Environmental and Social Management Plan (ESMP)

Nepal Urban Governance and Infrastructure Project (NUGIP)

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

Baglung Municipality

Baglung, Gandaki Province

Nepal

January, 2024

EXECUTIVE SUMMARY

Introduction

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

Baseline Information

The subproject is located in Mountain and partially Hilly Area of Lesser Himalaya at the altitude of 958.191m to 798.124m altitude from sea level. The project area has Annual average temperatures range from a maximum of 26 °C and a minimum of 19 °C. The average annual rainfall in this area is 1090.1mm. The alignment does not cross any rivers and streams however Kaligandaki river bank is present right side of the alignment from chainage 1+130 to 1+310 and at the end point, there is also presence of Dodhani Khola. The sub-surface strata of the project area primarily consist of alluvium boulders, gravels, sands and clay. Most of the area of present land use of Baglung Municipality includes cultivated land. The air and noise quality of surrounding areas is affected by the local city vehicles and the noise created in the road section. The Noise and air quality of project area were tested and found within government Standards. During the construction of the road, vehicular circulation along the road is likely to be disturbed. Dhodeni Community Forest, Odarechaur Chipchipe Paleban and Chutreni Waneko Pakho Community Forest (chainage 0+050 to 1+130) is present in alignment of the road however existing road width is sufficient in this section. In project area there are different types of the tree species found, some of them are Sissoo (*Dalbergia Sissoo*), Paiyo *(Prunus cerasoides),* Pipal (*Ficus religiosa*), Utis (*Alnus nepalensis*), Sallo (*Pinus roxburghii*) and Dabdabe (*Burseraceae).* Also, the project will have no impact on wild life, avian fauna, aquatic life and reptiles. The project alignment is neither habitat nor biological corridor of the wild animals.

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

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

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

Legal and Regulatory Requirements

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

Screening, Scoping, Impact identification, Prediction and Management

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

Beneficial Impacts from the Project Implementation

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

Adverse Impacts from the Project Implementation

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

Mitigation Measures

The various benefit augmentation measures and adverse impact mitigation measures have been proposed in the report to make this project environment friendly. Display appropriate signage for use during construction and implementation of the project to enhance awareness creation on the potential hazards of the project and carry out site management practice such as the fencing around work area and road signage also Increase public awareness of safety, health and environmental issues by providing information directly and indirectly through campaign. Necessary measures will be taken to reduce the adverse effects on environment. At construction site, the workers will be insured and provided with first aid facilities and safety equipments such as PPE, separate camps for male and female workers having well managed sanitation facilities. For plantation, local species of plant will be given priority. Appropriate bio/civil engineering structues 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 estiblished to minimize road accident. For safeguard the existing One Padhera (water tap) present in the alignment at chinage 1+550, the necessary protection works during construction will be managed.

Sexual exploitation/Assault/Harassment Prevention and response Action Plan

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

Environment and Social Management Plan

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

Institutional arrangements

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

कार्यकारी सारांश

परिचय

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

विद्यमान अवस्था

समुन्द्री सतहदेखि ७९८.१२४ मिटरदेखि ९५८.१९१ मिटरको उचाईमा रहेको यो उपआयोजना लेसर हिमालयको पर्वतीय र आंशिक पहाडी क्षेत्रमा अवस्थित छ । आयोजना क्षेत्रको औसत तापक्रम अधिकतम २६ डिग्री सेल्सियस र न्यूनतम १९ डिग्री सेल्सियस रहेको छ । यस क्षेत्रमा औसत वार्षिक वर्षा १०९०.१ मिलिमिटर रहेको छ। परियोजना क्षेत्रको उप-सतह स्तरहरूमा मुख्यतया एलुभियम बोल्डरहरू, ग्राभेलहरू, बालुवा र माटोहरू रहेको छ। बागलुङ नगरपालिकाको हालको भूउपयोगको अधिकांश क्षेत्रफलमा खेतीयोग्य जमिन रहेको छ। प्रस्तावित सडक एलाइनमेन्ट र सडकको क्षेत्राधिकारमा पहिरो/बाढी तथा अन्य विपद् जोखिम युक्त क्षेत्र छैन। एलाइनमेन्टले कुनै पनि नदी नाला पार गर्दैन तर कालीगण्डकी नदी किनार चेनेज १+१३० देखि १+३१० सम्मको एलाइनमेन्टको दायाँपट्टि र ढोडेनी सामुदायिक वन, ओडारेचौर चिपचिपे पालेवन र चुत्रेनी वानेको पाखो सामुदायिक वन (चेनेज ०+०५० देखि १+१३०) सडकको एलाइनमेन्टमा अवस्थित भए पनि यस खण्डमा विद्यमान सडकको चौडाइ पर्याप्त छ। आयोजना क्षेत्रको हावामा स्थानिय सवारी साधनवाट असर पर्ने र उक्त सवारीसाधन वाट ध्वनिमा असर पर्ने भएपनि ध्वनि गुणस्तर सीमा भित्रनै पाइएको छ । परियोजना क्षेत्रको आवाज र हावा सरकारी मापदण्ड भित्र रहेको छ । सडक निर्माणको क्रममा सो सडकमा सवारी साधनको आवागमनमा बाधा पुग्ने सम्भावना रहन्छ । सिसौ, पैंयु, 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 ४ को कुल जनसंख्या र घरधुरी क्रमशः ४८९२ र १३१३ रहेको छ । परियोजना वार्डहरूको औसत घरको आकार ३.७३ छ। आयोजनाको वडाको कुल पुरुष जनसंख्या २२७५ र महिला वडाको कुल जनसंख्या २६१७ रहेको छ। परियोजना संञ्चालन हुने बडाहरुको लिंग अनुपात ८६.९३ रहेको छ। आयोजना क्षेत्रमा ब्राह्मण, क्षेत्री र मगर जातजातिको

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

यौन शोसण 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 मापदण्डहरु आयोजना तयार गर्न तथा कार्यान्वयन चरणहरुमा वातावरणीय एवम् सामाजिक सुरक्षण आयामहरु मूल प्रवाहीकरण गर्न यथेष्ठ छन् । यस प्रतिवेदनले सम्बन्धित नेपाल सरकारका योजना, निति, ऐन, नियम, निर्देशिका एवम् मापदण्डहरु समेटेको छ । त्यसैगरी यस प्रतिवेदनले विश्व बैङ्कको वातावरणीय तथा सामाजिक मापदण्डहरु पनि समेटेको छ।

वर्गीकरण, क्षेत्र निर्धारण, प्रभाव पहिचान, अनुगमन र व्यवस्थापन

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। प्रभावहरुको वर्गीकरण तथा संक्षेपीकरण गर्न वातावरणीय तथा सामाजिक चेकलिष्ट प्रयोग गरिएको छ । स्थान विशेषको प्रभावहरु वातावरणीय तथा सामाजिक प्रभाव मूल्याङ्कन मा समावेश गरिएका छन् । केही प्रभावहरु निम्नानुसार छन्।

उप आयोजना कार्यान्वयनबाट पर्ने सकरात्मक प्रभाव

यस उप आयोजनाले गरिब, जातीय अल्पसङ्ख्यक र विपन्न स्थानीयका लागि रोजगारीलाई प्राथमिकता दिई स्थानीय बासिन्दाका लागि रोजगारीको अवसर सिर्जना तथा आर्थिक सशक्तीकरणमा योगदान गर्नेछ । अन्य लाभकारी प्रभावहरूमा स्थानीय व्यवसायको वृद्धि, सुधारिएको पहुँच र मानिसहरूको सीप विकास समावेश छ। निर्माणमा सक्रिय रूपमा भाग लिने स्थानीय व्यक्तिहरूले बहुमूल्य सीप र अनुभव प्राप्त गर्छन्। यी सीपहरूले उनीहरूको व्यक्तिगत विकास र रोजगारमा योगदान पुर्‍याउँछ। 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 उपायहरू आवश्यक छन्। प्रतिवेदनले यस परियोजनालाई वातावरणमैत्री बनाउने उद्देश्यले लाभ बढाउन र प्रतिकूल प्रभावहरू कम गर्न विभिन्न उपायहरू प्रस्ताव गरेको छ। रोजगारीका अवसरका लागि स्थानीय जनतालाई प्राथमिकता दिइनेछ । वातावरणमा पर्ने प्रतिकूल प्रभावलाई न्यूनीकरण गर्न आवश्यक कदम चालिनेछ। आयोजनाको सम्भावित जोखिमहरूको बारेमा जागरूकता सिर्जना गर्न परियोजनाको निर्माण र कार्यान्वयनको क्रममा प्रयोगको लागि उपयुक्त संकेतहरु र साइट व्यवस्थापन कार्य जस्तै क्याम्प क्षेत्र वरिपरि तारबार, अभियानमार्फत प्रत्यक्ष र अप्रत्यक्ष रूपमा जानकारी प्रदान गरी सुरक्षा, स्वास्थ्य र वातावरणीय मुद्दाहरूको बारेमा जन जागरूकता बढाइनेछ।

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

यौन शोसण तथा दुर्वेसन एवम् दुर्व्यवहार रोकथाम तथा सम्बोधन कार्य योजना

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

वातावरण तथा सामाजिक व्यवस्थापन योजना

पहिचान गरिएका 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+५५० एलाइनमेन्टमा अवस्थित पधेरा (पानीको धारा) को सुरक्षाका लागि निर्माणको क्रममा आवश्यक संरक्षण कार्यहरू प्रस्ताव गरिएको छ। साथै विद्यमान घरहरूको सुरक्षाका कारण, केही खण्डहरूमा सडकको क्यारिजवे चौडाइ साँघुरोको रूपमा प्रस्तावित गरिएको छ जहाँ पैदल यात्री र सवारी चालक दुवैको लागि सडक प्रयोगकर्ताहरूको सुरक्षाको लागि साँघुरो चिन्ह, गति सीमा चिन्ह, बस्ती क्षेत्र चिन्ह र फुटपाथ जस्ता आवश्यक सुरक्षा उपायहरू प्रस्ताव गरिएको छ। सरोकारवालाको जिज्ञासा र चासोको उठान र समयमै जवाफ दिनका लागि गुनासो निवारण संयन्त्र (GRC) मार्फत आयोजनासँग सम्बन्धित गुनासाहरूको सम्बोधन गरिनेछ । उपआयोजना निर्माणका क्रममा GBV, SEA/SH जोखिमहरुलाई 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 तालिमहरुको ब्यवस्था गरिएको छ।

संस्थागत व्यवस्था

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

Acronym

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

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1. PROJECT INTRODUCTION

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

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

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

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

2. DESCRIPTION OF THE PROJECT SITE

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

The Baglung Municipality is located in the eastern region of Baglung District, a hilly district in central Nepal from a geographical point of view. In the coastal area of Kaligandaki river, in the shadow of Dhaulagiri Mountain. Also, Baglung is a gateway to Mustang and Dhaulagiri Mountain peak. The municipality have area of 98.01 square kilometers. It is located between 28° 16' to 28^0 27’ north longitude and 83° 35' to 83^0 58’ east latitudes. According to the census of 2078, there are 12924 HHs and 16399 families having total population of 57030, with 26,588 males and 30,442 females. This municipality is divided into 14 wards. The elevation of this municipality varies from 650m to 2600m altitude from sea level.

2.1 Location of the project

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

2.2 Land use

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

2.3 Topography and Hydrology

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

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

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

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

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

2.4 Climate and Vegetation

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

The alignment does not cross any rivers and streams however three community forest is present along the hill side of the alignment. Dhodeni Community Forest, Odarechaur Chipchipe Paleban and Chutreni Waneko Pakho Community Forest (chainage 0+050 to 1+130) is present in alignment of the road. The necessary consultation with forest user groups were conducted and minutes related to consultation with municipal ward letter are attached in **Annex II and Annex IX.** In community forest area, there is a sufficient width (8 m) of road is available for upgradation. In project area there are different types of the tree species found, some of them are presented in below **Table 2-2**. Also, the project will have no impact on wild life, avian fauna, aquatic life and reptiles. The project alignment is neither habitat nor biological corridor of the wild animals.

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

SN	Scientific Name	Common Name	Use
1.	*Dalbergia Sissoo*	Sissoo	Timber
2.	*Prunus cerasoides*	Paiyo	
3.	*Ficus religiosa*	Pipal	
4.	*Alnus nepalensis*	Utis	
5.	*Pinus roxburghii*	Sallo	
6.	*Burseraceae*	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 (SOx), nitrogen oxide (NOx), carbon dioxide (CO2) and particulates.

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

2.6 Water Quality

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

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

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

2.7 Noise level

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

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

2.8 Existing infrastructures/ utilities

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

2.1.1 Water Supply Pipelines

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

Table 2-3 DWSS present within project area

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

2.1.2 Religious Places, Resting area and Community Owned Properties

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

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

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

2.1.3 Existing Storm Water Drainage Structures

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

2.1.4 Existing Electric lines

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

Table 2-5: Existing electric pole

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

2.9 Demography of the Project Area

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

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

2.10 Settlements

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

2.11 Land Availability

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

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

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

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

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

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

2.12 Physical Structures

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

2.13 Caste/Ethnicity

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

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

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

Source: field study 2023

2.14 GBV, SEA / SH

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

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

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

Table 2-8: GBV Case Details of Municipality

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

Source: District police office, Baglung

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

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

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

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

3. DESCRIPTION OF THE PROJECT AND ITS ACTIVITIES

The upgrading of Odarchaur-Dhodeni-Phorse Road from Odarchaur passes through Dhodeni and ends at Phorse/Dhodani Khola (2140 m) where existing suspension bridge exists and is the border point of the Baglung and Myagdi District. The overall length of the proposed road is 2.14 km and covers ward number 4 of the municipality. The settlement of this municipality lies in the mountainous and partly hilly Area of Lesser Himalaya. The road section requires pavement reconstruction to maintain acceptable levels of service. There are no alternative routes to the project road that serve the same function as that of the stated road.

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

3.1 Salient Features of the Project

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

Table 3-1: Salient features of Odarechaur road

SN	Description	Description	
1	Name of the Road	Odarchaur-Dhodeni-Phorse Road	
2	Road Type	Urban/ Local Road (NURS 2076)	
3	Proposed road length	2.14 Km	
4	Number of Lane	Two Lane	
5	Right of Way	8m	
6	Road Attributes	**Existing Road Width in Public Use**	**Proposed Construction Width**
	• Road Width	0+000 to 1+680: 7.8m 1+680 to 1+920: 5.4m and 1+920 to 2+140: 7.8m (Including earthen drain and earthen shoulder where applicable)	0+000 to 1+680: 7.75 m 1+680 to 1+920: 5.40 m 1+920 to 2+140: 7.75 m
	• 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	
9	Geology	Quaternary Glacier Lake Outburst	

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

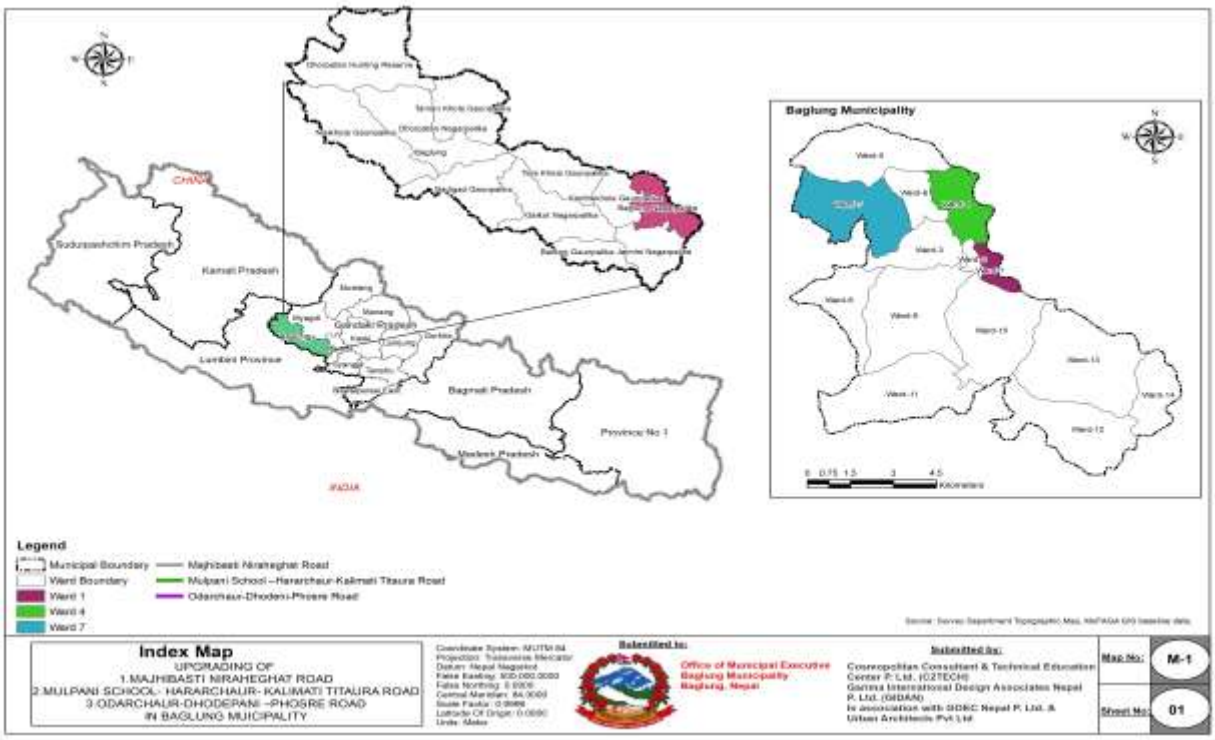


Figure 3-1 Index map

3.2 Proposed Campsite and Stockpile Area

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

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

Proposed stockpile area (20m from 0+000)

Proposed stockpile area (20m from 0+000)

Camp site area (350m from chainage 1+800)

Camp site area (350m from chainage 1+800)

Figure 3-2: Proposed stockpile and Campsite area

3.3 Spoil Management

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

Table 3-2: Earthwork Status of the Subproject

SN	Particulars	Cutting (m3)	Filling (m3)
1	Earthwork	21291.27	1266.43

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

Figure 3-3: Proposed Spoil deposit site

3.4 Solid Waste Management

Solid waste generated from the labor camps will be disposed within the proposed camp site. Soak pits or septic tanks will be established for the sanitation units/latrines at appropriate location within campsite. The tentative estimated solid waste generated by the camps is 60kg (for 40people) per day (as assume that a person generates 1.5kg waste a day). Also, the waste generated during decommissioning of the temporary campsite, the reusable like cardboards, plastics, bins, etc. will be sold, the metal scrap will be sent or sold to scrap dealers, and any residue will be disposed of in coordination with the local ward/municipal authority through existing solid waste management (collection & disposal) system of the municipality. The land will be cleared and restored to the satisfaction of the landholder or the local level.

3.5 Quarry Sites

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

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

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

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

Table 3-4: IEE Approved Quarry site description

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

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

3.6 Borrow Pits

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

3.7 Other facilities

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

Photo: Proposed other facilities establishment area

Proposed other facilities establishment area: Satellite view

Figure 3-5: Proposed other facilities establishment area

4. ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN (ESMP)

4.1 Social and Environmental Screening:

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

The implementation of the ESMP shall be the responsibility of both the Municipality/PIU/DSC and contractor. Proponent will play both implementor and supervisory role for ensuring proposed measures are implemented as outlined in the plan. Frequency of implementation and monitoring of the proposed measures shall be dependent on the nature of the anticipated impact. Cost for the implementation of ESMP during the construction phase will be factored in the bills of quantities (BOQ) while the cost after completion will be met by the PIU. The proposed sub-project is an upgradation of an existing road. By using approved format, A social and environmental screening of the sub-project has been done to assess any potential risk associated with the road upgradation work. Checklists for social and environmental safeguards screeing 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	✓ 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	✓ 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	✓ 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	✓ The PCO will have overall responsibility to ensure compliance with pertaining laws, policies, regulation for all sub projects ✓ The PCO with support from PMST will review implementation support of environmental and social safeguard studies/ management plan prepared by PIU/DSC

4.4 Objectives of ESMP:

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

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

4.5 ESMP Matrix:

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

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

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
Physical-Construction				
1.	Obstruction due to electric poles with in construction width (4 Nos.)	• Obtain all necessary permits for dismantling and relocation of electric poles from NEA and provide a copy to the Contractor. • Relocate the electric poles along the alignment in coordination with the Nepal Electricity Authority • The process should be completed prior the beginning of the road construction	Municipality/DSC and Contractor in coordination with NEA.	Included in DPR BOQ (BOQ item no: A-2)
2.	Obstruction by existing structures (Water Tap at chainage 1+550) and.	• Management/Protection of the Padhero (Water tap) coordinating local peoples • Necessary protection wall at front of Padhero (water tap) along with adjacent hill section of road will be constructed.	Contractor	Included in DPR BOQ (BOQ item no: A-2)
3.	Likely disturbance of water supply pipeline and irrigation canal	• Water supply pipelines and irrigation canal will not be impacted directly from the upgradation of the proposed road. • If water supply pipeline and irrigation canal gets damage/disturbance from the construction works, water supply pipeline and irrigation canal will be reinstated as required in coordination with relevant stakeholders.	Contractor	This will be the part of Contractor's Responsibility under Contractor Cost.
4.	Quarrying Material and Operation	• Avoid and or minimize adverse environmental impacts arising out of quarry construction material exploitation in line with MOFE guidelines/ conditions /	Municipality/DSC, Municipality instructs the quarry operators to	Covers by municipality/PIU DSC monitoring

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		recommendations. • Include conditions for selecting borrow sites, timing and use of roads, maintenance of vehicles, selection of sites for material storage, rock blasting and aggregate production, handling hazardous or dangerous materials such as oil, explosives and toxic chemicals. • 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.	reinstate the established quarry sites as per agreed norms during environment clearance	cost
5.	Issues of stockpiling and construction material.	• Locate and seek approval from the supervising consultant for the use of stockpile sites. • Stockpile area is 20m away from chainage 0+000 of proposed road having open spaces of area 3.5ropani (Odarechaur dilko flat land, Easting 755249.27m E,	Contractor	This will be the part of Contractor's Responsibility under Contractor Cost. This will be

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		northing 3131446.90m N) which is the government land can be used for the stockpiling of the construction materials. • Stockpile should not be located on water courses; should not be within 50m of schools, hospitals or public standpipes; and should not affect locals and their properties. • Obtain written permission from landowners and local bodies for stockpiling on their land. The Municipal ward office letter related to stockpiling is attached in Annex II. • Only barren land will be used for stockpiling and proper insulator cover and proper drain will be managed to store the chemical to avoid the leakage of chemicals. • Stock of sand will be set wet to prevent it from blowing with the wind; water sprinkler will be used for this purpose. • The places used for the stockpiling of construction materials will be cleaned promptly after the completion of the project. • The area could be leased or rented based on price not lower than the prevailing market price		included in CESMP
6.	Borrow Pits	• Earth material Quantity required of the filling works, sub-grade, and grade, base and sub-base. • Stock piling of top soil, • Reclamation of borrow pits, landscaping and tree plantation along the excavated borrow pits. • Reclamation of borrow pits, landscaping and tree plantation along the excavated borrow pits.	Contractor	This will be the part of Contractor's Responsibility under Contractor Cost. This will be included in CESMP
7.	Construction waste	• Identified Spoil disposal sites is an open public space	Contractor	This will be the part

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
	and Spoil management	located around 20m from chainage 0+000, with area of around 4ropani (Odarechaur ground, Easting 755214.77m E, Northing 3131435.77m N) has been proposed as spoil disposal site which is the government land. • Disposal of spoil into water bodies will be strictly prohibited. • Generated spoil will be disposed only at designated spoil disposal sites. • All the identified spoil disposal sites will be rehabilitated after disposal adopting natural drainage, and covering vegetation.		of Contractor's Responsibility under Contractor Cost. This will be included in CESMP.
8.	Air/Dust Management	• Road construction area shall be maintained damp by periodical spray of water (at least 3 times a day). • Air quality Sampling (at least 2 times during construction period) • Delivery vehicles will be covered. • Mixing equipment will be well sealed and equipped as per existing standards. • All construction vehicles should comply with Motor Vehicles and Transportation Management Act 2057 as amended (2074/11/14)– mandatory Green Sticker. • Provide temporary hoardings where required to minimize dust impact on locations of, Chautara (Chainage1+100) and settlement area (Chainage 1+300). • Provision of speed control measures in settlement (Chainage 1+300) and working areas to limit traffic speed. • Dust emission and air pollution due to construction activities and operation of heavy equipment and	Contractor/PIU/DSC	Included under Contractor's Cost The cost for water sprinkling will be borne by the contractor. (For Air quality test/Sampling, Noise sampling and water quality test NRs 250,000)

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		movement of transporting vehicles, to mitigate the impacts water will be sprinkled along the proposed road alignment and nearby dust prone area such as Dodani and Phorse and repair and maintenance of equipment and vehicles regularly. • 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,	• Ensure plant and equipment used for construction conforms to best practices. • Vehicles and equipment used will be fitted with silencer and maintained to keep noise at minimum levels. • Workers will be provided with appropriate ear muffs/plugs specially at crusher site • Sensitive locations i.e. Settlements area (Chainage 1+680 to 1+920) will avoided while placing the noise generating equipment. • Cracks caused by vibration due to construction activities need to be monitored closely and alternative be sought where problem arises. • Work will be restricted to day hours (not in night time) specifically at urban and sensitive locations. • Select equipment and machinery with lower sound power levels for the use • Restrict activities with significant noise impacts to outside school • Activities involving heavy machinery with significant noise impacts should be restricted to outside school hours.	Contractor/DSC	Cost of Noise level monitoring/ Sampling comes within the Air Quality monitoring cost above (SN 8) Costs as a result of damage from vibrations will be borne by contactor.

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		• Noise levels (1 hr Leq dB(A)) levels will be monitored regularly. Conforming WHO standards.		
10.	Water Pollution	• 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	• Locate and seek approval from DSC for labor camp sites. • The proposed campsite area is 350m far from chainage 1+800 of proposed road having open space of 1.5ropani (Dhodani public ground, Easting 755081.09m E, Northing 3132745.42m N) which is a government land. • Camps shall not be located near settlements; near water supply intakes; or sites that affect the access by local people to drinking water. • Install sanitary facilities for workers to avoid open defecation by construction of temporary toilet. • Camp shall not be in the vicinity of landslide and flood plains. • Provide and maintain proper drinking water, sewerage and waste disposal facilities at the camps. • Ensure no wood is burnt by any worker on or off site.	Contractor	Included in Contractor's Cost, It is the responsibility of Contractor.

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		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	• Waste minimization and waste segregation will be prioritized; 3R approach will be promoted. • Composting of organic waste generated from the camps will be disposed within the proposed camps. The tentative estimated solid waste generated by the camps is 60kg (for 40people) per day (as assume that a person generates 1.5kg waste a day). • Coordination with municipality for final disposal into the municipality's waste collection & disposal system • Every week, it will be monitored for the management of waste from the camp site. • Awareness raising event will be carried (at least 2 event) • Further detailed plan will also be provided in C-ESMP with in 45days of contract agreement.	Contractor	NRs 50,000 for awareness program.
13.	Road safety and community safety.	• Cross-Roads: Development Stretch of up to 15 m of each cross-road will be developed under this project. • Installation of Road markings at all major as well as minor intersections. Road Signs and Markings Road Markings has been provided as per Traffic Sign and Marking manual as per DPR • Retaining/ Breast wall: Stone Masonry Retaining wall has been provided along the alignment where embankment is required. • Awareness activities (at least two event, minimum participants 30nos.) will be conducted to inform & aware	Contractor	Included in DPR BOQ (BOQ item no: B-7, H-45, H- H-46, H-47, H-48, H-52 and H-53)

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		locals regarding potentials risks and proposed safety measures related to the project activities.		NRs 50,000
14.	Construction Safety	• Reinforced Cement Concrete covered drain must be provided integration with footpath. • Storm water collected should be disposed through the nearest culvert sections. • The contractor will assign a safety officer and the PIU's safeguard specialist will monitor the implementation of the OHS measures. • Adequate lighting and safety signal devices be installed for work safety. • Adequate warning signs, safety barriers, traffic calming measures and persons with flags to control traffic will be provided for work safety. • PPE, Protective clothing including helmets, masks, boots, gloves, ear plugs and goggles should be provided for workers safety. • At every work place, a readily available first aid unit including an adequate supply of dressing materials will be provided. • Maintain health care system at construction camps including regular visits by trained medical staff for routine checkup of workers and avoidance of communicable disease. • Temporary diversions will be provided wherever necessary, with proper drainage facilities. • Electrical Equipment will be checked and certified regularly. • Provide and install all road signs as per design.	Contractor	It is the responsibility of Contractor. NRs 71,000

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		• 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	• Emergency traffic management plan should be included in CESMP by the contractor and approved by the PIU/DSC. This is required to cope up with the restriction on the vehicular movement due to closure of road for reasons including construction. The plan may include informing about the scheduled road closure and the alternative routes identified to divert the normal traffic flow, transport material during off-peak time, • provide advance notice to stop vehicles by erecting indicator signs at a necessary distance in order to reduce congestion at the site of work, thus enabling making of proper security arrangements, or lane wise traffic management	Contractor with coordination of PIU/DSC	Included in DPR BOQ (BOQ item no: B-7)
16.	Demobilization of contractor	• construction sites are cleaned from residual waste and fully reinstated; • Enabling environment is provided for natural regeneration of work base and construction sites to natural condition.	Contractor and monitored by PIU/DSC	Contractor cost.

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
Physical-Operation				
1.	Road Stability and Drainage Management	• 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	• There should be a consensus between municipality, Transportation Entrepreneur, and the local people regarding the operation of conditioned vehicles. • Maintain signs and speed restrictions on the road section within settlements area to reduce vehicle speed, dust generation, and where horns will not be blown and traffic speed will be regulated • Strict enforcement of vehicle emission standards. • Maintain road side tree plantation • Air pollutant parameters (TSPM, PM10, SOx, NOx, COx, Pb). Conforming NAAQS of Nepal. • Water quality (EC, PH, DO, TSS, Oil and Grease). Conforming WHO Standards. • Noise levels (1 hr Leq dB(A). Conforming WHO standards	Transportation entrepreneur, local people	Municipality Regular program during Operation
3.	Water pollution	• The operation of proposed work doesn't pose serious threat on water bodies; however, washing vehicles on fresh water streams will be avoided.	Drivers, Ward, local people	Municipality will monitor
4.	Climate change and Disaster Risk	• Trees must be planted along the alignment so as to enhance the greenery and beauty of the city and to reduce landslide, erosion, draught, flood etc.	Contractor along with municipality	
Biological-Construction				

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
1.	Site clearance and removal of vegetation (Shrubs and Bushes)	• Appropriate tree species will be selected for road side plantation • There is no any vegetation(tree) loss by this sub project however bio engineering will be done as per site condition. • Preparation and planting of live pegs selected species (e.g. assuro, namdi phul, simali) of minimum length to 0.5 m depth into soft debris. Pegs spaced at 5- centers within rows, and interwoven with vegetation.	Contractor and monitored by PIU/DSC	Contractor cost. (BOQ item no: G, Bio engineering, NRs 16,42,572.00)
2.	Slopes stabilizations	• 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	• Encouraging local people for protection of roadside plantation carried out during construction.	Municipality	No additional cost
Social- Construction Stage				
1.	Land use change	• 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.	• 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.	• Diversions should be safe for children, the elderly, and other general pedestrians. • Appropriate traffic signs and safety signage will be used during project execution and construction to raise	Contractor	Included in BOQ (BOQ item no: H)

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		awareness of potential safety hazards of construction. • 4 Nos. of Zebra crossing are provided throughout the alignment in certain interval and major crossings.		
4.	Health and Sanitation	• 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	• No child (below 16 years) and forced labor will be employed in project. • Age verification document of workers will be documented and contractor will maintain the record of labor employed.	Contractor	No additional cost
6.	Occupational Health and Safety	• PPE including mask, gloves and First aid kit will be provided to the worker and also kept in Camp. • Worker will be given clear instruction to follow safety rules. • Orientation on use of PPE during construction will be provided to workers and in regular basis, Induction and refresher training to the workers will be provided. • Safe Drinking water will be provided to the camp for worker use. • Provision of insurance to cover physical damage to workers. • Drivers with authorized license holders will only be allowed for the operation of construction vehicles, machines and equipment. • Contractor will be responsible to maintain the records of each and every accident and incidence and will make	Contractor	Included in BOQ (BOQ item no B-8 Lumpsum item)

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		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		
7.	Traffic and Transport Management	• Mobilization of equipment of materials will occur at night (between 6 PM - 9 AM) • Traffic Safety such as street lights, traffic control devices and other features shall be covered through "Traffic Signs Manuals Vol-I and Vol II" and "Road safety manual" published by the DOR. • Provision of alternative routes to ease the congestion and built up of traffic • Increase public awareness of safety, health and environmental issues by providing information directly and indirectly through campaign and display appropriate signage for use during construction and awareness creation on the potential hazards of the project.	Contractor will submit the Traffic and Transportation Plan and approved by the PIU for effective monitoring	(BOQ Item no B-7 and H)
8.	Community Health, Safety and Security	• Display appropriate signage for use during construction and implementation of the project to enhance awareness creation on the potential hazards of the project. • Carry out site management practice such as the fencing around work area and road signage. • Increase public awareness of safety, health and environmental issues by providing information directly and indirectly through campaign.	Contractor/ Public awareness campaign by the municipality	Included in the BoQ (BOQ Item no H)
9.	GRM, SEA/SH and Stakeholder Consultations	• Community awareness of GRM and its importance. • Use a grievance resolution process that includes a team or party for negotiation and/or mediation. • Clear and timely dissemination of project information, and safeguards aspects including anti-harassment cell; Coordination with the local stakeholders	PIU/DSC	NRs 550,000

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		• Production of leaflets, and information dissemination through local media of ESMP, project provisions including GRM and SEA/SH and ESMP document in ward offices. • GRM GRM will include mechanism for referring SEA/SH-related grievances • Awareness raising, information and dissemination about GRM and GBV (meetings, monitoring and logistic costs@ 1 meeting every month) •		
10.	SEA/SH risks	• 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	• The municipality will work with wards to discourage encroachment into the RoW.	Municipality	Cost will be borne by municipality
	Traffic accidents and associated risks	• Raise awareness of traffic rules, pedestrian / cycle lanes and installation of speed bumps to control speed near pedestrian crossing areas • Traffic management plan will be developed, especially along congested locations. • Traffic control measures, including speed limits will be	Municipality	Cost will be borne by municipality

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

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

4.6 Summary of costs of ESMP Activities

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

Table 4-3: Summary of Cost of ESMP Implementation

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

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

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

Table 4-5: Implementation Schedule for Environmental Measures

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

4.7 Environmental & Social Monitoring

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

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

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

Table 4-6: Environment and Social Monitoring Plan

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

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

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

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

5. STAKEHOLDER ENGAGEMENT AND INFORMATION DISSEMINATION

5.1 Stakeholder Engagement

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

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

Consultation summary/issues raised during consultations

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

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

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

Table 5-1: People Consulted during FieldSstudy

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

Source: field study 2023

5.2 Information Dissemination

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

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

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

Table 5-2: Information Dissemination Plan

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

5.3 Public/Community Consultation Plan

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

Table 5-3: Stakeholder Consultation Plan

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

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

5.4 Grievance Redress Mechanism (GRM)

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

5.4.1 Structure of the GRC

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

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

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

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

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

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

5.4.2 Processes of the GRM

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

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

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

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

5.4.3 Further details of the GRM

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

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

- Gender related issues
- Grievances from workers
- Safety and risk repeated to project development

5.4.4 Other Mechanisms for Grievance Redress

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

6. LIST OF REFERENCES

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

7. LIST OF ANNEXES

Annex I: Environmental and social screening checklists

Annex II: Minutes, public notice and letters

Annex III: Proposed typical cross sections

Annex IV: GoN Permissible environmental limits/standards

Annex V: Air, Noise and water quality test report

Annex VI: List of zebra crossings

Annex VII: Code of Conduct (CoC) on GBV

Annex VIII: Summary of community consultation details

Annex IX: Photographs

Annex I: Environmental and Social Screening Checklists

Table 7-1: Environment Screening Checklist Odarechaur Road

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

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

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

SN	Particulars	Yes	No	Can't Say	Remarks
	workers				

Table 7-2: Social Screening Checklist of Odarechaur Road

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

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

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

Annex II: Minutes, Public Notice and Letters

ROW Declaration Letter

बागलुङ नगरपालिका
नगर कार्यपालिकाको कार्यालय
बागलुङ

गण्डकी प्रदेश, नेपाल

प.सं. :- ०८०/०८१ (योजना)
च.नं. :- ५९

मिति :- २०८०/०४/०८

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

श्री नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना
बबरमहल, काठमाण्डौ ।

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

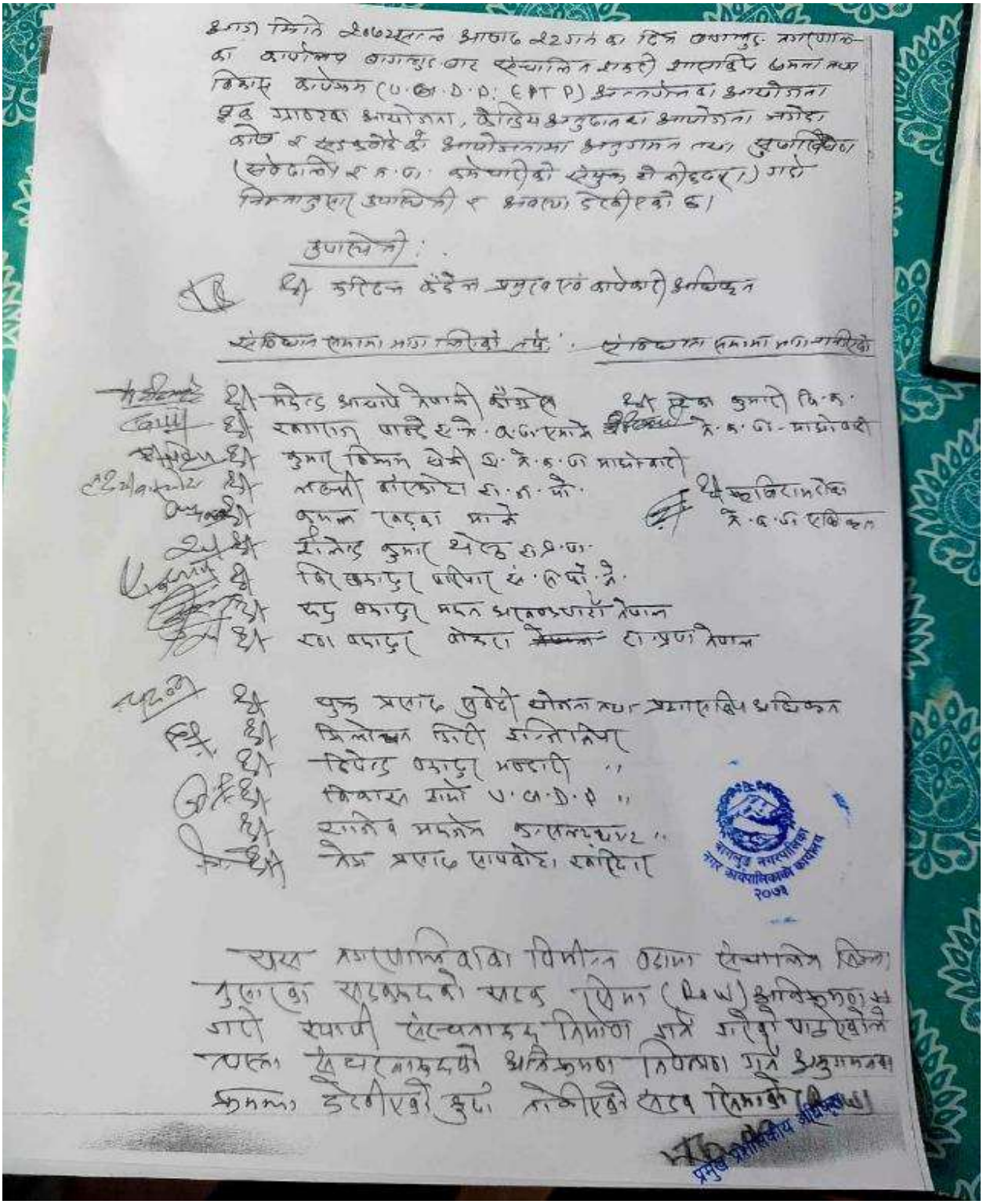
तपशिल :

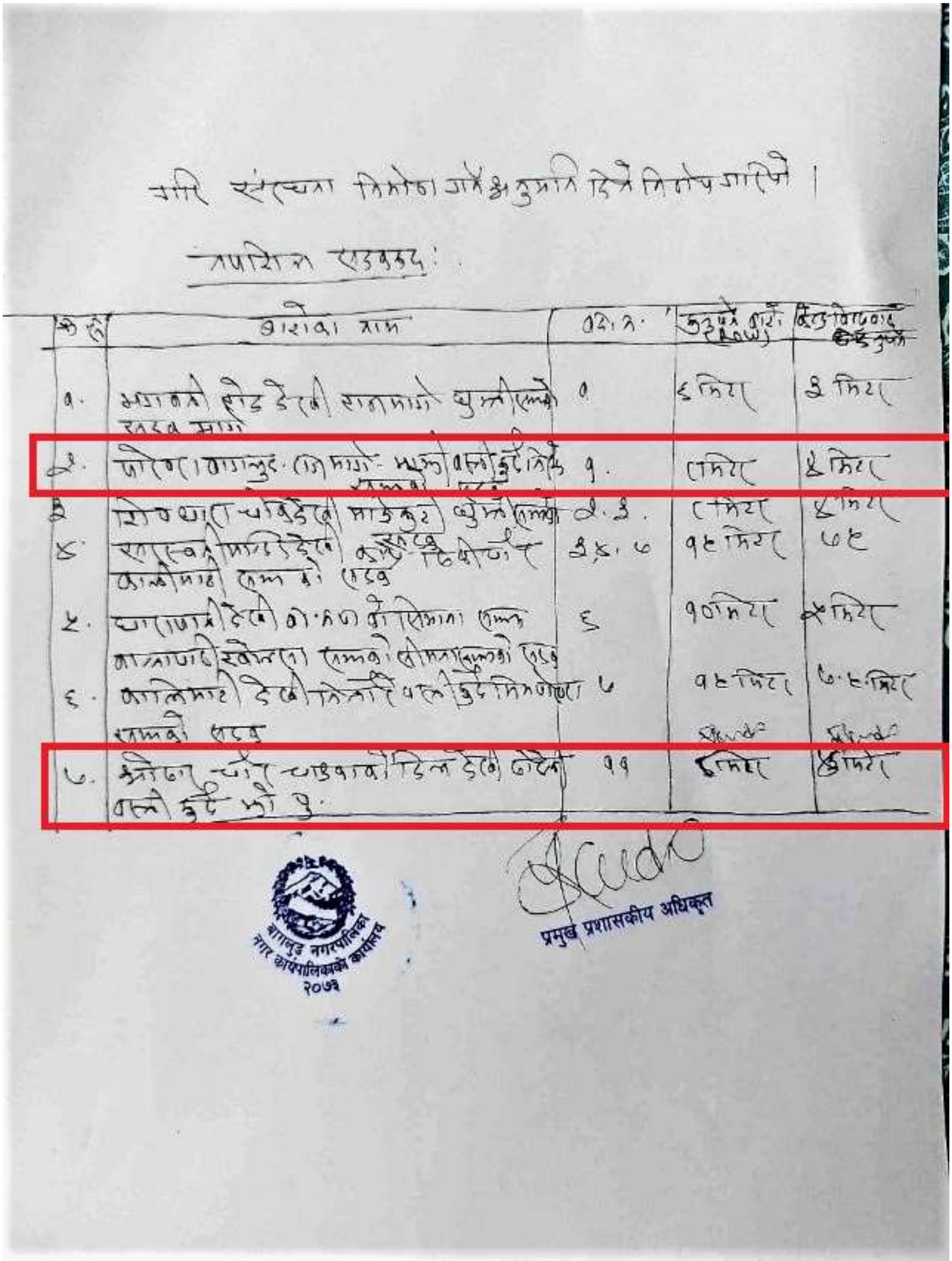
सि.नं.	सडकको नाम	वडा नं.	सडकको क्षेत्राधिकार	लम्बाई	कैफियत
१.	मूलपानी स्कूल-हर्राचौर-कालीमाटी-तितौरेसम्मको सडक	७	१५.०० मिटर	८.५०० कि.मी.	बागलुङ नगरपालिकाको मिति २०७२/३/२२ गतेको सर्वदलीय/सर्वपक्षीय बैठकबाट निर्णय गरी मापदण्ड कार्यान्वयनमा ल्याईएको ।
२.	माझीबस्ती हुँदै निरहेघाटसम्मको सडक	१	८.०० मिटर	१.६०० कि.मी.	बागलुङ नगरपालिकाको मिति २०७२/३/२२ गतेको सर्वदलीय/सर्वपक्षीय बैठकबाट निर्णय गरी मापदण्ड कार्यान्वयनमा ल्याईएको ।
३.	बढारचौर-ढोढेनी-फोर्सेसम्मको सडक	४	८.०० मिटर	२.००० कि.मी.	बागलुङ नगरपालिकाको मिति २०७२/३/२२ गतेको सर्वदलीय/सर्वपक्षीय बैठकबाट निर्णय गरी मापदण्ड कार्यान्वयनमा ल्याईएको ।

८।१०८

(धर्म प्रसाद पौडेल)
अधिकृत स्तर दशौं

"बातमैत्री स्थानीय शासनका ५१ वटा सूचक पूरा गर्न आ-आफ्नो स्थानबाट सहयोग गरौं"
☎ ०६८-५२०१३१/५२०२३१/५२०३०८ इमेल : baglungmun@gmail.com फ्याक्स् नं. ०६८-५२०१३१





यसरि संरचना निर्माण गर्ने अनुमति दिने निर्णय गरियो ।

तपशिल सडकहरु:

क्र.सं.	सडकको नाम	वडा नं.	कुल चौडाइ (ROW)	[illegible]
१.	[illegible] सडक मार्ग	१	६ मिटर	३ मिटर
२.	[illegible]	१.	८ मिटर	४ मिटर
३	[illegible]	२.३.	८ मिटर	४ मिटर
४.	[illegible] सडक	३,४,७	१८ मिटर	७८
५.	[illegible] सडक	६	१० मिटर	५ मिटर
६.	[illegible] सडक	७	१८ मिटर	७.८ मिटर
७.	ओदार -चौर -[illegible] देखि धोडेनी [illegible]	११	८ मिटर	४ मिटर

बागलुङ नगरपालिका नगर कार्यपालिकाको कार्यालय २०७३

प्रमुख प्रशासकीय अधिकृत

बागलुङ नगरपालिका

........११...... वडा समितिको कार्यालय

पत्र संख्या:- ०७४/०७५

चलानी नं.:- ४७६

मितिः- २०७४/०३/१५

बागलुङ नगरपालिका ११ नं वडा समितिको कार्यालय बागलुङ २०७४

विषय : सडक माप दण्ड सम्बन्धमा ।

श्री : बागलुङ नगरपालिकाको कार्यालय

बागलुङ ।

श्री नक्सा सर्वेक्षण / सरुपाधार वैठकमा पेश गर्नु हुन ।

२०७४/३/१५

प्रस्तुत विषयमा यस बागलुङ नगरपालिका वडा नं. ११ ओडारचौर चाउकाको डिल देखी ढोडेनी बस्ती हुदै फोल्सुङे पुल सम्मको सडकको सडक मापदण्डको सम्बन्धमा तहां कार्यालय बाट ८,०० मि ROW कायम गरेको भनि यस वडा कार्यालयमा पत्र प्राप्त भएपछि सो सम्बन्धि सूचना यस वडाको सूचना पाटीमा टांस प्रचार गर्दा सडक मापदण्डको विषयमा कुनै प्रतिक्रिया नआएकोले सोही व्यहोरा जानकारी को लागी अनुरोध गर्दछु ।

प्रेम बहादुर खड्का

वडा सचिव

वडा सचिव

बागलुङ नगरपालिका, बागलुङ

दर्ता नं.:- ३५९८

मितिः- ०७४/३/१५

Formation of GRM (1st Level)

बागलुङ नगरपालिका
बागलुङ
फोन नं. ०६८-५२०१३१/
५२०२३१/५२०३०९
फ्याक्स नं.: ०६८-५२०१३१
इमेल : baglungmun@gmail.com
गण्डकी प्रदेश, नेपाल

प.सं. : ०८०/०८१ मिति : २०८०/०७/२१
च.नं. 6498

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

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

बागलुङ जिल्ला बागलुङ नगरपालिकाका नगर प्रमुख श्री बसन्त 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. ४ मा पर्ने बडारचौर-ढोडेनी-फोर्से २.१५० कि.मी. लम्बाई भएको सडक खण्डको निर्माण अवधिमा निर्माण अवधिमा आउने गुनासाहरु स्थानीय स्तरमा स्थानीय स्तरमा नै पहिलो चरणको गुनासो सुनुवाई समितिबाट समाधान गर्नको लागि निम्न उल्लेखित व्यक्तिहरु रहने गरी प्रथम चरणको गुनासो सुनुवाई समिति (GRC) पुन : गठन गरिएको व्यहोरा जानकारीको लागि अनुरोध गर्दछु ।

तपशिल :

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

.....
(बसन्त कुमार श्रेष्ठ)

Formation of GRM (2nd Level)

बागलुङ नगरपालिका
फोन नं. ०६८-५२०१३१/
५२०२३१/५२०३०९
फ्याक्स नं.: ०६८-५२०१३१
इमेल : baglungmun@gmail.com
गण्डकी प्रदेश, नेपाल

प.सं. : ०८०/०८१
च.नं. : १९९९

मिति : २०८०/०९/१२

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

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

बागलुङ जिल्ला बागलुङ नगरपालिकाका नगर प्रमुख श्री बसन्त कुमार श्रेष्ठ ज्युको अध्यक्षतामा बसेको बैठकले विश्व बैंकको आर्थिक सहयोगमा नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP) मार्फत स्तरोन्नती हुन लागेको यस बागलुङ नगरपालिका वडा नं. ७ मा पर्ने मूलपानी स्कुल-हर्रांचौर-कालीमाटी तितौरे ८.४८० कि.मी. लम्बाई भएको सडक, वडा नं. १ मा पर्ने माझीबस्ती-निरहेघाट १.६०० कि.मी. लम्बाई भएको सडक र वडा नं. ४ मा पर्ने बडारचौर-ढोडेनी-फोर्से 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 बसन्त 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 बसन्त कुमार श्रेष्ठ	संयोजक
२. नगरपालिका नगर उप-प्रमुख श्री राजु खड्का	सदस्य
३. प्रमुख प्रशासकीय अधिकृत श्री हरिदत्त कँडेल	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 पोखेल	सदस्य
७. (DSC) परामर्शदाता Team Leader श्री रितु बस्नेत	सदस्य सचिव

(बसन्त कुमार श्रेष्ठ)
नगर प्रमुख

Letter regarding Anti-Harassment Cell

बागलुङ नगरपालिका
नगर कार्यपालिकाको कार्यालय
गण्डकी प्रदेश, नेपाल

प.सं. :- ०८०/०८१ (योजना)
च.नं. :- ८६

मिति :- २०८०/०४/०७

श्री नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना
बबरमहल, काठमाण्डौं ।

विषय :- **Anti-Harassement cell** को जिम्मेवारी तोकिएको बारे ।

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

(धन प्रसाद पोखेल)
अधिकृत स्तर दशौं

"बालमैत्री स्थानीय शासनका ४१ वटा सूचक पुरा गर्न आ-आफ्नो स्थानबाट सहयोग गरौं"
०६८-५२०१३१/५२०२३१/५२०३०८ इमेल : baglungmun@gmail.com फ्याक्स नं. ०६८-५२०१३१

Public Notice for ESMP Preparation

बागलुङ नगरपालिका

नगर कार्यपालिकाको कार्यालय

गण्डकी प्रदेश, नेपाल

सूचना प्रकाशित मिति : २०८०/०६/०४

सूचना सूचना सूचना

विश्व बैंकको आर्थिक सहयोगमा शहरी विकास तथा भवन निर्माण विभाग (DUDBC), नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP) मार्फत स्तरोन्नती हुन लागेको यस बागलुङ नगरपालिका वडा नं. ४ मा पर्ने वडारचौर-ढोडेनी-फोर्से सडकसम्म २.१५० कि. मी. 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 बासिन्दा/जग्गाधनीहरुका बीच निम्न उल्लेखित स्थान र मितिमा हुने विस्तृत छलफल तथा अन्तरक्रिया कार्यक्रममा उपस्थित हुनका लागि सबै सरोकारवालाहरुलाई सुचित गरिन्छ।

अन्तर्किया हुने मिति र स्थान :
मिति : २०८०/०६/०६
समय : बिहान ८.०० बजे
स्थान : ढोडेनी

(धन प्रसाद पोखेल)
अधिकृत/स्तर दश

"बालमैत्री स्थानीय शासनका ५१ वटा सूचक पुरा गर्न आ-आफ्नो स्थानबाट सहयोग गरौं"
☎ ०६८-५२०१३१/५२०२३१/५२०३०५ इमेल : baglungmun@gmail.com फ्याक्स् नं. ०६८-५२०१३१

Public Notice for GRC

बागलुङ नगरपालिका
बागलुङ
☎ ०६८-५२०१३१/
५२०२३१/५२०३०९
फ्याक्स नं.: ०६८-५२०१३१
इमेल : baglungmun@gmail.com
गण्डकी प्रदेश, नेपाल

मिति : २०८०/०७/२०

सूचना सूचना सूचना

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

तपशिल :

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

(वसन्त कुमार श्रेष्ठ)

IEE of Quarry site

कालिगण्डकी नदीबाट
नदीजन्य पदार्थ
उत्खनन्, संकलन तथा निकासी गर्ने प्रस्तावको

प्रारम्भिक वातावरणीय परीक्षण प्रतिवेदन

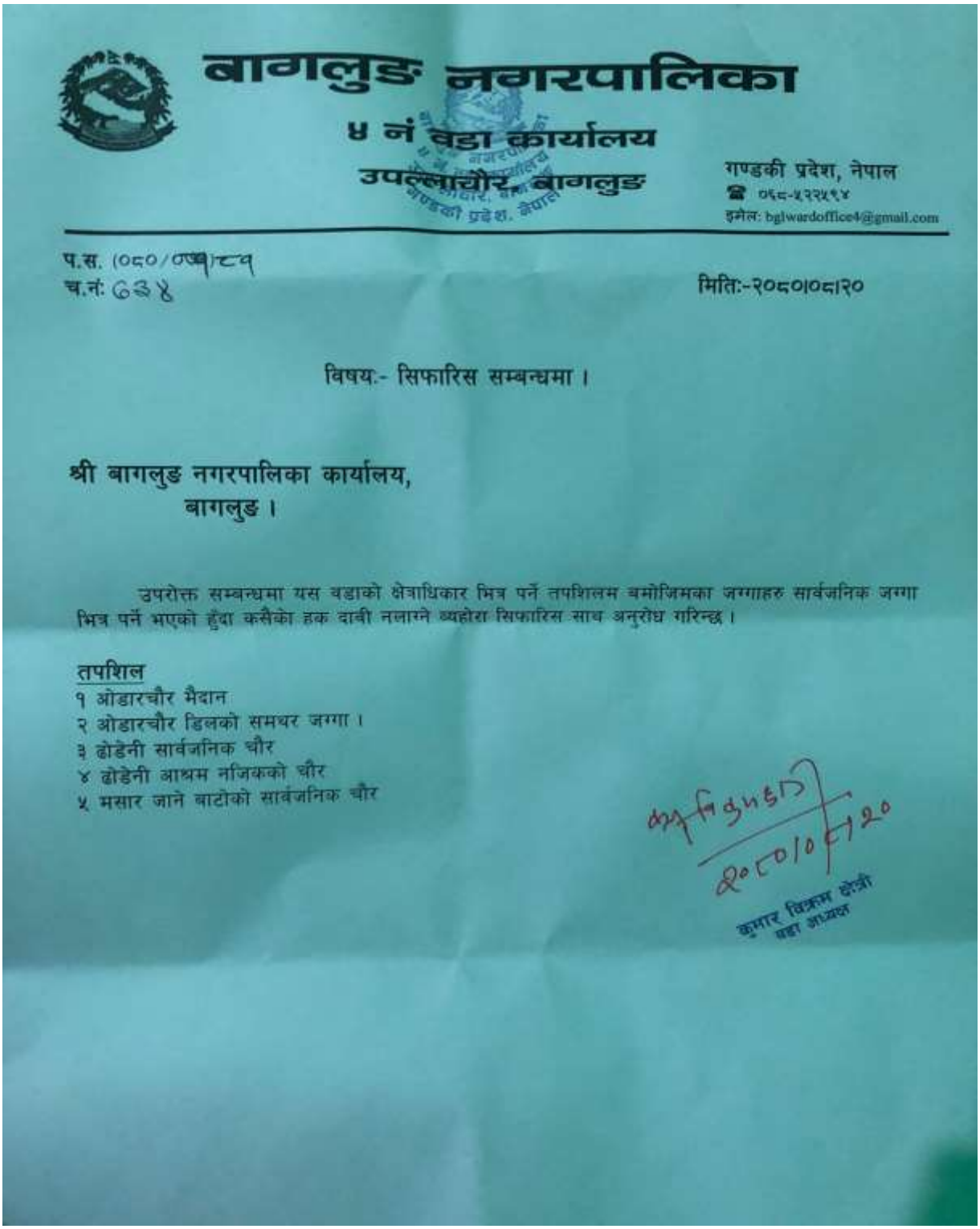
<u>पेश गरिएको निकाय</u>

जिल्ला समन्वय समिति
बाग्लुङ

<u>पेश गर्ने</u>

बाग्लुङ नगरपालिका
नगर कार्यपालिकाको कार्यालय
बाग्लुङ
गण्डकी प्रदेश

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



बागलुङ नगरपालिका

४ नं वडा कार्यालय

उपल्लाचौर, बागलुङ

गण्डकी प्रदेश, नेपाल

☎ ०६८-५२२५९४

इमेल: bglwardoffice4@gmail.com

प.स. (०८०/०७७)८७

च.नं: ६३४

मितिः-२०८०।०८।२०

विषय:- सिफारिस सम्बन्धमा ।

श्री बागलुङ नगरपालिका कार्यालय,
बागलुङ ।

उपरोक्त सम्बन्धमा यस वडाको क्षेत्राधिकार भित्र पर्ने तपशिलमा वमोजिमका जग्गाहरु सार्वजनिक जग्गा भित्र पर्ने भएको हुँदा कसैको हक दावी नलाग्ने व्यहोरा सिफारिस साथ अनुरोध गरिन्छ ।

तपशिल

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

२०८०।०८।२०

कुमार विक्रम क्षेत्री
वडा अध्यक्ष

Public Consultation meeting minutes

आज मिति २०७९-०६-०५ गतेका दिन विश्व बैंकको सहयोगमा संचालन भएको नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना NUGIP अन्तर्गत बागलुङ नगरपालिकाको वडा नं ८ (ओडारचौर-ढोडेनी-फोर्से) सडक को विषयमा वडा नं ८ को सदस्य श्री कुमार विक्रम क्षेत्री ज्युको अध्यक्षतामा, सडक अधिकार क्षेत्र भित्रको सम्पूर्ण स्थानीय, टोल विकास समिती बिच लक्षित समुह छलफल (FGD) भएको उपस्थिती रहेको छ।

उपस्थिती

[illegible]	कुमार विक्रम क्षेत्री	वडा अध्यक्ष
[illegible]	टिकाराम आचार्य	अध्यक्ष
[illegible]	टिकादेवी आचार्य	कोष अध्यक्ष
[illegible]	त्रिलोचन सपकोटा	सचिव
[illegible]	घनश्याम आचार्य	सदस्य
[illegible]	भद्रकाली विष्ट	,,
[illegible]	टिकाराम शर्मा	,,
माया	माया थापा	स्थानीय
	जयबहादुर के.सी	,,
[illegible]	टंकनाथ आचार्य	,,
[illegible]	हिरा छनत्याल	,,
	ल्याम पुन	,,
हेमा	हेमान पुन	,,
मेघ	मेघ कुमार अचार्य	,,
लक्ष्मी	लक्ष्मी अचार्य	,,
चित्रा	चित्रा कुमारी सापकोटा	,,
टिलकुमारी	टिलकुमारी आचार्य	,,
टिका	टिकादेवी आचार्य	,,
सरिता	सरिता आचार्य	,,
मनरुपा	मनरुप आचार्य	,,
	धनमाया पुन	,,
माया	माया थापा	?
[illegible]	रानेन्द्र सापकोटा	

DATE:

निशा पुन — स्थानिय

DSC Team
योगराज शर्मा — सामाजिक विशेषज्ञ
पुष्प कमल उपाध्याय — इन्जिनियर
सुनिल ठाकुर — इन्जिनियर

प्रस्तावहरु
१. बाटो निर्माण सम्बन्धमा
२. विविध सम्बन्धमा

निर्णयहरु
१. प्रस्ताव १ माथि छलफल गर्दा यस बाटो निर्माणका क्रममा स्थानिय स्तरमा कुनै पनि विवाद नरहेको तथा निर्माण का क्रममा वातावरणीय पक्षलाई ख्याल गर्दै बाटो कटान गर्दा टिकाउ र पक्का पानीढल्ने कुलो बनाई खोलामा नमिसिने व्यवस्था गर्ने निर्णय गरियो।
२. प्रस्ताव नं २ माथि छलफल गर्दा खाने पानी वा सिंचाइ योजना निर्माण सम्पन्न भएकाले उक्त परियोजना लाई बाटो निर्माणको क्रममा कुनै प्रकारको क्षति हुन गएको खण्डमा परियोजनाले पुन निर्माण गरिदिनुपर्ने साथै सिंचाई कुलोलाई पनि व्यवस्थापन गरिदिने सहमति भयो।

DATE:

आज मिती २०८१-०६-०५ गतेका दिन विश्व बैंकको सहयोगमा सञ्चालन गरेको नेपाल शहरी शासकीय तथा प्रवद्धार आयोजना NUGIP अन्तर्गत बागलुङ नगरपालीकाको वडा न ८ (ओडारचौर -धोडेनी- फोर्से) सडकमा पर्ने जागृती आत्म निर्भर आमासमुह र DSC Team CRTEC JAPAN बिच छलफल गरेको निम्न वमोजीमको उपस्थिती रहेको छ।

उपस्थिती

निर्मला	निर्मला सापकोटा	- केन्द्र प्रमुख
लक्ष्मी	लक्ष्मी अचार्या	- उप प्रमुख
मेघ	मेघ कुमारी आचार्य	- सदस्य
भद्र	भद्रकली बिष्ट	- ,,
मिना	मिना बिष्ट	,,
राधिका	राधिका बिष्ट	,,
चित्रा	चित्रकुमारी सापकोटा	,,
दिलकुमारी	दिल कुमारी आचार्य	,,
टिका देवी	टिका देवी आचार्य	,,
धनकुमारी	धनकुमारी आचार्य	,,
मनरुपा	मनरुपा आचार्य	,,
धनमाया	धनमाया पुन	,,
माया	माया थापा	,,
कमा	रुमा थापा	,,

DSC Team

[signature]	योगराज शर्मा	सामाजीक विशेषज्ञ
[signature]	पुष्प कमल उपाध्याय	ईन्जिनियर
[signature]	सुनील ठाकुर	ईन्जिनियर

प्रस्तावहरु

१. वाटो निर्माण सम्बन्धमा

२. विविध सम्बन्धमा

DATE:

निर्णयहरु

१. प्रस्ताव नं १ माथी छलफल गर्दा यस बाटो कालो निर्माण हुदा घर धुरीलाई ह्यालमा गरची हदि नहुने गरि बाटो बनाउने साथै घर भएको ठाउमा फोहोर नहुने गरी काम हुनुपर्यो, धुलो उडेको खण्डमा बाटोमा पानि हालि धुलो कम गर्ने निर्णय गरयो।

२. प्रस्ताव नं २ माथी छलफल गर्दा परियोजनाले स्थानिय स्तरमा रहेका महिला हरुका लागी रोजगारको तालिम प्रदान गरिदिन हुन अनुरोध गर्ने निर्णय गरयो।

लक्ष्मी

चित्रा

माया

DATE:

आज मिति २०८१-०६-०५ गतेका दिन विश्व बैंकको सहयोगमा संचालन भएको नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना NUGIP अन्तर्गत बागलुङ नगरपालिका वडा नं ४ को टोल अध्यक्ष टिकाराम आचार्य को उपस्थितीमा टोल विकास समिती र C2TECH GITDAN JV बिच छलफल भएको निम्न बमोजिमको उपस्थिती रहेको छ।

उपस्थिती

टिकाराम आचार्य - अध्यक्ष
प्रेम प्रसाद आचार्य - उपाध्यक्ष
टिकादेवी कडेल आचार्य - को.अ.ज
तिलोचन सापकोटा - टोल सचिव
घनश्याम आचार्य - सदस्य
भद्रकाली थिटे "
ज्ञान प्रसाद आचार्य "
टिकाराम शर्मा "
माया थापा "
जय बहादुर के.सी "
ललिता पुन "
निशा हनख्याल "
टंकनाथ आचार्य "
लक्ष्मी आचार्य

DSC Team

योगराज शर्मा - सामाजीक विशेषज्ञ
पुष्प कमल उपाध्याय - इन्जिनियर
सुशिल ठाकुर "

DATE:

प्रस्तावहरु

१. बाटो निर्माण को सम्बन्धमा।

२. सामाजीक तथा वातावरणीय सम्बन्धमा।

३. विविध सम्बन्धमा

निर्णयहरु

१. निर्णय नं १ माथी छलफल गर्दा बाटो निर्माण को सवालमा बाटो गुणस्तर गरिको हुनुपर्ने, बाटो निर्माण गर्दा घर छुरीलाई क्षति हुन गएमा क्षति गएको सवालमा परियोजना ले पुन निर्माण गरिदिने निर्णय गरयो।

२. प्रस्ताव नं २ माथी छलफल गर्दा बाटो निर्माण को सवालमा टोल बिच फोहोर नहुने गरि काम गरिने निर्णय गरयो।

३. प्रस्ताव नं ३ माथी छलफल गर्दा खानेपानी पाईपलाई असरपरेको सवालमा खानेपानी पुन निर्माण गरिमात्र बाटो सम्पन्न गर्ने निर्णय गरयो।

हीरा

लक्ष्मी

माया

देवमान पुन

Stakeholder Consultation

Nepal Urban Governance and Infrastructure Project (NUGIP)

Baglung Municipality

Baglung

ESIA and ESMP of ओडारचौर - ढोडेनि - फोर्से Road

Attendance Sheet

Date: २०८०/०६/०५ Venue: ढोडेनि Ward No. ४

Name: लक्ष्मी आचार्य Contact No ९८४६६२८९९८

Organization/Occupation: कृषि / आगति आत्मनिर्भर महिला समूह / उपाध्यक्ष

Comments/Suggestions:

→ बाटो आउन लागेको कुरा हो । सहज रूपमा यातायात गर्न असहज अवस्थामा सहज हुने थियो ।

→ महिला लक्षित कृषि तालिमहरू परियोजनाले सञ्चालन गरिदिए जीविकोपार्जनमा सहज हुने थियो ।

→ स्वास्थ्य सम्बन्धि (महिला लक्षित) कार्यक्रम सञ्चालन ।

→

लक्ष्मी

Signature:

Stakeholder Consultation

Nepal Urban Governance and Infrastructure Project (NUGIP)

Baglung Municipality

Baglung

ESIA and ESMP of ओदरचौर - ढोडेनी - फोर्से Road

Attendance Sheet

Date: 2020-0६-0५ Venue: ढोडेनी Ward No: ४

Name: त्रिलोचन आपकोटा। Contact No: ९८४६६६५६५२

Organization/Occupation: कृषि C टोल सुधार समिति सचिव।

Comments/Suggestions:

- बाटो राम्रो बनेस
- समस्या नआउने प्रयास गरोस।
- बाटो निर्माण यथा शीघ्र सुरु गर्नुपर्ने।
- निर्माण क्रममा भएका नोक्सानको उचित व्यवस्था होस।
- सिंचाइ कुलो को निर्माणस्थल मा निर्माण कार्य गरिँदा कुलोको उचित व्यवस्था गरियोस।

Signature:

Stakeholder Consultation

Nepal Urban Governance and Infrastructure Project (NUGIP)

Baglung Municipality

Baglung

ESIA and ESMP of ओडारचौर - धोदेनी - फोर्से Road

Attendance Sheet

Date: 2080-06-05 Venue Dhodeni Ward No. 04

Name: Tibanand Sapkota Contact No 9847628635

Organization/Occupation: Agriculture

Comments/Suggestions:

Unable for job due to health. His son doing agriculture
Transportation would be comfortable due to veliite after road
construction. and would be get market of agriculture production

Signature:

FGD

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

ESIA and ESMP of ओडारचौर - ढोडेनी - फोर्से ..... Road

Attendance Sheet of FGD

Date: 2080-06-05 Venue: Dhodeni Ward No: 04

Attendees

SN	Name	Organization/Title	Contact no.	Signature
१.	निर्मला सापकोटा	जनप्रतिनिधि आत्मनिर्भर महिला समूह अध्यक्ष	९८४६००२२३५	निर्मला
२.	लक्ष्मी आचार्य	,, उपाध्यक्ष	९८४६२८६६८	लक्ष्मी
३.	मेघ कुमारी आचार्य	,, सदस्य	९८६७६४५४३८	मेघ
४.	भद्रकाली बिष्ट	,, सदस्य		भद्र
५.	मिना बिष्ट	,, सदस्य		मिना
६.	राधिका बिष्ट	,, सदस्य		राधिका
७.	कला आचार्य	,, सदस्य		कला
८	धनकुमारी आचार्य	,, सदस्य	९८६७६९१४०१९	धन
९.	चित्र कुमारी आचार्य	,, सदस्य	९८४७०९६४३०	चित्र
१०	माया थापा	,, सदस्य	९८६७६८०२६५	माया
११	धनमाया पुन	,, सदस्य		धनमाया

Suggestions/Recommendations:

→ बाटो निर्माण चाँडो सुरु होस् ।
→ बाटो संरक्षण सहितको बाटोको निर्माण ।
→ स्थानीयलाई बाटो बन्ने काममा प्राथमिकता दिनुपर्ने ।
→ महिला समूहको लागि एउटा कार्यालय भवन निर्माणमा सहयोगको अपेक्षा छ ।
→ कृषि सम्बन्धि तालिम, जडिबुटी संकलन, का तालिमको अपेक्षा ।
→ घरेलु व्यावसाय सम्बन्धि तालिमको व्यवस्था ।

Meeting minutes regarding existing Tap Management with ward chair and locals

आज मिति २०७०/०५/२२ गतेका दिन नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP) अन्तर्गत बागलुङ नगरपालिकामा सञ्चालन भएको सडक निर्माण कार्यक्रमहरु मध्ये ओडारचौर-धोडेनी-फोर्से वडा नं ४ मा भित्र फोर्से बस्ती बिच पर्ने धारा व्यवस्थापन को विषयमा वडा अध्यक्ष श्री कुमार विक्रम मैत्रीको अध्यक्षतामा बसेको बैठकको उपस्थिति रहेको छ।

उपस्थिति

१. कुमार विक्रम मैत्री - वडा अध्यक्ष
२. सुनिल ठाकुर - DSC Engineer
३. गेनचार्य अचार्य - स्थानीय
४. खडानन्द आचार्य - स्थानीय
५. निर्माण कुमार मैठ - स्थानीय
६. टिका राम शर्मा "
७. माया थापा "

निर्णयहरु

१. फोर्से बस्ती बिच परेको धारा अति प्रयोगमा भएकाले सडक निर्माण गर्दा धाराको पुन व्यवस्थापन गर्नुपर्ने छ।

२. धाराको पुन व्यवस्थापन गर्दा हालमैं प्रयोग भएको ठाउँ भन्दा पहाडी पट्टी प्रशस्त जग्गा भएको हुनाले सो ठाउँमैं व्यवस्थापन गर्नु पर्नेछ। धारा पुन निर्माण गर्दा समाजलाई कुनै प्रकारको बाधा विरोध छैन साथै सामाजमा कुनै प्रकारको सामाजिक र वातावरणीय असर पर्दैन भनि निर्णय गरयो।

Meetings minutes with Community Forest User Group

आज मिति २०८०/४/०६ गतेका दिन बागलुङ नगर -पालिकामा संचालन भएको नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना NUGIP अन्तर्गत बागलुङ नगरपालिकामा पर्ने वडा न ५ का ओडारचौर-धोडेनी फोर्से सडको वडा अध्यक्ष श्री कुमार विक्रम क्षेत्रीजीको अध्यक्षतामा सडक अधिकार क्षेत्र भित्र पर्ने सामुदायिक वनका अध्यक्ष तथा समिति विचको उपस्थिती रहेको छ।

उपस्थिति

कुमार विक्रम क्षेत्री — वडा अध्यक्ष
सम्झना केसी — वडा सचिव
गोविन्द पुन — वडा सदस्य
सुनिल ठाकुर — DSC Engineer.

१. ओडारचौर ढिपढिपे पालेवन उ.स

टिकाराम गौतामे उपभोक्ता ढिपढिपे पालेवन सामुदायिक वन
तुलाराम शर्मा वन अध्यक्ष - ९८४६६५४८८०
नारायण प्रसाद शर्मा वन सदस्य
तिलक विष्ट उपभोक्ता समिति
गोन बहादुर शर्मा उपभोक्ता समिति
डन थापा - "
अनिल शर्मा - "

२. धोडेनी सामुदायिक वन उ.स

९८५६६६६५५२ पूर्णेन्द्र बहादुर क्षेत्री - वन अध्यक्ष
देवी प्रसाद आचार्य - वन समिति
त्रिलोचन सापकोटा - उ.स
प्रेम प्रसाद आचार्य - उ.स

३. कुशेनी बनेको पारदे सामुदायिक वन उ.स

९८५७०८६५ कर्ण बहादुर बोहरा - वन अध्यक्ष - ९८४८०३०४०३
सरस्वती केसी - वन समिति
विकास आचार्य - वन समिती

DATE:

प्रस्तावहरु

१ सडकको सम्भाव्यता अध्ययन सम्बन्धमा ।

२ सडक अधिकार क्षेत्र (ROW) सम्बन्धमा ।

निर्णय

निर्णय नं १ – प्रस्ताव नं १ माथि छलफल गर्दा बागलुङ नगरपालिका वडा नं ४ को सडक अधिकार क्षेत्र भित्रको सडक स्तरोन्नती गर्दा परियोजना कार्यान्वयन चरणमा हुन सक्ने वातावरणीय तथा सामुदायिक वनमा हुन सक्ने जोखिमको विषयमा छलफल गरियो ।

निर्णय नं २ - प्रस्ताव नं २ माथि छलफल गर्दा ओदारचौर - ढोडेनी - फोर्से सडकको सडक अधिकार क्षेत्र ८ मिटर कायम भएको जानकारी गरायो। सडक अधिकार क्षेत्र भित्र पर्ने ओडारचौर दिपदिपे सामुदायिक वन उपभोक्ता समिति, ढोडेनी सामुदायिक वन उपभोक्ता समिति, चुत्रेणी वनेको पारखो सामुदायिक वन उपभोक्ता समिति वन परेको पाइन्छ। यस बाटोमा पर्ने सम्पुर्ण सामुदायिक वन समिति सडक अधिकार क्षेत्र भित्र सामुदायिक वनको स्वरवित्नवा पर्दैन साथै निर्माण कार्य गर्दा वन क्षेत्र माथि कुनै किसिमको प्रभाव नपर्ने कुरी पुष्टी गर्दै कुनै किसिमको बाधाविरोध नगरि आयोजना सञ्चालनमा सहयोग गर्ने भनि यस्तन निर्णय गरियो ।

बागलुङ नगरपालिका

४ नं. वडा कार्यालय

उपलसाँघु, बागलुङ

गण्डकी प्रदेश, नेपाल

प. सं:- २०८०/०८१

च.नं:- ३६

मिति:२०८०/०४/०९

विषय :- सिफारिस गरिएको सम्बन्धमा ।

श्री नेपाल शहरी शासकीय तथा पुर्वाधार आयोजना,

आयोजना समन्वय कार्यालय,

बबरमहल काठमाडौं ।

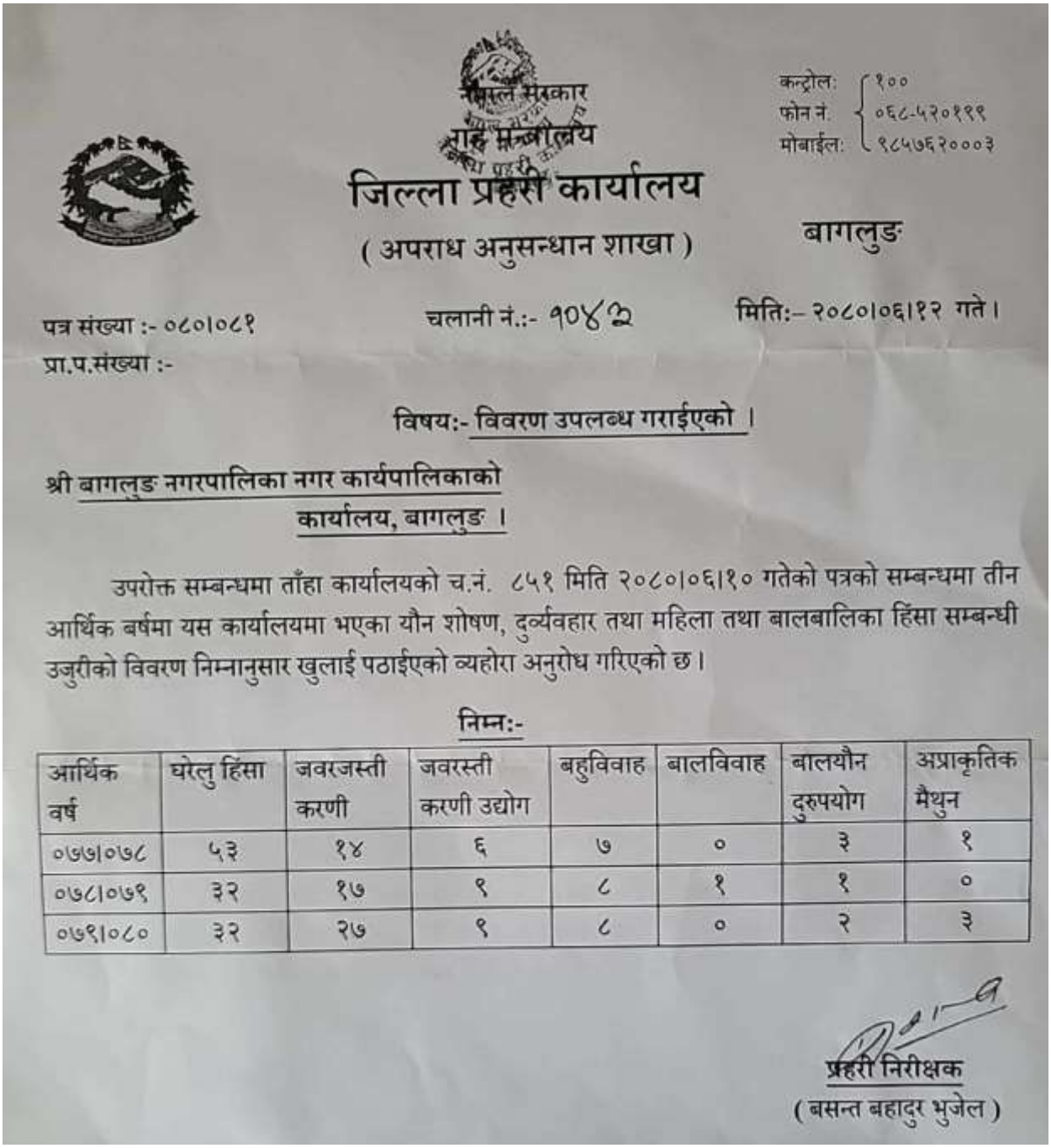
प्रस्तुत विषयमा विश्व बैंकको आर्थिक सहयोग र नेपाल शहरी शासकीय तथा पुर्वाधार आयोजना मार्फत बागलुङ नगरपालिकाको वडा नं ४ मा संचालन भएको ओडारचौर ढोढेनी फोर्से सडक कायम भएको र सो आयोजना कार्यान्वयन चरणमा पुगेको र उक्त आयोजना संचालन हुने सडक अधिकार क्षेत्र ८ मीटर भित्र ओडारचौर छिपछिपे पाले बन, ढोढेनी सामुदायिक बन र चुत्रेनी नानेको पाखो सामुदायिक बन क्षेत्र भित्र पर्ने भएको हुंदा सो बन क्षेत्र भित्र कुनै प्रकारका रुख तथा बोट बिरुवाहरु नपर्ने भएको साथै बन क्षेत्रलाई कुनै प्रकारको क्षति नहुने भएको र सो सडक निर्माण गर्ने क्रममा उल्लेखित बनका उपभोक्ता समितिहरुले कुनै किसिमको बाधा अवरोध नगर्ने भनि उपभोक्ताको समितिको निर्णय भएकोले सोही आधारमा सडको निर्माण कार्य अगाडी बढाउन सिफारिस साथ अनुरोध गरिन्छ ।

२०८०/०४/०९

कुमार विक्रम क्षेत्री

वडा अध्यक्ष

Letter from District Police office, Baglung about GBV cases



नेपाल सरकार
गृह मन्त्रालय

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

जिल्ला प्रहरी कार्यालय

(अपराध अनुसन्धान शाखा)

बागलुङ

पत्र संख्या :- ०८०।०८१ चलानी नं.:- १०४२ मिति:- २०८०।०६।१२ गते।

प्रा.प.संख्या :-

विषय:- विवरण उपलब्ध गराईएको ।

श्री बागलुङ नगरपालिका नगर कार्यपालिकाको
कार्यालय, बागलुङ ।

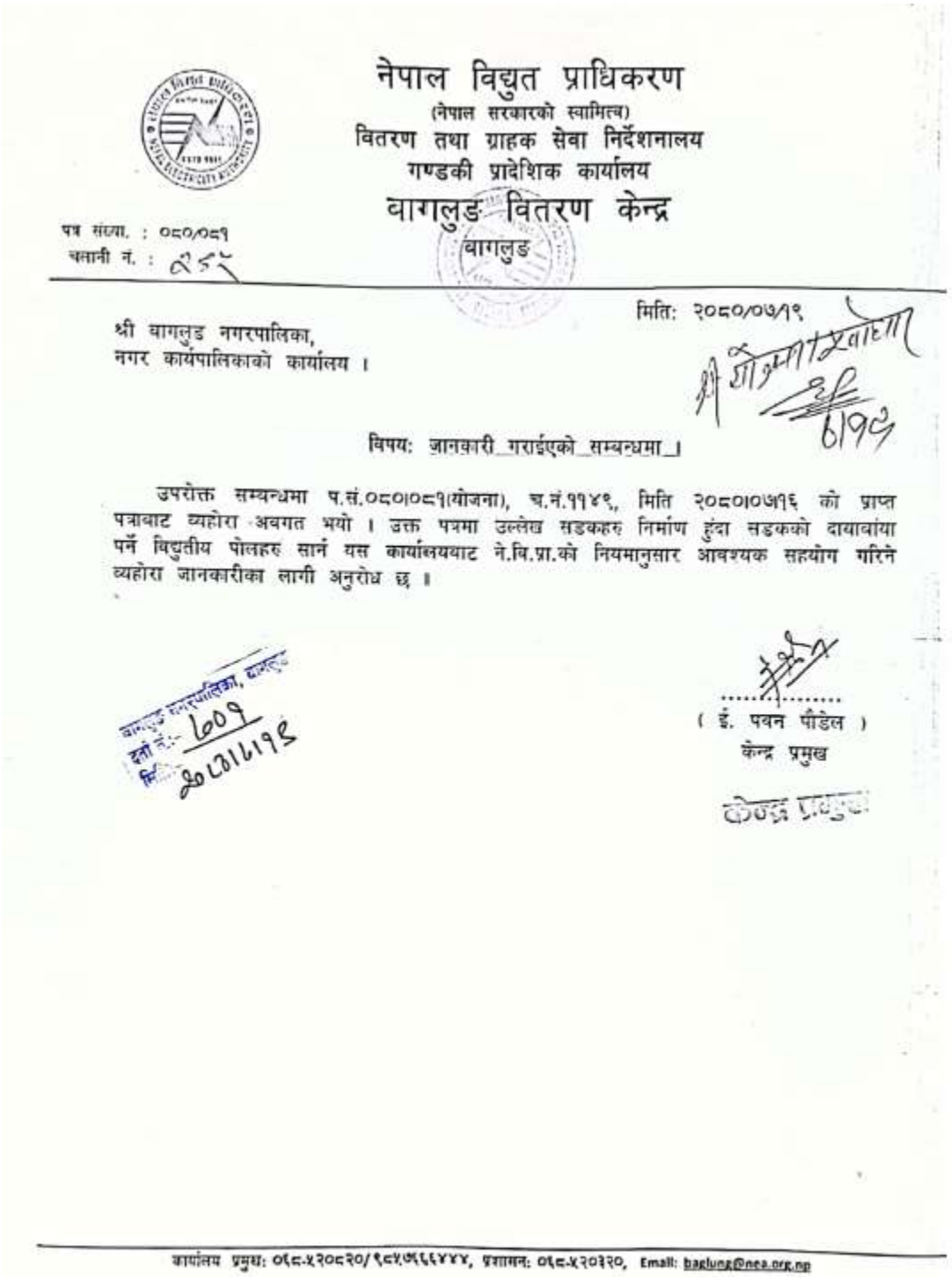
उपरोक्त सम्बन्धमा ताँहा कार्यालयको च.नं. ८५१ मिति २०८०।०६।१० गतेको पत्रको सम्बन्धमा तीन आर्थिक बर्षमा यस कार्यालयमा भएका यौन शोषण, दुर्व्यवहार तथा महिला तथा बालबालिका हिंसा सम्बन्धी उजुरीको विवरण निम्नानुसार खुलाई पठाईएको व्यहोरा अनुरोध गरिएको छ।

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
बागलुङ

पत्र संख्या. : ०८०/०८१
चलानी नं. : २५८

मिति: २०८०/०७/१९

श्री बागलुङ नगरपालिका,
नगर कार्यपालिकाको कार्यालय ।

विषय: जानकारी गराईएको सम्बन्धमा ।

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

बागलुङ नगरपालिका, बागलुङ
दर्ता नं.: 609
मिति: 2080/07/19

(इं. पवन पौडेल)
केन्द्र प्रमुख

कार्यालय प्रमुख: ०६८-५२०८२०/९८४०६६४४४, प्रशासन: ०६८-५२०३२०, Email: baglung@nea.org.np

बागलुङ नगरपालिका

नगर कार्यपालिकाको कार्यालय

गण्डकी प्रदेश, नेपाल

प.सं.: ०८०/०८१ (योजना)
च.नं.9985

मिति : २०८०/०७/१६

विषय: आवश्यक सहयोग तथा समन्वय सम्बन्धमा ।

श्री नेपाल विद्युत् प्राधिकरण
बागलुङ वितरण केन्द्र, बागलुङ ।

२०८०।८।१८

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

तपशिल :

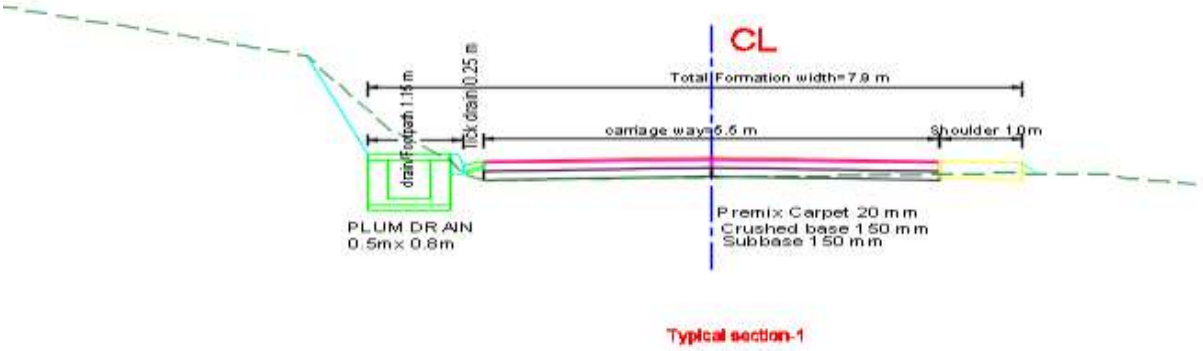
सि.नं.	वडा नं.	सडक आयोजनाको नाम	सडकको लम्बाई	विद्युतीय पोलको संख्या
१.	१	माझीवस्ती हुँदै निरहेघाट सडक	१.६००	२३ वटा
२.	४	बडारचौर-ढोडेनी-फोर्से सडक स्तरोन्नती	२.१००	४ वटा
३.	७	मूलपानी स्कुल-हरांचौर-कालीमाटी सडक स्तरोन्नती	८.५००	३ वटा

(धन प्रसाद पोखेल)
अधिकृत स्तर दशौं

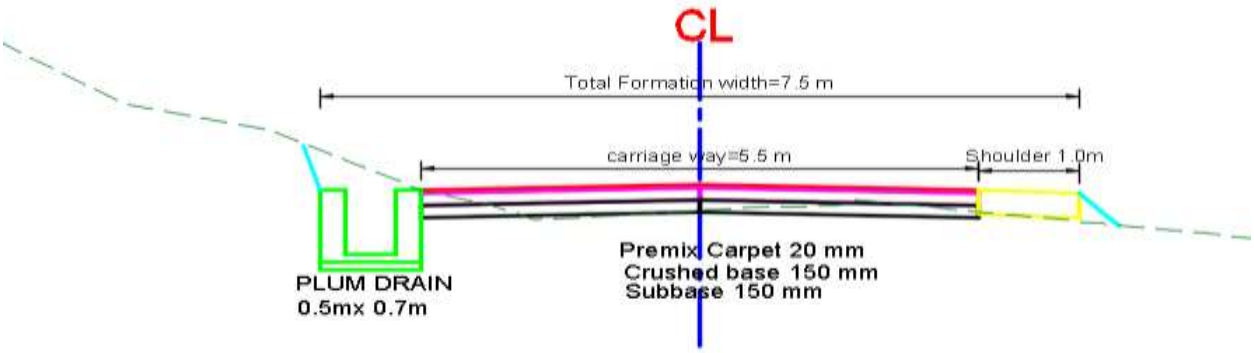
"बालमैत्री स्थानीय शासनका ५१ वटा सूचक पूरा गर्न आ-आफ्नो स्थानबाट सहयोग गरौं"

☎ ०६८-५२०१३१/५२०२३१/५२०३०९ इमेल : baglungmun@gmail.com फ्याक्स्स नं. ०६८-५२०१३९

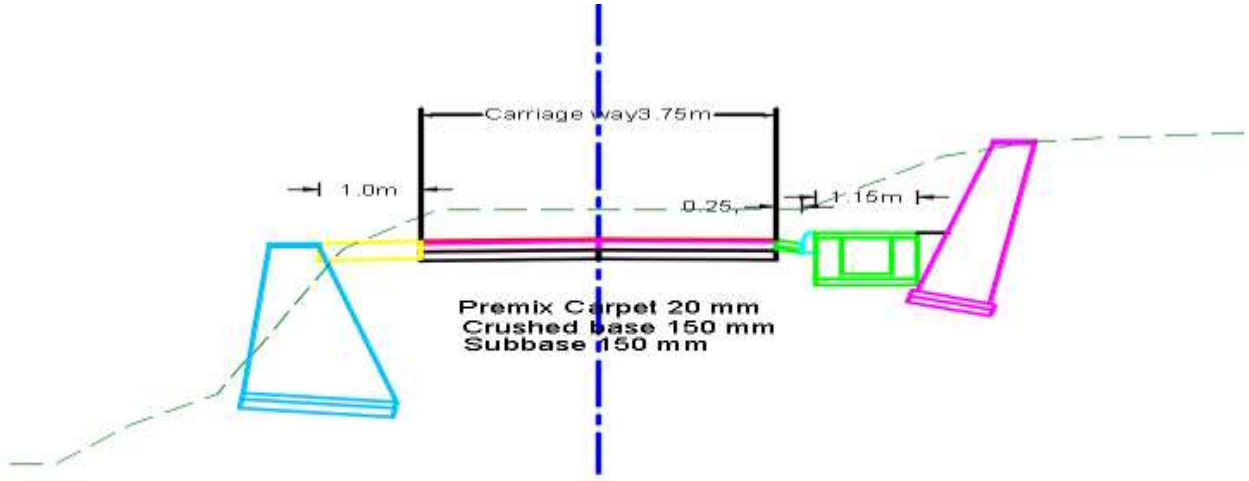
Annex III: Proposed Typical Cross Sections



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	$\mu g/m^3$	24 - hours	230
PM_{10}	$\mu g/m^3$	24 - hours	120
$PM_{2.5}$	$\mu g/m^3$	24 - hours	40
Sulfur Dioxide	$\mu g/m^3$	Annual	50
		24-hours	70
Nitrogen Dioxide	$\mu g/m^3$	Annual	40
		24-hours	80
Carbon Monoxide	$\mu g/m^3$	8hours	10000
Lead	$\mu g/m^3$	Annual	0.5
Benzene	$\mu g/m^3$	Annual	5
Ozone	$\mu g/m^3$	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	NOx	PM
kW< 8	8	1.3	9.2	1
8 = kW < 19	6.6	1.3	9.2	0.85
19 = kW < 37	6.5	1.3	9.2	0.85
37 = kW < 75	6.5	1.3	9.2	0.85
75 = kW < 130	5	1.3	9.2	0.7
130 = kW < 560	5	1.3	9.2	0.54

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

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

Annex V: Air, Noise, Water Quality Test Reports

ENVIRONMENT MANAGEMENT
&
ANALYSIS SERVICES P. LTD

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

ANALYSIS REPORT FOR AMBIENT AIR QUALITY

Report Number	35A/080-81	
Sample Number	21A/080/81	
Client	Cosmopolitan Consultant & Technical Education Center P. Ltd. (C2TECH), Garima International Design Associates Nepal P. Ltd. (GIDAN), In association with GOEC Nepal P. Ltd. & Urban Architects Pvt Ltd	
Sampling location	Baglung Municipality - 4, Majhibasti Niraheghat Road and Odarchaur-Dhodeni-Phosre Road	GPS Point: 28°16'52.47"N 83°36'3.11"E
Project	Nepal Urban Governance Infrastructure Project (NUGIP)	
Sampled by	Environment Management And Analysis Services P. Ltd., Dillibazar, Kathmandu	
Sampling Date	29 - 30 September 2023	
Report Date	12 October, 2023	
Instrument used	Respirable Dust Sampler (GTI 151) and Combined Sampler (GTI 241)	

Result

Parameter	NAAQS *	Observed Values	Method
TSP (µg/m^3)	230.0	154.1	IS 5182 (Part 14)-2000 (reaffirmed 2005)
PM_{10} (µg/m^3)	120.0	67.8	IS 5182 (Part -23):2006
$PM_{2.5}$ (µg/m^3)	40.0	18.6	IS 5182: Part 24: 2019
SO_2 (µg/m^3)	70.0	4.9	IS 5182 (Part 2)-2006
NO_2 (µg/m^3)	80.0	6.4	IS 5182 (Part 6)-2006
CO (µg/m^3)	10000.0	<230.0	IS 5182 (Part - 10):2006

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

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

Sampled by

Checked by

Authorized by

Environment Management
&
Analysis Services P. Ltd

ENVIRONMENT MANAGEMENT
&
ANALYSIS SERVICES P. LTD

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

ANALYSIS REPORT FOR AMBIENT NOISE LEVEL

Report Number	37/N/080-81	Sample Number	22-N/080/81
Sampling Date	29 - 30 September 2023		
Client	Cosmopolitan Consultant & Technical Education Center P. Ltd. (C2TECH), Garima International Design Associates Nepal P. Ltd. (GIDAN), In association with GOEC Nepal P. Ltd. & Urban Architects Pvt Ltd		
Sampling location	Baglung Municipality - 4, Majhibasti Niraheghat Road and Odarchaur-Dhodeni-Phosre Road	GPS Point: 28°16'52.47"N 83°36'3.11"E	
Project	Nepal Urban Governance Infrastructure Project (NUGIP)		
Sampled by	Environment Management And Analysis Services P. Ltd., Dillibazar, Kathmandu		
Report Date	12 October, 2023		
Instrument used	LUTRON SL - 4033SD		
Test method	Noise Measurement Protocol (Central Pollution Control Board, India)		

Hours	Time	Noise Level (dBA)			Hours	Time	Noise Level (dBA)		
		Lmax	Lmin	Leq			Lmax	Lmin	Leq
06:00 - 07:00	Day	56.3	40.3	44.5	18:00 - 19:00	Night	63.7	39.6	43.9
07:00 - 08:00		60.4	40.3	43.4	19:00 - 20:00		76.8	39.0	41.0
08:00 - 09:00		63.1	43.9	46.6	20:00 - 21:00		68.4	38.2	41.8
09:00 - 10:00		71.2	41.6	45.5	21:00 - 22:00		73.2	39.6	43.2
10:00 - 11:00		72.7	43.4	46.5	22:00 - 23:00		61.3	38.3	44.4
11:00 - 12:00		65.4	44.1	48.9	23:00 - 00:00		62.6	38.6	43.0
12:00 - 13:00		69.5	42.9	48.5	00:00 - 01:00		58.4	39.1	43.1
13:00 - 14:00		74.0	45.1	48.2	01:00 - 02:00		81.3	39.2	41.7
14:00 - 15:00		69.3	44.6	47.5	02:00 - 03:00		76.8	40.9	42.9
15:00 - 16:00		59.3	43.9	47.6	03:00 - 04:00		65.8	39.3	43.2
16:00 - 17:00		61.7	40.2	48.9	04:00 - 05:00		56.3	40.2	44.9
17:00 - 18:00		62.4	41.3	46.4	05:00 - 06:00		61.4	40.3	42.3
Leq average (Day)				**46.9**	**Leq average (Night)**				**42.9**
Permissible limit *				**55.0**	**Permissible limit**				**50.0**

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

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

Sampled by **Checked by** **Authorized by**

Environment Management
&
Analysis Services P. Ltd

ENVIRONMENT MANAGEMENT
&
ANALYSIS SERVICES P. LTD

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

Water Analysis Report

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

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

Parameters	Unit	NDWQS	Observed Values	Test Methods
pH	-	6.5 - 8.5*	6.7	4500-H^+ B, APHA, 22nd EDITION
Colour	-	5 (15)	<0.1	2120 B, APHA, 22nd 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, 17TH EDITION
Nitrate	mg/l as NO_3	50	<0.02	4500-NO3- B., APHA, 22nd EDITION
Iron	mg/l	0.3 (3)	<0.01	3112 B., APHA, 22nd EDITION
Manganese	mg/l	0.2	<0.02	3112 B., APHA, 22nd EDITION
Arsenic	mg/l	0.05	<0.01	3114 C,APHA, 22nd EDITION
E.Coli	CFU/100 ml	Nil	Nil	9221 C. , APHA, 22nd EDITION

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

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

Analyzed by

Checked by

Authorized Signature

Environment Management
&
Analysis Services P. Ltd

Annex VI: List of Zebra Crossings

SN	Chainage	Width	Nos.	Quantity (Sqm)
1		1+040	6.000	11.7
2		1+280	6.000	11.7
3		1+510	6.000	11.7
4		1+880	6.000	11.7
			Total	**4Nos.**

Annex VII: Code of Conduct (CoC) on GBV

नेपाल शहरी शासकीय तथा पुर्वाधार आयोजना

कार्य स्थलमा हुने यौनजन्य तथा महिला हिंसा सम्बन्धी आचार सहिता

व्यक्तिगत आचार सहिता

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

१. म जातजाति धर्म, भाषा, लिङ्ग, उमेर, राजनितीक वा सामाजिक हैसियत, भौगोलिकता, पहुच, वैवाहिक स्थीती वा अन्य कुनै पनि आधारमा भेदभाव नगरी सबैलाई सम्मानजनक र समान रुपमा व्यवहार गर्नेछु ।

२. सामाजिक सन्जालको प्रयोग गरी अश्लील शब्द, दृष्य सामाग्री वा कार्यलय समय अघिपछी वार्तालाप मार्फत सहकर्मि/कामदार लाई यौन दुर्व्याहार गर्ने छैन ।

३. कार्यस्थलमा सिट्टी बजाउने, चुम्बन गर्ने ,व्यक्तिगत उपहार दिने आदि जस्ता कार्य गरी कर्मचारी, सहकर्मि/कामदार लाई यौन दुर्व्याहार गर्ने छैन ।

४. कुनै पनि प्रलोभन/ धम्की देखाई (जस्तै पदोन्नती लोभ देखाएर,जागीर नदिने धम्की दिएर शोषण गरेर आदि) यौन दुर्व्याहार पक्षमा सलग्न हुने छैन

५. कार्य समयावधि भित्र कुनैपनि मादराजन्य तथा लागुपदार्थको सेवन गर्ने छैन ।

६. परियोजका सरोकारवाला वा वरपरका समुदायका सदस्यहरुलाई कुनैपनि म लैङ्गिक हिसा तथा यौनजन्य दुर्व्याहार गर्ने छैन ।

७. कुनै पनि कर्मचारी/श्रमिक विरुद्ध हिंसा गरिएको दोषी ठहरिएमा प्रचलित संघिय, प्रादेशिक, स्थानीय सरकार वर्ल्ड बैक को कानुन , निती नियम अनुसार सजाय/ दण्डित जरिवाना तिर्न तयार हुनेछु ।

८. कार्य गर्ने शिलशिलामा सम्मानजनक निर्देशनहरुको पालना गर्दछु (वातावरणीय + सामाजिक)

९. मेरो जिम्मेवारी कुशलता र लगनशीलता पुर्वक पुरा गर्नेछु ।

१०. सम्र्वाधित कार्यलय /कम्पनीले सन्चालन गरेको विभीन्न प्रशिक्षण कार्यक्रममा सकिय रुपमा भाग लिनेछु ।

११. परियोजनाका प्रत्यक्ष लाभदायक सदस्य/समुदायमा यौन दुर्व्यांहार/शोषण गर्ने छैन ।

१२. विश्वासनीयता नैतिक उल्लघनको रिपोर्ट गरेमा कुनै कामदार विरुद्व बदला लिने छैन ।

१३. कार्य स्थलमा लैङ्गिक सम्वेदनशिल भाषाको प्रयोग गर्दछु

१४. कार्यस्थलमा महिला हिसा तथा यौनजन्य कियाकलाप लाई प्रोत्साहन गर्ने खालका गतिविधी गर्न दिने छैन ।

१५. कार्यस्थलमा महिला तथा यौन हिसा गतिविधीहरुलाई प्रोत्साहन गर्ने छैन ।

१६. १८ बर्षभन्दा मुनिका बालिकाहरुमा कुनै डिजीटल मिडीया मार्फत वा कुनै माध्यमबाट /स्वीकृती लिई वा नलिई यौनजन्य कियाकलापमा सहभागी हुनेछैन, यदि नाबालिका स्वीकृती लिई यौनजन्य कियाकलापमा गरेमा क्षमा हुदैन ।

१७. परियोजना कार्यन्वयन को बेलामा यौनजन्य दुर्व्यांहार /यौन शोषण भएमा वा आचार सहिता उल्लघन गरेमा वडा/ नगरपालिका स्तरमा रहेको गुनासो सुनवाई सयन्त्रमा तुरुन्त निवेदन/जानकारी दिनेछु ।

१८. कार्यस्थलमा कसैले यौनजन्य दुर्व्यांहार सम्वन्धी शख्कापद व्यावहार गरेमा वा शख्कापद 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 कर्मचारी/कामदार

Annex VIII: Summary of Community Consultation

Date	Consultation type	Composition of participants	Issues raised	Response from project
22nd Sep, 2023	Key Informant Interview	Mr. Trilochan Sapkota Ward No. 4 Secretary, Tole sudhar committee	• Mr, Sapkota mentioned that road should be built as fast as possible and quality road. • Be aware on environment degradation. • Irrigation cannel should be safe	All the comment address on DPR and ESMP.
22nd Sep, 2023	Key Informant Interview	Mr. Jibananda Sapkota Ward no: 4 Farmer	• Mr. Sapkota mentioned his son involved in agriculture product transportation so it is comfortable due to vehicle after road construction and would be get market of agriculture production.	We make him sure to build quality road within given time frame.
22nd Sep, 2023	Key Informant Interview	Mrs. Laxmi Acharya Ward no: 4 Vice- Chairperson Jagriti Aatmanirbhar women group	• It is glad to know to road construction, it help us to smooth movement. • If project provide women-oriented agriculture training life would be easier.	These issues of construction phase dust control and speed control are addressed in ESIA
22nd September, 2023	FGD – Ward 4	Ward no 4, Jagriti Aatmanirbhar Women Group, 11 participants	• The project should accomplish with quality as soon as possible. • Coordinate with local people while working. • Local people must be employed on road construction. • The women's group is expected to help in build a building. • They expect different types of training.	The comment address on construction period.
22 Sept 2023	Meeting with Locals	Kumar Bikram Chhetri, Ward chair Participants:24 (M11 F 13)	• It is glad to know to road construction, it helps us to smooth movement. • Be aware on environment degradation.	We will address comments as per need.
22 Sept 2023	Meeting with Jagriti women group	Nirmala Sapkota, chairperson Participants: 14 nos. (M-0, F-14)	• Coordinate with local people while working • The women's group is expected to help in build a building	We will address comments as per need.
22 Sept 2023	Meeting with Locals	Tika ram Acharya, Tole chair Participants:17 (M12 F5)	• Road should be built as fast as possible and quality road.	We will address comments as per need.

Annex IX: Photographs

Odarchaur-Dhodeni-Phorse-Road-2.14Km

Consultation with community at Oderachur section

Consultation with community on proposed sub-project and its process and procedure

Consultation with Locals