

# **Environmental and Social Impact Assessment (ESIA)**

Credit No. IDA-6778-NP

## **Nepal Urban Governance and Infrastructure Project (NUGIP)**

### **Hile (Shadeshwor Temple) - Bhirgaun - Madhuganga Road Upgradation Project**

Dhankuta Municipality,  
Dhankuta District, Koshi Province

~~November-December~~ 2023  
**The World Bank**

*ESIA of 'Upgradation of Hile (Shadeshwor Temple) - Bhirgaun - Madhuganga Road'*  
*Dhankuta Municipality, Dhankuta*

## ACRONYM

BoQ	: Bill of Quantity
CBOs	: Community Based Organizations
CBS	: Central Bureau of Statistics
CESMP	: Construction Environment and Social Management Plan
CoC	: Code of Conduct
DPR	: Detailed Project Report
DSC	: Design and Supervision Consultant
DTO	: District Transport Office
DUDBC	: Department of Urban Development & Building Construction
EA	: Environmental Assessment
EHS	: Environment, Health and Safety
EPR	: Environmental Protection Rule
ESIA	: Environmental and Social Impact Assessment
ESMP	: Environmental and Social Management Plan
FGD	: Focus Group Discussion
FR	: Feasibility Report
HIV AIDS	: Human Immunodeficiency Virus Infection and Acquired Immune Deficiency Syndrome
ILO	: International Labor Organization
IP	: Indigenous People
IPF	: Investment Project Financing
KII	: Key Informant Interview
NGO	: Non-Governmental Organization
NUGIP	: Nepal Urban Governance and Infrastructure Project
OHS	: Occupational Health & Safety
OP/BP	: Operational Policy/Bank Policy
PCO	: Project Coordination Office
PIM	: Project Implementation Manual
PIU	: Project Implementation Unit
PPE	: Personal Protective Equipment
PSA	: Public Service Announcement
RAP	: Resettlement Action Plan
RoW	: Right of Way
SEA/SH	: Sexual Exploitation and Abuse/Sexual Harassment
SRN	: Strategic Road Network
STD	: Sexually Transmitted Disease
ToR	: Terms of Reference
WASH	: Water, Sanitation and Hygiene

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## EXECUTIVE SUMMARY

### Introduction

This Environmental and Social Impact Assessment (ESIA) report covers the road upgradation project connecting Hile (Shadeshwor temple) chowk to Madhuganga of Dhankuta Municipality, Dhankuta district. The road passes through Wards 1 and 2 of Dhankuta Municipality. The project is intended to improve quality of life and livelihood of the local people along the settlements along and near the road alignment. The subproject is expected to contribute towards the municipal capacity for urban development planning, infrastructure development and institutional development of the municipality. The total length is 9.204 km. The geographical location of the starting point is 27°2'7.69" N, 87°18'52.41" E and end co-ordinate is 27°1'7.89" N, 87°21'31.06" E.

RoW of the proposed road is declared as 8 m. The designed road is of Intermittent Road width design with drainage at one side only, towards the hill-side. Available width of at least 6.8 m is available for road upgradation works. Since all the design components are within the proposed road width, the proposed road width is itself the Corridor of Impact or the actual footprint required for construction. Hence, there is no additional land required. There is no any outstanding issues within the proposed road width. In total 550-470 m of water supply pipelines, 45 culverts including 3 drain crossings are included in the design.

### Baseline Information

Dhankuta Municipality is a mid-hill area of eastern hill region of Nepal. It is located at 26°59'59"N to 27°02'55"N latitude and 87°17'52"E to 87°23'09"E longitude. The terrain of the municipal area rises from an elevation of 250 m above mean sea level (amsl) at the riverbed to 2144 m amsl at the hill top areas. In the proposed road alignment and road width, there are some concerns of landslide. The main rivers of the project municipality are Nibuwa khola and Madhuganga khola. The municipality has monsoon-influenced humid subtropical climate. The project area has an average annual temperature of ranging from 28°C to 8°C. Annual rainfall is 3047mm, with a minimum of 11mm in December and a maximum of 645mm in July.

The project alignment has water supply network. There is around 550-470 m of water supply HDPE pipelines along the proposed alignment. There are also 16 electric poles along the road. Since the project area is relatively less urbanized, air quality is less polluted. The primary source of ambient air pollution is due to dust from vehicles plying on earthen roads. The range of average noise levels in the project area was observed to be between 63.12 dBA. The road alignment passes through two community forests - namely Chanpehit Community Forest and Dhandkharka Community Forest, both lying in WN 2. However, the project's influence area is not a major habitat for terrestrial fauna and avifauna. One chautari (with Bar Peepal trees) at School Danda of WN 2, and 1 public rest place (*Pati*), and Jalakanya Devithan lie close to the road alignment.

The total population of the municipality is 34,156 and the household number is 8,653. The average family size of the municipality is 3.95 which is lower than that of district household size of 4. The project area is inhabited by 27.01% Brahmin/Kshetri, 16.93 Tamang, 16.44% Rai, 14.86 Magar, 4.02% Aathpahariya 3.97% Kami, 3.65% Limbu, 3.14% Thakuri, and others include Newar, Dharmi, Sarki, Gharti/Bhujel, etc. Rai, Aathpahariya, Newar, Tamang, Magar,

**Commented [AK1]:** Please mention here existing width as well. This applies for the executive summary in Nepali as well.

**Commented [Rekha2]:** It should be the Corridor of Impact or the actual footprint required for construction.

This section should provide a brief summary of existing road width, additional land required and any issues like grievances, pending payments and others.

Limbu, and Gharti/Bhujel are the indigenous/*Adibasi* people of the project area. Agriculture is the major occupation of the project area covering 60.4%, while 16.22% of the people are engaged in business, 8.38% in service, 5% in foreign employment, 4.65% are wage-based workers, and other are involved in other activities like industry, vehicle renting, etc.

Based on the consultation meetings and numeration from google earth maps, there are around 630 households with population of 2,516 fall within Influence Area of the proposed road alignment.

### Legal and Regulatory Requirements

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

### Screening, Scoping, Impact identification, Prediction and Management

Direct Impact area of the project is considered as Road Width of 6.8 m of the road alignment. Similarly, the project's influence area falls within 500 meters from both edges of the road. Environmental and Social Screening checklists were used for screening and summarizing the overall impacts. The site-specific impacts in construction and operation phases are included in the ESIA report. Some of the impacts include;

#### Physical Impacts

- Land use change
- Quarry materials
- Stockpiling and construction campsite
- Ambient air pollution, Noise nuisance and Water pollution (in Nibuwa khola and Madhuganga khola)
- Solid waste & spoil generation
- Road stability & management

#### Biological Impacts

- Risk of degradation of forest and water resources ()

#### Socio-economic and Cultural Impacts

- Change in land use
- Damage to public and private utilities  
This includes 16 electric poles, and 550-470 m of water supply pipeline network
- Difficulty in access & mobility to private properties and premises
- Community Health & Safety
- Occupational Health and Safety
- Social disturbances/risk of GBV- SEA/SH, and Human trafficking.
- Risk of communicable diseases like HIV AIDS and CoVID
- Child labour, forced labour and wage discrimination
- Traffic management issues, etc

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

**Commented [Rekha3]:** Is this the design width that includes all required elements like drainage, retaining structures and all? Please explain what is the corridor of impact or the footprint of the proposed construction works.

**Commented [Rekha4]:** This should be covered under socio-economic impacts and compensation payment done as per the entitlement matrix in the RPF.

**Commented [Rekha5]:** Cultural heritage ?

**Commented [Rekha6]:** The Corridor of impact is not clear. Thus impact associated with land take is also not clear.

**Commented [Rekha7]:** Please separate SEA/SH or GBV from other communicable diseases.

### Measures for Physical Impacts

- Use of construction materials only from the legally operating crusher industries
- Suitable selection of site for stockpiling
- Vehicles and equipment meeting GoN emission standard to be used
- Regular maintenance of vehicles and equipment
- Follow 3R approach of waste management
- Waste segregation at source, prohibition of waste burning
- Prohibition of spoil disposal into rivers, water bodies and public places
- Awareness activities to reduce the incidences of disposal of waste into road-side drains

### Measures for Biological Impacts

- Prohibition in use of fuel wood from forest by the workers,
- Prohibition of fishing by workforce, & no disposal of any waste or waste water into water bodies

**Commented [Rekha8]:** Compensation payments for impact on private trees?

### Measures for Socio-economic & Cultural Impacts

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

### Resettlement Action Plan

The impact on private structures along the proposed road up-gradation project have been avoided to the possible extent. Since RoW of the road was already declared on 2072/06/09 BS (September, 2015), and the required Road Width is already in public use, there are no issues of land acquisition. The Resettlement Action Plan (RAP) aims to provide policy and procedures of land acquisition, compensation and resettlement of affected persons if design changes. However, RAP is not required for this project.

**Commented [Rekha9]:** Please define what is the corridor of Impact for the road is.

There is a clear need to define what RoW, Col, existing track and other terminologies like formation width need to be defined as they are being used interchangeably.

### Sexual Exploitation & Abuse, and Sexual Harassment Prevention and Response Action Plan

Based on the Sexual Exploitation and Abuse and Sexual Harassment (SEA/SH) Risk Assessment checklist and assessment carried out for NUGIP by the World Bank, the Project's

SEA/SH risks are assessed to be "Low". An SEA/SH Prevention and Response Action Plan has been developed for NUGIP based on this assessment and includes specific measures that aim to prevent and mitigate SEA/SH risks that the project activities might trigger. The Plan has also addressed "Table - 1: Recommended actions to address SEA/SH Risks in IPF Projects" as per the "Good Practice Note" published by the World Bank in September 2018.

### **Environmental and Social Management Plan**

Environmental and Social Management Plan (ESMP) has been proposed including potential impacts and required mitigation measures. A total cost of NPR 2,440,000 for 9.204 km package, including NPR 2,385,000 for 7.0 km package has been allocated for mitigation and management of the environmental and social impacts of the project activities. In addition, agencies responsible for executing environmental mitigation measures and monitoring have been identified in the ESMP. The project also includes a Grievance Redress Mechanism (GRM) for timely update and resolution of stakeholders' concerns and grievances.

### **Grievance Redress Committee (GRC)**

A Grievance Redress Committee is established in the project level to allow stakeholders to raise any concerns or complaints, or to appeal any disagreeable decisions, practices and activities arising from the project including compensation for land and assets (if applicable). The committee can be provided with grievances through any of the mediums like written, verbal, telephone, letter, etc. and the committee will process it following the procedures of ESMF document of the project, and if not solvable, it will be forwarded to the higher level of GRM.

### **Institutional arrangements**

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



## कार्यकारी शाराम्श

यस वातावरणीय तथा सामाजिक प्रभाव मूल्याङ्कन प्रतिवेदनले धनकुटा जिल्ला, धनकुटा नगरपालिकाको हिले (षडेश्वर मन्दिर) चोक बाट मधुगंगा जोड्ने सडक खण्डको स्तरोन्नतीको कामलाई समेट्ने छ, । यस आयोजनाले धनकुटा जिल्ला, धनकुटा नगरपालिका, वडा नं. १ र २ भएर जान्छ । यस आयोजनाको उद्देश्य बाटोको वरिपरिका बस्तीका स्थानीयहरूको जीवनस्तर र जीविकोपार्जनमा सुधार ल्याउने रहेको छ । यस उपआयोजनाले नगरपालिकाको शहरी विकास योजना, पूर्वाधार विकास तथा संस्थागत विकास एवं नगरपालिकाको क्षमताको अभिवृद्धिमा योगदान पुऱ्याउने अपेक्षा गरिएको छ । यस हिले (षडेश्वर मन्दिर) चोक बाट गाँजर चोकसम्म सडकको कूल लम्बाई ९.२०४ कि.मि. रहेको छ । यस उपआयोजनाको भौगोलिक स्थितिमा शुरुवात बिन्दु २७°२'७.६९" उत्तर, ८७°१८'५२.४१" पूर्व र अन्तिम बिन्दु २७°१'७.८९" उत्तर, ८७°२१'३१.०६" सम्म पर्दछ ।

प्रस्तावितको सडकको क्षेत्राधिकार (Right of Way) ८ मिटर रहेको छ । हाल सडक स्तरोन्नतीका लागि न्यूनतम ६.८ मि. बाटो खुल्ला रहेको छ जुन अहिले सार्वजनिक प्रयोगमा रहेको छ । सडकका सम्पूर्ण संरचनाहरू यही उपलब्ध चौडाइभित्रै डिजाइन गरिएको कारण यहीनै सडक स्तरोन्नती आयोजनाका लागि करिडोर अफ इम्प्याक्ट (Corridor of Impact) हुनेछ, र थप जग्गाको आवश्यकता पर्नेछैन । प्रस्तावित सडक खण्डमा कसैको गुनासो आदी जस्ता कुनै किसिमका समस्या छैन । डिजाइनमा सडकको किनारामा एकतर्फ नाली र ४७० मिटर खानेपानीको पाइप लाईन, ३ वटा ड्रेन कसिड सहित ४५ वटा कल्भर्ट रहने छन् ।

### विद्यमान अवस्था:

धनकुटा नगरपालिका मध्य पहाडी क्षेत्रमा पर्दछ । यस नगरपालिकाको भौगोलिक अवस्थिति २६°५९'५९" देखि २७°०२'५५" उत्तर अक्षांश र ८७°१७'५२" देखि ८७°२३'०९" पूर्व देशान्तरमा अवस्थित छ । नगरपालिका क्षेत्रको भूभाग समुद्री सतहबाट २५० मी. देखि २१४४ मी. को उचाईमा रहेको छ । प्रस्तावित सडक रहेको स्थान वा सडक क्षेत्राधिकारमा भूस्खलन वा पहिरो मुख्य विषय रहेको छ । उपआयोजना क्षेत्रका प्रमुख खोलाहरूमध्ये नुवा खोला र मधुगंगा खोला रहेका छन् । यस नगरपालिकामा न्यानो समशितोष्ण जलवायु रहेको पाइन्छ । यस सडक उपआयोजना क्षेत्रमा वार्षिक औषत अधिकतम तापक्रम २८° सेल्सियस रहेको छ भने वार्षिक न्यूनतम तापक्रम ७° सेल्सियस रहेको छ । यस क्षेत्रमा जाडो मौसमको तुलनामा गर्मी मौसममा राम्रो वर्षा हुन्छ । यहाँ वार्षिक औषत वर्षा ३०४७ मिलिमिटर हुने गरेको उल्लेख छ ।

सडक किनारामा विद्युत, खानेपानीका प्रसारण लाइन रहेका छन् । प्रस्तावित सडक खण्डमा झण्डै ४७० मिटर खानेपानीको एचडिपी पाइपहरू पुनःस्थापित गर्नुपर्ने हुन्छ । प्रस्तावित सडक किनारामा १६ विद्युतका पोलहरू रहेका छन् । प्रस्तावित आयोजना क्षेत्रमा शहरी कमै रहेकोले प्रदुषण पनि कमै रहेको छ । त्यसै गरी औसत ध्वनीको स्तर ६३.१२ dBA को हाराहारी रहेको छ । सडक आयोजना क्षेत्र वडा नं. २ मा रहेका चाँपेहित सामुदायिक वन र ढाँडखर्क सामुदायिक वन भएर जान्छ । यस आयोजना क्षेत्र भित्र जैविक विधितताका कारण खाससै संवेदाशील स्थानहरू रहेको छैन । बाटोको नजिक वडा नं. २ को

स्कूल डाँडामा १ चौतारो, १ पाटी, र जलकन्या देवस्थान रहेको छ। सडकको स्तरोन्नतीका लागि कुनै रुख काट्नु नपर्ने देखिन्छ।

धनकुटा नगरपालिकाले विसं २०७५ मा तयार पारेको प्रोफाइलमा उल्लेख भए अनुसार यस नगरपालिकाको कूल जनसंख्या ३४,१५५ र घर परिवार ८,६५३ रहेको छ। औसत परिवार संख्या ३.९५ रहेको छ जुन जिल्लाको औषत परिवार संख्या ४ भन्दा कम हो। यस उपआयोजना क्षेत्रमा २७.०१% ब्राम्हण/क्षेत्री, १६.९३% तामाङ, १६.४४% राई, १४.८६% मगर, ४.०२% आठपहरीया, ३.९७% कामी, ३.६५% लिम्बु, ३.१४% ठकुरी, र अन्यसमुदायको बसोबास रहेको छ। राई, लिम्बु, तामाङ, नेवार, भुजेल, घर्ती यस आयोजना क्षेत्रका आदिवासी/जनजाति हुन्। यस आयोजना क्षेत्रमा मुख्य पेशा कृषि रहेको छ जस अन्तर्गत ६०.४%, त्यसै गरी व्यवसायमा १६.२२%, ८.३८% सेवामा, ५% वैदेशिक रोजगारीमा, ४.६५% ज्यालमा आधारित कामदार छन् भने बाँकी अरु काम व्यवसायहरु जस्तै उद्योग, सवारी साधन आदी पेशामासम्मलग्न रहेका छन्।

सार्वजनिक छलफल र गोगल म्याप अनुसार प्रस्तावित सडकको प्रभाव क्षेत्र भित्र (सडकको दाँया बाँया किनारा ५०० मिटरसम्मको दुरी भित्र) ६,३० घरधुरी र २,५१६ जनसंख्या रहेको छ।

#### ऐन तथा नीति, नियमको आवश्यकता:

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

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

आयोजनाको प्रत्यक्ष प्रभावित क्षेत्र यस उपआयोजनाको सडकको चौडाइ ६.८ मिटर रहेको छ। त्यसैगरी आयोजनाको प्रभाव क्षेत्र सडकको किनारको दुबै तर्फ ५०० मिटरसम्मको क्षेत्रलाई लिइएको छ। 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 प्रभावहरु:

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

#### जैविक प्रभावहरु:

- स्थानीय जैविक श्रोतहरुमा ह्रास आउन सक्ने ।

#### सामाजिक-आर्थिक तथा सांस्कृतिक प्रभावहरु:

- भूमि उपयोगमा परिवर्तन
- सार्वजनिक तथा नीजि संरचनाहरुमा क्षती (जम्मा १६ वटा बिजुलीको खम्बा, ~~५५०~~-४७० मि. खानेपानीको पाइप लाइन)
- घर-आँगन, पसल तथा नीजि सम्पतिमा पहुँच र गतिशिलतामा कठिनाई
- सामुदायिक स्वास्थ्य र सुरक्षा
- व्यवसायजन्य स्वास्थ्य र सुरक्षा
- सामाजिक सद्भावमा अवरोध, गुनासो व्यवस्थापन
- यौन जन्य हिंसा तथा मानव बेचबिखन जस्ता विषय सँग सम्बन्धित जोखिम
- HIV AIDS तथा CoVID) जस्ता सरुवा रोग सँग सम्बन्धित जोखिम
- बाल श्रम, जबरजस्ती काममा लगाउने तथा ज्यालामा असमानता जस्ता समस्या
- ट्राफिक व्यवस्थापन

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

#### भौतिक प्रभावहरु न्यूनीकरण गर्ने केही उपायहरु:

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

#### जैविक वातावरणमा पर्ने प्रभावहरु न्यूनीकरण गर्ने केही उपायहरु:

- कामदारहले वन जङ्गलबाट काठ दाउरा लिन ल्याउनमा प्रतिवन्ध
- कामदारहले खोलामा माछा मार्न प्रतिवन्ध तथा खोलामा निर्माणजन्य फोहोर फाल्न प्रतिवन्ध

#### सामाजिक-आर्थिक तथा सांस्कृतिक प्रभावहरु न्यूनीकरणका उपायहरु :

- सडकको क्षेत्राधिकारमा भित्र रहेका जग्गाहरुको किताकाट र स्वमित्व हस्तान्तरणको प्रक्रिया धनकुटा नगरपालिकाले पुरा गर्नेछ ।
- खानेपानी पाइप लाईन तथा बिजुलीका पोलहरु पुनःस्थापना तथा व्यवस्थापन गर्ने

- घर-आँगन, पसल तथा नीजि क्षेत्रमा आवागमनमा सहजताका लागि आवश्यक स्थानहरूमा काठको वा फलामको फड्के वा earthen ramp को व्यवस्था गरिदिने, साथै ट्राफिक व्यवस्थापन योजना तयार गरिनेछ।
- नेपाली भाषामा *Sign board* तथा सूचनाहरू राख्ने, तथा सुरक्षाका लागि *barricade* राखिनेछ।
- कामदारहरूलाई सुरक्षाका उपकरणहरू तथा प्राथमिक उपचार सामग्री उपलब्ध गराइनेछ।
- कामदारहरूलाई सुरक्षित तथा सफा आवासगृहको व्यवस्था, तथा उपयुक्त WASH सुविधाहरू उपलब्ध गराइनेछ।
- परियोजनामा बालबालिकालाई काम लगाउन निषेध गरिनेछ।
- स्थानीयलाई रोजगारीको अवसर तथा प्राथमिकता।
- कामदारहरूलाई आचार संहिता (CoC) लागू गरिनेछ।
- निर्माण चरणका डाइभर्जनहरूको डिजाइनले वृद्ध-वृद्धा, महिला, बालबालिका तथा फरक क्षमताका भएका व्यक्तिहरूका लागि उपयुक्त उपायहरूको व्यवस्था गर्नु पर्दछ।
- वातावरणीय संरक्षण र सामाजिक सुरक्षण सम्बन्धी जनचेतनामूलक कार्यक्रम संचालन गरिनेछ।
- यौन जन्य हिंसा (यौन दुराचार), मानव बेचबिखन, HIV AIDS and CoVID सम्बन्धी जनचेतनामूलक कार्यक्रमहरू संचालन गरिनेछ।

#### पुनर्वास कार्ययोजना:

प्रस्तावित सडक स्तरोन्नति उपआयोजनाको सडकको क्षेत्राधिकार भित्रको निजी संरचनामा पर्ने असरलाई सकेसम्म जोगाइएको छ। उप-महानगरपालिकाले उपलब्ध गराएको निर्णय प्रतिलिपिमा उल्लेख भए बमोजिम वि.सं. २०७२ साल असोज ०९ गतेको निर्णयले बाटोको क्षेत्राधिकार स्पष्ट छ र जग्गा अधिग्रहणको आवश्यकता छैन। पुनर्वास कार्य योजनाले डिजाइन परिवर्तन भएमा प्रभावित व्यक्तिहरूको जग्गा अधिग्रहण, क्षतिपूर्ति र पुनर्वासको नीति र प्रक्रियाहरू प्रदान गर्ने लक्ष्य राखेको छ। तर यस परियोजनाको लागि पुनर्वास कार्य योजना आवश्यक छैन।

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

विश्व बैङ्कले नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP) को लागि गरिएको यौनिक शोषण, दुर्वेसन एवम् यौन दुर्व्यवहार जोखिम मूल्याङ्कनका आधारमा यस आयोजनाको SEA/SH जोखिमको “न्यून” मूल्याङ्कन गरिएको छ। यस मूल्याङ्कनमा आधारित भई आयोजनाको लागि SEA/SH निरोध तथा सम्बोधन कार्ययोजना आयोजनाको लागि SEA/SH रोकथाम तथा सम्बोधन कार्ययोजना बनाइएको छ। यसमा उपआयोजनाको कार्यक्रमले सिर्जना गर्न सक्ने SEA/SH जोखिमहरू निषेध एवं रोकथाम तथा न्यूनीकरण गर्ने उद्देश्यका निश्चित व्यवस्थाहरू समावेश गरिएका छन्। यस योजनाले तालिका- १. विश्व बैङ्कले सेप्टेम्बर २०१८ मा प्रकाशित “असल अभ्यास नोट” अनुसार IPF परियोजनाहरूमा SEA/SH जोखिमहरूलाई सम्बोधन गर्न सुझाएका कार्यहरूलाई पनि समावेश गरेको छ।

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

### वातावरण तथा सामाजिक व्यवस्थापन योजना :

पहिचान गरिएका सवालहरु, सम्भाव्य असर एवं प्रभावहरु, तिनीहरुको न्यूनीकरण गर्ने विधिहरु र अनुगमन विधिहरु समावेश गरी यस प्रतिवेदनले वातावरणीय तथा सामाजिक व्यवस्थापन रुपरेखा (ESMF) मा उल्लेख भए बमोजिम प्रस्ताव गरेको छ । निर्माण तथा सञ्चालन चरणमा हुने वातावरणीय तथा सामाजिक प्रभाव न्यूनीकरण गर्ने लागत खर्च वातावरणीय तथा सामाजिक प्रभाव मूल्याङ्कन प्रतिवेदनमा संलग्न छ । अझ वातावरणीय प्रभाव न्यूनीकरण व्यवस्था तथा अनुगमन गर्ने जिम्मेवार निकायहरु वातावरणीय तथा सामाजिक व्यवस्थापन रुपरेखा तोकिएको छ । वातावरण तथा सामाजिक व्यवस्थापन योजना कार्यान्वयनका लागि ७.० कि.मि.को प्याकेजको लागि रु. २,३८५,००० सहित गरी ९.२०४ कि.मि.को प्याकेजको लागि कूल रु. २,४४०,००० को बजेट प्रस्ताव गरिएको छ । यस उपआयोजनामा सरोकारवालाहरुको जिज्ञासा एवं गुनासोहरुको बारे अद्यावधिक सूची राख्न र उपयुक्त समयमै समाधान गर्न एवं गुनासो सम्बोधन विधि (GRM) समेत समेटिएको छ ।

### गुनासो व्यवस्थापन समिति (GRC) को व्यवस्था:

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

### संस्थागत व्यवस्था :

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

## 1. INTRODUCTION

### 1.1. Project Background

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

DPR of 'Upgradation of Hile (Shadeshwor Temple) - Bhirgaun - Madhuganga Road', Dhankuta Municipality has been prepared as per the Contract between between Municipal Executive, Dhankuta, Nepal Urban Governance and Infrastructure Project (NUGIP) (Client) and Plush Engineers and Architects (P) Ltd - BN Consultancy Pvt. Ltd and Soil Test (P.) Ltd. as (PEA-BN-Soil Test JV) (Consultant) which have entered into the agreement, for performing work REF No: NP-DUDBC-216339-CS-QCBS/Dhankuta, into effect from 22<sup>nd</sup> July 2022 to provide services on Detailed Engineering Design and Construction Supervision (DSC) of the selected road project. The Detailed Project Report covers the project connecting Hile (Shadeshwor Temple) at Ward 1 with Gajar chowk at Ward 2 of the municipality. The project is expected to contribute towards the municipal capacity for urban development planning, infrastructure development and institutional development of the municipality. It is connected to Koshi Highway through urban road network at 0.31 km away from starting chainage of proposed alignment (Hile) and connected to various settlement and finally ends at Madhuganga with local road network. Main settlement connected by the route includes Hile, Thing tol, Lakhan Chowk, Siru Dada, Cross Chowk, Gajar Chowk, Bhir Gaun and Madhuganga.

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

### 1.2. Project Area Description

The proposed study area is located in ward number 1 and 2 of Dhankuta Municipality of Dhankuta District, Koshi Province. Total length of the proposed road upgradation project is 9.204 km with the geographical location of that starting point is 27°2'7.69" N, 87°18'52.41" E and end co-ordinate is 27°1'7.89" N, 87°21'31.06" E. Details of Hile (Shadeshwor Temple)-Bhirgaun - Madhuganga Road is provided in table below;

**Table 1-1: Details of Hile (Shadeshwor Temple) - Bhirgaun - Madhuganga Road Upgradation Project**

SN	Road Features	Description
1	Road Type	Urban/ Collector Road
2	Proposed (a) Road length	9.204 km
	(b) Start / End Point	Starting Point: Hile (Shadeshwor Temple) - WN 1 Ending Point: Madhuganga - WN 2
3	Number of Lane	Intermediate Lane
4	Right of Way	8 m wide throughout the road project
5	<u>Minimum Available width</u>	<u>6.0 m to 6.8 m</u> <u>(There is existing land, beyond existing road width, which can be levelled for further widening of the road)</u>
6	Road Attributes	Existing Proposed
	Road Width (Road width for design has been taken as per the existing width available and it is in public use at field at present)	6 m in average From 0+000 to 0+910 km - 6.05 m From 1+445 to 1+770 km - 6.05 m At remaining stretches - 6.55 m
	Carriageway Width	4 to 5 m 5.0 to 5.5 m
7	Pavement Surfacing	Asphalt concrete (Flexible pavement)
8	Terrain Type	Plain
9	Wards & Major settlements	Dhankuta Municipality - WN 1 & WN 2; Hile (Shadeshwor mandir chowk), Thing tole, Lakhana chowk, Siru Danda, Sijali tole, School Danda, Cross chowk, Gajar Chowk, Bhirgaun, Madhuganga
	Other Details	
10	Design speed of Road	30 km/hr
11	Maximum gradient	Exceptional Gradient up to 12%
12	Minimum Gradient	0.3%
13	Total cost of ESMP	NPR. 2,440,000.00 for 9.204 km package Including NPR. 2,385,000.00 for 7.0 km package
14	Total Project cost (including VAT & contingency)	NPR. 686,585,360.27 for 9.204 km Including NPR. 525,903,279.77 for 7.0 km
15	Cost per km (including VAT & contingency)	NPR. 74,595,502.56 for 9.204 km & NPR. 75,129,039.97 for 7.0 km

**Commented [Rekha10]:** Please clarify if this existing road width is the corridor of impact and includes all elements like drainage, retaining structures and others.

And it appears from this table additional land take is necessary for the proposed design.

As necessary it is good to indicate sections where proposed design widths are different.

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### 1.3. Overview of Project Area

Dhankuta Municipality was formed in the year 2035 B.S. Dhankuta Municipality is headquarter of Dhankuta District. The Municipality is spreader in an area of 111.6 sq.km. The municipality has the total population of 35983 inhabitants and 9637 households as per National Population and Housing Census 2021. The terrain of the Municipal area rises from an elevation of 250 m above mean sea level (msl) at the riverbed to 2044 m alms at the top of Dhankuta Municipality. The Municipality is surrounded by Pakhribas Rular Municipality in North-West, Khalsa Chhintang Rular Municipality in West, Chhatar Jorpati Rular Municipality in North-East, SanguriGadhi Rular Municipality in South. In this municipality, which is ethnically and geographically diverse, different castes have their own original identities and characteristic.

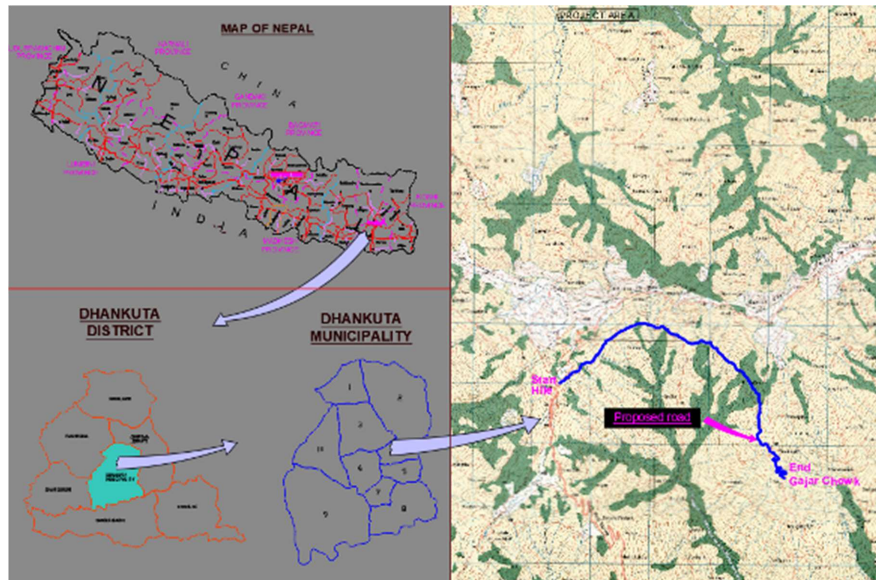


Figure 1.1: Index Map of the Project

#### 1.4. Road Network and Transportation

Dhankuta, the headquarter (center) of Dhankuta District is connected with NH-08 (Koshi Highway), which connects Dhankuta with NH-01 (East-West Highway) at Itahari. Itahari is 69 km (43 mi) at distance from Dhankuta. The NH-08 also connects Dhankuta to northern hill and mountainous area.

#### 1.5. Need for the project

The proposed project connects the settlement area such as like Hile, Thing tole, Lakhan Chowk, Siru Danda, Cross Chowk, Bhirgaun, Gajar Chowk, and Madhuganga. Currently the existing carriage way width is 4 to 5 m in average without any pedestrian path. The pavement condition of the road is poor. The main principle-objective of this road project is to improve the traffic movement along the road and to provide better road facility with in the municipality. The improvement of the road also provides better livelihood for the people living by the road side.

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#### 1.6. Key Project Objective and its Components

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

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



### 1.7. ESIA Methodology

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

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

Commented [Rekha11]: Old/existing DPR?

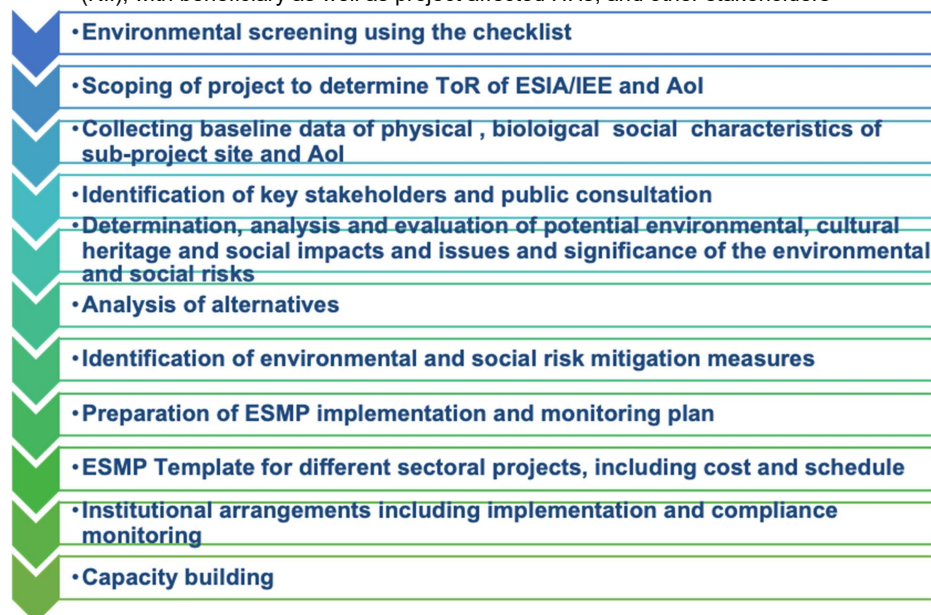


Figure 1.2: ESIA Process for all sub-projects

Baseline information for physical, biological, and socio-economic status of the project area has been collected. Secondary sources and field observations were carried out for ambient air quality. Noise levels were measured using an android application. The representation of the methodologies of the project is shown in figure below;

#### 1.7.1 Baseline study

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

#### 1.7.2 Stakeholder Analysis

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

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

**Commented [Rekha12]:** and project affected families?  
Are there none at all?

#### 1.7.3 Gender assessment and GBV status analysis

The following activities were undertaken for gender assessment;

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

#### 1.7.4 Assessment of potential environmental and social impacts

- Likely Beneficial Impacts
- Likely Adverse Impacts

#### 1.7.5 Environmental and social screening

This sub-project is an upgradation of an existing road. The screening of social and environmental safeguards of the project has been carried out. The checklists of screening of social and environmental safeguards are provided in Tables 4-1 & 4-2 of this document.

The screening shows that the project area doesn't have major social or environmental concerns. The land required for road construction is already available, and is in public use. Carriage way, drain and retaining structures are all included within the proposed road width.

**Commented [Rekha13]:** Please see earlier comments related to land take and requirements.

Please clarify in this section in detail.

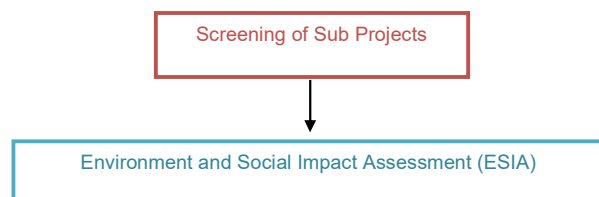
There is existing land, beyond existing road width, which can be levelled for further widening of the road. The documents regarding declaration of RoW by Dhankuta Municipality are provided in Annex 1 of this document. As per section B of Appendix C of Environmental and Social Management Framework (ESMF, August 2020) of NUGIP, it can be concluded that the proposed road upgradation project falls under 'Medium impact project' under Category B. Hence this ESIA document has been prepared as per Appendix C - B of the ESMF.

**Commented [Rekha14]:** Suggest removing reference to 'category B'. Just a statement justifying how this impact is medium impact project would suffice.

#### 1.7.6 World Bank Safeguard Policies

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

**Commented [Rekha15]:** ?



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

#### 1.7.7 Revision and modification of ESMP

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

## 2. ENVIRONMENTAL AND SOCIO-ECONOMIC BASELINE

### 2.1 Physical Environment

#### 2.1.1 Topography & Geology

Dhankuta Municipality is a mid-hill area of eastern hill region of Nepal. It is located at 26°59'59"N to 27°02'55"N latitude and 87°17'52"E to 87°23'09"E longitude. The terrain of the municipal area rises from an elevation of 250 m above mean sea level (amsl) at the riverbed to 2144 m amsl at the hill top areas. Dhankuta Municipality is a hill town located in the Mahabharata range of Nepal. The northern part of project area is linked towards Himalayan belt and the southern part is lined towards inner Terai belt. Rocks consist of gneiss, granite, quartzite, schist etc. Quartzite occasionally with limestone is also found. Structurally, the area is folded, faulted, and fractured. (Source: Municipal Profile of Dhankuta Municipality, 2075)

#### 2.1.2 Climate

Dhankuta enjoys a monsoon-influenced humid subtropical climate. The yearly average temperature in Dhankuta ranges from 28°C to 8°C. Annual rainfall is 3047mm, with a minimum of 11mm in December and a maximum of 645mm in July and Highest Humidity in the month of July of 85%.

Table 2-1: Weather data

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Day- Average (Temperature(°C))	18	21	26	28	28	28	27	27	26	25	22	19
Night-Average (Temperature(°C))	9	12	16	19	20	22	22	22	20	17	13	10
Humidity	55%	47%	37%	44%	63%	76%	85%	85%	83%	75%	70%	64%
Precipitation / Rainfall (mm)	15.1	23.7	49.9	164.9	451.4	543	644.1	555.3	430.1	141.2	17.4	10.9

Source: <https://www.worldweatheronline.com/dhankuta-weather-history/np.aspx>

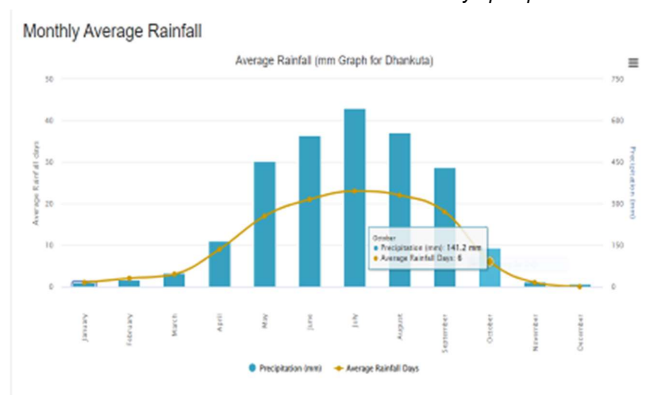


Figure 2.1: Monthly Average Rainfall of Dhankuta District

#### 2.1.3 Water Bodies

There are many rivers flowing within the municipality. Major ones in the project area are Lungdang khola, Aitabare khola, Muga khola, khola, Ghatte khola, Juke khola, Baghe khola,

and Dhobi khola. Nibuwa khola which flows in WN 2, and Madhuganga khola close to one of the proposed spoil disposal sites in WN 2 are the two major local streams of concern for the proposed project. There are many small surface perennial sources in the area. The water is oozing out from springs. It indicates the presence of weak zone in the area. This weak zone may be in the form of faults, joints or fractured rocks. Debi kholsi, Sijali kholsi, Muda kholsi and Sukrin kholsi are among the local stream crossing the proposed road alignment.

#### 2.1.4 Land use pattern

The municipality has 56.11% agricultural land and 26.64% forest area. Settlements, which is around 0.1%, are along the agricultural lands and scattered along hill slopes. There are bush and grassland as well. The rest are barren land, water bodies, and others (Source: *Municipality profile, 2075 BS*). Built-up area, agricultural land, barren land and mixed land use pattern is found along proposed road alignment.

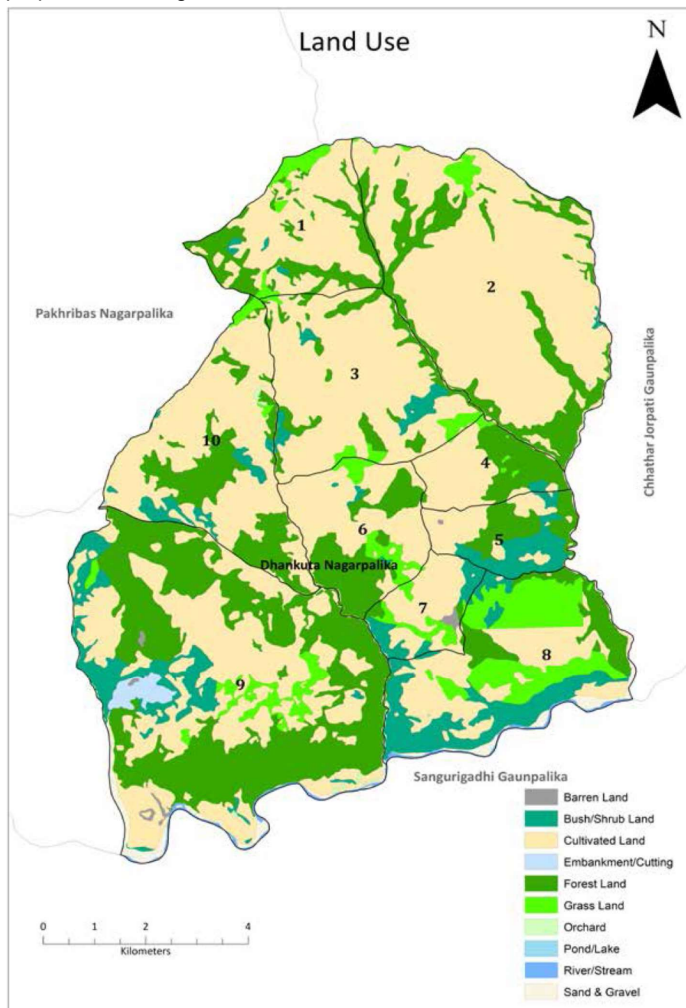


Figure 2.2: Landuse map of Dhankuta Municipality



Photo 1: Bar Peepal Chautari to be conserved at Ch. 5.+760 Km (School danda, WN 2)



Photo 2: Natural water course at Ch.2+540 km of the proposed road alignment (WN 2)

### 2.1.5 Ambient Air Quality, Noise level, and Water Quality

The ambient air quality of the project area doesn't show critical state. The air quality was observed to be clean as the project area is relatively less urbanized. The primary source of ambient air pollution is due to dust from vehicles plying on earthen roads. Noise levels were measured using an android application, and a continuous measurement was conducted along the road alignment at intervals of around 30 minutes during daytime over two days of field observation works. Following table presents the data;

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

SN	Time, hrs (12 <sup>th</sup> September 2023)	Average Noise levels, dBA	Remarks
1	8:35	61 (Min. 50, Max. 81)	
2	9:00	64 (Min. 48, Max. 85)	
3	9:45	63 (Min. 55, Max. 89)	
4	10:30	66 (Min. 59, Max. 92)	
5	11:15	65 (Min. 51, Max. 91)	
6	11:50	62 (Min. 52, Max. 92)	
7	12:15	61 (Min. 53, Max. 80)	
8	12::45	63 (Min. 52, Max. 90)	
	<b>Average</b>	<b>63.12</b>	

Source: Field study, September 2023

People in Dhankuta Municipality have been experiencing the scarcity of drinking water. The water pumping project in Nibuwa khola is constructed for providing drinking water supply for people of Dhankuta Municipality.

### 2.1.6 Sanitation and Waste Management

The overall sanitary condition of the municipality is found to be reasonably satisfactory. In the core area, majority of the HHs have their private water seal toilets. The socio-economic survey shows that majority of houses (79%) have pour flush/water seal type toilets, 14% HHs have cistern flush latrines, 4% have ventilated pit latrine and only 2% pit latrine. Around 96.3% of the HHs have septic tanks but only 14% of the HHs have septic tanks with lined floor. There are four public toilets in the project area.

Only 18.57% HHs have sewer lines. Dhankuta municipality provides septic tank emptying service on demand basis by using a suction tanker, and the sludge is disposed into sludge drying beds present within the final waste disposal site operated by the municipality. However, the municipality lacks complete sewerage treatment facility.

Solid waste management is institutionalized in the municipality. The semi-controlled landfill system is an exemplary practice of one of the good managements in Nepal. The per capita waste generation is 260.73 grams per/capita/day and the total municipal waste generation is 7.40 tons/day (ADB, 2013).

## 2.2 Biological Environment

The study of biological environment was based on field observation, interaction with the locals and review of district level secondary data as well as Municipal Profile document of Dhankuta Municipality, 2075 BS.

### 2.2.1 Flora and Fauna

The project area has diverse vegetation types corresponding to variations in climatic conditions. The study focused on the present situation of the forest vegetation and wildlife, birds and fishes within the project area. The most common floral species found in the project area are Uttis (*Alnus nepalensis*), Pine (*Pinus roxburghii*), sal (*Shorea robusta*), Simal (*Bombax ceiba*), Khayer (*Senegalia catechu*), Shreekhanda (*Santalum album*), and Rudrakshya (*Elaeocarpus ganitrus*). The list of trees that will need to be removed have been given in sub-heading 4.3.3.1 of Chapter 4.

The road alignment passes through Chanpehit Community Forest (around 140 m) and Dhandkharka Community Forest (around 460 m) of Ward 2. However, these are existing road under use since around 25 years and have existing road width around 8 m under public use. Hence, there will be no land related impact on the forest area. Letter from the community forest user groups regarding existing road of 8 m road width has been provided in Annex 1.

Common birds as house sparrow (*Passer domesticus*), crow (*Corvus corax*), rupi (*Acridotheres tristis*), peacock (*Lophophorus impejanus*), dhukur (*Streptopelia orientalis*), Kalij (*Lophura leucomelanos*), and bakulla (*Casmerodius albus*) are some of the bird species seen in the area.

The proposed project alignment is not located close to or within a national park and conservation area.

### 2.2.2 Ethnobotany

The Non-timber Forest Products (NTFPs) and agro-forestry products found in the project area are Majitho (*Rubia cordifolia*), Rittha (*Sapindus mukorossi*), Amriso (*Thysolaena maxima*), Alainchi (*Amomum subulatum*), Citronella (*Cymbopogon winterianus*), Gurjo (*Tinospora cordifolia*), Amala (*Phyllanthus emblica*), Timur (*Zanthoxylum armatum*), Tejpatta (*Cinnamomum tamala*), Chiraeto (*Swertia chirayita*), Kurilo (*Asparagus racemosus*) and Dalchini (*Cinnamomum zeylanicum*).



## 2.3 Socio-economic and Cultural Environment

### 2.3.1 Socio-economic overview

The project area is a multi-caste/ethnicity rich and a culturally rich place. Dhankuta Municipality derives its name from it being a hub for rice milling (*in Nepali language 'Dhan kutne'*) as it served as a passage between the grainery of Terai belt supplying grains to the upper hilly regions. Since the project area is an urbanizing area, connectivity improvement is very significant for the proposed project area.

### 2.3.2 Details of settlements within the project area

Followings are the settlements falling within the project area that comes within Ward 1 and Ward 2 of Dhankuta Municipality, and starting at Hile (Shadeshwor Temple) and ending at Madhuganga;

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

Ward No.	Description
Dhankuta Municipality	
Ward 1	Hile (Shadeshwor mandir chowk), Thing tole, Lakhan chowk, Siru Danda, Sijali tole
Ward 2	School Danda, Cross chowk, Bhirgaun, Gajar Chowk, Madhuganga

\* Note: Proposed road alignment passes through wards 1 & 2

Based on the consultation meetings and numeration from google earth maps, the total numbers of households falling within Influence area of (500 m distance towards both sides of the road alignment) are around 630 households with population of 2,516.

### 2.3.3 Existing Structures along the road alignment

The road upgradation works of Hile (Shadeshwor temple) - Bhirgaun - Madhuganga road will require reinstatement of around 550-470 m m of water supply pipelines. Following table provides the structures that lie within the proposed Road Width and need to be addressed as per ESMP table;

**Table 2-4: Existing structures along the road alignment**

SN	Structures	Qty./Number	Remarks
1	Water supply pipeline (under Hile Khanepani Tatha Sarsafai Upabhokta Samiti)	550-470 m; and 20 House Connections	Reinstatement (HDPE pipes with dia. ranging from 63 mm) will be carried out in coordination with the WUSC
2	Electric poles	16 nos.	Relocation and installation will be carried out in coordination with NEA local office and th local authority
3	Drainage crossing	45 pipe culverts	This includes 3 drain crossing structures
4	Chautari	1 Chautari	This needs to be protected
5	Public rest place (Pati)	1 Pati	This needs to be reinstated
6	Devasthan	Jalkanya Devasthan	Its boundary needs to be protected

Source: DPR - Hile (Shadeshwor Temple) - Bhirgaun - Madhuganga Road Upgradation, 2023



ESIA of 'Upgradation of Hile (Shadeshwor Temple) - Bhirgaun - Madhuganga Road'  
Dhankuta Municipality, Dhankuta

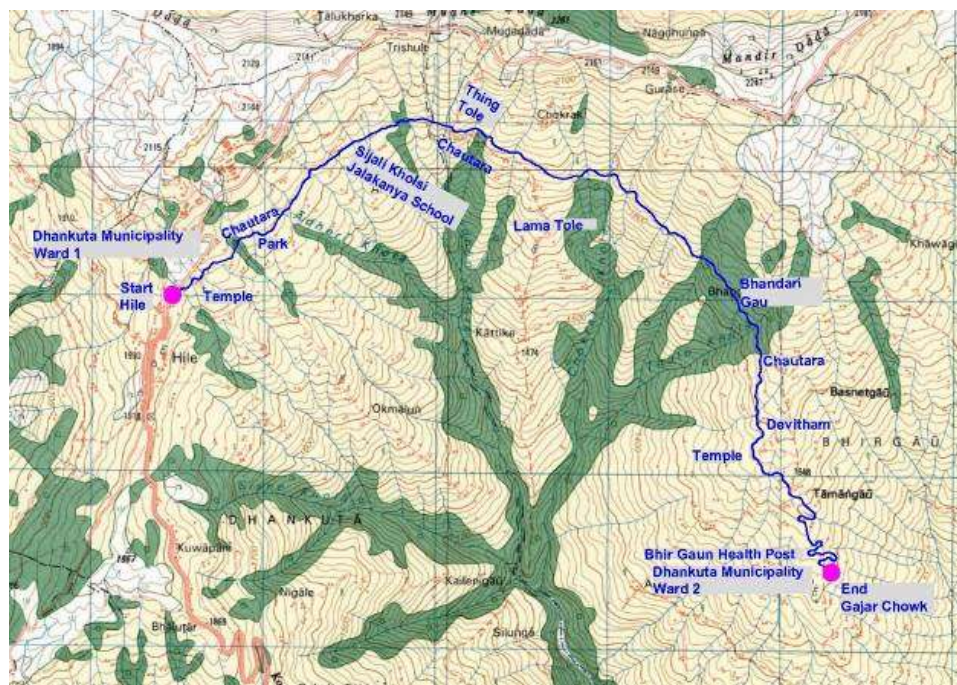


Figure 2.3: Settlements and structures along the road alignment

### 2.3.4 Existing Road Condition and Road Side Drains

As per the field observation, the road alignment has around only 89 m side drain along the road alignment, and due to technical design requirements, these side drains will be re-constructed based on hydrological analysis. The existing side drain is summarized as given in table below;

Table 2-5: Existing side drain structure along the proposed road project

S. No.	Chainage From	Chainage To	Type of Side Drain (Earthen, Stone Masonry, RCC, Plum etc.)	Side (Left or Right)	Clear Width of Drain (mm)	Clear Height of drain (mm)	Width of Drain Walls (mm)	Remarks
1	6+127	6+171	Stone masonry	Left	340	400	300	within Road Width
2	6+278	6+323	Stone masonry	Left	360	410	300	within Road Width

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### 2.3.5 Culverts along the road alignment

**Table 2-6: Inventory and Condition Survey for Culverts**

S.N	Chainage	Name of Stream/River	Type of Existing Structures (Pipe, Slab, Box, Arch)	Thickness of Slab (m)	Span Arrangement and Total Vent way (No. x Length) (m)	Carriageway Width (m)	Span/Dia. of Culvert (m)	Remarks
1	0+047	Kholi	pipe Culvert	-	2	5.5	0.45 dia.	
2	0+222	Kholi	Cause Way	0.15	1	5.5		
3	0+649	Debi Kholi	pipe Culvert	-	2	5	0.3 dia.	
4	0+702		Cause Way	0.15	1	5.8		
5	0+838	Kholi	Cause Way	0.15	1	4.2		
6	1+170	Sarki Kholi	Cause Way	0.2	1	4.2		
7	1+483	Sijali Kholi	Cause Way	0.15	1	5.3		
8	1+583	Pithaa Kholi	Cause Way	0.2	1	6		
9	1+772	Arjun Kholi	Cause Way	0.15	1	5		
10	1+975	Muda Kholi	Cause Way	0.15	1	5.4		
11	2+075	Muda Kholi	Cause Way	0.15	1	4.5		
12	2+256	Sisnee Khola	Cause Way	0.15	1	4.9		
13	2+350	Pahire Khola	Cause Way	0.15	1	4.9		
14	2+928	Graun Khola	Cause Way	0.15	1	4.3		
15	3+180	Samudayak Kholi	Cause Way	0.15	1	5.6		
16	3+352	Ghadachhane Kholi	Cause Way	0.15	1	5.7		
17	3+636	Sukrin Kholi	Cause Way	0.15	1	4.8		
18	3+961	Kholi	Cause Way	0.15	1	4.7		
19	4+016	Kholi	Cause Way	0.15	1	5.5		
20	4+181	Kholi	Cause Way	0.15	1	5.6		
21	4+477	Thoulo Kholi	Cause Way	0.15	1	4.2		
22	4995	Kholi	Cause Way	0.15	1	5.4		
23	6+341	Kholi	Cause Way	0.15	1	5.7		

### 2.3.6 Population and Demography

The total population of Dhankuta Municipality is 34,156 and total household is 8,653. Out of the total population of Dhankuta Municipality of 34,156, there are 16,130 males and 18,026 females. The average household size of the municipality is 3.95 which is lower than that of district household size of 4. The total number of households in ward no. 1 and 2 of Dhankuta Municipality is 2,601 and average household size is 4.01 (Source: *Municipal Profile of Dhankuta, 2075 BS*). Please refer to table number 2.1 below; of the Dhankuta Municipality as shown in Tables 2-7 and 2-8 below;

**Table 2-7: Total number of HHs and average HHs size of within the project area**

Local Level	Ward No.	Total Household	Average Households size
Dhankuta Municipality	Ward No. 1	1,639	3.94
	Ward No. 2	962	4.11
<b>Total</b>		<b>2,601</b>	<b>4.01</b>

Source: *Dhankuta Municipality Profile - 2075 BS*

The total population ward no. 1 & 2 of the project area is 10,422 and male population is 4,956 and the female population is 5,466 which gives sex ratio of 0.91 as shown in table 2.8 below;

**Table 2-8: Ward level male and female population of the project area**

Dhankuta Municipality	Ward No.	Population			Percentage		
		Male	Female	Total	Male (%)	Female (%)	Total (%)
	1	3,097	3,367	6,464	47.91	52.09	100
	2	1,859	2,099	3,958	46.97	53.03	100
<b>Total</b>		<b>4,956</b>	<b>5,466</b>	<b>10,422</b>	<b>47.55</b>	<b>52.45</b>	<b>100</b>

Source: *Dhankuta Municipality Profile - 2075 BS*

The economically active population (15 years to 59 years age group) of the project area is 6,592 which is around 63.25% of the total population of the project area. The population of children is 2,812 and is around 26.98%, and the population of elderly people is 1,018 which is around 9.77% of the total population of the project area as shown in table 2.9 below;

**Table 2-9: Age wise population distribution in Ward Level of the Project area**

Age/Years	Ward No. 1		Ward No. 2		Total	
	Population.	%	Population.	%	Population	%
0 - 14 Years	1841	28.48	971	24.53	2812	26.98
15 - 59 Years	4137	64.00	2455	62.03	6592	63.25
> 60 Years	486	7.52	532	13.44	1018	9.77
<b>Total</b>	<b>6464</b>	<b>100</b>	<b>3958</b>	<b>100</b>	<b>10422</b>	<b>100</b>

Source: *Dhankuta Municipality profile- 2075 BS*

Total male population in the age group of 15 years to 59 years is 3,010, and total female population in the same age group is 3,587 of the total population of the project area. The male population of children in the age group of 0 to 14 years is 1,463 and female population is around 1,349, and the male population of elderly people is 483 and female population is around 353 of the total population of the project area as shown in table 2.10 below;

**Table 2-10: Age wise Male (M) & Female (F) Population Distribution in Ward Level**

Age/Years	Ward No. 1		Ward No. 2		Total	
	Male	Female	Male	Female	Male	Female
0 - 14 Years	964	877	499	472	1463	1349
15 - 59 Years	1899	2238	1111	1344	3010	3582
> 60 Years	234	252	249	283	483	535
<b>Total</b>	<b>3097</b>	<b>3367</b>	<b>1859</b>	<b>2099</b>	<b>4956</b>	<b>5466</b>

Source: Dhankuta Municipality Profile, 2075 BS

### 2.3.7 Ethnicity

The project area has heterogeneous community in terms of caste and ethnicity. In these wards, there are 27.01% Brahmin/Kshetri, 16.93% Tamang, 16.44% Rai, 14.86% Magar, 4.02% Aathpahariya, 3.97% Kami, 3.65% Limbu, 3.14% Thakuri, and others include Newar, Dharmi, Sarki, Gharti/Bhujel, etc. Rai, Aathpahariya, Newar, Tamang, Magar, Limbu, and Gharti/Bhujel are the indigenous/Adibasi people of this region as shown in table 2.11 below;

**Table 2-11: Caste/Ethnicity wise population distribution in Ward Level of the Project area**

Ward No. Caste/Ethnicity	Ward No. 1		Ward No. 2		Grand Total	
	Pop.	%	Pop.	%	Pop.	%
Brahmin/Kshetri	1569	24.27	1246	31.48	2815	27.01
Rai	879	13.60	834	21.07	1713	16.44
Aathpahariya	104	1.61	315	7.96	419	4.02
Newar	196	3.03	35	0.88	231	2.22
Tamang	1483	22.94	281	7.10	1764	16.93
Magar	743	11.49	806	20.36	1549	14.86
Kami	373	5.77	41	1.04	414	3.97
Limbu	315	4.87	65	1.64	380	3.65
Damai	93	1.44	118	2.98	211	2.02
Sarki	35	0.54	59	1.49	94	0.90
Gharti/Bhujel	0	0.00	132	3.34	132	1.27
Thakuri	327	5.06	0	0.00	327	3.14
*Others	313	4.84	26	0.66	339	3.25
Not mentioned	34	0.53	0	0.00	34	0.33
<b>Total</b>	<b>6464</b>	<b>100</b>	<b>3958</b>	<b>100</b>	<b>10422</b>	<b>100</b>

Source: Dhankuta Municipality Profile, 2075 BS

**Commented [Rekha16]:** Please also specify if there are Dalits and other vulnerable or minority groups in the project area.

[There are some families of B.K. \(Kami\), Damai and Sarki in the project area. Also, there are some minority households of Aathpahariya and Bhujel, which are present more in WN 2 than in WN 1.](#)

**Commented [Rekha17]:** You can refer to the recent CBS data which provides information at ward level.

### 2.3.8 Religion

The project area has majority of Hindu religion. In these wards, there are 60.71% Hindu, 21.71% Buddhist, 15.93% Kirat, 1.01% Christian, 0.11% Islam, and remaining of other religious group as shown in Table 2.12 below;

**Table 2-12: Religion-wise ward level population distribution**

Religions	Ward No. 1		Ward No. 2		Total	
	Population	%	Population	%	Population	%
Hindu	4131	63.91	2196	55.48	6327	60.71
Kirat	885	13.69	775	19.58	1660	15.93
Buddhist	1299	20.10	964	24.36	2263	21.71
Christian	85	1.31	20	0.51	105	1.01
Islam	8	0.12	3	0.08	11	0.11
Others	56	0.87	0	0.00	56	0.54
Total	6464	100	3958	100	10422	100

Source: Dhankuta Municipality profile - 2075 BS

### 2.3.9 Education & Literacy

The total population having received early education or up to higher level of education is 436, and the overall literacy rate of the project area is 78.35%. However, only 34.373% of the population have received education degree above 9-12 class up to post graduate levels as stated in Table 2.13 below;

**Table 2-13: Education Level in Ward Level of the Project area**

Education Level	Ward No. 1		Ward No. 2		Total	
	Pop.	%	Pop.	%	Pop.	%
Illiterate	1454	22.49	802	20.26	2256	21.65
Literate	174	2.69	374	9.45	548	5.26
Pre-primary	168	2.60	62	1.57	230	2.21
Class 1 - 8	2235	34.58	1571	39.69	3806	36.52
Class 9 - 12	2083	32.22	1063	26.86	3146	30.19
B.A. or Above	350	5.41	86	2.17	436	4.18
Total	6464	100	3958	100	10422	100

Source: Dhankuta Municipality profile - 2075 BS

### 2.3.10 Occupation

In the project area, agriculture is the major occupation with 60.40% of the households having agriculture as primary source of income. Other primary sectors of occupation are daily wage-based works, foreign employment, private business, and service. House renting, pension, industry and vehicle renting are other sources of income of the households of the project area as shown in table 2.14 below;

**Table 2-14: Ward-wise Occupation data of the Project area**

Occupation	Ward No. 1	%	Ward No. 2	%	Total	%
Agriculture	619	37.77	952	98.96	1571	60.40
Industry	22	1.34	0	0.00	22	0.85
Business	420	25.63	2	0.21	422	16.22
Service	215	13.12	3	0.31	218	8.38
Pension	21	1.28	0	0.00	21	0.81
House Rent	66	4.03	0	0.00	66	2.54
Vehicle Rent	12	0.73	0	0.00	12	0.46

Occupation	Ward No. 1	%	Ward No. 2	%	Total	%
Foreign Employee	127	7.75	3	0.31	130	5.00
Daily Wages	120	7.32	1	0.10	121	4.65
Others	17	1.04	1	0.10	18	0.69
<b>Total</b>	<b>1639</b>	<b>100</b>	<b>962</b>	<b>100</b>	<b>2601</b>	<b>100</b>

Source: Dhankuta Municipality profile - 2075 BS

### 2.3.11 Food sufficiency

About 67.97% of the households have annual food sufficiency for their family. Around 5.88% of the households have food sufficiency for 3 months or less; 14.96% of the households have food sufficiency for only 4 to 6 months; 5.42% of the households have food sufficiency for only 7 to 9 months, and 5.77% of the households have food sufficiency for 10 to 11 months of the project area as shown in table 2.15 below;

**Table 2-15: Food Sufficiency from their own regular income in Ward Level**

Food Sufficiency in Months	Ward No. 1	%	Ward No. 2	%	Total	%
0 - 3 Months	103	6.28	50	5.20	153	5.88
4 - 6 Months	182	11.10	207	21.52	389	14.96
7 - 9 Months	16	0.98	125	12.99	141	5.42
10 - 11 Months	13	0.79	137	14.24	150	5.77
12 Month or Above	1325	80.84	443	46.05	1768	67.97
<b>Total</b>	<b>1639</b>	<b>100</b>	<b>962</b>	<b>100</b>	<b>2601</b>	<b>100</b>

Source: Dhankuta Municipality profile - 2075 BS

### 2.3.12 Agriculture

Within the project area of Dhankuta Municipality, different agricultural products are produced. The winter seasonal agriculture products are includes rice, corn, potatoes, cauliflower, vegetables, fruits and spices. The rainy seasonal agriculture products are includes paddy, corn, wheat, barley, millet, pules, soybeans, potato, lemon, cardamom, banana, ginger, vegetables, fruits and spices. Dairy production is throughout the year. A modern agricultural firm, Madhuganga Agro Agriculture Firm has been established at Chokrok, Ward No. 2, which lies within the project area. The total amount of these agricultural products in the service wards is estimated to be food grains grown by 1264 HHs, pules plants grown by 597 HHs, oil giving plants grown by 145 HHs, vegetables grown by 1304 HHs, spices grown by 542 HHs, fruits grown by 233 HHs, and others (herbs, tea, coffee, amriso etc.) grown by 93 HHs (Source: Dhankuta Municipality profile- 2075 BS)

### 2.3.13 Migration

Both in and out migrations are common in the project area. In-migration in the project area from the Hilly district has been the most common phenomenon. Now most of the households have a male out-migration for employment. In the project area, most of the inhabitants are local, hilly areas from the district, and migrants from neighbors district ie. Bhojpur, Sankhuwasabha and Terhathum.

### 2.3.14 Gender Based Violence Current Prevalence Status

During the field study and community consultations, it was discussed that there are some minor cases of family disputes, like dispute between husband-wife, leading to GBV in some cases. As per the data provided by OCMC, Dhankuta Hospital, there were 4 cases of GBV in total, including 2 in each of the wards - ward 1 & 2. However, these cases were not from influence area of the project. Letter of OCMC, Dhankuta Hospital is provided in Annex 1. Most of the local women were also not aware about the provisions of complaint registering through toll free number 1145 dedicated by National Women Commission. Hence awareness activities are required regarding GBV.

**Commented [AK18]:** Please paraphrase. Comment provided for Itahari as well.

**Commented [Rekha19]:** Please refer to OCMC data as well.

As a part of GRM and GBV compliance, an Anti-Harassment Cell has been formed in Dhankuta Municipality, and a focal person. Ms Phulmaya Tamang, has been designated. The letter regarding deputation of the focal person has been attached in Annex 1.

### 2.3.15 Financial Institution

There are finance and money transfer services, and saving & credit cooperatives as financial institutions available within the project area.

### 2.3.16 Other socio-cultural and socio-economic aspects

The major cultural practices in the project area include Dashain, Tihar, Teej, Holi, Buddha Jayanti, Christmas etc. Shadeshwor Mahadev Temple, Shiva temple, Maghuganga Temple, and Jalkanya Devasthan are present in the project area. Jalkanya Devasthan is just adjacent to the road alignment. One of the significant public places of the project area is Madhuganga where on the Baishakhi Purnima every year 5,000 to 7,000 devotees gather to visit the Madhuganga. The economic vibrancy of the project area is also due to the presence of cottage industries, vegetables farming, and dairy products factories of the project wards.

## 2.4 Socio Economic Information of Households along Road Alignment

Settlements located within five hundred meters either side of existing road alignment were selected for the study area, which is defined as zone of influence. Settlements located within Influence area were identified for the socio-economy information. Local key informants and knowledgeable persons were consulted to gather the socio-economic information of the area.

**Commented [Rekha20]:** This looks like repetition.

~~The project's Influence Area has been considered as 500 m both sides from the edge of the road. According to Municipality and community discussion, around 630 households with population of 2,516 fall under the influence area of the project.~~

According to consultation meetings and field reference, a total of 54 HHs with 217 population have been found to be present along the road alignment. This includes 114 female, and 103 male populations. The average household size along the road alignment is 4.02. This includes 43 Janajati households with total Janajati population of 172 with 90 female and 82 male.

### 3. LEGAL AND REGULATORY REQUIREMENTS

#### 3.1 Key applicable national environmental and social laws and regulations

A summary of applicable rules and regulations is provided under the Chapter 2 of the NUGIP ESMF. The sectoral and cross-sectoral guidelines and standards promulgated by the GoN in various periods are adequate to mainstream the environmental and social safeguard dimensions in the project preparation and implementation phases. This ESIA has given due attention on the above guidelines and standards in the identification and prediction of the project's impact and in the design of the mitigation actions and monitoring protocols. Under the Constitution of Nepal, local governments have the authority (Schedule-8, The Constitution of Nepal) to enact new laws applicable to their municipality. The GoN's applicable laws, regulations, guidelines, standards shall be followed during the construction and operation phases of the project.

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

1. Constitution of Nepal
2. Ancient Monument Protection Act 1956
3. Aquatic Animal Protection Act 1961
4. Environment Protection Act 2019
5. Explosive Act 1961 as Amended
6. Forest Act 2019
7. Labor Act 2017
8. Child Labor Act (CLA) 2001
9. Gender Equality Act, 2006
10. Land Acquisition Act, 1977 (and amendments 2010) and Land Acquisition Regulations, 1969
11. Local Government Operation Act 2017
12. Motor vehicle and Transport Management Act, 2049
13. National Foundation for the Development of Indigenous Nationalities Act 2002,
14. Plant Protection Act 2007
15. Public Road Act, 1974 and amendment 2010
16. Road Board Act 2059
17. Soil and Watershed Conservation Act, 1982 and Subsequent Amendment
18. Solid Waste Management Act 2011 and Solid Waste Management Rules 2013
19. Water Resources Act 1992
20. Environment Protection Rule 2020
21. Forest Regulation, 2022
22. Water Resources Regulations 1993
23. 20 Year Road Plan, 2059 - 2079BS (2002-2022AD)
24. National Dalit Commission, 2002
25. National Forest Policy, 2019
26. Land Acquisition, Resettlement and Rehabilitation Policy for Infrastructure Development Project, 2014
27. National Biodiversity Strategy and Action Plan (NBSAP) 2014-2020
28. National Environmental Standards Information Booklet 2018



29. National Human Rights Action Plan 2005
30. Public Works Directive 2002
31. Work Procedure to Provide Forest Area for other Purposes, 2006
32. EIA guidelines for human settlement and Urban Development Sector 1996
33. EIA guidelines for Road Sector 1994
34. National EIA guidelines 1993
35. Operational Guideline for mainstreaming GESI in MoUD
36. GoN Policies supporting vulnerable communities

### **3.3 Review of Relevant Acts and Policies**

#### **3.3.1 Environment Protection Act 2019, and Environment Protection Rule 2020**

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

#### **3.3.2 Child Labor Act (CLA) 2001**

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

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

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

#### **3.3.4 Local Government Operation Act 2017**

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

#### **3.3.5 Public Road Act, 1974 and amendment 2010**

The Public Road Act, 1974 has been enacted to ensure the construction and operation of the road projects smoothly. Section 3 of the Act empowers GON to prohibit the construction of permanent structures (buildings) in the prescribed distance from the road, i.e. the Department

of Roads (DoR) has the authority over everything within the boundaries of the road. The DoR may acquire temporarily the land and other property adopting compensatory measures during the construction, rehabilitation and maintenance of the public road (Sections 14 and 15). The Act obliges the DoR to plant trees on both sides of the road and handover it to the local bodies (VDC or municipality) for their management (Section 16). The Act also empowers the DoR to operate quarries and borrow pits and other facilities during the road construction (Section 17). In sum, the Act facilitates the construction of this road by even acquiring land and property including for the execution of construction materials and development of other facilities during road construction through compensation as negotiated and as well as to maintain greenery along the roadside.

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

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

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

Upon evaluation of these impacts, a strategy on land acquisition and compensation must be framed for low-risk projects. But in the case of high- and medium-risk projects, a detailed resettlement and rehabilitation plan must be designed. Also, families should be entitled to compensation if works like installation of transmission, telephone and underground drinking water pipe lines affect livelihood. And in case the projects affect yields of registered commercial crop, fruit or flower producers, compensation equivalent to five years of revenue must be given in cash. All expenses related to land acquisition, compensation and implementation of resettlement and rehabilitation plans should be considered as project cost, according to the policy. Also, interest should be paid on compensation amount depending on the days it took to release funds to those affected by the project. The interest calculation begins from the day a

formal decision was taken to operate the project, says the policy. The compensation amount for those affected by the project will be fixed by a five-member compensation committee formed under chief district officer. The committee can form a technical team to determine the compensation amount. This team should derive the compensation amount by working closely with members of families that are likely to be displaced. The policy says that "Once the compensation amount is fixed by the committee, it cannot be reviewed," says the policy. Those not satisfied with land acquisition, resettlement and rehabilitation processes can lodge complaints at a body formed at the project office and complaint hearing offices at district and regional levels.

### **3.4 Environmental Standards of GoN**

1. Generic Tolerance Limits for Industrial Effluent Discharged into inland Surface water, 2001
2. Nepal Vehicle Mass Emission Standard, 2012
3. Nepal Ambient Air Quality Standard, 2012
4. National Drinking Water Quality Standard, 2022
5. Nepal Noise Level Standard, 2012
6. National Indoor Air Quality Standards, 2009

### **3.5 Relevant sectoral policies and guidelines prepared by DoR**

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

### **3.6 List of International Conventions, Relevant to the Project**

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

### 3.7 The World Bank Safeguard Policies

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

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

World Bank OP	Objective & Brief Description
Environmental Assessment (EA) OP/BP 4.01	An Environmental Assessment is conducted to ensure that Bank-financed projects are environmentally sound and sustainable, and that decision-making is improved through appropriate analysis of actions and of their likely environmental impacts. Any World Bank project that is likely to have potential adverse environmental risks and impacts in its area of influence requires an EA indicating the potential risks, mitigation measures and environmental management framework or plan.
Natural Habitats OP/BP 4.04	The Natural Habitats Policy is triggered by any project (including any subproject under a sector investment or financial intermediary loan) with the potential to cause significant conversion (loss) or degradation of natural habitats, whether directly (through construction) or indirectly (through human activities induced by the project). The policy has separate requirements for critical (either legally or proposed to be protected or high ecological value) and non-critical natural habitats. The Bank's interpretation of "significant conversion or degradation" is on a case-by-case basis for each project, based on the information obtained through the EA.
Forestry OP/BP 4.36	This policy is triggered by forest sector activities and other Bank sponsored interventions, which have the potential to impact significantly upon forested areas. The Bank does not finance commercial logging operations but aims to reduce deforestation, enhance the environmental contribution of forested areas, promote afforestation, reduce poverty and encourage economic development
Physical Cultural Resources OP/BP 4.11	The Bank seeks to assist countries to manage their physical cultural resources and to avoid or mitigate adverse impact of development projects on these resources. This policy is triggered for any project that requires an EA.
Involuntary Resettlement OP/BP 4.12	Key objectives of the World Bank's policy on involuntary land acquisition are to avoid or minimize involuntary resettlement where feasible, exploring all viable alternative project designs; assist displaced persons in improving their former living standards, income earning capacity, and production level, or at least in restoring them; encourage community participation in planning and implementing resettlement; and provide assistance to affected people regardless of the legality of land tenure. The policy covers not only physical relocation, but any loss of land or other assets resulting in relocation or loss of shelter; loss of assets or access to assets; loss of income sources or means of livelihood whether or not the affected people must move to another location. When the policy is triggered, a Resettlement Action Plan must be prepared. An abbreviated plan may be developed when less than 200 people are affected by the project. In situations, where all the precise impacts cannot be assessed during project preparation, provision is made for preparing a Resettlement Policy Framework. The Resettlement Action

*ESIA of 'Upgradation of Hile (Shadeshwor Temple) - Bhirgaun - Madhuganga Road'  
Dhankuta Municipality, Dhankuta*

<b>World Bank OP</b>	<b>Objective &amp; Brief Description</b>
	Plan / Resettlement Policy Framework must ensure that all the Bank's policy provisions detailed in OP 4.12 are addressed particularly the payment of compensation for affected assets at their replacement cost
	NOTE: The above OP/BP were proposed to review and integrate in ESMF during the time of submission of proposal. Upon consultation with the World Bank, it is advisable to use the latest standards of the World Bank to be used in ESMF and hence it will be referred and used in the ESIA and in conducting construction phase monitoring.

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

Environmental and social impacts are defined in terms of magnitude, extent and duration likely to occur during construction and operation phases. The issues are separated as beneficial and adverse environmental impacts, including direct, indirect, and induced impacts in the project influence area. In addition, closure and decommissioning phase impacts of the project are also highlighted. These impacts are categorized into impacts on the biophysical environment, health & safety impacts and socio-economic impacts. The Environmental and Social Management Plan (ESMP) will have measures to avoid, minimize, mitigate, and compensate the adverse impacts and measures to enhance the beneficial impacts. Based on the Safeguard Policies OP/BP 4.01 is triggered, and only minor cases of OP/BP 4.12 relevant.

##### Influence Area of the Project

The project's Influence Area has been considered as 500 m both sides from the edge of the road.

##### Corridor of Impact

All the design components are within the proposed road width, hence the proposed road width itself is the 'Corridor of Impact' or the actual footprint required for construction.

**Commented [Rekha21]:** Corridor of Impact considered for assessment purpose should be clarified here.

#### 4.1 Environmental and Social Screening Checklist

**Table 4-1: Checklist for Environment Screening**

SN	Particulars	Yes	No	Can't Say	Remarks
1.	Is the site vulnerable to major natural or induced hazards such as: Landslides, Flooding, Storm surge, Severe wind damage, Earthquakes, Fire, Explosion, Other (specify)	Yes			The project area is prone to minor land instabilities
2.	Is the project area adjacent to or within any of the following environmentally sensitive areas? <ul style="list-style-type: none"> <li>• Cultural heritage site (historical, religious, traditional, or cultural significance)</li> <li>• Protected Area (National Parks, Wildlife Reserve, Hunting Reserve, Conservation Areas, and Buffer Zones etc.)</li> <li>• Wetland/Ramsar Site/Simsar</li> <li>• Forest</li> <li>• Special area for protecting biodiversity/interest</li> <li>• Breeding/nesting ground of wildlife/occurrence of migratory species</li> <li>• Migration route/Wildlife corridor</li> <li>• Any site of national or international importance</li> </ul>	Yes			The project area is not within any environmentally sensitive area.  Madhuganga is a religious place, and the proposed road alignment ends around 100 m ahead of Madhuganga temple.
3.	Likely impact on trees (including Timber & fruit bearing) and vegetation cover	Yes			The project will not require cutting of

				trees
4.	Possibility of degradation of land and ecosystems of surrounding?		No	
5.	Is the project area densely populated?		No	
6.	Heavy with development activities/big industries nearby & type?		No	
7.	Alteration of surface water hydrology of waterways due to the project resulting in increased sediment in streams affected by increased soil erosion at construction site?		No	
8.	Chance of deterioration of surface water quality due to silt runoff and sanitary wastes from worker-based camps and chemicals used in construction	Yes		Nibuwa khola and Madhuganga khola lie close to the proposed road alignment There are natural water flows along the road alignment
9.	Does the sub project require significant extraction of surface or ground water?		No	
10.	Increased risk of water pollution from oil, grease, fuel spills and other materials	Yes		This is probable if campsite is not managed properly
11.	Impact on water quality due to release of sewage/sludge?		No	
12.	Possibility of flooding due to sewage		No	
13.	Possibility of increased air pollution during Pre-construction/construction/operation phase?	Yes		During construction phase
14.	Other pollution concerns relating to inconveniences in living conditions that may trigger cases of upper respiratory problems?		No	
15.	Risks and vulnerabilities related to occupational health and safety due to physical, chemical, biological hazards during project construction and operation	Yes		Physical hazards like accidents and illness are likely
16.	Noise and vibration due to blasting and/or other civil works?	Yes		However, blasting is not required
17.	Possibility of poor sanitation and solid waste disposal	Yes		Campsite management aspect
18.	Creation of temporary breeding habitats for diseases such as those transmitted by mosquitoes and rodents?		No	
19.	Accident risks associated with pre construction, construction & operation phases of project	Yes		Injuries during construction phase, and traffic accidents during operation phase are potential risks
20.	Large population influx during project construction and operation that causes increased burden on social infrastructure and services (such as water supply and sanitation systems)		No	The population influx will be in small scale (estimated to be around 100 to 125 workers/day during normal period, 150 -

				200 workers/day during peak construction period)
21.	Risks to community health and safety due to the transport, storage, and use and/or disposal of materials such as explosives, fuel and other chemicals during construction and operation?	Yes		Fuel and lubricants pose potential risks, but explosives are not used in the project
22.	Interference with other utilities and blocking of access to resource/utility	Yes		1 Chautaro at School Danda (Ch. 5+760) with Bar-Peepal trees  16 electric poles; water supply pipeline of 550-470 m; 45 pipe culverts with 3 drainage crossings are within the road formation width
23.	Generation of solid waste and/or hazardous waste during construction/operation of project?	Yes		Campsite operation will pose this threat during construction phase

**Table 4-2: Checklist for Social Screening**

SN	Particulars		Details
1	Proposed Site Location-		Dhankuta Municipality Ward no. 1 & 2
	1.1	Land requirement for the project	It is an up-gradation of an existing road with available existing road width for upgradation works. Hence there will be no land requirement. There are no any outstanding issues regarding the proposed road width.
	1.2	Land ownership of the project area: Govt. / Private lands	Land within the proposed road width is already in use by the public. However, the ownership of private land strips is yet to be transferred. <u>There are no any outstanding issues or grievances related to the land that is already in public use at the moment</u>
	1.3	Does the project requires acquisition of Govt. land/structures?	No
	1.4	Present use of Govt. Land that will be used for the project activities with Persons/Households using for agriculture, residential, commercial and other purposes	No
	1.5	Does the project require	No. <u>The available width is from 6 m to 6.8 m.</u>

**Commented [Rekha22]:** Is this COI?

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**Commented [Rekha23]:** Any other outstanding issues such as grievances, pending compensation payments, court cases, etc.? Please mention.



SN	Particulars		Details
		acquisition of private land/structures?	<p><a href="#">and the road has been designed within available width which is already in public use.</a></p> <p>The RoW was declared on 2072/06/09 BS, however, ownership of private land strips are yet to be transferred to the municipality. Municipality will conduct the process of transfer of deeds of these land parcels. Please see the attached letter and minutes in Annex- I</p>
	1.6	Present use of Govt. Land that will be used for the project activities with Persons/Households using for; ✓ Agricultural purposes ✓ Residential purposes ✓ Commercial purposes ✓ Other purposes (Indicate)	Public use
	1.7	Does the project require relocation of encroachers/squatters	No
	1.8	Does the project require relocation of community facilities/Govt. establishment or any objects that are of religious, cultural and historical significance	<p>No,</p> <p>It was observed that there are public structures like Shiva Temple, Jalkanya Devasthan, Chautari (Pipal Tree) at School danda, Public Rest Place (Pati) close to the proposed road alignment. Since these do not fall within Road Width, these structures will not be damaged during road upgradation.</p> <p>Provisions for protection and management of boundary of Jalkanya Devasthan, a public rest place (<i>Pait</i>) and a Chautari (with Bar-Peepal Trees) at School danda is included in BoQ item, Abstract of Cost A-4</p>
	1.9	Proposed project located in an area where residents are- • All Mainstream • All Indigenous peoples • Majority Mainstream or Non-indigenous peoples • Majority Indigenous peoples	Majority Indigenous peoples
2	Potential Social Impacts- Will the Project cause		
	2.1	Involuntary resettlement of people? (physical displacement and/or economic displacement)	No, resettlement is not required in this project
	2.2	Impacts on the poor, women and children, Indigenous Peoples or	No such impact on poor women and children, indigenous people, and/or

**Commented [Rekha24]:** This declaration only gives one the right to acquire land. So this alone is not enough.

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SN	Particulars	Details
	other vulnerable groups?	economic displacement.
2.3	Will community facilities require relocation?	In total 16 numbers of electric poles will need to be shifted from the existing road alignment and installed. Around <del>550-470</del> m of water supply pipeline network. 45 nos. of Pipe Culverts, and 3 nos. of drain crossing will need to be reinstated
2.4	Will the sub-project disturb any traditional activity on adjoining or nearby?	No
2.5	Poor sanitation and solid waste disposal in construction camps and work sites	Yes there will be concern of sanitation and solid waste disposal in construction camp and work sites.
2.6	Possible transmission of communicable diseases (such as STI's and HIV/AIDS) from workers to local populations?	Local peoples have knowledge on such communicable diseases but labourers' understanding may be low about possible transmission of communicable diseases
2.7	Large population influx during project construction and operation that causes increased burden on social infrastructure and services (such as water supply and sanitation systems)?	No, the up-gradation of road project is a small scale intervention, and there will be only around 100 to 125 workers at a particular time, possibly with some of them from neighbouring cities and districts.
2.8	Social conflicts relating to inconveniences in living conditions where construction interferes with preexisting roads	No. But there will be temporary disturbances to locals during construction works. Traffic management plan will be prepared by the contractor and will be included in Contractor's Site specific ESMP.
2.9	Describe any other impacts that have not been covered in this screening form	Gender-based violence and GESI aspects; These aspects will be incorporated in ESMP
2.10	Describe alternatives, if any, to avoid or minimize displacement from private and public lands	No such concerns
2.11	RAP/ARAP Requirement	No

**Commented [Rekha25]:** Will there be migrant workers or only local workers will be engaged? This should be clarified.

Will labor camps be set up?

## 4.2 Impact Summary

**Table 4-3: Overall Impact Summary**

<u>Summary</u>	<b>Hile (Shadeshwor temple) - Bhirgaun - Madhuganga Road - 9.204 km</b>
What are the main potential environmental issues/ risks /impacts/ concerns and/or potential positive impacts;	As per the observation, there will not be any major environment issue. Yes, during the expansion of existing road, there will be chances of smooth movement of vehicles including dust pollution and noise pollution which should be properly managed prior to the start of construction work by the concerned contractor.
What is the level of assessment needed in	As per WB safeguard policy, ESIA should be prepared.

**Commented [Rekha26]:** the checklist indicates presence of indigenous peoples. If there is presence of IPs with collective attachment to the project area then a free, prior, and informed consultation resulting in broad community support to the project by the affected IPs is needed.

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

#### 4.3 Impacts as per the National EIA Guidelines Numerical Scale

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

**Table 4-4: Impact Quantification**

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

Source: National EIA Guidelines, 1993

#### 4.3.1 Adverse Impacts - Physical Environment (Pre-Construction & Construction Phases)

##### 4.3.1.1 Change in land use

The proposed RoW of the road was declared by the municipality on 2072/06/09 BS (September, 2015). This is an up-gradation of an existing road, and the available width of 6 m to 6.8 m is available in site, and road has been designed within the available width. Hence, land acquisition is not required. Since site clearance and excavation works are required, topsoil loss is a likely issue.

**Commented [AK27]:** But above it says existing width is 6 m in average.

##### 4.3.1.2 Quarry materials

The construction of road will require boulders, sand and aggregates in activities like gravelling, construction of retaining walls and other structures. The contractor will not operate its own quarry site. Sand and aggregates can be obtained from Gachhiya and Chisang of Sunsari district. Reinforcement, bricks and cement can be obtained from local markets of Dhankuta, Itahari and Biratnagar. Transportation of quarry materials is another aspect. Anticipated impacts due to transporting construction materials will be direct in nature, medium in magnitude, local in extent and of short term in duration. It is estimated that around 9600 m<sup>3</sup> of granular sub-base materials, and 3700 m<sup>3</sup> of base materials will be required for the project.



Figure 4.1: Proposed secondary source of quarry materials at Gachhiya

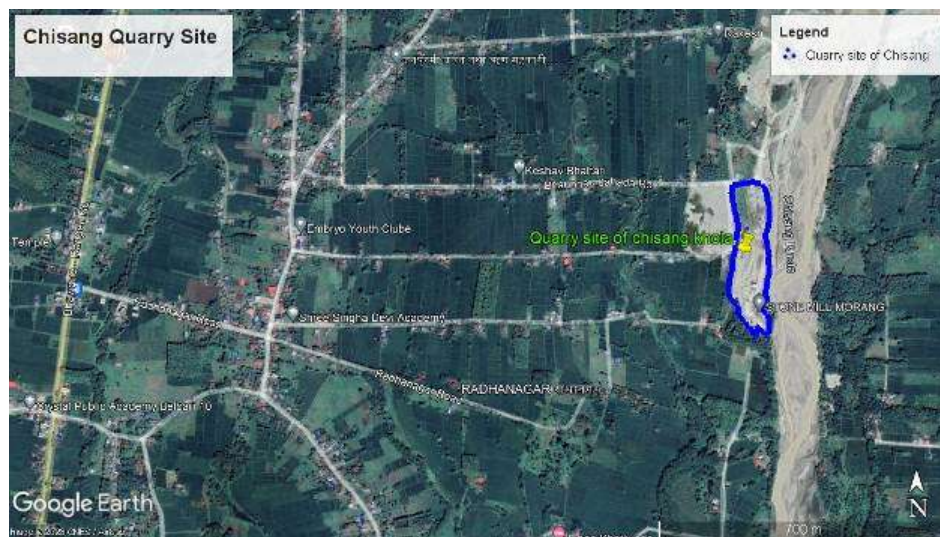


Figure 4.2: Proposed secondary source of quarry materials at Chisang

#### 4.3.1.3 Contractor's Campsite and Stockpile Area

If not managed well, stockpile sites may pose accidental risks, and there could also be safety issues for the local community of the project area, and its workers. Fuel, chemicals and paints will also be stored in stockpile site within the campsite. If not well managed, they can cause land pollution, and also pose health harms. The impact will be direct in nature, medium in magnitude, site-specific in extent and of short-long term in duration. Campsite area of around 0.15 ha. has been proposed for this purpose at an open space which is located adjacent to proposed road (Ch. 2+900 km), Ward Number 2 (Fig. 4.3 below).

Commented [Rekha28]: Figure is missing?!

#### **4.3.1.4 Ambient Air pollution, Noise nuisance and water pollution**

Excavation and road widening works will generate dust nuisance in settlements like Hile (Shadeshwor temple) chowk, Thing tole, Sijali area, School Danda, and Gajar chowk of the project area. Other construction activities causing air pollution are plying of project vehicles, and operation of machinery, etc. Since the road stretch is of short length, the contractor will not establish its own asphalt/hot-mix plant. Hence, associated pollution risks are ruled out.

Noise nuisance is anticipated due to increase of vehicular movements and machinery equipment. Settlements of Hile (Shadeshwor temple) chowk, Thing tole, Sijali area, School Danda, and Gajar chowk are likely to have greater exposure to noise nuisance.

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

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

#### **4.3.1.5 Solid waste generation**

Estimated per capita waste generation is 260.73 grams per/capita/day, and the waste generation in Dhankuta Municipality is 7.4 metric tons per day. Waste generated by the contractor's camp and campsites will also fall under the source of commercial establishments. Solid wastes from construction campsites are also likely to be a visible source of pollution. Assuming that per capita waste generation of a worker will also be 0.26 kg/day, every month around 936 kgs of waste will be generated from campsite. Although this is not a big volume of waste, if not managed, it will contribute largely in pollution of the local environment.

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

#### **4.3.1.6 Spoil generation**

It is estimated that around 30,000 m<sup>3</sup> of spoil will be generated during the construction works. If spoil generated during the upgrading of road alignments is not well managed, it will cause pollution on land and surface water bodies. Piling of excavated materials, hauling of spoil materials and its disposal may cause dust pollution while its disposal is also a source of traffic nuisance as well as noise pollution.

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

#### **4.3.2.1 Road stability and management**

During the operation phase, local vehicles will frequently pass through this route. Midhill Highway meets the road at its starting point making the road junction a possible point of high traffic volume. Hence, if the road is not maintained well, there may be increased concerns of accidents in junctions & at settlements areas like Hile (Shadeshwor temple chowk) and Gajar chowk, and this will also increase dust pollution. The impact will be direct in nature, medium in magnitude, site specific in extent and of long term in duration.



#### 4.3.2.2 Air pollution and Noise nuisance

Increased vehicular movement is likely to increase emission of carbon and sulfur compounds from vehicles to the atmosphere which increases the pollution level of ambient air along the road corridor. Noise of vehicles and particularly its horns can be a nuisance at the settlement areas, Hile (Shadeshwor temple) Chowk, Sijali chowk, and Gajar chowk of wards 1 and 2. The impact will be indirect in nature, low in magnitude, site specific in extent and of long term in duration.

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

The project will have no impact on wild life, avian fauna, aquatic life and reptiles. The project alignment is neither major habitat nor biological corridor of the wild animals. With the revised proposed design width of 6.0 m to 6.55 m, there will no need of cutting any trees.

##### 4.3.3.1 Risk of degradation of forest and water resources

There may be a possibility of workers trying to fetch fuel wood illegally from the forest areas of the project area. However, there is a very low chance of such issue arising. Likewise, fishing in local rivers by the workforce, and disposal of waste & spoil materials onto water bodies is also a likely issue.

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

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

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

##### 4.3.5.1 Land use change

There is no additional land requirement for the road upgradation works. Land within the proposed road width is already in use by the public. The RoW was declared on 2072/06/09 BS (September, 2015), and there is existing track of sufficient width to carry out upgrading works. Although the existing road width is around 6 m in average, there is available width, beyond existing road width, which can be levelled for further widening of the road, This is within RoW, and is in public use. There is no any outstanding issues such as grievances, etc. Hence road width is clear. There are private land parcels within proposed road width of the road alignment. Transfer of deeds of these land parcels is remaining. Temporary land will be required for campsite and stockpile site. These will be leased or rented by the contractor.

##### 4.3.5.2 Damage to private and public utilities

In total, 16 electric poles will need to be shifted from the existing road alignment. Total of ~~550~~ 470 m of drinking water pipelines will need to be relocated. There will also be need of replacement of 45 pipeculverts and 3 drain crossings. Vibration due to movement of heavy construction equipment and due to excavation works may cause damage to houses just close to the road alignment. Such risks are seen at Hile (Shadeshwor temple) chowk and Gajar chowk. However, there might be only minor vibration related impacts, the details of which cannot be particularized at this stage. This aspect of impact will be site specific, moderate and short-medium term impact.

##### 4.3.5.3 Difficulties in access & mobility to private properties and premises

There is Shreeman Tanka Ma. Bi. in WN 2, and Sijali School in WN 1 - close to the road alignment. Also, access and mobility to houses, shops and commercial settings along the road alignment will be partially hindered due to road excavation and upgradation works. Local

**Commented [Rekha29]:** The checklist talks about private trees that would be removed. What about those impacts and mitigation measures?

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In case of existing track please clearly discuss the status, any outstanding issues such as court cases, grievances or compensation payments, etc.

business and factories might face temporary disturbances like difficulties in crossing road and temporary blockage of road stretches. Access and mobility concerns will be even more for the children, school & college goers, elderly and differently-able persons. There is 1 chautari with bar-peepal trees, and 1 public rest place along the road alignment, which lie beyond proposed road width but close to the proposed road. Hence, such issues are likely to be concerning even more during the rainy season.

#### 4.3.5.4 Community Health & Safety

During construction phase, increased number of construction vehicles will be plying the road therefore due to pressure and mismanagement accidents may likely occur. Open trenches are also clear means of accidents, especially for the children, and during night times. Along with this, if exposure to prolonged high level noise, it may also cause adverse health impacts. Labour influx, increased chances of spread of communicable diseases, and risk associated to storage of fuel is also a concern.

#### 4.3.5.5 Occupational Health & Safety

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

#### 4.3.5.6 Social Disturbance/Risk of SEA/SH, Human trafficking, GBV, HIV AIDS and CoVID

The project construction may disturb the local population with interactions of non-local workers. The outside workers may breach local social/cultural norms and values. If code of conduct is not well implemented for the workers, then there can be cases of SEA/SH, GBV and HIV AIDS. Concerns of sexual misconduct and STDs remains a pertinent social risk. However, campsite has been proposed at a site which is in isolation from dense settlement.

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

#### 4.3.5.7 Child labour, forced labour and wage discrimination

The Child Labor (Prohibition and Regulation) Act of 2000 establishes the minimum age for work at age 14 and the minimum age for hazardous work at age 16. Any case of child labour violates the national law, and is very likely to expose the child to unacceptable & risky circumstances. If unforeseen, forced labour will violate the basic human rights of a person. However, this is a less likely case for the project and the project area. If not well monitored, there are always chances of discrimination of wage between male & female, and sometimes also for male workers.

#### 4.3.5.8 Traffic Management Issues

The flow of traffic along or near the proposed area will be affected, especially during the rush hours and peak travel periods. Traffic will be a more important concern for areas like Hile (Shadeshwor temple) chowk, Sijali School area, Shreeman Tanka Secondary School, and Gajar chowk. Traffic management will need to take into account the flow of visitors to the religious and tourist area of Madhuganga Dhaam as the road is used also by the visitors and

Commented [Rekha31]: Please explain.

Commented [Rekha32]: These are vulnerable groups that are likely to be affected throughout construction period.

There may be others too. Are they identified and consulted?

Commented [AK33]: Will these be impacted by the road upgradation?

Commented [Rekha34]: Are there no Labor influx, spread of communicable disease, hazardous materials and risks, etc. ?

Commented [Rekha35]: Please see OCMC data for GBV prevalence. Location of the camp site and major constructions site with the settlements and vulnerable groups to assess the level of risks.

Commented [Rekha36]: Near schools and hospitals too?

tourists coming to the Madhuganga temple, its cave and park area which is under construction and expansion.

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

##### 4.3.6.1 Risk of road accidents

During operation phase, if the traffic management is not given due priority, then there is likelihood of increase in road accidents. [Ramps, zebra-crossings and crash barriers have been provided in design. The details have been annexed in Annex 4.](#) This is a local and long-term impact with high significance.

**Commented [Rekha37]:** Has this been considered in the road design? Especially around schools and hospitals?

##### 4.3.6.2 Community Health and Safety

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

##### 4.3.6.3 Impacts due poor maintenance of road-drains

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

#### 4.3.7 Beneficial Impacts

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

**Commented [Rekha38]:** This can be shortened. Impacts are not certain should not be described here.

##### 4.3.7.1 Beneficial Impacts during Construction Phase

###### i. Employment generation and skill enhancement

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

###### ii. Increase in Trade and Business

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

##### 4.3.7.2 Beneficial Impacts during Operation & Maintenance Phase

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



#### **i. Improved Transportation Facilities and Decrease in Traffic Congestion**

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

Provision of Zebra crossings are provided at spots requiring cross-passages for the pedestrians (*details provided in Annex 4*). Mobility will be comfortable for women, children and elderly. The school-going children, differently-able and elderly people will benefit from this road after completion of the upgradation works.

#### **ii. Rise of Land Value**

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

#### **iii. Enhancement in Trade and Business**

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

#### **iv. Positive Impact in Tourism Sector**

Dhankuta Municipality is connected to the borders of Bhedetar and Dharan. The project area is also likely to attract local tourists from these areas. In addition to this, visitors from different places of Nepal. Hence, improved road transportation will help to promote this area. Hence, the road upgradation is likely to enhance the tourism sector of project area, and in overall that of Dhankuta Municipality.

#### **v. Enhancement in Access to Social Services**

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

#### **vi. Increased time saving and reduced travel exhaustion**

Better road facility will reduce the time of travelling through connectivity improvement and through smooth travelling experience. Upgradation of the road with urban standard design means easiness for the drivers as well as the travelers. So this will reduce the difficulties of travelling along partially maintained or gravel/earthen roads. While this will save time and exhaustion for all road users, this will be significant especially for women, children, differently-able and the elderly people.

#### **4.3.8 Summary of Impact Evaluation**

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

**Table 4-5: Impact Evaluation Summary**

Impacts	Nature	Magnitude	Extent	Duration	Total score and Significance
<b>Beneficial Impacts</b>					
<b>Construction Phase</b>					
Employment generation and skill enhancement	Direct	M (20)	L (20)	St (05)	Significant (45)
Increase in Trade and Business	Direct	M (20)	L (20)	St (05)	Significant (45)
<b>Operation &amp; Maintenance Phase</b>					
Improved Transportation Facilities and Decrease in Traffic Congestion	Direct	H (60)	R (60)	Lt (20)	Highly Significant (140)
Rise of Land Value	Indirect	M (20)	L (20)	Lt (20)	Significant (60)
Enhancement in Trade and Business	Indirect	M (20)	L (20)	Lt (20)	Significant (60)
Positive impact in Tourism Sector	Indirect	M (20)	Ss (10)	Lt (20)	Significant (50)
Enhancement in Access to Social Services	Indirect	M (20)	L (20)	Lt (20)	Significant (60)
Increased Time Saving and reduced travel exhaustion	Indirect	M (20)	L (20)	Lt (20)	Significant (60)
<b>Adverse Impacts</b>					
<b>Physical Environment</b>					
<b>Construction stage</b>					
Land use change	Direct	L (10)	Ss (10)	Lt (20)	Significant (40)
Quarry materials	Direct	L (10)	L (20)	Mt (10)	Significant (40)
Contractor's Campsite and Stockpiling	Direct	M (20)	L (10)	Mt (10)	Significant (40)
Ambient Air pollution, Noise nuisance and water pollution	Direct	M (20)	L (20)	St (5)	Significant (45)
Solid waste generation	Direct	M (20)	Ss (10)	Mt (10)	Significant (40)
Spoil generation	Direct	M (20)	Ss (10)	Mt (10)	Significant (40)
<b>Operation &amp; Maintenance</b>					
Road stability and management	Direct	M (20)	Ss (10)	Mt (10)	Significant (40)
Air pollution and Noise nuisance	Direct	L (10)	Lc (20)	Mt (10)	Insignificant (40)
<b>Biological Environment</b>					
<b>Construction Phase</b>					
Risk of degradation of forest and water resources	Direct	L (10)	Ss (10)	St (5)	Insignificant (25)
<b>Socio-economic Environment</b>					
<b>Pre-construction &amp; Construction Phase</b>					
Land use change	Direct	M (20)	Ss (10)	Lt (20)	Significant (60)
Damage to private and public utilities	Direct	M (20)	Ss (10)	St (5)	Insignificant (35)
Difficulties in access & mobility to private properties and premises	Direct	H (60)	Ss (10)	Mt (10)	Very Significant (80)

Impacts	Nature	Magnitude	Extent	Duration	Total score and Significance
Community Health & Safety	Direct	M (20)	Ss (10)	Mt (10)	Significant (40)
Occupational Health & Safety	Direct	M (20)	Ss (10)	Mt (10)	Significant (40)
Social Disturbance / Risk of SEA/SH, Human trafficking, GBV, HIV AIDS and CoVID	Direct	L (10)	L (20)	Mt (10)	Significant (40)
Child labour, forced labour and wage discrimination	Direct	L (10)	L (20)	Mt (10)	Significant (40)
Traffic Management Issues	Direct	M (20)	Ss (10)	Mt (10)	Significant (40)
<b>Operation &amp; Maintenance Stage</b>					
Risk of road accidents	Direct	M (20)	Ss (10)	Mt (10)	Significant (40)
Community Health and Safety	Direct	M (20)	Ss (10)	Mt (10)	Significant (40)
Impacts due poor maintenance of road-drains	Direct	L (10)	Ss (10)	St (05)	Significant (25)

#### 4.4 Mitigation Measures

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

###### 4.4.1.1 Change in land use

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

###### 4.4.1.2 Quarry materials

The Contractor will obtain required construction materials from the legally operating licensed crusher industries with environmental clearance for GoN. Amount of quarry materials to be obtained will be included in Contractor's Environment and Social Management Plan (C-ESMP) to be submitted within 45 days of commencement of works. PIU & DSC will check the site requirements and quality of quarrying material and approve it. The potential sources for quarry materials have been mentioned in sub-section 4.3.1.2 above.

###### 4.4.1.3 Contractor's Campsite and Stockpiling

An area of around 0.15 ha. at Chokrok - WN 2 has been proposed for the purpose of campsite and stockpile site. It is an open land located close to the road alignment (*Photo in Annex 6*). This is a private land, and this has been agreed in a public meeting, and the minutes of the meeting has been provided in Annex 1. (*Ref. Fig. 4.3 below*). Some influx labors may be kept at rented rooms as well. Another site for stockpiling of construction materials has been proposed at an open public land 200 m from starting point of the road at WN 1 (*Fig. 4.4 below*). However, this will be finalized only during the stage of mobilization of the contractor. Contractor will be present the details in C-ESMP with map.

Commented [AK39]: Labor camp?

Commented [Rekha40]: This is not clear. If it is a private land then negotiation should happen directly with the land owner. It is not a public decision to be made. There should be a lease agreement between the contractor and land owner.



**Figure 4.3: Proposed Campsite and Stockpile site**

The site will be well fenced, and provided with a 24-hour guard. The construction materials will be covered and the site will be provisioned with proper lighting system. Fuel and chemicals/paints will be stored in a well contained systems with proper book-keeping. Adequate space for sleeping, separate dining space, standard WASH facilities and potable water to be provisioned for the workers. The site will be reclaimed after the closure of the facility.

#### **4.4.1.4 Ambient Air pollution, Noise nuisance and water pollution**

Water will be sprinkled on the road surface as required during construction to control dust. Active sites and stretches along settlement areas like Hile (Shadeshwor temple) chowk, School danda, Thing tole, and Gajar tole will be provided due consideration. This will be scheduled and prioritized with focus on dry seasons. The construction vehicles will be regularly well maintained and will strictly comply with the GoN pollution regulation with compulsion in obtaining green sticker. The vehicles carrying construction materials will ensure that it is well covered so as to avoid littering. Waste burning will be strictly prohibited. Use of fuel wood in the campsite will be strictly avoided and provision of LPGs, electric cook heaters will be used.

Heavy construction equipment will be operated during the day time only (preferably, after 8 am and up to 6 pm only). For the safety of construction workers, dust mask and earplugs will be provided to workers as required to avoid impact due to air and noise while on duty. With respect to noise nuisance to settlement areas like Hile (Shadeshwor mandir chowk), Thing tole, Lakhan chowk, School Danda, Gajar chowk, the local ward chairpersons and local community members will be regularly consulted to schedule works involving heavy equipment so as to avoid noise nuisance during major social & cultural events.

Disposal of construction spoil in and nearby water bodies will be strictly prohibited. This primarily includes local natural waterways of Nibuwa khola and Madhuganga khola. Such spoil will be disposed off at the designated spoil sites as recommended in the C-ESMP. Similarly, the contamination of water by the use of cement and bitumen will be avoided and strongly monitored. Proper storage of chemicals and lubricants, and use of absorbents for emergency spills will be provisioned. The contractor will arrange for sufficient water supplies and proper

sanitation facilities for its labor force. Water quality will be monitored as per parameters and national standards provided in Annex 3.

#### 4.4.1.5 Solid waste management

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

#### 4.4.1.6 Spoil management

An open public space located around 250 m from the starting point of the road, with access from black topped road, in Ward Number 1 with area of around 0.1 ha has been proposed as one of the spoil disposal sites. Likewise, another open public land, with area of around 0.1 ha., located around 2 km North-East from Gajar chowk in Ward Number 2 has been proposed (*Ref. Fig. 4.4 & Fig. 4.5 below*). Construction debris will be disposed at designated spoil site only (as recommended in the C-ESMP), away from local water bodies and efforts will be made to minimize such waste through reuse, reduction, and recycling concepts. While hauling and storing spoil temporarily, spoil will be covered with plastic/tarpaulin cover. The specific conditions for spoil disposal and its management will be included in the construction contract.



Figure 4.4: Stockpile site and Spoil disposal site at WN 1





Figure 4.5: Spoil disposal site at Madhuganag, WN 2

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

##### 4.4.2.1 Road stability and management

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

##### 4.4.2.2 Avoiding Water Pollution

Disposal of any septic or construction related wastewater into the roadside drains will be strictly prohibited. This will be the responsibility of the local authority.

##### 4.4.2.3 Air pollution and Noise nuisance

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

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

##### 4.4.3.1 Risk of degradation of forest and water resources

The workers will be strictly prohibited from entering forests and using any fuelwood from forests. Coordination will be carried out with the local representatives and CFUG members. Fishing by workforce, and disposal of waste & spoil materials onto water bodies will be strictly prohibited. Awareness activities will also include these topics.

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

##### 4.4.4.1 Land use change

There is no need of acquisition of land for the road upgradation works. In case of land parcels falling under the RoW, the municipality will initiate and complete the process of transfer of deeds. Letter of Dhankuta Municipality regarding this has been provided in Annex 1. Temporary land will be required for campsite and stockpile site. These will be leased by the contractor. As far as applicable, non cultivable land will be used for the purpose.

**Commented [Rekha41]:** Please see earlier comments related to land requirement.

##### 4.4.4.2 Damage to private and public utilities

Timely coordination will be carried out with the electricity authority for shifting and installation of the electricity poles. Water supply pipelines will be reinstated in coordination with the *Hile Khanepani Tatha Sarsafai Upabhokta Samiti*. The project will ensure that affected households have unhindered access to the water supply. During the time of excavation, if piped water supply cannot be supplied, potable tanker water supply will be provisioned. The project team will coordinate closely with the locals to ensure the smooth supply of water during the construction phase. The drainage crossings and irrigation crossings will be restored. The cost of relocation of utilities has been calculated and included in BoQ item Abstract of Cost A-1 & A-2. One chautari, 1 *Pati* and Jalkanya Devasthan will be provided protection and conserved, and cost has been included in BoQ Abstract of Cost A-4 under provisional sum.

**Commented [AK42]:** Is this trying to say the Chautari, parti, and the temple all be impacted by the road up gradation?

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

##### 4.4.4.3 Difficulties in access & mobility to private properties and premises

Ramps have been provisioned at a total of 19 points. Metal planks and wooden planks will be placed to ease the access to private houses and shops. These additional provisions will be placed tentatively at 20 places. Safety barriers like caution tapes and hard barricades will be installed around the construction sites ensuring safety. Notices and sign boards will be placed regarding diversions and blockages will be placed at visible sites in Nepali language. Traffic diversions will be maintained where possible along the alignment. Traffic Management Plan will be prepared by the contractor and will be implemented accordingly. The plan will be submitted together with C-ESMP.

##### 4.4.4.4 Community Health & Safety

Barricades will be placed to avoid any accidental falls. Hard barricades will be provided at deep excavated sites. Sign boards with safety messages and warnings will be placed in local languages. 'Drive slow' messages will be placed along the active working sites. The dug trenches will be backfilled with immediate effect after the construction purposes are met. Safety

**Commented [Rekha43]:** What about risks due to use of hazardous materials, communicable disease, etc.?

What about labor camp management?

signage boards together with hard barricade will be in place to avoid any accidental hazards due to excavated trenches, and fuel storage will be carried out in safe vessels & at safe places within well fenced and guarded campsite. Work delay will be avoided. Awareness activities will be conducted to inform and aware the locals about the possible risks to the community health & safety of communicable diseases and other aspect of community health & safety.

#### 4.4.4.5 Occupational Health & Safety

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

#### 4.4.4.6 Social Disturbance / Risk of SEA/SH, Human trafficking, GBV, HIV AIDS and CoVID

Locals will be given due priority for any employment opportunity in the project's construction phase. The contractor will hire the skilled, semi-skilled and unskilled workers from local communities if the criteria for the contractor's works are matching. This will reduce any social grievances and will help enhance social harmony among the contractor's workforce and local communities. Code of Conduct (CoC) will be implemented for the contractor, sub-contractors, engineers, operators, drivers, and labourers and all involved in construction. CoC will be signed by all workers including engineers and supervisors. Separate toilets for male and female workers will be provisioned. Awareness activities will be conducted for the workers, including influx workers, as well as the local community regarding SEA/SH, Human trafficking, GBV, and HIV AIDS. During community consultations, it was shared that family disputes, like disputes between husband and wife, were there in the project area. As per the Nepal Human Rights Year Book 2023 by the Informal Sector Service Centre (INSEC), there are recorded cases of polygamy, rape and human trafficking in Dhankuta. Also, as per OCMC - Dhankuta District Hospital, there are recorded cases of GBV in project wards, but not from the influence area of the project.

Hiring locals as much as possible will help avoid these problems. In addition to this, the project has already formed 1<sup>st</sup> Level and 2<sup>nd</sup> Level Grievance Redress Committees, and also an Anti-Harassment Cell has been formed. These mechanisms will be used to address any social issues, SEA/SH issues, human trafficking issues, and GBV issues in relation to the project. Under circumstances of possible outbreak of CoVID, health screening of the workers will be carried out before joining them into workforce, and this will be carried out on regular basis. Such provisions will be arranged through Emergency Response Plan of the contractor.

**Commented [Rekha44]:** So there will be migrant workers?

**Commented [Rekha45]:** And for contractors, sub contractors and engineers and all involved in construction.

**Commented [Rekha46]:** What about OCMC data? Please assess other factors like proximity to settlements and vulnerable groups to assess the level of risks. Accordingly SEA/SH action plan/mitigation measures should be prepared/included in this ESMP.



#### 4.4.4.7 Child labour, forced labour and wage discrimination

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

**Commented [Rekha47]:** GRM, when there is a grievance. Please mention other measures on how such cases will be handled.

#### 4.4.4.8 Traffic Management Issues

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

**Commented [Rekha48]:** This should be well targeting based on other hotspots like schools and hospitals.

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

##### 4.4.5.1 Risk of road accidents

Traffic awareness will be raised through initiatives of the local authority. The local authority will seek support from the traffic management office. Traffic sign boards and messages, in local languages, will be placed at main chowks, junctions and start-end points of the road alignments. Speed limits will be defined. The local authority will be responsible for this.

**Commented [Rekha49]:** What about other engineer design features to prevent road accidents with improved roads?

##### 4.4.5.2 Community Health and Safety

The road design has considered the requirements of EWCD (Elderly, women, child and disable) friendly design, such as ramps along the crossings, and provisions of signboards in Nepali language (included in Abstract of cost - G of BoQ). Campaign like 'No Horn' can be initiated by the local authority. This will be monitored by the DSC team. The project will ensure that the side drain cover slabs are all intact. Street lights will be placed along the road alignment. Sign boards with safety messages will be placed at chowks and strategic locations along the road alignment.

**Commented [Rekha50]:** Such as ..... ESMP should be specific wherever possible as it entail cost that should be included in the DPR.

##### 4.4.5.3 Impacts due poor maintenance of road-drains

Awareness activities will be carried to stop disposal of waste into the road-side drains. Drainages will be regularly cleared under periodic maintenance schedule.

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

### 5.1 SEA/SH - National Scenario

The current status of gender inequality and gender-based violence (GBV) in Nepal reveals the serious need to mainstream gender sensitivity and GBV risk mitigation measures, and more specifically, sexual exploitation and abuse, and sexual harassment (SEA/SH) risk mitigation measures at all organization levels and in all phases of project cycles. In Nepal, SEA/SH is prevalent due to unequal gender relations and discrimination towards women in both the public and private sphere. It has direct implications on the reproductive health status of women and on the physical, emotional, and mental health of their children. As per Nepal Human Rights Year Book 2023 by the Informal Sector Service Centre (INSEC), there were 4226 GBV related cases in Nepal during the year 2023, and in Dhankuta district the number was 65, which includes cases like domestic abuse, rape and sexual abuse. As per the data provided by OCMC, Dhankuta Hospital, there were 4 cases of GBV in total, including 2 in each of the wards - ward 1 & 2. However, these cases were not from influence area of the project. Letter of OCMC, Dhankuta Hospital is provided in Annex 1.

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". Based on the field assessment and consultations carried out, the SEA/SH risks are low for this project as well. An SEA/SH Risk Mitigation Action Plan has been developed for NUGIP based on this assessment and includes specific measures that aim to prevent and mitigate GBV, in particular SEA/SH risks that the project activities might trigger. The Plan has also addressed "Table - 1: Recommended actions to address SEA/SH Risks in IPF Projects" as per the "Good Practice Note" published by the World Bank in September 2018. The SEA/SH Risk Mitigation Action Plan is included under Chapter 7 of the ESMF for NUGIP. The plan applies to all sub-projects under NUGIP and provides recommended actions for addressing and mitigating SEA/SH risks.

Based on the consultation meetings and numeration from google earth maps, around 2,570 households with population of 11,230 including 5,698 male and 5,532 female fall under the influence area of the project.

According to the consultation meetings and field reference, a total of 372 HHs with 1,584 population have been found to be present along the road alignment. This includes 779 female, and 802 male population. The average household size along the road alignment is 4.25. This includes 145 Janajati households with total Janajati population of 617 with 304 female and 313 male.

### 5.2 The Purpose of SEA/SH Risk Mitigation Action Plan

The project draws upon NUGIP SEA/SH Risk Mitigation Action Plan to address and mitigate against any SEA/SH risk during subproject implementation, and will make any adjustments as required to meet subproject specific SEA/SH risks that were identified during ESIA preparation. The purpose of the action plan is to identify the issues, stakeholders, possible service providers and assess their capacity and document the legal and institutional mechanisms that aid in accessing grievance redress process. The subproject will focus on sensitizing the communities and other stakeholders and strengthening institutional capacities. A survivor-centric approach is

**Commented [Rekha51]:** What about OCMC data?

**Commented [Rekha52]:** Please refer to OCMC data as well.

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**Commented [Rekha53]:** This is for overall project. What about for this specific sub-project?

**Commented [Rekha54]:** Avoid repetitions.

**Commented [Rekha55]:** Is this relevant for this discussion on GBV?

followed whereby all through the subproject, victim/survivors' care and providing access to different referral mechanisms are considered key aspects of this plan.

### 5.3 SEA/SH Risk Mitigation Action Plan Principal and Approach

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

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

### 5.4 Additional SEA/SH Risks in relation to Labor Influx

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

### 5.5 Mitigating against SEA/SH risks

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

- Reduce labor influx by using local manpower human resources, and prioritizing in the local wards & municipality. Training can be conducted to train or upgrade the performance
- Awareness programs related to community and workers, trafficking, sexually transmitted disease etc. to be conducted (for workers & community) for social harmony

**Commented [AK56]:** Mitigation measure should also refer to the anti-harassment cell.

- School-Based Awareness Programs about development, environment, social cultures, probable impacts during construction and operation
- Management of Alcohol and drug abuse through implementation of code of conduct and the provision of punishment for breaching of the code of the conduct
- Building Capacity for SEA/SH mitigation through the integrated approach of the locals and the security forces. Coordination will be carried out with the local authorities including local police station.
- Managing the influx of other people into the area.
- Communicable diseases like AIDS, CoVID etc. & to apply strict preventive measures
- Child labor & school dropout should be enforced by cross examining the use of child labor
- Increased pressure on accommodations and rents, traffic and inflation of price as the workforce will be better using the rented house & due to high demand the price may surge
- SEA/SH related to female workers by providing female labor-centric facilities such as separate female toilets, separate female camps, separate family camps and mother's rooms on the site.
- [Deputation of a focal person for Anti-Harassment cell by Dhankuta Municipality, and active involvement of the focal person in project level activities.](#)

## 5.6 SEA/SH, GBV Risk Mitigation Plan

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

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

SN	Objective	Indicator	Measures	Timeline	Responsibility	Cost (NPR)
1	Include the assessment of SEA/SH, GBV risks (as low SEA/SH risk) as part of the social/gender assessment in project's Environmental and Social Impact Assessment (ESIA)	Low SEA/SH, GBV risks highlighted and preliminary mitigation measures identified  Mapping completed of available, quality services in the project affected area	Consultations have been conducted and identified SEA/SH, GBV risks in project are, as identified and include the main measure agreed to with the local administrative office  Map out SEA/SH, GBV prevention and response services in project area of influence – reference to be made from the service mapping that already exists at the national level	Construction Phase (as part of ESIA)	Local Body /PIU	Included in ESIA cost
2	Reflect SEA/SH risks, and measures to address them, ESMP and contractor ESMP including the costs	SEA/SH risk Mitigation Action Plan included in the ESMP  Procurement for SEA/SH-related activities and costs outlined in the contract.	SEA/SH risk Mitigation Action Plan provided and SEA/SH related costs are included in the ESMP and contract documents to mitigate risks.  It has been discussed with local stakeholders to conduct orientations / awareness events on SEA/SH, GBV aspects	Year 1 (during preparation of ESMP)	Dhankuta Municipality (local body) /PIU	SEA/SH costing is included in ESMP matrix
3	Develop stakeholder engagements plan and inform communities in project areas of SEA/SH risks and options for response	Number of awareness and consultations held	The plans for stakeholder engagements during the subproject implementation include awareness raising activities (specialized service providers/contractors/NGOs	During preparation of ESMP, beginning of construction, and during	Local Body /PIU	ESIA covers stakeholder consultation costs; construction phase

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			identified and hired under contract) and awareness and consultations carried out. This plan will be implemented during the project construction.	construction		stakeholder engagements costs should be inbuilt into overall budget
4	Formulate and adopt code of conduct (CoC) including sections on safety of women and girls	CoC developed, included in all contracts, and staff, consultants, contractors trained.	CoC will be included in the contract document. Training on the CoC will be provided.  It has been discussed with the Dhankuta Municipality officials for implementation of CoC during project construction phase	Prior to contractor mobilization and during project period.	Local /PIU Body / Contractor	The awareness and orientation program cost to be inbuilt in PIU and at individual contractor level in BoQ
5	Expert support on SEA/SH to advise and monitor action plan during project implementation	Appointment of a Specialist  Measure effectiveness of the SEA/SH Action plan	Social specialist/any designated focal person will be assigned to oversee this responsibility. Coordinate, report to and work closely with the specialist from NUGIP on the implementation and monitoring of SEA/SH action plan	Year 1	Local /PIU Body	Included in Project Cost
Project Construction						
6	Codes of Conduct signed and understood	Number of people officially oriented and trained	CoC will be implemented for all workers and orientation will be provided to the operators, drivers and labourers Ensure CoCs are clearly understood, signed and behaviourally applied to the job site Disseminate CoCs (including	During subproject implementation	Contractor, PIU	Built into overall project cost

			visual illustrations) and discuss with employees and surrounding communities. The <a href="#">World Bank approved CoC sample</a> is attached in Annex 5			
7	Awareness on SEA/SH ( <a href="#">Use of IEC materials</a> )	Number of participants and the awareness materials <a href="#">be</a> and the resources on project area	<p>Awareness to the woman children school students and the professionals that includes</p> <ul style="list-style-type: none"> <li>- Community based-awareness program</li> <li>- School based awareness program</li> </ul> <p>The project should work with women's groups to support the awareness programs.</p> <p>Two (2) events of awareness on SEA/SH, GBV (at least 25 to 30 participants in each orientation/training, during first 2nd &amp; 3rd Quarter - Year 1)</p> <p>Two (2) events of awareness on Women/Girl Trafficking (at least 25 to 30 participants in each orientation/training; during 3rd &amp; 4th Quarter-Year 1)</p> <p>Two (2) events of awareness on HIV AIDS &amp; CoVID (at least 25 to 30 participants in each orientation/training; 1 event during 1st Quarter-Year 1, another to be scheduled as per requirement)</p>	During subproject implementation	<p>PIU, Contractor, Concerned Specialist, Ward office CBO/NGOs working in area</p> <p><a href="#">Contractor &amp; Supervision support of DSC &amp; coordination of PIU</a></p> <p><a href="#">Contractor &amp; Supervision support of DSC &amp; coordination of PIU</a></p> <p><a href="#">Contractor &amp; Supervision support of DSC &amp; coordination of PIU</a></p>	<p>The costs are included in ESMP matrix</p> <p>NPR 150,000</p> <p>NPR 150,000</p> <p>NPR 150,000</p>

**Commented [Rekha57]:** This is a sample that should be customised to sub-project need.

**Commented [Rekha58]:** Besides trainings what about about other awareness materials (IEC) like brochures, videos, etc.?

**Commented [Rekha59]:** Will this be civil works contractor or a contractor for these trainings?  
Who is going to give trainings?

8	Grievance Redress Mechanism	<p>Availability of an effective GRM with multiple channels to initiate a complaint relating to / parallel SEA/SH</p> <p>Number of GRM members trained.</p> <p>Inclusive GRM system in place.</p> <p>Number of SEA/SH issues which have been referred to GBV Services Providers</p>	<p>The GRM allows for the appropriate referral of sub project-related complainants. -Discourage or prevent harassment anti-harassment policies in the workplace.</p> <p>At the subproject level, select one <del>women</del> member as first point of contact (<u>focal person of Anti-harassment cell</u>) for the survivors of SEA/SH and provide appropriate training to them.</p> <p>Undertake stakeholder engagements as outlined in the ESMP and conduct community awareness raising about SEA/SH risk mitigation measures, taking support from local women's groups, for example, CoC, GRM, how to report and provide multiple entry-points</p> <p>Maintain proper documentation is maintained for complaint registration and management</p>	During subproject implementation	Social specialist/ designated focal person to oversight gender related issues of the Project	<p>Built into overall project cost and SEA/SH awareness raising outlined above</p>
9	Implement appropriate subproject-level activities to reduce SEA/SH risks prior to	Documentation of measures taken to	<p>Have separate, safe and easily accessible facilities for women and men working on the site.</p> <p>Establish locker rooms/secured rooms and/or latrines for workers and project staff, well-lit areas and include the ability to lock them from inside.</p>	During	PIU, Gender	Include in

**Commented [Rekha61]:** It doesn't have to be women.

**Commented [AK60]:** This should also refer to the anti-harassment cell. SEA/SH grievances are to be redirected to the anti-harassment cell.



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	civil works commencing	reduce SEA/SH risks.	Visibly display signs around the project site (if applicable) that signal to workers and the community SEA/SH is prohibited.  As appropriate, public spaces around the subproject grounds should be well-lit.	subproject implementation	Specialist of the project.	Project Cost
	Project Monitoring					
10	Report in the quarterly progress report and review during Implementation Status Review (ISR) missions	Successful implementation of agreed SEA/SH action Plan (Y/N)	Reports SEA/SH-related issues in the quarterly progress report review during ISR missions	Project period	PCO, PIU, Concerned specialist	

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

## 6. ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN (ESMP)

### 6.1 Background

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

### 6.2 Implementation of Environmental and Social Management Plans

The mitigation measures will be integrated into project design and the agreements/contract documents. The project bid documents will include the implementation and reporting of the ESMP and contractor must follow it. The impact of the construction on the environment will be kept to a minimum and appropriate measures as brought out to in the ESMP are taken to mitigate any adverse effects during the construction. The Environment, Health, and Safety requirements of the construction contractor will be clearly spelled out in the contract document and the necessary cost will be included in the BoQ. The sub-project ESMP implementation arrangements can be summarized as follows;

**Table 6-1: Institutional Arrangement for ESMP Implementation**

SN	Stakeholder	Role & Responsibilities for ESMP implementation
1	Dhankuta Municipality/PIU	<ul style="list-style-type: none"> <li>✓ The overall project environmental management is the responsibility of PIU</li> <li>✓ The regular monitoring will be carried out by the PIU</li> </ul>
2	Contractor	<ul style="list-style-type: none"> <li>✓ The contractor is required to submit C-ESMP within 45 days of the signing of the contract.</li> <li>✓ Implement the mitigation measures and provisions as per ESMP of the project's DPR/ESIA</li> </ul>
3	DSC	<ul style="list-style-type: none"> <li>✓ Preparation of ESIA during DPR phase</li> <li>✓ Supervision support to the Contractor to implement the ESMP</li> <li>✓ Monitoring of implementation of ESMP and its compliance</li> <li>✓ The E&amp;S safeguards specialists of DSC will work closely with its technical staff to ensure project implementation in accordance to World Bank's safeguard standards.</li> </ul>
4	PCO & PMST	<ul style="list-style-type: none"> <li>✓ The PCO will have overall responsibility to ensure compliance with pertaining laws, policies, regulation for all sub projects</li> <li>✓ The PCO with support from PMST will review implementation support of environmental and social safeguard studies/ management plan prepared by PIU/DSC</li> </ul>

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

Table 6-2: Environmental and Social Impact Mitigation Plan

SN	Project Phase & Impacts	Mitigation Measures	Responsibility	Cost, NPR
<b>Physical (Construction Phase)</b>				
1.	Land use concerns	<ul style="list-style-type: none"> <li>Leaseholder or rental contract will be maintained for any temporary land required for the project.</li> <li>Fertile topsoil will be conserved and reapplied as and when possible.</li> <li>All the temporary acquired land will be rehabilitated into previous state or better than the earlier state maintaining natural drainage and acceptable to the land owner/DSC.</li> <li>Spoil disposal sites of WN 1 &amp; WN 2 will be reclaimed to open space with proper grade</li> <li>Prior notification (2 months' before award of construction contract) will be given to prohibit for crop plantation will be given within the road RoW.</li> </ul>	Contractor	
2.	Use of quarry and borrow materials	<ul style="list-style-type: none"> <li>Contractor will obtain required construction materials from the legally operating crusher industries only.</li> <li>PIU &amp; DSC will check the site requirements and quality of quarrying material and approve it.</li> </ul>	Contractor	
3.	Issues of <a href="#">Campsite management &amp; stockpiling</a>	<ul style="list-style-type: none"> <li>Only uncultivated land will be used for stockpiling and proper insulator cover and proper drain will be managed to store the chemical to avoid the leakage of chemicals. The proposed public land for campsite and stockpiling lies at Chokrok of WN 2.</li> <li>Stock of sand will be set wet to prevent it from blowing with the wind; water sprinkler will be used for this purpose.</li> <li>The places used for the stockpiling of construction materials will be cleaned promptly after the completion of the project.</li> <li>The site will be well fenced, and provided with a 24-hour guard.</li> <li>The site will be provisioned with proper lighting system.</li> </ul>	Contractor	
4.	Ambient air Air pollution in the construction locality	<ul style="list-style-type: none"> <li>Water sprinkling (at least 3 times a day) at dry exposed surfaces and stockpiles of aggregates as necessary.</li> <li>Require trucks delivering aggregates and cement to have tarpaulin cover.</li> <li>Limit speed of construction vehicles in access roads to maximum of 30 kph.</li> <li>All diesel generators, haul trucks, pavers, graders, and rollers, required to comply to regulations prior to use</li> </ul>	Contractor (Supervision support of Design & Supervision)	Included within BoQ, Abstract of Cost B-6

Commented [Rekha62]: Is this also included in BOQ?

Commented [AK63]: Will crops be damaged by the road up gradation? Will the civil work go into agricultural land? It doesn't say so anywhere above.

		<ul style="list-style-type: none"> <li>No firewood for cooking and heating bitumen and incineration of wastes will be allowed by the contractor.</li> <li>Burning of waste (from campsite) will be strictly prohibited.</li> <li>Maintenance of vehicles on regular basis, and ensure use of equipment and fuel complying with applicable emission standards.</li> <li>Stockpiles of construction materials will be done away from roadways and from riverbanks.</li> <li>Air quality monitoring (at least 3 samples during construction phase).</li> </ul>	Consultant)	NPR 270,000 for air quality monitoring
5.	Noise nuisance	<ul style="list-style-type: none"> <li>Involve the local authority and the community in planning the work program so that any particularly noisy or otherwise invasive activities can be scheduled to avoid sensitive times</li> <li>Restrict noisy construction activities at night-time</li> <li>Minimize drop heights when loading and unloading coarse aggregates</li> <li>Horns should not be used unless it is necessary to warn other road users or animals of the vehicle's approach</li> <li>Utilize modern vehicles and machinery with the requisite adaptations to limit noise and exhaust emissions, and ensure that these are maintained to manufactures' specifications at all times</li> <li>Soft horns to be used, and use silent type generators (if required)</li> <li>If it is not practicable to reduce noise levels to or below noise exposure limits, the contractor will post warning signs in the noise hazard areas. Identify any building at risk from vibration damage and avoiding any use of pneumatic drills or heavy vehicles in the vicinity</li> <li>Contractor will monitor noise level along the construction site monthly.</li> <li>Complete work in settlement areas as quickly as possible</li> </ul>	Contractor  (Supervision support of Design & Supervision Consultant)	Cost of Noise level monitoring comes within the Air Quality monitoring phase
6.	Impact on water bodies  (Nibuwa khola, and Madhuganga khola)	<ul style="list-style-type: none"> <li>Earthworks generating higher amount of spoil will be conducted during dry season to avoid the difficult working conditions that prevail during monsoon season such as problems from runoff.</li> <li>Location for stock yards for construction materials are identified away from water courses. Place for storage of fuels and lubricants will be away from any drainage leading to water bodies.</li> <li>Washing of project vehicles at river banks will be restricted.</li> <li>Proper storage of chemicals and lubricants, use of spillage kit to avoid spillage. Take all precautions to prevent entering of wastewater into streams, watercourses, or irrigation system. Install temporary silt traps or sediment basins</li> <li>While working across or close to any water body, the flow of water must not be</li> </ul>	Contractor  (Supervision support of Design & Supervision Consultant)	

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		<p>obstructed. Ensure no construction materials like earth, stone, are disposed in a manner that may block the flow of water of any watercourse</p> <ul style="list-style-type: none"> <li>Proper and timely implementation of design measures to avoid impact of water discharge at the outfall point</li> <li>Water quality monitoring (Nibuwa khola &amp; Madhuganga khola - station will be where the road alignments are closest) to be carried out as per requirement (at least 6 samples; before starting work; bi-annually, and during end period of the project) and the parameters will be as per the requirements provided in Annex 3. Baseline will be established in C-ESMP</li> <li>Any disposal on Nibuwa khola &amp; Madhuganga khola will be prohibited; fishing by the workforce will be strictly prohibited; Washing of project vehicles along the river bank will also be prohibited;</li> <li>Awareness activities will be carried out for the workforce (during 1st &amp; 3rd Quarters - Yr. 1; at least 30 participants/event)</li> </ul>		<p>NPR 120,000</p> <p>NPR 50,000</p>
7.	Solid waste and spoil generation	<ul style="list-style-type: none"> <li>Waste minimization and waste segregation will be prioritized; 3R approach will be promoted.</li> <li>Composting of organic waste generated from the camps will be disposed within the proposed camps.</li> <li>Containment of hazardous waste will be carried out.</li> <li>Awareness raising event will be carried out.</li> <li>Decommissioning waste will be re-used, sold to local scrap dealers.</li> <li>Coordination with local municipality team for final disposal into the municipality's waste collection &amp; disposal system.</li> <li>It has been planned that basic facilities like composting, waste segregation, etc will be started from first month/quarter of contractor's mobilization; other practices under 3R approach (e.g. waste minimization) will be carried out through out; and awareness events will be carried out every quarter (detailed plan will be provided in C-ESMP document)</li> <li>Disposal of spoil into water bodies will be strictly prohibited.</li> <li>Generated spoil will be disposed only at designated spoil disposal sites. Details of disposal sites will be confirmed during construction by the contractor and will be presented in the C-ESMP.</li> </ul>	Contractor	<p>NPR 150,000</p> <p>(NPR 125,000 for package of 7.0 km)</p>
8.	Others	<ul style="list-style-type: none"> <li>Contractor will dispose all the chemical wastes generated during the time of construction safely without intruding the existing nearby settlements, water bodies, forests and wildlife.</li> </ul>		

<b>Physical (Operation &amp; Maintenance Phase)</b>				
9.	Road Stability and Drainage Management	<ul style="list-style-type: none"> <li>Regular/periodic maintenance of the road</li> <li>Construction of drainage system to mitigate possible inundation in the settlements along the project alignment</li> <li>Ensure proper compaction as per design</li> <li>Awareness activities to be carried out in community level to reduce the incidences of disposal of waste into road-side drains</li> </ul>	Dhankuta Municipality	<p>Included within BoQ, General B-6</p> <p>Included within BoQ, Abstract of Cost A-6</p>
10.	Air pollution and Noise nuisance	<ul style="list-style-type: none"> <li>There should be a consensus between municipality, District Transportation Office, Transportation Entrepreneur, and the local people regarding the operation of conditioned vehicles</li> <li>Campaigns like 'No Horn' and use of soft-horns can be initiated by the local authority</li> </ul>	DTO, transportation entrepreneur, local people	No extra cost will be required.
11.	Water pollution	<ul style="list-style-type: none"> <li>Disposal of any septic or industrial wastewater into the roadside drains will be strictly prohibited</li> <li>Washing of public and private vehicles at river banks will be restricted</li> </ul>	Dhankuta Municipality	No extra cost will be required.
<b>Biological (Construction Phase)</b>				
12.	Risk of use of forest wood by the workforce	<ul style="list-style-type: none"> <li>The workers will be strictly prohibited from entering forest areas and fetching fuel wood</li> <li>Coordination will be carried out with the local representatives and CFUG members</li> <li>Awareness activities will include these aspects as well</li> </ul>	Contractor	
<b>Socio-economic and Cultural (Construction Phase)</b>				
13.	Impact on property from vibrations due to the use of heavy machinery and other construction activities	<ul style="list-style-type: none"> <li>Establish photographic and video graphic evidences of structures and properties in and alongside proposed road width; cracked walls will be reinstated. A proper plan will be prepared before working in densely population sections along road alignment like Shadeshwor chowk, School danda chwok, and Gajar chowk</li> <li>Conducting excavation works at critical sites under close observation of the local representatives</li> </ul>	Contractor	NPR 50,000
		<ul style="list-style-type: none"> <li>Awareness raising, information and dissemination about GRM (meetings, monitoring and logistic costs@ 1 meeting every month)</li> </ul>	Contractor with supervision support of DSC and coordination of PIU	NPR 180,000 (NPR 150,000 for package of 7.0 km)

**Commented [AK64]:** The way it is presented, it implies the compensation will be borne by the contractor. Please break it down- add another row and clearly mention compensation will be provided by the municipality.

**Commented [AK65]:** Also, compensation for trees should be discussed under social mitigation measures.

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14.	Disturbance to electric poles in the proposed road width	<ul style="list-style-type: none"> <li>Relocate and install 16 electric poles along the alignment in coordination with the local electricity office and telecommunication authority.</li> <li>Should be completed prior the beginning of the road construction</li> </ul>	Dhankuta Municipality and Contractor	Included in BoQ (Abstract of cost, A-1)
15.	Reinstatement of Water Supply Pipe lines, and and protection of chautaris, and Jalkanya Devithan	<ul style="list-style-type: none"> <li>The project must work in close coordination with the locals and <i>Hile Khanepani Tatha Sarsafai Upobhokta Samiti</i> regarding disruption of water supply system; alternative means of water supply (e.g. potable drinking water through tanker supply) during pipeline disruption, <del>re-establishment and</del> reestablishment of <del>550</del> <u>470</u> m of pipelines of the system (as detailed in Table 2.6) should be addressed without any delay</li> </ul>	Contractor in support with Dhankuta Municipality	Included in BoQ; Abstract of cost, A-2
		<ul style="list-style-type: none"> <li>One chautari (with Bar-Peepal trees) and 1 public rest palce (<i>Pati</i>) will be conserved and additional protection works will be done</li> <li>Similarly, Jalkanya Devithan lying just adjacent to the road alignment will be protected</li> </ul>	Contractor	Included in BoQ; Abstract of cost, A-5 NPR 700,000
16.	Difficulties in access & mobility to private properties and premises	<ul style="list-style-type: none"> <li>Diversions and proper crossings will be available for elderly, children and differently-able people in the construction phase to ensure their mobility is not impacted during construction. Elderly people should have access to socialize and meeting people and family to nurture their mental need/health.</li> <li>Metal planks and wooden planks will be placed to ease the access to private houses and shops (tentatively 20 sites)</li> <li>In total 19 ramps have been provisioned (details provided in Annex 4)</li> </ul>	Contractor	NPR 150,000
			(Supervision support by DSC)	Included in BoQ (Abstract of cost, <u>KL</u> )

**Commented [AK66]:** Are these going to be impacted by the construction work though? Please mention impact (if any) then mention the mitigation measures.

**Commented [Rekha67]:** Children?

17.	Road safety & Community safety	<ul style="list-style-type: none"> <li>'Drive slow' messages will be placed along the active sites.</li> <li><u>Hard</u> Barricades will be placed to avoid any accidental falls</li> <li>Sign boards with safety messages and warnings will be placed in local languages all along the alignment at the construction sites and at the trench excavation area.</li> <li>Construction works to consider elderly, women, child &amp; differently able people (EWCD) requirements.</li> <li>Trenches will be backfilled with immediate effect.</li> <li>Carry out site management practice such as the fencing around work area and road signage.</li> <li>Increase public awareness of safety, health and environmental issues by providing information directly and indirectly through campaign.</li> <li>Display appropriate signage for use during construction and implementation of the project to enhance awareness creation on the potential hazards of the project.</li> <li>The contractor will be supervised to prepare a Traffic Management Plan.</li> <li>The contractor will assign a safety supervisor and will monitor daily construction works in terms of health and safety.</li> </ul>	Contractor	Included in BoQ (Abstract of cost, G)
		<ul style="list-style-type: none"> <li>Awareness activities will be conducted to inform &amp; aware locals regarding potentials risks and proposed safety measures related to the project activities</li> </ul>	<del>xxx</del> Contractor with Supervision support of DSC, and coordination of PIU	NPR 50,000

**Commented [Rekha68]:** Are all awareness campaign to be done by the contractor? Will they have a specialist for this purpose?

Sufficient budget should be set aside for this.

**Commented [AK69]:** Whose responsibility?



18.	Occupational Health & Safety	<ul style="list-style-type: none"> <li>▪ Personal Protective Equipment (PPEs) will be provided to the workers, and its use will be monitored closely.</li> <li>▪ Replacement of PPEs after 'wear &amp; tear' - at least every quarter</li> <li>▪ First aid boxes will be provided at campsites as well as active working sites (the kits to be refilled and updated every month).</li> <li>▪ CoC will be implemented for the operators, drivers and labourers</li> <li>▪ Workers and laborers also can approach GRC and GRM of the project for any project related concerns of OHS and GBV</li> <li>▪ Proper WASH provisions will be provided in the labour camps</li> <li>▪ Drinking water quality monitoring (at least 1 sample/quarter x - total of 6 times)</li> <li>▪ Provision of potable water for the workforce will be ensured</li> <li>▪ Toilets will be provided at the ratio of at least 1 unit for 15 people.</li> <li>▪ Provision of insurance to cover physical damage to workers.</li> <li>▪ Drivers with authorized license holders will only be allowed for the operation of construction vehicles.</li> <li>▪ Workers and staff at the construction site will be provided with proper training to ensure that workers are trained on what to do in the event that an accident occurs on site.</li> <li>▪ The contractor's supervisors should conduct 'pre-work instructions' to the workers everyday - explaining them about the nature of works, condition of the site, and associated risks as well as safety measures.</li> <li>▪ Agreement with nearby health institution will be in place by the contractor.</li> <li>▪ Contractor will be responsible to maintain the records of each and every accident and incidence and will make available to DSC/PCO/PMST as and when required.</li> </ul>	Contractor  (Supervision support by DSC team)	<p>To be included within contractor's overhead (<i>General Condition of Contract document</i>)</p> <p>NPR 120,000 for drinking water quality monitoring</p>
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19.	Social Disturbance / Risk of SEA/SH, Human trafficking, GBV, HIV AIDS and CoVID	(i) Regarding SEA/SH, GBV <ul style="list-style-type: none"> <li>Locals will be given due priority for any employment opportunity</li> <li>CoC will be implemented for the operators, drivers and labourers</li> <li>Separate toilets will be provided for male and female workers</li> <li>SEA/SH, GBV awareness raising activities, trainings and stakeholder engagements such as - Community based-awareness program, School based awareness program</li> <li>Awareness program for women and against the gender based violence will be conducted for the workers as well as the local community regarding these concerns</li> <li>2 orientations/trainings with at least 25 to 30 participants in each training; to be conducted during first 2<sup>nd</sup> &amp; 3<sup>rd</sup> Quarter - Year 1</li> </ul>	Contractor with consent, & coordination support from municipality office (Women Development Office), mobilization of NGOs/CBOs/ Clubs	NRs. 150,000
		(ii) HIV AIDS & CoVID <ul style="list-style-type: none"> <li>Awareness creation and sensitization to workers and other persons post- project to reduce or eliminate chances of infections of HIV-AIDS and other sexually transmitted diseases</li> <li>Distribute HIV &amp; AIDS awareness materials in collaboration local health related agencies</li> <li>Ensure protective measures for CoVID is followed, prepare and follow SOPs by all workers and staff for CoVID (social distancing, immunization, hand washing, using sanitizer, masks etc) including the community health and safety awareness and management</li> <li>Health screening of the workers will be carried out before joining them into workforce</li> <li>Emergency Response Plan will be implemented during any critical circumstances (e.g. CoVID spread)</li> <li>2 orientations/trainings with at least 25 to 30 participants in each training; 1 event during 1<sup>st</sup> Quarter-Year 1, another to be scheduled as per requirement</li> </ul>		NRs. 150,000
		(iii) Human trafficking - focused on women & girl trafficking <ul style="list-style-type: none"> <li>Awareness program will be developed and implemented</li> <li>2 orientations/trainings with at least 20 to 30 participants in each training; during 3<sup>rd</sup> &amp; 4<sup>th</sup> Quarter-Year 1</li> </ul>		NRs. 150,000
20.	Child labour, forced labour and wage discrimination	<ul style="list-style-type: none"> <li>Child labour &amp; forced labour will be strictly prohibited</li> <li>Citizenship card or other valid personal ID card will be maintained</li> <li>Awareness among the workers regarding CoC, and the local community</li> <li>Equal wage for male and female workers will be ensured</li> </ul>	Contractor (Supervised by local authority and DSC)	NPR 50,000

21.	Traffic Management	<ul style="list-style-type: none"> <li>Traffic sign boards and messages, in local languages, will be placed at main chowks, junctions and start-end points.</li> <li>Emergency traffic management plan should be prepared by the contractor and approved by the Project. The plan may include informing about the scheduled road closure and the alternative routes identified to divert the normal traffic flow, transport material during off-peak time.</li> <li>Provide advance notice to stop vehicles by erecting indicator signs at a necessary distance in order to reduce congestion at the site of work, thus enabling making of proper security arrangements</li> </ul>	Contractor	Included in BoQ (Abstract of cost, G)
22.	Others	<ul style="list-style-type: none"> <li>Information dissemination regarding project details, Grievance Mechanism, and environmental &amp; social safeguards aspects will be disseminated to the local through leaflets, and local media</li> </ul>	Contractor (Coordinated by PIU)	NPR 100,000
<b>Socio-economic and Cultural (Operation &amp; Maintenance Phase)</b>				
23.	Traffic accidents and associated risks	<ul style="list-style-type: none"> <li>Raise awareness of traffic rules, and installation of speed humps to control speed near pedestrian crossing areas</li> <li>Awareness will be raised regarding traffic safety</li> <li>Speed limits will be defined</li> <li>Traffic sign boards and messages, in local languages, will be placed at main chowks, junctions and start-end points</li> </ul>	Dhankuta Municipality	Cost will be borne by municipality
24.	Community Health and Safety	<ul style="list-style-type: none"> <li>0.7 m high Safety / Crash barriers with corrugated sheet-metal beam rail are provided at sections with turns/curves and slopes.</li> <li>Ramps are provided in interlinking points, and crossing points of roads</li> <li>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 &amp; Marking manual as per DPR</li> <li>Reinforced Cement Concrete covered drain must be provided throughout the alignment in integration with footpath.</li> </ul>	Dhankuta Municipality	
25.	Impacts due poor maintenance of road-drains	<ul style="list-style-type: none"> <li>Awareness activities will be carried to stop disposal of waste into the road-side drains</li> <li>Drainages will be regularly cleaned under periodic maintenance</li> </ul>	Dhankuta Municipality	Cost will be borne by municipality

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

All proposed mitigation measures will be integrated in the project design. For all the awareness, information dissemination, and consultative activities - there will be initiative as well as supportive role from DSC and PIU. The total cost for the ESMP is outlined in Table 6.3 below;

**Table 6-3: Cost of ESMP Implementation**

SN	Items & Headings	Unit	Qty	Rate	Total, NPR	Reference
	<b>Provisional Sum amount</b>					
1	Water quality test	Samples	12	20000	240,000	Table 6.1; SN 5 & 18
2	Air quality & Noise monitoring	Samples	3	90000	270,000	Table 6.1; S. N. 3 & 4
3	Conservation and protection works of 1 Chautari, 1 Pati, and boundary of Jalkanya Devasthan	Units	3	L/S	700,000	Table 6.1; S. N. 14
4	SWM works				150,000	Table 6.1; S. N. 6 (NPR 125,000 for 7.0 km package)
5	Public safety (planks, etc)				150,000	Table 6.1; S. N. 15
6	Documentation for any vibration related damages				50,000	Table 6.1; S. N. 12
7	Awareness on Health & safety, child labour, environmental conservation		6		150,000	
(i)	Environmental Awareness (during 1 <sup>st</sup> & 3 <sup>rd</sup> Quarters - Yr. 1; at least 30 participants/event)	Events	2	25,000		Table 6.1; S.N. 5
(ii)	Road safety & Community HS	Events	2	25,000		Table 6.1; S.N. 16
(iii)	CoC and Child Labour	Events	2	25,000		Table 6.1; SN 19, 20
8	Awareness on Communicable Diseases, Covid, Girls/Women Trafficking, SEA/SH risks, GBV (Events will be conducted for workers as well as community)	Events	6		450,000	
(i)	SEA/SH, GBV (at least 25 participants in each orientation/training, during first 2 <sup>nd</sup> & 3 <sup>rd</sup> Quarter - Year 1)	Events	2	75,000		Table 6.1; S.N. 18 (i)
(ii)	HIV AIDS & CoVID (at least 25 participants in each orientation/training; 1 event during 1 <sup>st</sup> Quarter-Year 1, another to be scheduled)	Events	2	75,000		Table 6.1; S.N. 18 (ii)
(iii)	Women/Girl Trafficking (at least 25 participants in each orientation/training; during 3 <sup>rd</sup> & 4 <sup>th</sup> Quarter-Year 1)	Events	2	75,000		Table 6.1; S.N. 18 (iii)
9	Social safeguards (grievance meetings, site monitoring, etc)	Meetings /Events	15		180,000	Table 6.1; S.N. 12 (NPR 150,000 for package of 7.0 km)
10	Information dissemination materials and medium					Table 6.1; S.N. 22
(i)	Leaflets	Pages	500	50	25,000	
(ii)	PSA (local media)	Package	3	25,000	75,000	
	<b>Total</b>				<b>2,440,000</b>	<b>NPR 2,385,000</b> for package of 7km

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**Commented [Rekha70]:** Please check to ensure all issues are covered and sufficient budget is allocated. It appear that OHS issues (e.g. PPEs) , labor campsite measures are missing.

The total cost of implementation of ESMP activities is NPR 2,440,000 for 9.204 km package. And, the total cost of implementation of ESMP activities is NPR 2,385,000 for 7.0 km package.

### 6.4 Monitoring Cost

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

## 7. STAKEHOLDER ENGAGEMENT AND CONSULTATIONS

### 7.1 Stakeholder engagement overview

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.

### 7.2 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;

### 7.3 Stakeholder Mapping

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

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

The stakeholder mapping is undertaken through formal and informal consultations and their interests concerned with the project activities should be identified throughout the project cycle. The stakeholders identified for the subproject are presented in Table 8.1 below;

**Table 7-1: Stakeholder roles and responsibilities**

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

**Commented [Rekha71]:** Please describe clearly if separate discussion with women, IPs and other vulnerable groups were organised and include a summary of feedbacks received.

The earlier chapters mention that there is presence of IPs then it is like a consultation resulting in a broad community support program is required.

Level	Stakeholder	Roles and Responsibilities
		management, supervision will coordinate with PMST

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

**Table 7-2: Lists of People and Institutions Consulted**

SN	Name	Organization/Address
1.	Mr. Bhimadevi Khanal	Deputy Mayor, Dhankuta Municipality
2.	Mr. Ram Bahadur Thapa	CEO, Dhankuta Municipality
3.	Mr. Sitaram Gautam	Administrative & Planning Officer
4.	Mr. Wangda Tamang	Chairman, Ward No. 1, Dhankuta Municipality
5.	Mr. Chandralal Tamang	Chairman, Ward No. 2, Dhankuta Municipality
6.	Mr. Nush Raj Shrestha	Social Dev. Officer, Dhankuta Municipality
7.	Mr. Bikash Adhikari	Finance Dev. Officer, Dhankuta Municipality
9.	Mr. Mingma Dorji Sherpa	Engineer, Dhankuta Municipality
10.	Mr. Nara Bdr. Bhujel	Account Officer, Dhankuta Municipality
11.	Mr. Upendra Khanal	Environment Officer, Dhankuta Municipality
12.	Mr. Purnamaya Tamang	WCSC Section, Dhankuta Municipality
13.	Mr. Bishnu Podar	Sub-engineer, Dhankuta Municipality
14.	Mr. Subash Rana Magar	Member, Ward No. 1, Dhankuta Municipality
15.	Mr. Santa Bdr. Rai	Member, Ward No. 2, Dhankuta Municipality
16.	Mr. Rama Baral	Member, Ward No. 2, Dhankuta Municipality
17.	Mr. Draupada Shiwa Darnal	Member, Ward No. 2, Dhankuta Municipality
18.	Mr. Tikaram Darlami	Coordination Committee Member, Ward No. 2, Dhankuta Municipality
19.	Mr. Dilli Man Limbu	Business, Ward No. 1, Dhankuta Municipality
20.	Mr. Lok Bdr. Limbu	Business, Ward No. 1, Dhankuta Municipality
21.	Mr. Gokul Bdr. Magar	Farmer, Ward No. 1, Dhankuta Municipality
22.	Mr. Hem. Bdr. Pithakote	Farmer, Ward No. 1, Dhankuta Municipality
23.	Mr. Kedar Kumar Magar	Farmer, Ward No. 1, Dhankuta Municipality
24.	Mr. Gyan Bdr. Dahal	Business, Ward No. 1, Dhankuta Municipality
25.	Mr. Lila Sinjali	Farmer, Ward No. 1, Dhankuta Municipality
26.	Mr. Sujan Tamang	Farmer, Ward No. 1, Dhankuta Municipality
27.	Mr. Ramchandra Khadka	Business, Ward No. 1, Dhankuta Municipality
28.	Mr. Mahesh Paudel	Student, Ward No. 1, Dhankuta Municipality
29.	Mr. Ganesh Thing	Business, Ward No. 1, Dhankuta Municipality
30.	Mr. Tej Kumar Sinjali	Farmer, Ward No. 1, Dhankuta Municipality
31.	Mr. Tek Bdr. Gongna	Business, Ward No. 1, Dhankuta Municipality
32.	Mr. Indra Bdr. Thapa	Business, Ward No. 1, Dhankuta Municipality
33.	Mr. Lalchandra Gongna	Social Worker, Ward No. 1, Dhankuta Municipality
34.	Mr. Dhana Bdr. Basnet	Social Worker, Ward No. 1, Dhankuta Municipality
35.	Mr. Bhim Khadka	Business, Ward No. 1, Dhankuta Municipality
36.	Mr. Shyam Bdr. Tamang	Business, Ward No. 1, Dhankuta Municipality
37.	Mr. Lila Bdr. Sinjali	Farmer, Ward No. 1, Dhankuta Municipality
38.	Mr. Madan Karki	Business, Ward No. 1, Dhankuta Municipality

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Commented [Rekha72]: They are all part of the project implementing agency.

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*ESIA of 'Upgradation of Hile (Shadeshwor Temple) - Bhirgaun - Madhuganga Road'  
Dhankuta Municipality, Dhankuta*

SN	Name	Organization/Address
39.	Mr. Phanindra Pathak	Business, Ward No. 1, Dhankuta Municipality
40.	Mr. Rupa Magar	Farmer, Ward No. 1, Dhankuta Municipality
41.	Mr. Narayan Tamang	Farmer, Ward No. 1, Dhankuta Municipality
42.	Mr. Sarada Pd. Ghimire	Service, Ward No. 1, Dhankuta Municipality
43.	Mr. Prem Bdr. Sinjali	Ward No. 1, Dhankuta Municipality
44.	Mr. Kumari Tamang	Farmer, Ward No. 1, Dhankuta Municipality
45.	Mr. Rubisa Magar	Farmer, Ward No. 1, Dhankuta Municipality
46.	Mr. Bhul Magar	Farmer, Ward No. 1, Dhankuta Municipality
47.	Mr. Govinda Bdr. Magar	Farmer, Ward No. 1, Dhankuta Municipality
48.	Mr. Sukumaya Tamang	Farmer, Ward No. 1, Dhankuta Municipality
49.	Mr. Auti Maya Tamang	Farmer, Ward No. 1, Dhankuta Municipality
50.	Mr. Ambika Ghimire	Teacher, Ward No. 1, Dhankuta Municipality
51.	Mr. Chandrakala Thapa	Business, Ward No. 1, Dhankuta Municipality
52.	Mr. Goma Devi Thapa	Farmer, Ward No. 1, Dhankuta Municipality
53.	Mr. Kalpana Ghimire	Farmer, Ward No. 1, Dhankuta Municipality
54.	Mr. Uma Devi Karki	Farmer, Ward No. 1, Dhankuta Municipality
55.	Mr. Pramila Magar	Farmer, Ward No. 1, Dhankuta Municipality
56.	Mr. Gothi Tamang	Farmer, Ward No. 1, Dhankuta Municipality
57.	Mr. Khadka Maya Ghimire	Farmer, Ward No. 1, Dhankuta Municipality
58.	Mr. Dev Kumar Rai	Ward No. 1, Dhankuta Municipality
59.	Mr. Basanta Magar	Ward No. 1, Dhankuta Municipality
60.	Mr. Hiralal Magar	Ward No. 1, Dhankuta Municipality
61.	Mr. Tribhuvan Rai	Ward No. 1, Dhankuta Municipality
62.	Mr. Manakala Limbu	Ward No. 1, Dhankuta Municipality
63.	Mr. Bhim Bdr. Magar	Ward No. 1, Dhankuta Municipality
64.	Mr. Ongada Tamang	Ward No. 1, Dhankuta Municipality
65.	Mr. Subas Ranamagar	Ward No. 1, Dhankuta Municipality
66.	Mr. Lalchandra Gongawa	Social Worker, Ward No. 1, Dhankuta Municipality
67.	Mr. Lila Bdr. Sinjali	Farmer, Ward No. 1, Dhankuta Municipality
68.	Mr. Padam Bdr. Magar	Farmer, Ward No. 1, Dhankuta Municipality
69.	Mr. Muna Magar	Farmer, Ward No. 1, Dhankuta Municipality
70.	Mr. Umadevi Karki	Farmer, Ward No. 1, Dhankuta Municipality
71.	Mr. Dhanamaya Tamang	Farmer, Ward No. 1, Dhankuta Municipality
72.	Mr. Panchamaya Tamang	Teacher, Ward No. 2, Dhankuta Municipality
73.	Mr. Lila Bhujel	Ward No. 2, Dhankuta Municipality
74.	Mr. Asmita Bhattarai	Ward No. 2, Dhankuta Municipality
75.	Mr. Mana Kumari Baraili	Ward No. 2, Dhankuta Municipality
76.	Mr. Chandramaya Bhattarai	Ward No. 2, Dhankuta Municipality
77.	Mr. Bimala Devi Tamang	Ward No. 2, Dhankuta Municipality
78.	Mr. Bimala Tamang	Ward No. 2, Dhankuta Municipality
79.	Mr. Sharmila Paudel	Ward No. 2, Dhankuta Municipality
80.	Mr. Bed Kumari Ghimire	Ward No. 2, Dhankuta Municipality
81.	Mr. Sumitra Tamang	Ward No. 2, Dhankuta Municipality
81.	Mr. Rajendra Guragain	Ward No. 2, Dhankuta Municipality
82.	Mr. Lila Bdr. Timalsina	Ward No. 2, Dhankuta Municipality
83.	Mr. Nara Bdr. Bhujel	Ward No. 2, Dhankuta Municipality
84.	Mr. Hem Bdr. Basnet	Ward No. 2, Dhankuta Municipality



*ESIA of 'Upgradation of Hile (Shadeshwor Temple) - Bhirgaun - Madhuganga Road'  
Dhankuta Municipality, Dhankuta*

<b>SN</b>	<b>Name</b>	<b>Organization/Address</b>
85.	Mr. Amrit Bdr. Magar	Ward No. 2, Dhankuta Municipality
86.	Mr. Kamal Bdr. Basnet	Ward No. 2, Dhankuta Municipality
87.	Mr. Khadka Bdr. Magar	Ward No. 2, Dhankuta Municipality
88.	Mr. Jaya Bdr. Magar	Ward No. 2, Dhankuta Municipality
89.	Mr. Netra Lal Magar	Ward No. 2, Dhankuta Municipality
90.	Mr. Surya Darlami Magar	Ward No. 2, Dhankuta Municipality
91.	Mr. Durga Bdr. Magar	Ward No. 2, Dhankuta Municipality
92.	Mr. Dhana Bdr. Magar	Ward No. 2, Dhankuta Municipality
93.	Mr. Som Bdr. Tamang	Ward No. 2, Dhankuta Municipality
94.	Mr. Kajiman Pulami	Ward No. 2, Dhankuta Municipality
95.	Mr. Karna Bdr. Darlami	Ward No. 2, Dhankuta Municipality
96.	Mr. Tej Bdr. Magar	Ward No. 2, Dhankuta Municipality
97.	Mr. Hom Bdr. Pulami	Ward No. 2, Dhankuta Municipality
98.	Mr. Kamal Bdr. Darlami	Ward No. 2, Dhankuta Municipality
99.	Mr. Jagat Bdr. Darlami	Ward No. 2, Dhankuta Municipality
100.	Mr. Tara Magar	Ward No. 2, Dhankuta Municipality
101.	Mr. Khadka Bdr. Pakharin	Ward No. 2, Dhankuta Municipality
102.	Mr. Manoj Bhujel	Ward No. 2, Dhankuta Municipality
103.	Mr. Shree Krishan Magar	Ward No. 2, Dhankuta Municipality
104.	Mr. Til Bdr. Darlami	Ward No. 2, Dhankuta Municipality
105.	Mr. Tek Bdr. Tamang	Ward No. 2, Dhankuta Municipality
106.	Mr. Ratan Bdr. Bhujel	Ward No. 2, Dhankuta Municipality
107.	Mr. Gajendra Rai	Ward No. 2, Dhankuta Municipality
108.	Mr. Gopal Bdr. Basnet	Ward No. 2, Dhankuta Municipality
109.	Mr. Man Bdr. Bhattarai	Ward No. 2, Dhankuta Municipality
110.	Mr. Netra Bdr. Basnet	Ward No. 2, Dhankuta Municipality
111.	Mr. Nirmal Basnet	Ward No. 2, Dhankuta Municipality
112.	Mr. Ganga Bdr. Pokharel	Ward No. 2, Dhankuta Municipality
113.	Mr. Prakash Subedi	Ward No. 2, Dhankuta Municipality
114.	Mr. Chuda Bdr. Bhandari	Ward No. 2, Dhankuta Municipality
115.	Mr. Ratna Bdr. Bhujel	Ward No. 2, Dhankuta Municipality
116.	Mr. Ghanendra Bdr. Bhandari	Ward No. 2, Dhankuta Municipality
117.	Mr. Khem Pokharel	Ward No. 2, Dhankuta Municipality
118.	Mr. Gyan Bdr. Thapa	Ward No. 2, Dhankuta Municipality
119.	Mr. Yogendra Bishunkhe	Ward No. 2, Dhankuta Municipality
120.	Mr. Surendra Kumar Tamang	Ward No. 2, Dhankuta Municipality
121.	Mr. Sarad Bdr. Magar	Ward No. 2, Dhankuta Municipality
122.	Mr. Dambar Magar	Ward No. 2, Dhankuta Municipality
123.	Mr. Hari Bhujel	Ward No. 2, Dhankuta Municipality
124.	Mr. Rudra Bdr. Basnet	Ward No. 2, Dhankuta Municipality
125.	Mr. Govinda Bdr. Subedhi	Ward No. 2, Dhankuta Municipality
126.	Mr. Rajendra Bdr. Basnet	Ward No. 2, Dhankuta Municipality
127.	Mr. Ashish Tamang	Ward No. 2, Dhankuta Municipality
128.	Mr. Manoj Bhujel	Ward No. 2, Dhankuta Municipality
129.	Mr. Suka Bdr. Tamang	Ward No. 2, Dhankuta Municipality
130.	Mr. Chhanda Bdr. Tamang	Ward No. 2, Dhankuta Municipality
131.	Mr. Raju Tamang	Ward No. 2, Dhankuta Municipality

*ESIA of 'Upgradation of Hile (Shadeshwor Temple) - Bhirgaun - Madhuganga Road'  
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SN	Name	Organization/Address
132.	Mr. Roshan Tamang	Ward No. 2, Dhankuta Municipality
133.	Mr. Govinda Tamang	Ward No. 2, Dhankuta Municipality
134.	Mr. Sudip Tamang	Ward No. 2, Dhankuta Municipality
135.	Mr. Sijan Tamang	Ward No. 2, Dhankuta Municipality
136.	Mr. Deveraj Tamang	Ward No. 2, Dhankuta Municipality
137.	Mr. Gopilal Tamang	Ward No. 2, Dhankuta Municipality
138.	Mr. Til Kumari Basyal	Ward No. 2, Dhankuta Municipality
139.	Mr. Raju Tamang	Ward No. 2, Dhankuta Municipality
140.	Mr. Sadhananda Mishra	Ward No. 2, Dhankuta Municipality
141.	Mr. Dambar Pd. Guragain	Ward No. 2, Dhankuta Municipality
142.	Mr. Surya Bdr. Darnal	Ward No. 2, Dhankuta Municipality
143.	Mr. Surendra Pd. Guragain	Ward No. 2, Dhankuta Municipality
144.	Mr. Laxmi Pd. Subedhi	Ward No. 2, Dhankuta Municipality
145.	Mr. Yagya Bdr. Karki	Ward No. 2, Dhankuta Municipality
146.	Mr. Lakhamati Rai	Ward No. 2, Dhankuta Municipality
147.	Mr. Yam Kumar Magar	Ward No. 2, Dhankuta Municipality
148.	Mr. Manish Bhujel	Ward No. 2, Dhankuta Municipality
149.	Mr. Kamala Magar	Ward No. 2, Dhankuta Municipality
150.	Mr. Prem Bdr. Thada Magar	Ward No. 2, Dhankuta Municipality
151.	Mr. Harischandra Bhujel	Ward No. 2, Dhankuta Municipality
152.	Mr. Santosh Bhujel	Ward No. 2, Dhankuta Municipality
153.	Mr. Devraj Tamang	Ward No. 2, Dhankuta Municipality
154.	Mr. Sukra Bdr. Tamang	Ward No. 2, Dhankuta Municipality
155.	Mr. Purna Bdr. Tamang	Ward No. 2, Dhankuta Municipality
156.	Mr. Bhim Bdr. Tamang	Ward No. 2, Dhankuta Municipality
157.	Mr. Roshan Bhujel	Ward No. 2, Dhankuta Municipality
158.	Mr. Lakha Man Tamang	Ward No. 2, Dhankuta Municipality
159.	Mr. Mana Kumari Bhujel	Ward No. 2, Dhankuta Municipality
160.	Mr. Devi Kumari Darlami	Ward No. 2, Dhankuta Municipality
161.	Mr. Sita Tamang	Ward No. 2, Dhankuta Municipality
162.	Mr. Bhakta Bdr. Tamang	Ward No. 2, Dhankuta Municipality
163.	Mr. Ashok Rai	Ward No. 2, Dhankuta Municipality
164.	Mr. Ratna Lal Rai	Ward No. 2, Dhankuta Municipality
165.	Mr. Dil Bdr. Rai	Ward No. 2, Dhankuta Municipality
166.	Mr. Sarmila Paudel	Ward No. 2, Dhankuta Municipality
167.	Mr. Dhana Kumari Magar	Ward No. 2, Dhankuta Municipality
168.	Mr. Purnamaya Tamang	Ward No. 2, Dhankuta Municipality
169.	Mr. Maiya Paudel	Ward No. 2, Dhankuta Municipality
170.	Mr. Binati Guragai	Ward No. 2, Dhankuta Municipality
171.	Mr. Durga Dhakal	Ward No. 2, Dhankuta Municipality
172.	Mr. Sumitra Karki	Ward No. 2, Dhankuta Municipality
173.	Mr. Bishnu Maya Basnet	Ward No. 2, Dhankuta Municipality
174.	Mr. Khem Kumari Dahal	Ward No. 2, Dhankuta Municipality
175.	Mr. Dambar Kumari Koirala	Ward No. 2, Dhankuta Municipality
176.	Mr. Indra Bhattarai	Ward No. 2, Dhankuta Municipality
177.	Mr. Goma Devi Lamichhane	Ward No. 2, Dhankuta Municipality
178.	Mr. Anita Khanal	Ward No. 2, Dhankuta Municipality

SN	Name	Organization/Address
179.	Mr. Mana Kumari Bhujel	Ward No. 2, Dhankuta Municipality
180.	Mr. Pema Doma Thing	Ward No. 2, Dhankuta Municipality
181.	Mr. Yuba Devi Thapa	Ward No. 2, Dhankuta Municipality
182.	Mr. Gita Ramtel	Ward No. 2, Dhankuta Municipality
183.	Mr. Bimala Bhattarai	Ward No. 2, Dhankuta Municipality
184.	Mr. Mana Kumari Niraula	Ward No. 2, Dhankuta Municipality

#### 7.4 Mechanism for Consultation

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

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

#### 7.5 Public/Community Consultation Plan

All consultations on social and environmental issues will be carried out during implementation of the project will be done in an inclusive manner, including vulnerable social groups (such poor household, persons with disabilities, among others) and women. Details of the Project Consultation Plan are presented in Table 7-3 below;

**Table 7-3: Project Consultation Plan**

Objective and Target Goal	Method	Responsibility
<b>I. Build Local Ownership</b>		
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
<b>II. Start Consultation Process with Potentially Affected Communities by construction and operation of road</b>		
Identify communities to be potentially 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	PCO, DPR Consultant Municipality Ward Authority

**Commented [Rekha73]:** They should have been already identified during ESIA stage.

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Dhankuta Municipality, Dhankuta*

Objective and Target Goal	Method	Responsibility
	sanitizers, conducting meeting in a open and ventilated places)	
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
<b>III. Implementation Phase</b>		
Maintain effective communication with PIU	Electronic and face to face communication with representative of relevant agency /organization	PCO, Design and Supervision Consultant Municipality Ward Authority
Raise awareness of project activities among potential beneficiaries	Media advertisements and targeted campaign	PCO, Consultant/ Municipality
Maintain consultation process with a potential affected communities and beneficiaries	Face to face meeting with affected communities' representative (including social officer of Municipality, women's representative etc.)	PCO, Design and Supervision Consultant Municipality Ward Authority
Monitoring and evaluation community involvement	Face to face meeting with affected communities' representative	PCO, Design and Supervision Consultant Municipality Ward Authority
Reports outlining progress of activities related to engagement and communication	Collation of progress report, self-evaluation by PCO	PCO
Agreement on operation and maintenance system	Electronic or face to face communication with relevant stakeholder Face to face meeting with local authority	PCO, Design and Supervision Consultant Municipality Ward Authority
Implementation of ESIA	The contractor will prepare the various stand-alone plans to comply with ESIA requirements. By including all the stand alone plans, the contractor will prepare Contractor's Environmental and Social Management Plan (ESMP) and submit it to PIU. This requirements will be included in the contract BoQ	The requirements stipulated in ESIA shall be included in bid document of the contractor. The contractor will prepare the stand alone plans and submit it to the PIU before the construction begins and obtain approval. The stand-alone plan includes; environment, health and safety management plan, traffic management plan, grievance redress plan, spoil management plan,

**Commented [Rekha74]:** It should be if there are vulnerable groups then targeted consultations and information dissemination works is needed.

**Commented [Rekha75]:** Budget allocation? This is included in the earlier budget table and ESMP.

**Commented [Rekha76]:** Not all measures identified in the ESIA/ESMP will be implemented by the contractor.

Objective and Target Goal	Method	Responsibility
		emergency preparedness plan, camp management plan, labor management plan, air/water/noise management plan to name a few.

## 7.6 Consultations Conducted

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

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

SN	Meeting	Date	Total Participants	Outcomes
1	Municipality Officials	October 12, 2023	7 (M - 5, F - 2)	Presentation and discussion on DPR Report and Socio-economic condition, Safeguards aspects, Land requirement, etc.
3	Mass Community consultation (ward no. 1 & 2)	October 12, 2023	184 (M - 130, F - 54)	Detailed Discussion on updated design aspects; discussion on avoiding vegetation loss; coordination with the locals; land requirement; and on social & environmental aspect including GBV, SEA/SH, <a href="#">and provisions of different levels of GRC/GRM</a>
4	Community consultation with Janajati	October 12, 2023	83 (M - 61, F - 22)	Detailed Discussion on updated design aspects; discussion on avoiding vegetation loss; land requirement; <a href="#">employment opportunities for the locals</a> , and on social & environmental aspect including GBV, SEA/SH
5	Community consultation with Women	October 12, 2023	51 (M - 2, F - 51)	Detailed Discussion on updated design aspects; discussion on avoiding vegetation loss; land requirement, land acquisition process and on social and environmental aspect including GBV, SEA/SH <a href="#">Discussions were also focused on provisions &amp; functions of GRC, Anti-harassment cell, and other options like provisions of complaint registering through toll free number 1145 dedicated by National Women Commission</a>

**Commented [Rekha77]:** Is there a broad community support for the project? Has this been documented?

**Commented [Rekha78]:** What about other vulnerable groups like Dalits?

**Commented [AK79]:** What was discussed in this consultation?

**Commented [Rekha80]:** This is all same. Any specific issues raised in these consultations with separate groups?

The stakeholder consultations and community included [Ward Committee Chairpersons, Dhankuta Municipality office authorities](#) and local people along the road alignment. Since the settlements along the road alignment are a mixed community, these consultations included indigenous people including Tamagar, Magar, Gurung and Rai. The major concerns during the consultations were following;

- The locals voiced on need of early start and timely implementation of the project
- Also, the need of timely reinstatement of any private or public properties damaged during the construction phase

**Commented [Rekha81]:** They are project implementing agency not stakeholders.

- Employment opportunity to the locals was one of the topics put forward
- Problem of dust and noise due to project activities was raised as a concern
- It was discussed that an open space (belonging to Mr. Chandra Lal Tamang) at Chokrok of WN 2 can be used for campsite & stockpile site.
- Concerns of social issues that may arise due to influx of workforce was discussed
- Quality of the road construction works was one of the concerns raised
- Protection of Jalkanya Devasthan of WN 2 was also discussed during the consultations with the locals of WN 2

The minutes of the meetings are provided in Annex 1.

### 7.7 Information Disclosure

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

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

Point of information will be defined at the municipality office level during implementation to disseminate all the documents related to the project activities. Based on the public information disclosure policy, PCO and the municipality will unveil the information through its website. The information dissemination plan for Hile (Shadeshwor Temple) - Bhirgaun - Madhuganga Road project is presented in Table 7-5 below;

**Table 7-5: Information Dissemination Plan**

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

**Commented [Rekha82]:** Budget allocated? Please revisit the Budget table.

**Commented [Rekha83]:** Budget for implementation?

## 7.8 Grievance Redress

### 7.8.1 Approach

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

A Grievance Redress Mechanism has been set up (see 7.8.3) to allow stakeholders including PAPs to raise any concerns or complaints, or to appeal any disagreeable decisions, practices and activities arising from the project including compensation for land and assets (if applicable). Information about GRM will be published on the municipality's website, will be put up at public space in the sub-project area, in the notice boards of municipality and ward offices. Locals will be encouraged to make use of the GRM established for the sub-project to raise any complaints/grievances induced due to this sub-project. Stakeholders will be made fully aware of their rights and the procedures.

### 7.8.2 Current Grievance Redress Processes

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

### 7.8.3 Structure of the GRM

A Grievance Redress Committee (GRC) has been formed at the ward level i.e., Level 1 GRC with the Ward Chairperson as the coordinator other ward as well as local representatives, and a representative from DSC. The details of 1<sup>st</sup> level GRC is given in table below;

**Table 7-6: Details of 1<sup>st</sup> Level GRC**

SN	Members	Designation	Remarks
1	Chandara Lal Tamang	Coordinator	Chairperson - Ward 2
2	Ongda Tamang	Member	Chairperson - Ward 1
3	Rama Baral	Member	Female Member - Ward 2
4	Sita Devi Tamang	Member	Coordinator, School Danda Tole Development Committee, WN 2
5	Chhatra Bahadur Karki	Member	Secretary - Ward 2
6	Dil Bahadur Rana	Member Secretary	DSC Representative

Second level GRC has been established at the municipal level under Coordination of the Deputy Mayor of Itahari Sub-Metropolitan City office and with a representative from DSC. The Committee will discuss the environmental and social concern with E&S section/department of municipality to redress grievance pertaining to gender, vulnerable community, and other social and environmental issues in transparent and effective manner. The details of the provisions, structure and process of GRM and GRC were discussed at all levels of consultations - in Itahari Sub-Metropolitan City office, in ward offices and in community level consultations. Minute has been attached in Annex 1. The details of 2<sup>nd</sup> level GRC is given in table below;

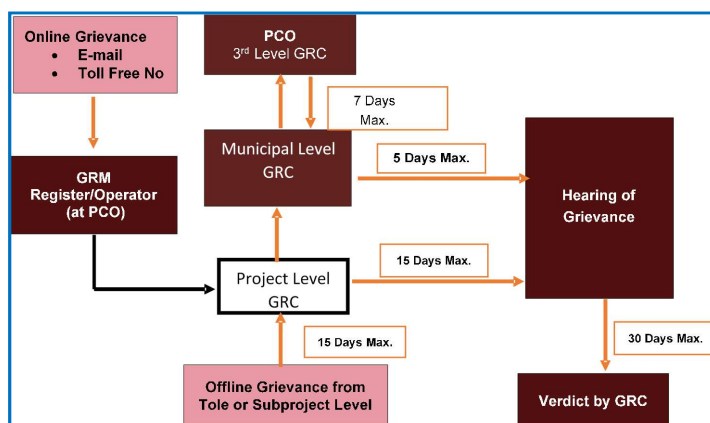
**Table 7-7: Details of 2<sup>nd</sup> Level GRC**

SN	Members	Designation	Remarks
1	Bhima Devi Khanal	Coordinator	Deputy Mayor - Dhankuta Municipality
2	Dashrath Rai	Member	CAO - Dhankuta Municipality
3	Nushraj Shrestha	Member	Social Development Officer - Dhankuta Municipality
4	Mingma Dorji Sherpa	Member	Engineer (Focal Person - NUGIP) - Dhankuta Municipality
5	Vijay Chapagain	Member Secretary	DSC - TL

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

#### 7.8.4 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.



**Figure 7.1: Grievance Redress Process**

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

Complaints will be responded within two weeks at any level. In case response is not received from 1<sup>st</sup> level within 15 days, the complaint will be escalated to next level. If complaint remains unaddressed at 1<sup>st</sup> and 2<sup>nd</sup> within maximum 30 days after registering the compliant, it will be elevated to 3<sup>rd</sup> level at the PCO. The PCO within 7 days of time should instruct the concerned person in the PMC PIU to arrange for a hearing within 5 days. Effort will be given by all levels of GRCs to conduct hearing and resolve the concern at their level up to the satisfaction of complainant within the stipulated time frame. In case 1<sup>st</sup> and 2<sup>nd</sup> 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.

The details of the proposed GRC structure and GRM process were discussed during public consultations with stakeholders in all levels.

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

#### 7.8.5 Further details of the GRM

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

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

#### 7.8.6 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.

Commented [Rekha84]: Related to GBV or SEA/SH.

## List of References

- *Environment Protection Act, Government of Nepal, 2019*
- *Environment Protection Rules, Government of Nepal, 2020 (and amendments)*
- *Environmental and Social Management Framework, Nepal Urban Governance and Infrastructure Project, August 2020, the World Bank*
- *Final Detailed Project Report on Upgradation of Hile (Shadeshwor Temple) - Bhirgaun - Madhuganga Road, [September-December](#) 2023*
- *Municipal Profile of Dhankuta Municipality, 2075 BS - Dhankuta Municipality Office, Dhankuta*
- *Municipality Transport Master Plan (MTMP) of Dhankuta Municipality , 2078 BS Dhankuta Municipality Office, Dhankuta*
- *Nepal Human Rights Year Book 2023, Informal Sector Service Center (INSEC), Kathmandu.*
- *Project Implementation Manual, Nepal Urban Governance and Infrastructure Project, December 2022, the World Bank*
- <https://censusnepal.cbs.gov.np/Home/Index/EN>

## **List of Annex**

Annex 1: Minutes, Public Notice and Letters

Annex 2: Proposed Typical Cross Section

Annex 3: GoN Permissible Environmental limits/standards

Annex 4: Details of Ramps and Zebra Crossings

Annex 5: ~~World Bank Approved~~ Code of Conduct (CoC) on GBV

Annex 6: Photographs

*ESIA of 'Upgradation of Hile (Shadeshwor Temple) - Bhirgaun - Madhuganga Road'  
Dhankuta Municipality, Dhankuta*

**Annex 1: Minutes, Public Notice and Letters**

Annex- 1.1

RoW Declaration Minutes

मिति: २०७२/०१/०९  
समय: बिहान ९:०० बजे  
स्थान: धनकुटा नगरपालिका कार्यालय



बैठका: नेपाल सरकार (माननीय मन्त्रीस्तर) को  
मिति २०७२/०१/२९ को निर्णयानुसार नेपाल सरकार  
श्रीधरी मागिला तथा स्थानीय विकास मन्त्रालय  
सिंहदरबार काठमाडौंको प.आ. २०७२/०३ च.न.  
४-१-३० मिति २०७२/०१/२९ को प्रमाणित प्राप्त  
अतिरिक्तरी अनुसार स्थानीय स्थायक आवास क्षेत्र  
२०२४ को दफा ६० बमोजिम बस्नेको रोडको लागि  
नगर परिषद बैठक।

अध्यक्षता: श्री तीर्थप्रसाद खिताल  
प्रमुख। कार्यकारी अधिकृत

अन्य उपस्थिति:

१. प्रबन्धक श्री नृपराज श्रेष्ठ
२. विनोद अधिकृत श्री उपेन्द्र खनाल
३. इन्जिनियर श्री गिरीमार्जनी शर्मा
४. सम्बन्धित अधिकृत श्री राजु गुरुगाइ
५. प्रशासकीय अधिकृत श्री उमेश शर्मा
६. लेखापाल श्री केदार कुमार श्रेष्ठ
७. आर्किटेक्ट श्री प्रदिप दाहाल
८. वरिष्ठ पत्रकार श्री महेश प्रसाद श्रेष्ठ
९. ... श्री ...

निर्णय नं. १  
नेपाल सरकार संघीय मामिला तथा स्थानीय विकास मन्त्रालय नगरपालिका व्यवस्था शाखा सिंहदरबार  
काठमाडौंको प.आ. २०७२/०३ च.न. ४-१-३० मिति २०७२/०१/२९ को प्राप्त पत्रानुसार नेपाल सरकार (माननीय मन्त्रीस्तर) को मिति २०७२/०१/२९ को निर्णयानुसार स्वीकृत भएको अस्ती विकास, राहती योजना तथा भवन निर्माण सम्बन्धी आधारभूत मार्ग दर्शन, २०७२ र धनकुटा नगर क्षेत्रको लागि विमानमार्ग सडक अधिकार क्षेत्र उल्लेख भएको धनकुटा नगरपालिका योजना तथा भवन निर्माण विभागमा मापदण्ड २०७२ को सम्बन्धमा धनकुटा नगरपालिका स्थित नगरस्तरिय गन्तव्य विकासको मन्त्रालयको सहभागितामा मिति २०७२/०१/०३ गते छलफलमाई गरिएको चर्चाको मध्यम धनकुटा नगरपालिकाको मिति २०७२/०१/०३ गतेको निर्णयानुसार पेज भएको दस्तावेजको आधारमा र मापदण्डमाई मिति २०७२/०१/०३ गते देखि लागू हुने गरी स्वीकृत गरियो।

  
 भारत सरकार  
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प्रोड्यूसर  
  
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 नि. प्रमुख ब्रह्माचर्य अधीन

ESIA of 'Upgradation of Hile (Shadeshwor Temple) - Bhirgaun - Madhuganga Road'  
Dhankuta Municipality, Dhankuta

मिति : २०७४ साल भाद्र १७ गते  
समय : दिनको १.०० बजे  
स्थान : धनकुटा नगर कार्यपालिकाको कार्यालय

वैठक : धनकुटा नगर कार्यपालिका कार्यसम्पादन नियमावली, २०७४ को नियम १० बमोजिम नगर कार्यपालिकाको पाँचौं वैठक

अध्यक्षता : प्रमुख श्री चिन्तन तामाङ्ग दस्तखत

उपस्थिति विवरण :

क्र.सं.	पद	नामधर	हस्ताक्षर
१	उपप्रमुख	श्री शकुन्तला खरेल	
२	बडाध्यक्ष	श्री निरेन तामाङ्ग	दस्तखत
३	बडाध्यक्ष	श्री चन्द्रमान तामाङ्ग	दस्तखत
४	बडाध्यक्ष	श्री विकास शिम्पिरे	दस्तखत
५	बडाध्यक्ष	श्री जङ्गेर राई	दस्तखत
६	बडाध्यक्ष	श्री धनकुमार राई माठुपहरिया	अनुपस्थित
७	बडाध्यक्ष	श्री नरेन्द्र खेड	अनुपस्थित
८	बडाध्यक्ष	श्री जगन्नाथ राई	दस्तखत
९	बडाध्यक्ष	श्री सुदन राई	दस्तखत
१०	बडाध्यक्ष	श्री मनोज राव	अनुपस्थित
११	बडाध्यक्ष	श्री कमल बहादुर कोर्को	दस्तखत
१२	कार्यपालिका सदस्य	श्री ज्ञानबहादुर राई	दस्तखत
१३	कार्यपालिका सदस्य	श्री कल्पना राई	दस्तखत
१४	कार्यपालिका सदस्य	श्री रमा बराल	दस्तखत
१५	कार्यपालिका सदस्य	श्री सुलोचना खरेल	दस्तखत
१६	कार्यपालिका सदस्य	श्री कल्पना बाप्रा	दस्तखत
१७	कार्यपालिका सदस्य	श्री मदन बस्नेत	दस्तखत
१८	कार्यपालिका सदस्य	श्री सुर्प राई	दस्तखत
१९	कार्यपालिका सदस्य	श्री समिता राई	दस्तखत
२०	निमित्त सचिव	श्री राज गुरामाई	दस्तखत

प्रस्तावहरू :

१. धनकुटा नगरपालिकाका पदाधिकारीहरूको आचारसंहिता, २०७४
२. नगरपालिकाका पदाधिकारीहरूको बैठक भत्ता तथा भ्रमणभत्ता लगायतका सुविधा सम्बन्धमा ।
३. बडा कार्यलय सञ्चालनको लागि प्रशासनिक खर्च ।
४. वार्षिक सभिक बर्षको पूर्वाधार विकास योजना सन्चालन ।
५. वार्षिक सभिक सदनहरूको निर्वाचन ।
६. विविध



वि. प्रमुख प्रशासिक अधिकृत

निर्णय नं. १

सभानको सचिवान बमोजिम स्थानीय शासन व्यवस्थामा जनताको सर्वोपरि सहभागिता प्रबर्द्धन गर्दै जनशुद्धी, सेवायुक्ती, जनउत्तरदायी, पारदर्शी तथा सुशासनयुक्त स्थानीय शासनको प्रत्याभुति गर्ने, स्थानीय तहलाई जनताको विरभावितो शासन हुनका लागि अग्रगण्यता प्राप्त गर्ने, कानुनी राज्य र संघीय लोकतान्त्रिक गणतन्त्रका आधारभूतका लागि योग्यता प्राप्त गरी विकासको अवसरानुसार भर्त्ता रूप दिन जनताबाट निर्वाचित पदाधिकारीको आचरण र क्रियाकलापहरूलाई सोझी अनुदान मारीत र नम्रभावीय सुलाउनेका लागि "धनकुटा नगरपालिकाका पदाधिकारीको आचारसंहिता, २०७४" उपर दलकन गरी स्वीकृतका लागि नगर सभाको अधिवसनमा पेश गर्ने निर्णय गरियो

३. आगलागी पिडित श्री. फूलमाया साकोलाई रु. ५,०००/-

ख. धनकुटा नगरपालिका वडा नं. ७ स्थित चन्द्रबहादुर विश्वकर्माको घर वर्षातको कारणले भत्कीई घरबास विहिन भएकाले निजलाई राहत बापत रु. १०,०००/-

ग. धनकुटा नगरपालिका वडा नं. २ स्थित श्री ज्ञान बहादुर थापाको अलैची खेती वर्षातको कारणले पहिरो गई क्षेत्री पुगेको हुँदा निजलाई राहत बापत रु. ५,०००/-

#### निर्णय नं. १२

धनकुटा नगर क्षेत्रमा पर्ने धरान - धनकुटा - हिले राजमार्गको माफदण्ड सडकको दायाँबायाँ २५/२५ मिटर कायम गरेको कारणले सडक आसपासमा निर्माण भएका घरहरूको हालसम्म घरनक्सा पास नभई निर्माण भईसकेका भवन संरचनाहरू नियमित हुन नसकेको एवम् सडक मापदण्ड अनुसारको क्षेत्रमा सडक निर्माण कार्य नभई सडक मापदण्ड कार्यान्वयनमा नआएको हुँदा पहाडी नगरपालिका क्षेत्रमा नेपालको पूर्व पश्चिम राजमार्ग जस्तो मापदण्ड पुरा गर्न भौगोलिक रूपले समेत संभव नहुने देखिएकाले लामो समयसम्म जननिर्वाचित सरकार नभएको अवस्थामा स्थानीय बासिन्दाको घरनक्सा पास नभई घर अभिलेखिकरण गर्न नसकिएको जनगुनासो समेत आएकोले धनकुटा नगर क्षेत्रमा पर्ने मुलघाट देखि हिले प्रहरी चौकी भवन सम्मको लागि सडक मापदण्ड दायाँ बायाँ २५/२५ मिटरलाई संशोधन गरी १५/१५ मिटर र हिले प्रहरी चौकी देखि गुराँसे नजिक नगर सिमाना र हिले देखि भोजपुर सडकको नगर सिमाना सम्म सडक दायाँ बायाँ १५/१५ मिटरलाई संशोधन गरी ८/८ मिटर कायम गर्न नेपाल सरकार समक्ष अनुरोध गर्ने निर्णय गरियो ।

#### निर्णय नं. १३

धनकुटा नगर क्षेत्रमा भवन निर्माण प्रयोजनका लागि तयार भएको धनकुटा नगरपालिका योजना तथा भवन निर्माण परिमार्जित मापदण्ड, २०७२ मा उल्लेखित मापदण्ड तथा नगर यातायात गुरु योजना, २०७२ मा उल्लेख भए अनुसारको मापदण्ड मध्ये भवन निर्माण गर्दा घर बनाईने जग्गामा खुल्ला क्षेत्र छोडनु पर्ने क्षेत्रफल बढी भएकाले घर निर्माणमा पर्ने गएको कठिनाईलाई मध्ये नजर गरी धनकुटा नगरको निम्नानुसार क्षेत्रमा खुला क्षेत्र छोडनु पर्ने भागलाई परिमार्जन गरी १५ प्रतिशत कायम गर्न एवम् हाल कायम रहेको नगरपालिकाले बनाएको सडक क्षेत्रको क्षेत्राधिकार १० मिटरका सडकहरूलाई संशोधन गरी ८ मिटर कायम गर्ने र ८ मिटरका सडकहरूलाई परिमार्जन गरी ६ मिटर कायम गर्ने एवम् ६ मिटरका सडकहरूलाई यथावत कायम गर्न धनकुटा नगरपालिका योजना तथा भवन निर्माण (परिमार्जित) मापदण्ड, २०७४ र नगर यातायात (परिमार्जित) गुरु योजना, २०७४ लाई स्वीकृतका लागि नगर सभाको अधिवेशनमा पेश गर्ने निर्णय गरियो ।

घर निर्माण गर्दा खुल्ला क्षेत्र १५ प्रतिशत छोडनु पर्ने गरी कायम गरिएका शहरी क्षेत्रहरू :

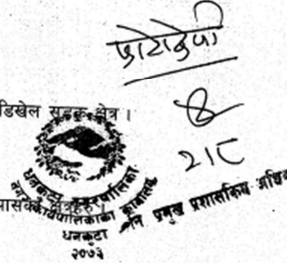
१. धनकुटा बसपार्क देखि जिरोच्वाइन्ट सम्म ।
२. धनकुटा बसपार्क देखि सिरवानी चिरविरे चौतारा सम्म ।
३. सिरवानी देखि डाँडागाउँ हुँदै त्रिवेणी, सितलपाटी - बालमन्दिर तथा सितलपाटी - टुँडिखेल सडक क्षेत्र ।
४. मदन चौक देखि धनकुटाको मुख्य बजार क्षेत्र हुँदै लहरे चौतारासम्म ।
५. धनकुटा बजार देखि टुँडिखेल जाने सडक आसपासका क्षेत्रहरू ।
६. माथिल्लो कोण्डे, तल्लो कोण्डे क्षेत्र ।
७. मुलघाट - धनकुटा - बसन्तपुर तथा हिले - बसन्तपुर तथा हिले भोजपुर सडक आसपासका क्षेत्रहरू ।

#### निर्णय नं. १४

धनकुटा नगर क्षेत्रको जग्गा रजिष्ट्रेसन बापत उठने राजश्व संकलन प्रकृयालाई थप तथ्यपरक बनाउन आवश्यक अध्ययन अनुसन्धान समेत गरी घरजग्गाको कारोबार गर्दा वास्तविक मूल्याङ्कन पद्धतिलाई अवलम्बन गर्दै जग्गा रजिष्ट्रेसन बापत संकलन हुने राजश्व संकलनलाई विश्वसनिय बनाई राजश्व सुदृढिकरण गर्न आवश्यक सहयोग एवम् नगरपालिकालाई प्राप्त हुने राजश्वलाई बढोत्तरी गर्न मालपोत कार्यालय धनकुटासँग समन्वय गर्ने निर्णय गरियो ।

#### निर्णय नं. १५

धनकुटा नगरपालिका वडा नं. १ हुँदै वडा नं. २ को सेवा केन्द्र जोडने षडेश्वर मन्दिर भिरगाउँ सडक निर्माण सम्बन्धी बादी छविबाल विश्वकर्मा प्रतिवादी धनकुटा नगर कार्यपालिकाको कार्यालय समेत भएको जग्गा खिचलो चलन र लुटपिट मुद्दामा यस नगर कार्यपालिकाको कार्यालयको प्रतिनिधि इन्जिनियर मिडमा दोर्जी शोर्पालाई तोक्ने तथा निज मिडमा दोर्जी शोर्पा विदामा बस्नु पर्ने भएमा सब इन्जिनियर श्री खगेन्द्र रायमाझीलाई प्रतिनिधि तोकी पठाउने एवम् उक्त मुद्दाको नगर कार्यपालिकाको तर्फबाट कानूनी प्रकृयाको लागि प्रतिउत्तर पत्र, साझी बकपत्र तथा बहस गर्न महालक्ष्मी नगरपालिका वडा नं. २ बस्ने





ESIA of 'Upgradation of Hile (Shadeshwor Temple) - Bhirgaun - Madhuganga Road'  
Dhankuta Municipality, Dhankuta

मिति : २०७४ साल भदौ १८ गते  
समय : दिनको १.०० बजे  
स्थान : नगर कार्यपालिकाको कार्यालय सभा हल  
बैठक : धनकुटा नगर सभाको प्रथम अधिवेशनको दोश्रो बैठक  
अध्यक्षता : श्री चिन्तन तामाङ, प्रमुख दस्तखत  
उपस्थिति विवरण



प्र. १३५  
२८५ प्रमुख प्रशासक अधिकृत

क्र.स.	पद	नामधर	हस्ताक्षर
१	उपप्रमुख	श्री शकुन्तला बस्नेत	दस्तखत
२	वडाध्यक्ष	श्री निरेन तामाङ	दस्तखत
३	वडाध्यक्ष	श्री चन्द्रलाल तामाङ	दस्तखत
४	वडाध्यक्ष	श्री विकास घिमिरे	दस्तखत
५	वडाध्यक्ष	श्री जम्सेर राई	दस्तखत
६	वडाध्यक्ष	श्री धनकुमार राई आठपहरिया	दस्तखत
७	वडाध्यक्ष	श्री नरेश श्रेष्ठ	अनुपस्थित
८	वडाध्यक्ष	श्री जंगबहादुर राई	अनुपस्थित
९	वडाध्यक्ष	श्री सुमन राई	दस्तखत
१०	वडाध्यक्ष	श्री मनोज राय	दस्तखत
११	वडाध्यक्ष	श्री कमल बहादुर कार्की	अनुपस्थित
१२	कार्यपालिका सदस्य	श्री जहानशहरी राई	दस्तखत
१३	कार्यपालिका सदस्य	श्री कल्पना राई	दस्तखत
१४	कार्यपालिका सदस्य	श्री रमा बराल	दस्तखत
१५	कार्यपालिका सदस्य	श्री सुलोचना बसेल	दस्तखत
१६	कार्यपालिका सदस्य	श्री कल्पना थापा	दस्तखत
१७	कार्यपालिका सदस्य	श्री मदन बसेल	दस्तखत
१८	कार्यपालिका सदस्य	श्री सुर्य राई	दस्तखत
१९	कार्यपालिका सदस्य	श्री समिता राई	दस्तखत
२०	वडा सदस्य	श्री फूलमाया विश्वकर्मा	दस्तखत
२१	वडा सदस्य	श्री लालचन्द्र तामाङ	दस्तखत
२२	वडा सदस्य	श्री द्रौपदा शिवा दर्जी	दस्तखत
२३	वडा सदस्य	श्री टीकाराम मगर	दस्तखत
२४	वडा सदस्य	श्री सन बहादुर राई	दस्तखत
२५	वडा सदस्य	श्री बुद्धमाया लिम्बु	दस्तखत
२६	वडा सदस्य	श्री बाबुराम मिश्र	अनुपस्थित
२७	वडा सदस्य	श्री मेख बहादुर राई	दस्तखत
२८	वडा सदस्य	श्री दुर्गा निरौला अधिकारी	दस्तखत
२९	वडा सदस्य	श्री तुलसा विश्वकर्मा	दस्तखत
३०	वडा सदस्य	श्री होमप्रसाद अधिकारी	दस्तखत
३१	वडा सदस्य	श्री वीर बहादुर तामाङ	दस्तखत
३२	वडा सदस्य	श्री सीता श्रेष्ठ	दस्तखत
३३	वडा सदस्य	श्री अम्बिका परियार नेपाली	दस्तखत
३४	वडा सदस्य	श्री रोशन श्रेष्ठ	दस्तखत
३५	वडा सदस्य	श्री गोविन्द राई	अनुपस्थित
३६	वडा सदस्य	श्री हिरादेवी राई	दस्तखत
३७	वडा सदस्य	श्री मुना साकी	दस्तखत
३८	वडा सदस्य	श्री मिलन कुमार खडगी	दस्तखत

ESIA of 'Upgradation of Hile (Shadeshwor Temple) - Bhiringaun - Madhuganga Road'  
Dhankuta Municipality, Dhankuta

३९	बडा सदस्य	श्री वेणुबहादुर बस्नेत	दस्तखत
४०	बडा सदस्य	श्री चन्द्रकुमारी राई	दस्तखत
४१	बडा सदस्य	श्री शान्त रसाईली	दस्तखत
४२	बडा सदस्य	श्री सन्देश राई	दस्तखत
४३	बडा सदस्य	श्री रामकुमार डंगोल	अनुपस्थित
४४	बडा सदस्य	श्री पूर्णबारी राई	दस्तखत
४५	बडा सदस्य	श्री विश्वलाल राई आठपहरिया	दस्तखत
४६	बडा सदस्य	श्री सुमित्रा राई	अनुपस्थित
४७	बडा सदस्य	श्री शान्ति शिवा दर्जी	दस्तखत
४८	बडा सदस्य	श्री सन्तोषकुमार मगर	दस्तखत
४९	बडा सदस्य	श्री पूर्ण बहादुर प्रधान	दस्तखत
५०	बडा सदस्य	श्री सुनिता वि.क.	दस्तखत
५१	बडा सदस्य	श्री चन्द्रबहादुर मगर	दस्तखत
५२	बडा सदस्य	श्री कुलबहादुर राई	दस्तखत

**निर्णय नं. १**

नेपालको संविधान बमोजिम स्थानीय शासन व्यवस्थामा जनताको अर्धपूर्ण सहभागिता प्रवर्द्धन गर्दै जनमुखी, सेवामुखी, जनउत्तरदायी, पारदर्शी तथा सुशासनयुक्त स्थानीय शासनको प्रत्याभूति गर्ने "धनकुटा नगरपालिकाका पदाधिकारीको आचारसंहिता, २०७४" उपर छलफल गरी सर्वसम्मतिले स्वीकृत गरियो ।

**निर्णय नं. २**

धनकुटा नगर कार्यपालिकाको मिति २०७४/११/१७ को बैठकबाट पदाधिकारी बैठक भत्ता तथा दैनिक भ्रमण भत्ता घरभाडा सम्बन्धी सुविधा, धनकुटा नगरपालिका योजना तथा भवन निर्माण (परिमार्जित) मापदण्ड, २०७४ र नगर यातायात (परिमार्जित) गुरु योजना, २०७४ सम्बन्धी प्रस्ताव उपर छलफल गरी स्वीकृत गरियो । साथै धनकुटा नगर क्षेत्रमा राजमार्ग सडकको मापदण्ड परिमार्जनको लागि नेपाल सरकार समक्ष अनुरोध गर्ने निर्णय गरियो ।

**निर्णय नं. ३**

"धनकुटा नगरपालिकाका पदाधिकारीको आचारसंहिता, २०७४" को दफा १४ अनुसार कुनै पदाधिकारीले यस आचारसंहिता तथा अन्य प्रचलित संघीय, प्रदेश र स्थानीय कानून बमोजिम पालन गर्नुपर्ने आचारहरु उल्लंघन गरे, नगरेको सम्बन्धमा जाँचिबुझ तथा अनुगमन गर्नका लागि तपसिल बमोजिमको धनकुटा नगरपालिकाका पदाधिकारीको आचारसंहिता अनुगमन समिति गठन गरियो ।

तपसिल :

१. संयोजक श्री कमल बहादुर कार्की
२. सदस्य श्री लालचन्द्र गोडवा
३. सदस्य श्री सिला श्रेष्ठ



डा. जे. जे. २१८  
नि. प्रमुख प्रशासकिय अधिकृत

**निर्णय नं. ४**

नेपालको संविधानको धारा २१७ अनुसार कानून बमोजिम आफ्नो अधिकारक्षेत्र भित्रका विवाद निरोपण गर्ने धनकुटा नगरपालिकाका उपप्रमुखको संयोजकत्वमा गठन हुने न्यायिक समितिका दुई जना सदस्यहरुमा नगर सभाबाट तपसिलका व्यक्तिहरुलाई निर्वाचित गरियो ।

तपसिल :

१. सदस्य : जम्शेर राई
२. सदस्य : कल्पना राई


**निर्णय नं. ५**

नगर सभाको अधिवेशनमा सहयोग गर्नु हुने सबै प्रति धन्यवाद ज्ञापन सहित प्रथम अधिवेशन समापन गरियो ।


Annex 1.2

Letters of Dhankuta Municipality

"धनकुटा नगर: स्वच्छ सुन्दर समुन्नत शहर"

 **धनकुटा नगरपालिका**  
नगर कार्यपालिकाको कार्यालय  
धनकुटा  
१ नं. प्रदेश, नेपाल

पत्र संख्या : ०६९/०८०  
चलानी नं. ४४९६


 मिति: २०८०/१२/०८

**विषय: हिले षडेस्वर मन्दिर-मधुगंगा-मालबासे-विहिवारे हटिया सडकको क्षेत्राधिकार (RoW) सम्बन्धमा ।**


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

उपरोक्त सम्बन्धमा यस धनकुटा नगरपालिकाको वडा नम्बर १,२,३,४ (साविक वडा नम्बर १,१०,११,१२,४) मा पर्ने हिले षडेस्वर मन्दिर-मधुगंगा-मालबासे-विहिवारे हटिया सडक खण्डको स्तरोन्नती गर्ने कार्यको लागि विश्व बैंकको आर्थिक सहयोगमा त्यस आयोजना मार्फत निर्माण गर्ने लागिएको सडकको क्षेत्राधिकार (Right of Way) यस नगरपालिकाको मिति २०७२/६/१९ को तेश्रो विशेष नगर परिषद् बैठकबाट १० मिटर कायम गरेकोमा मिति २०७४/४/१७ को कार्यपालिका बैठकको निर्णय नं. १३ र मिति २०७४/४/१८ गतेको धनकुटा नगर सभाको प्रथम अधिवेशनको दोश्रो बैठकबाट उक्त सडकको क्षेत्राधिकार ८ मिटर कायम गरिएको व्यहोरा जानकारीको लागि अनुरोध छ । उक्त निर्णयको प्रतिलिपी यसै पत्रसाथ संलग्न गरि पठाईएको व्यहोरा समेत अनुरोध छ ।

बोधार्थ  
श्री PEA-BN-Soil Test JV, काठमाण्डौ ।

  
नगेन्द्रमणी श्रेष्ठ  
नि. प्रमुख प्रशासनिक अधिकारी

"धनकुटा नगर स्वच्छ सुन्दर समुन्नत शहर"

 **धनकुटा नगरपालिका**  
नगर कार्यपालिकाको कार्यालय  
धनकुटा  
१ नं. प्रदेश, नेपाल

पत्र संख्या : ०८०१०८९  
चलानी नं. ४९९

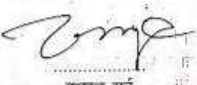
मिति: २०८०/१५

श्री आयोजनाप्रमुख ज्यू,  
आयोजना समन्वयकार्यालय, NUGIP,  
शहरीविकास तथा भवन निर्माण विभाग (DUDBC),  
बबरमहल, काठमाण्डौ ।

**विषय: हिले(षडेश्वर मन्दिर) - भिरगाउँ - मधुगंगासडक खण्डको स्तरोन्नति सम्बन्धमा ।**

यस धनकुटा नगरपालिकामा शहरी विकास तथा भवन निर्माण विभाग (DUDBC) अन्तर्गत नेपाल शहरी शासकिय पूर्वाधार आयोजना (NUGIP) का परामर्शदाता टोली (BN-PEA JV) ले तयार पार्दै गरेको हिले (षडेश्वर मन्दिर) - भिरगाउँ - मधुगंगा सडक खण्डको स्तरोन्नति आयोजनाको DPR का चरणमा गरिने Environmental and Social Impact Assessment (ESIA) अध्ययनमा यस नगरपालिकाको वडा नं. १ र २ को हिले (षडेश्वर मन्दिर) - भिरगाउँ - मधुगंगासडक खण्डको RoW मिति २०७२/०६/०९ मा वरिष्ठो नगर परिषदको विशेष बैठकले १० मिटर कायम गर्ने भनी निर्णय गरेको तर मिति २०७४/०८/१८ मा पहिलो नगर सभाको दोस्रो बैठकले उक्त सडक खण्डको क्षेत्राधिकार ८ मिटर कायम गर्ने भनि सडकको क्षेत्राधिकार निर्धारण भए अनुसार अहिले साईट खुल्दा (RoW clear) रहेको व्यहोरा जानकारी गराइन्छ । हाल उक्त सडक खण्डमा रहेका अस्थायी तथा सार्वजनिक संरचना, स-साना रुख विहवाह सानं वा हटाउन स्थानिय तथा सम्बन्धित निकायहरूसँग सहकार्य गरी सामाजिक एवं वातावरणीय सुरक्षणको प्रत्याभूतिका लागि यस नगरपालिकाले आवश्यक सहयोग तथा समन्वय गरिरहेको व्यहोरा समेत जानकारी गराइन्छ ।

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

  
दशरथ राई  
प्रमुख प्रशासकीय अधिकृत  
प्रमुख प्रशासकीय अधिकृत

Fax : 026-520586      Email : [info@mundhankuta.gov.np](mailto:info@mundhankuta.gov.np)      website: [www.mundhankuta.gov.np](http://www.mundhankuta.gov.np)

Letter of Dhankuta Municipality regarding Road Width clear status



"धनकुटा नगर स्वच्छ सुन्दर समुन्नत शहर"

धनकुटा नगरपालिका



पत्र संख्या : ०८०/०८९

कोशी प्रदेश, नेपाल

चलानी नं. : ८९२

मिति: २०८०/०८/०९

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

विषय: हिले (पडेश्वर मन्दिर) - भिरगाँऊ - मधुगंगा सडक खण्डमा कुनै  
मुद्दाहरू (Outstanding Issues) नरहेको सम्बन्धमा ।

यस नगरपालिकाको वडा नं. १ र २ मा पर्ने हिले (पडेश्वर मन्दिर) - भिरगाँऊ - मधुगंगा सडक खण्डको शहरी विकास तथा भवन निर्माण विभाग (DUDBC) अन्तर्गत नेपाल सहरी शासकीय पूर्वाधार आयोजना (NUGIP) मार्फत विश्व बैंकको आर्थिक सहयोगमा स्तरोन्नती हुन लागेको शन्दर्भमा उक्त सडक खण्डको क्षेत्राधिकार मिति २०७२/०६/०९ मा बसेको नगर परिषदको बैठक र मिति २०७४/०८/१८ मा बसेको पहिलो नगर सभाको दोस्रो बैठकले निर्धारण गरे अनुसार विद्यमान एवं प्रस्तावित सडक चौडाई भित्रको साइट (Site) अहिले खुल्ला रहेको छ । उक्त सडक खण्डको स्तरोन्नतिका लागि प्रस्तावित सडक चौडाईमा कुनै मुद्दाहरू (Outstandings Issues) जस्तै: क्षतिपूर्तिका मुद्दा, झैझगडा वा अदालतिय मुद्दा आदि नरहेको व्यहोरा जानकारीको लागि अनुरोध गर्दछु । साथै, सर्वसाधारणको जानकारीको लागि वातावरणीय एवं सामाजिक प्रभाव मूल्याङ्कनको अन्तिम प्रतिवेदन तयार भएपछि उक्त प्रतिवेदनलाई यस नगरपालिकाको वेब साइट र सम्बन्धित निकायहरूमा राखी आयोजना सम्बन्धि पारदर्शीता अपनाउन यस नगरपालिका प्रतिबद्ध रहेको व्यहोरा समेत जानकारीका लागि अनुरोध गर्दछु ।

चिन्तन तामाङ

प्रमुख प्रमुख

Minutes regarding formation of 1<sup>st</sup> Level GRC

Date: .....  
Page: .....

बिषय:- आयोगको स्तरीय गुणस्तर सुनुवाई समिति

उक्त सभाको कार्यवाही:-

आज मिति २०८०/०७/१४ गते का दिन मध्य  
बानेश्वर नगरपालिकाको कार्यालय प्रमुखको अध्यक्षतामा  
देवी रत्ननाथ प्रधानको अध्यक्षतामा गैरनागरिक  
महानुदय बस्नेतको उपस्थितिमा बैठकको बैठकले तयारिलेको  
अलेखित बजेटको उपर विस्तृत छलफल गरी सर्वसम्मति  
ले निर्णय पारित गरियो।

बिषय:-

१) आयोगको स्तरीय गुणस्तर सुनुवाई समिति (GRC)  
उक्त सभाको कार्यवाही:-  
२) निर्णय:-

उपस्थिति:-

क्र.सं.	नाम	हस्ताक्षर	सह/अध्यक्षता	फोन नं.
१)	देवी रत्ननाथ प्रधान	(उपस्थित)	अध्यक्षता	९८५०६०८८८
२)	महानुदय बस्नेत	(उपस्थित)	अध्यक्षता	९८५०६०८९९
३)	महानुदय बस्नेत	(उपस्थित)	अध्यक्षता	९८५०६०८९९
४)	महानुदय बस्नेत	(उपस्थित)	अध्यक्षता	९८५०६०८९९
५)	महानुदय बस्नेत	(उपस्थित)	अध्यक्षता	९८५०६०८९९
६)	महानुदय बस्नेत	(उपस्थित)	अध्यक्षता	९८५०६०८९९
७)	महानुदय बस्नेत	(उपस्थित)	अध्यक्षता	९८५०६०८९९
८)	महानुदय बस्नेत	(उपस्थित)	अध्यक्षता	९८५०६०८९९
९)	महानुदय बस्नेत	(उपस्थित)	अध्यक्षता	९८५०६०८९९
१०)	महानुदय बस्नेत	(उपस्थित)	अध्यक्षता	९८५०६०८९९

निर्णय:-

१) सिद्ध बजेटको आधारमा नेपालकासी बास बिश्व  
नयाँ पूर्वाधार आयोगको माफिक स्तरीयताले हुन गएको  
बानेश्वर नगरपालिका बजेटको वरिपरि मध्यमा पर्ने हिले (कडिवा  
माथि) - सिद्धाङ्ग - मध्यमा पर्ने बजेटको निर्माण

(हस्ताक्षर) (हस्ताक्षर) (हस्ताक्षर) (हस्ताक्षर) (हस्ताक्षर)



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- १) सैमोजडी चंद्रलाल नामडु, वडासुड्ड वडा-२ चड.न.१४.
- २) सदस्यडी उडिदा वामाडु, वडासुड्ड वडा-१ चड.न.१४.
- ३) सदस्यडी सुमा वराल, वडासुड्ड वडा न-२
- ४) सदस्यडी सितादेवी वडामु, स्कूलबांडावाला वडाइ सैमोजडी चड.न.२
- ५) सदस्यडी कनकाकु डडी, वडासुड्ड वडा न-२
- ६) सदस्यडी दिल वडाड्ड वाना, सुपरमिनार डीजिनेयर-JSL

(2) અસર ઉપર ઇજાના સ્તર ટુનારો મુદ્દામાં સમાવિતમાં વિવિધ  
 મોડેલનાં ચાલવા સિદ્ધિ આપેડા ટુનારો હકુલમાં તરકાલ  
 સમાવિત ગર્ન વત્તામરિ વાલા અરુણે હંડ સમાવિત  
 હકુલના અરુણે (ESMF) મા ઉલેરે અરુણે  
 સમાવિતમાં વિવિધ સમાવિત ગર્ન ૨ સમાવિત ગર્ન અરુણે  
 ટુનારો હકુલમાં નામનાં હકુલમાં સિદ્ધિ ટુનારો મુદ્દામાં  
 સમાવિતમાં પડાવે પડે જોનારો, લાગી અસર ટુનારો  
 મુદ્દામાં સમાવિતમાં વિવિધ પડે પ્રવેડ મારિનાં હકુલમાં  
 અરુણે અરુણે ૨ અરુણે અરુણે ટુનારો સમાવિતમાં  
 પડે અરુણે અરુણે અરુણે અરુણે અરુણે અરુણે

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Page: .....

विषय

- उपनिषद्-अथर्व

क्र.सं.	नाम	हस्ताक्षर	पद/उपनाम व.सं.
क. १.	डी.डी.मि.देवी रघुनाथ	(Signature)	उपवाहक, पुनर्वसन, पुनर्वास
२.	डी.डी.राजेश	(Signature)	मुख्य, पुनर्वसन, पुनर्वास
३.	डी.डी.विजय	(Signature)	उपवाहक, पुनर्वसन, पुनर्वास
४.	डी.डी.विजय	(Signature)	उपवाहक, पुनर्वसन, पुनर्वास
५.	डी.डी.विजय	(Signature)	उपवाहक, पुनर्वसन, पुनर्वास
६.	डी.डी.विजय	(Signature)	उपवाहक, पुनर्वसन, पुनर्वास
७.	डी.डी.विजय	(Signature)	उपवाहक, पुनर्वसन, पुनर्वास
८.	डी.डी.विजय	(Signature)	उपवाहक, पुनर्वसन, पुनर्वास
९.	डी.डी.विजय	(Signature)	उपवाहक, पुनर्वसन, पुनर्वास
१०.	डी.डी.विजय	(Signature)	उपवाहक, पुनर्वसन, पुनर्वास
११.	डी.डी.विजय	(Signature)	उपवाहक, पुनर्वसन, पुनर्वास
१२.	डी.डी.विजय	(Signature)	उपवाहक, पुनर्वसन, पुनर्वास
१३.	डी.डी.विजय	(Signature)	उपवाहक, पुनर्वसन, पुनर्वास
१४.	डी.डी.विजय	(Signature)	उपवाहक, पुनर्वसन, पुनर्वास
१५.	डी.डी.विजय	(Signature)	उपवाहक, पुनर्वसन, पुनर्वास
१६.	डी.डी.विजय	(Signature)	उपवाहक, पुनर्वसन, पुनर्वास
१७.	डी.डी.विजय	(Signature)	उपवाहक, पुनर्वसन, पुनर्वास
१८.	डी.डी.विजय	(Signature)	उपवाहक, पुनर्वसन, पुनर्वास
१९.	डी.डी.विजय	(Signature)	उपवाहक, पुनर्वसन, पुनर्वास
२०.	डी.डी.विजय	(Signature)	उपवाहक, पुनर्वसन, पुनर्वास

19/12/2020 :-

- क) विष्णु वैकुण्ठो आदि के मुख्य मन्त्र, नेपाल आदि शासक  
तथा पूर्वाचार आदि मन्त्रों के अर्थ और भाषा का  
अर्थ. १२३ मन्त्रों के अर्थ (विष्णु मन्त्र, अग्नि, इन्द्र, इत्यादि)

नवा न. १२३ मा लेखिएको छ (१२३ नं. मा नं. २), भि. ३/३, १९७३



Page: 111 of 111

[illegible]

② इस गुणको सुनुवाई क्षमिति, आवाज की स्तरता  
येही गुणको सुनुवाई क्षमिति बल समाधान हुनकरै  
आवाज गुणमाईक पक्ष आवाजमाईक बल सिद्धे यह

~~Handwritten scribbles and text, possibly including "Zma" and "1000".~~

Date: \_\_\_\_\_  
Page: \_\_\_\_\_


(3/10/18)

समितिमा आएको शुनासुहृदुलाई तत्काल समाधान  
गर्न वातावरणीय र समाजिक दमनबाट बचाउन  
(ESMF) मा उल्लेख गरिएको अनुसार बाँकी भिसमा  
द्वारा गरिने र समाधान गर्न नसकिने शुनासुहृदुलाई  
नेपाल काठमाडौँका लागि तयार पार्ने शुनासुहृदुलाई  
पढाउने प्रयोजनको लागि यस शुनासुहृदुलाई समाहित  
निर्माणित बैच प्रत्येक भन्निने पाहिलो शुनासुहृदुलाई  
र शुनासुहृदुलाई समाहित गर्नुको समाधान पनि गर्न  
सकिने निर्णय सुचकलाई पारित गरियो।

(3/10/18)

Public Notice regarding GRC

"धनकुटा नगर: स्वच्छ सुन्दर समुन्नत शहर"

 **धनकुटा नगरपालिका**  
नगर कार्यपालिकाको कार्यालय  
कोशी प्रदेश, नेपाल


पत्र संख्या : ०८०१०८९  
चलानी नं. ६८९

मिति: २०८०/०९/१५

सुचना । सुचना ॥ सुचना ॥

मिति २०८०/०९/१५ गतेका दिन यस धनकुटा नगरपालिकाको कार्यवाहक प्रमुख श्री भिमा देवी खनालज्यूको अध्यक्षतामा बसेको बैठकले विरव बैंकको आर्थिक सहयोगमा नेपाल शहरी शासकिय तथा पूर्वाधार आयोजना मार्फत स्तरोन्नति हुन लागेको यस धनकुटा नगरपालिका वडा नं. १ र २ मा पर्ने पर्ने हिले (षडेश्वर मन्दिर) - भिरगाँउ - मधुगंगा सडक खण्डको निर्माणका अवधिमा आउने गुनासाहरुको अध्ययन गरी स्थानिय स्तरमा नै गुनासाहरुलाई समाधान गर्न आयोजना स्तरमा वडा नं. २ का वडा अध्यक्ष श्री चन्द्रलाल तामाङज्यूको संयोजकत्वमा निम्न उल्लेखित व्यक्तिहरु रहने गरी एक गुनासा सुनुवाई समिति (GRC) गठन गरिएको बारे सम्बन्धित सबैलाई जानकारी गराइन्छ । आयोजना सम्बन्धि कोही कसैलाई कुनै गुनासा भएमा उल्लेखित गुनासा सुनुवाई समितिमा मौखिक वा लिखित रुपमा जानकारी गराउनहुन अनुरोध छ ।

१. संयोजक- श्री चन्द्रलाल तामाङ, वडा अध्यक्ष, वडा नं. २, धनकुटा नगरपालिका ।  
२. सदस्य- श्री ओझडा तामाङ, वडा अध्यक्ष, वडा नं. १, धनकुटा नगरपालिका ।  
३. सदस्य- श्री रमा बराल, महिला वडा सदस्य ।  
४. सदस्य- श्री सिता देवी तामाङ स्कूलडाँडा टोल विकास समितिको संयोजक, वडा २ ।  
५. सदस्य- श्री छत्र बहादुर कार्की, वडा सचिव, वडा नं. २ ।  
६. सदस्य सचिव-श्री दिल बहादुर राना, सुपरीभजन इन्जिनियर, DSC प्रतिनिधि ।

  
दशरथ राई  
प्रमुख प्रशासकीय अधिकृत  
प्रमुख प्रशासकीय अधिकृत

Letter regarding Anti-Harassment Cell



धनकुटा नगरपालिका  
नगर कार्यपालिकाको कार्यालय  
धनकुटा  
कोशी प्रदेश, नेपाल ।

पत्र सङ्ख्या २०८०/०८१

च. नं. ४२३

मिति : - २०८०/०९/२९

श्री शहरी विकास तथा भवन निर्माण विभाग,  
नेपालशहरी शासकीय तथा पूर्वाधार आयोजना  
बबरमहल काठमाडौं ।


विषय :- Anti- Harasment Cell को जिम्मेवारी तोकिएको सम्बन्धमा ।

प्रस्तुत विषयमा विश्व बैंकको अनुदान सहयोगमा सन् २०२३ देखी सञ्चालन हुने लैङ्गिक हिंसा रोकथाम तथा प्रतिकार्यको लागि एकिकृत सेवा पहुँच (Insitutionalizing GBV response in Federal Nepal) परियोजना हेर्नकोलागि यस धनकुटा नगरपालिका महिला, बालबालिका तथा ज्येष्ठनागरिक शाखाको श्री फूलमाया तामाङलाई तोकिएकोमा नेपाल शहरी शासकीय तथा पूर्वाधार आयोजनाबाट मिति २०८०/०३/१० को प.स. २०७९/८० को च.नं. ३५१ को प्राप्त पत्र अनुसार षडेश्वर मन्दिर हिले देखि भिरगाउँ मधुगंगा सडक आयोजना सग सम्बन्धित लैङ्गिक हिंसा तथा यौन दुर्व्यहार सम्बन्धी गुनासोहरूलाई अभिलेखिकरण तथा सहजीकरण गर्नकालागि सोहि व्यक्तिलाई थप Anti-Harassment Cell को रुपमा प्रतिस्थित गर्नु हुन अनुरोध गरिन्छ भनि लेखि आएको हुदा सोहि बमोजिम प्रतिस्थापित गरिएको व्यहोरा अनुरोध छ ।

नगेन्द्रमणी श्रेष्ठ  
नि. प्रमुख प्रशासकिय अधिकृत

Letter regarding GBV cases along road alignment

“धनकुटा नगर: स्वच्छ, सुन्दर, समुन्नत शहर”



**धनकुटा नगरपालिका**  
नगर कार्यपालिकाको कार्यालय  
धनकुटा  
कोशी प्रदेश, नेपाल

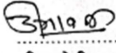
पत्र संख्या : ०८०/०८१  
चलानी नम्बर: ४२४

मिति : २०८०/०६/२३

विषय : सिफारिस सम्बन्धमा ।

यो जो जस सँग सम्बन्धित छ

प्रस्तुत विषयमा धनकुटा जिल्ला, धनकुटा नगरपालिका वडा नं. १ र २ मा पर्ने ( पडेश्वर मन्दिर) भिरगाउँ-मधुगंगा सडक खण्डको आयोजना प्रभाव क्षेत्र (सडक छेउबाट ५०० मिटर दायिबाँया) भित्र बसोबास गर्ने समुदायका बासिन्दाबाट यस धनकुटा नगरपालिकाको न्यायिक समितिमा विगत २ वर्ष देखी हालसम्म महिला हिंसा तथा यौनजन्य दुर्व्यवहार (GBV,SEA/SH) सम्बन्धि कुनै पनि गुनासा एवं घटनाहरु दर्ताहुन नआएको व्यहोरा सम्बन्धित सबैका जानकारीको लागि अनुरोध गरिन्छ ।

  
भिमदेवी खनाल  
संयोजक

फोन नं. : ०२६-४२२२६९  
ईमेल : dktmun@gmail.com

[Letter from OCMC, District Hospital - Dhankuta](#)



प्रदेश सरकार  
स्वास्थ्य मन्त्रालय  
स्वास्थ्य निर्देशनालय  
जिल्ला अस्पताल  
कोशी प्रदेश, धनकुटा  
जिल्ला अस्पताल  
कोशी प्रदेश  
धनकुटा, नेपाल

प.सं.: ०८०/८१

प.नं. २२२

मिति २०८०/०८/१९

विषय: लैङ्गिक हिंसा (GBV) सम्बन्धमा ।

श्री धनकुटा नगरपालिका,  
महिला, बालबालिका तथा जेष्ठनागरिक शाखा,  
धनकुटा ।

उपरोक्त सम्बन्धमा त्यस धनकुटा नगरपालिकाको वडा नं. १ र २ मा पर्ने हिले - मधुगंगा सडक खण्ड शहरी विकास तथा भवन निर्माण विभाग (DUDBC) अन्तर्गत नेपाल सहरी शासकीय पूर्वाधार आयोजना(NUGIP)मार्फत विश्व बैंकको आर्थिक सहयोगमा स्तरोन्नति हुन लागेको शन्दर्भमा यस धनकुटा अस्पतालमा रहेको OCMC शाखामा उक्त सडकखण्डको प्रभाव क्षेत्रबाट लैङ्गिक हिंसा (GBV)सम्बन्धि दर्ता हुन आएका घटनाहरूको विवरण त्यस नगरपालिकाको महिला, बालबालिका तथा जेष्ठ नागरिक शाखाबाट माग भई आएको छ । उक्त मागका सम्बन्धमा अध्ययन गर्दा यस अस्पतालको OCMC शाखामा रहेको रेकर्ड अनुसार मिति २०७८ श्रावण महिना देखि हालसम्म धनकुटा नगरपालिकाको वडा नं. १ बाट २ वटा र वडा नं. २ बाट २ वटा महिला हिंसा सम्बन्धि घटनाहरू दर्ता हुन आएको देखिन्छ तर सोही वडाहरूमा पर्ने हिले - मधुगंगा सडक खण्डको प्रभाव क्षेत्रबाट लैङ्गिक हिंसा (GBV)सम्बन्धि कुनै घटनाहरू दर्ता हुनआएको नदेखिएको व्यहोरा जानकारीको लागि अनुरोध गरिन्छ ।


डा.अमिताभ ठाकुर  
नि.मेडिकल सुपरिटेण्डेन्ट  
नि. मेडिकल सुपरिटेण्डेन्ट



Annex 1.3

Public Notice for ESIA Preparation of Dhankuta Municipality

धनकुटा नगर: स्वच्छ, सुन्दर, समुन्नत शहर

 **धनकुटा नगरपालिका**  
नगर कार्यपालिकाको कार्यालय  
धनकुटा  
१ नं. प्रदेश, नेपाल

पत्र संख्या : ०८०/०८१  
चलानी नं. ४०३

मिति: २०८०/०६/१८

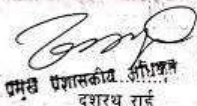
सुचना I . सुचना II . सुचना III

शहरी विकास तथा भवन निर्माण विभाग (DUDBC), नेपाल शहरी शासकिय पूर्वाधार आयोजना (NUGIP) ले यस धनकुटा नगरपालिका, वडा नं. १ र २ अन्तर्गत पर्ने हिले (षडेश्वर मन्दिर) - भिरगाँज - मधुगंगा सम्मको सडक खण्डको स्तरोन्नति गर्ने भएको छ । यसै सिलसिलामा उक्त सडक खण्डको विस्तृत परियोजना प्रतिवेदन तयारीका चरणमा भरिने बातावरणीय तथा सामाजिक प्रभाव मूल्याङ्कन (ESIA) अध्ययनका क्रममा परामर्शदाता (PEA-BN-Soil Test JV) का DSC Team, नगरपालिकाका पदाधिकारीहरु र वडा नं. १ र २ मा पर्ने हिले (षडेश्वर मन्दिर) - भिरगाँज - मधुगंगा सडक खण्डको आयोजनाबाट प्रभावित हुने वासिन्दा /जग्गाधनीहरुसँग निम्न उल्लेखित स्थान र मितिमा हुने विस्तृत छलफल तथा अन्तरक्रिया कार्यक्रममा उपस्थित हुनुका लागि सम्बन्धित सबै सरोकारवालाहरुलाई सूचित गरिन्छ ।

**अन्तरक्रिया हुने मिति र स्थान:**  
मिति: २०८०/०६/२५ गते बिहिवार ।  
स्थान: हिले, षडेश्वर मन्दिर, वडा नं. १, धनकुटा नगरपालिका ।  
समय:विहान ८:०० बजे

मिति: २०८०/०६/२५ गते बिहिवार ।  
स्थान: भिरगाँज गाजर चौक, वडा नं. २, धनकुटा नगरपालिका  
समय: दिउँसो १:०० बजे

यसै अनुसारको सुचना  
यस भएको जानकारी ०२/०६/८०  
/सुचनाको

  
प्रमुख प्रशासकीय अधिकृत  
दशरथ राई  
प्रमुख प्रशासकीय अधिकृत

Fax : 026-520586 Email : [info@mundhankuta.gov.np](mailto:info@mundhankuta.gov.np) website: [www.mundhankuta.gov.np](http://www.mundhankuta.gov.np)

Annex- 1.4

A. Meeting Minutes with Dhankuta Municipality Officials

आज मिति २०८०/०६/२५ गतेको दिन यस धनुषा नगरपालिकाका उप-प्रमुख भिमा रेवी खनाल र्भूमि अन्वेषणमा नेपाल राहरी शास्त्रीय तथा पूर्वाधार आयोजना अन्तर्गत यस नगरपालिकाको वडा नं १ र २ का पर्ने प्रस्तावित "हिले - भिरगाउँ-मधुगंगा सडक खण्ड"को स्तरोन्नति गर्ने आयोजनाको कलावलीय तथा सामाजिक प्रभाव मूल्यांकन (ESIA) प्रतिवेदन तयारीका क्रममा तपासिल बसोबासको उपस्थितिमा विस्तृत छलफल तथा निर्णय गरियो;

१) श्री भिमा रेवी खनाल	उप-प्रमुख - <u>भिमा रेवी</u>
२) श्री सीताराम गौतम	प्र. योजना, अनुगमन
३) श्री बन्धुलाल तामाङ	अध्यक्ष, वडा नं. २ <u>बन्धु</u>
४) श्री बिष्णु पौडेल	Sub Engineer, <u>बिष्णु</u>
५) श्री फूलबाहा तामाङ	तहिलाधिकारि सावदा <u>फूल</u>
६) श्री रघुनाथ खड्के	BN Consultancy / Sociologist <u>रघु</u>
७) श्री योजेश शास्त्री	BN Consultancy / Environmental Expert <u>योजेश</u>

छलफल तथा निर्णयहरू:

१) प्रस्तावित "हिले - भिरगाउँ-मधुगंगा सडक खण्ड स्तरोन्नति" आयोजनाको कार्य निर्धारित टमिटरको सडक क्षेत्राधिकार (ROW) भित्र ६.८ मिटरको सडक निर्माण हुने विषयमा समुदाय-स्तरमा संकेत पत्रात अन्तर्क्रिया भएको र सोही अनुसार डिजाईनका आवश्यक संस्मनाह, सन्देश जारिएको विषयमा छलफल भयो।

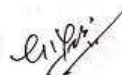


२) यसै क्रममा सार्वजनिक छलफलमा लागे सचिवा प्रकाशना जारिएको र मिति २०८०/०६/२५ का दिन वडा नं. १ को हिलेमा र वडा नं. २ को भिरगाउँमा सार्वजनिक भेला संयोजन गरी कलावलीय तथा सामाजिक असरका विषयमा



जानकारी प्रदान गरिस्को र वृद्धत हलफल संगतान  
गरिस्को विषयमा हलफल गरिन्थो ।

(३) यो सडक खण्ड वष नं-२ मा घोषित सामुदायिक  
वना करिब १०० मि. जति पर्ने, र टाउन्डर्क सामुदायिक  
वना करिब ४५० मि. जति पर्ने, तथा यस वनको  
हाल नज्जरा र फिटरको वार्ड प्रचलनमा रहेको, साथै  
२०७० सालदेखि चनचलातीमा रहेको कारण यस वनको  
कारका कुनै अवरोध नरहेको विषयमा सहमति रहेको  
विषयमा हलफल भयो ।

(४) आयोजना क्षेत्रमा आयोजनाका कामहरूका लागि  
पर्ने सक्ने वातावरणीय तथा सामाजिक असरहरू सम्बन्धमा  
सन्तुष्टि गर्ने, र आवश्यक उपायहरू सन्तुष्टि गरी  
ESIA प्रतिवेदनमा समावेश गर्ने विषयमा हलफल  
गरी निर्णय गरियो ।

Public Consultation Meeting Minutes of Ward No. 1 & 2, Dhankuta Municipality

सार्वजनिक छलफल तथा अन्तरक्रिया

आज मिति २०८०/०६/२५ गते विहिवारका दिन यस धनकुटा नगरपालिकाको उप-मेयरजीको अध्यक्षतामा धनकुटा नगरपालिकाको वडा नं. १ स्थित हिले, षडेश्वर मन्दिर चोकमा भएको छलफल तथा अन्तरक्रिया कार्यक्रममा नेपाल शहरी शासकिय तथा पूर्वाधार आयोजना अन्तर्गत धनकुटा जिल्लाको धनकुटा नगरपालिकाको वडा नं. १ र २ मा पर्ने प्रस्तावित हिले (षडेश्वर मन्दिर) - भिरगाँऊ - मधुगंगा सडक खण्डको तरोन्नति गर्ने कार्यको विस्तृत परियोजना प्रतिवेदन र वातावरणीय एवं सामाजिक प्रभाव मूल्याङ्कन (ESIA) तयारीका क्रममा प्राविधिक, वातावरणीय र सामाजिक एवं आर्थिक वस्तु स्थिति माथिको मूल्याङ्कन, प्रभाव र सम्भाव्य उपायहरूका बारेमा B.N. Consultancy Pvt. Ltd. का DSC Team, नगरपालिका र स्थानिय सरोकारवालाहरूका बिच विस्तृत छलफल तथा अन्तरक्रिया गर्ने कार्य सम्पन्न भयो । साथै छलफलका क्रममा वातावरणीय तथा सामाजिक व्यवस्थापन ढाँचा (ESMF) को परिधि भित्र रहि तपशिलमा उल्लेखित बुँदाहरु माथि उठेका मुद्दाहरु (Issues) र तिनका समाधानका उपायहरूका बारेमा विस्तृत छलफल गरि निर्णय गरियो ।

क्र.सं.	नाम	उप-प्रमुख	संकेत	संकेत नं.
१.	डिल्ली मान लेखु	अध्यक्ष	संकेत	८०६००९५६६
२.	लोक बहादुर लिम्बु	वातावरण	संकेत	८०९३४६०६३
३.	गोडुल बहादुर मगर	संकेत	संकेत	८०४०६५३६८
४.				
५.	राम बहादुर खत्री	संकेत	संकेत	८०२५५६५८५
६.	डेवराम खत्री	संकेत	संकेत	८०२०८३३५५
७.	मान बहादुर खत्री	संकेत	संकेत	८०२२५८६९०
८.	लिला खत्री	संकेत	संकेत	८०४६६६६६६६
९.	सुजन खत्री	संकेत	संकेत	८०९०५६५८८
१०.	राम बहादुर खत्री	संकेत	संकेत	८०६५२६६६६६९
११.	महेन्द्र खत्री	संकेत	संकेत	८०९६५०५६६०
१२.	गोडा खत्री	संकेत	संकेत	८०९६३९५६६६
१३.	नेज बहादुर खत्री	संकेत	संकेत	८०९५९०५६६६
१४.	देव बहादुर खत्री	संकेत	संकेत	८०९६६५५५५९
१५.	देव बहादुर खत्री	संकेत	संकेत	८०९६६५५५५९
१६.	मान बहादुर खत्री	संकेत	संकेत	८०२०५०९६६
१७.	मान बहादुर खत्री	संकेत	संकेत	८०२०५०६०३
१८.	मान बहादुर खत्री	संकेत	संकेत	८०२९५८६८३
१९.	मान बहादुर खत्री	संकेत	संकेत	
२०.	मान बहादुर खत्री	संकेत	संकेत	





### सार्वजनिक छलफल तथा अन्तरक्रिया

आज मिति २०८०/०६/२५ गते बिहिवारका दिन यस धनकुटा नगरपालिकाको उप-मेयरको अध्यक्षतामा धनकुटा नगरपालिकाको वडा नं. २ स्थित भिरगाउँ, गाजर चौकमा भएको छलफल तथा अन्तरक्रिया कार्यक्रममा नेपाल शाही शासकिय तथा पुर्वाधार आयोजना अन्तर्गत धनकुटा जिल्लाको धनकुटा नगरपालिकाको वडा नं. १ र २ मा पर्ने प्रस्तावित हिले (पडेश्वर मन्दिर) - भिरगाउँ - मधुगंगा सडक खण्डको तरोन्ती गर्ने कार्यको विस्तृत परियोजना प्रभावमिति र वातावरणीय एवं सामाजिक प्रभाव मूल्याङ्कन (ESIA) तयारीका क्रममा प्राविधिक, वातावरणीय र सामाजिक एवं आर्थिक बस्तु स्थिति माथिको मूल्याङ्कन, प्रभाव र सम्भाव्य उपायहरूका बारेमा B.N. Consultancy Pvt. Ltd. को DSC Team, नगरपालिका र स्थानिय महिलाहरूका बिच विस्तृत छलफल तथा अन्तरक्रिया गर्ने कार्य सम्पन्न भयो । साथै छलफलका क्रममा वातावरणीय तथा सामाजिक व्यवस्थापन ढाँचा (ESMF) को परिधि भित्र रहेर तयारिनुमा उल्लेखित बुँदाहरू माथि उठेका मुद्दाहरू (Issues) र तिनका समाधानका उपायहरूका बारेमा विस्तृत छलफल गरि निर्णय गरियो ।

क्र.सं.	नाम	पद/पेशा	दस्तावेज	सम्पर्क नं.
१.	विमला देवी श्वेतवाल	उप-प्रमुख	उप-प्रमुख	९८५२०५६६३
२.	मन्मथ लाल तामाङ	वडा अध्यक्ष	वडा अध्यक्ष	९८५२०३६६२५
३.	सन्तोष शर्मा	वडा सदस्य	वडा सदस्य	९८५२०३६६३३
४.	रमण शर्मा	वडा सदस्य	वडा सदस्य	९८५२०३६६३६
५.	विमला देवी श्वेतवाल	वडा सदस्य	वडा सदस्य	९८५२०३६६३७
६.	श्रीपद्म शिवा खार्वा	वडा सदस्य	वडा सदस्य	९८५२०३६६३८
७.	पंचमपा तामाङ	सिद्धा	सिद्धा	९८५२०३६६३९
८.	लिला भुजेल	सिद्धा	सिद्धा	९८५२०३६६४०
९.	आरम्भान भट्टराई	सिद्धा	सिद्धा	९८५२०३६६४१
१०.	मन कुमारी खार्वा	सिद्धा	सिद्धा	९८५२०३६६४२
११.	चन्द्रमान भट्टराई	सिद्धा	सिद्धा	९८५२०३६६४३
१२.	सिद्धा देवी तामाङ	सिद्धा	सिद्धा	९८५२०३६६४४
१३.	विमला तामाङ	सिद्धा	सिद्धा	९८५२०३६६४५
१४.	सन्तोष शर्मा	सिद्धा	सिद्धा	९८५२०३६६४६
१५.	बिष्णु कुमारी शर्मा	सिद्धा	सिद्धा	९८५२०३६६४७
१६.	सुनीता तामाङ	सिद्धा	सिद्धा	९८५२०३६६४८



११	मुडा वाङ्ग मण्डारी -	पुडा -	
१२	राम व. मण्डारी -	पुडा -	९८२३३०७४३५
१३	चौनेन्द्र पहाड मण्डारी -	पुडा -	९८१२३३५४८८
१४	मेम पौडेल	पुडा -	९८१२३३५४८८
१५	राम व. मण्डारी	पुडा -	९८१२३३५४८८
१६	गोविन्द विष्ट	पुडा -	९८१२३३५४८८
१७	सुरेन्द्र कुमार तामाङ	पुडा -	९८१२३३५४८८
१८	शारद व. मण्डारी	पुडा -	९८१२३३५४८८
१९	राम मण्डारी	पुडा -	९८१२३३५४८८
२०	एपी भुजेल	पुडा -	९८१२३३५४८८
२१	राम व. मण्डारी	पुडा -	९८१२३३५४८८
२२	गोविन्द क. शर्मा	पुडा -	९८१२३३५४८८
२३	राजेश क. वज्र	पुडा -	९८१२३३५४८८
२४	आशिष तामाङ	पुडा -	९८१२३३५४८८
२५	मनोम भुजेल	पुडा -	९८१२३३५४८८
२६	सुरेन्द्र व. तामाङ	पुडा -	९८१२३३५४८८
२७	राम व. तामाङ	पुडा -	९८१२३३५४८८
२८	राम व. तामाङ	पुडा -	९८१२३३५४८८
२९	गोविन्द तामाङ	पुडा -	९८१२३३५४८८
३०	सुद्विप तामाङ	पुडा -	९८१२३३५४८८
३१	विजय तामाङ	पुडा -	९८१२३३५४८८
३२	देवराज तामाङ	पुडा -	९८१२३३५४८८
३३	गोविन्द तामाङ	पुडा -	९८१२३३५४८८
३४	राम व. तामाङ	पुडा -	९८१२३३५४८८
३५	राम तामाङ	पुडा -	९८१२३३५४८८
३६	सुजन देवि	पुडा -	९८१२३३५४८८

- (८) इन्फ्रस्ट्रक्चर डिभिजन
- ६९) एन एच डिवीजन
- ८०) गौरीगंगा नदी नदी नदी नदी
- ८१) एन एच डिवीजन
- ८२) एन एच डिवीजन
- ८३) एन एच डिवीजन
- ८४) एन एच डिवीजन
- ८५) एन एच डिवीजन
- ८६) एन एच डिवीजन
- ८७) एन एच डिवीजन
- ८८) एन एच डिवीजन
- ८९) एन एच डिवीजन
- ९०) एन एच डिवीजन
- ९१) एन एच डिवीजन
- ९२) एन एच डिवीजन
- ९३) एन एच डिवीजन
- ९४) एन एच डिवीजन
- ९५) एन एच डिवीजन
- ९६) एन एच डिवीजन
- ९७) एन एच डिवीजन
- ९८) एन एच डिवीजन
- ९९) एन एच डिवीजन
- १००) एन एच डिवीजन



आज माथि उल्लेखित महानुभावहरुको उपस्थितिमा भएको छलफलका बुँदा एवं निर्णयहरु:

१. यस धनकुटा नगरपालिकाको वडा नं. १ र २ मा पर्ने प्रस्तावित हिले (पडेश्वर मन्दिर) - भिरगाउँ - मधुगंगा सडक खण्डको क्षेत्राधिकार ८ मिटर रहेको सम्बन्धमा सम्बन्धित साथै सरोकारवालाहरु जानकारी रहेको र उक्त सडक खण्ड यथाशिघ्र निर्माण र गुणस्तरीय हुनु पर्ने सम्बन्धमा विस्तृत छलफल गरियो। साथै सडक निर्माण कार्य गर्दा अपनान्ने विधि र प्रकृयाका बारेमा जानकारी दिने कार्य समेत गरियो।
२. सडक निर्माण गर्दा रोजगारीको पहिलो प्राथमिकता स्थानिय बासिन्दाहरुलाई दिनु पर्ने सम्बन्धमा विस्तृत छलफल गरियो।
३. बाटो निर्माण गर्दा बाटोमा पर्ने पानीका पाइप, बिजुलीका पोल र कल्भर्ट निर्माण कार्य शुरु गर्दा पहिलो चरणमा नै उचित स्थानान्तरण गरिनु पर्ने विषयमा जानकारी दिई छलफल गरियो। साथै निर्माण चरणमा खानेपानी सेवा अवरुद्ध हुन गएमा वैकल्पिक रुपमा ट्याङ्गरवाट शुद्ध पिउने पानी उपलब्ध गराउनु पर्ने सम्बन्धमा विस्तृत छलफल गरियो।
४. यस प्रस्तावित सडक खण्ड क्षेत्रमा घरेलु हिंसा तथा लैङ्गिक बिभेद सम्बन्धि खासै समस्या नदेखिए पनि बाहिरी कामदार र स्थानीय समुदाय बिच हुन सक्ने भैँभगडा वा अवान्छित गतिविधिको सम्बन्धमा पालना गर्नु पर्ने आचार संहिताको बारेमा जानकारी दिई विस्तृत छलफल गरियो।
५. सडक निर्माणका क्रममा हुन सक्ने ध्वनी, वायु प्रदुषण जस्ता समस्याका र त्यसको निराकरण सम्बन्धमा विस्तृत छलफल गरियो।
६. सडक निर्माणका क्रममा प्रस्तावित सडक खण्डका किनारमा रहेका पाटी, घर पीपलका रुख/चौतारी, देवीस्थान, मन्दिर एवं धार्मिक सम्पदाको संरक्षण गर्ने। यदि यसस्ता धार्मिक संरचनाहरुका कारण सडक निर्माणमा बाधा पुग्ने भएमा अन्यत्र स्थानान्तरण गरी सडक निर्माण गर्न समुदाय साथै मन्जुर रहेको विषयमा छलफल गरियो।
७. प्रस्तावित सडक खण्डमा सकेसम्म कम मात्र रुखहरु काट्ने गरी डिजाइन गर्ने विषयमा छलफल भयो। साथै काटिएका रुखहरुका हकमा प्रति एक रुख बराबर १० नयाँ बिरुवाहरु लगाउने, तथा हरियाली प्रवर्धनका क्रियाकलापहरु गरिने विषयमा छलफल गरियो।
८. निर्माण व्यवसायीको क्याम्प र कामदारका लागि शिविर वडा नं. २, ~~चौतारी~~ नजिकको खाली स्थान उपयुक्त हुने र बाटो खन्दा उत्पन्न हुने माटो ढुङ्गा आदि फाल्न वडा नं. १ ~~जि.टोल (साहेबको साँझो)~~ नजिकको खाली स्थान उपयुक्त हुने सम्बन्धमा छलफल गरियो।
९. यस प्रस्तावित सडक खण्डको प्रस्थान बिन्दु हिले (पडेश्वर मन्दिर) देखि मधुगंगासम्मको सडकको दायाँ बायाँ भण्डै ५४. घरधुरी रहेको र महिला संख्या लगभग ११४ र पुरुषको संख्या १०३ रहेको सम्बन्धमा छलफल गरियो।
१०. यस प्रस्तावित सडक चौडाई (Road width) भित्र कुनै पनि संरचनाहरु नरहेको सम्बन्धमा विस्तृत छलफल गरियो।



११. वातावरणीय सामाजिक प्रभाव मूल्याङ्कन प्रतिवेदन वारे यस नगरपालिकाको कार्यालयमा सम्पर्क गरि जानकारी लिन सकिने लगायत सडक निर्माणका कममा आइपने विविध वातावरणीय एवं सामाजिक समस्या र तिनका समाधानका उपायहरु माथि विस्तृत छलफल गरियो ।



Consultation Meeting Minutes with Janajati of Ward No. 1 & 2, Dhankuta Municipality

आदिवासी/जनजातिहरूसँग भएको छलफल

आज मिति २०८०/०६/२५ गते बिहिवारका दिन यस धनकुटा नगरपालिकाको उप-मेयरज्यूको अध्यक्षतामा धनकुटा नगरपालिकाको वडा नं. १ स्थित हिले, पडेश्वर मन्दिर चौकमा भएको छलफल तथा अन्तरक्रिया कार्यक्रममा नेपाल शहरी शासकिय तथा पूर्वाधार आयोजना अन्तर्गत धनकुटा जिल्लाको धनकुटा नगरपालिकाको वडा नं. १ र २ मा पर्ने प्रस्तावित हिले (पडेश्वर मन्दिर) - भिरगाउँ - मधुगंगा सडक खण्डको तयोजना गर्ने कार्यको विस्तृत परियोजना प्रतिवेदन र वातावरणीय एवं सामाजिक प्रभाव मूल्याङ्कन (ESIA) तयारीका क्रममा प्राविधिक, वातावरणीय र सामाजिक एवं आर्थिक वस्तु स्थिति माथिको मूल्याङ्कन, प्रभाव र सम्भाव्य उपायहरूका बारेमा B.N. Consultancy Pvt. Ltd. का DSC Team, नगरपालिका र स्थानिय आदिवासी/जनजातिहरूसँग विषय विस्तृत छलफल तथा अन्तरक्रिया गर्ने कार्य सम्पन्न भयो। साथै छलफलका क्रममा वातावरणीय तथा सामाजिक व्यवस्थापन ढाँचा (ESMF) को परिधि भित्र रहि तपशिलमा उल्लेखित बुझाहरु माथि उठेका मुद्दाहरु (Issues) र तिनका समाधानका उपायहरूका बारेमा विस्तृत छलफल गरि निर्णय गरियो।

क्र.सं.	नाम	पद/पेशा	दस्तखत	संस्कृत नं.
१.	डिल्लीमान लाम	ब्यापार		८०६००९५६६
२.	लोक बहादुर लिम्बु	ब्यापार		८०९३४६०६३
३.	जोडुल बहादुर मगर	काफे		८०८०९५३३८
४.				
५.				
६.	हम्म बा. रिडोले	काफे		८०२५२५६५८५
७.	बेजारकुमार रिजाली मगर	काफे		८०२०८३३८९
८.	लिला रिजाली	काफे		८०४६६६६६६६
९.	सुजन नामाङ्ग	काफे		८०५०५६५८८६
१०.	जोडा रिडो	काफे		८०९६३५६६६
११.	तेज कुमार रिजाली मगर	काफे		८०९५३०९६६
१२.	डेड बहादुर जोडुल	काफे		८०४२२६५५९
१३.	लाल चन्द्र जोडुल	काफे		८०५०५०९६६
१४.	उमान बहादुर नामाङ्ग	काफे		८०५०५०९६६
१५.	लिला रिजाली मगर	काफे		८०४६६६६६६६
१६.	सुजन नामाङ्ग	काफे		८०५०५०९६६
१७.	नारायण नामाङ्ग	काफे		८०५०५०९६६
१८.	सुबिरा मगर	काफे		८०५०५०९६६
१९.	सुन मगर	काफे		८०५०५०९६६
२०.	जोडुल बहादुर मगर	काफे		८०५०५०९६६

सुदुम्बाका नाम्वाङ्ग	हाके सुल	८८३७५६६६७
ओलिम्पिक नाम्वाङ्ग	हाके	
कुमायी नाम्वाङ्ग	हाके	आ कुमायी ८८३७५६६६७
पामेला भाल	कुपि	पामेला ९८६६६६६६७
डोडाके नाम्वाङ्ग	हाके	मेघि
देब उमाका		
करका मज्ज		
प्रेम सिजानी		
हिरणाव फार		
विभुका राई		
पञ्च नाम्वाङ्ग फार		९८६६६६६६७
प्रिम वर मगर		
पदम व. मगर		
ओड्डा नाम्वाङ्ग		८८३७५६६६७
कुमायी नाम्वाङ्ग		
बुद्ध स्वकुपरेल	Sociologist/BN	
जोगेका शाक्य	Environment Specialist	

**आदिवासी/जनजातिहरूसंग भएको छलफल**

आज मिति २०८०/०६/२५ गते बिहिवारका दिन यस धनकुटा नगरपालिकाको उप-मेयरज्यूको अध्यक्षतामा धनकुटा नगरपालिकाको वडा नं. २ स्थित भिरगाउँ, गाजर चोकमा भएको छलफल तथा अन्तरक्रिया कार्यक्रममा नेपाल शहरी शान्ति तथा पुर्वाधार आयोजना अन्तर्गत धनकुटा जिल्लाको धनकुटा नगरपालिकाको वडा नं. १ र २ मा पर्ने प्रस्तावित हिले (पडेश्वर मन्दिर) - भिरगाउँ - मधुगंगा सडक खण्डको तरोन्नति गर्ने कार्यको विस्तृत परिचोजना प्रतिवेदन र वातावरणीय एवं सामाजिक प्रभाव मूल्याङ्कन (ESIA) तयारीका क्रममा प्राविधिक, वातावरणीय र सामाजिक एवं आर्थिक बस्तु स्थिति माथिको मूल्याङ्कन, प्रभाव र सम्भाव्य उपायहरूका बारेमा B.N. Consultancy Pvt. Ltd. को DSC Team, नगरपालिका र स्थानिय आदिवासी/जनजातिहरूका बिच विस्तृत छलफल तथा अन्तरक्रिया गर्ने कार्य सम्पन्न भयो। साथै छलफलका क्रममा वातावरणीय तथा सामाजिक व्यवस्थापन योजना (ESMF) को परिधि भित्र राख्न तर्पशलमा उल्लेखित बुदाहरू माथि उठेका मुद्दाहरू (Issues) र तिनका समाधानका उपायहरूका बारेमा विस्तृत छलफल गरि निर्णय गरियो।

क्र.सं.	नाम	उप-मेयर	सपक नं.
१	रामकुमार तामाङ	३५५५५५	५८४२०५४४४४
२	रामकुमार राई	३५५५५५	५८४२०५४४४४
३	रामकुमार राई	३५५५५५	५८४२०५४४४४
४	पंचमाया तामाङ	३५५५५५	५८४२०५४४४४
५	विमला देवी तामाङ	३५५५५५	५८४२०५४४४४
६	विमला तामाङ	३५५५५५	५८४२०५४४४४
७	सुमित्रा तामाङ	३५५५५५	५८४२०५४४४४
८	प्रो.माया तामाङ	३५५५५५	५८४२०५४४४४
९	लारुमाती राई	३५५५५५	५८४२०५४४४४
१०	यम कुशी मगर	३५५५५५	५८४२०५४४४४
११	मनिषा कुशी	३५५५५५	५८४२०५४४४४
१२	श्री लक्ष्मी राई	३५५५५५	५८४२०५४४४४
१३	अनाह वल्लोमी मगर	३५५५५५	५८४२०५४४४४
१४	तिल वल्लोमी मगर	३५५५५५	५८४२०५४४४४
१५	रुक्मा मगर	३५५५५५	५८४२०५४४४४
१६	राम वल्लोमी कुशी	३५५५५५	५८४२०५४४४४
१७	देव वल्लोमी तामाङ	३५५५५५	५८४२०५४४४४
१८	गोपीलाल तामाङ	३५५५५५	५८४२०५४४४४



૧૬	પ્રેમ ઠાક મગર	૧૬	પ્રેમ ઠાક મગર
૧૭	કાલેશ ઠાક મગર	૧૭	કાલેશ ઠાક મગર
૧૮	હરિશ્ચંદ્ર મુજેલ	૧૮	હરિશ્ચંદ્ર મુજેલ
૧૯	સત્તોષ મુજેલ	૧૯	સત્તોષ મુજેલ
૨૦	ભોલિન્દ તામાડ	૨૦	ભોલિન્દ તામાડ
૨૧	સ્વિજન તામાડ	૨૧	સ્વિજન તામાડ
૨૨	સુદિપ તામાડ	૨૨	સુદિપ તામાડ
૨૩	દેવરાજ તામાડ	૨૩	દેવરાજ તામાડ
૨૪	સુરુ વં. તામાડ	૨૪	સુરુ વં. તામાડ
૨૫	સુર્ગ વં. તામાડ	૨૫	સુર્ગ વં. તામાડ
૨૬	મિત્ર વં. તામાડ	૨૬	મિત્ર વં. તામાડ
૨૭	વૌશાન મુજેલ	૨૭	વૌશાન મુજેલ
૨૮	લાલ જાન તામાડ	૨૮	લાલ જાન તામાડ
૨૯	ગજેન્દ્ર રાઈ	૨૯	ગજેન્દ્ર રાઈ
૩૦	કાલીમાન પુલગી મગર	૩૦	કાલીમાન પુલગી મગર
૩૧	મર્ગ વહાડુર દલીગી મગર	૩૧	મર્ગ વહાડુર દલીગી મગર
૩૨	સુર્ય વહાડુર દલીગી	૩૨	સુર્ય વહાડુર દલીગી
૩૩	હર્ષ વહાડુર દલીગી	૩૩	હર્ષ વહાડુર દલીગી
૩૪	ધન વહાડુર લુણી	૩૪	ધન વહાડુર લુણી
૩૫	નેત્ર વહાડુર ભાલ મગર	૩૫	નેત્ર વહાડુર ભાલ મગર
૩૬	જય ઠાક	૩૬	જય ઠાક
૩૭	અમર વાના	૩૭	અમર વાના
૩૮	રવજા મના મગર	૩૮	રવજા મના મગર
૩૯	મન કુમારી મુજેલ	૩૯	મન કુમારી મુજેલ
૪૦	દેવી કુમારી દલીગી મગર	૪૦	દેવી કુમારી દલીગી મગર
૪૧	લિલા મુજેલ	૪૧	લિલા મુજેલ
૪૨	સીતા તામાડ	૪૨	સીતા તામાડ
૪૩	શત્રુ વહાડુર તામાડ	૪૩	શત્રુ વહાડુર તામાડ
૪૪	અંશુ રાઈ	૪૪	અંશુ રાઈ
૪૫	રતનાજી રાઈ	૪૫	રતનાજી રાઈ
૪૬	પિત્ર વહાડુર રાઈ	૪૬	પિત્ર વહાડુર રાઈ
૪૭	રઘુ રત્નકુરેલ	૪૭	રઘુ રત્નકુરેલ
૪૮	ચૌગેયા શાસ્ત્ર	૪૮	ચૌગેયા શાસ્ત્ર

आज माथि उल्लेखित महानुभावहरूको उपस्थितिमा भएको छलफलका बुँदा एवं निर्णयहरू:

१. यस धनकुटा नगरपालिकाको वड नं. १ र २ मा पर्ने प्रस्तावित हिले (षडेश्वर मन्दिर) - भिरगाँऊ - मधुगंगा सडक खण्डको क्षेत्राधिकार ८ मिटर रहेको सम्बन्धमा सम्बन्धित सबै सरोकारवालाहरू जानकारी रहेको र उक्त सडक खण्ड यथशिघ्र निर्माण र गुणस्तरीय हुनु पर्ने सम्बन्धमा विस्तृत छलफल गरियो। साथै सडक निर्माण कार्य गर्दा अपनाइने विधि र प्रकृयाका बारेमा जानकारी दिने कार्य समेत गरियो।
२. सडक निर्माण गर्दा रोजगारीको पहिलो प्राथमिकता स्थानिय बासिन्दाहरूलाई दिनु पर्ने सम्बन्धमा विस्तृत छलफल गरियो।
३. बाटो निर्माण गर्दा बाटोमा पर्ने पानीका पाइप, बिजुलीका पोल र कल्भर्ट निर्माण कार्य शुरु गर्दा पहिलो चरणमा नै उचित स्थानान्तरण गरिनु पर्ने विषयमा जानकारी दिई छलफल गरियो। साथै निर्माण चरणमा खानेपानी सेवा अवरुद्ध हुन गएमा वैकल्पिक रूपमा ट्याङ्करबाट शुद्ध पिउने पानी उपलब्ध गराउनु पर्ने सम्बन्धमा विस्तृत छलफल गरियो।
४. यस प्रस्तावित सडक खण्ड क्षेत्रमा धेरै हिंसा तथा लैङ्गिक विभेद सम्बन्धि खासै समस्या नदेखिए पनि बाहिरी कामदार र स्थानीय समुदाय बिच हुन सक्ने भैँभगडा वा अवान्छित गतिविधिका सम्बन्धमा पालना गर्नु पर्ने आचार संहिताको बारेमा जानकारी दिई विस्तृत छलफल गरियो।
५. सडक निर्माणका क्रममा हुन सक्ने ध्वनी, वायु प्रदुषण जस्ता समस्याका र त्यसको निराकरण सम्बन्धमा विस्तृत छलफल गरियो।
६. सडक निर्माणका क्रममा प्रस्तावित सडक खण्डका किनारमा रहेका पाटी, बर पीपलका रुख/चौतारी, देवीस्थान, मन्दिर एवं धार्मिक सम्पदाको संरक्षण गर्ने। यदि यसस्ता धार्मिक संरचनाहरूका कारण सडक निर्माणमा बाधा पुग्ने भएमा अन्यत्र स्थानान्तरण गरी सडक निर्माण गर्न समुदाय सबै मन्जुर रहेको विषयमा छलफल गरियो।
७. प्रस्तावित सडक खण्डमा सकेसम्म कम मात्र रुखहरू काट्ने गरी डिजाइन गर्ने विषयमा छलफल भयो। साथै काटिएका रुखहरूका हकमा प्रति एक रुख बराबर १० नयाँ विरुवाहरू लगाउने, तथा हरियाली प्रवर्धनका क्रियाकलापहरू गरिने विषयमा छलफल गरियो।
८. निर्माण व्यवसायीको क्याम्प र कामदारका लागि शिविर वडा नं. १, ~~चौतारी~~ नजिकको खाली स्थान उपयुक्त हुने र बाटो खन्दा उत्पन्न हुने माटो ढुङ्गा आदि फाल्न वडा नं. १ ~~शिदो देउडा (बाटोको छान्ने)~~ नजिकको खाली स्थान उपयुक्त हुने सम्बन्धमा छलफल गरियो।
९. यस प्रस्तावित सडक खण्डको प्रस्थान बिन्दु बिन्दु हिले (षडेश्वर मन्दिर) देखि मधुगंगासम्मको सडकको दायाँ बायाँ आदिवासी/जनजातिको घरघुरी संख्या लगभग ४२ रहेको र महिला १० र पुरुषको ३२ संख्या रहेको विषयमा छलफल गरियो।
१०. यस प्रस्तावित सडक चौडाई (Road width) भित्र कुनै पनि संरचनाहरू नरहेको सम्बन्धमा विस्तृत छलफल गरियो।

so

**Commented [Rekha85]:** This is similar to earlier meeting minutes for mass meetings. Were there no specific issues related to IPs ? It looks like a template.

Please add the actual hand written minutes that were prepared during the meeting.

११. वातावरणीय सामाजिक प्रभाव मूल्याङ्कन प्रतिवेदन बाहेरै गैरा नगरपालिकाको कार्यालयमा सम्पर्क गरि जानकारी लिने सकिने लगभग शहक निर्माणका क्रममा जाइगर्ने विविध वातावरणीय एवं सामाजिक समस्या र तिनका समाधानका उपायहरू माथि विस्तृत छलफल गरियो ।





Annex 1.4:

Meeting Minutes with Women of Ward No. 1 & 2, Dhankuta Municipality

महिलाहरूसंग भएको छलफल



















आज मिति २०८०/०६/२५ गते विहिवारका दिन यस धनकुटा नगरपालिकाको उप-मेयरज्यूको अध्यक्षतामा धनकुटा नगरपालिकाको वडा नं. १ स्थित हिले, षडेश्वर मन्दिर चोकमा भएको छलफल तथा अन्तरक्रिया कार्यक्रममा नेपाल शहरी शासकिय तथा पूर्वाधार आयोजना अन्तर्गत धनकुटा जिल्लाको धनकुटा नगरपालिकाको वडा नं. १ र २ मा पर्ने प्रस्तावित हिले (षडेश्वर मन्दिर) - भिरगाँउ - मधुगंगा सडक खण्डको तरोन्तति गर्ने कार्यको विस्तृत परियोजना प्रतिवेदन र बातावरणीय एवं सामाजिक प्रभाव मूल्याङ्कन (ESIA) तयारीका क्रममा प्राविधिक, वातावरणीय र सामाजिक एवं आर्थिक वस्तु स्थिति माथिको मूल्याङ्कन, प्रभाव र सम्भाव्य उपायहरूका बारेमा B.N. Consultancy Pvt. Ltd. का DSC Team, नगरपालिका र स्थानिय महिलाहरूका बिच विस्तृत छलफल तथा अन्तरक्रिया गर्ने कार्य सम्पन्न भयो । साथै छलफलका क्रममा बातावरणीय तथा सामाजिक व्यवस्थापन ढाँचा (ESMF) को परिधि भित्र रहि तपशिलमा उल्लेखित बुँदाहरू माथि उठेका मुद्दाहरू (Issues) र तिनका समाधानका उपायहरूका बारेमा विस्तृत छलफल गरि निर्णय गरियो ।

क्र.सं.	नाम	पद/पेशा	दस्तावेज	संपर्क नं.
१.	कुमारी मगर	हाम्रो		९८२०५४६६९
२.	नारायणी नाम्जु	हाम्रो	नारायणी	९८६२९२८८८
३.	कुमारी मगर	हाम्रो	युनि...	९८०५३५६९३
४.	मुन्ना मगर	हाम्रो	मा	९८३३८२९६८९
५.	सुकुमारी नाम्जु	हाम्रो	सुक	९८२५३०४६९४
६.	अम्बिका मगर नाम्जु	हाम्रो	आ	९८५२९५६६९
७.	कुमारी नाम्जु	हाम्रो	कुमारी	९८५२९५६६९
८.	अम्बिका मगर नाम्जु	हाम्रो	हाम्रो	९८५२९५६६९
९.	जामेल (जाल) कोषे	जामेल	जामेल	९८२६५६४०९
१०.	जोर्जा नाम्जु	हाम्रो	जोर्जा	
११.	रमेश मगर	हाम्रो		
१२.	धनराज तामा			
१३.	प्रतापना निम्बु			
१४.	रघु खकुरेल	Sociologist/B.N.		
१५.	योगेश ब्राह्म	Environmental Specialist		
१६.				



### महिलाहरसंग भएको छलफल

आज मिति २०८०/०६/२५ गते बिहिवारका दिन यस धनकुटा नगरपालिकाको उप-मेयरज्यूको अध्यक्षतामा धनकुटा नगरपालिकाको वडा नं. २ स्थित भिरगाँऊ, गाजर चोकमा भएको छलफल तथा अन्तरक्रिया कार्यक्रममा नेपाल शहरी शासकिय तथा पूर्वाधार आयोजना अन्तर्गत धनकुटा जिल्लाको धनकुटा नगरपालिकाको वडा नं. १ र २ मा पर्ने प्रस्तावित हिले (पडेश्वर मन्दिर) - भिरगाँऊ - मधुगंगा सडक खण्डको तरोन्नति गर्ने कार्यको विस्तृत परियोजना प्रतिवेदन र वातावरणीय एवं सामाजिक प्रभाव मूल्याङ्कन (ESIA) तयारीका क्रममा प्राविधिक, वातावरणीय र सामाजिक एवं आर्थिक वस्तु स्थिति माथिको मूल्याङ्कन, प्रभाव र सम्भाव्य उपायहरूका बारेमा B.N. Consultancy Pvt. Ltd. का DSC Team, नगरपालिका र स्थानिय महिलाहरूका बिच विस्तृत छलफल तथा अन्तरक्रिया गर्ने कार्य सम्पन्न भयो। साथै छलफलका क्रममा वातावरणीय तथा सामाजिक व्यवस्थापन ढाँचा (ESMF) को परिधि भित्र रहि तपशिलमा उल्लेखित बुँदाहरू माथि उठेका मुद्दाहरू (Issues) र तिनका समाधानका उपायहरूका बारेमा विस्तृत छलफल गरि निर्णय गरियो।

क्र.सं.	नाम	पद/पेशा	दस्तखत	संपर्क नं.
१.	भिरगाँऊ खनाल	उपमेयर धनकुटा नगरपालिका		९८४२०९४६६३
२.	रमा खनाल	वडा सदस्य		९८४२२२९२४७
३.	द्रौपदा किन खनाल	वडा सदस्य		९८५६३६२२९०
४.	पंचमाया तामाङ	मिष्टक		९८५४४८४६२५
५.	मन कुमारी खड्गी			९८२४३६२४९८
६.	चन्द्रमाया प्रधान			९८२६३४३६९६
७.	विमला देवी तामाङ			९८४२२९४८०९
८.	विमला तामाङ			९८४२२९४८०९
९.	समिला पौडेल			९८०५३४७९६९
१०.	बैद्य कुमारी धिमारे			९८२१०५५०८०
११.	कुमिला तामाङ			९८४२२९४८०९
१२.	का. कुमारी माया			९८४२२९४८०९
१३.	श्रीमाया तामाङ	प्रतिनिधि		९८४२२९४८०९
१४.	लक्ष्मी शर्मा			९८४२२९४८०९
१५.	कुमारी प्रधान			९८४२२९४८०९
१६.	मैया पौडेल			९८४२२९४८०९
१७.	विनिती गुरागाँउ			९८४२२९४८०९
१८.	कुमारी खनाल खनाल			९८४२२९४८०९

क्र.सं.	नाम	पद	हस्ताक्षर
15	सुमित्रा कुर्मी		
20	विष्णुमाया बस्नेत		विष्णु
21	देवि कुमारी दलमि प्रजा		देवि
22	रामेन्द्र कुमारी दाहाल		रामेन्द्र
23	बालकृष्ण कुमारी डोडराल		बालकृष्ण
24	लिना भुजेल		लिना
25	पद्म प्रजा भट्टराई		पद्म
26	इन्दिरा भट्टराई		इन्दिरा
26	अश्विनी भट्टराई		अश्विनी
27	गोप्रादेवि लामिहाने		गोमा
28	रानी तामाङ		रानी
29	अनिता खनाल		अनिता
30	मन कुमारी भुजेल		मनकुमारी
31	प्रेमा जेमा खिड्का		प्रेमादेवि तामाङ
32	प्रकाश देवि थापा		प्रकाश
33	गिता रजेल		गिता
34	विमल कुमारी बस्नेत	पिल कुमारी	
35	बालकृष्ण (देवि) दाहाल	बालकृष्ण	
36	विमल भट्टराई	विमल	9862155099
37	बालु तामाङ		5597585098
38	मनजुषा देवि मिश्रा		9862155099
39	रघु खकुरेल	सोसियोलोजिस्ट/भट्टराई	
40	योगेश राय	Environmental Specialist	

आज माथि उल्लेखित महान्भावहरूको उपस्थितिमा भएको छलफलका बँदा एवं निर्णयहरू:

१. यस धनकुटा नगरपालिकाको वड नं. १ र २ मा पर्ने प्रस्तावित हिले (पडेश्वर मन्दिर) - भिरगाँऊ - मधुगंगा सडक खण्डको क्षेत्राधिकार ८ मिटर रहेको सम्बन्धमा सम्बन्धित सबै सरोकारवालाहरू जानकारी रहेको र उक्त सडक खण्ड यथशिघ्र निर्माण र गुणस्तरीय हुनु पर्ने सम्बन्धमा विस्तृत छलफल गरियो । साथै सडक निर्माण कार्य गर्दा अपनाइने विधि र प्रकृयाका बारेमा जानकारी दिने कार्य समेत गरियो ।
२. सडक निर्माण गर्दा रोजगारीको पहिलो प्राथमिकता स्थानिय वासिन्दाहरूलाई दिनु पर्ने सम्बन्धमा विस्तृत छलफल गरियो ।
३. बाटो निर्माण गर्दा बाटोमा पर्ने पानीका पाइप, बिजुलीका पोल, र कल्भर्ट निर्माण कार्य शुरू गर्दा पहिलो चरणमा नै उचित स्थानान्तरण गरिनु पर्ने विषयमा जानकारी दिई छलफल गरियो । साथै निर्माण चरणमा खानेपानी सेवा अवरुद्ध हुन गएमा बैकल्पिक रूपमा ट्याङ्करबाट शुद्ध पिउने पानी उपलब्ध गराउनु पर्ने सम्बन्धमा विस्तृत छलफल गरियो ।
४. सडक निर्माणका क्रममा प्रस्तावित सडक खण्डका किनारमा रहेका पाटी, बर पीपलका रुख/चौतारी, देवीस्थान, मन्दिर एवं धार्मिक सम्पदाको संरक्षण गर्ने । यदि यसस्ता धार्मिक संरचनाहरूका कारण सडक निर्माणमा बाधा पुग्ने भएमा अन्यत्र स्थानान्तरण गरी सडक निर्माण गर्न समुदाय सबै मन्जुर रहेको विषयमा छलफल गरियो ।
५. हाल यस प्रस्तावित सडक खण्ड स्तरोन्नती आयोजना क्षेत्र भित्र महिला हिंसा, बाल श्रम, लैङ्गिक विभेद र बालविवाह जस्ता घटनाहरू उल्लेख्य रूपमा घटेको देखिँदैन । तथापी, भविष्यमा यस्ता संवेदनशील घटनाहरू हुन नदिन र यदि कहि कतै भएमा अपनाउनु पर्ने सजगता विषयमा महिला हिंसा विरुद्धको जनचेतना सम्बन्धि जागरण कार्यक्रम संचालन विषयमा जानकारी दिई छलफल गरियो । वातावरण सामाजिक व्यवस्थापन ढाँचा (ESMF) मा समेत उल्लेख गरिएका महिला हिंसा, लैङ्गिक विभेद (GBV, SEA/SH) आदि विषयका बारेमा र सडक निर्माणका चरणमा बाहिरी कामदार र स्थानीय समुदाय बिच हुन सक्ने भौकगडा वा अवाञ्छित गतिविधिका सम्बन्धमा पालना गर्नु पर्ने आचार संहिताको बारेमा जानकारी दिई विस्तृत छलफल गरियो ।
६. आयोजना निर्माण पश्चात स्थानीय बजार विस्तार र आर्थिक क्रियाकलापहरू अभिवृद्धि भई आय आर्जनमा टेवा पुग्ने विषयमा विस्तृत छलफल गरियो ।
७. वातावरणीय सामाजिक प्रभाव मूल्याङ्कन प्रतिवेदन बारे यस नगरपालिकाको कार्यालयमा सम्पर्क गरि जानकारी लिन सकिने लगायत सडक निर्माणका क्रममा आइपर्ने विविध वातावरणीय एवं सामाजिक समस्या र तिनका समाधानका उपायहरू माथि विस्तृत छलफल गरियो ।

Annex 1.5

Letter of Hile Water Supply Users Committee

हिले खानेपानी उपभोक्ता समिति



पत्र संख्या : - २०८०।०८१  
चलानी नम्बर : २४

मिति : २०८०।०८।२४

विषय : सहमति सम्बन्धमा ।


श्री नेपाल शहरी शासकिय पूर्वाधार आयोजना,  
बबरमहल, काठमाण्डौ ।

उपरोक्त सम्बन्धमा विश्व बैकको आर्थिक सहयोगमा नेपाल शहरी शासकिय पूर्वाधार आयोजना मार्फत धनकुटा नगरपालिकाको वडा नं. १ र २ मा स्तरोन्नति हुन लागेको हिले (षडेश्वर मन्दिर)-भीरगाउँ मधुगंगा सडकको शन्दर्भमा मिति २०८०।०८।२४ गतेका दिन धनकुटा नगरपालिकाका पदाधिकारी, वडाध्यक्षहरु र वि.एन. कन्सल्टेन्सीका परामर्श टोली संग भएको छलफल अनुसार यस हिले खानेपानी तथा सरसफाई उपभोक्ता समिति उक्त सडक खण्डको निर्माण कार्यमा सहजिकरण एवं समन्वय गर्न पूर्ण सहमत रहेको व्यहोरा जानकारीको लागि अनुरोध गर्दछु ।

निरन तामाङ  
अध्यक्ष

Annex 1.6


Letter from Community Forest User Groups

**चाँपेहित सामुदायिक वन उपभोक्ता समिति**  
भिरगाउँ-१  
२०४६

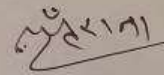
पत्र संख्या : १०८०/०८७  
तलानी नम्बर :- ०८

दिनांक : १०/०८/०६/१५

**विषय:- यो जी संग सम्बन्धी छी**



उपरोक्त सम्बन्धमा हिले घडेस्वर मधुगंगा सडक  
विगत २०४६ साल देखि कच्ची सडक को रूपमा ८ मीटर चौडा  
भई संचालन भई रहेको र उक्त सडक स्तर उन्नति गर्दा यस  
सामुदायिक वन क्षेत्र भित्र कुनै हानी नोक्सानी नहुने जानकारी  
गराउँदै छु।

  
(अमृत शर्मा माग)  
अध्यक्ष





## ढाँडखर्क सामुदायिक वन उपभोक्ता समूह

ध.न.पा.-२, भिरगाउँ, धनकुटा

पत्र संख्या:- ०८०१०८१

स्था: २०५६

चलानी नम्बर:- ०९



मिति २०८०/०६/१४

**बिषय:- यो जो जो सँग सम्बन्धित छ।**

प्रस्तुत सम्बन्धमा धनकुटा नगरपालिका वडा नं. २ मा रहेको यस ढाँडखर्क सामुदायिक वन क्षेत्र भित्र वाट मिति २०५६ साल देखि हिले चडेस्वर वडा कार्यालय भन्नुजोडा सडक कट्यो भएपनी ए मीटर चौडा भै प्रयोग भई रहेको र उक्त सडक भर्मेत वा एता रोकनती गर्नका लागि वन क्षेत्र भित्र कुनै अवरोध नरहेको व्यहोरा जानकारी गराउँदै छु।

(गणेश सुवेदी)

अध्यक्ष

**Letter from Dhankuta Municipality Regarding Availability of Road Width for Upgradation**

"धनकुटा नगर: स्वच्छ सुन्दर समुन्नत शहर"



**धनकुटा नगरपालिका**  
नगर कार्यपालिकाको कार्यालय

१ नं. प्रदेश प्रशासकीय अधिकृत

पत्र संख्या : ०८०/०८९  
चलानी नं. ८८६

मिति: २०८०/०८/१९

श्री आयोजना प्रमुख ज्यू,  
आयोजना समन्वयकार्यालय, NUGIP,  
शहरी विकास तथा भवन निर्माण विभाग (DUDBC),  
बबरमहल, काठमाण्डौ।

विषय: हिले - भिरगाँज - मधुगंगा सडक खण्डमा पर्ने सामुदायिक वनका सम्बन्धमा।

उपरोक्त विषयमा यस नगरपालिकाको वडा नं. १ र २ मा पर्ने हिले (षडेश्वर मन्दिर) - भिरगाँज - मधुगंगासडक खण्डको शहरी विकास तथा भवन निर्माण विभाग (DUDBC) अन्तर्गत नेपाल सहरी शासकीय पूर्वाधार आयोजना (NUGIP) मार्फत विश्व बैंकको आर्थिक सहयोगमा स्तरोन्नति हुन लागेको शान्दर्भमा उक्त सडक खण्डको क्षेत्राधिकार मिति २०७२/०६/०९ मा वसेको नगर परिषदको बैठक र मिति २०७४/०८/१८ मा वसेको पहिलो नगर सभाको दोस्रो बैठकले निर्धारण गरे अनुसार प्रस्तावित सडकको क्षेत्राधिकार भित्रको साइट (Site) अहिले खुला रहेको छ। उक्त प्रस्तावित सडक खण्ड चाँपेहित सामुदायिक वन र डाँडखर्क सामुदायिक वन भएर जाने हुदाँ उक्त सामुदायिक वनको क्षेत्रभित्र पर्ने सडकको क्षेत्राधिकार वि.सं. २०५८ सालपूर्व देखि नै ८ मिटर चलन चलिमा रहेको छ। साथै चाँपेहित सामुदायिक वन उपभोक्ता समितिले मिति २०८०/०६/२५ च.नं. ०५ को पत्र र डाँडखर्क सामुदायिक वन उपभोक्ता समितिले मिति २०८०/०६/२५ च.नं. ०३ पत्र मार्फत हाल कायम रहेको ८ मिटरको बाटो चलन चलिमा रहेको भनि सडक निर्माणमा सहमति जनाएको छ। उक्त सडक खण्डमा पर्ने सामुदायिक वन क्षेत्रमा बाटो स्तरोन्नतीका लागि कुनै अतिरिक्त जमिन नचाहिने र कुनै अवरोध समेत नरहेको व्यहोरा जानकारी लागि अनुरोध गर्दछु।

दशरथ राई  
प्रमुख प्रशासकीय अधिकृत  
प्रमुख प्रशासकीय अधिकृत

Fax : 026-520586

Email : [info@mundhankuta.gov.np](mailto:info@mundhankuta.gov.np)

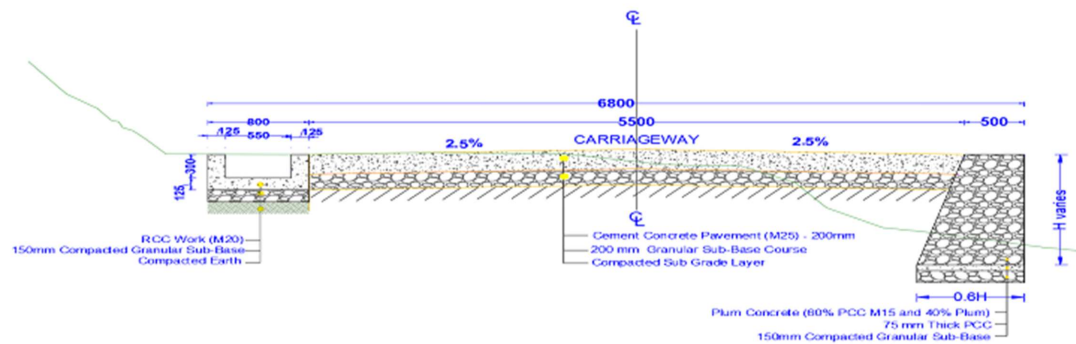
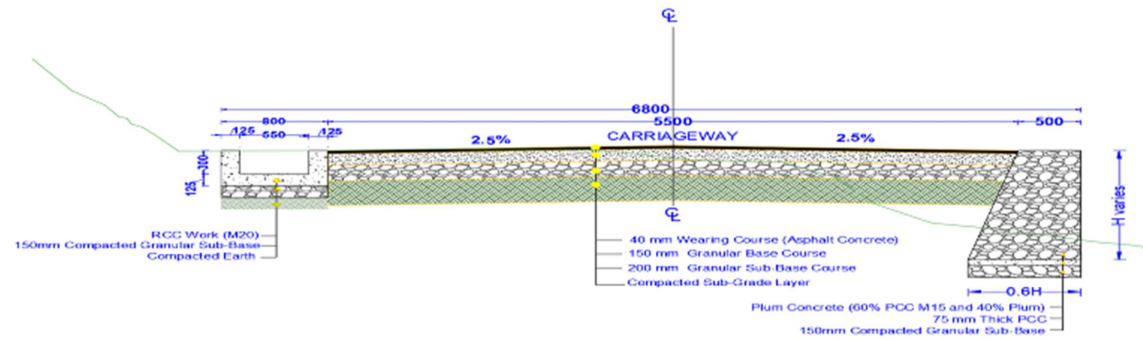
website: [www.mundhankuta.gov.np](http://www.mundhankuta.gov.np)

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**Annex 2: Proposed Typical Cross Sections**



ESIA of 'Upgradation of Hile (Shadeshwor Temple) - Bhirgaun - Madhuganga Road'  
Dhankuta Municipality, Dhankuta



*ESIA of 'Upgradation of Hile (Shadeshwor Temple) - Bhirgaun - Madhuganga Road'  
Dhankuta Municipality, Dhankuta*

**Annex 3: GoN Permissible Environmental limits/standards**

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

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

**(B) National Drinking Water Quality Standard, 2079 BS**

**B-1: Mandatory Parameters to be tested**

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

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

SN	Parameters	Unit	Limits	Remarks
	<b>Physical</b>			
1	Total Dissolved Solids	mg/L	1000	
	<b>Chemical</b>			
2	Calcium	mg/L	200	
3	Lead	mg/L	0.01	
4	Cadmium	mg/L	0.003	
5	Chromium	mg/L	0.05	
6	Cyanide	mg/L	0.07	
7	Mercury	mg/L	0.001	
8	Nitrites	mg/L	3	
	<b>Microbiological</b>			
1	Total Coliform	(CFU/10 ml)	0 (In 95% samples)	

**(C) National Ambient Air Quality Standard, 2069 BS**

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

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

**(D) National Sound Pressure Level, 2069**

Microenvironment	Sound Pressure Level, L <sub>eq</sub> dB(A)	
	Daytime	Nighttime
Industrial Area	75	70
Commercial Area	65	55
Rural Settlement Area	45	40
Urban Settlement Area	55	50
Mixed Settlement Area	63	55
Pristine Area	50	40

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

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

Category, (kW)	CO	HC	NO <sub>x</sub>	PM
kW < 8	8	1.3	9.2	1
8 = kW < 19	6.6	1.3	9.2	0.85
19 = kW < 37	6.5	1.3	9.2	0.85
37 = kW < 75	6.5	1.3	9.2	0.85
75 = kW < 130	5	1.3	9.2	0.7
130 = kW < 560	5	1.3	9.2	0.54

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

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

**Annex 4: List of Zebra Crossings and Ramps**

**Zebra Crossings locations along the road alignment**

S.N.	Proposed Chain-age
1	0+100.00
2	0+360.00
3	0+720.00
4	1+420.00
5	2+510.00
6	5+270.00
7	6+620.00

**Ramps locations along the road alignment**

S.N	Chain-age	Nos
1	0+060	1
2	0+180	1
3	0+280	1
4	0+300	1
5	0+720	1
6	0+800	1
7	0+960	1
8	1+060	1
9	1+120	2
10	1+280	1
11	1+500	1
12	1+620	2
13	1+880	1
14	3+540	1
15	4+900	1
16	5+360	1
17	5+860	1
18	6+220	1
19	6+480	1

ESIA of 'Upgradation of Hile (Shadeshwor Temple) - Bhirgaun - Madhuganga Road'  
Dhankuta Municipality, Dhankuta

Location of Crash Barriers

<u>S.N.</u>	<u>Chain-age</u>		<u>Crash Barrier length</u>	<u>Remarks</u>
	<u>From</u>	<u>To</u>		
<u>1</u>	<u>1+170</u>	<u>1+190</u>	<u>20</u>	-
<u>2</u>	<u>1+230</u>	<u>1+240</u>	<u>10</u>	-
<u>3</u>	<u>1+639</u>	<u>1+670</u>	<u>31</u>	-
<u>4</u>	<u>1+710</u>	<u>1+744</u>	<u>34</u>	-
<u>5</u>	<u>1+764</u>	<u>1+770</u>	<u>6</u>	-
<u>6</u>	<u>1+790</u>	<u>1+810</u>	<u>20</u>	-
<u>7</u>	<u>1+830</u>	<u>1+848</u>	<u>18</u>	-
<u>8</u>	<u>2+062</u>	<u>2+070</u>	<u>8</u>	-
<u>9</u>	<u>2+090</u>	<u>2+132</u>	<u>42</u>	-
<u>10</u>	<u>2+310</u>	<u>2+330</u>	<u>20</u>	-
<u>11</u>	<u>2+350</u>	<u>2+367</u>	<u>17</u>	-
<u>12</u>	<u>2+550</u>	<u>2+575</u>	<u>25</u>	-
<u>13</u>	<u>2+930</u>	<u>2+976</u>	<u>46</u>	-
<u>14</u>	<u>3+390</u>	<u>3+421</u>	<u>31</u>	-
<u>15</u>	<u>3+650</u>	<u>3+690</u>	<u>40</u>	-
<u>16</u>	<u>3+710</u>	<u>3+725</u>	<u>15</u>	-
<u>17</u>	<u>4+150</u>	<u>4+208</u>	<u>58</u>	-
<u>18</u>	<u>4+253</u>	<u>4+330</u>	<u>77</u>	-
<u>19</u>	<u>4+460</u>	<u>4+470</u>	<u>10</u>	-
<u>20</u>	<u>4+754</u>	<u>4+820</u>	<u>66</u>	-
<u>21</u>	<u>4+960</u>	<u>5+037</u>	<u>77</u>	-
<u>22</u>	<u>5+065</u>	<u>5+070</u>	<u>5</u>	-
<u>23</u>	<u>5+290</u>	<u>5+310</u>	<u>20</u>	-
<u>24</u>	<u>5+445</u>	<u>5+450</u>	<u>5</u>	-
<u>25</u>	<u>5+530</u>	<u>5+546</u>	<u>16</u>	-
<u>26</u>	<u>5+628</u>	<u>5+671</u>	<u>43</u>	-
<u>27</u>	<u>5+700</u>	<u>5+732</u>	<u>32</u>	-
<u>28</u>	<u>5+934</u>	<u>5+970</u>	<u>36</u>	-
<u>29</u>	<u>6+190</u>	<u>6+210</u>	<u>20</u>	-
<u>30</u>	<u>6+270</u>	<u>6+290</u>	<u>20</u>	-
<u>31</u>	<u>6+530</u>	<u>6+590</u>	<u>60</u>	-
<u>32</u>	<u>6+670</u>	<u>6+680</u>	<u>10</u>	-
<u>33</u>	<u>6970</u>	<u>6990</u>	<u>20</u>	-
-	-	<u>Total</u>	<u>958</u>	-

*ESIA of 'Upgradation of Hile (Shadeshwor Temple) - Bhirgaun - Madhuganga Road'  
Dhankuta Municipality, Dhankuta*

**Annex 5: Code of Conduct (CoC) on GBV**



**World Bank Approved Code of Conduct (CoC) for the Project**

**नेपाल शहरी शासकीय तथा पुर्वाधार आयोजना**

**कार्य स्थलमा हुने यौनजन्य तथा महिला हिंसा सम्बन्धी आचार सहिता**

**व्याक्तिगत आचार सहिता**

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

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

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

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

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व्यवस्थापक/टोली प्रमुख

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कर्मचारी/कामदार

*ESIA of 'Upgradation of Hile (Shadeshwor Temple) - Bhirgaun - Madhuganga Road'  
Dhankuta Municipality, Dhankuta*

**Annex 6: Photographs**



Photo 1: Consultation meeting with representatives of Dhankuta Municipality,  
October 2023



Photo 3: Mass Consultation Meeting with Municipal Authority, Ward Representative and Community Members (ward no. 1), October 2023



Photo 2: Consultation meeting with stakeholders in WN 1 of Dhankuta Municipality, October 2023

*ESIA of 'Upgradation of Hile (Shadeshwor Temple) - Bhirgaun - Madhuganga Road'  
Dhankuta Municipality, Dhankuta*



Photo 4: Mass Consultation Meeting with Chairperson of WN 1, October 2023



Photo 5: Consultation Meeting with Municipal Authority and Indigenous People of the Community (ward no. 1), October 2023



Photo 6: Meeting with Municipal Authority, Ward Representative and Women of WN 1, October 2023





Photo 7: Mass Meeting with Locals of WN 2 in presence of Municipal Authority, Ward Chairperson, October 2023



Photo 8: Meeting with locals being addressed by Ward Chairperson of WN 2, October 2023





Photo 9: Deputy Mayor addressing the meeting with Janajati people at  
Ward No. 2, October 2023



Photo 10: Interaction with Janajati of WN 2, October 2023



Photo 11: Meeting with local women of Ward No. 2, October, 2023



Photo 12: Interaction with members of CFUGs, October 2023



Photo 13: Proposed Campsite and Stockpile site at Chokrok - WN 2



Photo 14: Jalkanya Devasthan along the Road Alignment (Ch. 5+113 km), WN 2