

Environmental and Social Management Plan (ESMP)

Nepal Urban Governance and Infrastructure Project (NUGIP)

Upgradation of Majhibasti - Niraheghat Road (1.62Km)

Baglung Municipality
Baglung, Gandaki Province
Nepal

January, 2024

EXECUTIVE SUMMARY

Introduction

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

Baseline Information

The subproject is located in Mountain and partially Hilly Area of Lesser Himalaya at the altitude of 798.453m to 770.189m altitude from sea level. The project area has Annual average temperatures range from a maximum of 26 °C and a minimum of 19 °C. The average annual rainfall in this area is 1090.1mm. Road alignment does not cross any major river and streams however rainwater is discharged in natural gully. The sub-surface strata of the project area primarily consist of alluvium boulders, gravels, sands and clay and the liquefaction analysis indicates that the site is not susceptible to liquefaction. Most of the area of present land use of Baglung Municipality includes cultivated land. The air and noise quality of surrounding areas is affected by the local city vehicles and the noise created in the road section. The Noise and air quality of project area were tested and found within government Standards. During the construction of the road, vehicular circulation along the road is likely to be disturbed. Ramrekha community forest is present along the left side (Hill side, chainage 0+090 to 0+280 and 0+650 to 0+960) of the alignment. In project area there are different types of the tree species found, some of them are Sissoo (*Dalbergia Sissoo*), Paiyo (*Prunus cerasoides*), Pipal (*Ficus religiosa*), Utis (*Alnus nepalensis*), Sallo (*Pinus roxburghii*) and Dabdabe (*Burseraceae*). Also, the project will have no impact on wild life, avian fauna, aquatic life and reptiles. The project alignment is neither habitat nor biological corridor of the wild animals.

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

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

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

Legal and Regulatory Requirements

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

Screening, Scoping, Impact identification, Prediction and Management

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

Beneficial Impacts from the Project Implementation

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

Adverse Impacts from the Project Implementation

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

Mitigation Measures

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

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

Sexual exploitation/Assault/Harassment Prevention and response Action Plan

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

Environment and Social Management Plan

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

Institutional arrangements

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

कार्यकारी सारांश

परिचय

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

विद्यमान अवस्था

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

बाग्लुङ्ग नगरपालिकाको कुल जनसङ्ख्या ५६१०२ रहेको छ भने कुल घरधुरी १५९२४ रहेको छ। नगरपालिकाको औसत घरधुरी को आकार ३.५३ छ जुन जिल्लाको परिवारको आकार (३.८८) भन्दा कम छ । यस नगरपालिकाको पुरुष र

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

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

ऐन तथा नीति, नियमको आवश्यकता

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

वर्गीकरण, क्षेत्र निर्धारण, प्रभाव पहिचान, अनुगमन र व्यवस्थापन

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

उप आयोजना कार्यान्वयनबाट पर्ने सकारात्मक प्रभाव

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

पार्न सक्छ। यसबाहेक, विस्तारित सडक सञ्जालले स्थानीय समुदायलाई फाइदा पुर्याउँदै जमिनको मूल्य वृद्धि गर्न योगदान पुर्याउँछ।

उप आयोजना कार्यान्वयनबाट पर्नसक्ने नकरात्मक प्रभावहरु

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

प्रभाव न्यूनीकरणका उपायहरु

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

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

यौन शोषण तथा दुर्वसन एवम् दुर्व्यवहार रोकथाम तथा सम्बोधन कार्य योजना

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

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

वातावरण तथा सामाजिक व्यवस्थापन योजना

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

संस्थागत व्यवस्था

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

Acronym

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

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1. PROJECT INTRODUCTION

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

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

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

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

2. DESCRIPTION OF THE PROJECT SITE

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

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

2.1 Location of the project

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

2.2 Land use

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

2.3 Topography and Hydrology

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

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

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

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

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

2.4 Climate and Vegetation

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

The alignment does not cross any rivers and streams however one community forest is present along the left side of the alignment. The chainage of forest area is 0+090 to 0+280 and 0+650 to 0+960. Ramrekha community forest is present in alignment of the road along hill side. In community forest area, there is a sufficient width (8m) of road is available for upgradation. The necessary consultation with forest user groups were done and minutes with Municipal ward office letter are attached in **Annex II and Annex IX** respectively. In project area there are different types of the tree species found, some of them are presented in below **Table 2-2**. Also, the project will have no impact on wild life, avian fauna, aquatic life and reptiles. The project alignment is neither habitat nor biological corridor of the birds and wild animals.

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

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

2.5 Air Quality

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

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

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

2.6 Water Quality

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

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

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

2.7 Noise level

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

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

2.8 Existing infrastructures/ utilities

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

Water Supply Pipelines

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

Religious Places, Resting area and Community Owned Properties

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

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

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

Existing Storm water drainage structures

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

Existing Electric lines

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

Table 2-4: Existing Electric Pole

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

2.9 Demography of the Project Area

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

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

2.10 Settlements

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

2.11 Land Availability

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

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

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

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

2.12 Physical Structures

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

2.13 Caste/Ethnicity

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

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

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

Source: field study 2023

2.14 GBV, SEA / SH

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

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

Table 2-7: GBV Cases Details of Municipality

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

Source: District police office, Baglung

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

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

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

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

Municipality.

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

3. DESCRIPTION OF THE PROJECT AND ITS ACTIVITIES

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

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

3.1 Salient Features of the Project

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

Table 3-1: Salient features of Majhibasti road

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

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

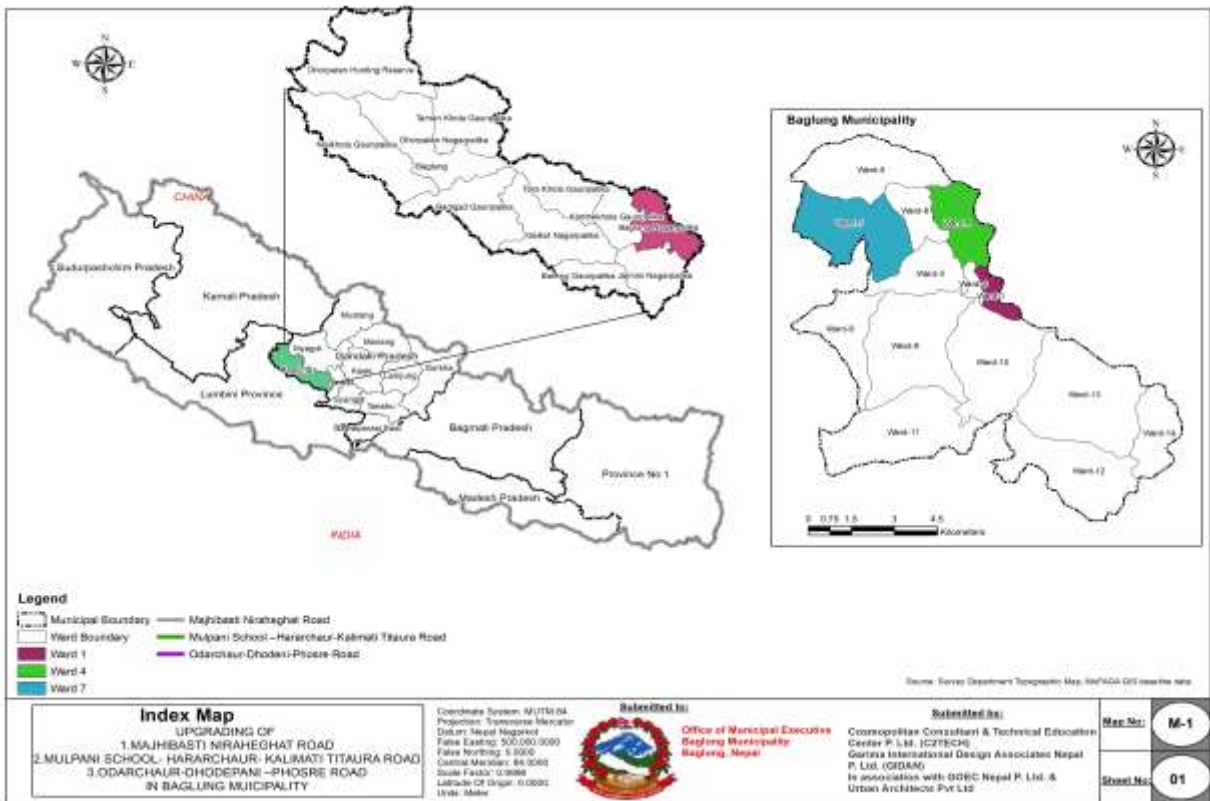


Figure 3-1 Index map

3.2 Proposed Campsite and Stockpile Area

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

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



Figure 3-2: Proposed campsite and stockpiling area

3.3 Solid Waste Management

Solid waste generated from the labor camps will be disposed within the proposed camp site. Soak pits or septic tanks will be established for the sanitation units/latrines at appropriate location within campsite. The tentative estimated solid waste generated by the camps is 45kg (for 30people) per day (as assume that a person generates 1.5kg waste a day). Also, the waste generated during decommissioning of the temporary campsite, the reusable like cardboards, plastics, bins, etc. will be sold, the metal scrap will be sent or sold to scrap dealers, and any residue will be disposed off in coordination with the local ward/municipal authority through existing solid waste management (collection & disposal) system of the municipality. The land will be cleared and restored to the satisfaction of the landholder or the local level.

3.4 Spoil Management

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

Table 3-2 Earthwork status of the sub project

SN	Particulars	Cutting (m ³)	Filling (m ³)
1	Earthwork	9478.50	826.54



Figure 3-3: Proposed Spoil management site

3.5 Quarry Sites

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

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

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

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

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

Table 3-4: IEE Approved Quarry site description

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



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

3.6 Borrow Pits

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

3.7 Other facilities

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



Figure 3-5: Proposed other facilities establishment site

4. ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN (ESMP)

4.1 Social and Environmental Screening:

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

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

4.2 Scope of Environmental and Social Management Plan:

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

4.3 Implementation of Environmental and Social Management Plan

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

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

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

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

4.4 Objectives of ESMP:

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

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

4.5 ESMP Matrix:

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

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

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

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

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

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

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

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

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<ul style="list-style-type: none"> • Provide and maintain proper drinking water, sewerage and waste disposal facilities at the camps. • Ensure no wood is burnt by any worker on or off site. Camps shall be provided free of cost, with electricity and regulator & adequate fuel supplies of LPG or Kerosene. • After use, sites shall be cleared and restored to near natural or stable conditions with vegetative cover. 		
12.	Solid waste generation/ Waste from labor camp	<ul style="list-style-type: none"> • Waste minimization and waste segregation will be prioritized; 3R approach will be promoted. • Composting of organic waste generated from the camps will be disposed within the proposed camps. The tentative estimated solid waste generated by the camps is 45kg (for 30people) per day (as assume that a person generates 1.5kg waste a day). • Coordination with municipality for final disposal into the municipality's waste collection & disposal system • Every week, it will be monitored for the management of waste from the camp site. • Further detailed plan will also be provided in C-ESMP with in 45days of contract agreement. It has been planned those basic facilities like composting, waste segregation, etc. will be started from first month/quarter of contractor's mobilization; other practices under 3R approach (e.g. waste minimization) will be carried out through out; and awareness events will be carried out every quarter. 	Contractor	NRs 100,000 for awareness program
13.	Road safety	<ul style="list-style-type: none"> • Cross-Roads: Development Stretch of up to 15 m of each cross-road will be developed under this project. 	Contractor	Included in DPR BOQ (BOQ item no: B-7, H-45, H-

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

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

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

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

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
1.	Land use change	<ul style="list-style-type: none"> Land will be required for the establishment of labor camps, storage of construction materials, workshops etc as rented basis which is the temporary in nature. All the temporarily rented land will be rehabilitated into previous state or better than the earlier state maintaining natural drainage and acceptable to the land owner/DSC 	Contractor.	Contractor cost.
2.	Temporary disturbance in house owner's mobility and shop consumer.	<ul style="list-style-type: none"> Diversions and proper crossings will be available for elderly and differently-able people in the construction phase to ensure their mobility is not impacted during construction. 	Contractor	Included in BOQ (BOQ item no- B-7)
3.	Pedestrian Safety: General people, children and elderly people.	<ul style="list-style-type: none"> Diversions should be safe for children, the elderly, and other general pedestrians. School/Temple (Chainage 1+540 and 1+600) areas should be emphasized and adjacent transitions should be ensured. Appropriate signs and signage are used during project execution and construction to raise awareness of potential safety hazards of construction 4 nos. of zebra crossings are provided throughout the alignment in certain interval and major crossings. 	Contractor	Included in BOQ (BOQ item no-H)
4.	Health and Sanitation	<ul style="list-style-type: none"> Proper awareness of using latrines, construction of latrine for worker, A chlorine solution will be provided to workers to purify drinking water. Regular health checkups, records of illness of the workers, monitoring of drinking water. 	Contractor	NRs 50,000
5.	Child labor and forced labor	<ul style="list-style-type: none"> No child (below 16 years) and forced labor will be employed in project. 	Contractor, Monitoring by DSC every month.	No additional cost

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

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

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

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

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

4.6 Summary of costs of ESMP Activities

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

Table 4-3: Summary of Cost of ESMP Implementation

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

Table 4-5: Implementation schedule for Environmental measures

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

4.7 Environmental & Social Monitoring

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

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

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

Table 4-6: Environment and Social Monitoring Plan

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

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

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

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

5. STAKEHOLDER ENGAGEMENT AND INFORMATION DISSEMINATION

5.1 Stakeholder Engagement

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

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

Consultation summary/issues raised during consultations

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

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

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

Table 5-1 People consulted during field study.

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

Source: field study 2023

5.2 Information Dissemination

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

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

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

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

Table 5-2: Information Dissemination Plan

Means of Communication	Timeline & Frequency	Responsibility	Resources
Municipality Website (Project details, ESMP, GRM)	At the start of the project, & maintained throughout	PIU/ Information Officer	Information Officer
Newspaper and local Radio (project salient features, dates, GRM etc.)	Project implementation phase Weekly basis	PIU, municipality Information Officer	Radio-program, FM Radio Clip
Project leaflets and Fact Sheet,	Project details, Implementing agencies, project period - 2 times	PIU, Information Officer	Double-sided colour A4 (500 copies)
Face to face engagements - meetings, focus group discussion with relevant stakeholders	Project Main Activities, Financial Assistance, Implementing agencies, project period etc. 2 time in year	PIU, Information Officer	
Ward offices and Municipal social section/Library (Hard copy of ESMP)	Project period- 2 times	PIU/Municipality	Focal person

5.3 Public/Community Consultation Plan

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

Table 5-3: Stakeholder consultation Plan

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

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

5.4 Grievance Redress Mechanism (GRM)

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

5.4.1 Structure of the GRC

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

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

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

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

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

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

5.4.2 Processes of the GRM

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

A ticket or a unique number will be generated for all such call, messages and letters. The complainant will follow up based that unique number with Operator at PCO-Kathmandu. All complaints will be responded within two weeks at any level. In case response is not received from 1st level within 15 days, the complaint will be escalated to next level. If complaint remains unaddressed at 1st and 2nd within maximum 30 days after registering the complaint, it will be elevated to 3rd level at PCO level. The PCO within 7 days of time should instruct the concerned person at Baglung municipal level to arrange for a hearing within maximum 5 days of time. Effort will be given by all levels of GRCs to conduct hearing and resolve the concern at their level up to the satisfaction of complainant within the stipulated timeframe. In case 1st and 2nd level GRCs are unable to resolve the concern up to the satisfaction of complainant, these GRCs' or Complainant may approach to 3rd level of GRC at PCO Level. After conducting hearing at any level of GRC, the decision will be communicated to complainant within maximum 30 Days of time.

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

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

5.4.3 Further details of the GRM

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

- Access to resource /utility/facility
- Ambient air and noise Quality
- Impact on water quality/resource
- Grievance from vulnerable community
- Gender related issues

- Grievances from workers
- Safety and risk repeated to project development

5.4.4 Other Mechanisms for Grievance Redress

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

6. LIST OF REFERENCES

- Environment Protection Act, Government of Nepal, 2019
- Environment Protection Regulations, Government of Nepal, 2020 (and amendments)
- Environmental and Social Management Framework, Nepal Urban Governance and Infrastructure Project, August 2020, the World Bank
- Final Detailed Project Report on Upgradation of Majhibasti - Niraheghat Road, Baglung Municipality, September 2023
- Nepal Human Rights Year Book 2023, Informal Sector Service Center (INSEC), Kathmandu.
- Project Implementation Manual, Nepal Urban Governance and Infrastructure Project, December 2022, the World Bank
- <https://censusnepal.cbs.gov.np>
- Municipality Profile of Baglung Municipality 2019
- <https://baglungmun.gov.np/>

7. LIST OF ANNEXES

Annex I: Environmental and Social Screening Checklists

Annex II: Minutes, Public Notice and Letters

Annex III: Proposed Typical Cross Sections

Annex IV: GoN Permissible Environmental limits/standards

Annex V: Air, Noise and Water Quality Test Report

Annex VI: List of Zebra crossings

Annex VII: Code of Conduct (CoC) on GBV

Annex VIII: Summary of community consultation details

Annex IX: Photographs

Annex I: Environmental and Social Screening Checklists

Table 7-1 Environment Screening Checklist_Majhibasti Road

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

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

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

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

Table 7-2: Social Screening Checklist

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

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

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

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



बागलुङ नगरपालिका
नगर कार्यपालिकाको कार्यालय



मण्डली प्रदेश, नेपाल

प.सं. :- ०८०/०८१ (योजना)
च.नं. :- ५६

मिति :- २०८०/०४/०८

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

श्री नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना
बबरमहन, काठमाण्डौ ।

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

तपश्चिनत :

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

Final

[Signature]

(धन प्रसाद पोखरेल)

अधिकृत स्तर दशी

"बासमैत्री स्थानीय शासनका ५१ घटा सुचक पुरा गर्न आ-आफ्नो स्वामित्वबाट सहयोग गरी"

०६८-५२०१३१/५२०२३१/५२०३०८

इमेल : baglungmun@gmail.com

फ्याक्स नं. ०६८-५२०१३१

भारत मिति २०७२ साल आषाढ २२ गते का दिन उपर्युक्त सडकको
 का कार्यको लागि बागलुङ नगर स्थित नयाँ बागलुङ नगरपालिका
 विकास कार्यको (U.C.D.P. E.P.P.) अन्तर्गतको आयोजना
 पूरा गराउने आयोजना, बैलुङ नगरपालिका आयोजना अन्तर्गत
 कोष र सडकको विकास आयोजनामा अनुदान तथा सुधारको
 (सुधारको र न.ग. कोषको) अनुदानको रूपमा कोषको
 निम्नानुसार उपलब्धी र अन्तर्गत देखाइएको छ।

उपलब्धी :

१. इतिहास अन्तर्गत प्रस्ताव एवं कार्यको अन्तर्गत

संविधान समिति अन्तर्गतको कार्य : संविधान समिति अन्तर्गतको कार्य

- १. महेन्द्र आवासीय योजनाको अन्तर्गत १.५० करोड
- २. रक्षागण्ड पाईप लाईन ०.५० करोड अन्तर्गत १.५० करोड
- ३. कुमावु विकास योजना अन्तर्गत १.५० करोड अन्तर्गतको
- ४. नवनी बागलुङको अन्तर्गत १.५० करोड अन्तर्गतको
- ५. कुमाल नगरपालिका अन्तर्गत १.५० करोड अन्तर्गतको
- ६. महेन्द्र कुमावु योजना अन्तर्गत १.५० करोड अन्तर्गतको
- ७. कि.सु.पु. विकास योजना अन्तर्गत १.५० करोड अन्तर्गतको
- ८. सडक विकास योजना अन्तर्गत १.५० करोड अन्तर्गतको
- ९. सडक विकास योजना अन्तर्गत १.५० करोड अन्तर्गतको



सडक सडकको विकासको विधीन योजना अन्तर्गतको
 नयाँ बागलुङ नगरपालिकाको सडक विकास (Law) अन्तर्गतको
 नयाँ बागलुङ नगरपालिकाको सडक विकास अन्तर्गतको
 नयाँ बागलुङ नगरपालिकाको सडक विकास अन्तर्गतको
 नयाँ बागलुङ नगरपालिकाको सडक विकास अन्तर्गतको

१५६०००
 प्रमुख प्रशासकीय अधिकारी

गरी संरचना तिम्रो ठाउँमा सुदृढता दिने निर्माण गरिने ।

गणेश्वर सडक

क्र.सं.	ठारोका नाम	ठारोका	कुम्होटा (Flow)	दिउमिठोटा (Flow)
१.	भगावरी होड डोरी सडकमा बुली (लम्बो) सडक माग	१	५ मिटर	३ मिटर
२.	जोगा (गणेश्वर) ठारोका - बुली (लम्बो) सडक माग	१	८ मिटर	६ मिटर
३.	जोगा (गणेश्वर) ठारोका - साके कुट बुली (लम्बो) सडक माग	२.३	८ मिटर	५ मिटर
४.	साके कुट (गणेश्वर) ठारोका - साके कुट बुली (लम्बो) सडक माग	३.६, ७	१६ मिटर	७.६
५.	साके कुट (गणेश्वर) ठारोका - साके कुट बुली (लम्बो) सडक माग	३	१० मिटर	५ मिटर
६.	साके कुट (गणेश्वर) ठारोका - साके कुट बुली (लम्बो) सडक माग	५	१६ मिटर	७.६ मिटर
७.	जोगा - जोगा - साके कुट (गणेश्वर) ठारोका - बुली (लम्बो) सडक माग	११	८ मिटर	६ मिटर



[Signature]
प्रमुख प्रशासकीय अधिकृत



बागलुङ नगरपालिका

.....१..... वडा समितिको कार्यालय

पत्र संख्या:- ०६२/०६३

चलानी नं.:- ४०५



मिति:- २०७२/१२/१५

विषय : राप्र सुकाब सम्बन्धमा

श्री : बागलुङ नगरपालिका कार्यालय
बागलुङ.

श्री गणेश
सर्वकारिय / सर्वपाकिय वडा समिति
पेशा गुण हुन्
मि.म.प.
२०७२/१२/१५

प्रस्तुत विषयका सम्बन्धमा यस वडामें, निम्नतथोका
बागलुङ, राजमार्गदेखि बाकी वस्ती हुदै निवहेसमाको
सडक को सडक मापदण्ड का सम्बन्धमा तहें कार्यालय
बाह्र ८.०० मिटर ROW कायम गरेको भनी यस वडा
कार्यालयमा पत्र प्राप्त भएपछि, सो सम्बन्धी सुचना
यस वडा को सुचना पाईमा तहें प्रचार गरिएको र
सो सडक मापदण्ड का विषयमा कुनै प्रतिक्रिया आएको
ले सोही वसोतिमा को राप्र सुकाब पठाएको कथोरा
अवरोध गर्दछु ।

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

(दिपक प्रसाद पौडेल)
वडा सचिव
वी.नं.प. १ राप्र (का)
बागलुङ
वडा सचिव

Formation of GRM (1st Level)



बागलुङ नगरपालिका



☎ ०६८-५२०९३९/
५२०२३९/५२०३०९
फ्याक्स नं.: ०६८-५२०९३९
इमेल : baglungmun@gmail.com

गण्डुकी प्रदेश, नेपाल

प.सं. : ०८०/०८१

मिति : २०८०/०७/२१

च.नं. ७१९३

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


श्री शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP)

बबरमहल, काठमाण्डौ ।

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

तपशिल

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


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

Formation of GRM (2nd Level)



बागलुङ नगरपालिका



☎ ०६८-५२०१३१/

५२०२३१/५२०३०९

फ्याक्स नं.: ०६८-५२०१३१

इमेल : baglungmun@gmail.com

गण्डकी प्रदेश, नेपाल

प.सं. : ०८०/०८१

मिति : २०८०/०९/१२

च.नं. : १६९९

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

श्री शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP)

बबरमहल, काठमाण्डौ ।

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

तपशिल :

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


(बसन्त कुमार श्रेष्ठ)

Letter regarding Anti-Harassment Cell



बागलुङ नगरपालिका
नगर कार्यपालिकाको कार्यालय



गण्डकी प्रदेश, नेपाल

प.सं. :- ०८०/०८१ (योजना)
च.नं. :- ८७

मिति :- २०८०/०४/०७

श्री नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना
बबरमहल, काठमाण्डौ ।

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

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

लिम्प


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

Public Notice for ESMP Preparation



बागलुङ नगरपालिका
नगर कार्यपालिकाको कार्यालय



गण्डकी प्रदेश, नेपाल

सूचना प्रकाशित मिति : २०८०/०६/०४

सूचना

सूचना

सूचना

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

अन्तर्क्रिया हुने मिति र स्थान :

मिति : २०८०/०६/०५

समय : बिहान ९.०० बजे

स्थान : माभीवस्ती टोल

(धन प्रसाद पोखेल)
अधिकृत स्तर वशी

Public Notice for GRC



बागलुङ नगरपालिका



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

गण्डकी प्रदेश, नेपाल

मिति : २०८०/०७/२०

सूचना

सूचना

सूचना

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

तपशिल :


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

(वसन्त कुमार श्रेष्ठ)
नगर प्रमुख

IEE Report for Quarry site

कालिगण्डकी नदीबाट
नदीजन्य पदार्थ
उत्खनन, संकलन तथा निकासी गर्ने प्रस्तावको

प्रारम्भिक वातावरणीय परीक्षण प्रतिवेदन


नदीजन्य पदार्थ
निकासी कार्यको लागि

पेश गरिएको निकाय
जिल्ला समन्वय समिति
बाग्लुङ




पेश गर्ने

बाग्लुङ नगरपालिका
नगर कार्यपालिकाको कार्यालय
बाग्लुङ
गण्डकी प्रदेश




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

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

प.स: २०६०।०६१
च.न: ४४२

मिति : २०६०।०६।२१

विषय:- सिफारिस सम्बन्धमा ।

श्री बागलुङ नगरपालिका
नगरकार्यपालिकाको कार्यालय
बागलुङ ।

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

तपशिल:


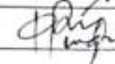
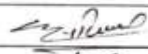

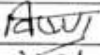
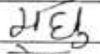
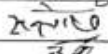
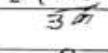



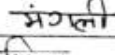

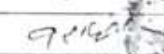
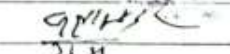
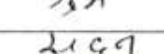

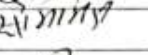
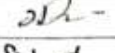
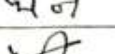



१. तल्लो बाघेचौर
२. निरहे क्षेत्र

(जय बहादुर के.सी.)
वडा अध्यक्ष

Public Consultation meeting minutes

आज मिति २०८० आश्विन १३ गते मन्विकला वि तम्बुडा २३
 सेप्टेम्बर २०३७ डेटा विषय बाग्लुङ जिल्ला बाइतुड गापालिका
 वडा नं-१ मा नेपाल शहरी शासकिय तथा शहरीय आश्रयना
 NUGEP अन्तर्गत धर्मोत्तरको सडक मध्ये मागी वस्ति- निरहेघाट
 सडकको बालावर्णिय तथा सामाजिक अभियान सम्बन्धमा यल नडा
 वडा सदस्य श्री सोम वहादुर बोहरा ज्यूको अध्यक्षतामा बैठकको
 निम्नानुसारको प्रस्तावको देहाय कोजीमनो उपास्थिमि निर्धारण गरियो

उपास्थिति

- १- श्री सोम वहादुर बोहरा - वडा सदस्य - 
- २- किरण थापा मगर - वडा प्रतिनिधिक 
- ३- विमलेन्द्र शर्मा - स्थानीय
- ४- आश्विन न. क्षेत्री - स्थानीय 
- ५- विद्वान् महरा - स्थानीय 
- ६- जगदिन शर्मा - स्थानीय
- ७- विष्णु शर्मा - स्थानीय 
- ८- गणेश शर्मा - स्थानीय 
- ९- सन्तोष शर्मा - स्थानीय 
- १०- हर्क व कोइर - स्थानीय 
- ११- प्रकाश शर्मा - स्थानीय 
- १२- सन्तोष शर्मा - स्थानीय 
- १३- देवी शर्मा - स्थानीय 
- १४- मंगला शर्मा - " 
- १५- शिता शर्मा - " 
- १६- पुनमाया शर्मा - " 
- १७- कुशीमती शर्मा - " 
- १८- जल व शर्मा - " 
- १९- गुण व शर्मा - " 
- २०- सुदाम शर्मा - " 
- २१- सुदाम शर्मा - " 
- २२- शैल व शर्मा - " 
- २३- गणिला शर्मा - " 
- २४- दाज व शर्मा - " 
- २५- प्रकाश कोइर - " 

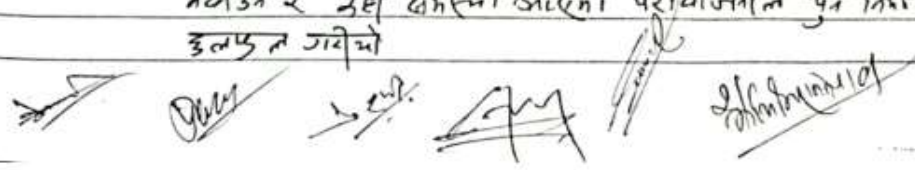
२२, उमा देवी माथी	स्थानीय	उमा
२३, कुमिका माथी	"	कुमिका
२४, लक्ष्मी बोट माथी	"	लक्ष्मी
२५, देउकाली माथी	"	देउकाली
२६, लक्ष्मी माथी	"	लक्ष्मी
२७, हनुमान माथी	"	हनुमान
२८, सरावत माथी	"	सारावत
३१, शोभाशय गार्गी	Social expert	शोभाशय गार्गी
३२, उद्यम कर्मल उपर्याय	Engineer	उद्यम कर्मल उपर्याय
३४, सुविला ठाकुर	Engineer	सुविला ठाकुर

प्रस्तावहरू

- १ - बाटो निर्माण सम्बन्धमा
- २ - वातावरणीय तन्मा सामाजिक परियोजना निम्न सम्बन्धमा
- ३ - विविध सम्बन्धमा

निर्देशहरू

- १ - प्रस्ताव १ - बाटो निर्माण सम्बन्धमा इलपल गार्गी च्याङ माथी बाटो - निरहेघाट बाटो निर्माण सम्बन्धमा इलपल गार्गी बाटो निर्माण कार्य सम्बन्धमा गार्गी च्याङमा अर्थात् प्रस्ताव अन्तर्गत हुने इत भन्ने निर्दिष्ट गरियो ।
- २ - प्रस्ताव २ - वातावरणीय तन्मा सामाजिक परियोजना इलपल गार्गी बाटो निर्माणमा कर्ममा वातावरणीय परियोजना सम्बन्धमा राखी छुले उद्घरण दिनु वा लणी पानी राख्ने र धुने उद्घरण, सामाजिक परियोजना बाटोको निर्माण DPR अन्तर्गत आगो नछाड्ने कार्य निर्दिष्ट गरियो ।
- ३ - प्रस्ताव ३ - विविध सम्बन्धमा इलपल गार्गी निर्माण कार्य सम्बन्धमा गार्गी कर्ममा सामाजिक परियोजना अन्तर्गत अर्थात् नपु-माई कार्य आगो नछाड्ने र उनी सम्बन्धमा आएका परियोजनाले पुन निर्माण गरिदिने इलपल गार्गी



KII

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

ESIA and ESMP of मागी बस्ति - निरोहेघाट Road

Attendance Sheet

Date: २०७०/०५/०९ Venue: मागी बस्ति Ward No. ०९

Name: फूल कुमारी मागी Contact No. ९८६७७३९०४२

Organization/Occupation: गृहणी

Comments/Suggestions:

- बाटो बन्दै सुन्दा ट्युटि लगेको छ।
- खिलाई कराई तालीको अपेक्षा।
- ट्युटि पाकेको तालीको अपेक्षा।
- ब्याठ खेती सम्बन्धि तालीको।
- मागी ६ लोडित गर्दै जुनै ताली उपलब्ध भएकै स्व-रोजगारको सम्झौता हुने थियो।

Signature: _____

k II

Stakeholder Consultation

Nepal Urban Governance and Infrastructure Project (NUGIP)

Baglung Municipality

Baglung

ESIA and ESMP of मजिबस्ती - निराहेघाट Road

Attendance Sheet


Date: २०८०/०९/०५ Venue: मजिबस्ती बस्ती Ward No. ०९

Name: प्रकाश मजिबस्ती Contact No. ९८५०२५५३९७

Organization/Occupation: जयान्त मजिबस्ती

Comments/Suggestions:

- > कटो बन्ने सुरुवा सुक्की लागेको हो
- > इन्जिन लाग्दा केही बुन गर्दै गरेको र हो लाग्दा तालीम-मि पार
आने जिनिबोपनिममा सहयोग पुग्ने छिने ।
- > पुष्पखेतीको हानना भएकाले कृषिमा पुष्पखेती तालीम को अपेक्षा ।


Signature:

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

ESIA and ESMP of Majhibasti — Niraheghat Road

Attendance Sheet

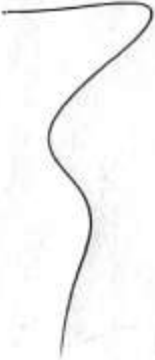
Date: 2081-06-06 Venue: majhibasti Ward No. 01


Name: Krishna mahi Contact No. 9847631690

Organization/Occupation: Computer operator

Comments/Suggestions:

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



Signature: 

Consultation meeting with Majhi community

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

ESIA and ESMP of Majhibasti - Niraheghat Road

Attendance Sheet of FGD

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

SN	Name	Organization/Title	Contact no.	Signature
1	Deu Kumari Majhi	Majhi Basti To-Lines Sanskrit Adashya	9847677165	
2	Raju Majhi	"		
3	Uma Majhi	"		
4	Laxmi Majhi	"		
5	Fulmaya Majhi	"		
6	Karna B. Majhi	"		
7	Ram B. Majhi	"		
8	Jyanti Majhi	"		
9	Bal B. Majhi	"		

Suggestions/Recommendations:



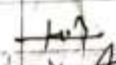
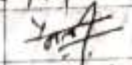
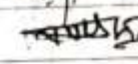
- All things in clear by Majhi Basti Committee.
- Some drinking water problem are found there.

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

ESIA and ESMP of Majhibasti - Niraheghat Road

Attendance Sheet of FGD

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

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

Suggestions/Recommendations:

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

Meeting minutes regarding existing Tap Management with ward chair and locals

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

उपस्थिति

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

निर्णयहरू

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

Meeting with Ramrekha Community Forest User Group

आज मिति २०२०/०८/०८ गतेका दिन नेपाल राहरी शासकीय तथा फुर्तधार आयोजना NUPJIP अन्तर्गत वाग्लुङ नगरपालिकामा दूर्गोट भएको सडक मध्ये मागीवस्ती - गिरहेघाट सडकको वातावरणीय सम्बन्धमा वडा न व का वडा अध्यक्ष श्री जयवहादुर केसीको अध्यक्षतामा रातेश्वर साङ्घाथिक वनका सचीप कृष्ण वहादुर केसी र C2AEDM जाडमानुड टिम विचको हलफलमा निम्न वमोषिको उपस्थिती रहेको छ।

उपस्थिती,

- श्री जयवहादुर केसी - वडा अध्यक्ष-१
- श्री शोभबहादुर वोहरा - वडा सदस्य
- श्री टिका देवी वोहरा - " "
- श्री कृष्णवहादुर शेर्पा - वन सचीप
- श्री सुब्रमण्य गडतमा - वडा सचीप
- श्री सुबिल ठाकुर - उड टिम सदस्य
- श्री किरण शपा मगर - वडा प्राविधिक
- श्री अकिल शेर्पा - उपमोडला समिती
- श्री गण्डु शान मडले - उपमोडला समिती

कृष्ण वहादुर शेर्पा वन सचीप - ९२५०६२२६६२

प्रस्तावहरू

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

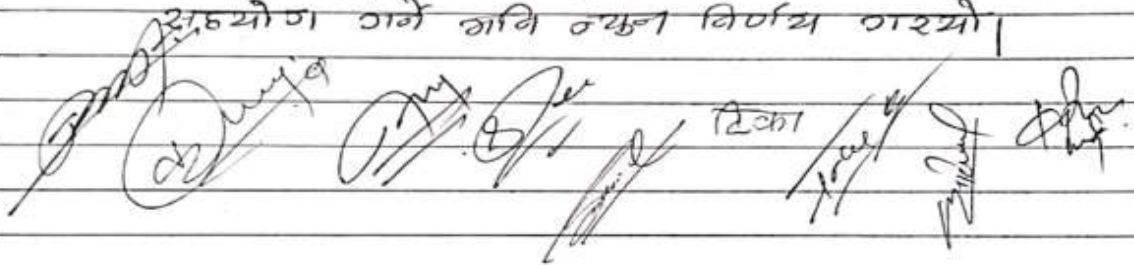
निर्णय,

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

DATE:

जोशवीमको विषयमा दलफल गरियो।

निर्णय नं: प्रस्ताव नं २ माथि दलफल गर्दा
 मागीवस्ती - निरहेघाट सडकको सडक अधिकार
 क्षेत्र ८ मिटर कायम भएको जानकारी गरियो।
 सडक अधिकार क्षेत्र भित्र रामरेखा साकुवाथीका
 वनको रक्षकविरुद्धा पर्देन सार्थै निर्माण कार्य
 गर्दा वन क्षेत्र माथि कुनै विक्रमको प्रभाव
 नपर्ने भनी पुष्टी गर्दै हामी रामरेखा वन
 विभागाका समितिले निर्माण कार्यमा कुनै विक्रमको
 बाधाविरोध नगरि आयोजना संयोजनमा
 सहयोग गर्ने भनि नक्सा निर्णय गरियो।

 टिका



बागलुङ नगरपालिका

१ नं. वडा कार्यालय

गण्डकी प्रदेश, नेपाल

रामरेखा बागलुङ



प.सं: ०८९/०८९

मिति :- २०८०/०४/०९

प.नं: ३५



विषय :- सिफारिस सम्बन्धमा ।

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

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

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

Letter from District Police office, Baglung about GBV cases



जिल्ला प्रहरी कार्यालय
(अपराध अनुसन्धान शाखा)

कन्ट्रोल: { १००
फोन नं.: { ०६८-५२०११११
मोबाईल: { ९८५७६२०००३

बागलुङ

पत्र संख्या :- ०८०१०८१

चलानी नं.:- १०४/२

मिति:- २०८०।०६।१२ गते।

प्रा.प.संख्या :-

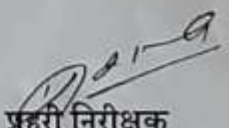
विषय:- विवरण उपलब्ध गराईएको ।

श्री बागलुङ नगरपालिका नगर कार्यपालिकाको
कार्यालय, बागलुङ ।

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

निम्न:-

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


प्रहरी निरीक्षक
(बसन्त बहादुर भुजेल)

Letter from NEA for pole relocation



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

पत्र संख्या : ०८०/०८१

चसानी नं. : २५५

बागलुङ

मिति: २०८०/०७/१९

श्री बागलुङ नगरपालिका,
नगर कार्यपालिकाको कार्यालय ।

श्री जोशना खत्री
६/१९

विषय: जानकारी गराइएको सम्बन्धमा ।

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

बागलुङ नगरपालिका, बागलुङ
डा. नं. ६०९
मिति २०८०/०७/१९

(इ. पवन पौडेल)
केन्द्र प्रमुख
केन्द्र प्रमुख



बागलुङ नगरपालिका

नगर कार्यपालिकाको कार्यालय



गण्डकी प्रदेश, नेपाल

प.सं.: ०८०/०८१ (योजना)
च.नं. ११४८

मिति : २०८०/०७/१६

विषय: आवश्यक सहयोग तथा समन्वय सम्बन्धमा ।

श्री नेपाल विद्युत् प्राधिकरण
बागलुङ वितरण केन्द्र, बागलुङ ।

बागलुङ विद्युत् प्राधिकरण
का.सं. १८५
२०७७/०८/१६

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

तपशिल :

सि.नं.	वडा नं.	सडक आयोजनाको नाम	सडकको लम्बाई	विद्युतीय पोलको संख्या
१.	१	मान्नीवस्ती हुँदै निरहेघाट सडक	१.६००	२३ वटा
२.	४	बडारचौर-डोडेनी-फोर्स सडक स्तरोन्नती	२.१००	४ वटा
३.	७	मूलपानी स्कुल-हराचौर-कालीमाटी सडक स्तरोन्नती	८.५००	३ वटा

लि.सं.

(धन प्रसाद पोख्रेल)
अधिकृत सौर दशौं

लि.सं.को-
- आवास-हराचौर/इरुङ
जवी-सौर/इरुङ
२०८०/०७/१६

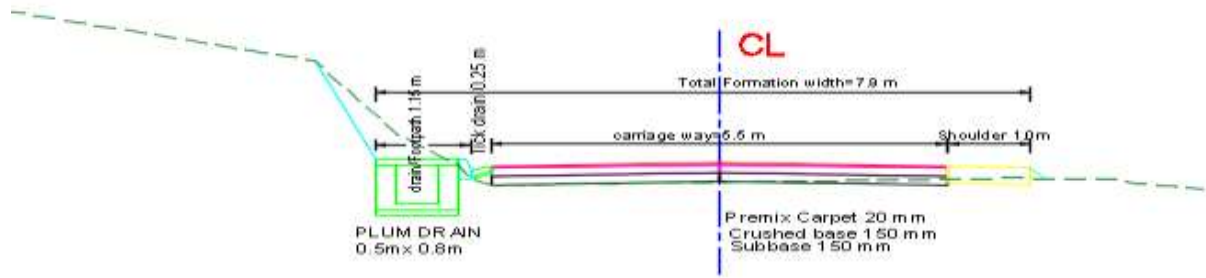
"बालमैत्री स्थानीय शासनका ५१ वटा सुगम पुरा गर्ने अत-आफ्नो रक्षानबाट सहयोग गरी"

☎ ०८१-५२०९३१/५२०२३१/५२०३०१

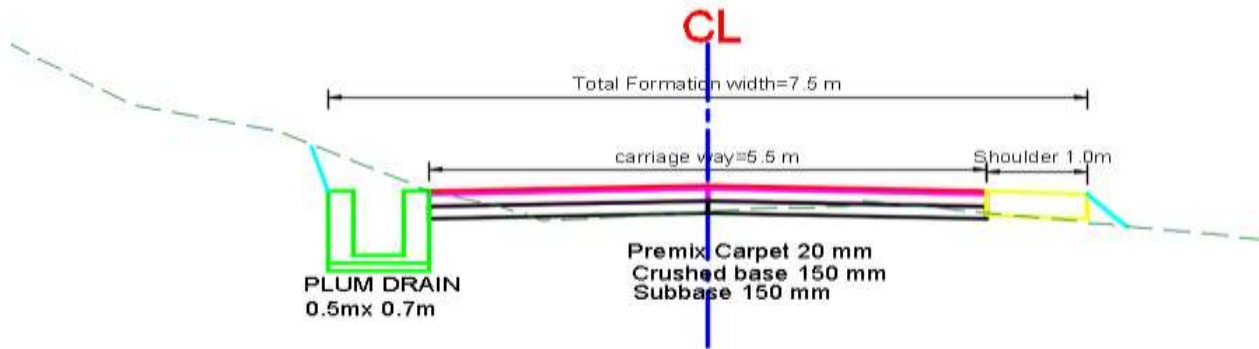
ईमेल : baglungmun@gmail.com

फ्याक्स नं. ०६८-५२०९३१

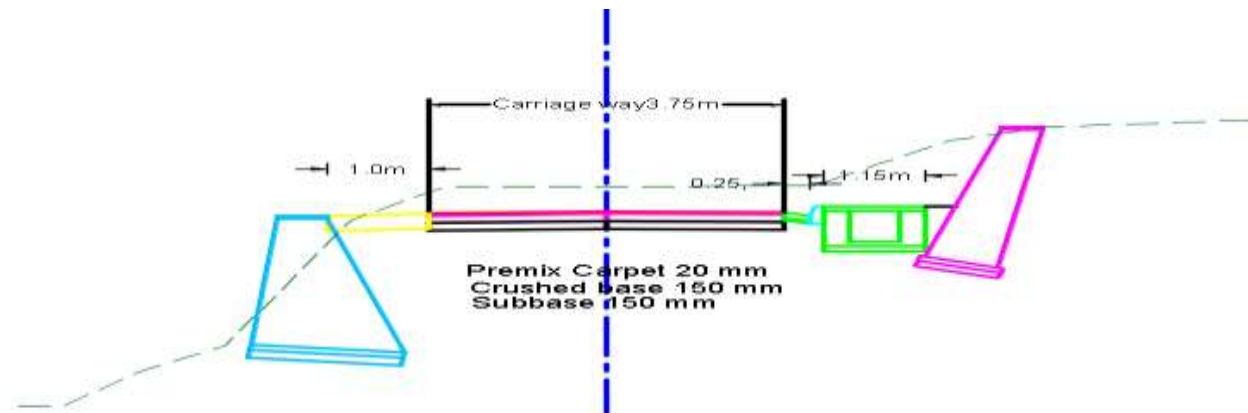
Annex III: Proposed Typical Cross Sections



Typical section-1



Typical section-2



Typical section-3

Annex IV: GoN Permissible Environmental limits/standards**(A) National Drinking Water Quality Standard, 2079 BS****A-1: Mandatory Parameters to be tested**

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

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

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

(B) National Ambient Air Quality Standard, 2069 BS

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

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

(C) National Sound Pressure Level, 2069

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

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

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

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

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

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

Annex V: Air, Noise, Water Quality Test Reports



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

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

ANALYSIS REPORT FOR AMBIENT AIR QUALITY

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

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

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

Sampled by

Checked by

Authorized by

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



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ANALYSIS REPORT FOR AMBIENT NOISE LEVEL

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

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

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

Sampled by

Checked by

Authorized by

Environment Management & Analysis Services P. Ltd



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Email: emas@emas.com.np, emasenv@gmail.com
Website: emas.com.np

Water Analysis Report

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

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

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

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

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

Analyzed by

Checked by

Authorized Signature

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

Annex VI: List of Zebra Crossings

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

Annex VII: Code of Conduct (CoC) on GBV

नेपाल शहरी शासकीय तथा पुर्वाधार आयोजना

कार्य स्थलमा हुने यौनजन्य तथा महिला हिंसा सम्बन्धी आचार संहिता

व्याक्तिगत आचार संहिता

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

१. म जातजाति धर्म, भाषा, लिङ्ग, उमेर, राजनीतिक वा सामाजिक हैसियत, भौगोलिकता, पहुँच, वैवाहिक स्थिती वा अन्य कुनै पनि आधारमा भेदभाव नगरी सबैलाई सम्मानजनक र समान रूपमा व्यवहार गर्नेछु ।
२. सामाजिक सन्जालको प्रयोग गरी अश्लील शब्द, दुष्य सामग्री वा कार्यलय समय अघिपछी 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 पश्चमा संलग्न हुने छैन
५. कार्य समयावधि भित्र कुनैपनि मादिराजन्य तथा लागुपदार्थको सेवन गर्ने छैन ।
६. परियोजना सरोकारवाला वा वरपरका समुदायका सदस्यहरुलाई कुनैपनि म लेङ्गिक हिंसा तथा यौनजन्य दुर्व्याहार गर्ने छैन ।
७. कुनै पनि कर्मचारी/श्रमिक विरुद्ध हिंसा गरिएको दोषी ठहरिएमा प्रचलित साधय, प्रादेशिक, स्थानीय सरकार वर्ल्ड बैंक को कानून, निती नियम अनुसार सजाय/ दण्डित गरिबाना तिन तयार हुनेछु ।
८. कार्य गर्ने शिलसिलामा सम्मानजनक निर्देशनहरुको पालना गर्दछु (वातावरणीय + सामाजिक)
९. मेरो जिम्मेवारी कुशलता र लगनशीलता पुर्वक पूरा गर्नेछु ।

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

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

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व्यवस्थापक/टोली प्रमुख

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कर्मचारी/कामदार

Annex VIII: Summary of community consultation

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

Annex IX: Photographs

Consultations Photographs: Majhibasti - Niraheghat Road-1.62Km



Consultation at Majhibasti tole community (Ch 0+400)



Consultation at Majhibasti tole community (Ch 0+400)



Consultation at Majhibasti tole community (Ch 0+400)