparation of ESMP, beginning of construction, and during construction	Local Body /PIU	ESIA covers stakeholder consultation costs; construction phase stakeholder engagements costs will be inbuilt into overall budget
Formulate and adopt code of conduct (CoC) including sections on safety of women and girls	CoC developed, included in all contracts, and staff, consultants, contractors trained.	Developed CoC will be included in all contracts and also in the PIM. Training on the CoC will be provided to all.	Prior to contractor mobilization and during project period.	Local Body /PIU / Contractor	The awareness and orientation program cost to be inbuilt in PIU and at individual contractor level in BoQ
Assigning a focal point for SEA/SH related issues (this may be the Social Specialist or	Assignment of focal point for SEA/SH related issues Measure effectiveness of the SEA/SH Action plan	Social specialist/any designated focal person will be assigned to oversight this responsibility. Coordinate, report to and work closely with the NUGIP gender specialist on the	Year 1	Local Body /PIU	Included in Project Cost

social focal point for the project)		implementation and monitoring of SEA/SH action plan			
Project Construction					
Codes of Conduct signed and understood	Number of people officially oriented and trained	Ensure CoCs are clearly understood, signed and behaviourally applied to the job site Disseminate CoCs (including visual illustrations) and discuss with employees and surrounding communities.	During subproject implementation	Contractor, PIU	Built into overall project cost
Awareness on SEA/SH	Number of participants and the awareness materials and the resources on project area	Awareness to the woman, children. school students Community based-awareness program School based awareness program The project will work with women's groups to support the awareness programs.	During subproject implementation	PIU, Contractor, , Ward office CBO/NGOs working in area	12 trainings covering all the schools , CBOs, women's group @Rs 50000.00 per training Total NRs 600000.00
Process in the Grievance redress Mechanism for referring SEA/SH related grievances	Availability of an effective SEA/SH mechanism within the project GRM to manage and refer complaints relating to SEA/SH (also called 'anti-harassment cell') Identifying the focal person under subproject to train about SEA/SH Number of GRM members trained. Inclusive GRM system in place. Number of SEA/SH issues which have been referred to GBV Services Providers	Awareness raising on the availability or provision of SEA/SH grievance process Training provided to assigned focal person of receiving and referring SEA/SH related grievances Undertake stakeholder engagements as outlined in the ESMP and conduct community awareness raising about SEA/SH risk mitigation measures, taking support from local women's groups, for example, CoC, GRM, how to report and provide multiple entry-points Maintain proper documentation for complaint registration and management	During subproject implementation	Social specialist/designated focal person to oversight gender related issues of the Project	Built into overall project cost and SEA/SH awareness raising outlined above
Implement appropriate subproject-level	Documentation of measures taken to reduce SEA/SH risks.	Have separate, safe and easily accessible facilities for women and men working on the site.	During subproject implementation	PIU, Gender Specialist of the project.	Include in Project Cost

activities to reduce SEA/SH risks prior to civil works commencing		Establish locker rooms/secured rooms and/or latrines for workers and project staff, well-lit areas and include the ability to lock them from inside. Visibly display signs around the project site (if applicable) that signal to workers and the community SEA/SH is prohibited. As appropriate, public spaces around the subproject grounds will be well-lit.			
Subproject Monitoring					
Report in the quarterly progress report and review during Implementation Status Review (ISR) missions	Successful implementation of agreed SEA/SH action Plan (Y/N)	Reports SEA/SH-related issues in the quarterly progress report review during ISR missions	Project period	PCO, PIU, Gender specialist	

Note: The requirements of the SEA/SH Risk Mitigation Action Plan must be included in contractor's management plan.

Table 0-3Plan of Action GBV,SEA/SH

Nepal Urban Governance Infrastructure Project (NUGIP)																										Remarks
Plan of Action GBV,SEA/SH																										
S.N	Activities	2023						2024												2025						
		7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	
1	Labor Orientation on SEA/SH, GBV presentation measures.																									
2	Code of conduct signing and understood orientation																									
3.	Rape cases																									
4.	Training on Drug abuse																									
5.	Training on Women Trafficking program																									
6.	Child Sexual violence Awareness program																									
7.	Polygamy Awareness Program																									
8.	Regular monitoring and reporting																									

CHAPTER 6: ENVIRONMENT AND SOCIAL MANAGEMENT PLAN

5.8. Background

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

5.9. Implementation of Environmental and Social Management Plans

The mitigation measures will be integrated into project design and the agreements/contract documents. The project bid documents will include the implementation and reporting of the ESMP and contractor must follow it. The impact of the construction on the environment will be kept to a minimum and appropriate measures as brought out to in the ESMP are taken to mitigate any adverse effects during the construction. The Environment, Health, and Safety requirements of the construction contractor will be clearly spelled out in the contract document and the necessary cost will be included in the Bill of Quantities (BOQ). The contractor is required to submit the Construction Environment and Social Management Plan (CESMP) along with Contractor's Environment, Health, and Safety Management Plan within 45 days of the commencement of the work. The client/consultant will review the Contractors CESMP and EHS plans and provide approval along with necessary improvements. The regular monitoring will be followed by the PIU/Environmental and Social Monitoring team. It is in this context, the construction contractor is required to provide 1) a sound working environment to all employees involved in the design and construction of road as per national legislations, standards, and guidelines. 2) Must ensure HSE objectives are met during the entire construction, 3) Prepare and submit ESMP plan during construction period of the project. The EHSMP will include; policy statement, roles and responsibilities, site regulations, risk management and hazard identifications, HSE trainings, PPE, Inspection and auditing, site security, medical care and first aid, 4) The contractor must ensure Environmental Management and Mitigations addressing ESMP and mitigation management as shown in **Table 0-1**:.

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

Table 0-1: Adverse impacts mitigation measures

Stage	Impact	Mitigation Measure	Responsibility	Cost (Remarks if any)
Physical (Construction Phase)	Dismantling of boundary wall of Shanti Basic School at Chainage ch 1+980m to ch 2+080m (100 m)	▪ Obtain written permission from the school prior to commencement of activities related to dismantling. ▪ Include in Site Specific CESMP before construction starts ▪ Reconstruct of new boundary wall of School in consultation with the school. ▪ No other structures will require dismantling.	Contractor (budget) in coordination with Municipality	Included in BoQ
	Obstruction due to electric poles (108) along the RoW	▪ 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 and Nepal Telecom. ▪ The process needs to be completed prior the beginning of the road construction	Municipality/DSC and Contractor in coordination with NEA and NTC	Included in BoQ
	Installation of street lights	• For carriageway, electric street light of 30 LUX will be included. This will improve the visibility for the commuters at night and it will increase safety. 526 street lights are included along the road alignment. Undertaken in coordination with the NEA as required.	Contractor (budget) in coordination with Municipality	Included in BoQ
	Ramps	• 140 ramps will be provided along the road alignment to provide for house access by cars and motocycles	Contractors	Included in BoQ
	Land use change	The land use change is irreversible in this sub-project, however, following measures will be undertaken to manage top soil ▪ Save all available top soil from ROW sites and re-use it on completed road formation batters approved by Supervising Consultant. ▪ Strip and stockpile topsoil from all ancillary sites that are to be disturbed. ▪ Keep stockpiled topsoil separate from sub-soil material. ▪ Sow a cover crop on each top soiled batter soon after topsoiling. ▪ Top soil will be used in greenery management, plantation and will be given to farmers upon request	Contractor	Included in BoQ
	Quarry Operation	▪ Contractor to prepare a CESMP to include the details of quarrying activities including required quantity, locations	Contractor, Municipality/DSC, Municipality instructs	Covered by municipality/PIU

Stage	Impact	Mitigation Measure	Responsibility	Cost (Remarks if any)
		and required mitigation within 45 days of commencement of works and submit to the PIU for approval. ▪ 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.	the quarry operators to reinstate the established quarry sites as per agreed norms during environment clearance	DSC monitoring cost
	Road safety, Sewer, Drainage etc	▪ Sewer Drainage construction ▪ Manhole: Existing Manholes at existing locations require to be raised to FRLs of the road. ▪ 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. ▪ The above includes installation of 69 road signs along the road alignment. ▪ Hand railings: Hand railing to be provided at box culverts and other required section ▪ Guard Rails and Safety Barriers: Guard Rails and safety barriers must be provided in places where serious damage to vehicle and people may occur when an out-of-control vehicle may leave the roadway or hit other objects. ▪ Connection of electric lights	Contractor	Already included in project BOQ
	Issues associated with stockpiling	▪ Locate, peg and seek approval from the supervising consultant for the use of stockpile sites. ▪ Stockpile will not be located on water courses; will not be within 50m of schools, hospitals or public standpipes; and will not affect locals and their properties. ▪ Obtain written permission from landowners and local bodies for stockpiling on their land. ▪ Only barren land will be used for stockpiling and proper insulator cover and proper drain will be managed to store the chemical to avoid the leakage of chemicals. ▪ Stock of sand will be set wet to prevent it from blowing with the wind; water sprinkler will be used for this purpose.	Contractor	Included in BoQ

Stage	Impact	Mitigation Measure	Responsibility	Cost (Remarks if any)
		▪ 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.		
	Air/Dust Management	▪ Road construction area will be maintained damp by periodical spray of water. ▪ Delivery vehicles will be covered. ▪ Mixing equipment will be well sealed and equipped as per existing standards. ▪ All construction vehicles will comply with Motor Vehicles and Transportation Management Act as amended – mandatory Green Sticker. ▪ Provide temporary hoardings where required to minimize dust impact on locations of temples, health posts and schools. ▪ Provision of speed control measures in settlement and working areas to limit traffic speed. ▪ Water sprinkling along the proposed road alignment and repair and maintenance of equipment and vehicles regularly to control air pollution. ▪ Air pollutant parameters (TSPM, PM10, Sox, NOx, Cox) will be monitored regularly during construction. Conforming NAAQS of Nepal.	Contractor/PIU/DSC	Included under Contractor's Cost The cost for the air pollution monitoring and water sprinkling will be borne by the DSC cost. It is included in the DSC ToR.
	Noise, vibration	▪ Ensure plant and equipment used for construction conforms to best practices. ▪ Vehicles and equipment used will be fitted with silencer and maintained to keep noise at minimum levels. ▪ Workers will be provided with appropriate ear muffs/plugs specially at crusher site ▪ Sensitive locations i.e., schools, hospitals, government offices etc. will be 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. ▪ Establish photographic and video graphic evidences of structures and properties in and alongside RoW. ▪ Awareness raising, information and dissemination about GRM	Contractor/DSC	Included under Contractor's Cost Photography and Videography cost are included in BoQ. From 4% contingency budget allocated to municipality Costs as a result of damage from vibration will be borne by contractor .

Stage	Impact	Mitigation Measure	Responsibility	Cost (Remarks if any)
		▪ Work will be restricted to day hours (not in night time) specifically at urban and sensitive locations. ▪ Select equipment and machinery with lower sound power levels for the use ▪ Restrict activities with significant noise impacts to outside school ▪ Activities involving heavy machinery with significant noise impacts will be restricted to outside school hours. ▪ Noise levels (1 hr Leq dB(A)) levels will be monitored regularly conforming WHO standards.		
	Water Pollution	▪ Hazardous materials will not be stored near surface waters sources ▪ Used lubricants and oils will be collected and recycled or disposed off site. ▪ Plastic sheeting will be placed under hazardous material storage area to collect and retain leaks and spills. ▪ Contaminated runoff from storage areas will be captured in ditches or ponds with an oil trap at the outlet. ▪ Contaminated and worn plastic sheeting will be packed into drums and disposed off site. ▪ Water Quality (EC, PH, DO, TSS, Oil and Grease). Conforming WHO standards.		Included under Contractor's Cost The cost for Water Quality Test monitoring will be borne by the DSC cost. It is included in the ToR of.DSC
	Labour Camp Location and Management	▪ Locate, peg and seek approval from DSC for labor camp sites. ▪ Camps will 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 will not be in the vicinity of landslide and flood plains. ▪ Provide and maintain proper drinking water, sewerage and waste disposal facilities at the camps. ▪ Ensure no wood is burnt by any worker on or off site. Camps shall be provided free of cost, with electricity and regulator & adequate fuel supplies of LPG or Kerosene. ▪ After use, sites will be cleared and restored to near natural or stable conditions with vegetative cover. ▪ Have separate, safe and easily accessible facilities for women and men working on site	Contractor	Included under Contractor's Cost

Stage	Impact	Mitigation Measure	Responsibility	Cost (Remarks if any)
	SEA/SH related risks	▪ Establish locker rooms/secured rooms/or latrines for workers, well-lit and include ability to lock from inside ▪ Display signs around workplace on prohibition of SEA/ rape case,Drug abuse and child sexual exploitation		
Physical (Operation Phase)	Road Stability and Management	• Road side tree plantation, construction of gabion wall and drainage system to mitigate possible inundation in the settlements along the project alignment, Ensure proper compaction as per design	Contractor/Municipality	Included in DPR and subsequently budgeted in BOQ
	Air pollution	• There will be a consensus between the Municipality, District Transportation Office, Transportation entrepreneur, and local people regarding the operation of conditioned vehicles	DTO, transportation entrepreneur, local people	Municipality Regular program during Operation
	Water pollution	The operation of proposed work doesn't pose serious threat on water bodies; however washing vehicles on fresh water streams will be avoided.	Drivers, Ward, local people	Municipality Regular program during Operation
Biological (Construction Phase)	Vegetation clearing	▪ A total of 47 trees of different species affected and compensatory plantation will be carried out as per the roadside plantation of 10 m interval at both sides, 1043 trees are recommended ▪ Native tree species will be selected for the compensatory plantation as much as possible. In addition, project has proposed road side plantations.	The plantation cost is included in Contractor Cost.	The cost for 1050 seedling and tree guards is included in the BOQ.
Socio-economic and Cultural environment (Construction Phase)	Impacts to agriculture products	Banana (211), betel nut (119) and bamboo (182) private trees will be affected.	PIU/Municipality initiation will be required to effective implementation. Will be compensated in social parts	To be compensated by the Municipality (NRs. 316000) as per the RPF.
	Safety of Community, pedestrians including children, elderly and general public	Diversions will be child and elderly friendly as well as to other general pedestrians. Crossings near school area will be safe and the school area will be highlighted. Appropriate safety signage will be displayed use during construction and implementation of the project to enhance awareness around the potential safety hazards of the construction. Pedestrian crossings are also included as part of project design 40 zebra crossing will be provided along the road alignment and 18 zebra crossing in the branch road.	Contractor	Included in BoQ

Stage	Impact	Mitigation Measure	Responsibility	Cost (Remarks if any)
	Communication and stakeholder engagement	Risk of exclusion of low-income and IP groups who are a key population group in the project area. Engagements will ensure active inclusion of IP groups and low-income groups to ensure that their concerns and questions are addressed, and feedback incorporated into project design where appropriate and feasible.	PIU/Municipality	
	Health and Sanitation	Proper awareness of using latrine, construction of latrine for worker, Piyus' (a chlorine solution) will be provided to the external worker to purify drinking water	Contractor	Included in Contractor's Cost
	Protecting the workforce (No child and Forced labor	No child (below 16 years) and forced labor will be employed in project. Age verification document of workers will be documented	Contractor	Res Included Under Contractor's Cost
	Occupational Health and safety	▪ Personal Protective Equipment (PPE) / safety equipment will be provided to the workers ▪ Provision of PPE that also includes the protection against COVID pandemic like use of mask, gloves, and distance maintaining wherever possible ▪ Orientation on use of PPE will be provided to workers. ▪ Provision of insurance to cover physical damage to workers. ▪ Induction and refresher training to the workers will also be provided with insurance to cover physical damage to workers. ▪ Potable water and basic first aid kit will be provided to the camp	Contractor	This will be included in ESMP and contractor's cost during contract Included in COVID Management below.
	Limited Access for elderly and Differently-able People	▪ Diversions and proper crossings will be available for elderly and differently-able people in the construction phase to ensure their mobility is not impacted during construction. Elderly people will have access to socialize and meeting people and family to nurture their mental need/health. ▪ The design will incorporate the disabled-friendly measures and will incorporate periodic maintenance. ▪ Pedestrian crossing will be considered.	Municipality/ DSC Contractor (engineer must ensure this in design)	will be the part of Contractor's Responsibility under Contractor Cost
	Working conditions and management of worker relationship	▪ The contractor shall provide reasonable working conditions and terms of employment, and in conformance to working conditions established by National law. During construction, temporary accommodations will be constructed by the contractor and will comply with	Contractor in support of NGOs	Included in BoQ

Stage	Impact	Mitigation Measure	Responsibility	Cost (Remarks if any)
		national and international standards for quality, security, safety, and professional competency.		
	• Rape case	▪ Awareness creation and sensitization to workers and other persons post- project to reduce or eliminate rape case ▪	DSC, Contractor in support of Municipality/NGOs	200000.00
	Girls/Women Trafficking/Polygamy	▪ Awareness program will be developed and implemented	PIU in close coordination with Women Development Office, NGO/Clubs	250000.00
	Impacts on Communities, disease, cultural drain on local resource, etc.	▪ Conduct local cultural awareness orientation training for workforce. ▪ Implement Public Health Awareness Raising Plan to address communicable diseases prevention, hygiene and sanitation, safe sex practices and other community Health issues ▪ Impact Monitoring of Local resources, address gap, and problem as needed	Contractor in support of Municipality	will be the part of Contractor's Responsibility under Contractor Cost
	Grievance Redressal	▪ Employ a grievance redress mechanism incorporating a negotiation and/or mediation team or party. GBV,SEA/SH,grivience handling by anti harassment cell.	DSC/Contractor	Transportation allowances for project period NRs 300,000.00
	SEA/SH risks	▪ SEA/SH awareness raising activities, trainings and stakeholder engagements such a • childsexual awareness programme • Drug abuse awareness program • Awareness program for Rape case This includes SEA/SH awareness raising in relation to minors ▪ Implement measures as outlined in the SEA/SH Risk mitigation plan this include that a Code of Conduct will be prepared on which all project workers will receive orientation. All workers will be required to sign the Code of Conduct ▪ The project GRM will include a process for addressing SEA/SH related cases including the assignment of the focal point to address such cases (eg. Local person in GRC)	Project Office DSC, Project Contractor, municipality, NGO/CBO/Local people, Women Development Office Contractor	Approx. Rs 1000000.00 NRs. 10,00,000 Contractor responsibility

Stage	Impact	Mitigation Measure	Responsibility	Cost (Remarks if any)
		▪ Providing female labor-centric facilities such as separate female toilets, separate female camps, separate family camps and mother's rooms on the site. ▪ GRM will include mechanism for referring SEA/SH-related grievances ▪ Formulating and adopting Code of conduct including sections on the safety of women and girls (CoC will be included in all contracts and training on CoC will be provided to all workers) ▪ CoC are understood through orientations and signed by workers		
Socio-economic and Cultural environment (Operation)	Encroachment of RoW	▪ Municipality through ward and local GoN offices will work with ward, bazaar committee to discourage settlements along the road site RoW.	Uralabari Municipality (UM)	Cost will be borne by municipality
	Traffic accidents and associated risks (Community, children, elderly, and general public)	▪ Raise awareness of traffic rules, pedestrian / cycle lanes ▪ Additional lightening will be added. ▪ 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. ▪ No school or hospital will be allowed to be established within 50 m of the road without permission from the planning authorities.	Municipality	Cost will be borne by municipality
	Pressure on social services and facilities	PM will address such issues through better and proper planning of towns	Birtamod Municipality	NA
	Limited access for elderly and Differently-able People	Provide training on use of facilities, maintain signboards, lights, instructions in strategic locations	Birtamod Municipality	Cost will be borne by municipality

5.10. Impact and Compliance Monitoring

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

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

5.11. Monitoring activities and methods

Table 0-2 Selected monitoring indicators

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

Table 0-3: identifies the specific compliance monitoring activities. Phase-wise/chronological details are provided for the methods, schedules, responsible implementing agency and the responsible monitoring agency. Compliance monitoring refers primarily to the pre-construction and construction stage of the project. The following government standards will be taken as reference for monitoring.

Table 0-3: Impacts and monitoring of the project

Parameters	Verifiable Indicators	Verification methods	Monitoring locations	Schedule	Monitor agency	Cost
Change in Land Use	Changing Agricultural land, forest land, settlement area and barren land	Site observation, photos, discussion with communities	DIZ, IIZ and project affected wards	Continuous / construction (Yearly)	DSC	Included in DSC Contract
Quarrying of Construction Materials	Initiated erosion, changes in river regime, erosion by river systems, degradation of vegetation, water logging, waterborne diseases	Site observation, photos Records from local health centres	Quarry site areas	construction (Quarterly)	DSC	Included in DSC Contract
Noise and dust pollution	Total Suspended Solid, Particulates, noise level	Visual inspection, measurement, and comparing baseline data,	construction sites and at sensitive spots	construction / operation (Quarterly)	DSC	Included in DSC Contract
Use of bitumen storage, heating, spreading	Contamination of bitumen near water sources, land contamination	Visual inspection, measurement, comparison with baseline data,	construction sites	construction (Quarterly)	DSC	Included in DSC Contract
Road safety measures	Speed controls, traffic signboards, ROW encroachment, Pedestrian/cycle lane and speed bumps	Observation, photos and interaction with local peoples	ROW	Yearly throughout the project cycle	DSC	Included in DSC Contract
Road accidents	Type and number of accidents occurred Adequacy of occupational safety measures provided	Observations, photos, spot checks, interview with local peoples	Road alignment	Yearly throughout the project cycle	DSC	Included in DSC Contract
Cultural, religious and historical sites	Cultural and religious infrastructure, people perception, practices	Records, observations, interview with local people	Project area	operation (Yearly for 2 years)	DSC	Included in DSC Contract
Occupational and safety hazard	Safety equipment like helmets, globes, boots etc., insurance, potable water, basic first aid kit	Observation, records and interview with workers	camp and working area	construction (daily)	DSC	Included in DSC Contract
Possible township/ribbon development along the road	Congestions to road users Number of accidents, ROW encroachment	Records, observations	Project Area	operation (Yearly for 2 years)	DSC	Included in DSC Contract

5.12. ESMP for Beneficial and Adverse Impact

The measures and actions proposed for augmenting the identified beneficial aspects the Krishna Chowk-Sunjhoda CF office Road upgrading project, as well as proposing a set of mitigation and precautionary measures to minimize or set off the potential adverse impacts is outlined in **Table 0-4**:**.**

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

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

Table 0-4: Beneficial impacts of the project

Impact	Enhancement/Mitigation Measure	Enhancement/Mitigation Mechanism/Responsibility	Cost (NPR) and remarks
Construction Stage			
Employment opportunities for local people	Involve local people as per skill, qualification (priority based to the extent possible)	Contractor (Monitoring by PIU)	No additional cost
Employment to the women and disadvantaged groups	contractor will coordinate with representative of disadvantaged and women group to employ those people, as many as possible	PIU, Spell out in contract, contractor will abide	No additional cost
Skill Enhancement	Organize skill enhancement training targeting the local youths, and women, vulnerable, disadvantaged and skill enhancement of project workers	PIU	300,000.(for the people of direct influence area)
Operation Stage			
Improved access and reduced travel/transport cost	Fixing the minimum transportation cost with the agreement between DTO, , transport entrepreneurs and local people	BM**UM**, Transport entrepreneurs and local people	No additional cost
Change in Livelihood through Business promotion	Metropolitan will facilitate to start new business and enterprises	BMUM	No additional cost
Gender and social empowerment	Project will serve to mainstream women, dalit, and other marginalized people by providing several income generating trainings and programs.	BM**UM**	NRs. 350,000
Change in Livelihood through Promotion of business and industry	Creating the suitable environment to promote business and industries based on local resources	BM **UM** in coordination with local CBO/NGO/GoN offices	No additional cost

Table 0-5: Cost of ESMP

	Activities	Total Cost		Remarks
		ESMP	BoQ	
1 Environment and Social Mitigation activities (Pre construction phase)				
1.1	Electric /telephone Pole removal and reinstatement (as per BOQ)			Included in BoQ
	Dismantling of boundary walls of School		-	Included in BoQ
2 Construction Mitigation Activities				
2.1	Construction phase and operation mitigation (specific activities not related to construction related mitigation) including GBV, girl trafficking, COVID, skill training etc Skill enhancement trainings (construction phase): Operation phase gender and social empowerment Awareness program in girl trafficking: GBV awareness activities: NRs. COVID Awareness and Management: Waste management	1,450,000.00		Included in BOQ
1.	Waste Management (Construction Waste and Waste from Labour Camp), Top Soil Management, Road Safety, Sewer and Drainage Stockpiling Management Traffic Management Labour camp Management Dust Management by water spraying		-	Construction waste management and labor camp management is included in the Contractor's package. The details will be provided in the CESMP
2.	Environment Monitoring and Management Unit		-	The cost is already included in the DSC contract
3.	Protection of Water Course Crossing			Included in Design (BoQ)
4.	Cutting and management of 47 road side trees and Roadside Plantation 1050 trees		-	Included in BoQ
5.	Capacity Building Trainings to Municipality		-	The project has allocated this activity under component II UDST contracted
6.	Construction of Retaining Wall			Included in BoQ
7.	Installation of 140 ramps			Included in BoQ
8.	Road safety measures including 69 road signs, and installation of 30 lux, total 526 street lights			Included in BoQ
9.	Quarry Sites monitoring and Material Quality Check Up Air Sampling/ Noise measurement and management			Municipality contingency cost, PIU/DSC
10.	Stakeholder consultations, maintaining GRM at project level, SEA/SH, GBV Unit	1,300,000.00		Will be included in contract BOQ
11.	Total	2,750,000.00		Excluding VAT

5.14. Monitoring Cost

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

5.15. Institutional arrangements

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

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

Table 0-6: Roles and Responsibilities of the Stakeholders in ESMP Implementation

SN	Stakeholder	Roles and Responsibilities	Time Schedule
1	World Bank	• Review and final approval of ESIA and ESMP • Review project design and contract documents, against approved ESMP measures and give comments for corrective actions • Review of periodic monitoring reports of project construction and operation and taking of necessary actions in case of non-compliance	Recommendations and implementation
2	PCO/PMST	• Review and approval of ESIA and ESMP • Give permission for Project Implementation as per ESMP • Review project design and contract documents, against approved ESMP measures and give comments for corrective actions • Ensure that contractor commitments under the ESMP are reflected in bidding documents • Monitoring subproject to ensure the implementation of ESMP • Review of periodic monitoring reports of project construction and operation and taking of necessary actions in case of non-compliance • Environment and social monitoring Report preparation and submission to the WB	ESMP approval Before contract bidding As and when required construction and operation phases
3	PIU/Municipality	• Incorporate ESMP mitigation measures are incorporated in the final project design and tender documents of project construction and operation • Acquire necessary permits and approval for project construction and operation • Monitoring and record keeping regarding environmental measures and impacts.	Before construction During construction, and operation phase Monitoring every month during construction

SN	Stakeholder	Roles and Responsibilities	Time Schedule
		• Compilation of environmental monitoring and performance report and dispatch for review through proponent to stakeholders	
4	DSC	• Elaborate ESMP, if necessary and assist field engineers on the site inspection before approval of CESMP • Supervision of baseline, compliance and impact monitoring of construction contractor's activities as per responsibilities in the contract document and advise the PIU for needed actions at the site in regular environmental management meetings. • Preparation of monitoring report as mentioned in ESMP with a list of compliance and non-compliance works with recommendations • Monitoring of contractor's performance on meeting the provisions of tender documents and ESMP • Monitoring of the effectiveness of enhancement measures and mitigation measures	Pre-construction phase Regularly during construction phase (daily, weekly, monthly)
5	UDST	• Design Training, prepare training manual to include measures identified in ESMP • Provide training to DSC, PIU or Contractors to implement the training part included in the ESMP • Prepare report	During Construction Stage As per required
6	Construction Contractor	• Prepare a detail CESMP for minimization of construction related impact within 45 days of commencement of works and submit to the PIU for approval • Provision of Environment and Safety Officer • Ensure all preparatory works are carried out as per the tender document • Implement mitigation measures as specified in ESIA, ESMP or as instructed by supervising engineer • First hand monitoring and record keeping of environmental mitigation measures implemented and their performance • Carry out all corrective actions or other instruction given by supervising engineers/DSC/PCO	Pre-construction phase Daily during construction phase Regularly during construction phase.
7	Affected Stakeholders	• Ensure that the local level complaints are adequately address • Assist and provide suggestions to the PIU in the matters related to community	As and when required

CHAPTER 7: STAKEHOLDER ENGAGEMENT AND CONSULTATATIONS

5.16. Stakeholder engagement overview

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

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

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

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

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

Various stakeholder consultations were held during the design of the subproject to understand project questions and concerns, and to incorporate any concerns and feedback into project design. A table of the stakeholder consultations held to date has been included at Annex 1. Stakeholder consultations including with vulnerable groups such as women's groups, and indigenous groups, and information dissemination will continue through project implementation as detailed further below.

7.2. Consultation held during the subproject perparation

Table 0-1 Consultations undertaken during project preparation

Consultations were held with the principal of the Shree Shanti Adharbhut Vidyalaya, Bhusi, Urlabari, Head of the police Post and with the community people.

Date	Consultation type	Composition of participants	Issues raised	Response from project
27th April, 2023	Meeting with Municipality members	11 participants	• Progress of project review from the DSC part • Regular follow up of the documents send by Municipality to PCO. Also weekly discussion about the project will be held in Municipality. • Coordinate with Survey Department Office for soft and hard copy of Cadastral Map of the Project area.	The project will follow up with the survey department .
16th February, 2023	Meeting with Municipality members	13 Participants	• Discussion on project implementation peocess and procudure on 23rd February 2023. •	The project will include the concern of the public
5th January, 2023	Meeting with Municipality and consultant expert team.	6 Participants.	• Review of project till date. • Study of the documents by client and consultants • Collection of detail PAH of road alignment and notice publishing at public area.	
26th December , 2022	Meeting with Municipality, WB and NUGIP team	5 Participants	• Discuss with project affected community on project.	The project will share the documents
January 6, 2022	Key Informant	Head of the police Post (Temporary Police post Mangalbare, Urlabari)	• Gender based violence Domestic violence, Gender Abuse • Caste Creeds ,races, color • Up-gradation of will increase the security to the locals and ensure peace and security to the police	The project will include them in social security issues
January 6, 2022	Key Informant	Principal (Shree Shanti Adharbhut Vidyalaya, Bhusi, Urlabari)	• Demolition of school wall and project should construct the boundary wall • Removal and relocation of the electric poles • Support school to upgrade furniture • Drinking water and sanitation facilities	Included in design for demolition . The project will coordinate with Municipality to support school.
January 6, 2022	FGD Consultation with the locals	Krishna Chowk, Urlabari	• Timely up-gradation • No Conflict recorded till date regarding up-gradation of the road	

Date	Consultation type	Composition of participants	Issues raised	Response from project
	of Urlabari Municipality-3	Municipality-3 7 people of the ward participated including 2 male and 4 female		
January 6, 2022	Consultation with the locals of Urlabari Municipality-2 (Dhimal Community)	Urlabari 2, Bhusi-Urlabari Municipality 9 people of the ward participated including 3 male and 6 female of which 7 are IP and 2 belongs to other group in ethinicity.	• Timely up-gradation • Road as per the DPR • Positive views towards the road up-gradation.	The concern of the public were included
The consultations meetings (below) were held during initial ESIA field visit of 2019. The main objectives of these consultations were to aware public on environment and social issues; find the issues/mitigations to be included in ESIA report.				
14th December, 2021	Meeting With PCO, Municipality and WB team at Urlabari municipality.	18 Participants	• Updating the DPR as per the comment received from the WB,PCO and field monitoring. • Send document to PCO for No objection and process for the procurement activities.	The project will follow up
25th January 2019	Meeting with WB and Municipality team at Municipality office	12 Participants	• Briefing of the design and progress of the project	

7.3. Mass Consultation

The project alignment of the road passes mostly through Golchowk, Saalbari, Shree Shanti Nimna Madhyamik School, Damalaal Chowk, Triveni Chowk and Sunjhoda School in Ward 2. The mass consultation on proposed road implementation process, procedure and community roles and responsibilities with local community was carried out in two different locations i.e. Salbari Community Forest office building and Sunjhoda Community Forest office building. A total 366 local inhabitant participated in the mass consultation meetings. The recommendation letter from the municipalities and ward office including School along with participants list of the consultations is provided in Annex III. However, the project will compensate for school's boundary wall. The issues that were raised during this mass consultation have been detailed in Table 7-2 below.

Table 0-2 Issues raised during mass consultation

S.N	Date	Consultation type	Composition of Participants	No. of Participants	Issue raised in Consultation	Measures to Resolve Issues	Responsible Agency
1	9th,March ,2023	Consultation with PAH and local community of Ward 2	Municipality representatives, local stakeholders, PAH representative	110	➢ Project should be started immediately ➢ Provision of Zebra cross, local bus station, footpath in market and school area ➢ Plantation along the road corridor ➢ Full support of locals to the project ➢ Relocation of public utilities ➢ Employment to local people ➢ Environment-friendly road construction	➢ Consideration will be given to road safety measures during the design ➢ Suggestions from the local people are highly appreciated ➢ Special attention will be given to minimize the damage to public utilities and private assets ➢ Employment priority will be given to the locals ➢ Consideration will be given to road safety measures during the design	Project, Contractor
2	10th March,2023	Consultation with PAH and local community of Ward 2	Municipality representatives, local stakeholders, PAH representative	85	➢ Project should be started immediately ➢ Proper drainage management. ➢ Employment to local people ➢ Reforms in the drainage system ➢ Environment-friendly road construction ➢ Relocation of public utilities	➢ Suggestions from the local people are highly appreciated. ➢ Emphasis on road safety measures will be given during the design ➢ Employment priority will be given to the locals ➢ Consideration will be given to road safety measures during the design ➢ Suggestions and support from local people are highly appreciated ➢ Special attention will be given to minimize the damage to public utilities and private assets	Project, Contractor Project, Contractor
3		Consultation with PAH and local community of Ward 2	Municipality representatives, local stakeholders, PAH representative	271	➢ Employment to local people ➢ Reforms in the drainage system ➢ Environment-friendly road construction ➢ Relocation of public utilities	➢ Emphasis on road safety measures will be given during the design ➢ Employment priority will be given to the locals ➢ Consideration will be given to road safety measures during the design	Project, Contractor

						➢ Special attention will be given to minimize the damage to public utilities and private assets	

7.4. Stakeholder Engagement Procedures and process

The subproject will draw on existing mechanisms and procedures established at the local level to carry out stakeholder engagements. The municipality forums will be the primary mechanism for engaging with stakeholders and community participation, to ensure that projects identified reflect local needs and priorities. Other mechanisms for community engagement and consultations include community-based user committees in construction supervision and operations and maintenance, as a social accountability and safeguard mechanism. The stakeholder consultations will draw on mechanisms already established at the local level. Where mechanisms for stakeholder engagement do not already exist, a mechanism elaborated below will be followed:

7.4.1 Stakeholder Mapping

The primary objective of stakeholder analysis is to map the stakeholders, their role, operational network, representation requirements and impact on type of activity in the project to strategically prioritize consultations with them. The stakeholder interactions will be through:

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

The stakeholder mapping is undertaken through formal and informal consultations and their interests concerned with the project activities will be identified throughout the project cycle. The stakeholders identified for the subproject are presented in Table 0-3.

Table 0-3: Stakeholder roles and responsibilities

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

Level	Stakeholder	Roles and Responsibilities	
		Will help PIU of municipalities in overall design, contract management, supervision will coordinate with PMST	

7.5. Mechanism for Consultation

The consultation process envisages involvement of all the stakeholders at each stage of subproject planning and implementation. Involvement of the community is not limited to interactions with the community but also disclosing relevant information pertaining to the project tasks. Community participation is and will be ensured at all stages. Dissemination of project information to the community and relevant stakeholders will be carried out by the PIU. The community will be made aware of the project alternatives and necessary feedback will be obtained; other stakeholders will be involved in the decision making to the extent possible.

The outcome of consultations is incorporated as appropriate into the design and ESMP. As part of such consultations, the draft ESMP will be presented and explained to the people on the content and process of the implementation of the plans. Consultations with project affected persons and their profiling are conducted as per the requirements of ESIA.

7.5.1 Public/Community Consultation Plan

All consultations on social and environmental issues will be carried out during implementation of the project will be done in an inclusive manner, including vulnerable social groups (such poor household, caste, persons with disabilities, among others) and women. Details of the Project Consultation Plan are presented in Table 0-4.

Table 0-4: Project Consultation Plan

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

Objective and Target Goal	Method	Responsibility
		Municipality Ward Authority
Reports outlining progress of activities related to engagement and communication	Collation of progress report, self-evaluation by PCO	PCO
Agreement on operation and maintenance system	Electronic or face to face communication with relevant stakeholder Face to face meeting with local authority	PCO, Design and Supervision Consultant Municipality Ward Authority
Implementation of ESIA	The contractor will prepare the various stand-alone plans to comply with ESIA requirements By including all the stand alone plans, the contractor will prepare Contractor's Environmental and Social Management Plan (ESMP) and submit it to PIU. These requirements will be included in the contract BOQ	The requirements stipulated in ESIA shall be included in bid document of the contractor. The contractor will prepare the stand alone plans and submit it to the PIU before the construction begins and obtain approval. The standalone plan includes; environment, health and safety management plan, traffic management plan, grievance redress plan, spoil management plan, emergency preparedness plan, camp management plan, labor management plan, air/water/noise management plan to name a few.

7.6. Information Disclosure

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

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

An Information Centre will be established at the municipality office during implementation to disseminate all the documents related to the project activities. Based on the public information disclosure policy, PCO and the municipality will unveil the information through its website. The information dissemination plan for the proposed road project is presented in Table 0-5.

Table 0-5: Information dissemination plan

Means of Communication	Timeline & Frequency	Responsibility	Resources
Municipality Website (project details, grievance mechanism)	At the start of the project which will be maintained throughout the project	PIU/ Information Officer	Information Officer
Newspaper and local Radio (project salient features, dates, grievance mechanism etc.)	Project implementation phase Weekly basis	PIU, municipality	Radio-program/Talk

Means of Communication	Timeline & Frequency	Responsibility	Resources
		Information Officer	show, FM Radio Clip
Project leaflets and Fact Sheet	Project details, Implementing agencies, project period - 2 times	PIU, Information Officer	Doubled sided colour A4 500 copies
Face to face engagements - meetings, focus group discussion with relevant stakeholders including vulnerable groups such as women's groups and indigenous groups.	Project Main Activities, Financial Assistance, Implementing agencies, project period etc. 2 time in year	PIU, Information Officer	

7.7. Grievance redress

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

The affected persons and groups identified above will be able to raise any grievances related the relocation of the above assets with the subproject grievance redress mechanism (GRM), to help ensure the successful implementation of resettlement measures. At first instance, the project-affected grievant should raise their grievance with the information office of the project, and the information office will determine whether it can be resolved within the project, at the ward level, or whether another mechanism should be used. PAPs will be exempt from all administrative fees incurred, pursuant to the grievance redressed procedures except for cases filed in court. More details regarding the GRM are discussed in the following sections.

7.7.1 Structure of the GRC

A Grievance Redress Committee (GRC) has been formed for the sub-project. The GRC includes the Chair of Ward 3 as the coordinator of the GRC, while the other three Ward chairs from 2, 4 and 5 are members of this committee. Other members in the GRC include the NUGIP focal person, the Social Development Officer of the Municipality, and another person employed by the Municipality for this sub-project. The invited members in the GRC also include one female representative from the PAHs, DSC personnel and one representative from the construction company. The details is attached in Annex VII. It is agreed that the first level of GRC will reform. The municipality's NUGIP focal person and social development officer will be substituted by a TLO member and a female ward member.
. Similarly, second level GRC will be established at Municipal level. The GRC will comprise Mayor/Deputy mayor of the municipality as coordinator of the GRC, while the other member may comprise chief administrative officer of the municipality, designated municipal officer responsible for hearing grievances shall also be a member of the GRC, NUGIP foacal person, municipal social development officer and team leader or a representative from DSC (member secretary of the GRC). Moreover, if a GRC has already been established at the municipality under the section 2(6) of "Work Plan for the Social Accountability Promotion 2007 B.S." further establishment of the committee will be required.

7.7.2 Processes of the GRM

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

A ticket or a unique number will be generated for all such call, messages and letters. The complainant will follow up based that unique number with Operator at PCO-Kathmandu. All complaints will be responded within two weeks at any level. In case response is not received from 1stlevel within 15 days, the complaint will be escalated to next level.

If complaint remains unaddressed at 1st and 2nd within maximum 30 days after registering the compliant, it will be elevated to 3rd level at PCO level. The PCO within 7 days of time should instruct the concerned person at PMC level to arrange for a hearing within maximum 5 days of time. Effort will be given by all levels of GRCs to conduct hearing and resolve the concern at their level up to the satisfaction of complainant within the stipulated timeframe. In case 1st and 2nd level GRCs are unable to resolve the concern up to the satisfaction of complainant, these GRCs' or Complainant may approach to 3rd level of GRC at PCO Level. After conducting hearing at any level of GRC, the decision will be communicated to complainant within maximum 30 Days of time.

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

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

7.7.3 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 will be established to report back to the concerned community or persons regarding the decision on the complaint. The grievances related to women will 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. No any geivances has been registered till to date. Potential grievances which may need to be addressed are listed below:

- *Rehabilitation & Resettlement and Compensation issue*
- *Loss of livelihood*
- *Access to resource /utility/facility*
- *Ambient air and noise Quality*
- *Impact on water quality/resource*
- *Grievance from vulnerable community*
- *Gender related issues*
- *Grievances from workers*
- *Safety and risk repeated to project development*

7.7.4 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.

ANNEXES

ANNEX I: KEY INFORMANT INTERVIEW (KII) AND STAKEHOLDER CONSULTATION

Stakeholder Consultations held during subproject preparation

Date	Consultation type	Composition of participants	Issues raised	Response from project
January 6, 2022	Key Informant	Head of the Police Post(Temporary Police post Mangalbare Urlabari)	• Gender based violence Domestic violence, Gender Abuse • Caste Creeds ,races, color • Up-gradation of will increase the security to the locals and ensure peace and security to the police	The project will include them in social security issues
January 6, 2022	Key Informant	Principal (Shree Shanti Adharbhut Vidyalaya, Bhusi, Urlabari)	• Demolition of school wall and building face immediate after wall • Electric poles removal and relocation • Support school to upgrade furniture • Drinking water and sanitation facilities	Included in design for demolition. The project will coordinate with Municipality to support school.
January 6, 2022	FGD Male:2 female:4	Krishna Chowk, Urlabari Municipality-3	• Timely up-gradation • No Conflict recorded till date regarding up-gradation of the road	
January 6, 2022	FGD with IP (Dhimal)	Urlabari 2, Bhusi 9	• Timely up-gradation • Road as per the DPR • Positive views towards the road up-gradation.	

Stakeholder consultation

Nepal Urban Governance and Infrastructure Project (NUGIP)

ESIA and ESMP of upgradation of Krishna Chowk to Community Forest Office Road via Glochowk Salbari, Shree Shanti Nimna Madhyamik School, Damalal Chowk, North Tribenichowk- P21, Urlabari Municipality, Morang

Attendance Sheet

Date: ..2078/09/22.....

Venue: ..Temporary Police Post, Urlabari (अस्थायी प्रहरी चौकी, उर्लाबारी

Name: ..Chudamani Pradhan.....

Occupation/Organization: ..Head of the Police Post.....

Comments/Suggestion:

1) No any case of gender based violence, domestic violence, gender abuse, or any such case occured in the project area.

2) No any case related to caste, creed, race, color has been reported in the project area.

3) Upgradation of the project will increase the case security access to the locals as the ease to the police team to ensure peace & security.

Key Informant Interview with Head of Temporary Police Post, Mangalbare, Urlabari

Stakeholder consultation

Nepal Urban Governance and Infrastructure Project (NUGIP)

ESIA and ESMP of upgradation of Krishna Chowk to Community Forest Office Road via Gochowk Sulhari, Shree Shanti Nimna Madhyamik School, Damalal Chowk, North Tribenichowk- P21, Urlahari Municipality, Morang

Attendance Sheet

Date: ...2078/09/22.....

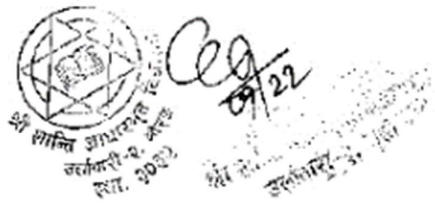
Venue: ...Shanti Adharbhut Vidyalaya, Urlabari-2, Bhusi

Name: ...Ram Prasad Dhakatam.....

Occupation/Organization: ...Headmaster.....9842085402.....

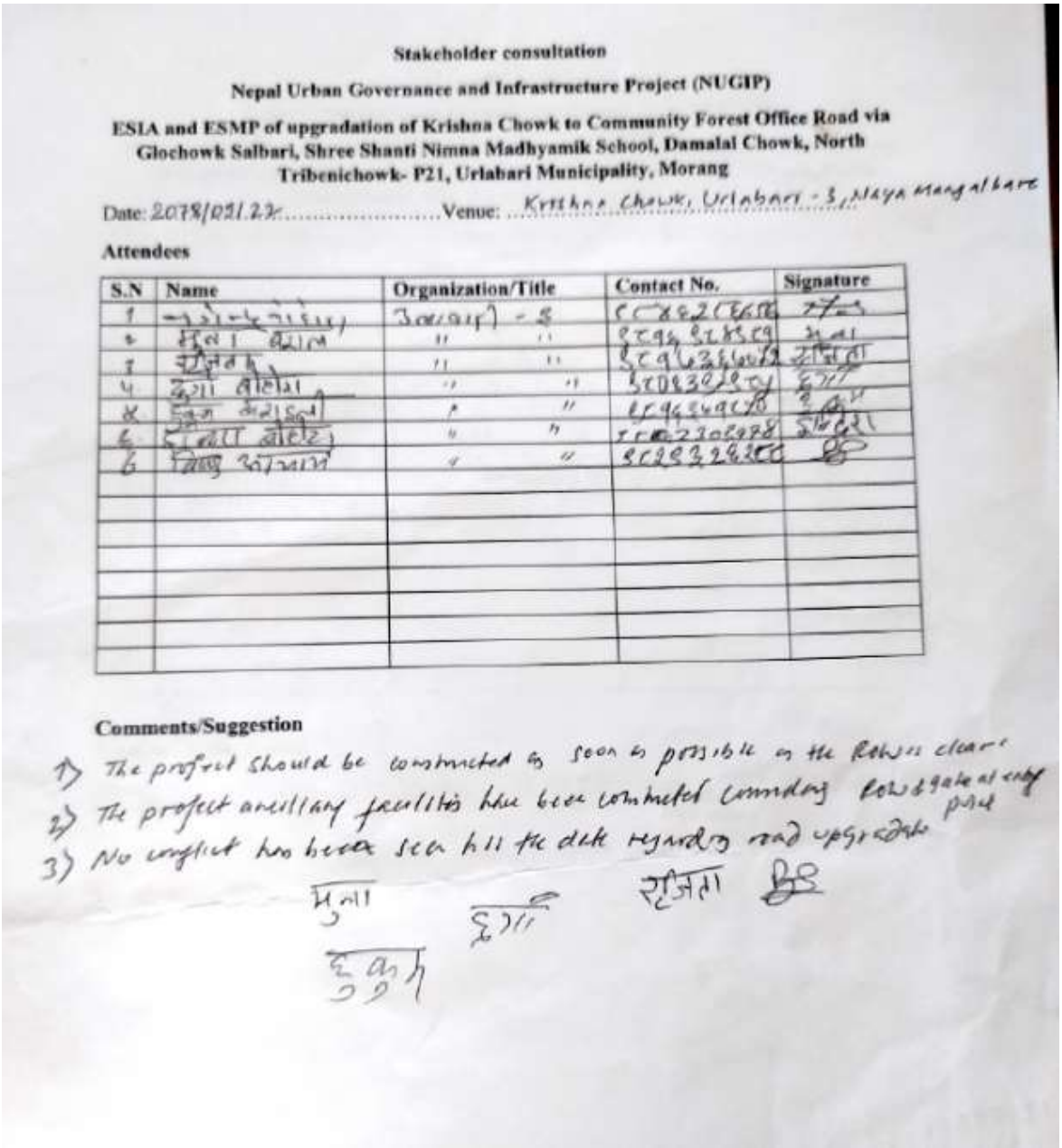
Comments/Suggestion:

1) The land on the road is on ROW, but still school demands that for the felled walls the project should reconstruct the wall as it is.
2) The electric poles intersect middle of the playground of the school. The project to assist in relocating the poles along the corridor of the road.
3) The project to aid in helping the school to upgrade the furnishings of the school offices as a compensatory measure for the land loss.
4) All other things the school is positive to road upgradation.
5) The project to aid the school for the drinking water and Sanitation facilities for the school.



Signature:

Key Informant Interview with Principal of Shree Shanti Adharbhut Vidyalaya, Bhusi, Urlabari



Stakeholder consultation

Nepal Urban Governance and Infrastructure Project (NUGIP)

ESIA and ESMP of upgradation of Krishna Chowk to Community Forest Office Road via Glochowk Salbari, Shree Shanti Nimna Madhyamik School, Damalal Chowk, North Tribenichowk- P21, Urlabari Municipality, Morang

Date: 2078/09/21.22 Venue: Krishna Chowk, Urlabari - 3, Maya Mangalbare

Attendees

S.N	Name	Organization/Title	Contact No.	Signature
1				
2				
3				
4				
5				
6				
7				

Comments/Suggestion

1) The project should be constructed as soon as possible as the ROW is clear.
2) The project ancillary facilities have been completed including ROW gate at entry point
3) No conflict has been seen till the date regarding road upgradation

Focal Group Discussion at starting point of Road Alignment (Krishna Chowk)

Stakeholder consultation

Nepal Urban Governance and Infrastructure Project (NUGIP)

ESIA and ESMP of upgradation of Krishna Chowk to Community Forest Office Road via Glochowk Salbari, Shree Shanti Nimna Madhyamik School, Damalal Chowk, North Tribenichowk- P21, Urlabari Municipality, Morang

Date: 2078/07/22 Venue: Urlabari-3, Bhusi,

Attendees

S.N	Name	Organization/Title	Contact No.	Signature
1	[illegible]	[illegible]	[illegible]	[illegible]
2	[illegible]	[illegible]	[illegible]	[illegible]
3	[illegible]	[illegible]	[illegible]	[illegible]
4	[illegible]	[illegible]	[illegible]	[illegible]
5	[illegible]	[illegible]	[illegible]	[illegible]
6	[illegible]	[illegible]	[illegible]	[illegible]
7	[illegible]	[illegible]	[illegible]	[illegible]
8	[illegible]	[illegible]	[illegible]	[illegible]
9	[illegible]	[illegible]	[illegible]	[illegible]

Comments/Suggestion

1) [illegible]
2) [illegible]
3) [illegible]

Focal Group Discussion with Dhimal Community

आज मिति २०८० साल वैसाख १४ गते उर्लाबारी नगर पालिकाका नगर प्रमुख श्री गंगा प्रसाद खरेल ज्यू को अध्यक्षतामा बैठक बसी उर्लाबारी नगर पालिकामा प्रस्तावित कृष्ण चोक देखि सुनझोडा वन सम्मको जोड्ने सडकको विषयमा भएको छलफलमा निम्न अनुसारको उपस्थितीमा निम्न अनुसारको निर्णय भयो ।

उपस्थिती

१. श्री गंगा प्रसाद खरेल : नगर प्रमुख
२. श्री मुराली प्रसाद घिमिरे : नि. प्र.प्र.अ.
३. श्री भरत अधिकारी : अधिकृत उर्लाबारी न.पा.
४. श्री रोशन उदास : इन्जिनियर न.पा.
५. श्री हरि खतिवडा : नगरप्रमुखको सचिवालय
६. श्री कर्ण विष्ट : ~~[illegible]~~ [illegible]
७. श्री दिनेश प्रसाद मण्डल : Team Leader/DSC
८. श्री मनोज तिमल्सिना : SSE/DSC
९. श्री जिवन कोइराला : Engineer/DSC
१०. श्री निर्मल उप्रेती : निर्माण व्यवसायी प्रतिनिधि
११. श्री बिमलेश मण्डल : Engineer/निर्माण व्यवसायी

छलफल तथा निर्णयहरु :

निर्णय नं. १ : कृष्ण चोक देखि सुनझोडा सामुदायिक वन सडक जोड्ने सडकको बारेमा हाल सम्मको प्रगति को बारेमा DSC Team बाट विस्तृत रुपमा जानकारी गराइयो, तथा उक्त सडक सम्बन्धि सर्वे पक्ष बाट छलफल भयो ।

निर्णय नं. २,

नगरपालिका बाट PCO मा पठाइएको Documents सम्बन्धी नगरपालिका बाट नियमित followup गर्ने निर्णय गरियो। साथै यस सडक लाई समय मा सम्पन्न गर्न प्रत्येक हप्ताको १ चोटी नगरपालिकामा छलफल गर्ने निर्णय गरियो।

निर्णय नं. ३,

हवाई चौक देखी सुनकोशी सामुदायिक वन सडक को (५.२६६ कि.मी.) नगरपालिका द्वारा समन्वय गरी नापी कार्यालय बाट कित्ता नक्सा (cadastral) को Soft कपी र Hard कपी उपलब्ध गरी ~~DSC लाई~~ समन्वय गर्ने निर्णय गरियो।

आज मिति २०७३/०९/२९ गते बिहिवारका दिन दिनको २ बजे मोरङ, जिल्लाको उर्लाबारी नगरपालिकामा पर्ने प्रस्तावित [illegible]-सुनमोडा बाटो सडक उर्लाबारी नगरपालिका बाट कार्यान्वयन हुने नेपाल भारत शासकीय तथा रेलमार्ग आयोजना मार्फत स्तरोन्नति हुने प्रति सडकको बढ्दो आवश्यकताबारे विभिन्न विषयहरूमा यस उर्लाबारी नगरका प्रमुख प्रशासकीय अधिकृत श्री अजित प्रसाद अधिकारी ज्यूको अध्यक्षतामा तपसिलमा उल्लेखित व्यक्तिहरूको उपस्थितमा बैठक बसी विभिन्न विषयमा छलफल सहमती एवं निर्णय गरियो

उपस्थित

१. अजित प्रसाद अधिकारी - प्र. प्र. अधिकृत
२. रोशन उराव - इन्जिनियर
३. भरत तिमिल्सिना -
४. निर्मल आचार्य
५. मनोज तिमिल्सिना
६. पर्ण ०० ब्रि.डी. → सर्वेक्षक

छलफल तथा निर्णय

(१) निर्णयहरु

उप-आयोजनाको पहिचानको विषयमा न.पा. र विज्ञहरुको बीच छलफल भयो।

(२) हालसम्म भए गरेका कामकारवाहीको विषयमा Client and Consultant बीच Document अध्ययन गरी एक आपसमा छलफल गर्ने।

(३) उप-आयोजनाका कागजातहरु एक आपसमा अध्ययन गरी आगामी २०७६।०६।२७ गते तीन पुस्ते विवरण सहितको कागजात र मुआब्जा सडकले लाग्ने जग्गा धनीको सार्वजनिक सूचना प्रकाशन गर्ने।

(४) अन्य विषयहरुमा आवश्यकता अनुसार समन्वय गर्दै जाने।

[signature]

आज मिति २०६९।०९।११ गते आइतवारका दिन बिहान १०.३० बजे मोरङ, जिल्लाको उर्लाबारी नगरपालिका वडा नं. ८ मा पर्ने प्रस्तावित करुवा चोक देखि सामुदायिक वन ओडे सडक को पहिचलो मापदण्डार (NUGIP) र WB को social management policy/plan र तत्काल गर्नुपर्ने काम कारवाहीहरु सम्बन्धमा यस उर्लाबारी नगरका नगरप्रमुख श्री गंगा प्रसाद खरेलज्यूको अध्यक्षतामा तपसिलमा उल्लेखित व्यक्तिहरु सहित बैठक बसी विभिन्न विषयहरुमा छलफल गरी सहमति तथा निर्णय भयो।

तपसिल

(१) श्री गंगा प्रसाद खरेल - नगर प्रमुख

(२) श्री मिना कुमारी खतिवडा उप ,,

(३) श्री कुमार कँडेल - वडा अध्यक्ष [signature]

(४) श्री गौरी प्र० शर्मा → NUGIP/PLO [signature]

(५) श्री प्रकाश पाण्डे → PUGIP/PMST [signature]

आज मिति २०७८ साल मङ्सीर २८ गतेका दिन यस उर्लाबारी न.पाको उप-प्रमुख श्री लक्ष्मी देवी भण्डारी ज्यूको संयोजकत्वमा कुवाँ चोक - गोल चोक - त्रिवेणी चोक हुँदै सुनफोडा मावी हुँदै सुनफोडा सामुदायिक वन उपभोक्ता समितिको कार्यालय सम्मको सडक डिजाइन DPR सम्बन्धि निम्न उपस्थितीमा छलफल गरियो।

उपस्थिति:-

१) श्री लक्ष्मी देवी भण्डारी — उप प्रमुख
२) श्री मुरारी प्रसाद घिमिरे - प्रमुख प्रशासकीय अधिकृत
३) गोविन्द कार्की लो.अ.
४) राजन उदास - न.पा इन्जिनियर
५) ई. संगीता बराल - NUGIP PCO
६) ई. हेमन्त काफ्ले - NUGIP, PCO
७) ई. गोविन्द देव अधिकारी, NUGIP PCO,
८) Jonas DARBY, WorldBank
९) Manoj K Lal The World Bank
10) Sudarshan Lal Shrestha The world Bank
11) Gauri Prasad Sharma - NUGIP - PCO
12) Raviram Pokharel NUGIP - PCO
13) Engila Mishra → WB Country office
14) कविता ढुंगाना गा.पु., उर्लाबारी शाखा
15) चन्द्र कला सुब्बा पत्रकार (ने.पा.ने.जा.) [illegible]
16) आयुषण पन्त ,,
17) प्रदिप [illegible] भट्ट ,,
18) कुमार फुँडेल वडा अध्यक्ष वडा नं. २ उर्लाबारी

निर्णय नं १:

स्थलगत अनुगमनमा World Bank तथा PCO बाट आएका feedback हरू अनुसार DPR update गरि No objection का लागि PCO मा पेश गर्ने र यथाशिघ्र टेण्डर प्रक्रियामा अगाडि बढ्ने निर्णय गरियो।

मुख्य ~~स्थ~~ देखिएका समस्याहरु निम्न अनुसार रहेको पाइयो।

१) पैनी भएको स्थानमा केहि भएका पैनीहरु आवश्यक नभएको सो पैनी हटाउन भनिएकोमा यस सो पैनी संचालनमा गर्ने। ~~भन्ने~~

२. श्री शान्ती माध्यमीक विद्यालयको ~~पर्खाल~~ पर्खाल बचाउन प्रयास गरिदिनु भन्ने स्कूल बाट अनुरोध आएको।

३. सुनकोशा मा.वि संग सो स्थानमा ROW नपुग्ने हुदा खोला पट्टि बाटो सडक बढाउने वा स्कुल~~को~~ पट्टि बाट बढाउने कुरामा न.पा ले कुरा आगाडि बढाउने प्रस्ताव गर्यो।

४. ~~15th of February सम्ममा DPR फाइनल गर्ने~~.

आज मिति २०६५ साल माघ ११ गतेका दिन यस उर्लाबारी न.पा.को प्रमुख श्री खड्गा बहादुर फागो ज्यूको संयोजकत्वमा कृष्णा चोक - गोल चोक - त्रिवेणी चोक हुँदै सुनझोडा ~~साम~~ मा.वि. हुँदै सुनझोडा सामुदायिक वन उपभोक्ता समितिको कार्यालय सम्मको सडकको डिजाइन र प्रगतिको बारेमा विश्वबैंकको प्रतिनिधि तथा सम्बन्धित कन्सलटेन्ट हरुबाट तपसीलको महानुभावहरुको उपस्थितिमा डिजाइन तथा प्रगति विवरण प्रस्तुत गरियो।

उपस्थिति :-

१) श्री खड्गा बहादुर फागो — नगर प्रमुख
२) श्री शम्भु प्रसाद भट्टराई - नि.प्र.प्र.अ. शम्भुभट्टराई
३) श्री राजन कंडेल — वडाध्यक्ष
४) श्री रोजन उदास — इन्जिनियर
५) श्री आयुषमा पन्त - Urban Planner
६) श्री निर्मल ज्ञवाली - Civil Engineer
७) श्री रमेश कार्की Geotech Engineer
८) ई. ~~विनोद प्रकाश पाण्डे~~ Civil Engineer
९) हेमन्त काफ्ले, UGIIP, इन्जिनियर
6/ Ankush Sharma Consultant, World Bank Ankush
7/ Amit Gupta, WB team
8) Dr. ARAVIND.

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http://www.nessltd.com

Lab, M-03/R1.1/

QS Test Report / Certificate

NS Accreditation No. Pra. 01/053-54

Entry No. : NCL - 706(Oth) (1) - 06 - 2019
Sample : Sound Pressure Level
Client : Urlabari -2

Date Received : 13 - 06 - 2019
Date Completed : 30 - 06 - 2019
Monitored By : NESS (Jit)

Sound Pressure Level

Sampling Point : Sunjhoda, Urlabari - 2
Latitude : 26°40'32.9"N
Longitude : 87°34'34.7"E
Altitude : 132m
Distance from Road : About 20m
Starting Monitoring Date : 10 - 06 - 2019
Ending Monitoring Date : 11 - 06 - 2019
Monitored By : Jit Bahadur Khatry

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

dB(A)

Noise Descriptors	Monitoring Hours							
	11:30	15:30	19:30	21:30	22:30	06:30	08:30	11:30
L_{eq}	51	55	49	48	45	48	52	53
L_d	52							
L_n	47							
L_{dn}	50							

Notes: The calculation was based on the recorded 30 minutes data set. The general weather of monitoring site was dominated by sunny weather during day time. The background sound pressure level was contributed by vehicles, horns, birds' chirrups, dog barking, and human voice pitches. The method applied for monitoring and calculation was based on equal energy partition JIS Z 8731(1983); L_{eq}: Average sound pressure level; L_d: Average day time sound pressure level; L_n: Average night time sound pressure level; L_{dn}: 24 hour average sound pressure level.

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

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

1. This report/certificate is in reference to Laboratory Quality Control Manual, QS (017).
2. The result of parameters refers only to the tested samples. Endorsement of products is neither inferred nor implied.
3. Liability of our institute is limited to the invoiced test parameters &amount only.
4. Samples will be destroyed after three months from the date of issue of test certificate unless otherwise specified.
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NESS/Lab, M-03/R1.1

QS Test Report / Certificate

NS Accreditation No. Pra. 01/053-54

Entry No. : NCL - 682 (W) (5) - 06 - 2019
Sample : Paini Water
Client : DUDBC/NUGIP
Sampled By : Jit Bahadur Khatri
Date Received : 11 - 06 - 2019
Date Completed : 30 - 06 - 2019
Sampling Date : 10 - 06 - 2019
Location : Sunjheda, Urlabari-2

S.N.	Parameters	Test Methods	Observed Values
1.	pH at 25°C	Electromeric, 4500 - H^+ B,: APHA	7.2
2.	Electrical Conductivity, (µS/cm)	Conductivity Meter, 2510 B, APHA	242
3.	Total Dissolved Solids, (mg/L)	Oven Drying Method, 180°C 2540 C, APHA	122
4.	Turbidity, (NTU)	Nephelometric, 2130 B, APHA	17
5.	Total Hardness as $CaCO_3$, (mg/L)	EDTA Titrimetric, 2340 C, APHA	86
6.	Total Alkalinity as $CaCO_3$, (mg/L)	Titrimetric, 2320 B, APHA	132
7.	Chemical Oxygen Demand, (mg/L)	Potassium Dichromate Reflux, 5220 B, APHA	18
8.	Chloride, (mg/L)	Argentometric Titration, 4500 - Cl B, APHA	11.91
9.	Nitrate, (mg/L)	UV Spectrophotometric Screening, 4500 - NO_3^- B, APHA	1.92
10.	Total Phosphate, (mg/L)	Ascorbic Acid, 4500 - P E, APHA	0.37
11.	Iron, (mg/L)	Direct Air - Acetylene AAS, 3111 B, APHA	1.67
12.	Manganese, (mg/L)		0.2
13.	Zinc, (mg/L)		0.04
14.	Lead, (mg/L)		0.02
15.	Arsenic, (mg/L)	SDDC, 3114 B: APHA	N. D. (<0.01)

N. D.: Not Detected

Note:
AAS: Atomic Absorption Spectrophotometer; UV: Ultraviolet; EDTA: Ethyelenediaminetetraacetic acid; NTU: Nephelometric turbidity unit; NEDA: N-1-Naphthylethylenediamine dihydrochloride; APHA: American Public Health Association.

Remarks: ***The water source was slightly contaminated with runoff and probable for eutrophication at observed total phosphorous level. The water was found slightly turbid in nature. The iron concentration was at appreciable level.***

(Analyzed By) (Checked By) (Authorized Signature)

1. This report/certificate is in reference to Laboratory Quality Control Manual, QS (017), section OPT.
2. The result listed refer only to the tested samples & applicable parameters. Endorsement of products is neither inferred nor implied.
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QS Test Report / Certificate

NS Accreditation No. Pra. 01/053-54

Entry No. : NCL - 707 (A) (3) - 06 - 2019
Sample : Air
Client : DUDBC
Location : Urlabari - 2

Date Received : 13 - 06 - 2019
Date Completed : 30 - 06 - 2019
Monitored By : NESS (Jit)

Ambient Air Quality

Sampling Point	Sunjhoda, Urlabari - 2
Latitude	26°40'32.7"N
Longitude	87°34'34.7"E
Altitude	132m
Distance from Road	About 20m
Starting Monitoring Date	10 - 06 - 2019
Ending Monitoring Date	11 - 06 - 2019
Monitored By	Jit Bahadur Khatry
Monitoring Duration	1380 minutes
Monitoring Instrument	Low Volume Air Sampler (Anderson Type)
Flow Rate	28.3L/min
Total Air Volume	39.054m³

Particulate Size, (µm)	Weight of Dust, (mg)	Percentage Weight Fraction	Cumulative Weight Percentage
PM>10 µm	0.1	8	100
7.0 µm to 10 µm	0.1	8	92
3.3 µm to 4.7 µm	0.2	15	85
2.1 µm to 3.3 µm	0.1	8	69
4.7 µm to 7.0 µm	0.1	8	62
<0.43 µm	0.1	8	54
0.43 µm to 0.65 µm	0.1	8	46
1.1 µm to 2.1 µm	0.1	8	38
0.65 µm to 1.1 µm	0.4	31	31
Total	**1.3**	**100.0**	**0**

Notes: The occasional roadside dust and vehicular emission was the background air pollution sources. The monitoring site was located at the settlement area. No, characteristic air pollution sources like open burning, etc. were seen during monitoring hours. Pronounced rainfall was observed at the evening time for about one hour duration at the site.

Note:
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Total Suspended Particles	: 33.29µg/m³
Respirable Particulate Matter (PM_{10})	: 92% of TSP = 30.62µg/m³
Respirable Fine Particle ($PM_{2.5}$)	: 69% of TSP = 22.96µg/m³

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

Remarks: The observed concentrations of TSP, PM_{10} and $PM_{2.5}$ complied the prescribed national ambient NAAQS 2012. The ratio of PM_{10}:TSP and $PM_{2.5}$:PM_{10} were about 0.92 and 0.75 respectively.

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

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QS Test Report / Certificate

Gaseous Pollutants

Sampling Point	: Sunjhoda, Urlaban-2
Latitude	: 26°40'32.7"N
Longitude	: 87°34'34.7"E
Attitude	: 132m
Distance from Road	: About 20m
Starting Monitoring Date	: 10 - 06 – 2019
Ending Monitoring Date	: 11 - 06 - 2019
Method	: Gas Detector Tube

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

Remarks: There was no threat due to monitored gaseous pollutants.

(Monitored By) (Checked By) (Authorised Signature)

Note:
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NESS/Lab, M-03/R1.1

QS Test Report / Certificate

Metrological Parameters

Sampling Point	:	Sunjhoda, Urlabari - 2
Latitude	:	26°40'32.7"N
Longitude	:	87°34'34.7"E
Altitude	:	132m
Distance from Road	:	About 20m
Starting Monitoring Date	:	10 - 06 - 2019
Ending Monitoring Date	:	11 - 06 - 2019

Time, (Hr)	Air Temperature, (°C)	Wind Speed, (m/s)	Wind Direction, (Bearing)
11:15	32	0.8	334
12:15	32	1.6	266
13:15	35	1	230
14:15	34	2.6	20
15:15	34	1.3	260
16:15	31	0.2	270
17:15	32	0.2	350
18:15	33	0.2	212
19:15	32	0.2	310
20:15	30	0.2	140
21:15	29	0.4	46
22:15	28	0.4	190
23:15	28	0.6	232
00:15	28	0.6	242
01:15	27	0.8	133
02:15	26	1.2	322
03:15	25	2	82
04:15	25	0.8	130
05:15	25	2.4	210
06:15	27	3	170
07:15	32	2.2	224
08:15	33	1	54
09:15	33	1.6	248
10:15	35	2.4	48

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

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CHAPTER 1: ANNEX III: PICTORIAL HIGHLIGHT OF FIELD

ESIA Team conducting meeting with the Mayor of Urlabari

East-West Highway at Krishna Chowk near Community Forest

Team members along with the Officers and Engineers from the Municipality and PCO at the Zero point

Means of local transportation (called City ride and Tempo in local language)


Public notice published for the mass consultations meeting


Mass consultation meetinga at Salbari CFUG building


Mass consultation meetinga at Sunjhoda CFUG building

ANNEX III: LETTER FROM CONCERNED AUTHORITY

उर्लाबारी नगरपालिका
Urlabari Municipality
नगर कार्यपालिकाको कार्यालय
Office of the Municipal Executive

उर्लाबारी, मोरङ
Urlabari, Morang
(योजना तथा शहरी विकास शाखा)

१ नं प्रदेश, नेपाल
Province No. 1, Nepal

प.सं. 062/063
च.नं. 8365

मिति : २०७९/०२/१९

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

Respected Sir,

Subject: Finalization of long list of projects for DPR.

Reference: SCW-3 in Urlabari

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

The list of projects finalized for Detailed Project Report are:

1. Upgradation of Krishna Chowk Sunjhoda Forest OfficeRoad
2. Upgradation of School Dada Miklajung Rural Municipality Road
3. Upgradation of Urlabari-4- Malami Khaja Ghar(Aaitabare)-Bhanu Marga-Bargachhi to Ammbari road ward no 8(Durgapuri)road

Thank You,

Your's Sincerely,

Mr. Khadga Bahadur Phago
Mayor

खड्गबहादुर फागो
नगर प्रमुख

उर्लाबारी नगरपालिका

Urlabari Municipality

नगर कार्यपालिकाको कार्यालय

Office of the Municipal Executive

उर्लाबारी, मोरङ

Urlabari, Morang

(योजना तथा ... शाखा)

१ नं प्रदेश, नेपाल

Province No. 1, Nepal

प.सं. ०७४/०७५

च.नं. ८६८

मिति : २०७५/०१/१२

To UGIIP DUDBC
Babarmahal, Kathmandu.

Subject: Approval of Topographical and Conditional Assessment.

Dear Sir/Madam,

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

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

Thank You,

Your's Sincerely,

Mr. Khadga Bahadur Phago
Mayor

Khadga Bahadur Phago
Mayor

उर्लाबारीनगरपालिका
Urabari Municipality
नगर कार्यपालिकाको कार्यालय
Office of the Municipal Executive

उर्लाबारी, मोरङ १ नं प्रदेश, नेपाल

Urlabari, Morang 1 No. Province, Nepal

उर्लाबारी नगरपालिका नगर कार्यपालिकाको कार्यालय उर्लाबारी, मोरङ १ नं. प्रदेश, नेपाल

प.सं. २०७८/०७९

च.न. ३४९९

मिति :२०७८/१२/१०

श्री नेपाल शहरी शासकीय तथा पुर्वाधार आयोजना,
आयोजना समन्वय कार्यालय,
बबरमहल, काठमाण्डौं ।

विषय:जानकारी सम्बन्धमा ।

उपरोक्त सम्बन्धमा यस नगरपालिका र ताहाँ शहरी विकास तथा भवन निर्माण विभागबीच भएको Participation Agreement अनुसारको आयोजना अन्तर्गत यस नगरपालिकाको **कृष्ण चोक उत्तर हुदै गोल चोक हुदै सालबारी हुदै श्री शान्ति माध्यामिक विद्यालय बाट भुसी हुदै दानालाल टोल देखि त्रिवेणी चोक बाट पश्चिम सुनझोडा स्कुल हुदै सुनझोडा सामुदायिक वन अफिस सम्म सडक निर्माण** सम्बन्धी योजनामा पर्ने सडकको मापदण्ड भित्र परेको (Right of Way) को जग्गा पुर्णत् खाली गरिसकिएको र उक्त सडकको क्षेत्राधिकार भित्र खानेपानीको पाइपलाइन विस्तार हाल सम्म नभएको साथै कुनै पनि विवाद नरहेको जानकारी गराउदछौं । यदि काम गर्ने शिलशिलामा कही कतै विवाद सिर्जना भएमा त्यसलाई नगरपालिकाले सहजिकरण वा समन्वय गरी समाधान गरीने व्यहोरा जानकारी गराइन्छ ।

खड्ग बहादुर फागो
नगर प्रमुख

खड्गबहादुर फागो
नगरप्रमुख

ANNEX IV: CADASTRAL MAPS OF THE ALIGNMENT

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

प.स.०७९/८०
च.नं. 393

मितिः-२०७९/०८/२६

विषयः- विवरण पठाइएको बारे।

श्री उर्लाबारी नगरपालिका
उर्लाबारी

उपर्युक्त सम्बन्धमा तहाँ कार्यालयको च. न. १५७७ मिति २०७९/०८/२० को पत्र अनुसार प्राप्त विवरण यस कार्यालयमा रहेको नक्सा तथा प्लट रजिस्टर र स. श्री हरि गोविन्द शाह ले फिल्ड निरीक्षण गरि विवरण रुजु गरि पठाइएको व्यहोरा अनुरोध छ।

नापी अधिकृत

नेपाल सरकार
भूमि व्यवस्था सहकारी तथा गरिबी निवारण मन्त्रालय
नापी विभाग

नापी कार्यालय,बेलबारी

जिल्ला: मोरङ

गा .वि .स./न.पा .लेटाङ

वडा नं:

स्केल १:२,४००

नक्सा प्रिन्ट (ब्लु प्रिन्टको सट्टामा उपलब्ध गराइएको)

श्री ..... को द.नं ..... मिति ..... को पत्रानुसार र.नं ..... बाट लाग्ने राजश्व लिई कि.नं ..... को लागि उपलब्ध गराएको।

प्रिन्ट दिनेको
नाम :
दस्तखत :

नोट : यो कम्प्युटर डाटावेस साबिकका जिर्ण नक्साबाट तयार गरिएको हो त्रुटी देखिएमा सक्कल नक्सा तथा श्रेस्ताको आधारमा सुधार गरिनेछ।

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

नापी कार्यालय,बेलबारी

जिल्ला: मोरङ

गा .वि .स./न.पा . लेटाङ

वडा नं: ८

स्केल १:२,५००

नक्सा प्रिन्ट (ब्लु प्रिन्टको सट्टामा उपलब्ध गराइएको)

श्री ..... को द.नं ..... मिति ..... को पत्रानुसार र.नं ..... बाट लाग्ने राजश्व लिई कि.नं ..... को लागि उपलब्ध गराएको।

प्रिन्ट दिनेको
नाम :
दस्तखत :

नोट : यो कम्प्युटर डाटावेस साबिकका जिर्ण नक्साबाट तयार गरिएको हो त्रुटी देखिएमा सक्कल नक्सा तथा श्रेस्ताको आधारमा सुधार गरिनेछ।

नेपाल सरकार
भूमि व्यवस्था सहकारी तथा गरिबी निवारण मन्त्रालय
नापी विभाग

नापी कार्यालय,बेलबारी

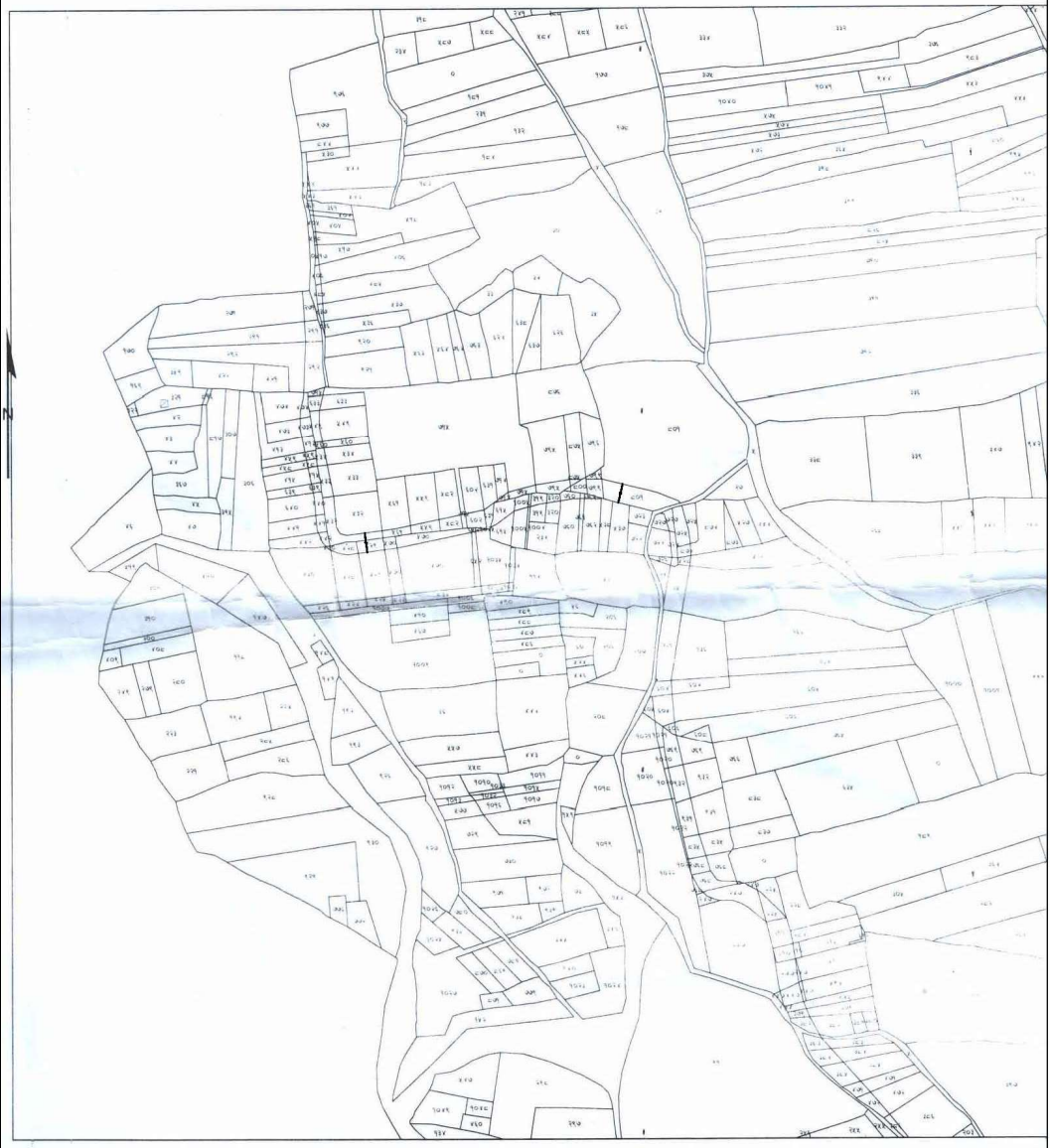
जिल्ला: मोरङ

गा .वि .स./न.पा .लेटाङ

वडा नं: ९क

स्केल १:२,४००

नक्सा प्रिन्ट (ब्लु प्रिन्टको सट्टामा उपलब्ध गराइएको)



श्री ..... को द.नं ..... मिति ..... को पत्रानुसार र.नं ..... बाट लाग्ने राजश्व लिई कि.नं ..... को लागि उपलब्ध गराएको।

प्रिन्ट दिनेको
नाम :
दस्तखत :

नोट : यो कम्प्युटर डाटावेस साबिकका जिर्ण नक्साबाट तयार गरिएको हो त्रुटी देखिएमा सक्कल नक्सा तथा श्रेस्ताको आधारमा सुधार गरिनेछ।

नेपाल सरकार

भूमि व्यवस्था , सहकारी तथा गरिबी निवारण मन्त्रालय

नापी विभाग

नापी कार्यालय, बेलबारी

जिल्ला: मोरङ

गा .वि .स./न.पा लेटाङ

वडा नं: ९क

स्केल १:२,४००

नक्सा प्रिन्ट (ब्लु प्रिन्टको सट्टामा उपलब्ध गराइएको)

श्री ..... को द.नं ..... मिति ..... को पत्रानुसार र.नं ..... बाट लाग्ने राजस्व लिई कि.नं ..... को लागि उपलब्ध गराएको।

प्रिन्ट दिनेको

नाम :

दस्तखत :

नोट : यो कम्प्युटर डाटावेस साबिकका जिर्ण नक्साबाट तयार गरिएको हो त्रुटी देखिएमा सक्कल नक्सा तथा श्रेस्ताको आधारमा सुधार गरिनेछ।

भूमि व्यवस्था सहकारी तथा गरिबी निवारण मन्त्रालय
नेपाल सरकार
नापी विभाग

नापी कार्यालय,बेलबारी

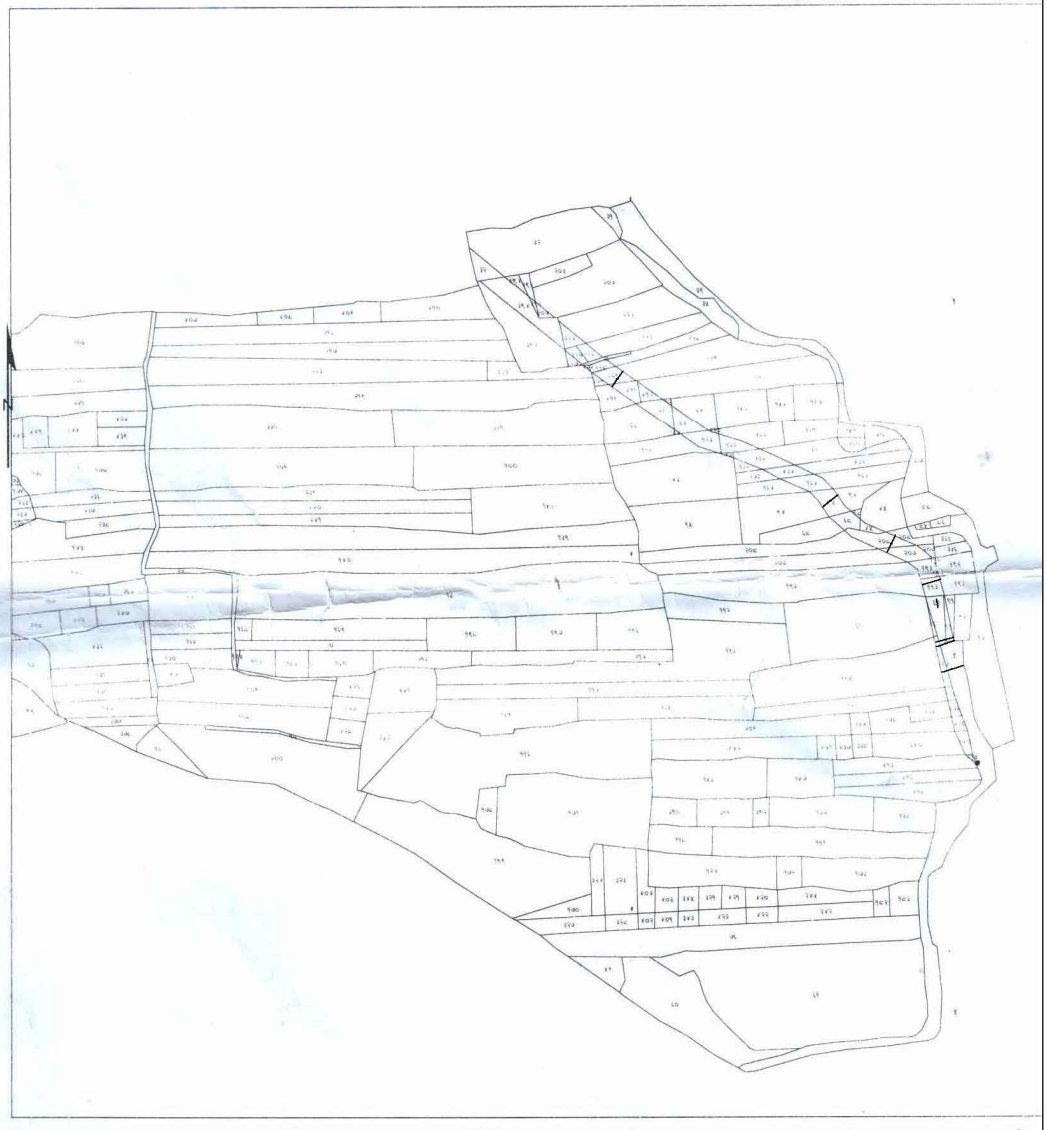
जिल्ला: मोरङ

गा .वि .स./न.पा .लेटाङ

वडा नं: ९ग

स्केल १:२,४००

नक्सा प्रिन्ट (ब्लु प्रिन्टको सट्टामा उपलब्ध गराइएको)



श्री ..... को द.नं ..... मिति ..... को पत्रानुसार र.नं ..... बाट लाग्ने राजश्व लिई कि.नं ..... को लागि उपलब्ध गराएको।

प्रिन्ट दिनेको
नाम :
दस्तखत :

नोट : यो कम्प्युटर डाटावेस साबिकका जिर्ण नक्साबाट तयार गरिएको हो त्रुटी देखिएमा सक्कल नक्सा तथा श्रेस्ताको आधारमा सुधार गरिनेछ।

ANNEX V: NOTICE AND ISSUED LETTERS ABOUT ROW

उर्लाबारी नगरपालिका
Urlabari Municipality
नगर कार्यपालिकाको कार्यालय
Office of the Municipal Executive

उर्लाबारी, मोरङ
Urlabari, Morang

कोशी प्रदेश, नेपाल
Koshi Province, Nepal

प.सं. २०७९।०८०
च.नं. ३९०२

मितिः २०८०।०१।०६

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

विषयः सिफारिस गरिएको सम्बन्धमा ।

प्रस्तुत विषयमा विश्व बैंकको आर्थिक सहयोग र नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना काठमाण्डौ मार्फत सञ्चालन हुने यस नगरपालिकाको वडा न. २ र ३ कृष्ण चौक देखी सुनझोडा सामुदायिक वन जोड्ने सडक कार्यान्वयन चरणमा पुगिसकेको व्यहोरा जानकारीनै छ । उक्त सडकको Right of Way को सम्वन्धमा यस नगरपालिकाको यातायात गुरुयोजना निर्माण भई संशोधन सहित अनुमोदन भएकोले उर्लाबारी नगरपालिकाको मिति २०७३ साल पौष १८ मा भएको नगर परिषद्ले नगर भित्र रहेका विभिन्न सडकहरुको मापदण्ड (Right of Way) तोकी निर्णय गरेको छ । उक्त निर्णय अनुसार हाल कृष्ण चौक देखी सुनझोडा सामुदायिक वन भवन सम्म जोड्ने सडक भनिने शान्ति टोल देखी सुनझोडा सामुदायीक वन सम्म जाने सडकको चौडाई MTMP मा ५० फिट रहने र वाटोको केन्द्रवाट २५/२५ फिट कायम गरेको छ । उल्लेखित सडक साविकको अवस्थामा उर्लाबारी नगरपालिका वडा नं. ८ र ९ शान्ति टोल बाट उत्तर हुदै सुनझोडा सामुदायिक वन जाने सडक भन्ने गरेता पनि हाल उर्लाबारी नगरपलिकाले उक्त सडकको नाम कृष्ण चौक देखी सुनझोडा सामुदायिक वन सडक नामाकरण गरेको व्यहोरा समेत अनुरोध छ ।

(मुरारी प्रसाद घिमिरे)
नि. प्रमुख प्रशासकीय अधिकृत
नि. प्रमुख प्रशासकीय अधिकृत

फोन नं. : ०२१-५४१५१८, ५४०००३, ५४०४५९, E-mail : info@urlabarimun.gov.np, website : urlabarimun.gov.np

उलांबारी नगरपालिका
नगर कार्यपालिकाको कार्यालय
उलांबारी, मोरङ
कोशी प्रदेश

प्रमाणित
प्रमुख प्रशासकीय अधिकृत

आज मिति २०६३ साल पौष १८ गतेका दिन यस उलांबारी नगरपालिका को पाँचौं नगर परिषद नगरपालिकाका प्रमुख/कार्यकारी अधिकृत एवं परिषदका अध्यक्ष श्री सुरेन्द्र थापा मगर ज्यूको अध्यक्षतामा परिषद बैठक देहायका कर्मचारीहरुको उपस्थितिमा बसि देहाय अनुसारको निर्णय गरियो।

उपस्थिति:

१. श्री सुरेन्द्र थापा मगर - प्रमुख/कार्यकारी अधिकृत
२. श्री गणेश बहादुर गुरुङ - इन्जिनियर
३. श्री रोशन उदास - "
४. श्री निरन्जन कुमार राउत - " (LGCDP)
५. श्री भरत अधिकारी - ना.सु.
६. श्री राजेश खतिवडा - लेखापाल
७. श्री राजेन्द्र थापा - सब-इन्जिनियर
८. श्री सुविर राना मगर - "
९. श्री कोपिला न्यौपाने - क.अ.
१०. श्री बाल कुमार बराल - अ.ह.ई.
११. श्री नवराज घिमिरे - कार्यक्रम अधिकृत
१२. श्री संझना थापा - कार्यालय सहायक
१३. श्री कविता टुंगाना - "
१४. श्री पवन नेपाल - "
१५. श्री युवराज कोइराला - "
१६. श्री सोमनाथ तामाङ - "
१७. श्री सोम नाथ ढकाल - कार्यालय सहयोगी
१८. श्री सृजना नेपाल - "
१९. श्री सन्तोष श्रेष्ठ - "
२०. श्री बसन्त पौडेल - हे.ब.
२१. श्री कमला श्रेष्ठ - ल.प.
२२. श्री सुमन कार्की - LGCDP कार्यक्रम संयोजक
२३. श्री सुमित खवास - स.क.अ.

चौथो नगर परिषद्बाट पारित

आर्थिक वर्ष २०७४/०७५ को स्वीकृत बजेट, नीति तथा कार्यक्रम

'नगर विकास योजना'

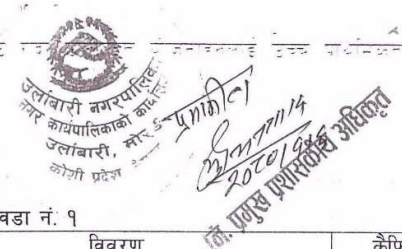
२०७३

उर्लाबारी नगरपालिका कार्यालय

उर्लाबारी, मोरङ

फोन नं. :- ०२१-५४०००३/०२१-५४०४५९, फ्याक्स : ५४०४६३

E-mail : urlabarinagarpalika@gmail.com, Website : www.urlabarimun.gov.np



वडा नं. १

क्र.स	स्थान	विवरण	कैफियत
१	खोर्सानीबारी	बिजुली पोल ४ थान	
२	गुरास मार्गमा	बिजुली पोल ४ थान	
३	मुनाल टोलमा	बिजुली पोल ३ थान	
४	शिवदुर्गा मार्गमा	बिजुली पोल २ थान	
५	क्याम्पस मार्गमा	बिजुली पोल २ थान	
६	हरिमा मार्गमा	बिजुली पोल २ थान	
७	थापा डागी पूर्व बक्राहा जाने बाटोमा	बिजुली पोल १० थान	
८	परिवर्तन टोलमा	बिजुली पोल ३ थान	
९	जानकी मार्गमा	बिजुली पोल २ थान	
१०	स्वर्णिम मार्गमा	बिजुली तार ३५० मिटर	
११	बुद्धमार्गमा	बिजुली पोल ३ थान	
१२	आदर्श टोल पुच्छरमा	बिजुली पोल ३ थान	

वडा नं. ५

क्र.स	स्थान	विवरण	कैफियत
१	संमृद्धि मार्ग (बेस क्याम्प टोल) मा	होमपाइप ४ फुटे ४ थान, ८ फुटे २ थान	

निर्णय नं ३४

: नगरपालिकाका कर्मचारीहरुमा कार्यबोझ बढेकोले सुविधा थपको माग गरेकोमा कर्मचारीहरुलाई उत्प्रेरित गर्नको लागि मासिक रुपमा प्रतिकर्मचारी रु २५००।- (रु दुई हजार पाँच सय मात्र) २०७३ माघ १ गतेदेखि लागू हुने गरी प्रोत्साहन सुविधा उपलब्ध गराउने निर्णय गरियो र आगामी आ.व.मा समेत निरन्तरता दिइने निर्णय गरियो ।

निर्णय नं. ३५

यस नगरपालिकाको यातायात गुरुयोजना निर्माण भई संशोधन सहित अनुमोदन भएकोले आगामी दिनहरुमा आवश्यकता अनुरुप संशोधन गर्ने अधिकार नगरपालिकालाई प्रदान गरी अनुमोदित Right of way लाई कडाईका साथ लागू गर्ने निर्णय गरियो ।

निर्णय नं. ३६

अनुसूची ५

सडकको संशोधित मापदण्ड **(Right of way)** :

S.N.	Municipal Code	Road Name	Settlement Passed	Wards Passing	RoW (m) MTMP	Length (Km)	Revised RoW in m	Revised RoW in feet	Remarks
1	05M02A001	School Dada Marga	Radhika School, School Danda Chowk, Bargachhi Buspark, Jhumraha	1, 2, 4	30	3.84	18.29	60	
2	05M02A002	Bhadramari Marga	Bhadramari	4, 5	30	2.17	12.19	40	
3	05M02A003	Bhanu Marga	Bhanu tole, Sano Basti	5	30	2.4	12.19	40	
4	05M02A004	Cikty Marga	Chandane tole, thapa Chowk, Madan Bhandari College	6	30	1.29	9.14	30	
5	05M02A005	Sunjhoda Marga	Shanti tole,Sunjhoda	8, 9	30	4.83	15.24	50	
6	05M02A006	Krishi Marga	Kerkhali chowk, Shanti tole	6, 8, 9	30	4.05	9.14	30	
7	05M02A007	Miklajung Paryetan Marga	Mangalbare Bazar, Sunnpakwa College,Purano Sunpakwa,Simsar	6, 7	30	3.69	9.75	32	
8	05M02A008	Ramite Marga	Kishan chowk -Ramite	1, 5	30	2.08	15.24	50	
9	05M02B001	Bhrikuti Marga-Ambadi Marga	Chiura Mill-Rajghat Simana,Ring Road Chowk-Tribeni Chowk	4	20	1.95	15.24	50	
10	05M02B002	Ashram Marga	Rajghat Road-Ashram-Mill Dada Road	4	20	0.92	18.29	60	
11	05M02B003	Mill Dada Road	Nepal Darshan School-Bhadramari Road,Mill danda	4	20	1.14	9.14	30	
12	05M02B004	Nagarpalika Marga	Nagarpalika Chowk-Rajghat Simana	5	20	1.71	9.14	30	
13	05M02B005	Sisauli marga	Bhanu Pustakalaya-Rajghat Simana	5	20	2.82	12.19	40	
14	05M02B006	Karam holi pulchowk-gol chowk-Krishi Road	Karam holi pulchowk,gol chowk,Krishi Road	6, 9	20	1.1	9.14	30	

च.नं.२६९१
श्री नापी कार्यालय,
बेलवारी, मोरङ्ग

बिषय : जग्गा यकिन गरिदिने बारे ।

महोदय,

उपरोक्त सम्बन्धमा यस नगरपालिकाको वडा नं २ र ३मा पर्ने पूर्व पश्चिम राजमार्गको कृष्ण चौक देखी सुरु भएर गोलचौर–भुसीटोल –शान्तिटोलचौक –सुनम्फोडा स्कूलहुँदै सुनम्फोडा सामुदायिकवनजाने बाटोमानिर्माण हुनलागेको सडकको चेनेज ४+४५० देखि ५+२७६ सम्म अर्थात् हाल उर्लाबारी न.पा. २ साविक लेटाङ्ग गा. वि.स. वडा नं ८क को कित्ता नं ७१० देखि सुनम्फोडा सामुदायिक वन को चौक सम्म अर्थात् सडकको चेनेज ५+२७६ सम्म जग्गा नापी नक्सामा नदेखिएको हुदा उक्त जग्गा (सरकारी/सार्वजनिक) यकिनगरि खुलाई पठाई दिनुहुन अनुरोध गर्दछु ।

अग्नी प्रसाद अधिकारी
प्रमुख प्रशासकीय अधिकृत

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

नापी कार्यालय बेलबारी
मोरङ

सम्पर्क नं. - ०२१-४३४२५२
इमेल - belbari@dos.gov.np

प.सं.: २०७९/८०
च.नं. 9603

मिति २०८०।०३।२८

विषय : जग्गा यकिन सम्वन्धमा ।

श्री उर्लावारी नगरपालिका

नगर कार्यपालिकाको कार्यालय

मोरङ ।

उपरोक्त सम्वन्धमा उर्लावारी नगरपालिका नगर कार्यपालिकाको कार्यालय मोरङको च.न. ५६११ मिति २०८०।०३।२७ को पत्रानुसार उर्लावारी नगरपालिका वाड नं. २ र ३ मा पर्ने पुर्व पश्चिम राजमार्गको कृष्ण चौक देखि सुरु भएर गोलचौर – भुसीटोल – शान्तिटोलचौक – सुनझोडा स्कुलहुँदै सुनझोडा सामुदायिकवन जाने वाटोमा निर्माण हुन् लागेको सडकको चेनेज ४+४५० देखि ५+२७६ सम्म अर्थात हाल उर्लावारी नगरपालिका वाड नं. २ साविक लेटाङ गा.वि.स. वाड नं. ८क को कि.न. ७१० देखि सुनझोडा सामुदायिक वनको चौक सम्म अर्थात सडकको चेनेज ५+२७६ सम्म जग्गा यकिन गरिदिन लेखी आएकोमा यस कार्यालको अभिलेखमा रहेको नक्सा श्रेष्ता अध्ययन गर्दा उल्लेखित क्षेत्रको नाप नक्शा भएको नदेखिएकाले उक्त क्षेत्रमा हाल कुनै व्यक्तिविशेषको जग्गा रहेको नदेखिएको व्यहोरा अनुरोध छ ।

०८०।३।२८
प्रमुख नापी अधिकृत

उर्लाबारी नगरपालिका
Urlabari Municipality
नगर कार्यपालिकाको कार्यालय
Office of the Municipal Executive
Urlabari Municipality, Koshi Province, Nepal

प.सं २०७९/८०
च.नं. २६२६
मिति: २०८०/०३/२८

श्री नेपाल शहरी शासकियतथापुर्वाधार विकास कार्यक्रम,
काठमाण्डौ ।

विषय: सडकको चौडाइ (Design Road Width) कायम गरिएको सम्बन्धमा।

महोदय,

उपरोक्त सम्बन्धमा शहरी बिकास मन्त्रालय र विश्व बैङ्कको सहयोगमा संचालित नेपाल शहरी शासकिय तथा पुर्वाधार विकास कार्यक्रम अन्तर्गत यस नगरपालिकाको वडा नं २ र ३ अन्तर्गत कृष्ण चौक देखी सुरु भएर गोल चौर–भुसीटोल–शान्ति चौक–सुनम्फोडा स्कूलहुँदै सुनम्फोडा सामुदायिक वन सडकको चेनेज ०+००० देखी०+६४०(कृष्ण चौक देखी गोल चौक सम्म) Design Road width १५ मिटर र ०+६४० देखि ५+२७६ (सुनम्फोडा सामुदायिकवन) सम्म Right of Way १५ मीटर कायम भए पनि त्यस क्षेत्रमा Structure हरु बढी पर्ने भएकोले Design Road width १२ मिटर कायमगरि त्यसै अनुसार सडकको डिजाईन गरिएको छ ।

२०८०/३/२८
मुरारी प्रसाद घिमिरे
(प्रशासकिय अधिकृत)
प्रशासकीय अधिकृत

उर्लाबारी नगरपालिका
Urlabari Municipality
नगर कार्यपालिकाको कार्यालय
Office of the Municipal Executive
Urlabari, Morang, कोशी प्रदेश, नेपाल
Koshi Province, Nepal

उर्लाबारी नगरपालिका नगर कार्यपालिकाको कार्यालय उर्लाबारी, मोरङ कोशी प्रदेश, नेपाल

प.सं २०७९/८०
च.नं. २९२६

मिति: २०८०/०३/२८

श्री नेपाल शहरी शासकिय तथा पुर्वाधार विकास कार्यक्रम,
काठमाण्डौ ।

विषय : Right of Wayको सम्बन्धमा ।

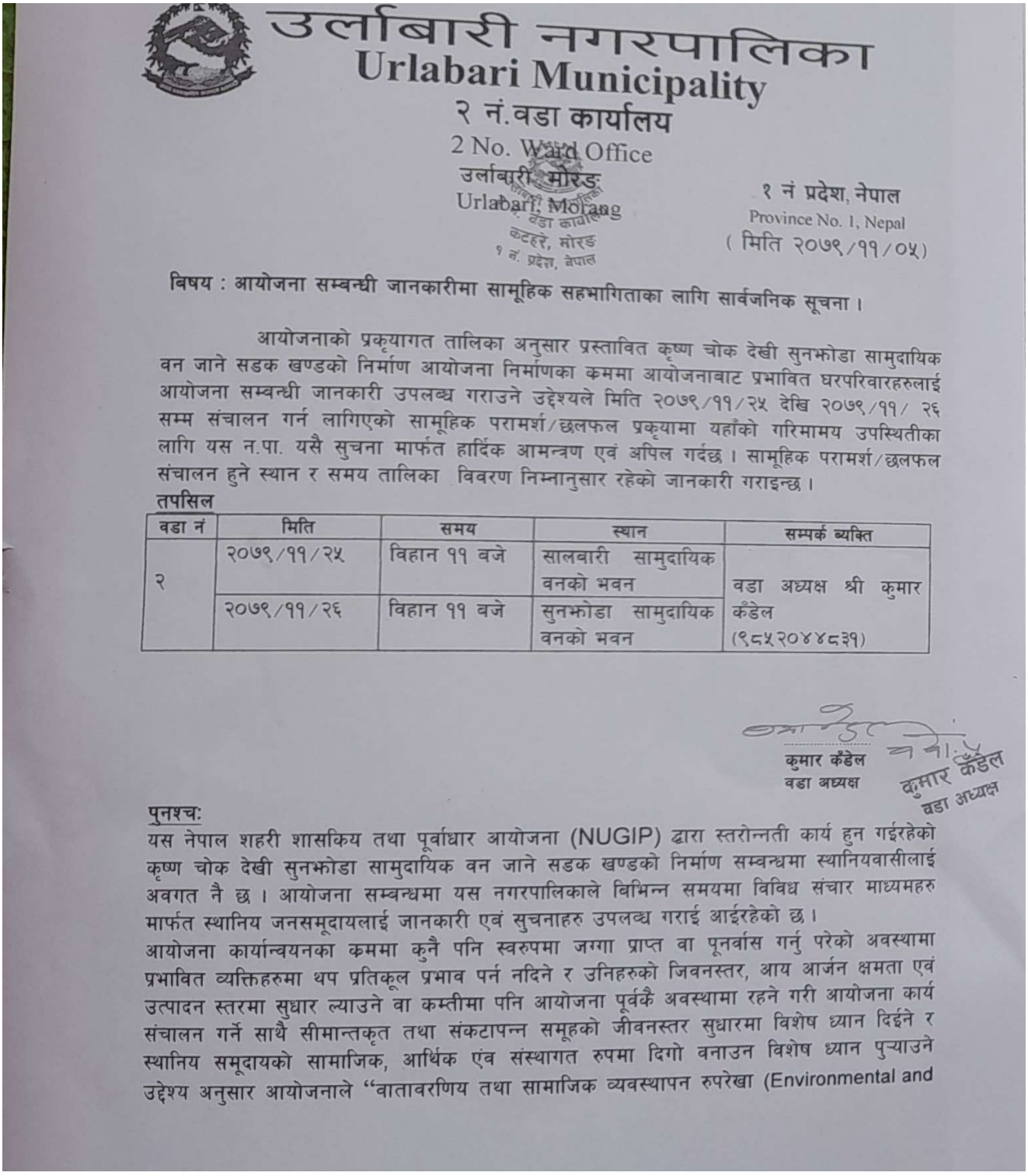
महोदय,

उपरोक्त सम्बन्धमा यस नगरपालिकाकोवडा नं २ र ३ अन्तर्गत कृष्ण चौक देखी सुरु भएर गोलचौर–भुसीटोल–शान्तिचौक–सुनम्फोडा स्कूल हुँदै सुनम्फोडा सामुदायिक वन सडकको चेनेज ४+८३० (शान्ती टोल) देखी ५+२७६ (सुनम्फोडा सामुदायिक वन) सम्म सार्वजनिक जग्गा भएको र Right of Way १५ मीटर कायम गरिएको छ।

२०८०/३/२८
मुरारी प्रसाद घिमिरे
(प्रशासकिय अधिकृत)
प्रशासकीय अधिकृत

ANNEX VI: MASS CONSULTATIONS

Prior Notices for Mass Consultation



उर्लाबारी नगरपालिका
Urlabari Municipality
२ नं.वडा कार्यालय
2 No. Ward Office
उर्लाबारी, मोरङ
Urlabari, Morang

वडा कार्यालय
कटहरे, मोरङ
१ नं. प्रदेश, नेपाल

१ नं प्रदेश, नेपाल
Province No. 1, Nepal
(मिति २०७९/११/०५)

विषय : आयोजना सम्वन्धी जानकारीमा सामूहिक सहभागिताका लागि सार्वजनिक सूचना ।

आयोजनाको प्रकृयागत तालिका अनुसार प्रस्तावित कृष्ण चोक देखी सुनझोडा सामुदायिक वन जाने सडक खण्डको निर्माण आयोजना निर्माणका कममा आयोजनाबाट प्रभावित घरपरिवारहरुलाई आयोजना सम्वन्धी जानकारी उपलब्ध गराउने उद्देश्यले मिति २०७९/११/२५ देखि २०७९/११/ २६ सम्म संचालन गर्न लागिएको सामूहिक परामर्श/छलफल प्रकृयामा यहाँको गरिमामय उपस्थितीका लागि यस न.पा. यसै सुचना मार्फत हार्दिक आमन्त्रण एवं अपिल गर्दछ । सामूहिक परामर्श/छलफल संचालन हुने स्थान र समय तालिका विवरण निम्नानुसार रहेको जानकारी गराइन्छ ।

तपसिल

वडा नं	मिति	समय	स्थान	सम्पर्क व्यक्ति
२	२०७९/११/२५	विहान ११ वजे	सालवारी सामुदायिक वनको भवन	वडा अध्यक्ष श्री कुमार कँडेल (९८५२०४४८३१)
	२०७९/११/२६	विहान ११ वजे	सुनझोडा सामुदायिक वनको भवन	

कुमार कँडेल
वडा अध्यक्ष

कुमार कँडेल
वडा अध्यक्ष

पुनश्चः

यस नेपाल शहरी शासकिय तथा पूर्वाधार आयोजना (NUGIP) द्वारा स्तरोन्नती कार्य हुन गईरहेको कृष्ण चोक देखी सुनझोडा सामुदायिक वन जाने सडक खण्डको निर्माण सम्वन्धमा स्थानियवासीलाई अवगत नै छ । आयोजना सम्वन्धमा यस नगरपालिकाले विभिन्न समयमा विविध संचार माध्यमहरु मार्फत स्थानिय जनसमूदायलाई जानकारी एवं सुचनाहरु उपलब्ध गराई आईरहेको छ ।

आयोजना कार्यान्वयनका कममा कुनै पनि स्वरुपमा जग्गा प्राप्त वा पूनर्वास गर्नु परेको अवस्थामा प्रभावित व्यक्तिहरुमा थप प्रतिकूल प्रभाव पर्न नदिने र उनिहरुको जिवनस्तर, आय आर्जन क्षमता एवं उत्पादन स्तरमा सुधार ल्याउने वा कम्तीमा पनि आयोजना पूर्वकै अवस्थामा रहने गरी आयोजना कार्य संचालन गर्ने साथै सीमान्तकृत तथा संकटापन्न समूहको जीवनस्तर सुधारमा विशेष ध्यान दिईने र स्थानिय समूदायको सामाजिक, आर्थिक एंव संस्थागत रुपमा दिगो वनाउन विशेष ध्यान पुऱ्याउने उद्देश्य अनुसार आयोजनाले "वातावरणिय तथा सामाजिक व्यवस्थापन रुपरेखा (Environmental and

उर्लाबारी नगरपालिका
Urlabari Municipality
२ नं.वडा कार्यालय
2 No. Ward Office
उर्लाबारी, मोरङ
Urlabari, Morang

१ नं प्रदेश, नेपाल
Province No. 1, Nepal

Social Management Framework - ESMF)" तयार पारिएको छ । उक्त ESMF अन्तर्गत आयोजना कार्यान्वयनका क्रममा जग्गा प्राप्ती र पूनर्वासबाट पर्न सक्ने प्रभावको सम्बोधनका लागि विस्तृत पुनर्वास योजना तर्जुमा कार्यलाई मार्गदर्शन प्रदान गर्न राष्ट्रिय ऐन/नियमका साथै विश्व बैकको सुरक्षण नीति निर्देशिका अनुकूल हुने गरि पुनर्वास नीति संरचना (RPF) तयार पारिएको छ ।

साथै यस आयोजना कार्यान्वयनमा आएका समस्या/गुनासोहरु र सोको समाधान गर्ने उद्देश्यले मिति २०७९/०६/२७ मा श्री उर्लाबारी नगरपालिका वडा नं. २ का अध्यक्ष श्री कुमार कँडेलज्यूको संयोजकत्वमा तपसीलका ६ सदस्य प्रथम तहको गुनासो सुनुवाई समिति गठन भएको व्यहोरा स्थानिय सरोकारवालाहरुलाई यसै सुचना मार्फत पुनः जानकारी गराईन्छ ।

स्थानिय सरोकारवालाहरुलाई आयोजना सम्बन्धी कुनै किसिमका समस्या/गुनासोहरु भए निर्धक्कता साथ उर्लाबारी नगरपालिका द्धारा गठित देहाए वमोजिमका गुनासो सुनुवाई समिति संयोजक वा सदस्यहरु वा नगरपालिकाका नेपाल शहरी शासकिय तथा पूर्वाधार आयोजना (NUGIP) सम्पर्क व्यक्ति समक्ष वा सम्बन्धित वडा कार्यालय मार्फत लिखित वा मौखिक जानकारी गर्न गराउन सकिने विषयमा पुनः सुसुचित गरिन्छ ।

श्री कुमार कँडेल, वडा नं २ का वडा अध्यक्ष - संयोजक
श्री भिष्म राज बुढाथोकी , वडा नं ३ का वडा अध्यक्ष - सदस्य
श्री भरत अधिकारी, नगरपालिकाको विपद् फोकल पर्सन - सदस्य
श्री रोशन उदास, आयोजना कार्यान्वयन फोकल पर्सन -सदस्य
श्री कर्ण बहादुर वि.सी. नगरपालिकाको सर्वेक्षक/अमिन-सदस्य
श्री दिपक गौतम - सदस्य सचिब

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

कुमार कँडेल
वडा अध्यक्ष

उर्लाबारी नगरपालिका

Urlabari Municipality

२ नं.वडा कार्यालय

2 No. Ward Office

उर्लाबारी, मोरङ

Urlabari, Morang

१ नं प्रदेश, नेपाल

Province No. 1, Nepal

उर्लाबारी नगरपालिका
२ नं. वडा कार्यालय
कटहरे, मोरङ
१ नं. प्रदेश, नेपाल

प.सं.२०७९/०८०

च.नं.

मिति : २०७९/११/०५

यो जो सँग सम्बन्धित छ ।

बिषय:- सूचना प्रकाशन गरिएको बारे ।

नेपाल शहरी शासकिय पूर्वाधार आयोजना (NUGIP)को आर्थिक लगानीमा उर्लाबारी नगरपालिकाद्वारा कार्यान्वयन हुने स्तरोन्नति हुन गईरहेको कृष्णचौकबाट सुनझोडा सामुदायिक वन कार्यालयसम्म ५.२७६ कि.मि. सडकको निर्माण कार्य गर्ने शिलशिलामा उर्लाबारी नगरपालिका हालको वडा नं.२ मा पर्ने प्रस्तावित सडक निर्माणको विषयमा सम्बन्धित क्षेत्रमा बसोबास गर्ने आयोजना प्रभावित जग्गाधनिहरु सँग बृहत छलफल तथा परामर्श गर्नुपर्ने भएकोले निम्न मिति,समय र स्थानमा उपस्थित भईदिनुहुन सम्बन्धित सबैको जानकारीको लागि यो सूचना प्रकाशित गरिएको छ ।

वडा नं.	मिति	समय	स्थान	जिम्मेवारी
२	२०७९/११/२५	विहान ११ बजे	सालबारी सामुदायिक वनको भवन	वडा अध्यक्ष (९८५२०४४८३१)
	२०७९/११/२६	विहान ११ बज	सुनझोडा सामुदायिक वनको भवन	

कुमार कडेल
वडाअध्यक्ष

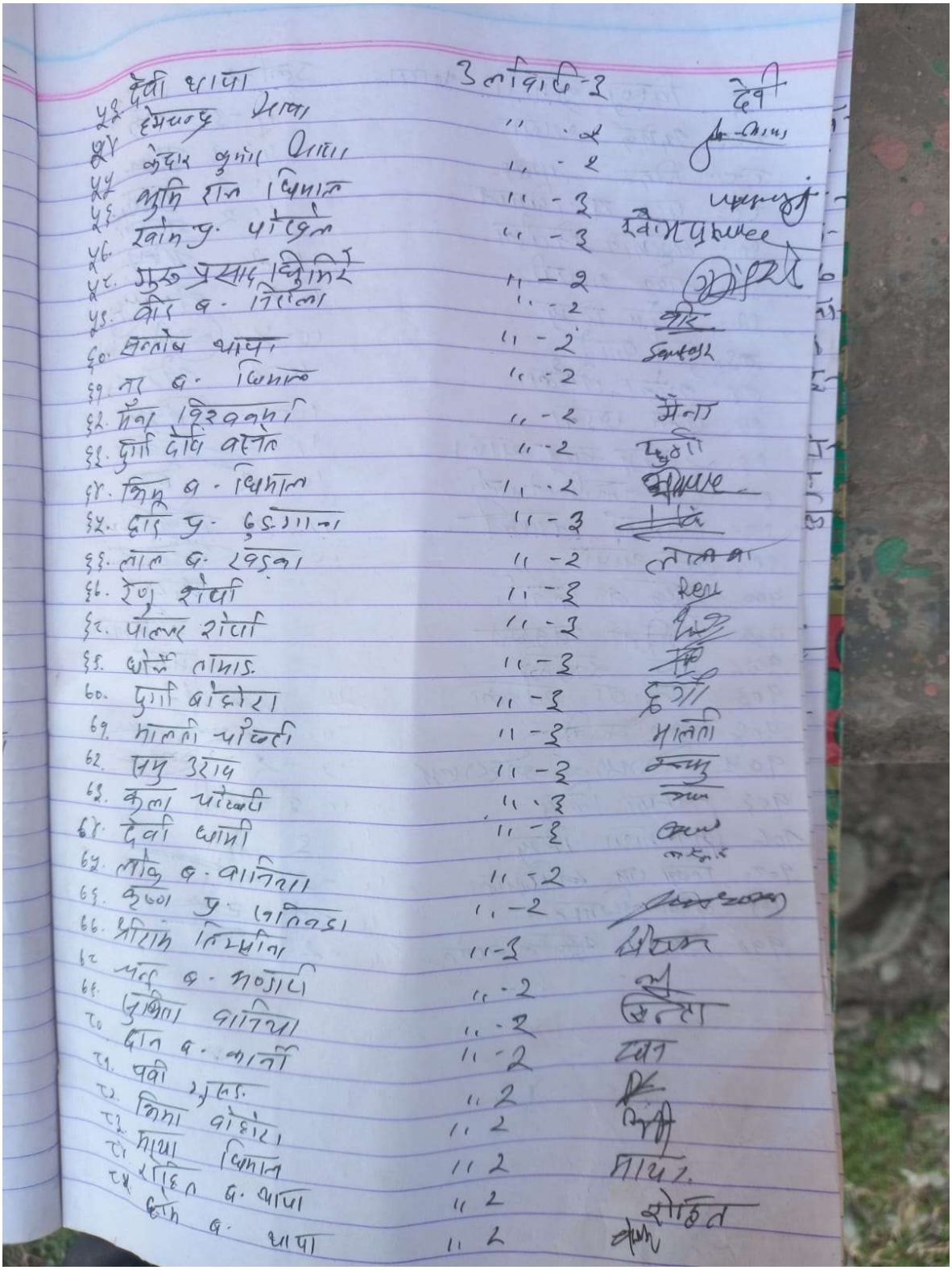
कुमार कँडेल
वडा अध्यक्ष

आज मिति २०७३।११।२५ गतेका दिन ~~वडा नं. २~~ उर्लाबारी नगरपालिका वडा नं. २ का वडा अध्यक्ष ज्यू को अध्यक्षतामा बिहान ११.०० बजे उर्लाबारी नगरपालिका द्वारा कार्यान्वयन हुने तथा शहरी शासकिय पुर्वाधार आयोजना काठमाडौं मार्फत निर्माण गरीने प्रस्तावित कृष्ण चोक देखी सुनझोडा सामुदायिक वन सम्म ५.२६६ कि.मी. सडक निर्माण गर्ने सिलसिलामा आयोजनाको सामाजिक तथा वातावरणीय पक्षमा उल्लेख भएको प्रावधान बमोजिम उर्लाबारी न.पा. वडा नं. २ को अगुवाईमा सडक खण्डमा पर्ने घर जग्गा धनि, समाजसेवी /बुद्धिजिवी, राजनैतिक दल लगायत सम्बन्धित सरोकारवाला हरु समेतको उपस्थितीमा गरीएको बृहत छलफल तथा परामर्श तपशिलको उपस्थित व्यक्तिहरु समेतको सहभागितामा सम्पन्न गरीयो ।

उपस्थित

१. कुमार कँडेल वडा अध्यक्ष - २ [signature]
२. मुरारी प्रसाद घिमिरे - नि. प्र. प्र. [signature]
३. मित्र प्रसाद ढकाल - जि. स. स. सदस्य [signature]
४. मनोज तिमिल्सिना - DSC - SSE [signature]
५. जिवन कुमार कोइराला - DSC - Engineer [signature]
६. भरत अधिकारी - अधिकृत (उ.न.पा.) [signature]
७. हेमराज कोइराला (सब-इन्जिनियर) - [signature]
८. गोकुल डांगी [signature]
९. [illegible] [signature]
१० केन्द्र लाल घिमाल [signature]
११ तारा [illegible] घिमाल [signature]
१२ भक्त बहादुर पौडेल [signature]
१३ चन्द्र बहादुर थापा उर्लाबारी - २ [signature]
१४ नगेन्द्र राया उर्लाबारी - २ [signature]
१५ [illegible] उर्लाबारी - २ [signature]
16 दिपक नेपाली उर्लाबारी - २ [signature]
16 सोम धिमाल उर्लाबारी - २ [signature]

18	गणेश व० भाया	उलविरे	2
19	कुशे व० धिमाल	〃	〃
20	[illegible]	〃	〃
21	[illegible]	〃	[illegible]
22	[illegible]	〃	3
23	[illegible]	〃	[illegible]
24	[illegible]	अलविरे	2
25	[illegible]	〃	[illegible]
26	[illegible]	〃	[illegible]
27	[illegible]	〃	[illegible]
28	[illegible]	〃	[illegible]
29	[illegible]	〃	[illegible]
30	[illegible]		2
31	[illegible]	[illegible]	2
32	[illegible]	〃	2
33	[illegible]	[illegible]	2
34	[illegible]	[illegible]	3
35	[illegible]	[illegible]	3
36	[illegible]	[illegible]	3
37	[illegible]	[illegible]	3
38	[illegible]	[illegible]	2
39	[illegible]	[illegible]	2
40	[illegible]	[illegible]	2
41	[illegible]	[illegible]	2
42	[illegible]	[illegible]	3
43	[illegible]	[illegible]	2
44	[illegible]	[illegible]	2
45	[illegible]	[illegible]	2
46	[illegible]	[illegible]	2
47	[illegible]	[illegible]	2
48	[illegible]	[illegible]	2
49	[illegible]	[illegible]	3
50	[illegible]	[illegible]	3
51	[illegible]	[illegible]	3
52	[illegible]	[illegible]	3



कर्ती

आज मिति २०७६ साल फागुन २६ गतेका दिन उर्लाबारी नगरपालिका वडा नं. २ का वडा अध्यक्षज्यूको अध्यक्षतामा बिहान ११:०० बजे उर्लाबारी नगरपालिका द्वारा कार्यान्वयन हुने तथा शहरी शासकिय पूर्वाधार आयोजना कार्यान्वयन मार्फत निर्माण गरीने प्रस्तावित क्रसरोड चोक देखि सुनखोला सामुदायिक वन सम्म ५.२६६ कि.मी. सडक निर्माण गर्ने सिलसिलामा आयोजनाको सि सामाजिक तथा वातावरणीय पक्षमा उल्लेखनको प्रावधान बमोजिम उर्लाबारी न.पा. वडा नं. २ को अनुच्छेदमा सडक खण्डमा पर्ने घर जग्गा धनी समाजसेवी, बुद्धिजीवी राजनैतिक दल लगायत सरोकारवाला व्यक्तिहरु समेतको उपस्थितीमा गरिएको बृहद छलफल तथा परामर्श कार्यक्रममा उपस्थित व्यक्तिहरु समेतको सहभागितामा सम्पन्न गरियो।

उपस्थित

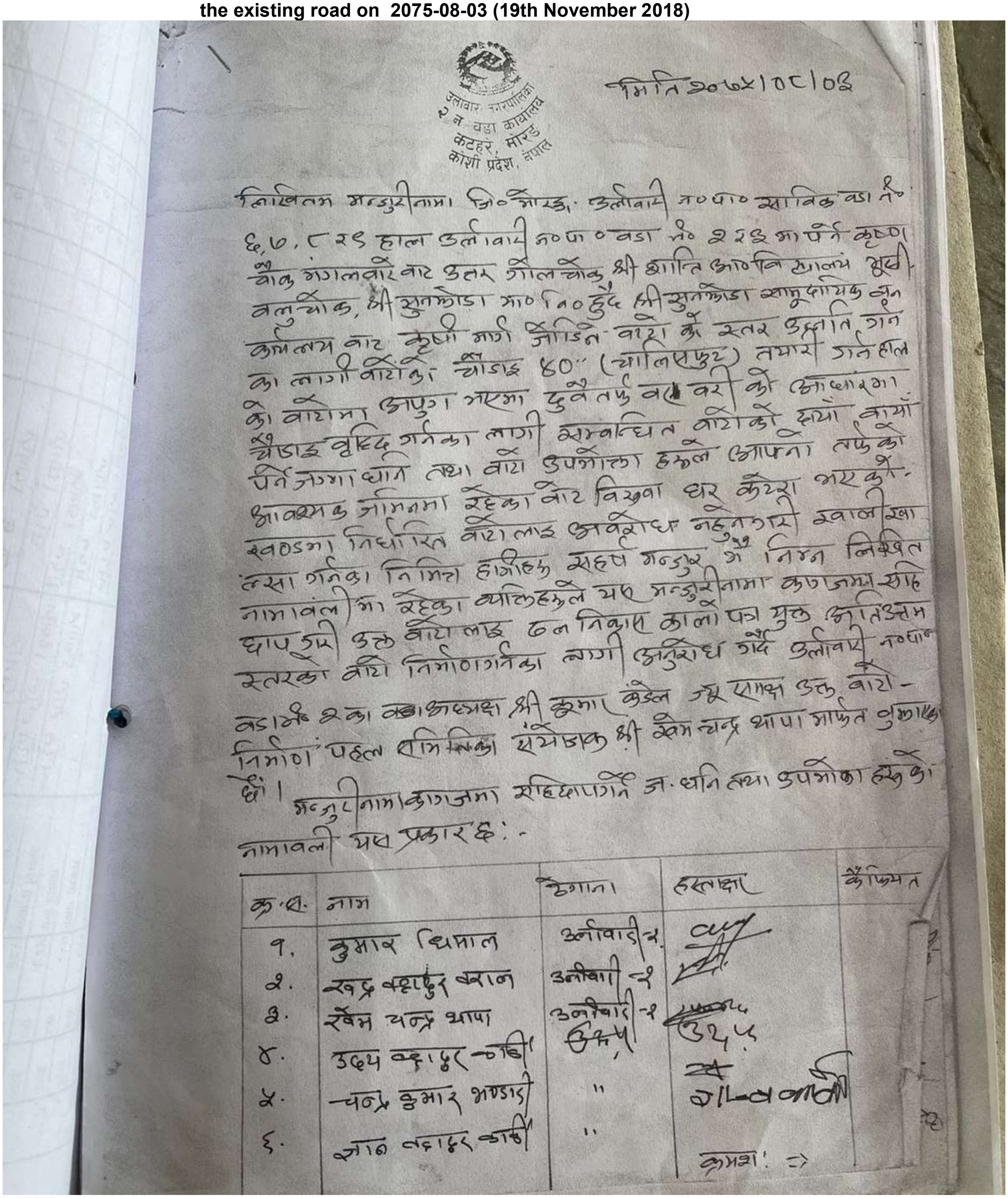
१. कुमार कटुवाल वडा अध्यक्ष वा नं.२
२. मुरारी प्रसाद घिमिरे कि.प्र.प्र.अ.
३. जिवन कुमार कोइराला - DSC - Engineer
४. भरत अधिकारी - अधिकृत (उ.न.पा.)
५. मनोज लिम्बु - DSC - SSF
६. बल ब. खनाल - उर्लाबारी - २
७. इन्द्र आपागाई - पालिका (उ.न.पा.)
८. विजय कुमार राई - उर्लाबारी - २
९. सतेन्द्र खनाल - ,,
१०. धर्मेन्द्र डाँगी - ,, - पूर्णमाया...
११. पृथ्वी मान लकाई (१६व) ,,
१२. पुष्प ब. ठकुरी - ,,
१३. नन्द लाल ठकुरी - ,,
१४. हेम ब. ठकुरी - ,,
१५. राम ब. खनाल - ,,
१६. बुद्धि खनाल - ,,
१७. भरत ब. डाँगी - ,,

प्रेमप्रसाद कोइराला उर्लाबारी-२
१८. सन्तोष कार्की ,,
१९. कुबेर ब. खड्का ,,
२०.
२१. छत्र ब० थापा ,,
२२. गुरुप्रसाद खतिवडा ,, २
२३. चुडामणि कडेल ,, २
२४. राज कुमार धिमाल ,, २
२५. राम बहादुर खवास ,, २
२६. विष्णु ब. धिमाल ,, २
२७. राई ब० धिमाल ,, २
२८. लक्ष्मी प्रसाद डाँगी ,, २
२९. इवल ब. धिमाल ,, २
३०. चन्द्र ब. कार्की ,, २
३१. तारा तुम्बा ,,
३२. किरण राई ,, ,,
३३. चन्द्र ब० धिमाल -,,-
३४. इन्दिरा डाँगी ,, २
३५. गोविन्द धिमाल ,, २
३६. मोतीलाल गौतम ,, २
३७. माया धिमाल ,, २
३८. प्रतिमा लिम्बु ,, २
३९. भुपाल धिमाल ,, २
४०. राम ब. धिमाल ,, २
४१. कृष्ण प्र. खतिवडा ,, २
४२. भक्त ब. धिमाल ,, २
४३. जिन ब. थापा ,, २
४४. टेकु माया धिमाल ,, २
४५. कोपिला खत्रि ,, २
४६. रबिन थापा ,, २
४७. सन्त कुमार थापा ,, २
४८. रविन्द्र धिमाल ,, २
४९. राम कु. धिमाल ,, २
५०. दिलकुमारी ब. कार्की ,, २

५१.	डिल्ली राम राई	उर्लाबारी-२	
५२.	लाल ब. कट्वाल	" "	
५३.	राम ब. लिम्बु	" "	
५४.	किम ब. धिमाल	" "	
५५.	विजय लिम्बु	" "	
५६.	सुरेश धिमाल	" "	
५७.	पुनम अधिकारी	" "	
५८.	अपर्णा विष्ट	" "	अपर्णा
५९.	दिल ब. राई	" "	
६०.	नविन कार्की	" "	
६१.	मन माया राई	" "	
६२.	चन्द्र ब. थापा	" "	
६३.	लाल माया राई	" "	
६४.	शेर ब. धिमाल	" "	
६५.	रिता राई	" "	रिता
६६.	सुजना राई	" "	सुजना
६७	ललिता धिमाल	" "	ललिता
६८.	इन्दु धिमाल	" "	
६९.	शर्मिला धिमाल	" "	शर्मिला
७०.	विष्णु ब. धिमाल	" "	
७१.	इन्द्र ब. थापा	" "	
७२.	ज्ञान ब. थापा	" "	
७३.	गोपाल अधिकारी	" "	गोपाल
७४.	दुर्गा धिमाल	" "	
७५.	जमुना विष्ट	" "	जमुना
७६.	बल ब. विष्ट	" "	
७७.	इन्द्र ब. राई	" "	
७८	कमला थापा	" "	कमला
७९	पुष्प प्र. ढुंगेल	" "	पुष्प
८०.	राधा देवी कोइराला	" "	राधा
८१.	प्रतिमा घिमिरे	" "	प्रतिमा
८२.	राम कुमार थापा	" "	
८३	रतन कुमारी राई	" "	रतनकुमारी

८४. रिना धिमाल उलविर्षि २ रिना धिमाल
८५ कर्ण ब. धिमाल ५ १. कविता

The proposed road alignment community expressed their collective willingness to upgrading of the existing road on 2075-08-03 (19th November 2018)



मिति २०७५।०८।०३

लिखितम मन्जुरीनामा। जि० मोरङ, उर्लाबारी न०पा० साबिक वडा नं० ६,७,८ र ९ हाल उर्लाबारी न०पा० वडा नं० २ र ३ मा पर्ने कृष्ण चोक मंगलबारे बाट उत्तर गोलचोक श्री शान्ति आ०वि० [illegible] सुखी बलुचोक, श्री सुनकोडा मा०वि० हुँदै श्री सुनकोडा सामुदायिक वन कार्यालय बाट कृषी मार्ग जोडिने बाटो को स्तर उन्नति गर्न का लागी बाटोको चौडाइ ४०" (चालिसफुट) तयारी गर्ने हाल को बाटोमा अपुग भएमा दुवै तर्फ बराबरी को आधारमा चौडाइ वृद्धि गर्नका लागी सम्बन्धित बाटोको दायाँ बायाँ पर्ने जग्गा धनि तथा बाटो उपभोक्ता हरुले आफ्ना तर्फ को आवश्यक जग्गामा रहेका बोट बिरुवा घर कटेरा भए को खण्डमा निर्धारित बाटोलाइ अवरोध नहुनेगरी खाली गर्नका निमित्त हामीहरु सहर्ष मन्जुर छौं निम्न लिखित नामावलीमा रहेका व्यक्तिहरुले यस मन्जुरीनामा कागजमा सहि छाप गरी उक्त बाटोलाइ छल निकास कालो पत्र युक्त अति उत्तम स्तरको बाटो निर्माण गर्नका लागी अनुरोध गर्दै उर्लाबारी न०पा० वडा नं० २ का वडा अध्यक्ष श्री कुमार कँडेल ज्यू समक्ष उक्त बाटो निर्माण पहल समितिका संयोजक श्री खेम चन्द्र थापा मार्फत बुझाउँछौं। मन्जुरीनामा कागजमा सहिछाप गर्ने ज. धनि तथा उपभोक्ता हरुको नामावली यस प्रकार छ:-

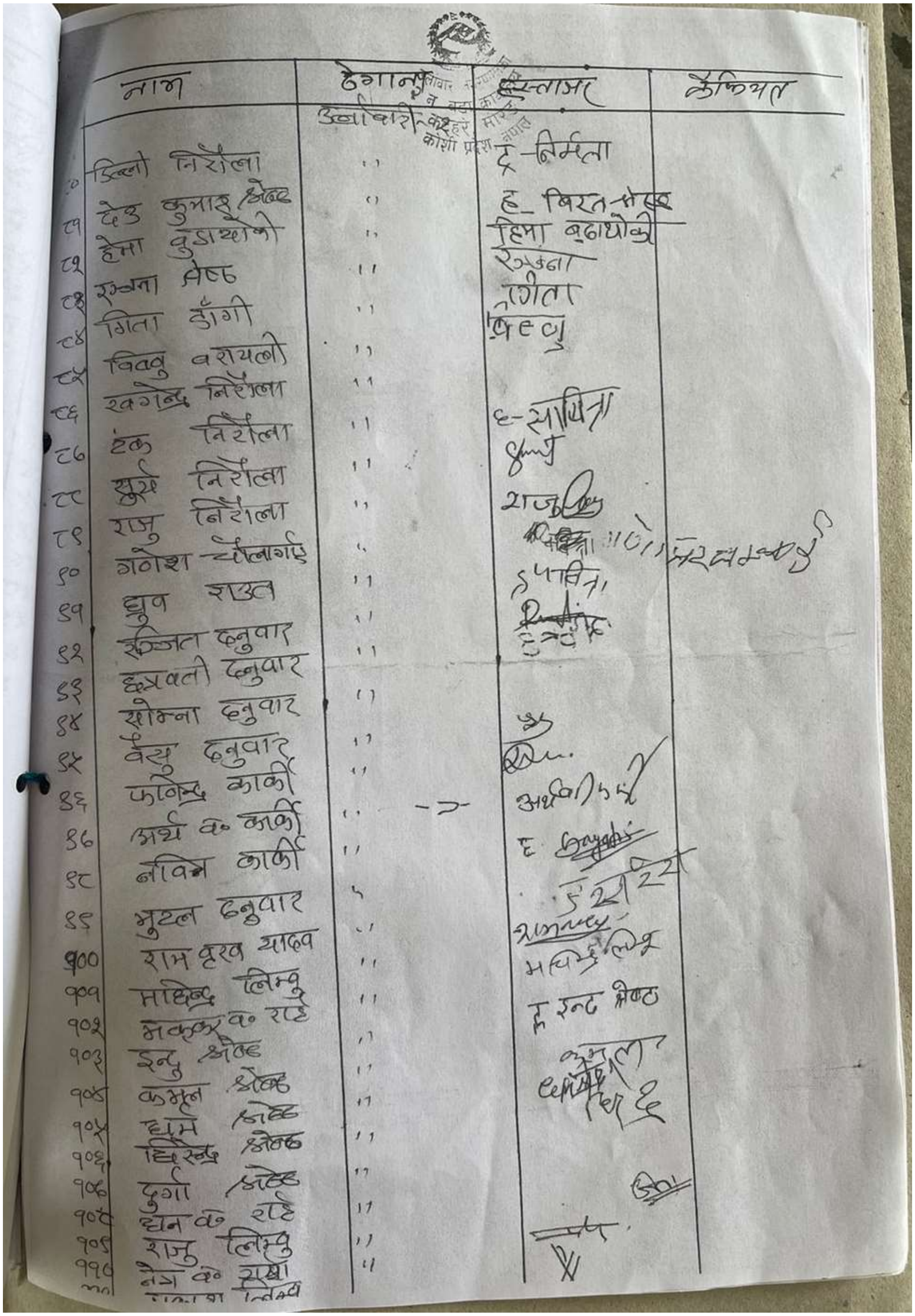
क्र.सं.	नाम	ठेगाना	हस्ताक्षर	कैफियत
१.	कुमार धिमाल	उर्लाबारी २	[signature]	
२.	रुद्र बहादुर बराल	उर्लाबारी -२	[signature]	
३.	खेम चन्द्र थापा	उर्लाबारी -२	[signature]	
४.	उदय बहादुर कार्की	उदय	उदय	
५.	चन्द्र कुमार भण्डारी	"	[signature]	
६.	ज्ञान बहादुर कार्की	"		

क्रमशः =>

	नाम	ठेगाना	हस्ताक्षर	कैफियत
	जस ब. तामाङ	उखोलाली	जस ब. तामाङ	
	याम ब. लिम्बु	,,	याम ब. तामाङ	
10	प्रेम घिमाल	,,	[signature]	
११	राजु घिमाल	,,	- लक्ष्मी	
१२	सुरेन्द्र घिमाल	,,	[illegible]	
१३	राज कुमार घिमाल	,,	- सिता	
१४	निर ब. घिमाल	,,	सिता	
१५	पदम ब. थापा	,,	[signature]	
१६	गिता घिमाल	,,	[signature]	
१७	हरीलाल घिमाल	,,	[signature]	
१८	रुना ब. घिमाल	,,	[illegible]	
१९	धन ब. घिमाल	,,	[illegible]	
२०	धर्म राज घिमाल	,,	[signature]	
२१	योगेन्द्र ब. थापा	,,	योगेन्द्र थापा	
२२	गणेश ब. थापा	,,	गणेश	
२३	करुणा तामाङ	,,	[signature]	
२४	सुमन राई	,,	[signature]	
२५	दिल ब. तामाङ	,,		
२६	किरण राई	,,	किरण राई	
२७	फागु ब. तामाङ	,,	फागु ब. तामाङ	
२८	आशिष राई	,,	[signature]	
२९		,,	सुक मायाँ तामाङ	
३०	राज कुमार ~~तामाङ~~	,,	राज कुमार तामाङ	
३१	मिन तामाङ	,,		
३२	पवित्रा ठकुरी	,,	- पवित्रा	
३३	सनी मायाँ तामाङ	,,	[illegible]	
३४	डिक ब. घिमाल	,,	रत्न माया	
३५	चुडामनी लिम्बु	,,	[signature]	
३६	अंग ब. तामाङ	,,	[illegible]	
३७	गुण राज राई	,,	गुण राज	
३८	राज कुमार थापा	,,	कुमार थापा	
३९	भानु तामाङ	,,	[illegible]	
४०	तिर्थ ब. तामाङ	,,	[illegible]	
४१	जिर मान तामाङ	,,	चन्द्र राई	
४२	चन्द्र ब. राई	,,	[signature]	
४३	कर्ण ब. घिमाल		[signature]	
	अशोक लिम्बु			क्रमश:

	नाम	ठेगाना	हस्ताक्षर	कैफियत
	धन ब. लिम्बु	उर्लाबारी	[signature]	
	रिता बुडाथोकी	"	[signature]	
	बेनु कुमारी राई	"	बेनु राई	
	सिव घिमाल	"	[signature]	
४८	राज कुमार राई	"	[signature]	
४९	रविना बुडाथोकी	"	द धीराम	
५०	दधिराम बुडाथोकी	"	सिर्जना	
५१	सिर्जना कटवाल	"		
५२	लक्ष्मी कु. श्रेष्ठ	[illegible]	र.श्रेष्ठ	
५३	रत्न ब. श्रेष्ठ	[illegible]	[signature]	
५४	दुर्गा माया श्रेष्ठ	"	देवीप्र. घिताल	
५५	देवीप्र. घिताल	"		
५६	तारा वीर श्रेष्ठ	"	[signature]	
५७	हेक ब. श्रेष्ठ	"		
५८	पदम श्रेष्ठ	"	[signature]	
५९	रोशन थापा	"	[signature]	
६०	मुमा राई (मगर)	"		
६१	लक्ष्मी चौहान	"		
६२	नव राज चौहान	"	[signature]	
६३	मलक बुडाथोकी	"		
६४	सालिग्राम चौहान	"	राजकुमार	
६५	राज कुमार चौहान	"		
६६	आसिका रम्तेल	"		
६७	लक्ष्मण दनुवार	"	तिका राई	
६८	मंगल सिंह दनुवार	"		
६९	विकास दनुवार	"	गणेश खड्का	
७०	गणेश खड्का	"		
७१	गणेश खड्का	"	मोहन राई	
७२	युवराज लकाई	"	[signature]	
७३	मोहन राई	"	ह-गंगा ह/यमुना	
७४	महेन्द्र लकाई	"	Deepak	
७५	हिरथ लकाई	"		
७६	नगेन्द्र लकाई	"		
७७	दिपक लकाई	"	[signature]	
७८	सुमन श्रेष्ठ			

कटहरी, मोरङ, कोशी प्रदेश, नेपाल



	नाम	ठेगाना	हस्ताक्षर	कैफियत
		उर्लाबारी		
८०	डिल्लो निरौला	"	द-निर्मला	
८१	देउ कुमार श्रेष्ठ	"	ह_ बिरत श्रेष्ठ	
८२	हेमा बुढाथोकी	"	हिमा बुढाथोकी	
८३	रञ्जना श्रेष्ठ	"	रञ्जना	
८४	गिता डाँगी	"	गीता	
८५	विवेक बरायली	"	विवेक	
८६	खगेन्द्र निरौला	"		
८७	टंक निरौला	"	ह-सावित्री	
८८	सुर्य निरौला	"	[signature]	
८९	राजु निरौला	"	राजु [signature]	
९०	गणेश चौलागाई	"	[signature]	
९१	ध्रुव राउत	"	सावित्री	
९२	इन्जित हनुवार	"	[signature]	
९३	छत्रवती हनुवार	"		
९४	शोभना हनुवार	"	[signature]	
९५	वैसु हनुवार	"	[signature]	
९६	फणिन्द्र कार्की	"	[signature]	
९७	अर्घ ब० कार्की	"	[signature]	
९८	नविन कार्की	"	[signature]	
९९	मुरल हनुवार	"	[signature]	
१००	राम वृक्ष यादव	"	महेन्द्र लिम्बु	
१०१	महेन्द्र लिम्बु	"	ह इन्दु श्रेष्ठ	
१०२	मकर ब० राई	"		
१०३	इन्दु श्रेष्ठ	"	कमल	
१०४	कमल श्रेष्ठ	"	[signature]	
१०५	हिम श्रेष्ठ	"		
१०६	हिरेन्द्र श्रेष्ठ	"		
१०७	दुर्गा श्रेष्ठ	"	[signature]	
१०८	धन ब० राई	"		
१०९	राजु लिम्बु	"	[signature]	
११०	नेत्र ब० राई	"	[signature]	

नाम	ठेगाना	हस्ताक्षर
११२ सुषमा थापा	उर्लाबारी - २	[signature]
११३ खड्क बि थापा	" - "	[signature]
११४ केशव कु थापा	" - "	केशव
११५ गिरिजा बि राय	" - "	गिरिजा राय
११६ भीममाया धिमाल	" - २	भीममाया
११७ कमला धिमाल	" - २	[signature]
११८ मोती लाल गौतम	" - २	[signature]
११९ राजकुमार धिमाल	" - २	राजकुमार
१२० टिका नारायण श्रेष्ठ	" - "	टिका नारायण
१२१ काशीनाथ खनाल	" - "	[signature]
१२२ दिब्यनाथ अधिकारी	" - "	[signature]
१२३ केसव धिमाल	" "	केसव धिमाल
१२४ विष्णु बहादुर धिमाल	" "	[signature]
१२५ हेक बहादुर धिमाल	" "	[signature]
१२६ गोमा कार्की	" "	गोमा कार्की
१२७ उदय बहादुर बस्नेत	" "	उदय बं
१२८ मुना धिमाल	" "	मुना
१२९ हर्क बहादुर धिमाल	" "	[signature]
१३० दिपेश धिमाल	" "	[signature]
१३१ वीर बहादुर धिमाल	" "	[signature]
१३२ पदम राई	" "	[signature]
१३३ वीरवे बहादुर राई	" "	[signature]
१३४ मनोज धिमाल	" "	मनोज
१३५ पदम बहादुर धिमाल	" "	पदम
१३६ नर बहादुर चौहान	" "	[signature]
१३७ कमला भण्डारी	" "	कमला
१३८ ज्ञान बहादुर धिमाल	" "	ज्ञान
१३९ लील बहादुर धिमाल	" "	लिलबहादुर
१४० [illegible] कुमारी कार्की	" "	[signature]

क्र.सं.	नाम	ठेगाना	हस्ताक्षर
१४१	फुलमाया घिमाल	कटहरी - २	
१४२	गिता घिमाल	" — "	फुलमाया
१४३	इन्दु घिमाल	" — "	गिता
१४४	धुल ब. घिमाल	" — "	[illegible]
१४५	टेक ब. घिमाल	" — "	[illegible]
१४६	सीता गौतम	" — "	[illegible]
१४७	राज कु. घिमाल	" — "	
१४८	सुरेश घिमाल	" — "	सुरेश
१४९	भुपाल घिमाल	" — "	[illegible]
१५०	हिकानारायण श्रेष्ठ	" — "	हिकारायण श्रेष्ठ
१५१	धुल ब. घिमाल	" — "	धुल ब. घिमाल
१५२	राम ब. घिमाल	" — "	
१५३	गणेश घिमाल	" — "	[illegible]
१५४	टेक ब. घिमाल	" — "	टेक ब. घिमाल
१५५	मान ब. श्रेष्ठ	" — "	[illegible]
१५६	गीता कार्की	" — "	गीता
१५७	उद्धव ब. बस्नेत	" — "	उद्धव बस्नेत
१५८	नर ब. चौहान	" — "	[illegible]
१५९	शिव कुमारी बस्नेत	" — "	शिव कुमारी
१६०	लक्ष्मी भण्डारी	" — "	लक्ष्मी
१६१	बिर ब. राई	" — "	[illegible]
१६२	कमला देवी बेगा	" — "	कमला
१६३	बिर ब. राई	" — "	[illegible]
१६४	पदम ब. राई	" — "	[illegible]
१६५	बल ब. घिमाल	" — "	[illegible]
१६६	अर्जुन घिमाल	" — "	
१६७	मनोज घिमाल	" — "	मनोज राई
१६८	तारा घिमाल	" — "	
१६९	पुजारी घिमाल	" — "	[illegible]
१७०	मन्जु घिमाल	" — "	

उर्लाबारी नगरपालिका
२ नं वडा कार्यालय
कटहरे, मोरङ
कोशी प्रदेश, नेपाल

सं.	नाम	ठेगाना	हस्ताक्षर
१६१	सन्तलाल घिमाल	उर्लाबारी २	
१६२	याम ब. घिमाल	,, - २	बिना
१६३	पवित्रा घिमाल	उर्लाबारी - २	पवित्रा
१६४	निर्मला सुवेदी	उर्लाबारी - २	निर्मला
१६५	पृथ्वीमान लाकाडे	उर्लाबारी - २	पृथ्वी
१६६	गंगा ब. [illegible]	उर्लाबारी - २	गंगाकुमारी
१६७	चोपेन्द्र डाँगी	उर्लाबारी - २	
१६८	जगत ब. डाँगी	,, - २	
१६९	तिर्थ ब. थापा	,, - २	
१७०	कृष्ण अधिकारी	,, - २	
१७१	चन्द्र चौहान	,, - २	
१७२	उर्मिला कोइराला	,, - २	
	~~सुन्दर मान [illegible]~~	,, - २	
१७३	भाग्नी घिमाल	,, - २	भाग्नी
१७४	शारदा घिमाल	,, - २	शारदा
१७५	भोलामान थापा	,, - २	
१७६	कृष्णमाया [illegible]	,, - २	कृष्णमाया
१७७	चुडामणि कडुवाल	,, - २	चुडामणि
१७८	डिल्ली (म) राई	,, - २	
१७९	प्रकाश डाँगी	,, - २	प्रकाश
१८०	देवी कडुवाल	,, - २	देवी
१८१	महेश घिमाल	,, - २	महेश
१८२	सावित्रा [illegible]	,, - २	सावित्रा
१८३	रेजा घिमाल	,, - २	Ranjana
१८४	उद्धिलाल घिमाल	,, - २	
१८५	इविलाल [illegible]	,, - २	
१८६	कृष्ण प्र. खतिवडा	,, - २	

क्रम	नाम	ठेगाना	हस्ताक्षर
१९८	चन्द्र बहादुर थापा	उलाबारी - २	
१९९	देउ बा काकी	उलाबारी - २	
२००	नरेन्द्र काकी	" - २	
२०१	मौसम तिवारी	" - "	
२०२	रमा थापा	" - "	
२०३	हेम राज क्षत्री	" - "	
२०४	मन्दीरा काकी	" - "	
२०५	पार्वती दनुवार	" - "	
२०६	रामप्रित दनुवार	" - "	
२०७	युद्ध बहादुर तिवारी	" - "	
२०८	विलमाया खड्का	" - "	
२०९	फल कुमारी घिमाल	" - "	
२१०	पेदम काको	" - "	
२११	रामजि कटुवाल	" - "	
२१२	तिरा कटुवाल	" - "	
२१३	हेम बहादुर पनेत	" - "	
२१४	हिरा माया पनेत	" - "	
२१५	धीरम घिमाल	" - "	
२१६	चन्द्र बहादुर काको		
२१७	लक्ष्मण थापा	" - "	
२१८	तिल थापा	" - "	
२१९	चन्दानिका खनाल	" - "	
२२०	[illegible] जिमाया अधिकारी	" - "	
२२१	पोडाडरी काको	" - "	
२२२	लिलम घिमाल	" - "	
२२३	नरबहादुर कटुवाल	" - "	
२२४	सरमान निरौला	" - "	
२२५	नरमाया कटुवाल	" - "	
२२६	सिता शर्मा	" - "	

क्र.सं.	नाम	ठेगाना	हस्ताक्षर
	ललित बहादुर बस्नेत	जलौवारी २ -	
२२७	क्षमाराज बस्नेत	,, - ,,	
२२८	किरण बहादुर बस्नेत		
२२९	तिलकबहादुर खड्का	,, - ,,	
२३०	राधा खड्का	,, - ,,	राधा
२३१	चन्द्र बहादुर खड्का	,, - ,,	
२३२	नरमाया न्यौपाने	,, - ,,	
२३३	मने वि.क	,, - ,,	नर
२३४	स्याम धिमाल	,, - ,,	मैना
२३५	चन्द्र बहादुर भण्डारी	,, - ,,	
२३६	निरमल बराल	,, - ,,	
२३७	उमेश धिमाल	,, - ,,	
२३८	नरबहादुर धिमाल	,, - ,,	
२३९	मिना धिमाल	,, - ,,	मिन
२४०	अर्जुन धिमाल	,, - ,,	
२४१	कलकुमारी खत्री	,, - ,,	
२४२	टिका बराल	,, - ,,	टि
२४३	टेक बहादुर विष्ट	,, - ,,	
२४४	तेजबहादुर धिमाल	,, - ,,	
२४५	लोकबहादुर बानिया	,, - ,,	
२४६	पकिल धिमाल	,, - ,,	
२४७	शक्तीराम वाहृ	,, - ,,	
२४८	विकराम खतिवडा	,, - ,,	
२४९	राइनी बती	,, - ,,	
२५०	होम ब. थापा	,, - ,,	
२५१	गणेश थापा	,, - ,,	
२५२	मन्जिल थापा	,, - ,,	
२५३	केदार थापा	,, - ,,	

उर्लाबारी नगरपालिका
वडा कार्यालय
कटहरे, मोरङ
कोशी प्रदेश, नेपाल

क्र.सं.	नाम	ठेगाना	हस्ताक्षर
२५५	मन माया घिमाल	उर्लाबारी-२	मनमाया
२५६	पदम ब. घिमाल	" — "	पदम
२५७	देवी माया कटुवाल	" — "	Devi
२५८	राम ब. लिम्बु	" — "	[illegible]
२५९	मुना लिम्बु	" — "	मुना
२६०	शर्मिला घिमाल	" — "	शर्मिला
२६१	रेवत माया घिमाल	" — "	वात म.
२६२	तुलसी लेकरा	" — "	[illegible]
२६३	लाल ब. कटुवाल	" — "	[illegible]
२६४	तनाकला कार्की	" — "	तनाक
२६५	गोपाल अधिकारी	" — "	गोपाल
२६६	गोविन्द घिमाल	" — "	गोविन्द
२६७	दिल कु. कार्की	" — "	
२६८	कमला अधिकारी (डाँगी)	" — "	कमला अ
२६९	पूर्णिमा घिमाल	" — "	पूर्णिम
२७०	शर्मिला घिमाल	" — "	शर्मि
२७१	विक्रम घिमाल	" — "	विक्रम
२७२	ओम ब. कार्की	" — "	[illegible]
२७३	उदय ब. कार्की	" — "	
२७४	खड्क माया कार्की	" — "	
२७५	बुद्ध माया नेपाली	" — "	
२७६	मै टंक थापा	" — "	टंक [illegible]
२७७	उत्तम ब. कटुवाल	" — "	[illegible]
२७८	भोला निरौला	" — "	[illegible]
२७९	केदार खड्का	" — "	[illegible]
२८०	खड्.गा. बा. निरौला	" — "	[illegible]
२८१	उमेश कार्की	" — "	[illegible]

ANNEX VII: GRIEVANCE REDRESS MECHANISM

मिति २०७९ साल असोज २७ गते बिहीवार, ७९ औं कार्यपालिका बैठक

आज मिति २०७९ साल असोज २७ गते बिहीबारका दिन यस उर्लाबारी नगरपालिकाका नगर प्रमुख श्री गंगा प्रसाद खरेलज्यूको अध्यक्षतामा बसेको कार्यपालिकाको बैठकमा देहाय बमोजिमको उपस्थिति रहयो ।

उपस्थिति:

सि.नं.	पद	नाम, थर	हस्ताक्षर
१	नगर प्रमुख	श्री गंगा प्रसाद खरेल	
२	उप-प्रमुख	श्री मिना कुमारी खतिवडा	
३	वडा अध्यक्ष	श्री तिलक कुमार पाण्डे	
४	वडा अध्यक्ष	श्री कुमार कडेल	
५	वडा अध्यक्ष	श्री भिष्मराज बुढाथोकी	
६	वडा अध्यक्ष	श्री कल्याण कुमार राई	
७	वडा अध्यक्ष	श्री रविन लामा	
८	वडा अध्यक्ष	श्री चिन्तामणी पौडयाल	
९	वडा अध्यक्ष	श्री उर्मिला थापा	
१०	वडा अध्यक्ष	श्री कुल बहादुर कार्की	
११	वडा अध्यक्ष	श्री नर बहादुर मोक्तान	
१२	कार्यपालिका सदस्य	श्री सन्तकुमारी विश्वकर्मा	
१३	कार्यपालिका सदस्य	श्री सिता बुढाथोकी	
१४	कार्यपालिका सदस्य	श्री कृष्णमाया कडरीया	
१५	कार्यपालिका सदस्य	श्री मनमाया तामाङ	
१६	कार्यपालिका सदस्य	श्री कल्पना कामी रोक्का	
१७	कार्यपालिका सदस्य	श्री कृष्ण बहादुर बर्देवा	
१८	कार्यपालिका सदस्य	श्री डम्बर बहादुर भुजेल	
१९	कार्यपालिका सदस्य	श्री सुनिल धिमाल	
२०	सचिव	श्री अग्नि प्रसाद अधिकारी (प्रमुख प्रशासकीय अधिकृत)	

अन्य उपस्थिति:

सि.नं.	नाम	पद	हस्ताक्षर
१.	श्री गोविन्द कार्की	लेखा अधिकृत, आठौ तह	
२.	श्री भरत अधिकारी	अधिकृत, छैठौ तह	
३.	श्री विकाश दाहाल	अधिकृत, छैठौ तह	
४.	श्री रोशन ठाकुर	सूचना प्रविधि अधिकृत	
५.	श्री सुमित खवास	कम्प्युटर अपरेटर	

निर्णय नं. ४

प्रस्ताव नं. ४ माथि छलफल गर्दा नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना अन्तरगत यस उर्लाबारी नगरपालिकामा सञ्चालन हुने कृष्णचौक देखि सुनझोडा सामुदायिक वन अफिससम्मको सडक स्तरोन्नती योजना कार्यान्वयनका लागि देहायको समिति गठन गर्ने निर्णय गरियो ।

(क) नगरस्तरीय समन्वय समिति

१. नगर प्रमुख	- संयोजक
२. उपप्रमुख	- सदस्य
३. वडा अध्यक्ष, वडा नं. २	- सदस्य
४. वडा अध्यक्ष, वडा नं. ३	- सदस्य
५. आयोजना सञ्चालन हुने सम्बन्धित वडाका कार्यपालिका सदस्य	- सदस्य
६. प्रमुख प्रशासकीय अधिकृत	- सदस्य
७. पूर्वाधार विकास तथा वातावरण शाखाका कर्मचारी १ जना	- सदस्य
८. आर्थिक प्रशासन शाखा प्रमुख	- सदस्य
९. प्रशासन, योजना तथा अनुगमन शाखा प्रमुख	- सदस्य
१०. नगरपालिकाको आयोजना कार्यान्वयन फोकल पर्सन	- सदस्य सचिव

(ख) वडास्तरीय गुनासो सुनुवाई समिति

१. वडा अध्यक्ष, वडा नं. २	- संयोजक
२. वडा अध्यक्ष, वडा नं. ३	- सदस्य
३. नगरपालिकाको विपद् फोकल पर्सन	- सदस्य
४. नगरपालिकाको आयोजना कार्यान्वयन फोकल पर्सन	- सदस्य
५. नगरपालिकाको सर्भेक्षक/अमिन १ जना	- सदस्य
६. वडा सचिव, वडा नं. २	- सदस्य

निर्णय नं. ५

प्रस्ताव नं. ५ माथि छलफल गर्दा यस उर्लाबारी नगरपालिकामा बालमैत्री स्थानीय शासन कार्यान्वयन गर्ने निर्णय गरियो । साथै बालमैत्री स्थानीय शासन कार्यान्वयन निर्देशिका, २०७८ बमोजिम उर्लाबारी नगरपालिकाको बालमैत्री स्थानीय शासन नगर समिति पुर्नगठन गर्ने निर्णय गरियो ।

मिति २०७९ साल असोज २७ गते बिहीबार, ७९ औं कार्यपालिका बैठक

बैठकका प्रस्तावहरु:

१. ७८ औं कार्यपालिका बैठकको समिक्षा सम्बन्धमा ।

२. भू-उपयोग मापदण्ड स्वीकृत गर्ने सम्बन्धमा ।

३. व्यवसाय करको जरिवाना छुट सम्बन्धमा ।

४. कृष्णचौक देखि सुनझोडा सामुदायिक वन अफिससम्मको सडक स्तरोन्नती योजना कार्यान्वयनका लागि समिति गठन गर्ने सम्बन्धमा ।

(क) नगरस्तरीय समन्वय समिति

(ख) वडास्तरीय गुनासो सुनुवाई समिति

५. बालमैत्री स्थानीय शासन कार्यान्वयन सम्बन्धमा ।

६. भवन निर्माण मापदण्ड तथा नक्शापास कार्यविधि, २०७९ सम्बन्धमा ।

७. विविध

(क) दिर्घरोगी र ज्येष्ट नागरिक निःशुल्क औषधी वितरणका लागि बजेट विनियोजन सम्बन्धमा ।

(ख) ज्यालादारी कर्मचारीको पारिश्रमिकका लागि बजेट विनियोजन सम्बन्धमा ।

(ग) मर्मत सम्भारका कार्य सम्बन्धमा ।

ANNEX VIII: CONSENT LETTER RECEIVED FROM MUNICIPALITY REGARDING TREE AND VEGETATION CLEARANCE

उर्लाबारी नगरपालिका
Urlabari Municipality
नगर कार्यपालिकाको कार्यालय
Office of the Municipal Executive
उर्लाबारी, मोरङ, कोशी प्रदेश, नेपाल
Urlabari, MorangKoshiProvince, Nepal

प.सं २०७९/८०
च.नं. ४६७३

मितिः२०८०/०२/१४

श्री नेपाल शहरी शासकीय पूर्वाधार आयोजना
बबरमहल, काठमाण्डौ।

विषयः रुख वोट विरुवाहरु सहमतीमा हटाइएको सम्बन्धमा।

प्रस्तुत विषयमा विश्व वैकको सहयोग र नेपाल शहरी शासकीय पूर्वाधार आयोजना मार्फतउर्लाबारी नगरपलिका द्वारा कार्यान्वयन हुने वडा नं. २ र ३ अन्तर्गत कृष्ण चौक देखी सुनझोडा सामुदायिक वन सडक (५.२७६ कि.मी.) को **Right of Way** मा पर्ने रुख, वोट विरुवाहरु सरोकारवाला व्यक्तिहरुको सहमतीमा हटाईएको जानकारी वडा कार्यालयको मिति २०८०/०२/०५ गतेको नर्णय अनुसार लेखी आएको हुँदा सोही वमोजिम जानकारीको लागी अनुरोध छ।

अग्नि प्रसाद अधिकारी
प्रमुख प्रशासकीय अधिकृत

बिषय:- रुख-बोट-बिरुवाहरु हटाउने सहमति रहेको वारे ।

उपरोक्त सम्बन्धमा नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना मार्फत र उर्लावारी नगरपालिका द्वारा कार्यान्वयनहुने कृष्ण चौक देखि सुनझोडा सामुदायिक वन सम्मको ५.२ कि.मी सडक निर्माण गर्ने क्रममा उक्त सडकको दायाँ - बायाँ मेरो / हाम्रो जग्गामा रहेको निम्न उल्लेखित विभिन्नजातका रुख-बोट-बिरुवाहरु उक्त सडक निर्माणका क्रममा हटाइए वा हटाउनु परेमामेरो/हाम्रो पूर्ण सहमति रहेकोजानकारी गराउदै राजीखुसी साथ यो सहमति पत्रमा हस्ताक्षर गरिदिएकोछु/छौं साथै आयोजनानिर्माण यथासीघ्र कार्यान्वयनका लागि अनुरोध गर्दछु/छौं ।

क्र.स.	रुख धनीको नाम	चेनेज	वडा नं.	रुखको जात	रुख संख्या	हस्ताक्षर
१.	पोखरेल विमला	४५००-४६००m	2	आप नरिवल मेवा	2 १ १	
२.	पाण्डे वि. विमला	४४००-४५००m	2	आप नरिवल	१ १	
३.	मोलामाग पाण्डा	३५००-३६००m	2	नरिवल लिचची आंप	2 १ १	
४.	राम वि. लिम्बु	३०००-३१००m	2	नरिवल आप	१ १	
५.	गौंदा कार्की	२४००-२५००m	2	मेवा	१	गौंदा
६.	पर्वत वि. भण्डारी	९२००-९३००m	2	नरिवल आप लिचची अम्बा	2 2 १ १	
७.	मोतिराम विमला	८००m-९००m	2	आप अम्बा	2 2	
८.	विष्णु माया पाण्डा	६००-७००m	2	नरिवल आप आंप	2 १ 2	विष्णु माया

क्र.स.	रुख धनीको नाम	चेनेज	वडा नं.	रुखको जात	रुख संख्या	हस्ताक्षर
९.	इंद्र चन्द्र थापा	४००-६००m	२	आप अम्बा	९ ९	
९७.	सांत क. घिमाल	६००-८००m	२	आप	४	
९९.	ताता क. घिमाल	८००-१०००m	२	आप मंवा अम्बा	२ २ ९	
९२.	पेल क. घिमाल	२०००-२१००m	२	मंवा अम्बा	९ ९	
९३.	कुमार कंडेल	१९००-२०००m	२	अम्बा	२	
९४.	सोमिला घिमाल	१९००-२०००m	२	अम्बा	२	सोमिला
९५.	रवीन्द्र मगरती	२१००-२२००m	२	आप	२	

बिषयः- रुख-बोट-बिरुवाहरु हटाउनेसहमति रहेको वारे ।

उपरोक्त सम्बन्धमा नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना मार्फत र उर्लावारी नगरपालिका द्वारा कार्यान्वयनहुने कृष्ण चौक देखि सुनझोडा सामुदायिक वन सम्मको ५.२ कि.मी सडक निर्माण गर्ने क्रममा उक्त सडकको दायाँ - बायाँ मेरो / हाम्रो जग्गामा रहेको निम्न उल्लेखित विभिन्नजातका रुख-बोट-बिरुवाहरु उक्त सडक निर्माणका क्रममा हटाइए वा हटाउनु परेमामेरो/हाम्रो पूर्ण सहमति रहेकोजानकारी गराउदै राजीखुसी साथ यो सहमति पत्रमा हस्ताक्षर गरिदिएकोछु/छौं साथै आयोजनानिर्माण यथासीघ्र कार्यान्वयनका लागि अनुरोध गर्दछु/छौ ।

क्र.स.	रुख धनीको नाम	चेनेज	वडा नं.	रुखको जात	रुख संख्या	हस्ताक्षर
१.	प्यास कुमार लिम्बु	0-१00 m	३	सुपारी	१०वटा	[signature]
२.	दुर्गा बोडेल	0-१00m	३	सुपारी	१ वटा	दुर्गा
३.	टिका कुमारी भट्टराई	१00-२00m	३	सुपारी	५वटा	[signature]
४.	गंगा ब. थापा	८00-५00m	२	बाँस	५0	[signature]
५.	गुरु प्र. खतिवडा	५00-१000m	२	सुपारी	१०वटा	गुरु प्रसाद
६.	रविन चन्द्र थापा		२	सुपारी	१०वटा	[signature]
७.	हरि ब. थापा		२	सुपारी	२२वटा	[signature]
८.	विष्णु माया राना			सुपारी केरा	२५वटा २१वटा	विष्णु माया
९.	मिठलेप धिमाल		२	सुपारी	१ वटा	[signature]
१०.	चन्द्र ब. भण्डारी		२	सुपारी	१५वटा	[signature]
११.	लिलम ब. धिमाल		२	केरा	५०वटा	[signature]
१२.	उदय ब. कार्की		२	केरा	८0	उदय
१३.	बल ब. धिमाल		२	केरा	२०वटा	[signature]
१४.	पवित्रा माया कटवाल		२	सुपारी	२वटा	[signature]

क्र.स.	रुख धनीको नाम	चेनेज	वडा नं.	रुखको जात	रुख संख्या	हस्ताक्षर
१५.	राम कुमार थिमाल		२	काँला	२०	राजकुमार
१६.	गोपाल थिमाल		२	सुपारी	१२	
				काँला	१००	
१७.	गोलमान धापा		२	काँला	१०	
	सुपारी			सुपारी	२	
१८.	राम ब. लिम्बु		२	सुपारी	१	
१९.	चन्द्र ब. धापा		२	बाँस	६०	
२०	कुमार कडेल		२	बाँस	४२	

ANNEX IX: CODE OF CONDUCT AND SHE/SE DATA FROM URLABARI MUNICIPALITY

Code of Conduct

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 हिसा जस्ता कार्यमा सँलग्न हुने छैन। परियोजना को काम को शिलसिलामा यो आचार सहिता पालना गर्न सहमत छु।*

1. म जातजाति धर्म, भाषा, लिङ्ग, उमेर, राजनितीक वा सामाजिक हैसियत, भौगोलिकता, पहुच, वैवाहिक स्थीती वा अन्य कुनै पनि आधारमा भेदभाव नगरी सबैलाई सम्मानजनक र समान रुपमा व्यवहार गर्नेछु ।
2. सामाजिक सन्जालको प्रयोग गरी अश्लील शब्द, दृष्य सामाग्री वा कार्यलय समय अघिपछी वार्तालाप मार्फत सहकर्मि/कामदार लाई यौन दुर्व्याहार गर्ने छैन ।
3. कार्यस्थलमा सिट्टी बजाउने, चुम्बन गर्ने, व्याक्तिगत उपहार दिने आदि जस्ता कार्य गरी कर्मचारी, सहकर्मि/कामदार लाई यौन दुर्व्याहार गर्ने छैन ।
4. कुनै पनि प्रलोभन/ धम्की देखाई (जस्तै पदोन्नती लोभ देखाएर,जागीर नदिने धम्की दिएर शोषण गरेर आदि) यौन दुर्व्याहार पक्षमा सलग्न हुने छैन ।
5. कार्य समयावधि भित्र कुनैपनि मदिराजन्य तथा लागुपदार्थको सेवन गर्ने छैन ।
6. परियोजका सरोकारवाला वा वरपरका समुदायका सदस्यहरुलाई कुनैपनि म लैङ्गिक हिसा तथा यौनजन्य दुर्व्याहार गर्ने छैन ।
7. कुनै पनि कर्मचारी/श्रमिक विरुद्व हिँसा गरिएको दोषी ठहरिएमा प्रचलित सघिय, प्रादेशिक, स्थानीय सरकार वर्ल्ड बैक को कानुन , निती नियम अनुसार सजाय/ दण्डित जरिवाना तिर्न तयार हुनेछु ।
8. कार्य गर्ने शिलशिलामा सम्मानजनक निर्देशनहरुको पालना गर्दछु (वातावरणीयं + सामाजिक)
9. मेरो जिम्मेवारी कुशलता र लगनशीलता पुर्वक पुरा गर्नेछु ।
10. सम्वधित कार्यलय /कम्पनीले सन्चालन गरेको विभीन्न प्रशिक्षण कार्यक्रममा सक्रिय रुपमा भाग लिनेछु ।
11. परियोजनाका प्रत्यक्ष लाभदायक सदस्य/समुदायमा यौनदुर्व्याहार/शोषण गर्ने छैन ।
12. विश्वासनीयता नैतिक उल्लघनको रिपोर्ट गरेमा कुनै कामदार विरुद्व बदला लिने छैन ।
13. कार्य स्थलमा लैङ्गिक सम्वेदनशिल भाषाको प्रयोग गर्दछु ।
14. कार्यस्थलमा महिला हिसा तथा यौनजन्य क्रियाकलाप लाई प्रोत्साहन गर्नै खालका गतिविधी गर्न दिने छैन ।
15. कार्यस्थलमा महिला तथा यौन हिसा गतिविधीहरुलाई प्रोत्साहन गर्ने छैन ।
16. १८ बर्षभन्दा मुनिका बालिकाहरुमा कुनै डिजीटल मिडीया मार्फत वा कुनै माध्यमबाट/स्वीकृती लिई वा नलिई यौनजन्य क्रियाकलापमा सहभागी हुनेछैन, यदि नाबालिका स्वीकृती लिई यौनजन्य क्रियाकलापमा गरेमा क्षमा हुदैन ।
17. 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 ।
18. कार्यस्थलमा कसैले यौनजन्य दुर्व्याहार सम्वन्धी शख्कापद व्याबहार गरेमा वा शख्कापद कार्य गरेमा तुरुन्त टोली प्रमुख /प्रवन्धकलाई जानकारी/निवेदन दिनेछु

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

व्यवस्थापक/टोली प्रमुख　　कर्मचारी/कामदार

List of GVB/SH cases made available by Urlabari Municipality

उर्लाबारी नगरपालिका
Urlabari Municipality
नगर कार्यपालिकाको कार्यालय
Office of the Municipal Executive
उर्लाबारी, मोरङ
Urlabari, Morang

कोशी प्रदेश, नेपाल
Koshi Province, Nepal

प.स.०७९/०८०
च.नं.४८४०

मितीः२०८०/०२/२१

श्री नेपाल शहरि शासकिय तथा पूर्वाधार आयोजना
ववरमहल, काठमाण्डौ

विषयः- तथ्याङ्क उपलब्ध गराइएको बारे।

प्रशतुत विषयमा यस उर्लाबारी नगरपालिका अन्तर्गत सामाजिक विकास शाखामा भएको रेकर्ड अनुसार आ.व. २०७९/०८० सम्म महिला तथा बालबालिका हिंसा, बाल विवाह, बहुविवाह लगायत अन्य निम्न अनुसारका मुद्दाहरु निम्न अनुसारले रहेका छन।

निम्नः

सि.नं	मुद्दा शिर्षक	आ.व. ०७८/०७९	आ.व. ०७९/०८० को बौशाख मसान्त सम्म
१	लागु औषध	५	५
२	बहु विवाह	४	४
३	जबरजस्ती करणी	६	९
४	जबरजस्ती करणी उद्योग	१	१
५	बाल यौन दुरुपयोग	४	२
६	मानब बेचविखन	०	१
७	अपहरण शारिर बन्धक	०	१
८	नियन्त्रित औषधि	१३	२३
	२०७५ साल देखि हाल सम्मको		
९	No of sex workers	२०-२५ जना	
१०	Case of drug Abuse	१५ वर्ष उमेर देखी ८० उमेर समुहका २००० जना	
११	GBV	१७००० परिवारको अनुसन्धानमा १०००० परिवारमा	
१२	Number of rape case	वार्षिक २०-५० जनामा हुने गरेको	
१३	Number of child marriage	वार्षिक ५०-७० जना	
१४	Sexual Harrassment	घरपरिवार सार्वजनिक स्थलमा १५%	
१५	Domestic Violence	७०% घरपरिवारमा	
१६	Economic Violence	५०% घरपरिवारमा	
१७	Number of polygamies	वार्षिक ५-७ जनामा हुने गरेको	

मुरारी प्रसाद घिमिरे
प्रशासकिय अधिकृत
प्रशासकीय अधिकृत

फोन नं. : ०२१-५४१५१८, ५४०००३, ५४०४५९,E-mail : info@urlabarimun.gov.np,website : urlabarimun.gov.np