

Environmental and Social Management Plan (ESMP)

Nepal Urban Governance and Infrastructure Project (NUGIP)

**Upgradation of Sagarmatha Agriculture bazar west to south
Madan Bhandari Hall to Janpremi tole Bisanpur ward 12 Road
(4.717KM)**

**Triyuga Municipality
Udayapur District, Koshi Province
Nepal**

March, 2024

EXECUTIVE SUMMARY

Introduction

The upgrading of 4.717Km length of Sagarmatha Agriculture bazar west to south Madan Bhandari Hall to Janpremi tole Bisanpur ward 12 Road alignment starts at PG chowk of Madan Bhandari highway (Sagarmatha agri bazar) and passes through Buddha chowk, Ekta chowk, Purano laxmipur, Sonapur, Chiura mil, Baruwa, Bisanpur park and end at three locations namely Baruwa corridor, Bisanpur park and Saonapur.

The road alignment passes through settlement of ward no 12 and 13 of Triyuga municipality. Its starting point coordinates are Easting 470878.9835m, Northing 2963083.1229m and elevation 195.592m end point coordinates are Easting 471719.2625m, Northing 2961019.3334 and elevation 189.744m. The proposed subproject is located in plain area of inner Terai and passes mainly through mixed land use having rural settlement and cultivated land. The project alignment does not run through ecologically sensitive area such as protected area, conservation area, wetland, national parks etc.

Baseline Information

The subproject is located in plain area of inner Terai at the average altitude of 192.668 masl with an average yearly temperature is 17.42°C (63.36°F) as well as average annual precipitation of sub project area is 131.8mm. The altitude of the municipality is ranges from 70m to 2509m from sea level. The proposed road alignment lies in the Sub Himalayan range. The alluvial river deposit is the most predominant along the road alignment. Road alignment does not cross any major rivers. Most of the area of present land use of Triyuga Municipality includes forest 76%, cultivated land 20%, barren land 2% and river 2%. In the proposed road alignment and Right of Way (RoW), there is no landslide/flood area and other disaster-prone area. The air and noise quality of surrounding areas is affected by the local city vehicles as well as Highway vehicles. 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. Trees like Pipal (*Ficus religiosa*), Banana-kvare (*Musa acuminata Colla*), Supari (Areca Catechu), Sissoo (*Dalbergia Sissoo*), Mango (*Magnifera indica*), Bakaino (*Melia azadirach*), Ashoka (*Saraca asoca*), Amba (*Psidium guajava*) and Banana (*Musa balbisiana*) are found in the project area.

The total population of Triyuga Municipality is 102,725 and total household is 25623. The average household size of the Municipality is 4.01 which is lower than that of district household size (4.20). The male and female population of the municipality is 48463 and 54262 respectively and sex ratio is 89.31. The total population and household of project affected wards - ward 12 and 13, is 14293 and 3520 respectively. The average household size of the project wards is 4.05. Total male population of the project wards is 6752 and total female population of the project wards is 7541. The sex ratio of the project wards 89.36. The project area is inhabited by brahmin, chhetri, chaudhary/tharu, rai, magar, biswokarma and mushar. In terms of religion, hindus, christians and buddist reside in these communities. There is presence of mixed groups of castes and ethnicities in the project area. The indigenous peoples in project area are chaudhary/tharu, Rai and Magar. The total households along the road alignment are 365nos. The majority of the people of this area are involved in agricultural work, business, labor work, and foreign employment. Water supply pipelines of Triyuga small town water supply committee provides drinking water supply in this area but there is no any integrated wastewater disposal system in the municipality. Within the construction width of the road, there is 42 nos. of electric poles identified for relocation.

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 and mental abuse), child marriage and sexual violence/ rape.

Legal and Regulatory Requirements

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

Screening, Scoping, Impact identification, Prediction and Management

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

Beneficial Impacts from the Project Implementation

This sub project will create job opportunities for local residents by prioritizing employment for the poor, ethnic minorities, and disadvantaged locals. Other beneficial impacts includes enhancement of local business, improved accessibility and skill development of people. Active participation by local residents in sub project provides valuable skills and experience, contributing to personal growth and employability. Additionally, improved road infrastructure enhances accessibility to markets and social services, ultimately leading to a better quality of life for residents in the area. The availability of efficient transportation systems can positively impact education, healthcare, tourism, and other socio-economic sectors. Furthermore, an expanded road network may contribute to increased land values, benefiting the local community.

Adverse Impacts from the Project Implementation

The sudden increase in construction worker can strain public infrastructure and utilities such as roads, water supply, sanitation of project area. Ambient air pollution, Noise nuisance and Water pollution may likely to contribute to environmental pollution. The solid waste & spoil generation and stockpiling of construction materials might result in erosion during construction and 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 report proposes various measures to enhance benefits and mitigate adverse impacts, aiming to make this project environmentally friendly. Local people will be given priority for employment opportunities. Necessary measures will be taken to reduce the adverse effects on environment. The workers will be insured and provided

with first aid facilities and safety equipments like PPE. Provision of safe, clean and hygienic workplace and adequate WASH facilities at campsite. Code of Conduct to be implied for the workforce. For plantation on edge of the road, local species of plant will be given priority. Appropriate bio/civil engineering structures will be adopted to protect the environment and to stabilize the slopes along the road as were applicable. Proper drainage system will be provided to prevent accumulation of water on the nearby agricultural lands during operation. Adequate road safety measures like information and warning signs will be established to minimize road accident. Water supply pipelines, and electrical poles to be reinstated without delay.

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 phases are included in report. In addition, agencies responsible for executing environmental and social 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 construction and operation phase.

Project-related grievances will be addressed through grievance redress mechanism (GRM) established for the project for the uptake and timely response on stakeholders' query and concerns about sub project. The committee can be provided with grievances through any of the mediums like written, verbal, telephone, letter, etc. and the committee will process it following the procedures of the project, and if not solvable, it will be forwarded to the higher level of GRM. 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 Triyuga Municipality for implementation of the subproject 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:

त्रियुगा नगरपालिकाको सगरमाथा कृषि बजार पश्चिमदेखि दक्षिण मदन भण्डारी हल हुँदै जनप्रेमी टोल बिसनपुर वडा नं १२ को ४.७१७ किलोमिटर लम्बाइको सडक स्तरोन्नति कार्य मदन भण्डारी राजमार्गको पिजी चोकबाट शुरु भई बुद्धचोक, एकताचोक, पुरानोलक्ष्मीपुर, सोनापुर, चिउरामिल, बरुवा, बिसनपुर पार्क हुँदै बरुवा करिडोरमा गएर अन्त्य हुन्छ।

त्रियुगा नगरपालिकाको वडा नम्बर १२ र १३ को बस्ती भएर यस सडक निर्माण हुनेछ । यसको प्रारम्भिक बिन्दु पिजी चोक चेनेज ०+००० मि. पूर्वान्तर ४७०८७८.९८३५ मीटर, उत्तरान्तर २९६३०८३.१२२९ मीटर र उचाई १९५.५९२ मीटर तथा समाप्त हुने बिन्दु बरुवा करिडोरको चेनेज ४+७१७ मि. पूर्वान्तर ४७२७२९.२६२५ मीटर, उत्तरान्तर २९६१०९९.३३३४ र उचाई १८९.७४४ मीटर रहेको छ। प्रस्तावित उपआयोजना भित्री तराईको समथर भूभागमा अवस्थित छ र मुख्यतया ग्रामीण बस्ती र खेतीयोग्य जमिन भएको मिश्रित भू-उपयोग हुँदै जान्छ। यस आयोजनाको बाटोको वरिपरिका वस्तीका स्थानीयहरूको जिवनस्तर र जीविकोपार्जनमा सुधार ल्याउनेछ। संरक्षित क्षेत्र, संरक्षण क्षेत्र, सिमसार क्षेत्र, राष्ट्रिय निकुञ्ज जस्ता पारिस्थितिकीय दृष्टिले संवेदनशील क्षेत्रमा आयोजना पर्दैन ।

विद्यमान अवस्था :

यो उपआयोजना तराईको समथर भू-भागमा समुद्री सतहबाट १९२.६६८ मि. उचाईमा अवस्थित छ। आयोजना क्षेत्रको नगरपालिकाको औसत वार्षिक तापक्रम १७.४२ डिग्री सेल्सियस रहेको छ साथै औसत वार्षिक वर्षा १३१.८ मिलिमिटर रहेको छ । यस नगरपालिकाको उचाई समुन्द्री सतहदेखि ७० मिटर देखि २५०९ मिटर सम्म रहेको छ। प्रस्तावित सडक एलाइनमेन्ट सब हिमालयन रेन्जमा पर्छ । सडक एलाइनमेन्टले कुनै पनि प्रमुख नदीहरू पार गर्दैन। यस नगरपालिकाको हालको भूउपयोगको अधिकांश क्षेत्रफल वन ७६ प्रतिशत, खेतीयोग्य जमिन २० प्रतिशत, बाँझो जमिन २ प्रतिशत, र पानीको क्षेत्र २ प्रतिशत रहेको छ । प्रस्तावित सडक एलाइनमेन्ट र सडकको क्षेत्राधिकारमा पहिरो/बाढी तथा अन्य विपद् जोखिम युक्त क्षेत्र छैन । आयोजना क्षेत्रको हावामा स्थानिय सवारी साधनवाट असर पर्ने र उक्त सवारीसाधन वाट ध्वनिमा असर पर्ने भएपनि ध्वनि गुणस्तर सीमा भित्रनै रहेको पाइएको छ । परियोजना क्षेत्रको आवाज र हावाको परिक्षण गर्दा सरकारी मापदण्ड भित्र नै रहेको पाइएको छ । सडक निर्माणको क्रममा सो सडकमा सवारी साधनको आवागमनमा बाधा पुग्ने सम्भावना रहन्छ । पिपल, केरा, सुपारी, सिसौ, बकाइनो, आसोका र अम्बा उप आयोजना क्षेत्रमा पाइने प्रमुख रूख प्रजातिहरू हुन्।

त्रियुगा नगरपालिकाको कुल जनसङ्ख्या १०२७२५ रहेको छ भने कुल घरधुरी २५६२३ रहेको छ। नगरपालिकाको औसत घरधुरी को आकार ४.०१ छ जुन जिल्लाको परिवारको आकार (४.२०) भन्दा कम छ। यस नगरपालिकाको पुरुष र महिलाको जनसङ्ख्या क्रमशः ४८४६३ र ५४२६२ रहेको छ भने लिंग अनुपात ८९.३१ रहेको छ । आयोजना प्रभावित वडा नम्बर १२ र १३ को कुल जनसंख्या र घरधुरी क्रमशः १४२९३ र ३५२० रहेको छ । उप आयोजना पर्ने वार्डहरूको औसत घरको आकार ४.०५ छ। आयोजना संचालन हुने वडाहरूको कुल पुरुष जनसंख्या ६७५२ र महिला कुल जनसंख्या ७५४१ रहेको छ ।

परियोजना सञ्चालन हुने बडाहरुको लिंग अनुपात ८९.३६ रहेको छ। आयोजना क्षेत्रमा ब्राह्मण, क्षेत्री, चौधरी/थारु, राई, मगर, विश्वकर्मा र मुसहरको बसोबास छ। धर्मको हिसाबले हिन्दू, इसाई र बुद्धिस्ट समुदायहरू बसोबास गर्छन्। उप-आयोजना क्षेत्रमा जातजातिको मिश्रित समूहको उपस्थिति रहेको छ। आयोजना क्षेत्रमा चौधरी/थारु, राई र मगर आदिवासी जनजाति बसोबास गर्दछन्। यस सडकखण्डमा ३६५ घरधुरी रहेका छन्। यस क्षेत्रका अधिकांश मानिसहरू मुख्यतया जीविकोपार्जनका लागि कृषिमा आधारित काम, व्यापार, श्रमिक र वैदेशिक रोजगारीमा संलग्न छन्। त्रियुगा साना नगर खानेपानी समितिको खानेपानी पाइपलाइनबाट यस क्षेत्रमा खानेपानी आपूर्ति भए पनि एकीकृत फोहरमैला व्यवस्थापन प्रणाली छैन। सडक निर्माण हुने क्षेत्र भित्र रहेको ४२ वटा विद्युतको पोल सार्नु पर्ने देखिन्छ। यौन शोषण तथा दुर्व्यवहार, लैङ्गिक हिंसा सम्बन्धित केही विषयहरू फिल्ड सर्भे र नजिकैको प्रहरी कार्यालयको रेकर्डबाट पहिचान गरिएको थियो। घरेलु हिंसा (शारीरिक तथा मानसिक दुर्व्यवहार), बालविवाह र यौन हिंसा/बलात्कार आयोजना प्रभावित क्षेत्रमा बिध्यमान रहेको छ।

ऐन तथा नीति, नियमको आवश्यकता

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

वर्गीकरण, क्षेत्र निर्धारण, प्रभाव पहिचान, अनुगमन र व्यवस्थापन

सडकको सम्पूर्ण लम्बाइका लागि प्रस्तावित उप-आयोजनाको लागि प्रत्यक्ष प्रभाव क्षेत्र ८ मिटर सडकको क्षेत्राधिकारलाई मानिएको छ। त्यस्तै, अप्रत्यक्ष प्रभाव सडकको क्षेत्राधिकारको किनाराबाट ५० मिटरभित्र पर्छ। प्रभावहरूको वर्गीकरण तथा संक्षेपीकरण गर्न वातावरणीय तथा सामाजिक चेकलिष्ट प्रयोग गरिएको छ। निर्माण र सञ्चालन चरणहरूमा साइट-विशिष्ट प्रभावहरू यस प्रतिवेदनमा समावेश गरिएको छ। केही प्रभावहरू निम्नानुसार छन्।

उप आयोजना कार्यान्वयनबाट पर्ने सकारात्मक प्रभाव

यस उप आयोजनाले गरिब, जातीय अल्पसङ्ख्यक र विपन्न स्थानीयका लागि रोजगारीलाई प्राथमिकता दिई स्थानीय बासिन्दाका लागि रोजगारीको अवसर सिर्जना तथा आर्थिक सशक्तीकरणमा योगदान गर्नेछ। अन्य लाभकारी प्रभावहरूमा स्थानीय व्यवसायको वृद्धि, सुधारिएको पहुँच र मानिसहरूको सीप विकास समावेश छ। निर्माणमा सक्रिय रूपमा भाग लिने स्थानीय व्यक्तिहरूले बहुमूल्य सीप र अनुभव प्राप्त गर्छन्। यी सीपहरूले उनीहरूको व्यक्तिगत विकास र रोजगारमा योगदान पुर्‍याउँछ। सडक पूर्वाधारले बजार र सामाजिक सेवाहरूमा पहुँच बढाउन महत्त्वपूर्ण भूमिका खेल्छ तथा 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। उपआयोजनाको गतिबिधिहरूको परिणाम स्वरूप कुनै भौतिक वा आर्थिक विस्थापन हुने अपेक्षा गरिएको छैन।

उप आयोजना कार्यान्वयनबाट पर्नसक्ने नकरात्मक प्रभावहरु

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

प्रभाव न्यूनीकरणका उपायहरु

यस प्रतिवेदनले आयोजनालाई वातावरणमैत्री बनाउने उद्देश्यले लाभ बढाउन र प्रतिकूल प्रभावहरु कम गर्न विभिन्न उपायहरु प्रस्ताव गरेको छ। रोजगारीका अवसरका लागि स्थानीय जनतालाई प्राथमिकता दिइनेछ । कामदारको बीमा गरी प्राथमिक उपचार सुविधा र पीपीईजस्ता सुरक्षा सामग्री उपलब्ध गराइनेछ । कामदारहरूलाई आचार संहिता लागू गरिनेछ । वातावरणीय संरक्षण र सामाजिक सुरक्षण सम्बन्धी जनचेतनामूलक कार्यक्रम सञ्चालन गरिनेछ। आयोजनामा १६ वर्षभन्दा कम उमेरका बालवालिकालाई काम लगाउन निषेध गरिनेछ। सडकको किनारामा बृक्षारोपणको लागि स्थानीय जातका बिरुवालाई प्राथमिकता दिइनेछ । वातावरण संरक्षण गर्न र सडकको छेउछाउका ढलानहरूलाई यथास्थितिमा स्थिर गर्न उपयुक्त बायो/सिभिल इन्जिनियरिङ संरचनाहरु अपनाइनेछ। सञ्चालनका क्रममा नजिकैको खेतीयोग्य जमिनमा पानी जम्न नदिन ढल निकासको उचित व्यवस्था मिलाइनेछ । सडक दुर्घटना न्यूनीकरणका लागि पर्याप्त सडक सुरक्षाका उपायहरु जस्तै सूचना र चेतावनी संकेतहरु स्थापना गरिनेछ। खानेपानीको पाइप लाइन र बिजुलीका खम्बाहरु अविलम्ब मर्मत सम्भार गरिने भएको छ ।

यौन शोषण तथा दुर्वसन एवम् दुर्व्यवहार रोकथाम तथा सम्बोधन कार्य योजना ;

विश्व बैङ्कले नेपाल शहरी शासकीय तथा पूर्वाधार उपआयोजनाको लागि गरिएको यौनिक शोषण, दुर्वसन एवम् यौन दुर्व्यवहार जोखिम मूल्याङ्कनमा आधारमा यस आयोजनाको SEA/SH जोखिमको "न्यून" मूल्याङ्कन गरेको छ । यस मूल्याङ्कनमा आधारित भई आयोजनाको लागि SEA/SH निरोध तथा सम्बोधन कार्ययोजना आयोजनाको लागि SEA/SH रोकथाम तथा सम्बोधन कार्ययोजना बनाइएको छ । यसमा उपआयोजनाको कार्यक्रमले सिर्जना गर्न सक्ने SEA/SH जोखिमहरु निषेध एवम् रोकथाम तथा न्यूनीकरण गर्ने उद्देश्यका निश्चित व्यवस्थाहरु समावेश गरिएका छन् । यस योजनाले तालिका-1; विश्व बैङ्कले सेप्टेम्बर 2018 मा प्रकाशित "असल अभ्यास नोट" अनुसार IPF परियोजनाहरूमा SEA/SH जोखिमहरूलाई सम्बोधन गर्न सुझाएको कार्यहरु लाई पनि समावेश गरेको छ।

वातावरण तथा सामाजिक व्यवस्थापन योजना ;

पहिचान गरिएका मुद्दाहरू, सम्भावित प्रभावहरु, तिनीहरूको न्यूनीकरणका उपायहरु, अनुगमन विधिहरु 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 उपायहरु कार्यान्वयन गर्न र अनुगमनको लागि जिम्मेवार एजेन्सीहरु यस वातावरणीय र सामाजिक व्यवस्थापन

योजनामा 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 । सरोकारवालाको जिज्ञासा र चासोको उठान र समयमै जवाफ दिनका लागि गुनासो निवारण संयन्त्र (GRC) मार्फत आयोजनासँग सम्बन्धित गुनासाहरूको सम्बोधन गरिनेछ। गुनासो समितिलाई लिखित, मौखिक, टेलिफोन, पत्र आदि कुनै पनि माध्यमबाट गुनासो उपलब्ध गराउन सकिन्छ र समितिले परियोजनाको प्रक्रिया अनुसार आवश्यक प्रक्रिया गर्नेछ र समाधान हुन नसकेमा माथिल्लो तहमा पठाउनेछ । उपआयोजना निर्माणका क्रममा GBV, SEA/SH जोखिमहरूलाई आवश्यक न्यूनीकरण गर्न योजना बनाइ आवश्यक सचेतना तथा तालिमहरूको ब्यवस्था गरिएको छ।

संस्थागत व्यवस्था ;

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

Acronym

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

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1. PROJECT INTRODUCTION

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

The DPR of *Upgradation Works of Sagarmatha Agriculture bazar west to south Madan Bhandari Hall to Janpremi tole Bisanpur ward 12 Road* (4.717Km) in Triyuga Municipality has been prepared as per the Contract between the Office of the Municipal Executive of Triyuga Municipality; Nepal Urban Governance and Infrastructure Project (NUGIP) (Client) and JV of Bosphorous Technical Consulting Corp (BOTTEK) and GOEC Nepal P. Ltd which have entered into the agreement, for performing work REF No: NP-DUDBC-216329-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 Sagarmatha Agriculture bazar west to south Madan Bhandari Hall to Janpremi tole Bisanpur ward 12 Road in Triyuga Municipality was conducted in September/October 2023. The study and preparation of the this ESMP is guided by the Environmental and Social Management Framework (ESMF) for NUGIP.

Sub Project Title	Upgradation of <i>Sagarmatha Agriculture bazar west to south Madan Bhandari Hall to Janpremi tole Bisanpur ward 12 road</i> (4.717Km)
Estimated Cost:	NPR. 294,147,294.73 (including VAT and contingency) ESMP cost of Sagarmatha Agriculture bazar road: 1,150, 000.00
Start/Completion Date:	March 2024 - July 2025

2. DESCRIPTION OF THE PROJECT SITE

Triyuga is one of the eight municipalities that make up the Udayapur district of Koshi Province. The municipality's headquarters is Gaighat. The name of the municipality is taken from the Triyuga River, which passes through the town. In terms of size, Triyuga is the third-biggest municipality in Nepal and the largest in Koshi Province (area). The municipality has an area of 547.43 square kilometers. It is located between 26° 41' 17'' N to 26° 56' 42'' north latitudes and 86° 32' 11.5'' to 86° 50' 29'' east longitude. The municipality is surrounded by Mahabharat hills in north and Churey hills in south. Udayapurgadhi and Rautamai are in north of the municipality, Khotang District is in north-east and Chaudandigadhi Municipality is in east. Saptari District is in south of Triyuga Municipality.

This city is in the famous Udayapur Valley. Gaighat (other name of Triyuga) is the shadow of a historic kingdom of Sen dynasty in Udayapurgadhi (Chaudandi), this Inner Terai Valley of south-eastern Nepal has a glorious history with a bright future. Gaighat is in the plane of the Valley. Udayapur Valley is the largest valley in eastern Nepal having fabulous natural attractions such as the Triyuga river, Baruwa river flowing through the town. Koshi River is east of the city. According to the census of 2078, there are 25623 HHs having total population of 102,725, with 48,463 males and 54,262 females. This municipality is divided into 16 wards.

2.1 Location of the project

Sagarmatha Agriculture bazar west to south Madan Bhandari Hall to Janpremi tole Bisanpur ward 12 Road is a rural road of Triyuga Municipality which starts at PG chowk of Madan Bhandari highway (Sagarmatha agri bazar) and passes through Buddha chowk, Ekta chowk, Purano laxmipur, Sonapur, Chiura mil, Baruwa, Bisanpur park and end at three locations namely Baruwa corridor, Bisanpur park and Saonapur. The overall length of the proposed road is 4.717 km. This road passes through ward no 12 and 13 of Triyuga Municipality. Its starting point coordinates are Easting 470878.9835m, Northing 2963083.1229m and elevation 195.592m end point coordinates are Easting 471719.2625m, Northing 2961019.3334 and elevation 189.744m. The proposed subproject is located in terai area and passes mainly through mixed land use having rural settlement and cultivated land.

2.2 Land use

The project area consists of different settlements having scattered settlements and cultivated land. The proposed roads are opened track and vehicles are moving throughout the road sections. The ROW was declared in 2055 BS by Municipality with the help of "Eastern area Directorate" under Ministry of Building and Physical planning. Government of Nepal. According to declared criteria-2055 by "Eastern area Directorate", the ROW of this road is 8m. The land within the proposed construction width which is the existing width is already in use by the public. The upgrading work for the road sub-project will be limited within the existing road width. Thus, additional land is not required for road upgradation. The project does not run through any ecologically sensitive area such as protected area, conservation area, wetland, national parks etc. No historical or archaeological sites are located within the project area. ROW declaration related documents attached in **Annex II** of this report.

Table 2-1: RoW details

SN	Name of the Road/ Sections	Length (Km)	RoW (m)	Existing width (m)	Proposed construction width (m)	Remarks (Cross section type)
Sagarmatha Road						
1.1	Section I	1.29	8	8	8	Type_3
1.2	Section II	2.17	8	8	8	Type_3
1.3	Section III	0.712	8			
1.3.1	0+000 to 0+040		8	6.3	6.3	Narrow section
1.3.2	0+040 to 0+680		8	8	8	Type_3
1.3.3	0+680 to 0+712		8	6.3	6.3	Narrow section
1.4	Section IV	0.545	8	8	8	Type_3

2.3 Topography and Hydrology

Triyuga Municipality located in the central part of Udaypur District is a commercial contact center between the Terai and the mountains and is an entry way of the Sagarmatha highway. It is an important connecting centre of the hill districts of Khotang, Okhaldhunga and Solukhumbu with Terai, Triyuga municipality. The geography of chure region in the south and Mahabharata range in the north to the Sunkoshi River covers a large area. In this municipality which has a heterogeneous structure, there are scattered and thinned settlements between the Mahabharat range and flat plains between Mahabharat range and chure area on the southern border. This municipality is considered as inner Madesh as it is a large long shaped land between Mahabharat range and chure range. The major rivers flowing through this municipality as Koshi, Triyuga and Baruwa. The altitude of the municipality is ranges from 70m to 2509m from sea level. The proposed road alignment lies in the Sub Himalayan range. The alluvial river deposit is the most predominant along the road alignment.

Road alignment does not cross any major river. Number of small seasonal and perennial small Hume pipe crosses the alignment at different Chainage which details are presented in **Table 2-3**. Department of Hydrology and Meteorology (DHM) data of 24-hour maximum rainfall for Gaighat (Index no. 1227) station is used for analysis of side drain and cross drain. Average annual precipitation of Gaighat is 131.88 mm. The latitude, longitude and elevations of the nearest station are shown in **Table 2-2**.

Table 2-2 :Details of Hydrology Station near Triyuga Municipality

Station Name	Index no.	Latitude	Longitude	Elevation (m)
Triyuga	1227	26°47'N	86°43'E	152

Table 2-3: Natural Drainage Existed Along the Road Alignment

SN	Name of the Road	Chainage	Natural Drainage	Adopted Structures	Remarks
Sagarmatha Road					
1.1	Section I	0+585	Crossing	0.6m dia Hume pipe	Drain Crossing towards Section II
1.2	Section II	1+487	Crossing	0.6m dia Hume pipe	Irrigation crossing
		1+612	Crossing	0.9m dia Hume pipe	Outlet toward river

2.4 Landslide and unstable slopes

As per field study, there is no any landslide, unstable slopes and flood prone area and other disaster-prone area present within the proposed alignment.

2.5 Climate and Vegetation

Udayapur has a Temperate highland tropical climate with dry winters climate (Classification: Cwb). The district's yearly temperature is 17.42°C (63.36°F) and it is -4.58% lower than Nepal's averages. Udayapur Garhi typically receives about 253.05 millimeters (9.96 inches) of precipitation and has 199.06 rainy days (54.54% of the time) annually. Monsoon rain occurs from the month of Ashad to month of Ashwin. Road alignment does not cross any major river and streams however rainwater is discharged in natural gully.

Since this road sections lies within the municipality city area (Purano Gaighat area) having scattered settlement and cultural cultivated land. There is no any forest and rivers within the alignments. Therefor there is no direct effect for the biological aspect of the environments. It is not a habitat for terrestrial fauna and avifauna. Major trees, wildlife and Aquatic species found in this municipality area are presented in **Table 2-4, 2-5 and 2-6.**

Table 2-4 Major tree species found in municipality area

SN	Scientific Name	Common Name	Use
1.	Ficus religiosa	Pipal	Hardwood
2.	Musa acuminata Colla	Banana (kyare)	Fruit
3.	Areca Catechu	Supari	Fruit
4.	Dalbergia Sissoo	Sissoo	Timber
5.	Magnifera indica	Aanp	Fruit/Fuelwood
6.	Melia azadirach	Bakaino	Fuelwood/Fodder
7.	Saraca asoca	Ashoka	Ornamental
8.	Psidium guajava	Amba	Fruit/Fuelwood
9.	Musa balbisiana	Banana	Fruits

Table 2-5 Major wildlife found in the municipality area

SN	Local Name (Nepali Name)	English Name	Scientific Name	Remarks
Wildlife: Animal				
1	स्यल	Wolf	Canis lupus	

SN	Local Name (Nepali Name)	English Name	Scientific Name	Remarks
2	बादर	Monkey	Macaca mulatta	
Major Birds				
1	काग	Crow	Corvus brachyrhynchos	
2	सुगा	Parrot	Phaethontidae Psittaciformes	
3	भगेरा	Sparrow	Ploceidae Passer	

Table 2-6 Major Aquatic species found in the municipality area

SN	Local Name (Nepali Name)	English Name	Scientific Name	Remarks
1	जुगे माछा	Gangetic mystus	Mystus cavasius	
2	बाम माछा	Cuchia	Monopterusuchia	
3	भ्यागुता	Frog	Rana tigrina	
4	गगटो	Crab	Carcinus maenas	

2.6 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 164.5 $\mu\text{g}/\text{m}^3$, 77.3 $\mu\text{g}/\text{m}^3$, 32 $\mu\text{g}/\text{m}^3$ and 230 $\mu\text{g}/\text{m}^3$ 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 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

2.7 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 mentioned in CESMP 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 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 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**.

2.8 Noise level

The daytime and night time observed sound pressure level at the monitoring site were 54.2B(A) and 47.8dB(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 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

2.9 Existing infrastructures/ utilities

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

Water Supply pipelines

As per field study, consultation and discussion with the Municipality representatives and Triyuga Small Town Water Supply Committee, there is presence of existing water supply pipeline along the alignment. Two parallel pipelines are placed in section I of this road. It has been proposed that, water pipes are carefully handled during construction and necessary estimation for pipe relocation and new construction has been proposed in DPR and relocate/new pipelines will be laid in edge of road i.e under the footpath during the construction of road project. Necessary consultation with Triyuga Small Town Water Supply Committee was conducted during field study. The list of existing pipelines along the alignment are listed in **Table 2-7**.

For continuous flow of water, there are existing two sets of pipes running parallel to the alignment. Thus, arrangement should be made for continuous flow of one pipeline at a time during construction. So that, there will be minimal disturbance due to relocation/new construction of water supply pipelines during construction/relocation.

Table 2-7 : Existing water supply pipeline Details

S N	Name of the Road / Sections	Chainage		Side	Length (m)	Dia. of pipe	Type of pipe	Quantity (m)	Remarks
		From	To						
	Sagarmatha Road _ Section I	0+000	1+290	Both	1290	4''	CI	2580	
Total								2580m	

Religious Places, Resting Area and Community Owned Properties

The details of the public owned properties lie alongside of the road alignment are presented below. The below listed structures won't be affected by the project upgradation works however necessary precaution will be taken during construction works.

Table 2-8: List of temples, resting areas and other community owned properties

S.No.	Sagarmatha Road Sections	Chainage	Name	Type	Remarks
1.	I	0+000	Madan Bhandari Highway	Road	None of these structures will be affected.
2.	I	0+600	Shiva Mandir,	Temple	
3.	I	1+060	Rice mil way	Temple	
4.	I	1+290	Baruwa Corridor	Road	
5.	II	2+140	Bisanpur Harid Park, Bisanpur	Park	
6.	IV	0+545	Triyuga Corridor	Road	

Schools

Here is the list of schools which are lies along the alignment and near to the road alignment. The physical structures of these schools won't be affected by upgradation works. Necessary consultation with school management were conducted during field study, Footpath, necessary road safety signs such as zebra cross, sign board etc has been proposed. In these sections, the road is wider than other section to ease the student flow during school hours.

Table 2-9 Schools in and near the road alignment

S.N.	Chainage	School Name	Location	Remarks
1	0+620	Janapremi Basic School	Sagarmatha Road Section I	None of the structures of school will be affected during construction.

Existing Storm water drainage structures

Table 2-10: Existing storm water drain details

SN	Chainage		Direction of Sagarmatha Road	Remarks
	FROM	TO		
1	0+000	1+290	Section I (Left and Right)	Proposed for reconstruction
2	0+000	0+712	Section III (Left and Right)	

Existing Electric lines

In the whole alignment, the road section has 42 electric poles with in construction width of proposed sub projects which needs to be relocated during construction. Details of electric poles which needs to be relocated during construction are presented in below **Table 2-11**.

Table 2-11 Existing electric pole

SN	Chainage	Direction	SN	Chainage	Direction	SN	Chainage	Direction
Sagarmatha Road Section I			3	0+175	Right	19	2+005	Right
1	0+005	Left	4	0+210	Right	20	2+030	Left
2	0+050	Left	5	0+355	Right	Sagarmatha Road Section III		
3	0+100	Left	6	0+375	Right	1	0+005	Left
4	0+295	Left	7	0+385	Right	2	0+290	Left
5	0+350	Left	8	0+470	Right	3	0+350	Right
6	0+370	Left	9	0+505	Right	4	0+380	Left
7	0+480	Left	10	0+805	Left	5	0+395	Right
8	0+530	Left	11	0+830	Left	6	0+410	Left
9	0+910	Right	12	0+985	Right	7	0+460	Right
10	1+170	Right	13	1+290	Right	8	0+500	Right
11	1+220	Left	14	1+430	Left	9	0+660	Left
12	1+260	Left	15	1+675	Right	10	0+710	Left
Sagarmatha Road Section II			16	1+695	Right	Total	42	Nos.
1	0+005	Left	17	1+895	Right			
2	0+055	Right	18	1+950	Right			

2.10 Demography of the project area

The total population of Udayapur District, according to the Census of Nepal, 2021 (2078B.S.) conducted by National Statistics Office (NSO) is 340,721 and the number of households is 81,089. The average household size of the district is 4.20, which is lower than that of the national average (4.37). The total population of Triyuga Municipality is 102,725 and total household is 25623. The average household size of the Municipality is 4.01 which is lower than that of district household size (4.20). The male and female population of the municipality is 48463 and 54262 respectively and sex ratio is 89.31.

Table 2-12: Population and Household details of affected wards

Ward No.	House hold	Population			Average Household size	Sex ratio
		Total	Female	Male		
12	1882	7907	4137	3770	4.2	91.13
13	1638	6386	3404	2982	3.90	87.60

Source: NSO, 2021

2.11 Settlements

There is scattered settlement within the project area. The major settlement along the alignment is Sonapur, Ekta tole, Puma tole, Buddha tole, Rice mil tole and Bisanpur.

2.12 Land availability

The project area consists of scattered settlements and cultivated land. The proposed roads are opened track and vehicles are moving throughout the road sections. The ROW was declared in 2055 BS by Municipality with the help of “Eastern area Directorate” under Ministry of Building and Physical planning. Government of Nepal. According to declared criteria-2055 by “Eastern area Directorate”, the ROW of this road is 8m. The land within the existing width which is proposed construction width is already in use by the public. The existing width of the road is varying from 6.3m to 8m (including side drain and shoulder). The proposed width of the road also varying from 6.3m to 8m. However due to the availability of existing road width in a few locations, the construction width of the road is reduced as narrow section. The details are presented in **Table 2-1** (Section 2.2: Land use). The proposed road will be upgraded within existing road width only. Thus, there are no any built-up structure/permanent houses lies within the construction width of this road. There are no any impacts on structures, private or public/ temporary or permanent structures due to upgradation works. so, the additional land won't be necessary for this sub-project for the upgradation works.

2.13 Physical Structures

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

2.14 Caste/Ethnicity

The caste/ethnicity wise details of households are presented in **Table 2-13**. There is presence of mixed groups of castes in the project area. The necessary consultations with these groups were conducted during field study. The consultations with different groups including IPs and Dalits were also organized during filed study. The consultation summary with different groups is presented in chapter 5 of this report.

Table 2-13: Caste/Ethnicity of People along proposed road alignment

SN	Ethnicity	HH no.	%	Remarks
1	Brahamin	40	10.96%	Khas/Arya
2	Chhetri	45	12.33%	Khas/Arya
3	Tharu	94	25.75%	IPs
4	Rai	74	20.27%	IPs
5	Magar	60	16.44%	IPs
6	Madheshi	22	6.03%	Khas/Arya
7	Biswokarma (Kami)	10	2.74%	Dalit
8	Mushar	20	5.48%	Dalit
Total		365	100	

Source: field study 2023

2.15 GBV, SEA / SH

During the field study, group discussions, interviews and meetings revealed that, there is gender-based violence in the project area. In the focus groups discussion people said that some domestic (mental) and economic violence is presence in the area. The municipal social section record also shows that GBV present within the Municipality. There are more than 20 number of consultations (KII, FGD and meetings) were conducted during preparation of ESMP. During the consultations, 134 numbers of people participated. The male and female participants are 83 (61.94%) and 51 (38.06%). Most of the local women were not aware

about the provisions of complaint registering through toll free number 1145 facilitated by National Women Commission. Details of violence present within the municipality are presented in the **Table 2-14** and related documents attached in **Annex-II**. According to municipal data, issues on GBV/SEA/SH are taken for planning of mitigation measures which are presented below. Necessary mitigation programs are planned and implemented during construction of sub project.

As a part of the project compliance, an Anti-Harassment Cell and GRC has been formed in Triyuga Municipality with dedicated focal person. **Mr Raj Kumar Khadka** is appointed for 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. The cells process individual complaints and take appropriate action in accordance with the guidelines provided by the respective authorities.

Table 2-14 GBV cases details of Municipality

SN	Identified Cases	Number			Total	Remarks
		F/Y 2077-078	F/Y 2078-079	F/Y 2079-080		
i.	Physical Abuse	13	29	25	67	
ii.	Polygamy	3	6	5	14	
iii.	Railing (गालीगलौज)	4	8	20	32	
iv.	Mental Abuse	2	8	13	23	
v.	Character Abuse	6	2	3	11	
vi.	Resource violence	2	4	2	8	
vii.	Child Marriage	15	7	5	27	
viii.	Rape/Sexual violence	21	7	13	41	
ix.	Rape attempt	2	4	2	8	
x.	Sexual abuse	4	0	0	4	
xi.	Women trafficking	0	0	1	1	

Source: Municipality Social section, Triyuga Municipality

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

- Physical & mental abuse
- Sexual violence/rape cases
- Child marriage

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

- Awareness programs related to community and workers, for reduction of **sexual violence/rape**

cases.

- Awareness Program for **physical/mental abuse** in the project area.
- Awareness raising in Schools on **Child marriage**.
- Establishment of Anti-Harassment Cell in Municipality and assign a Focal Person in the Municipality.
- Conduct an orientation program on code of conduct for contractors and subcontractors to manage GBV/SEA/SH risks during construction phase and Implementation of Code of Conduct on SEA/SH behavior and the provision of punishment for breaching of the code of the conduct.

3. DESCRIPTION OF THE PROJECT AND ITS ACTIVITIES

The upgrading of Sagarmatha Agriculture bazar west to south Madan Bhandari Hall to Janpremi tole Bisanpur ward 12 Road starts at PG chowk of Madan Bhandari highway (Sagarmatha agri bazar) and passes through Buddha chowk, Ekta chowk, Purano laxmipur, Sonapur, Chiura mil, Baruwa, Bisanpur park and end at three locations namely Baruwa corridor, Bisanpur park and Saonapur. The overall length of the proposed road is 4.717 km. This road only passes through ward no 12 of Triyuga Municipality. The settlement of this municipality lies in the plain Area of inner Terai. 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 ROW was declared in 2055 BS by Municipality with the help of “Eastern area Directorate” under Ministry of Building and Physical planning. Government of Nepal. According to declared criteria-2055 by “Eastern area Directorate”, the ROW of this road is 8m. The existing width of the road is 6.3m to 8m (including side drain and shoulder). The proposed width of the road also 6.3m to 8m having carriageway width 5.5m. The components of the proposed roads are improvement of pavement, footpath, kerbs, covered drains, road crossings, retaining wall/breast wall, zebra crossing, shifting of electric poles and improvement of the road furniture.

3.1 Salient Features of the Project

Salient features of the proposed Sagarmatha Agriculture bazar west to south Madan Bhandari Hall to Janpremi tole Bisanpur ward 12 Road sections (Section I to Section IV) are shown below **Table 3-1**.

Table 3-1: Salient features of Sagarmatha Agriculture bazar road

SN	Description	Description	
1	Name of the Road	Sagarmatha Agriculture bazar west to south Madan Bhandari Hall to Janpremi tole Bisanpur ward 12 Road	
2	Road Type	Urban/ Local Road (NURS 2076)	
3	Proposed road length	4.717 Km	
4	Number of Lane	Two Lane	
5	Right of Way	8m	
6	Road Attributes	Existing width	Proposed width
	• Road Width	6.3m for Narrow Section (i.e. CH 0+000~CH 0+040 and CH 0+068~CH 0+712); 8m for remaining Section (including drain and shoulder)	6.3m for narrow section and 8m for remaining section
	• Carriageway Width *	4m for Narrow Section and 5.5m for remaining Section	3.8m for Narrow Section and 5.5m for remaining section
	• Camber of Carriage way	2.5%	
	• Pavement Surfacing	40 mm Asphalt Concrete 0.15 m Base	

SN	Description	Description
		0.15 m Sub-base
7	Terrain Type	Plain
8	Climate	Tropical
9	Geology	Sub Himalayan
10	Wards & Major settlements	Triyuga Municipality –12 and 13 Sonapur, Ekta tole, Puma tole, Buddha tole, Rice mil tole and Bisanpur
11	Design Parameters	
12	Design speed of Road	30 km/hr
13	Design Life of Road	20 Years
14	Maximum Gradient	4%
15	Minimum Gradient	0.35%
16	Total cost of EMP	NPR. 1150,000.00
17	Total Project cost	NPR. 294,147,294.73 (including VAT and contingency)
18	Cost per km	NPR. 62,358,977.05 (including VAT and contingency)

* Note: **Right of Way- RoW** defined by the municipality;
Carriageway Width- Black topped road width.



Figure 3-1 : Index Map

3.2 Proposed Campsite and Stockpile Area

During the field study, the campsite and stockpile area has been identified. The proposed campsite and stockpiling area are a government land having an area of about 31436 Square meters which is situated near the north side of proposed Baruwa Bus Park (Sakela Area). It is 600m far from the proposed site. It is an open

ground area situated near Sakela Tole and can be used for contractor’s campsite and stockpiling of the construction materials. The existing land is barren land having some vegetation. Required facilities like separate male and female camps and toilets will be constructed during construction phase. Necessary consultation with municipality along with locals were conducted with presence of Mayor. The minutes related to consultation is attached in **Annex II**.

Table 3-2: Campsite and Stockpiling location details

SN	Description	Easting	Northing	Available Area (Sqm)	Remarks
1	Camp site	471259.33m E	2963533.47m N	2884	
2	Stockpile area	471252.25 m E	2963346.15 m N	7289	
3	Solid Waste management area	471255.50m E	2963501.14m N	50	Within camp area



Figure 3-2: Proposed camp and stockpiling site

3.3 Solid Waste Management

Solid waste generated from the labor camps will be disposed within the proposed camp site. Soak pits or septic tanks will be established for the sanitation units/latrines at appropriate location within campsite. As the labor camp/stockpiling area is big, contractor will use one point (471255.50m E, 2963501.14m N), tentative area 50sqm) for solid waste management. Also, the waste generated during decommissioning of the temporary campsite, the reusable like cardboards, plastics, bins, etc. will be sold, the metal scrap will be sent or sold to scrap dealers, and any residue will be disposed off in coordination with the local ward/municipal authority through existing solid waste management (collection & disposal) system of the municipality. The land will be cleared and restored to the satisfaction of the Municipality.



Picture: 1 : Solid waste management area

3.4 Spoil Management

As per the DPR of the road, there is earth cutting (5956.797m³) is more than filling work (5927.343m³). After the backfilling, 29.454m³ construction spoil will need to be managed in appropriate site. An open public space located around 500m from proposed road section II end point (near Bisanpur Harid Park ward-12) with area of around 10,000 sqm has been proposed as spoil disposal site which is the government land and far from the nearby settlement. Municipality letter related to spoil management site is attached in **Annex II**. Construction debris will be disposed at designated spoil site only and efforts will be made to minimize such waste through reuse, reduction, and recycling concepts. While hauling and storing spoil temporarily, spoil will be covered with plastic/tarpaulin cover. Construction trash should only be disposed of at approved spoil sites. The land will be cleared and restored to the satisfaction of the Municipality by following environmental obligations.

Table 3-3: Details of spoil generated by sub project

SN	Particulars	Cutting (m3)	Filling (m3)
1	Earthwork	5956.797	5927.343



Figure 3-3: Proposed spoil management site

3.5 Quarry Sites

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

Table 3-4: Quantity of Sand, Aggregate and Stone required for the sub project construction

SN	Particulars	Quantity (m3)	Remarks
1	Sand	1548.49	
2	Stone	0	
3	Aggregate	15292.492	

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 3-5: IEE Approved Quarry site description

SN	Quarry Name	Ward No	Northing	Easting	Available quantity (m3)/year	Remarks
1	Babari (Rato Pahiro)	10	26°49'18.08'' to 26°49'8.37'' N	86°42'1.40''E to 86°42''7.47''E	9660	Approved IEE of these sites is not

SN	Quarry Name	Ward No	Northing	Easting	Available quantity (m3)/year	Remarks
2	Bisanpur	12	26°46'36.17''N to 26°46'16.76''N	86°43'11.18''E to 86°43'26.15''E	25375	mentioned separate volume of the stone, aggregate and sand to be available
3	Sakela	11, 13	26°48'5.09''N to 26°47'36.63''N	86°42'39.59'' E to 86°42'45.32''E	38080	
4	Dimki	11	26°48'25.65'' N to 26°48'6.42''N	86°42'38.34'' E to 86°42'42.59''E	14280	

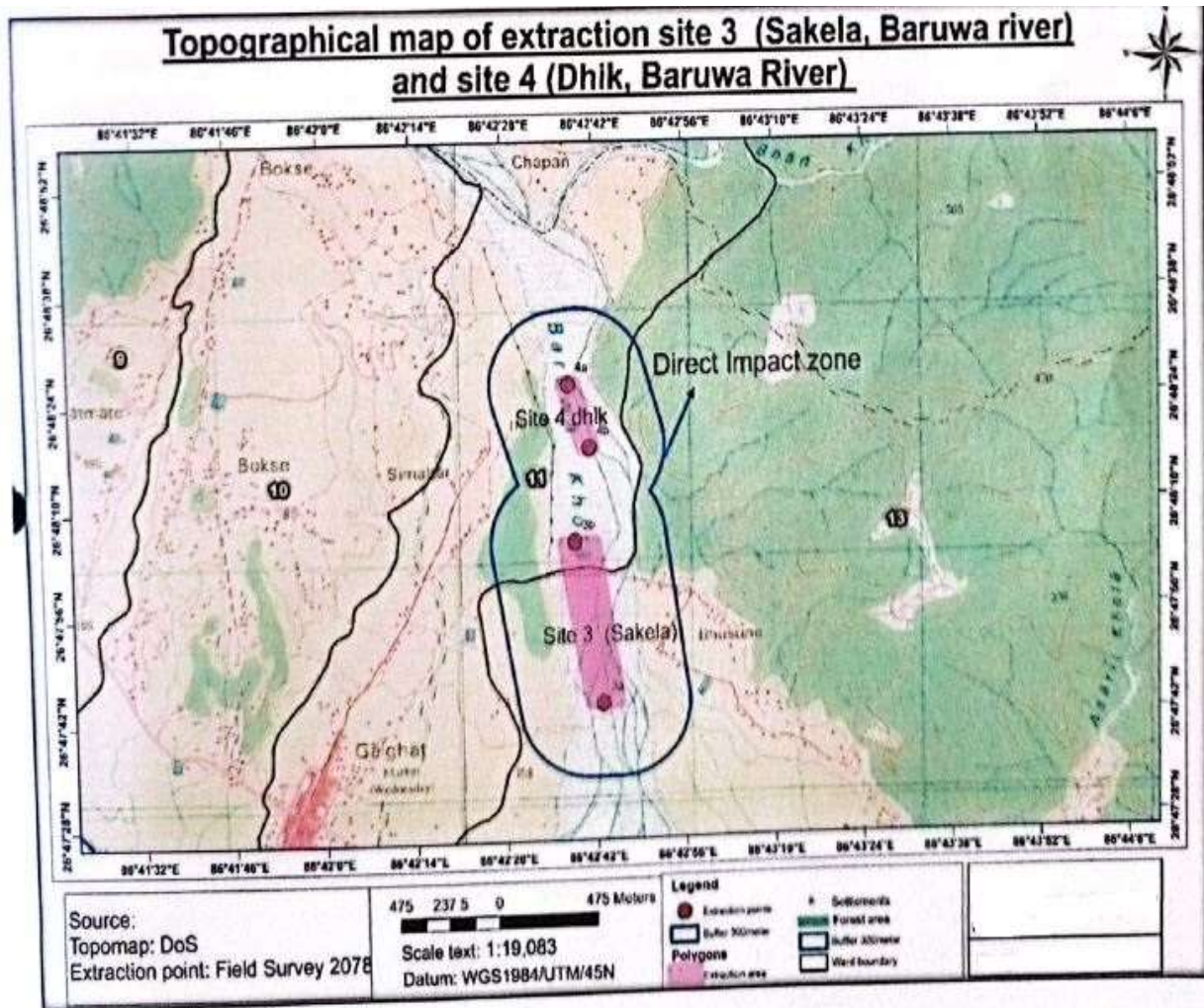


Figure 3-4 : Topographic map of Quarry site

3.6 Borrow Pits

As per DPR, the quantity of earthwork cutting (5956.797m³) is more than earth filling work (5927.343m³), thus there is no need of borrow pits in this sub project however for ease and future possibility of requirement, borrow pits has been identified. The borrow pit is proposed at the Triyuga River which is 500m (Easting 471634.00m E, Northing 2960654.00m N) far from our road chainage 2+140 of section II (near Bisanpur Harid Park) and having IEE clearance by municipality. The letter of municipality for about borrow pits is attached in **Annex II** of this report.



Figure 3-5: Proposed Borrow Pits site

3.7 Other facilities

The facilities like workshop area, concrete batch plant will be established during construction of road. The site is identified during filed study. It is proposed near the bank Baruwa Khola (Easting 472352.00m E, Northing 2961269.00m N) which is 635m far from our site and is a government property. Necessary consultation with Municipality was conducted and minutes is attached in **Annex II**. Further, CESMP will be prepared by contractor contracted within 45 days of contract. Thus, facilities like Workshop area, concrete batch plant establishment details will also be included in contractors CESMP.



Figure 3-6 Proposed other facilities establishment site

4. ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN (ESMP)

4.1 Social and Environmental Screening:

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

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

The proposed sub-project is an upgradation of an existing road. By using approved format, A social and environmental screening of the sub-project has been done to assess any potential risk associated with the road upgradation work. The checklists of screening of social and environmental safeguards are provided in **Annex I**. The screening shows that the project area doesn't have major social or environmental risks. The land required for road construction is already available and is in public use. Documents regarding declaration of the RoW by the Triyuga 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 Triyuga 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 for ESMP implementation

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

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

4.4 Objectives of ESMP:

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

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

4.5 ESMP Matrix:

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

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

Stage	Impact	Mitigation Measure	Responsibility *	Cost (Remarks if any)
Physical-Construction				
1.	Obstruction due to electric poles with in construction width (42 Nos.)	<ul style="list-style-type: none"> Obtain all necessary permits for dismantling and relocation of electric poles from NEA. The cost of shifting should be included in project cost 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.	Relocate and re-construction of Water Supply Pipe lines of the Triyuga small town water scheme (2.58km pipelines likely to affected)	<ul style="list-style-type: none"> Obtain permission (Obtained necessary estimation from relocation of pipes from water management committee) for relocate and reconstruction from Water Supply Management Committee. The project must work in close coordination with the Water Supply Management Committee regarding disruption of water supply system in road section, Alternative means of supply during the disruption and reconstruct the system will be arrange Details in section 2.9. 	Municipality/DSC and contractor in coordination with water supply management committee	Included in DPR BOQ (BOQ item no: A-2)
3.	Quarrying Material and Operation	<ul style="list-style-type: none"> Avoid and or minimize adverse environmental impacts arising out of quarry construction material exploitation in line with MOFE guidelines/ conditions / recommendations. Include conditions for selecting borrow sites, timing and use of roads, maintenance of vehicles, selection of sites 	Municipality/DSC, Municipality instructs the quarry operators to reinstate the established quarry sites as per	Covers by municipality/PIU DSC monitoring cost

Stage	Impact	Mitigation Measure	Responsibility *	Cost (Remarks if any)
		<p>for material storage, rock blasting and aggregate production, handling hazardous or dangerous materials such as oil, explosives and toxic chemicals.</p> <ul style="list-style-type: none"> • The construction materials will be brought from the established quarry sites located within or outside the municipality. So, the direct impact of quarries is not expected in this Subproject. • The municipality in support of DSC will monitor the quality of quarrying material and state of quarry sites. • The materials will be brought only from licensed vendors having environmental clearance. • Municipality may instruct the quarry operators to reinstate the established quarry sites as per agreed norms during environment clearance. • Prepare a CESMP and include the details of quarrying activities including required quantity, locations and required mitigation within 45 days of commencement of works and submit to the PIU for approval. 	<p>agreed norms during environment clearance (Follow IEE obligations)</p>	
4.	Issues of stockpiling and construction material	<ul style="list-style-type: none"> • Locate and seek approval from the supervising consultant for the use of stockpile sites. The proposed campsite and stockpiling area are a government land having an area of about 31436 Square meters which is situated near the north side of proposed Baruwa Bus Park (Sakela Area). It is 600m far from the proposed site. • 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. 	Contractor	This will be the part of Contractor's Responsibility under Contractor Cost. This will be included in CESMP

Stage	Impact	Mitigation Measure	Responsibility *	Cost (Remarks if any)
		<ul style="list-style-type: none"> • Obtain written permission from landowners and local bodies for stockpiling on their land. • Only barren land will be used for stockpiling and proper insulator cover and proper drain will be managed to store the chemical to avoid the leakage of chemicals. • Stock of sand will be set wet to prevent it from blowing with the wind; water sprinkler will be used for this purpose. • The places used for the stockpiling of construction materials will be cleaned promptly after the completion of the project. • The area could be leased or rented based on price not lower than the prevailing market price 		
5.	Borrow Pits	<ul style="list-style-type: none"> • Earth material Quantity required of the filling works, sub-grade, base and sub-base. • The construction materials will be obtained to supply and borrow pits must be legally operating with IEE approval from the concerned authority. • Implementation for the monitoring will be carried through contractor environment mitigation checklist which is prepared before the construction of structures • Reclamation of borrow pits, landscaping and tree plantation along the excavated borrow pits. • The borrow pit is proposed at the Triyuga River which is 500m (Easting 471634.00m E, Northing 2960654.00m N) far from our road chainage 2+140 of section II (near Bisanpur Harid Park) and having IEE clearance by municipality. 	Contractor	This will be the part of Contractor's Responsibility under Contract Cost. This will be included in CESMP

Stage	Impact	Mitigation Measure	Responsibility *	Cost (Remarks if any)
6.	Spoil Disposal	<ul style="list-style-type: none"> Disposal of spoil into water bodies will be strictly prohibited and Generated spoil will be disposed only at designated spoil disposal sites. Open burning of solid waste from the Contractor's camps should be strictly banned The scarified spoil will be disposed within the RoW width along the alignment during the construction and required additional filling quantity is direct transport from the borrow pit site which is legally operating with IEE approval from the concerned authority. Implementation for the monitoring will be carried through contractor environment mitigation checklist which is prepared before the construction of structures The identified spoil deposit site is an open public space located around 500 m from Sagarmatha agri road section II end point (near Bisanpur Harid Park ward-12) with area of around 10,000 sq.m has been proposed as spoil disposal site which is the government land and far from the settlement. All the identified spoil disposal sites will be rehabilitated after disposal adopting natural drainage, and covering vegetation. 	Contractor	will be the part of Contractor's Responsibility under Contractor Cost
7.	Air/Dust Management	<ul style="list-style-type: none"> Road construction area shall be maintained damp by periodical spray of water. Bisanpur area will be needed for water spray during construction. Delivery vehicles will be covered. Mixing equipment will be well sealed and equipped as per existing standards. 	Contractor/PIU/DSC	Included under Contractor's Cost The cost for the water sprinkling will be borne by the contract package.

Stage	Impact	Mitigation Measure	Responsibility *	Cost (Remarks if any)
		<ul style="list-style-type: none"> All construction vehicles should comply with Motor Vehicles and Transportation Management Act 2049 (Third Amendment) Rules, 2066 (2010). Provide temporary hoardings where required to minimize dust impact on locations of temples (Shiva Mandir ch 0+600, section I, Bisanpur Harid Park chainage 2+140, section II), and Janapremi basic school(Chainage 0+620). Provision of speed control measures in Bisanpur area as well as Janapremi basic school area and working areas to limit traffic speed. Dust emission and air pollution due to construction activities and operation of heavy equipment and movement of transporting vehicles, to mitigate the impacts water will be sprinkled along the proposed road alignment and nearby dust prone area 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. Air quality monitoring/Sampling (at least 2 times during construction) 		(For Air quality test/sampling, Noise level monitoring and water quality test NRs 250,000)
8.	Noise, vibration due to the use of heavy machinery and other construction activities,	<ul style="list-style-type: none"> Vehicles and equipment used will be fitted with silencer and maintained to keep noise at minimum levels and Select equipment and machinery with lower sound power levels for the use. Workers will be provided with appropriate ear muffs/plugs specially at crusher site 	Contractor/DSC	Cost of noise level monitoring comes within the Air Quality monitoring cost above Costs as a result of damage from vibrations will be borne by contactor.

Stage	Impact	Mitigation Measure	Responsibility *	Cost (Remarks if any)
		<ul style="list-style-type: none"> • Sensitive locations i.e., Janapremi basic school, Bisanpur Harid Park area etc. will avoided while placing the noise generating equipment. • Restrict activities with significant noise impacts to outside school (no horn sign). • Activities involving heavy machinery with significant noise impacts should be restricted to outside school hours. • Noise levels (1 hr Leq dB(A)) levels will be monitored regularly. Conforming WHO standards. 		
9.	Water Pollution	<ul style="list-style-type: none"> • Hazardous materials shall not be stored near surface waters sources • Used lubricants and oils shall be collected and recycled or disposed off site. • Plastic sheeting shall be placed under hazardous material storage area to collect and retain leaks and spills. • Contaminated runoff from storage areas shall be captured in ditches or ponds with an oil trap at the outlet. • Contaminated and worn plastic sheeting shall be packed into drums and disposed off site. • Water Quality (EC, PH, DO, TSS, Oil and Grease). Conforming WHO standards. 	Contractor/DSC	Cost of water pollution monitoring comes within the Air Quality monitoring cost included in above SN 7 of this table
10.	Labor Location Camp and Management	<ul style="list-style-type: none"> • Camps area should be well fenced having entrance gate and provided with a 24-hour guard having access to entry for authorized personnel only. Also, will maintain record of labor in proper way. • Camps shall not be located near settlements; near water supply intakes; or sites that affect the access by local people to drinking water. 	Contractor	Included in Contractor's Cost, it is the responsibility of Contractor.

Stage	Impact	Mitigation Measure	Responsibility *	Cost (Remarks if any)
		<ul style="list-style-type: none"> • Camp shall not be in the vicinity of landslide and flood plains. • Provide adequate health care facilities within construction sites and provide first aid facility round the clock • Install sanitary facilities for workers to avoid open defecation by construction of temporary toilet. • Separate Camps shall be constructed for Male and female workers with separate, safe and easily accessible facilities like separate toilets, Locker room etc. • Provide and maintain proper drinking water, sewerage and waste disposal facilities at the camps. • Camps shall be provided free of cost, with electricity and regulator & adequate fuel supplies of LPG or Kerosene. • After use, sites shall be cleared and restored to near natural or stable conditions with vegetative cover. 		
11.	Solid waste generation/ Waste from labor camp	<ul style="list-style-type: none"> • Waste minimization and waste segregation will be prioritized; 3R approach will be promoted. • Composting of organic waste generated from the camps will be disposed within the proposed camps. • Coordination with municipality for final disposal into the municipality's waste collection & disposal system • Awareness raising event will be carried out. • Decommissioning waste will be re-used, sold to local scrap dealers. Every week, it will be monitored for the management of waste from the camp site. • Further detailed plan will also be provided in C-ESMP with in 45days of contract agreement. 	Contractor	<p>Included in Contractor's Cost, It is the responsibility of Contractor.</p> <p>For awareness raising activities NRs 25,000</p>

Stage	Impact	Mitigation Measure	Responsibility *	Cost (Remarks if any)
12.	Road safety and Community safety	<ul style="list-style-type: none"> • Cross-Roads: Development Stretch of up to 15 m of each cross-road will be developed under this project. • Installation of Road markings at all major as well as minor intersections. Road Signs and Markings Road Markings has been provided as per Traffic Sign and Marking manual as per DPR • The signage/hoarding board needed area are Bisanpur and Janapremi basic school area. • Retaining/ Breast wall: Stone Masonry Retaining wall has been provided along the alignment where embankment is required. • Awareness activities (minimum one event, minimum participants 30nos.) will be conducted to inform & aware locals regarding potentials risks and proposed safety measures related to the project activities 	DSC/Contractor	Included in DPR BOQ (BOQ item no: B-7, H-41, H-42, H-43, H-44, H-46, H-47, H-48)
13.	Construction Safety	<ul style="list-style-type: none"> • Provide barricades and green net in sites for restriction of local people movement during construction in densely populated area such as Bisanpur, Janapremi school area. • PPE (helmets, masks, boots, gloves, ear plugs and goggles) should be provided for workers safety • Storm water collected should be disposed through the nearest culvert sections through side drains. • 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. 	Contractor	<p>It will be the part of Contractor's Responsibility under Contract Cost</p> <p>NRs 50,000 for worker safety materials.</p>

Stage	Impact	Mitigation Measure	Responsibility *	Cost (Remarks if any)
		<ul style="list-style-type: none"> • Adequate warning signs, safety barriers, traffic calming measures and persons with flags to control traffic will be provided for work safety. • 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. • 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. 		

Stage	Impact	Mitigation Measure	Responsibility *	Cost (Remarks if any)
14.	Traffic Management	<ul style="list-style-type: none"> • Emergency traffic management plan should be included in CESMP by the contractor and approved by the PIU/DSC. This is required to cope up with the restriction on the vehicular movement due to closure of road for reasons including construction. The plan may include informing about the scheduled road closure and the alternative routes identified to divert the normal traffic flow, transport material during off-peak time, • provide advance notice to stop vehicles by erecting indicator signs at a necessary distance in order to reduce congestion at the site of work, thus enabling making of proper security arrangements, or lane wise traffic management. • Traffic management for the Janapremi Basic School, Chainage 0+620, Section I will be maintaining traffic diversion for the teachers/students within the sub-project up to construction period. Also, alternative routes will be identified. • 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. 	PIU/ DSC and Contractor	Included in DPR BOQ (BOQ item no: B-7, H-41, H-42, H-48)
15.	Demobilization of contractor	<ul style="list-style-type: none"> • construction sites are cleaned from residual waste and fully reinstated; • Enabling environment is provided for natural regeneration of work base and construction sites to natural condition. 	Contractor and monitored by PIU/DSC	Contractor cost.

Stage	Impact	Mitigation Measure	Responsibility *	Cost (Remarks if any)
16.	Risk associated with others facilities like Crusher, asphalt plant	<ul style="list-style-type: none"> The Contractor will develop and maintain emergency response system in order to address any accidents or other emergency situation or disaster at site such as fall of workers from height, collapse of pier, flood, earthquake, accident, etc. The Contractor will dispose all the chemical wastes generated during the time of construction safely without interrupting the existing nearby settlements, water bodies, forests and wildlife. 	Contractor and monitored by PIU/DSC	Contractor cost.
Physical-Operation				
1.	Road Stability and Drainage Management	<ul style="list-style-type: none"> Road side tree plantation to mitigate possible degradation of land along the project alignment, Ensure proper compaction as per design. Proper drainage should be maintained and monitoring should be done for clogging. 	Contractor/Municipality	Municipality Regular program during Operation.
2.	Air and Noise pollution	<ul style="list-style-type: none"> 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	Municipality Regular program during Operation

Stage	Impact	Mitigation Measure	Responsibility *	Cost (Remarks if any)
3.	Water pollution	<ul style="list-style-type: none"> The operation of proposed work doesn't pose serious threat on water bodies; however, washing vehicles on fresh water streams will be avoided. 	Drivers, Ward, local people	Municipality will monitor
4.	Climate change and Disaster Risk	<ul style="list-style-type: none"> Trees must be planted along the alignment so as to enhance the greenery and beauty of the city and to reduce erosion, draught, flood etc. 	Contractor along with municipality	
Biological-Construction				
1.	Slopes stabilizations/ Landslide, Vegetation clearing.	<ul style="list-style-type: none"> Bio-engineering has been proposed as mitigation for the stabilization of slopes along the road. Civil structures like masonry wall, gabion walls are constructed during construction There is no any vegetation loss during construction. 	Contractor	Included in BOQ (BOQ item no G-38, G-39, G-40)
Biological-Operation Stage				
2.	Impact on Vegetation	<ul style="list-style-type: none"> Encouraging local people for protection of roadside plantation carried out during construction. 	Municipality	No additional cost
Social- Construction Stage				
1.	Land use change	<ul style="list-style-type: none"> Land will be required for the establishment of labor camps, storage of construction materials, workshops etc as rented basis which is the temporary in nature. All the temporarily rented land will be rehabilitated into previous state or better than the earlier state maintaining natural drainage and acceptable to the land owner/DSC. 	Contractor.	Contractor cost.
2.	Pedestrian and houseowner Safety: General people, children and elderly people.	<ul style="list-style-type: none"> Diversions should be safe for children, the elderly, differently-able people and other general pedestrians during construction to ensure their mobility. School areas (Janapremi basic school) should be emphasized and adjacent transitions should be ensured. 	Contractor	Included in BOQ (BOQ item no B-7, H-41, H-42)

Stage	Impact	Mitigation Measure	Responsibility *	Cost (Remarks if any)
		<p>Appropriate signs and signage are used during project execution and construction to raise awareness of potential safety hazards of construction.</p> <ul style="list-style-type: none"> • 39 nos. of Zebra crossing are provided throughout the alignment in certain interval and major crossings. 		
3.	Health and Sanitation	<ul style="list-style-type: none"> • Proper awareness on use of sanitation facility 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
4.	Child labor and forced labor	<ul style="list-style-type: none"> • No child (below 16 years) and forced labor will be employed in project. • Age verification document of workers will be documented and contractor will maintain the record of labor employed. 	Contractor	No additional cost
5.	Occupational Health and Safety	<ul style="list-style-type: none"> • PPE including mask, gloves and First aid kit will be provided to the worker and also kept in Camp. • Worker will be given clear instruction to follow safety rules. • Orientation on use of PPE during construction will be provided to workers and in regular basis, Induction and refresher training to the workers will be provided. • Safe Drinking water will be provided to the camp for worker use. • Provision of insurance to cover physical damage to workers • Contractor will be responsible to maintain the records of each and every accident and incidence and will make available to DSC/PCO/PMST as and when required. 	Contractor	Included in BOQ (BOQ item no B-8)

Stage	Impact	Mitigation Measure	Responsibility *	Cost (Remarks if any)
		<ul style="list-style-type: none"> Contractor's team, staff and laborers can also make use of the GRM to raise complaints / grievances if any. 		
6.	Community Health, Safety and Security	<ul style="list-style-type: none"> Display appropriate signage for use during construction and implementation of the project to enhance awareness creation on the potential hazards of the project. <ul style="list-style-type: none"> Carry out site management practice such as the fencing around work area and road signage. Increase public awareness of safety, health and environmental issues by providing information directly and indirectly through campaign. 	Contractor/ Public awareness campaign by the municipality	Included in the BOQ (BOQ Item no A-3)
7.	Grievance Redress, GBV, SEA/SH risks and Stakeholder Consultation	<ul style="list-style-type: none"> Clear and timely dissemination of project information, and safeguards aspects including anti-harassment cell; Coordination with the local stakeholders Awareness raising, information and dissemination about GRM and GBV (meetings, monitoring and logistic costs@ 1 meeting every month) SEA/SH awareness raising activities, trainings and stakeholder engagements such as: community based-awareness program, School based awareness program, Awareness program for women and against the gender-based violence (Domestic violence, Sexual violence) GRM will include mechanism for referring SEA/SH-related grievances Production of leaflets, and information dissemination through local media of ESMP, project provisions including GRM and SEA/SH and ESMP document in ward offices. 6 numbers of awareness/ orientation/ trainings (awareness on domestic violence (2nos.), 	PIU/DSC	NRs 750,000.00 (Further breakdown presented in table 4-3 below)

Stage	Impact	Mitigation Measure	Responsibility *	Cost (Remarks if any)
		<p>Rape/Sexual violence (1nos.), Child marriage (1nos.) CoC (2nos.) with at least 30 participants in each activity and will conduct during first quarter of 1st year and 3rd quarter of first year)</p> <ul style="list-style-type: none"> • Skill enhancement training targeting the women, vulnerable, disadvantaged groups including IPs like Rai, Bote and Chaudhary @ 1 event. 		
8.	SEA/SH risks	<ul style="list-style-type: none"> • Separately Camps for man & women and maintain minimum distance from one camp to other camp. • Providing female labor-centric facilities such as separate female toilets, separate female camps, separate family camps and mother's rooms on the site. • GRM will include mechanism for referring SEA/SH-related grievances. • Formulating and adopting Code of conduct including sections on the safety of women and girls (CoC should be included in all contracts and training on CoC should be provided to all workers) • CoC are understood through orientations and signed by workers. 	Contractor	This will be part of contractor's cost
Social Operation Stage				
	Encroachment of ROW	<ul style="list-style-type: none"> • The municipality will work with wards to discourage encroachment into the RoW. 	Municipality	Cost will be borne by municipality
	Air and Noise Pollution	<ul style="list-style-type: none"> • 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. 	Municipality	Municipality will be responsible during operation stage.

Stage	Impact	Mitigation Measure	Responsibility *	Cost (Remarks if any)
		<ul style="list-style-type: none"> • Maintain road side tree plantation • Air pollutant parameters (TSPM, PM10, SO_x, NO_x, CO_x, Pb). Conforming NAAQS of Nepal. • Water quality (EC, PH, DO, TSS, Oil and Grease). Conforming WHO Standards. • Noise levels (1 hr Leq dB(A). Conforming WHO standards. 		
	Traffic accidents and associated risks	<ul style="list-style-type: none"> • Raise awareness of traffic rules, pedestrian / cycle lanes and installation of speed bumps to control speed near pedestrian crossing areas • Traffic management plan will be developed, especially along congested locations. • Traffic control measures, including speed limits will be enforced strictly. • Further encroachment and squatting within the ROW will be prevented. 	Municipality	Cost will be borne by municipality
	Limited access for elderly and differently-able people	<ul style="list-style-type: none"> • Provide training on the use of facilities; maintain signboards, lights, instructions in strategic locations. 	Municipality	Cost will be borne by municipality

*Note: * The DSC team will responsible for monitoring the abovementioned 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
1	Water quality test	Samples	2		250,000	
2	Air quality monitoring/sampling	Samples	2			
3	Noise level monitoring	Samples	2			
4	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	6	50000	300,000	
i	Awareness program on reduction of sexual violence/rape cases	Events	1			
ii	Awareness program regarding domestic violence (physical/ mental abuse)	Events	2			
iii	Awareness for reduction of Child marriage	Events	1			
iv	Awareness/Training on CoC	Events	2			
5	Solid waste management	Events	1	25000	25,000	
6	Awareness on Health and sanitation of workers and provision of chlorine solution	Events	1	50000	50,000	
7	Awareness on Road safety and community safety	Events	1	25000	25,000	
8	Construction safety (PPE, Protective clothing including helmets, masks, boots, gloves, ear plugs, goggles etc)	LS	1	50000	50,000	
9	Skill enhancement training targeting the women, vulnerable, disadvantaged groups including IPs like rai, bote and chaudhary @ 1 event (NRs 100,000 per event)	Event	1	100000	100000	
10	Social safeguards (grievance meetings, site monitoring, etc)	Meetings/Events	18	12500	225,000	
11	Information dissemination materials and medium					
	(a) Leaflets and ESMP document printing				50,000	
	(b) PSA (local media)		3	25,000	75,000	
	Total				1,150,000	

Table 4-5: Implementation schedule for Environmental measures

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

4.7 Environmental & Social Monitoring

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

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

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

Table 4-6: Environment and Social monitoring Plan

SN	Monitoring Aspects	Location	Parameters	Methodology	Frequency	Responsibility
A	Construction Phase					
1.	Air quality monitoring	Settlement areas near road alignment	At least TSP; PM ₁₀ /PM _{2.5}	Air Sampler / Detector	Quarterly	DSC
2.	Noise Levels	Settlement areas near road alignment	Average noise levels (L _{eq})	Noise Meter / Android Application	Every Month	DSC
3.	Water Quality	Near disposal site and Campsite	Parameters as per ESMF of the project	Laboratory Analysis	Quarterly	DSC
4.	Spoil Disposal	Along road alignment	Spoil tip sites; road sections where spoils are generated	Site verification	Every month	Contractor/ DSC
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

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

SN	Monitoring Aspects	Location	Parameters	Methodology	Frequency	Responsibility
B	Operation & Maintenance Phase					
1	Road stability	Road alignment	Status of slopes along road alignment; status of road components	Site verification; ward records; traffic police office records	Every 3 months - 1 st year; Bi-annually after that	Municipality
2	Water pollution	Surface flows (natural drainages & irrigation canals)	Parameters as per standards (Annex IV)	Laboratory Analysis	Every 6 Months	Municipality
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	Municipality
4	Road safety	Road alignment and adjacent settlements	Road accidents; status of road components	Site verification; interaction with road users	Every Month	Municipality

Monitoring activities during O&M Phase will need to be scheduled based and site requirements. Contractor will be responsible for monitoring during DLP period. After the DLP period, Triyuga 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, Municipality office, ward offices, water supply user committees, School, labourers and farmers were consulted during the preparation of the ESMP. Consultations were also carried out with the women and indigenous communities living along the proposed road alignment. The main objectives of these consultations were to aware public on environment and social issues, find the issues/mitigations to be included in ESMP report. 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 details of design aspects of the road, social & environmental safeguards, and GBV aspects were discussed during the public consultations. The list of people and institutions consulted are presented in **Table 5-1, 5-2**, minutes are attached in **Annex II** and issues raised/discussion during consultations are listed 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 supporting the project. There is no other objection except the completion of construction on time and maintaining quality during construction.

During the consultation, peoples mainly emphasized on the quality of road and the material that will be used during the construction as well as proposed components of the roads, other concerns of locals are summarized below.

- Water must be sprayed during the construction phase
- Women empowerment must be taken into consideration.
- Road safety must be taken seriously during construction phase.
- Willing to work as construction helper as per need.
- Quality of the road construction works

Table 5-1: People consulted during field study

SN	Category	Total people consulted		
		Male	Female	Total
1	Brahman	28	9	37
2	Kshetri	9	9	18
3	Tharu	19	14	33
4	Rai	16	8	24
5	Tamang	2	0	2
6	Bishwokarma	2	9	11
7	Pariyar	2	0	2
8	Bhujel	1	0	1
9	Thebe/Magar	4	2	6
Total		83	51	134
%		61.94	38.06	100

Source: field study 2023

Table 5-2: Details of participants during consultations

SN	Date	Name of the Road	Name	Organization	Consultation type	Remarks
1	2080-05-25	Mayor	Basanta Kumar Basnet	Triyuga Municipality	KII	Mayor
2	2080-05-24	Deputy Mayor	Maheshwori Rai	Triyuga Municipality	KII	Deputy Mayor
3	2080-05-20	Engineer	Nirmal Chaudhary	Triyuga Municipality	KII	Engineer
4	2080-05-24	W-11 Chair	Shumanta Koirala	Triyuga Municipality	KII	W-11 Chair
5	2080-05-24	W-13 Chair	Nabin Kumar Chaudhary	Triyuga Municipality	KII	W-13 Chair
6	2080-05-25	W-12 Chair (Acting)	Anita Thapa	Triyuga Municipality	KII	W-12 Chair (Acting)
7	2080-05-25	Ward Member, W12	Ramkali BK	Triyuga Municipality	KII	Ward Member, W12
8	2080-05-22	W-10 Chair	Kiran Panday	Triyuga Municipality	KII	W-10 Chair
9	2080-05-24	Chairperson, Himali tole	Shahi kumar Tuladhar	Triyuga Municipality	KII	Chairperson, Himali tole
10	2080-06-10	CAO, Triyuga Municipality	Bishnu Bhakta Sigdel	Triyuga Municipality	KII	CAO, Triyuga Municipality
11	2080-06-09	Sagarmatha Road	Gopal Pokhrel	Triyuga Municipality	KII	Principal, Janapremi Basic school, Ward-13
12	2080-05-07	Sagarmatha	Saraswoti Mahatara and other tole members	Raudidas tole bikas	FGD	
13	2080-05-10	Sagarmatha	Kshab Prasad Pokhrel and other tole members	Hawaifield tole bikas, Ward-13	FGD	
14	2080-05-13	Sagarmatha	Aadesh Kumar Rai and other tole members	Yakata Tole bikas, Ward-12	FGD	Rai
15	2080-06-10	Sagarmatha	Gauri Narayan Chaudhary and other tole members	Locals, Ward 12, Bisanpur	FGD	
16	2080-06-09	Sagarmatha	Chandra Bahadur Tamang and other School teacher	Shree Janapremi Basic School, Ward-13	FGD	School
17	2080-05-07	Sagarmatha	Laxman Dhakal and other tole members	Ward and Raudidas tole bikas	Meeting	

SN	Date	Name of the Road	Name	Organization	Consultation type	Remarks
18	2080-05-10	Sagarmatha	Kshab Prasad Pokhrel and other tole members	Chairperson Hawaifield tole bikas and Locals, Ward-13	Meeting	
19	2080-05-13	Sagarmatha	Aadesh Kumar Rai and other tole members	Yakata Tole bikas, Ward-12	Meeting	
20	2080-06-10	Sagarmatha	Shrawan Kumar Chaudhary and other tole members	Bisanpur tole bikas, Ward-12	Meeting	Chaudhary only
21	2080-06-09	Sagarmatha	Gopal Pokhrel, Headteacher and other teacher	Janapremi Basic School	Meeting	

5.2 Information Dissemination

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

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

An Information Centre will be established at the municipality office during implementation to disseminate all the documents related to the project activities. Based on the public information disclosure policy, PCO and the municipality will disclose the information through its website. The information dissemination plan for proposed Road sub project is presented in **Table 5-3**.

Table 5-3: 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 5-4**

Table 5-4: Stakeholder consultation Plan

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

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

5.4 Grievance Redress Mechanism (GRM)

As part of the implementation stage the PIU, the project municipality, project engineers and environment and social staffs will directly interact and consult with the people of project alignment. The people of project alignment will be able to raise any grievances related to the sub project with the subproject grievance redress mechanism (GRM), to help ensure the successful implementation of resettlement measures. At first instance, the project-affected grievant should raise their grievance with the information office of the project, and the information office will determine whether it can be resolved within the project, at the ward level, or whether another mechanism should be used. PAPs will be exempt from all administrative fees incurred, pursuant to the grievance redressed procedures except for cases filed in court. More details regarding the GRM are discussed in the following sections.

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 GRC formation related municipality 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 11, Mr. Sumanta Koirala	– Coordinator
Ward Chairperson, ward-10, Mr. Kiran Pande	--Member
Acting Ward Chairperson, ward-12, MRs. Anita Thapa	--Member
Ward Chairperson, ward-13, Mr. Nabin Kumar Chaudhary	--Member
Ward member, ward-10, MRs Urmila BK	--Member
Ward member, ward-11, MRs Nila Kakri Dholi	--Member
Ward member, ward-12, MRs Ram kali Biswokarma	--Member
DSC (Supervision Engineer/Social/Environmental Safeguard Specialist)	– Member Secretary

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

Mayor	– Coordinator
Deputy mayor	– Member
Chief, Administrative section	– Member
NUGIP focal person	– Member
Municipality’s Grievance Officer	– Member
Chief, Municipality’s Social Development section	– Member
DSC (Supervision Engineer/Social/Environmental Safeguard Specialist)	–Member Secretary

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

5.4.2 Processes of the GRM

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

A ticket or a unique number will be generated for all such call, messages and letters. The complainant will follow up based that unique number with Operator at PCO-Kathmandu. All complaints will be responded within two weeks at any level. In case response is not received from 1st level within 15 days, the complaint will be escalated to next level. If complaint remains unaddressed at 1st and 2nd within maximum 30 days after registering the compliant, it will be elevated to 3rd level at PCO level. The PCO within 7 days of time should instruct the concerned person at Triyuga 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, September 2020, the World Bank
- Final Detailed Project Report on Upgradation of Sagarmatha Agriculture bazar west to south Madan Bhandari Hall to Janpremi tole Bisanpur ward 12 Road, Triyuga Municipality Road, August 2023
- Nepal Human Rights Year Book 2023, Informal Sector Service Center (INSEC), Kathmandu.
- Project Implementation Manual, Nepal Urban Governance and Infrastructure Project, December 2022, the World Bank
- <https://censusnepal.cbs.gov.np>
- IEE Report of Triyuga, Baruwa River
- Municipality Profile of Triyuga Municipality 2019
- <https://Triyugamun.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: Stakeholder Consultation Details

Annex IX: Photographs

Annex X: Cadastral Maps of Alignment

Annex XI: Alternative route

Annex I: Environmental and Social Screening Checklists

Table 7-1: Environmental Screening Checklist

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)				There will be chances of flooding, earthquake and Natural Disaster.
2	Is the project area adjacent to or within any of the following environmentally sensitive areas? <input type="checkbox"/> Cultural heritage site (historical, religious, traditional, or cultural significance) <input type="checkbox"/> Protected Area (National Parks, Wildlife Reserve, Hunting Reserve, Conservation Areas, and Buffer Zones etc.) <input type="checkbox"/> Wetland/Ramsar Site/Simsar <input type="checkbox"/> Forest <input type="checkbox"/> Special area for protecting biodiversity/interest <input type="checkbox"/> Breeding/nesting ground of wildlife/occurrence of migratory species <input type="checkbox"/> Migration route/Wildlife corridor <input type="checkbox"/> Any site of national or international importance		No		
3	Likely impact on trees (including Timber & fruit bearing) and vegetation cover		No		
4	Possibility of degradation of land and ecosystems of surrounding?				There is no any unstable surface and land slide prone areas. The road is lies in plain area. Thus, there is less chances to degradation of land and ecosystem.
5	Is the project area densely populated?		No		
6	Heavy with development activities/big industries nearby & type?		No		
7	Alteration of surface water hydrology of waterways due to the project resulting in increased sediment in streams affected by increased soil erosion at construction site?		No		
8	Chance of deterioration of surface water quality due to silt runoff and sanitary wastes from worker-based camps and chemicals used in construction		No		

SN	Particulars	Yes	No	Can't Say	Remarks
9	Does the sub project require significant extraction of surface or ground water?		No		
10	Increased risk of water pollution from oil, grease, fuel spills and other materials				Short term impact during upgradation work.
11	Impact on water quality due to release of sewage/sludge?		No		Not connected to drainage system.
12	Possibility of flooding due to sewage		No		Not connected to drainage system.
13	Possibility of increased air pollution during preconstruction/ construction/operation phase?				Short term impact during upgradation work.
14	Other pollution concerns relating to inconveniences in living conditions that may trigger cases of upper respiratory problems?				Short term impact during upgradation work.
15	Risks and vulnerabilities related to occupational health and safety due to physical, chemical, biological hazards during project construction and operation				Short term impact during upgradation work.
16	Noise and vibration due to blasting and/or other civil works?				Short term impact during upgradation work.
17	Possibility of poor sanitation and solid waste disposal				Campsite management aspect, ESMP measures applicable
18	Creation of temporary breeding habitats for diseases such as those transmitted by mosquitoes and rodents?		No		
19	Accident risks associated with pre construction, construction & operation phases of project				Injuries during construction phase, and traffic accidents during operation phase are potential risks
20	Large population influx during project construction and operation that causes increased burden on social infrastructure and services (such as water supply and sanitation systems)				Suggested to use local worker during construction but Influx of people is anticipated during the time of upgradation. 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 during upgradation.
21	Risks to community health and safety due to the transport, storage, and use and/or disposal of materials such as explosives, fuel and other chemicals during construction and operation?			Partial	Fuel and lubricants pose potential risks, but explosives are not used in the project
22	interference with other utilities and blocking of access to resource/utility				Short term impact during upgradation work.


SN	Particulars	Yes	No	Can't Say	Remarks
23	Generation of solid waste and/or hazardous waste during construction/operation of project?				Short term impact during upgradation work.

Table 7-2: Social Screening Checklist

SN	Particulars	Remarks
1	Proposed Site Location	
	a Land requirement for the project	It is an up-gradation of an existing road. There will be no additional land requirement. Due to the narrow section (6.3m) i.e. from CH 0+000 to CH 0+040 & from CH 0+068 to CH 0+712, the construction width of proposed road remains same.
	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 requires 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 requires 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 <input type="checkbox"/> Agricultural purposes <input type="checkbox"/> Residential purposes <input type="checkbox"/> Commercial purposes <input type="checkbox"/> Other purposes (Indicate)	Public use
	g Is the project requires relocation of encroachers/squatters If yes please elaborate number and nature	No
	h Is the project requires relocation of community facilities/Govt. establishment or any object that are of religious, cultural and historical significance	No
	i Proposed project located in an area where residents are- <input type="checkbox"/> All Mainstream <input type="checkbox"/> All Indigenous peoples	Majority Indigenous peoples

SN	Particulars	Remarks
	<input type="checkbox"/> Majority Mainstream or Non-indigenous peoples <input type="checkbox"/> Majority Indigenous peoples	
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?	No such impact on poor women and children, indigenous people, and/or economic displacement.
	c Will community facilities require relocation?	Yes, Triyuga small town Water supply pipeline and electric poles are likely to affected.
	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	Yes, there will be concern of sanitation and solid waste disposal in construction camp and work sites
	f Possible transmission of communicable diseases (such as STI's and HIV/AIDS) from workers to local populations?	May have chances to transmission of diseases. Local peoples have knowledge on such communicable diseases but labourers' understanding may be low about possible transmission of communicable diseases
	g Large population influx during project construction and operation that causes increased burden on social infrastructure and services (such as water supply and sanitation systems)?	yes
	h Social conflicts relating to inconveniences in living conditions where construction interferes with preexisting roads	Yes, change in road morphology and disruption in the infrastructure like drinking water, sewer system will cause inconvenience. Traffic management plan will be prepared by the contractor and will be included in Contractor's Site specific ESMP.
	i Describe any other impacts that have not been covered in this screening form	No permanent structure lies within the construction width of indigenous people, hence there is no adverse impact on indigenous group
	j Describe alternatives, if any, to avoid or minimize displacement from private and public lands	No displacement of private and public land is required.
	k RAP/ARAP Requirement	Not required

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



पव संख्या :- ०७९१०८०
पालिका नम्बर :- २६९०

त्रियुगा नगरपालिका

नगर कार्यपालिकाको कार्यालय

गाईघाट, कैलाली
कोशी प्रदेश, नेपाल

फोन नं. ०२५-४२०१०८
फ्याक्स नं. ४२०१८५
triyuga.mun@gmail.com

मिति :- २०८०/०२/०७


विषय:- सडकको ROW सम्बन्धमा

श्री शहरी विकास तथा भवन निर्माण विभाग,
नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना आयोजना समन्वय कार्यालय, चक्रमहल, काठमाडौं ।
प्रस्तुत विषयमा NUGIP कार्यक्रम अन्तर्गत यस नगरपालिकाबाट योजनाहरूको प्रथम चरणमा मिति २०७९/०६/०९ गते यसको नगर स्तरीय समन्वय समितिको निर्णयानुसार तर्पसिल सडकहरूको सम्भाव्यता अध्ययनका लागि प्राथमिकतामा छुनोट भएको तर्पसिल सडकहरूको लम्बाई र सडक क्षेत्राधिकार (राईट अफ बे) को विवरण तर्पसिल वर्गोजिम रहेको व्यहोरा हुन अनुरोध छ ।

तर्पसिल
पहिरो प्राथमिकता (९।९५० किमी)

सडकको नाम	त्रियुगा नगर क्षेत्र भित्र गरिने निर्माण सम्बन्धि मापदण्ड	प्राथमिकता नं.
गाईघाट टाउन प्लानिङ क्षेत्र भित्र भएको सडकहरू त्रियुगा स्कूल पूर्व उपोत्तानगर सडक विनपा ११ समेत (ROW-12m, 18 m and 25m) लम्बाई ११५०० कि.मी.	जिल्ला विकास समितिले गाईघाट बजारमा प्लानिङ गरी ८० फिट, ६० फिट र ४० फिट चौडाई कायम सडकहरूलाई सहायक कायम गर्नुपर्नेछ पैज नं. ११	१
सिटीहल देखि सिमान्टार गाईघाट दिक्तेल सडक Access road सहित (ROW = 20 m) लम्बाई २।८८० कि.मी.	शिव मन्दिर बोक्स सतमाटे सडक २० मिटर पैज नं. ७	१
बाजारानी देखि डि एम गेट सम्म सडक (ROW = 8 m) लम्बाई ०।६५० कि.मी.	डि. एम. गेट देखि पश्चिम उदयपुर डिप्टिलरीसम्म जाने बाटो ८ मिटर पैज नं. १०	१
फुलचोक देखि पि जी चौक सडक बाटेटोल त्रियुगा कोरीडर (ROW = 8m) लम्बाई ०।८५० कि.मी.	फुलचोक देखि दक्षिण मुसहरी टोल हुदै बाटिसम्म जाने सडक ८ मिटर सहित पैज नं. १०	१
सिटीहल देखि राम चन्द्र बस्नेतको घरसम्म सडक (ROW = 8 m) लम्बाई ०।२८० कि.मी.	प्रवेश माध्यमको चौडाई ८ मिटर र लम्बाई १००० मिटर पैज नं.१२	१
गाईघाट शिक्षालय टोल आर्दश टोल रमाईलो डाडा मनमोहन स्कूल देखि करमगाडी गाईघाट दिक्तेल सडकसम्म (ROW = 8 m) लम्बाई १।६१० कि.मी.	प्रवेश माध्यमको चौडाई ८ मिटर र लम्बाई १००० मिटर पैज नं.१२	१
प्रगति टोल ख (क्वाटर अगाडी) को सडक हुदै सार्केना जाने सडक बडा नं. ११ (ROW = 10 m) लम्बाई २।१७० कि.मी.	प्रवेश माध्यमको चौडाई ११ मिटर र लम्बाई १००० मिटर भन्दा माथि पैज नं.१२	१
सगरमाथा कृषि बजार पश्चिमबाट दक्षिण मदन भण्डारी सभाहल हुदै जनप्रेमी टोल बियनपुर बडा नं. १२ (ROW = 8 m and 14 m) लम्बाई ३।७५० कि.मी.	डि.एम.गेट देखि दक्षिणबाट पुब सुम्नमा चौक पुरानी गाईघाट नवप्रेमी प्रा.वि. लक्ष्मीपुर मा.वि. हुदै बेहडवासम्म जाने बाटो सडक चौडाई १२ मिटर	२
गजानी मोटर बडा नं १२ बाट उत्तरको सडक हुदै मदन भण्डारी राजमार्ग जोडने सडक (ROW = 8 m) लम्बाई ०।६६० कि.मी.	प्रवेश माध्यमको चौडाई ८ मिटर र लम्बाई १००० मिटर पैज नं.१२	३

कोषार्थः
श्री BOTEK-GOEC JV



किरण कुमार क्वर्की
नि.प्रमुख प्रशासकीय अधिकृत
नि. प्रमुख प्रशासकीय अधिकृत

Wimal



त्रियुगा नगर क्षेत्र गरिने निर्माण सम्बन्धी मापदण्ड तयार गर्ने टोली:

१. श्री कविन्द्र महादुर विष्ट
क्षेत्रिय निर्देशक, आवास तथा श.वि.वि.
पूर्वाञ्चल क्षेत्रिय निर्देशनालय
धनकुटा
२. श्री महेश चन्द्र न्यौपाने
इन्जिनियर, जिल्ला विकास समितिको कार्यालय
उदयपुर
३. श्री कोपनाथ अधिकारी
इन्जिनियर, जिल्ला आवास तथा शहरी विकास कार्यालय
उदयपुर
४. श्री इन्द्र देव चौधरी
ओभर सियर, त्रियुगा नगर पालिकाको कार्यालय
उदयपुर
५. श्री केशव नाथ कट्टेल
सुपेन्डर, आवास तथा शहरी विकास विभाग
पूर्वाञ्चल क्षेत्रिय निर्देशनालय
धनकुटा

भूमिका (Preface)

श्री १ को सरकारबाट वि.सं. २०१२ साल चैत्र १६ गते मठित गाईघाट नगर विकास समिति क्षेत्रभित्र दिन प्रति दिन बढ्दो घना जनआवादी, उद्योग-वाणिज्य र व्यापारमा तीव्रता, यातायात तथा संचारका साधनहरूको विकास, आधुनिक वैज्ञानिक साधनहरूको बढ्ती उपयोग, शिक्षा, स्वास्थ्य जस्ता सामाजिक पक्षको उन्नती जस्ता कुराहरूले यस क्षेत्रको आर्थिक तथा आधुनिक गतिविधिहरूलाई प्रत्यक्ष प्रभाव पार्न सक्ने कुरा सर्व विदित छ । यसरी मानव सभ्यता र सभ्यता लगायत सामाजिक, आर्थिक सम्पूर्ण क्षेत्रमा नै आउने परिवर्तनले हाथा गाई घर एवं बजार केन्द्रहरू क्रमशः शहरीकरण तर्फ उन्मुख हुदै जाने क्रम बढ्दै गएको वर्तमान परिदृश्य भित्र नै यो नगर विकास समिति पनि पर्दछ ।

बढ्दो शहरीकरणले कतिपय कुराहरूमा जनआधारलाई हित पुग्ने सक्ने भएता पनि अव्यवस्थित बसोबासका कारण फोहरमैला बग्ने, विजुली, दुरसंचार, ढल निकास, सडक निर्माण आदि जस्ता भौतिक पूर्वाधारहरू तयार गर्ने सन्दर्भमा विविध समस्याहरूले समष्टिमा शहरको संरचनालाई नै विगान्न सक्ने हुदा त्यस्ता विद्तीहरूलाई समयमा नै निराकरण गर्नु अपरिहार्य भएताले सम्बन्धित क्षेत्रभित्रका नगर विकास समिति, नगर पालिका, पेशागत संघ संस्था, बुद्धिजीवी, सम्मान्य व्यक्तिहरू लगायत सर्वसाधारणहरू समेतबाट संकलित राय सुझावहरूलाई माध्यम मानि विस्तृत छलफल र गहन अध्ययन पश्चात प्रस्तावित मू-उपयोग क्षेत्र र सडक तथा भवन निर्माण उम्बन्धी मापदण्ड तयार पारिएको छ ।

अन्तमा यो कार्यमा सहयोग गर्ने सम्पूर्ण व्यक्तिहरू धन्यवादको पात्र हुनुहुन्छ ।

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घडेरी विकास भई सो उपभोग गर्न आउने जनसमुदायका लागि आवश्यक पर्ने सामुदायिक सेवा र आधारभूत पूर्वाधारहरूको व्यवस्था तथा निजी क्षेत्रका जग्गा	
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तथा अन्य सार्वजनिक, सामुदायिक प्रयोजनका लागि छुट्याउनु पर्ने जग्गा	१३
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त्रियुगा नगर क्षेत्रभित्र गरिने निर्माण सम्बन्धी मापदण्ड

यस मापदण्डले जग्गाको उपयोग सम्बन्धी वर्गिकरण, आवत जावतको निमित्त आवश्यक पर्ने जग्गा (Means of access) खुला भाग (Open Space) निर्माण गरिने प्लट (Plot) को विधा, क्षेत्रफल र उचाईको सिमाहरको साथै पार्किङ लगायत निर्माण सम्बन्धी सम्पूर्ण आवश्यकताहरूलाई समेट्ने प्रयास गरेको छ ।

परिभाषा:

विषय वा प्रसंगले अर्को अर्थ नलागेमा यस मापदण्डमा प्रयोग भएका निम्नलिखित शब्दहरूले निम्न अर्थ जनाउने छन् ।

भवन वा निर्माणको उचाई:

समतल छाना (Flat Roof) को हकमा जमीनको सतहबाट भवन वा निर्माणको माथिल्लो सतहसम्मको उचाई वा सम्बन्धित अधिकारीले तोकी दिए जग्गामाको उचाईलाई स्वीकृत उचाई मानिने छ ।

कार्पेट एरिया (Carpet Area):

कुनैपनि तलाको उपयोग हुने कोठारको क्षेत्रफललाई कार्पेट एरिया मानिने छ ।

ढाकिएको क्षेत्रफल (Covered Area):

कुनैपनि प्रकारको निर्माणद्वारा ढाकिएको सतह भन्दा लगतै ग्रासीको पुरा भागलाई ढाकिएको क्षेत्रफल मानिने छ ।

खुला भाग (Open Space):

प्लटको कुल ढाकिएको भागलाई खुला भाग मानिने छ ।

तला (Storey):

भवनको भुईँ देखि सिन्कि विन्चको भागलाई तला मानिने छ ।

आवासीय क्षेत्र (Residential Area):

यो क्षेत्र आवासको लागि हुनेछ र मूलो क्षेत्रमा सेवा सुविधाहरू विस्तार गर्न सकिने छ । यो क्षेत्रमा धाम्नु प्रदुपण, ध्वनी प्रदुपण, वातावरणमा पर्ने अन्य प्रदुपण गर्ने कारखाना वा उद्योग वा अन्य कुनै किर्याकलाप राख्न पाइने छैन ।

भन्दाइ (Staircase):

भन्दाइको न्यूनतम चौडाईहरू निम्नानुसार हुनुपर्नेछ:

क) आवासिय भवन (घरहरू)	०.९० मी.
ख) आवासिय (होटल भवनहरू)	१.५० मी.
ग) मानिसहरू जम्मा हुने (अडिटोरियम, नाचघर, सिनेमा घर आदी) भवन	१.५० मी.
घ) शैक्षिक भवन	१.५० मी.
ङ) संस्थागत भवन	२.०० मी.
च) अन्य भवनहरू	१.५० मी.

खुडकिला (Step) को चौडाई (Tread):

आवासिय भवनहरूको लागि खुडकिलाको चौडाई २५ से.मी. र अन्य भवनहरूका लागि ३०.० से.मी. भन्दा कम हुनुहुदैन । एउटा फ्ल्याटमा वहीमा (Step) संख्या १२ वटा र कमतमा ३ वटा हुन सक्नेछ ।

खुडकिला (Step) को उचाई (Riser):

(Riser) को उचाई १५-१९ से.मी. सम्म हुन सक्नेछ ।
 यस्तोको सख्या एउटा फ्ल्याटमा (Flight) मा वहीमा १२ वटासम्म हुन सक्नेछ । देस्ट स्लाब (Waist Slab) को स्लोप २५° देखि ४२° सम्म हुनु पर्नेछ ।

लिफ्ट (Lift):

भवनको उचाई ४ (चार) तला भन्दा बढी बनाउनु पर्ने भएमा लिफ्टको व्यवस्था गर्नुपर्नेछ ।

६. सडकको लागि छोडनु पर्ने जग्गा (राईट अफ वे):
 सगरमाथा राजमार्गको लागि सडक एनले तोके बमोजिम हुनेछ ।

६.१ बाहिरी चक्रपथ (Outer Ring Road):

भण्डावारी - चुहाडे - जलजले - देटरी - श्रीपुर - घगाहा - पाप - भुल्के - रौजनपुरको - मिलनधोक - फाँताहा - विरानपुर - बेहडवा - अनारी - शिव मन्दिर - कोइले - रात्माटे - राजादास - भाईकोस्ता - सगरमाथा हुँदै भण्डावारीसम्मको चक्रपथको लागि:

City hall Simaltar Gaighat Diktel road

राईट अफ वे (Right of Way):

सडक केन्द्र रेखा देखि हुँदै तर्फ	१०-१० मी.
सडक पारिपार्श्वका घरहरू बिचको हुँदै (Between building lines)	२-० मी.

पानी ट्यांक, पारावेट हाल, भन्दाङ छोटोका लागि बनाईने उचाई बाहेक निर्माण गर्न सकिने अधिकतम उचाई-१२.२० मीटर ।

६.२ **भित्री चक्रपथ (Inner Ring Road):**

खलि बजार नैरु - भिक्टेरा - टिपु चौक - राजावास - साईखोला - सरस्वती - नया भोडा - चहाडे चौक - जलजले - कुमारी चौक - देउरी - लैरजोही खोला - भुल्के - वगाहा चौक - गोती गडा - त्रियुगा कजवेवाट गाईघाट बजारको मुख्य चौक हुदै - खसी बजारसम्मको चक्रपथको लागि:

सडक केन्द्र रेखा देखि दुवै तर्फ १०/१० मीटर

सेट व्याक ३/३ मीटर दुवै तर्फ

पानी ट्यांक पारावेट हाल, भन्दाङ छोटोका लागि बनाईने उचाई बाहेक निर्माण गर्न सकिने अधिकतम उचाई-१२.२० मीटर

६.३ **रेडियल रोड (Radial Roads):**

- जिल्ला सदरमुकामबाट बाहिरी चक्रपथसम्म जोड्ने सडक ।
- मेन चौकबाट रजत जयन्ती चौकहुदै उत्तर शिव मन्दिरसम्म जाने सडक ।
- गाईघाट बजार मुख्य चौक देखि पूर्व असारी जाने सडक ।
- गोतीगडा चौक देखि पूर्व भुल्केसम्म जाने सडक ।
- नगर क्षेत्र भित्रको सगरमाथा राजमार्ग ।
- गाईघाट बजार देखि वगाहासम्म ।
- गाईघाट बजार बोक्से हुदै बरुवा खोलासम्म
- सडकको केन्द्र रेखाबाट दुवै तर्फ - ८/८ मीटर
- सेट व्याक २/२ मीटर दुवै तर्फ
- पानी ट्यांक, पारावेट हाल, भन्दाङ छोटोका लागि बनाईने उचाई बाहेक निर्माण गर्न सकिने अधिकतम उचाई-१२.२० मीटर ।

६.४ **शाखा सडक (आर्टेरियल रोड):**

- चक्रपथ वा रेडियल सडकबाट विभिन्न भू-उपयोग क्षेत्रहरू जोड्ने सडक ।
- सडकको केन्द्र रेखाबाट दुवै तर्फ ६/६ मीटर
- सेट व्याक १/१ मीटर दुवै तर्फ

विभिन्न भू-उपयोग क्षेत्र तथा स्थान:

श्रीशान्ति क्षेत्र - वगाहा र धीपुर

बजार क्षेत्र - लैरजोहीको मित्तन चौक/गाईघाट/देउरी/जलजले/बेरेनी १५ नं./चुहाडे/वगाहा/बोक्से चम्पापुर ।

- आवास क्षेत्र - बोक्से बास मन्दिर भएको ठाउँबाट उत्तर पूर्व गैरुन क्षेत्र/
रासमाटे/पुरानो गाईघाट
- बसपार्क क्षेत्र - बरुवा बाईको उत्तर/शिव मन्दिरको छेउ ।
- हाट बजार क्षेत्र - हवाई फिल्डको जग्गा ।
- मुन्डी/मण्डी बजार - हालको छत्ति बजार क्षेत्र ।
देउरीमा पुरानो गा.वि.स. भवनको दक्षिणपट्टि पोखरी जस्तो ठाउँ

खुला क्षेत्र (Open Space): मिलनचोक देखि दक्षिण फर्सेट खोला देखि पूर्व क्याम्पस देखि पश्चिम जंगल भन्दा उत्तरको क्षेत्र ।

स-साना खुला क्षेत्र: जिल्ला विक्सस समितिको दक्षिणपट्टि मन्दिरलाई पुग्ने गरि बाँकी रहेको जग्गागा ।

छुट्याई मोतिगढा पन्थलाल खोरिया
जलजले बजार देखि माथिको डाडो (रतनपुर डाडो)

पर्यटन क्षेत्र - ककनी (वि.न.पा. १२ र ४ असारी/धार्मिक क्षेत्र)

बृद्ध, अशक्त र अपाहृतका लागि आवास क्षेत्र: बगाहाको सालघारी (परमानन्दको घर अगाडी बाटो देखि तलतिर) -

मुर्दाघाटको स्थल - त्रियुगा कजवे भन्दा एक कि.मी. तल/चपनमा डा. रनेश्वर खोरिया

रंगशाखा - वि.न.पा. ७ भुल्के

हम्पिड साईट - जलजले भन्दा दक्षिण पश्चिम जंगलमा भन्ज्याङ जस्तो ठाउँ

स्वतन्त्र क्याम्पस - चुहाडे देखि जलजले साईडको विचमा/भण्टाघारी/बोक्से खैजनपुर/
गाईघाट बजार, देउरी/भुमरसुया ।

कृषि क्षेत्र - बासवारी एरिया/असारी/गैरुन/लक्ष्मपुर/चुहाडे १४ नं./बाटो
दायाँ बायाँ बाहेकको
क्षेत्र/बैतडवा/होबले/इपौती/खैजनपुर/पास्लेवास ।

५.५ प्रशाखा सडक (Connector Roads):

चारैतरी चक्रपथ, त्रिवि चक्रपथ, रेडियल सडकबाट र आर्टेरियल सडकहरू मध्ये कुनैबाट थसिचक्रम जोड्ने सडक ।

सडकको चौडाई १० मीटर

सेट स्थल १/१ मीटर सडकको दुवैतिर

Sagarmatha
Agriculture
bazar west to
south Madan
Bhandari Hall
to Janpremi
tole Bisanpur
ward 12 Road

पानी ट्यांक, पारामेट बाल, भन्दाट छोपका लागि बनाउने उचाई बाहेक निर्माण गर्न मिल्ने अधिकतम उचाई ९.२० मीटर

- धम्पापुर चोक देखि कात्ती खोला हुदै राग्गाटे जाने सडक ।
- धम्पापुर चोक देखि रोता खोडिङ्ग स्कूल हुदै नया बसिने सडक जाने बाटो ।
- डि.एम.गेट देखि दक्षिणपट्टिबाट पूर्व सुम्निमा चोक .पुरानो गाईघाट .जनप्रेमी प्रा.वि. .सक्तिपुर मा.वि. हुदै बेहडवा सम्म जाने बाटो ।
- फुलाहेवाट भण्डारी हुदै मुकुन्दीसम्म जाने बाटो ।

६.६ शहरी सडक (Urban Road):

एक आवासीय तथा व्यापारिक क्षेत्रबाट अर्को आवासीय क्षेत्र वा व्यापारिक क्षेत्रसम्म जोड्ने सडक ।

सडकको चौडाई ९ मीटर
गेट व्याक १/१ मीटर सडकको दुवै तर्फ

पानी ट्यांक, पारामेट बाल, भन्दाट छोपका लागि बनाउने उचाई बाहेक निर्माण गर्न मिल्ने अधिकतम उचाई ९.२० मीटर ।

- बाबरी देखि छरदार टोल . दुम्बल खोला हुदै बासबारीसम्म जाने बाटो ।
- शहरी बजार . राग्गाटे प्रा.वि. हुदै कैरनसम्म ।
- शहरी बजार हुकेट हुदै कटारी गाईघाटमा मिल्ने सडक ।
- गाईघाट दिक्तेल सडकबाट पारुपुके गोत्रे शिव मन्दिरसम्म
- साथिके माठ बिरबस सभित गाईघाटबाट उत्तर कात्ती गुरास थोडो र सडक जाने बाटो सम्म ।
- डेग थामिनाको घरबाट सुम्निमा चोकसम्म ।
- पुन चोक देखि दक्षिण मुकुन्दी टोल हुदै बोटे टोलसम्म जाने सडक ।
- मिटी बनघाट पूर्व सडक टोल हुदै बल्वा खोलातिर जाने बाटो ।
- डि.एम.गेट देखि पश्चिम उत्तरपुग डिस्टिक्टरीसम्म जाने बाटो ।
- मोतिगढावाट चापसम्म जाने सडक ।
- मोतिगढावाट नि.मा.वि. स्कूलबाट पश्चिम चौबरी टोलबाट पुग्ने रामरवाडा रावभार्नको क्याम्पस चोकमा मिल्ने बाटो ।
- क्याम्पस चोकबाट क्याम्पससम्म जाने बाटो ।
- फर्वाट खोला भन्दा पूर्व उत्तरबाट घनाता जाने सडक ।

Fulchowk PG Chowk Road Botetole
Triyuga Corridor section

Babarani DM Gate Road Section

६.७ सर्विस सडक (Service Road):

मार्गका दुवैपनि सडकबाट प्रति घरसम्म जोड्ने सडक ।

सडकको चौडाई ४ मीटर
सडकको नम्माई पटीमा २० मीटर

Town Planning Road

दिल्लसम्म विस्तार समितिले माइंघाट बजारमा प्लाजिड गरि २०', १०' र १०' चौडाई लागू गरिने सडकको लागि योजनागत काम गर्नुपर्नेछ ।

७. नदी किनारा, सार्वजनिक जग्गा बाटि नजिक निर्माण गर्दा छोडनु पर्ने जग्गा:

नदीमा वर्षाको समयमा आउन सक्ने बाढी (High Flood) ले अवर गर्न नसक्ने क्षेत्रभित्र सम्बन्धित निवासले स्वयंमत् गिरिजाग गरि घर बनाउन उपयुक्त हुने भएमा स्वीकृत दिन सक्नेछ तर उक्त निर्माणले हरित क्षेत्रलाई कुनै किसिमको असर नपर्ने हुनुपर्दछ । बाटोको दायाँ बायाँ २०/२० मीटर (नदीको Course माथिको) हरित क्षेत्रको लागि छोडनु पर्नेछ । सार्वजनिक जग्गा बाटो घाटो आदिमा भवन निर्माणका लागि आवश्यक पर्ने निर्माण सामग्री पुर्‍याउने तथा बेच बिक्रान गर्ने बार्ड गर्न पाइने छैन ।
८. पेटी, बलेसी, टल बाटिको लागि छोडनु पर्ने जग्गा:
 - टल तथा बलेसीको पानी आपत्तो जग्गामा मात्र सञ्चालन पाइनेछ । तथा सार्वजनिक सडक क्षेत्रमा पानी सञ्चालन पर्दा अनिवार्य रूपमा जमिनसम्म पाइपको व्यवस्था गर्नुपर्नेछ ।
 - आपत्तो पर्दासहितमा पनि डिमेन्सिवाइड यथा हुने गरि सो पर्दासमा बलेसीको पानी सञ्चालन पाइने छैन ।
 - घरको पेटीको माथ डिमेन्सिवाइड घरका पेटीसँग मिल्नेछ हुनुपर्दछ ।
 - पेटीको न्युनतम उचाई १ मिटर (०.२० मीटर) हुनु पर्दछ । न्युनतम चौडाई २ मिटर (०.६० मीटर) हुनु पर्दछ । घरको पेटी सार्वजनिक जग्गा सटपटमा बनाउन हुदैन ।
 - टोली सञ्चालको छुवाघाट आपत्तो जग्गामा पानी टले गरि बट्टीमा १ मिटरसम्म स्पाण्टिनिभर स्थापन गिचालन पाइनेछ ।
९. घरको घर/घडेरीमा आवश्यक पर्ने पर्दापत्र प्राकृतिक प्रकाश र हावाको व्यवस्था:
 - प्राकृतिक प्रयोगको हिसाबले बर्तमान गर्ने खोलाहरू बाटिली वा भित्री सुस्ता भाग वा सुस्ता घरघाससँग जोडिएको हुनु पर्दछ ।
 - बाटिली वा भित्री सुस्ता भागहरू खोलाका आवश्यक हुने प्रकाश र भेन्टिलेसनको लागि गर्को र छुट्टो भवन का निर्माणको अगाडीको भाग, पछाडीको भाग वा बाईं/दायाँ बाटोसँगै पर्दापत्रको भए त्यसो टाउमा जोडिने सुस्ता भाग अधिष्ठमा बाटोसँगै पर्दापत्रको पार्न समेत पर्दापत्र हुने गरी छोडनु पर्नेछ ।
 - प्रकाश र भेन्टिलेसनको लागि भवनको मुहुरो क्षेत्रफलको दमिस्ता १/१० भाग होलाहक बाटिक भन्दा तथा भेन्टिलेसनको बाटोको हुनु पर्दछ । बर्तमान भन्दासहित न्युनतम ३'७" भन्दा बढी सार्इनेनी हुनु हुदैन । आयताकार भन्दासहित न्युनतम ३'७" चौडाई र २'७" उचाईको हुनु पर्नेछ । चौडाई र उचाईको अनुपात १:२ भन्दा बढी हुनु हुदैन ।

१०. घडेरी विकास भई सो उपभोग गर्न आउने जनसमुदायका लागि आवश्यक पर्ने सामुदायिक सेवा र आधारभूत पूर्वाधारहरूको व्यवस्था तथा निजी क्षेत्रका जग्गा विकासकर्ताले पालना गर्नुपर्ने मापदण्ड तथा शर्तहरू:
युनैपनि व्यक्ति, फर्म, सघ, संस्थाले श्री ५ को सरकारबाट वा खरिद गरि आवश्यक प्लानिङ (Planning) गरि जनसमुदायलाई बेच दिखन गर्नका लागि निम्नानुसार पूर्वाधार कार्यक्रमको व्यवस्था गरि नगर विकास समितिसंग स्वीकृती लिई बेच दिखन गर्न सकिनेछ ।

प्रवेश माध्यमको चौडाई र लम्बाई:

प्रवेश माध्यमको चौडाई (मी.)	प्रवेश माध्यमको लम्बाई (मी.)
४.०	५०.०
६.०	२००.०
८.०	१०००.०
११.०	१०००.० भन्दा माथि

- City Hall Ramchandra Basnet house Road
- Gaighat Shivalay tole-Adarsha tole-ramailo danda manmohan school to karamgachhi diktel connecting Road

Pragati tole kha (Quarter front) ko road to sakela road

- निजी क्षेत्रका जग्गा विकासकर्ताले नगर विकास समितिले दर्शिकरण गरेको भू-उपयोग क्षेत्र मध्ये आवश्यक क्षेत्र भित्रमा मात्र जग्गा विकास कार्यक्रम नगर विकास समितिको स्वीकृती लिई गर्नु पर्नेछ ।
- प्रत्येक घडेरीको क्षेत्रफल ४.७५ (२ आना २ पैसा) धेरै भन्दा कम हुने गरि जग्गा टुक्याउन पाईने छैन ।
- घडेरीको चौडाई कमिन्मा ६ मीटर हुनु पर्नेछ ।
- न्युनतम भौतिक पूर्वाधारहरू जस्तै प्रत्येक घडेरीमा पुग्ने छण्डास्मिथ (Gravel) बाटो दर्चाको पानी निस्कनका लागि पब्लिक नाला (Strom drain) को व्यवस्था गरिनु पर्नेछ ।
- सडकमा छानेपानीको लागि जि.आई. पाईप जोड्याउने कार्य गर्नुपर्ने छ ।
- यदि आवश्यक भवनहरू निर्माण गरि सर्व साधारणलाई बेच दिखन गर्ने भएमा प्रत्येक प्लानको क्षेत्रफलको अतिक्वम ७०% ग्राउण्ड कभर हुने गरि भवन निर्माण गर्न पाइने छ ।

१०.१ निजी क्षेत्रका जग्गा विकासकर्ताले जग्गा विकास कार्यक्रम संचालन गर्दा विभिन्न प्रयोगका लागि छुट्याउनु पर्ने जग्गा निम्नानुसार हुनु पर्नेछ ।

- सार्वजनिक खुल्का क्षेत्र (पार्क, खेलकुद, मैदान, हरिवादी क्षेत्र, सार्वजनिक गौधर) जग्गा जग्गाको १० - १५%
- आवश्यक क्षेत्र (आवासका लागि मात्र) जग्गा जग्गाको ५५ - ६०%
- मिश्रित उपयोग क्षेत्र (सुविधास तथा व्यापारिक प्रयोगको क्षेत्र) जग्गा जग्गाको ४ - ५%

Formation of GRM (1st Level)



पव संख्या :- ०८०१०६१
पलाणी नठपर :-

त्रियुगा नगरपालिका

गाईघाट-त्रियुगा
कोशी प्रदेश नेपाल
२०७३

०१५-५२०७०८
फ्याक्स ५२०७०५
triyuga.mun@gmail.com

मिति: २०८०/०६/१७

विषय:- प्रथम तहको गुनासो सुनुवाई समिति गठन गरिएको बारे

मिति २०८०/०६/१७ गतेका दिन यस त्रियुगा नगरपालिकाका नगर प्रमुख श्री बसन्त कुमार बस्नेत ज्यूको अध्यक्षतामा बसेको बैठकले विश्व बैंकको आर्थिक सहयोगमा नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP) मार्फत स्तरोन्नति हुन लागेको यस उदयपुर जिल्ला त्रियुगा नगरपालिका वडा नं. १०, ११, १२, १३ मा पर्ने पहिलो र दोस्रो प्रथमिकतामा परेका बाटोहरूको कुल लम्बाई १४.५ किलोमिटर सडक खण्डको निर्माण अघि र निर्माणका क्रममा कुनैपनि प्रकारका समस्याहरू, गुनाशाहरू आई सोको सामाधानको लागि आयोजनाको मापडण्ड अनुसार तपसिलमा उल्लेखित प्रथम तहको गुनासो सुनुवाई समिति गठन गर्ने निर्णय गरियो।

तपसिल

१. संयोजक: श्री सुमन्त कोइराला, वडाध्यक्ष वडा नं. ११
२. सदस्य: श्री किरन पाण्डे, वडाध्यक्ष वडा नं. १०
३. सदस्य: श्री अनिता थापा, का.बा अध्यक्ष वडा नं. १२
४. सदस्य: श्री नविन कुमार चौधरी, वडाध्यक्ष वडा नं. १३
५. सदस्य: श्री उर्मिला बि.क वडासदस्य वडा नं. १०
६. सदस्य: श्री निला काक्री ढोली वडासदस्य वडा नं. ११
७. सदस्य: श्री राम कली विशकर्मा वडासदस्य वडा नं. १२
८. सदस्य: सामाजिक सुरक्षण/वतावरण विशेषज्ञ/सुपरभिजन ईन्जिनियर (DSC)

बसन्त कुमार बस्नेत

नगर प्रमुख

बसन्त कुमार बस्नेत

नगर प्रमुख

Formation of GRM (2nd Level)



पव संख्या :- ०८०८१
चलानी नगर :-

त्रियुगा नगरपालिका

गाइघाट, उदयपुर
कोशी प्रदेश नेपाल

०१५-४२०१०८
फ्याक्स ४२०१८५
triyuga.mun@gmail.com

सूचना प्रकाशन मिति: २०८०/०७/१५

बिषय:- द्वितीय तहको सुनुवाई समिति गठन गरिएको बारे

मिति २०८०/०७/१५ गतेका दिन यस त्रियुगा नगरपालिकाका नगर प्रमुख श्री बसन्त कुमार बस्नेत ज्यूको अध्यक्षतामा बसेको बैठकले विश्व बैंकको आर्थिक सहयोगमा नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP) मार्फत स्तरोन्नति हुन लागेको यस उदयपुर जिल्ला त्रियुगा नगरपालिका वडा नं. १०, ११, १२, १३ मा पर्ने पहिलो र दोस्रो प्रथमिकतामा परेका बाटोहरूको कुल लम्बाई १४.५ किलोमिटर सडक खण्डको निर्माणका अबधिमा आउने गुनासाहरूको अध्ययन गरी स्थानिय स्तरमानै समाधान गर्न निम्न उल्लेखित व्यक्तिहरू रहनेगरी एक गुनासो सुनुवाइ समिति (GRC) गठन गरीएको बारे सम्बन्धित सबैलाई जानकारी गराइन्छ । साथै आयोजना सम्बन्धि कोहिक्सैलाई कुनै गुनासो भए उल्लेखित गुनासो सुनुवाइ समितिमा मौखिक वा लिखित रूपमा जानकारी गराउनहुन अनुरोध छ ।

तपसिल

१. संयोजक: श्री बसन्त कुमार बस्नेत त्रियुगा नगरपालिकाका नगर प्रमुख
२. सदस्य: श्री महेश्वरी राई, नगरपालिका उप- प्रमुख
३. सदस्य: नगरपालिका प्रशासन शाखा प्रमुख
४. सदस्य: नगरपालिका आयोजनाका सम्पर्क व्यक्ति (Engineer)
५. सदस्य: नगरपालिका सामाजिक अधिकृत/ सामाजिक विकास शाखा प्रमुख
६. सदस्य: सामाजिक सुरक्षण, वतावरण विशेषज्ञ, सुपरभिजन, इन्जिनियर (DSC)


बसन्त कुमार बस्नेत

नगर प्रमुख

बसन्त कुमार बस्नेत

नगर प्रमुख

Letter regarding Anti-Harassment Cell



पत्र संख्या : २०७९/०८०
चलानी नं. : २०५२

त्रियुगा नगरपालिका
नगर कार्यपालिकाको कार्यालय
गाईघाट, उदयपुर
कोशी प्रदेश, नेपाल




☎ ०३५-४२०१०८
www.triyugamun.gov.np

मिति: २०८०/०३/१७

विषय : सम्पर्क व्यक्ति (Focal Person) तोकिएको ।

अधिकृतस्तर सातौं, श्री राजकुमार खड्का (९८५२८३९६००)
सामाजिक विकास शाखा प्रमुख,
त्रियुगा नगरपालिका, गाईघाट, उदयपुर ।

प्रस्तुत विषयमा तपाईंलाई यस अघि तोकिएको जिम्मेवारीको अतिरिक्त यस नगरपालिकाको Anti Harassment Cell को सम्पर्क व्यक्ति (Focal Person) तोकिएको व्यहोरा अनुरोध छ ।


बिष्णु भक्त सिग्देल
प्रमुख प्रशासकीय अधिकृत

बोधार्थ

श्री शहरी विकास तथा भवन निर्माण विभाग,
नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना, आयोजना समन्वय कार्यालय,
बबरमहल, काठमाण्डौ ।

प्रमुख प्रशासकीय अधिकृत

Email: Info@triyugamun.gov.np
Triyuga.mun@gmail.com

Public Notice for ESMP Preparation



पत्र संख्या :- ०८०१०८१
चलानी नम्बर :-

त्रियुगा नगरपालिका
नगर कार्यपालिकाको कार्यालय

गाईघाट, उदयपुर
कोशी प्रदेश नेपाल

०२५-४२०१०८
फ्याक्स ४२०१८६
triyuga.mun@gmail.com

मिति :- २०८०/०६/१५

सूचना !

सूचना !!

सूचना !!!

विश्व बैंकको आर्थिक सहयोगमा शहरी विकास तथा भवन निर्माण विभाग (DUDBC), नेपाल शहरी शासकीय तथा पुर्वाधार आयोजना (NUGIP) द्वारा स्तरोन्नति हुन लागेको यस उदयपुर जिल्ला त्रियुगा नगरपालिका वडा नं. १२ र १३ स्थित पर्ने दोस्रो प्राथमिकतामा परेको सडक खण्डको स्तरोन्नति गर्ने भएको छ। यसै शिलशिलामा उक्त सडक खण्डको विस्तृत परियोजना प्रतिवेदन तयारीका चरणमा गरिने वातावरणीय तथा सामाजिक व्यवस्थापन योजना (ESMP) तयारीका लागि परामर्शदाताका DSC Team, नगरपालिका आयोजनाबाट प्रभावित हुने बासिन्दा / जग्गाधनीहरु बिच निम्न लिखित स्थान र मितिमा हुने विस्तृत छलफल तथा अन्तरकृया कार्यक्रममा उपस्थित हुनका लागि सम्बन्धित सबै सरोकारवालालाई सुचित गरिन्छ।

अन्तरकृया हुने मिति र स्थान :

मिति : २०८०/०६/२६

समय : विहान ११:०० बजे

स्थान : त्रियुगा नगरपालिका सभाहल

ई.शैलेन्द्र कुमार मण्डल

शहरी पुर्वाधार विकास शाखा

ई.शैलेन्द्र कुमार मण्डल

ईन्जिनियर

Notice related to GRM



त्रियुगा नगरपालिका
नगर कार्यपालिकाको कार्यालय

०१५- ४२०७०८
फ्याक्स ४२०७०८
triyuga.mun@gmail.com

पत्र संख्या :- ०८०१०८१
चलानी नगर :-

गाईघाट, उदयपुर
कोशी प्रदेश नेपाल

सूचना प्रकाशन मिति: २०८०/०६/१८

सूचना !

सूचना !!

सूचना !!!

मिति २०८०/०६/१८ गतेका दिन यस त्रियुगा नगरपालिकाका नगर प्रमुख श्री बसन्त कुमार बस्नेत ज्यूको अध्यक्षतामा बसेको बैठकले विश्व बैंकको आर्थिक सहयोगमा नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP) मार्फत स्तरोन्नति हुन लागेको यस उदयपुर जिल्ला त्रियुगा नगरपालिका वडा नं. १०, ११, १२, १३ मा पर्ने पहिलो प्राथमिकतामा गाईघाट टाउन प्लानिङ क्षेत्र भित्र भएको सडकहरु, सिटिहल देखि सिमलटार गाईघाट दित्केल सडक, बाबारानी देखि डि एम गेट सडक, फुलचोक देखि पि जी चौक सडक वोटेटोल त्रियुगा कोरीडोर, सिटिहल रामचन्द्र बस्नेतको घरसम्म सडक, गाईघाट शिवालय टोल आर्दश टोल रमाईलो डाडा मनमोहन स्कूल देखि करमगाछी गाईघाट दित्केल सडक, प्रगति टोल क्वाटर अगाडीको सडक हुदै साकेला जाने सडक र दोस्रो प्राथमिकतामा सगरमाथा कृषि बजार पश्चिमबाट दक्षिण मदन भण्डारी सभाहल हुदै जनप्रेमी टोल विसनपुर परेका बाटोहरुको कुल लम्बाई १४.५ किलोमिटर भएको सडक खण्डको निर्माणका अबधिमा आउने गुनासाहरुको अध्ययण गरी स्थानिय स्तरमानै समाधान गर्न आयोजना स्तरमा वडा ११ का अध्यक्ष श्री सुमन्त कोइराला ज्यूको संयोजकत्वमा निम्न उल्लेखित व्यक्तिहरु रहनेगरी एक गुनासो सुनुवाइ समिति (GRC) गठन गरीएको बारे सम्बन्धित सबैलाई जानकारी गराईन्छ । साथै आयोजना सम्बन्धित कोहिकसैलाई कुनै गुनासो भए उल्लेखित गुनासो सुनुवाइ समितिमा मौखिक वा लिखित रूपमा जानकारी गराउनहुन अनुरोध छ ।

तपसिल

१. संयोजक: श्री सुमन्त कोइराला , वडाध्यक्ष वडा नं. ११
२. सदस्य: श्री किरन पाण्डे , वडाध्यक्ष वडा नं. १०
३. सदस्य: श्री अनिता थापा, का.बा अध्यक्ष वडा नं. १२
४. सदस्य: श्री नविन कुमार चौधरी , वडाध्यक्ष वडा नं. १३
५. सदस्य: श्री उरमिला बि,क वडासदस्य वडा नं. १०
६. सदस्य: श्री निला काक्री ढोली वडासदस्य वडा नं. ११
७. सदस्य: श्री राम कली विशकर्मा वडासदस्य वडा नं. १२
८. सदस्य: सामाजिक सुरक्षण/वतावरण विशेषज्ञ/सुपरभिजन ईन्जिनियर (DSC)

ई. शैलेन्द्र कुमार मण्डल

शहरी पूर्वाधार विकास शाखा

ई. शैलेन्द्र कुमार मण्डल

ईन्जिनियर

Minute related to Labor camp, stockpiling area, spoil site location

आज मिति २०७०।०८।१५ गतेका दिन त्रियुगा नगरपालिका माईलेन कार्यालयमा हुने सामरे व्यावहारिक तथा र्कनियत कार्यक्रम (Workshop) सफलतापूर्वक त्रियुगा नगरपालिकामा पहिलो २ दोस्रो पल्लविका मा परीका नारायण गार्डियाल गडव प्लाजिफिकेसिवाइका इन्टरनेट सिटिडल देरी सिमलरा गाईयाल दिक्नेल सड, नानवानी देरी डि: एनगेर, फुलनगेर देरी वि. ति. चौड बोरोले त्रियुगाकेरि-डोर, सिटिडल देरी रामचन्द्र कस्नेलेका बासण, गाईयाल सिमलय रोले आकरी गले रमाईलेका डा. प्रमोदन स्कूल देरी करमाडनी गाईयाल दिक्नेल सड, पुननिगले (ख) केवाले अगादीने सड हुने साईलेला जने सड सगरमाथा कृषि बजार परमनीकनाइ कास्नेका सदतगन्डाकी शाखाका ईडे जतपेनीगेर त्रियुगर कडा ई १२ का स्वस्वस्वस्वस्व इन्वनी -गेरे त्रियुगिलेमा आयोजनाका लागि लेबर कर्मचारी न त्रियुगा सामग्रीईक राखेन जग्गा त्रियुगे भएको हुनाले प्रत्येक नगरपालिकाका नगरप्रमुख श्री अग्रवाडका उक्त सुझावका पर्ने जग्गा धाने समझसेवी, शिदिनी न बाउनेतिने दल लगाएत सुरक्षावालाकाका सफितका उपरुचीतिमा गरिएको दालफल तथा परामर्श तपसिले उपरुचीति ग्राफीकका सफतापतिमा से हलवपुर्ण र्वे हुनेलायका साथ सम्मत भयो।

उपस्थिति

१. श्री	नसल कुमार बस्नेत	(नगरप्रमुख)	(३)
२. श्री	महेन्द्रजी बाई	(नगरप्रमुख)	(३)
३. श्री	त्रियुगा शक सिटिडल	(प्रमुख पलापतिपत्र)	(३)
४. श्री	व्युगत कोठरेला	(पडाकाका - ११)	(३)
५. श्री	त्रियुगा चौधरी	(वताअका - १६)	(३)
६. श्री	आत्रेना थापा	(का.वी. १५३५५६ - १२)	(३)
७. श्री	त्रियुगा जाने	(का.वी. १५३५५६ - १०)	(३)
८. श्री	त्रियुगा सुडल	(ई)	(३)
९. श्री	आमरादेप थाक	(ई) DSC	(३)
१०. श्री	लिका राव गुरागी	(अ.क.ई)	(३)

(Signature)

प्रस्ताव

१. लेबर क्याम्प सुरुवातमा ।

विषय

प्रस्ताव नं: १ मागी बलपल गर्दा यस विषयमा नगरपालिका भित्र पर्ने पदिलो र दोको पाण्डिकामा पर्ने स्टाड आयोजनाको कार्यालयको समपना लेबर क्याम्पको आवश्यक पर्ने भएदोलै डकु लेबर क्याम्प सुरुवातको लागी आवश्यक पर्ने जग्गा भन्ने विषयमा नगरपालिका वडा नं: १३ स्थित बडेको नरवा बसपार्क भन्ने सरकारी स्थाली जग्गा रहेको हुदा डकु स्थाली नरवामा लेबर क्याम्प र विमोचन सारणी मन्डारवा गर्न दिने विषयमा निर्णय ।

(Signatures)



पत्र संख्या :- ०८०१०८१
चलानी नम्बर :-

त्रियुगा नगरपालिका

त्रियुगा नगरपालिका
गाईघाट, उदयपुर
कोशी प्रदेश नेपाल
२०७३

☎ ०३५- ४२०१०८
फ्याक्स ४२०१०८५
triyuga.mun@gmail.com

मिति:- २०८०/०८/१८

विषय:- निर्माण को क्रममा आवश्यक जग्गा उपलब्ध गरिएको बारे।

यस त्रियुगा नगरपालिकामा विश्व बैंकको आर्थिक सहयोगमा नेपाल शहरी शासकिय तथा पूर्वाधार आयोजना (NUGIP) मार्फत स्तरोन्नति हुन लागेको यस उदयपुर जिल्ला त्रियुगा नगरपालिका वडा नं. १०, ११, १२, १३ मा पर्ने पहिलो र दोस्रो प्रथमिकतामा परेका १४.५ किलोमिटर सडक खण्डको निर्माणको लागि तपशिल बमोजिमको ठाँउ उपलब्ध गराईने व्याहोरा जानकारी गराईन्छ। तपशिल

१. Camp Site , Stockpile, Solid waste Management, Workshop, Concrete Batch Plant - बरुवा बस पार्कको उतर तर्फको नगरपालिकाको खली जग्गा।
२. Quarry Site Borrow Pits -त्रियुगा र बरुवा खोलामा IEE Approved भएको ठाँउ।
३. Spoil Disposal Site- बिसनपुरमा रहेको Dumping site।
४. Crusher- त्रियुगा- बरुवा दोभानको खाली रहेको जग्गा।


बसन्त कुमार बस्नेत

नगर प्रमुख

बसन्त कुमार बस्नेत
नगर प्रमुख

Municipal executive decision about IEE of Quarry site Approval

वैठक संख्या नं. : १९

आज मिति २०८०।०५।०९ गते सनिवारका दिन त्रियुगा नगरपालिकाका नगर प्रमुख श्री बसन्त कुमार वस्नेतज्यूको अध्यक्षतामा तपसिल बमोजिमका वडा अध्यक्ष तथा कार्यपालिका सदस्यज्यूहरुको उपस्थितिमा नगर कार्यपालिकाको आकस्मिक बैठक बस्यो ।

उपस्थिति

सि.न.	नामधर	पद	दस्तखत
१	श्री बसन्त कुमार वस्नेत	नगर प्रमुख	
२	श्री महेधरी राई	नगर उपप्रमुख	
३	श्री मनोज कुमार चौधरी	वडा अध्यक्ष वडा नं. १	
४	श्री घमान सिंह खत्री	वडा अध्यक्ष वडा नं. २	
५	श्री तिलक बहादुर कटुवाल	वडा अध्यक्ष वडा नं. ३	
६	श्री वद्री वस्नेत	वडा अध्यक्ष वडा नं. ४	
७	श्री उदय कुमार थापा	वडा अध्यक्ष वडा नं. ५	
८	श्री योगेन्द्र बहादुर दाहाल	वडा अध्यक्ष वडा नं. ६	
९	श्री अमर बहादुर दनुवार	वडा अध्यक्ष वडा नं. ७	
१०	श्री राज कुमार राउत	वडा अध्यक्ष वडा नं. ८	
११	श्री राज कुमार दनुवार	वडा अध्यक्ष वडा नं. ९	
१२	श्री किरण पाण्डे	वडा अध्यक्ष वडा नं. १०	
१३	श्री सुमन्त कोईराला	वडा अध्यक्ष वडा नं. ११	
१४	श्री अनिता थापा	का.वा.वडा अध्यक्ष वडा नं. १२	
१५	श्री नबिन कुमार चौधरी	वडा अध्यक्ष वडा नं. १३	
१६	श्री हिम राज भगर	वडा अध्यक्ष वडा नं. १४	
१७	श्री गणेश प्रसाद तिमसीना	वडा अध्यक्ष वडा नं. १५	
१८	श्री मान बहादुर राई	वडा अध्यक्ष वडा नं. १६	
१९	श्री विमल राई	कार्यपालिका सदस्य	
२०	श्री डिल्ली सेर राई	कार्यपालिका सदस्य	
२१	श्री बलदेव विष्टकर्मा	कार्यपालिका सदस्य	
२२	श्री गीता कुमारी उप्रेती	कार्यपालिका सदस्य	
२३	श्री रेखा थापा भगर	कार्यपालिका सदस्य	
२४	श्री रेणुका श्रेष्ठ	कार्यपालिका सदस्य	
२५	श्री सुनिता गजमेर	कार्यपालिका सदस्य	
२६	श्री कुन्ती परियार	कार्यपालिका सदस्य	

सचिव
श्री विष्णु भक्त सिग्देल

प्रमुख प्रशासकीय अधिकृत

१४	अनिता दनुवार	का.स.	आ.स्वा.से.के.शाहीखोला	६ महिना
१५	इन्दिरा बि.क.	का.स.	आ.स्वा.से.के.मैह्लन	४ वर्ष+
१६	कमला आचार्य	का.स.	आ.स्वा.से.के.साकेला	४ वर्ष+
१७	कमला भट्टराइ	का.स.	आ.स्वा.से.के.चुदचौक	१ वर्ष+
१८	शुभ कुमारी राइ	का.स.	आ.स्वा.से.के.बहेडवा	५ वर्ष+
१९	उमा कुमारी बुढाथोकी	का.स.	आ.स्वा.से.के.करमगाछी	२ वर्ष +
२०	नरगमति राई	का.स.	स्वास्थ्य चौकी साउने	५ वर्ष+
२१	तारा तामाङ माझी	का.स.	आ.स्वा.से.के.वाजगरा	३ महिना
२२	कुमारी राइ	का.स.	स्वास्थ्य चौकी चिलाउने	४ वर्ष+
२३	चित्र बहादुर मगर	का.स.	आ.स्वा.से.के.जति	२ वर्ष +
२४	छुलीमाया प्रजा	का.स.	आ.स्वा.से.के.सुकौरा	४ वर्ष+
२५	कमला अधिकारी	का.स.	आ.स्वा.से.के.सुकौरा	३ वर्ष+

स्वीपर:

सि.न.	नाम थर	पद	कार्यरत संस्था	कैफियत
१	राजेश मरिंक	स्वीपर	स्वास्थ्य शाखा	४ वर्ष+
२	नितु मलिक	स्वीपर	स्वास्थ्य चौकी जोगीदह	३ वर्ष+
३	ललिता मरिंक	स्वीपर	स्वास्थ्य चौकी देउरी	४ वर्ष+
४	इधरी सदा	स्वीपर	स्वास्थ्य चौकी भुमरसुवा	४ वर्ष+

निर्णय नं.४८३

त्रियुगा नगरपालिकाको मुख्य आन्तरिक स्रोतको रूपमा रहेको त्रियुगा, बरुवा र सुनकोशी नदिको नदिजन्य पदार्थको बिक्रि कर संकलनको लागि प्रारम्भिक वातावरणीय परिक्षण (IEE) स्वीकृत गर्नु पर्ने प्रावधान रहेकोमा पूर्वजाल जियो सोलुसन प्रा.लि., विराटनगरसँग IEE का लागि कार्यालयबाट सम्झौता भएकोमा सो फर्म बाट पेश भएको कार्यसूची तथा IEE को तपसिल यमोजिमको परिमाण स्वीकृत गरी नियमानुसार ठेका प्रकृत्यामा जानको लागि आवश्यक व्यवस्था गर्ने कार्यालयलाई निर्देशन दिने निर्णय गरियो ।

तपसिल

Handwritten signatures and stamps of various officials, including the Municipal Engineer and other staff members, are present below the text.

प्याकेज १: बरुवा खोला र सुनकोशी नदी						
उत्खनन् क्षेत्र / प्लट नं.	क्षेत्र	वार्षिक निकालन सकिने नापजाँच		वार्षिक जम्मा हुने घ.मि.	वार्षिक निकालन सकिने घ.मि.	दैनिक निकालन सकिने घ.मि.
		क्षेत्रफल वर्ग मि.	गहिराई मि.			
१	मुक्तान छहरा (बाँझगरा)	३१७८२	०.९	२८६०३.८	९५३४.६	३५.३१३३३
२	ढिम्की	५१६५४	०.८	४१३२३.२	२०६६१.६	७६.५०४४४
३	साकेला	५१३०८	०.९	४६१७७.२	२३०८८.६	८५.५१३३३
	जम्मा	१३४७४४		११६१०४.२	५३२८४.८	१९७.३३१११

प्याकेज १: बरुवाखोला / सुनकोशी नदी						
क्र.स	उत्खनन् गरिने स्थान	ढुङ्गा	प्राभेल	वालुवा	माटो	अनुमानित राजस्व(रु.)
१	मुक्तान छहरा (बाँझगरा)	३१७८८	६३५७		-	२३५६९७८.५५
२	ढिम्की	३८७४	२०२७४		-	५१०७६०२.६२
३	साकेला	७६९.६	२२३१९		-	५७०७५६३.४९
	जम्मा	४३३५	४८९५०			१३९७२१४४.७

Handwritten signatures and stamps of various officials, including names like 'Suman', 'Jeeva', and 'Suman', along with official seals and dates.

प्याकेज २: त्रियुगा खोला

उत्खनन् क्षेत्र / प्लट नं.	क्षेत्र	वार्षिक निकालन सकिने नापजाँच		वार्षिक जम्मा हुने घ.मि.	दिगो रुपमा वार्षिक निकालन रा.किने नापजाँच घ.मि.	दिगो रुपमा दैनिक निकालन सकिने नापजाँच घ.मि.
		क्षेत्रफल वर्ग मि.	गहिराई मि.			
१	बोजे	३८१९०	०.६	२२९१४	११४४७	४२.४३
२	उत्तराई टोल	४७२७६	०.५	२३६३८	९४५५.२	३५.०१
३	देउरी	१९७९७	०.६	११८७८.२	४७५१.२८	१७.५९
४	फसेट देखी त्रियुगा बसपार्क	२२४५६	०.६	१३४७३.६	५३८९.४४	१९.९६
५	त्रियुगा लुहाले दोभान	५२९६९	०.५	२६४८४.५	१०५९३.८	३९.२३
६	लालभित्ति (त्रियुगा-वैरागी खोला दोभान)	८५८५९	०.५	४२९२९.५	१७१७१.८	६३.५९
७	जोगिदह (त्रियुगा कंग दोभान)	८६५०७	०.५	४३२५३.५	१७३०१.४	६४.०७
	जम्मा	३५३०५४		१८४५७१.३	७६११९.९२	२८१.९२

Handwritten signatures and initials are present below the table, including names like 'Laxman', 'Jeevan', and others, indicating official approval or verification of the data.

प्याकेज २: त्रियुगा खोला								
प्लट नं.	उत्खनन् क्षेत्र	वार्षिक जम्मा हुने घ.मि.	दुहा घ.मि.	ग्रावेल घ.मि.	वासुवा घ.मि.	अनुमानित राजध्व दुहा/ग्रावेलबाट रु.	अनुमानित राजध्व वासुवाबाट रु.	कुल राजध्व प्लट अनुसार रु.
१	बोजे	११४५७		११४५७		-	२८३२२२८	२८३२२२८
२	उत्तरार्ड टोल	९४५५.२	१३१४	८१४१.२		-	२३३७३७३	२३३७३७३
३	देउरी	४७५१.२८	-	४७५१.२८		-	११७४५४०	११७४५४०
४	फसेट देखी त्रियुगा बसपार्क	५३८९.४४	-	५३८९.४४		-	१३३२२९७	१३३२२९७
५	त्रियुगा लुहाले दोभान	१०५९३.८	-	-	१०५९३.८	-	२२४४७२०	२२४४७२०
६	लालभित्ति (त्रियुगा-बैरामी खोला दोभान)	१७१७१.८	-	-	१७१७१.८	-	३६३८५३३	३६३८५३३
७	जांगिदह (त्रियुगा केग दोभान)	१७३०१.४	-	-	१७३०१.४	-	३६६५९९४	३६६५९९४
	जम्मा	७६११९.९२	१३१४	२९७३८.९२	४५०६७	७६७६४३७	९५४९२४७	१७२२५३८४

Handwritten signatures and stamps are present below the table. One stamp reads 'Lukung' and another '13/12/2017'.

Public Consultation meeting minutes

आज मिति २०७०/०५/१६ गतेका दिन प्रसन्न विद्या महाविद्यालयमा सभामा सहभागी नेपाल शासक शासकिय प्रकल्पका प्रमुख (NUPGIP) कर्मचारी तथा नगरपालिकाबाट छोटो गतिमा उपस्थित भएर कतिपय समस्याहरूको बारेमा जानकारी प्राप्त भयो। यसबाट नगरपालिकाबाट नगर प्रमुखको कार्यालय (ई.ए.सी.ए.सी.) को निवासमा बसो १२ नम्बरको सामाजिक आवास तथा गतिमा जानकारी प्राप्त भयो। यसबाट नगर प्रमुखको कार्यालय (ई.ए.सी.ए.सी.) र नगरपालिका १२ नं. वडा कार्यालय प्रतिको र समाचार सन्देशको बारेमा जानकारी प्राप्त भयो।

प्रश्नोत्तर

क्र.सं.	प्रश्नकर्ता	ठेगाना	प्रश्न	उत्तर
१.	लक्ष्मण देवान	सि. २. ७. १२	कसको नाममा	कसको नाममा
२.	कमल देवान	सि. २. ७. १२	"	"
३.	नरदेव देवान	"	"	"
४.	सत्यदेवी प्रधान	सि. २. ७. १२	आवास	आवास
५.	सुखदेवी प्रधान	"	आवास	आवास
६.	देवका प्रधान	"	आवास	आवास
७.	सुखदेवी प्रधान	"	आवास	आवास
८.	गणेश वि.के.	"	आवास	आवास
९.	आशुदेवी प्रधान	"	आवास	आवास
१०.	सुखदेवी प्रधान	"	आवास	आवास
११.	सुखदेवी प्रधान	"	आवास	आवास
१२.	सुखदेवी प्रधान	"	आवास	आवास
१३.	सुखदेवी प्रधान	"	आवास	आवास
१४.	सुखदेवी प्रधान	"	आवास	आवास
१५.	सुखदेवी प्रधान	"	आवास	आवास
१६.	सुखदेवी प्रधान	"	आवास	आवास
१७.	सुखदेवी प्रधान	"	आवास	आवास
१८.	सुखदेवी प्रधान	"	आवास	आवास
१९.	सुखदेवी प्रधान	"	आवास	आवास
२०.	सुखदेवी प्रधान	"	आवास	आवास
२१.	सुखदेवी प्रधान	"	आवास	आवास
२२.	सुखदेवी प्रधान	"	आवास	आवास

- प्रश्नोत्तर:**
- १) आवासीय आवासको व्यवस्थापनको बारेमा।
 - २) आवासीय आवासको व्यवस्थापनको बारेमा।
 - ३) आवासीय आवासको व्यवस्थापनको बारेमा।
 - ४) आवासीय आवासको व्यवस्थापनको बारेमा।

- निर्णयहरू:**
- १) उपरोक्त प्रश्नको नं. १ माथि उल्लेख गरिएको प्रश्न-समाधानको लागि नगर प्रमुखको कार्यालयबाट जानकारी प्राप्त भयो। यसबाट नगर प्रमुखको कार्यालय (ई.ए.सी.ए.सी.) र नगरपालिका १२ नं. वडा कार्यालय प्रतिको र समाचार सन्देशको बारेमा जानकारी प्राप्त भयो।
 - २) उपरोक्त प्रश्नको नं. २ माथि उल्लेख गरिएको प्रश्न-समाधानको लागि नगर प्रमुखको कार्यालयबाट जानकारी प्राप्त भयो। यसबाट नगर प्रमुखको कार्यालय (ई.ए.सी.ए.सी.) र नगरपालिका १२ नं. वडा कार्यालय प्रतिको र समाचार सन्देशको बारेमा जानकारी प्राप्त भयो।
 - ३) उपरोक्त प्रश्नको नं. ३ माथि उल्लेख गरिएको प्रश्न-समाधानको लागि नगर प्रमुखको कार्यालयबाट जानकारी प्राप्त भयो। यसबाट नगर प्रमुखको कार्यालय (ई.ए.सी.ए.सी.) र नगरपालिका १२ नं. वडा कार्यालय प्रतिको र समाचार सन्देशको बारेमा जानकारी प्राप्त भयो।

आम्र सिमि २०७०/७१ गतेमा फिवा भन्ने त्रियुगा न.पा.सा. संस्थाको अर्थ र हक लेपाका लागि सा.स.क.मा मुकौद्दाम आयोगना (NUGAP) अर्थात् तको गभर सागरमाथा कृषी बजार पश्चिम - माट कर्मिण अर्थात् ७०००/१) समाहल हुई अव प्रेमी लेल विगतपुर रसा कोर कामको प्रसङ्गको समासासि ७००० र वातावनी य वावस्थापना योजना तयारीको लागि गभर व्यक्तता लेल तिकारा कोसपाको अध्यक्ष भू श्री आदेश कुमार खड्किया को आवाहलतामा ७००० बस्ती निश्चत विचारणमाहल फल सुवा निर्णय गरियो।

क्र.सं उपनिर्णय

१.	आदेश कुमार नाथी अध्यक्ष हो. वि. र. त्रियुगा-१२	सुभाष
२.	हेक्टर वहापुर मगर सचिव " " " "	सुभाष
३.	सिमाना पी ई ल सिमिरे कोषाध्यक्ष " " " "	सुभाष
४.	राम कुमार सि.क. सदस्य हो. वि. र. " " "	सुभाष
५.	प्रोबला राई " " " " " "	सुभाष
६.	प्रविडा राई " " " " " "	सुभाष
७.	शान्ता राई " " " " " "	सुभाष
८.	तारा राई " " " " " "	सुभाष
९.	सुनिता सि.क. " " " " " "	सुभाष
१०.	गिता सि.क. " " " " " "	सुभाष
११.	रेखा मगर राई " " " " " "	सुभाष
१२.	नयाज सिमिरे " " " " " "	सुभाष
१३.	ध्यान ब. थपेल " " " " " "	सुभाष

संयोजक विचारण

१. आयोगनालाई (पालकार) संयोजकता : यस कार्य उप आयोगनाको कार्य गभर सकत होल तिकारा संस्थाको प्रमुख या अधिकारी आवाहारी गरियो।

२. समासासि तथा वा ताव शोध वावस्थापना तयारीको लागि तथास. संयोजकता गर्ने संयोजकता। यस कार्य उप आयोगनाको समासासि र वातावनी वावस्थापना तथा रीकोषारी आकाशको तथास. संयोजकता गर्ने कार्य सम्पदा गरियो।

३. यर कार्यना (संयोजकता) - यस कार्य उप आयोगना- कुनै पनि सर संस्था, गभर, लिखा, र वावस्थापना पत्रा नपने हुना कुनै पनि विचारण होई, र यस संस्थाको समासासि वावस्थापना कार्य निपटारको लागि कुनै पनि बाधा कुनै त गभर अनि सब संयोजकता निर्णय गरियो।

४. लेखि.क. तथास. संयोजकता गर्ने संयोजकता : यस कार्य उप आयोगनाको पने लेल वस्तीहरुमा सामाजिक समावेशिकरण तथा लेखि.क. समाता समासासि तथास. संयोजकता गरियो।

सुभाष
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Meeting minutes with Janpremi Basic School

आज मिति २०८१०६/१५ गतेका दिन मल त्रियुगा नगरपालिका
 सचिवालय नैरेहोडो स्थित शिफारि शाखाद्वारा स्तम्भार आगोज्या
 (NUGRP) भवनगत त्रियुगा नगरपालिका द्वारा स्तम्भार गरिएको
 सगरमाथा कोच क्लब पानीपु वरु दक्षिण अक्षर गण्डकी यन्त्र
 न. ११६ जनपती टोल निसिवापुर वडा नं. १५ बाहोडो सामाजिक
 आर्थिक क्रान्ति तथा वातावरणीय जागरूकीको लागि अक्षर
 गर्व आरडा (BOTek-Geo-IV-Consultant) लिखा नगरपालिका
 र १२ नं. वडा समितिका प्रतिनिधी र जनपती आवासका
 विधानका स्तम्भारका स्तम्भार गरियो।

उपस्थिति

क्र.सं.	नामधर	पद	हस्ताक्षर
१.	गोपाल पोखरेल	प्र.अ.	
२.	चन्द्र बहादुर तामाङ	शि.का.क	
३.	अर्जुन कुमार कार्की	शि.का.क	
४.	लेख डुमाली गण्डकी	"	
५.	प्रदिया शर्मा	"	
६.	चन्द्र डुमाली गण्डकी	"	
७.	बिना कार्की	"	
८.	शोभा रिजाल	"	
९.	बिना कार्की सामाजिक विकास वि.स	सि.का.क	
१०.	शोभा शर्मा वातावरण वि.स	प्र.अ.	
११.	अमरप राण माला DSC Engineer	DSC Engineer	

सुभाष तथा स्तम्भारको विषयको

१. स्तम्भार निर्माण गर्दा वातावरणलाई अक्षर तर्गी-
 विद्यालयको पढन-पाठन भएको स्तम्भारको हवाको
 प्रदूषण हुनुन तर्गी कायम गर्नु सके सन्त विद्यालय
 स्तम्भारको कायम तर्गी सिद्धन केलुका कायम तर्गी
२. स्तम्भार सि.का.क तर्गी सुगन्धरिपु तर्गी बनाउनु
 पर्ने।

Stakeholder Consultation
Nepal Urban Governance and Infrastructure Project (NUGIP)
Triyuga Municipality
Gaismat, Udayapur

ESIA and ESMP of सगरमाथा कृषि ठाउँ पश्चिमबाट पश्चिम मदन भण्डारी सडक ^ई जनप्रेमी टोल ^ई विस्तार ^ई सडक

Attendance Sheet of FGD

Date: 2020-08-13 Venue: कुला टोल विद्यालय Ward No. 92

SN	Name	Organization/Title	Contact no.	Signature
1	आदरा कुमार राई	उदयपुर लोक सेवा	9842898502	[Signature]
2	रमेश कुमार राई	सुपरी	9882220230	[Signature]
3	सिमाना पौडेल सिप्रेने	काठमाडौं	9825788344	[Signature]
4	नाम कुमार सि.क.	राजपुर	9821956544	[Signature]
5	प्राध्वना राई	"	9842849002	[Signature]
6	पतिशो राई	"	982988886	[Signature]
7	आलना राई	"	988545870	[Signature]
8	नाम राई	"	984177068	[Signature]
9	सुखराज सि.क.	"	982198644	[Signature]
10	सुखराज सि.क.	"	9844869919	[Signature]
11	सुखराज सि.क.	"	9860718566	[Signature]
12	सुखराज सि.क.	"	5526615668	[Signature]

Suggestions/Recommendations:

नोट: यहाँ होल विद्यालय सँगै लोडिंग एरियाको
डिजाइन सम्वन्धमाथो डेढा बाटो दिने अर्को दिने
उपयोगितामा राखि काम गरे दिन हुने अनुभव
सार्थक हुने होल विद्यालय सँगै लोडिंग एरियाको
अनुभव हुने पनि अघोरेको बाटोको नुनुरु गल्फी
होला बाटोको फेरि खसकोनो गर्नु लयगत रहेको हो।
होला बाटोलाई सुन्दर बनाउन बाटोको नुनुरु
भित्र भित्र कालो पत्रोको जोडफा लगा गर्नु हो।

Stakeholder Consultation
Nepal Urban Governance and Infrastructure Project (NUGIP)
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Gaismat, Udayapur

ESIA and ESMP of सगरमाथा कृषि ठाउँ पश्चिमबाट पश्चिम मदन भण्डारी सडक ^ई जनप्रेमी टोल ^ई विस्तार ^ई सडक

Attendance Sheet of FGD

Date: 2020-08-10 Venue: विस्तार Ward No. 92

SN	Name	Organization/Title	Contact no.	Signature
1	सुखराज सि.क.	उदयपुर विकास	982198644	[Signature]
2	सुखराज सि.क.	उदयपुर विकास	9842849002	[Signature]
3	सुखराज सि.क.	उदयपुर विकास	982198644	[Signature]
4	सुखराज सि.क.	उदयपुर विकास	982198644	[Signature]
5	सुखराज सि.क.	उदयपुर विकास	982198644	[Signature]
6	सुखराज सि.क.	उदयपुर विकास	982198644	[Signature]
7	सुखराज सि.क.	उदयपुर विकास	982198644	[Signature]
8	सुखराज सि.क.	उदयपुर विकास	982198644	[Signature]
9	सुखराज सि.क.	उदयपुर विकास	982198644	[Signature]
10	सुखराज सि.क.	उदयपुर विकास	982198644	[Signature]

Suggestions/Recommendations:

1. फेरि विद्यालय र्नी नहरो भित्र नाली (फेरि बनेको नाली हुनेछ) र्नी नहरो
नाली बाटो बाटो र्नी माथको अनुभव हो। प्राथमिक, माध्यमिक
पुस्तकालय विद्यालय छि नहरो। धन्यवाद।
2. फेरि विद्यालय र्नी बाटो विद्यालय नाली (फेरि बनेको नाली हुनेछ)
अर्को बाटो नाली बाटो बाटो को माथको अनुभव
हो। र्नी बाटो बाटो र्नी पनि (राजमिति विद्यालय)
हलको नहरो (विद्यालय) बाटो बाटो हो।
3. फेरि विद्यालय नहरो नाली (फेरि बनेको नाली हुनेछ)

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ESIA and ESMP of सागरमाथा बाजार पश्चिम, भद्रमार्ग भागको सुदृढीकरण Road

Attendance Sheet

Date: २०७५/१२/२५ Venue: त्रियुगा न.पा.पालिका Ward No. ११

Name: कमल कुमार क्वेत्रा

Organization/Occupation: नगर प्रमुख त्रियुगा नगरपालिका

Comments/Suggestions:

- चौडा भन्दा चौडो गुणस्तरिय सडक बननु पर्ने।
- त्रियुगा नगरपालिकाले सगरमाथाको सडकको स्तरोन्नति गर्न त्रियुगा न.पा.को सडकखण्डको आयतण्ड २०२६ बनाउनुका साथै जग्गाको हुँदा कुनै पनि सडकमा खासिगत सा. बजार खरब विरुवा नपर्ने र कुनै भीमिडो क्षति हुँदैन।
- चौडा भन्दा चौडो लेभलनिकाली काम हुनु गत सत्रै पल्टको फल गर्नु पर्ने।
- कठोरपि प्रष्टिपामा दिनु भै रहेको छ यसबाट consultant र सिडर बेन्ड काट्न सिके गर्नु पर्ने।
- क्यालिभर स्तरबाट सडक बनाउनु दिनु भै गयो भनेर चर्चेर यताको आइस रहेको छ।


Signature:

कमल कुमार क्वेत्रा
नगरप्रमुख त्रियुगा न.पा.

Stakeholder Consultation
Nepal Urban Governance and Infrastructure Project (NUGIP)
Triyuga Municipality
Gaighat, Udayapur

ESIA and ESMP of सागरमाथा बाजार पश्चिम, भद्रमार्ग भागको सुदृढीकरण Road

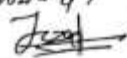
Attendance Sheet

Date: २०७५/१२/२५ Venue: त्रियुगा न.पा.पालिका Ward No. ११

Name: डीपेनारी बाई

Organization/Occupation: नगर प्रमुख त्रियुगा नगरपालिका

Comments/Suggestions:

- ① प्रथम कालाती यमलिया आदी मध्ये दिन होला।
 - ② दिनो भारत लगतको आसपासको योडानाको प्रथम प्रमोड सिरो। दिनो सिरोवाह आदी लगेड दिन होला।
- अन्तमा सिरोवाह-यमलिया,



Signature:

Stakeholder Consultation
Nepal Urban Governance and Infrastructure Project (NUGIP)
Triyuga Municipality
Gaighat, Udayapur

ESIA and ESMP of सगरमाथा कृषि बजार पश्चिममाथे दक्षिण माथे अड्डारी अड्डा Road
प्रमसिनेन अब (पश्चिम अड्डारी)को बाटो सुई, बिचको
Attendance Sheet

Date: २०२०/०२/२४ Venue: सिपुवाले पायण्डा Ward No. १३
Name: सवित्रा शम्शेर श्रेष्ठ
Organization/Occupation: पुस्तकालय सिका Ward No. १३
Comments/Suggestions:

बडा फ्रं. १२ धानकोटो हुँदा माथो खुपि उपज रजा अन्तगतको
माथेर रंगमाला नजारे बागे निरव मैडको कर्मचारीको लमी
निर्माण कार्य नयाको को कार्य गर्नुको लागि कुनै किसिमको खसला
होने र को कार्य गुणस्तरिय रूपमा गर्नु पर्ने र को कार्यमा
गर्ना गरेको समताबुद्धलाई बेरेने धरिमा हुने हुँदा १ माथो
प्रगती बेलको वा खुलाइला काशमा माथो कुनै किसिम
आपसोपे आफैको गर्नु हुने र कुनै को बागे बनेको खसला
गर्नाको बाधितहरूलाई विनाश गरेको अनुभवी हुने हुँदा

Signature: [Signature]
सवित्रा शम्शेर श्रेष्ठ
सहायक प्रमुख



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Gaighat, Udayapur

ESIA and ESMP of सगरमाथा कृषि बजार पश्चिममाथे दक्षिण माथे अड्डारी अड्डा Road
अड्डारी अड्डा अड्डा
Attendance Sheet of FGD

Date: २०२०/०६/०९ Venue: जानप्रेमी अड्डा Ward No. १३

SN	Name	Organization/Title	Contact no.	Signature
1	Chandra B. Tamang	अड्डारी अड्डा	९७०११९५६११	[Signature]
2	Arjun K. Karki	"	९७६२३२०९१०	[Signature]
3	Kesho Karki	"	९७६०२९९०९	[Signature]
4	Indira Karki	"	९७६०२४३६४०	[Signature]
5	Shambhu Karki Paudel	"	९७४२९६९९९९	[Signature]
6	Bina Karki, Karki	"	९८५१९११२२	[Signature]
7	Shobha Rijal	"	९७४२८३७०९२	[Signature]

Suggestions/Recommendations:
रोड बन्नु राम्रो कुरा हो। रोड निर्माण गर्दा वातावरणीय प्रदूषण
नहुने गरी पर्यावरण सन्तुलन कायम राख्ने दिने विकसित
अवधारणा अन्तर्गत विकास विभागले निर्माण होस् भन्ने
सुझाव तथा सल्लाह दिन चाहान्दौं।



Stakeholder Consultation
Nepal Urban Governance and Infrastructure Project (NUGIP)
Triyuga Municipality
Gaighat, Udayapur

ESIA and ESMP of त्रियुगा नगरपालिका क्षेत्रका विभिन्न सडक बाटोहरू Road

Attendance Sheet

Date: २०२०/०६/१० Venue: त्रियुगा नगरपालिका Ward No. ११
Name: विष्णु शर्मा सिग्देल
Organization/Occupation: प्रमुख प्रशासकिय अधिकृत

Comments/Suggestions:

- प्राथमिकतामा पर्ने सडकहरूमा कुनै किसिमको चर्यापकेवा नभएको हुदा बलाबलामा कुनै किसिमको प्रभाव नदेखायो ।
- त्रियुगा नगरपालिकाको नगरमित्रता सडक स्तरोन्नती गर्ने त्रियुगा नगरपालिकाले आफ्नो सडक नगरो सुन्धारवा मापदण्ड २०४४ बनाई काम गरियो हुदा कुनै पनि सडकहरूमा ज्यामीजन धर, चढा, जग्गा, रुप किफवा तर्पे र कुनै भौतिक क्षति नभयो । तरको काम चितो सुरु हुनु पर्ने ।
- प्राथमिकतामा पर्ने सडकहरूको नयाँ शिल्प चढाई देख्या प्रकृत्य गर्छ काम सुरु हुनु पर्ने ।

Signature:
प्रमुख प्रशासकीय अधिकृत

Stakeholder Consultation
Nepal Urban Governance and Infrastructure Project (NUGIP)
Triyuga Municipality
Gaighat, Udayapur

ESIA and ESMP of गौरीकात बाटो, महालाली, मेत्रु, विष्णु गा.ने.सडकहरू Road
पुखरापुल देब्रे वि.वि. मार्ग सडक निर्माण

Attendance Sheet

Date: २०२०/०६/०६ Venue: त्रियुगा नगरपालिका Ward No. १२
Name: नामकली विष्णुकर्मा
Organization/Occupation: वडा सदस्य त्रियुगा-१२

Comments/Suggestions:

गौरीकात बाटो वडा नं १२ मा दलित महिला सदस्य हुन् ।
त्रियुगा न. पा ११ नं १२ को हकमा यहा भुमिगत विस्व
कोषको अर्थोधाता पडाई त ह दे प् आनिय र पानाक्षि
विमलना पाजे पढाजी परेको ह । म्क यहाको सौक्षिक र्ता २ जाज
मा पढुच कानिपि पढुच आशुपानीमा दिन दिये हालमा कुनपुपे
जापे दैनिकी चलान्ने प्क आसुपानीमा रहेको ह । महिला हड को लको
मा पनि काम सौक्षिक र्ता २ आधिका उपायको प्रयोग सुरुको
अर पले कायलने गर्दा होपने, मायका प्क सुपे दलेको कल्पने
असुधा ह । लघु महिलालाई पनि समर्थ पढुच २ प्क मोजी
बराबरी गराउन, असी हड को लघु कानिपि लोकाउने प्क सिप प्रोत्सा
नालिक, महिला हड लाई सुचेतना सप्तगिष्वात नालिक, महिला प्क सिक
करण वा विष्वाभा कोषी नालिक, सहायलन गर्दै पाएला हुने काम अर्
लगाउन उपायको गर्ने प्क क ह गर्ने आशुपल यो पेशा गर्नु चाहे
पार्ने केही प्क अर्ता दलित महिला पिपडीसका जानिस महिला
ले कानिपि सिप र हेका सिलप अनई केही प्क मोज आशुपानीमा पाए
असुधाको लोकाउने अर्ता लोकाउने, राजगामीमा परिभाषा पाए
को दलित महिलालाई प्क हड को लघु कानिपि र । प्क म्क लो
हुमा निवेदन ग्ने चाहे ।

Signature:

नामकली विष्णुकर्मा
वडा सदस्य त्रियुगा-१२

Municipal documents related to GBV cases

१. हिंसाको प्रकृति विवरण : २०७७-७८




क्र.स	हिंसाको प्रकार	जम्मा संख्या	कैफियत
	➤ घरेलू हिंसा	३०	
१	शारीरिक	१३	
२	बहुविवाह	३	
३	गालीगलौज	४	
४	मानसिक यातना	२	
५	चारीतिक आरोप	६	
६	स्रोत सुविधाबाट बाँच्नतीकरण	२	
	➤ सामाजिक हिंसा	१६	
१	कुटुपिट	१	
२	गालीगलौज		
३	बोक्सको आरोप		
४	जबरजस्ती विवाहा		
५	बाल विवाहा	१५	
	➤ यौन हिंसा	३२	
१	बलात्कार	२१	
२	बलात्कारको प्रयास	२	
३	सामूहिक बलात्कार		
४	सामूहिक बलात्कारको प्रयास		
५	हाडनाता करणी		
६	यौन दुर्व्यवहार	४	
७	अलपत्र	२	
८	गर्भवती भई अलपत्र	३	
९	मानव बेचबिखन		
१०	आत्मा हत्या		
	जम्मा	७८	



१. हिंसाको प्रकृति विवरण : २०७८-७९

क्र.स	हिंसाको प्रकार	जम्मा संख्या	कैफीयत
	➤ घरेलु हिंसा	२९	
१	शारीरिक	२५	
२	बहुविवाहा	६	
३	गालीगलौज	७	
४	मानसिक यानना	६	
५	चारीत्रिक आरोप	०	
६	स्रोत सुविधाबाट वन्चितीकरण	४	
	➤ सामाजिक हिंसा	६	
१	कुटुपिट		
२	गालीगलौज	१	
३	बोक्सको आरोप	०	
४	जबरजस्ती विवाहा	०	
५	बाल विवाहा	७	
	➤ यौन हिंसा	११	
१	बलात्कार	७	
२	बलात्कारको प्रयास	४	
३	सामुहिक बलात्कार		
४	सामुहिक बलात्कारको प्रयास		
५	हाडनाता करणी		
६	यौन दुर्व्यवहार		
७	हत्या		
८	हत्याको प्रयास		
९	मानव बेचबिखन		
१०	अन्य, अज्ञापत्र	११	
	जम्मा	६६ जना	

F/Y 2079186

 त्रियुगा नगरपालिका
 नगर कार्यपालिकाको कार्यालय
 काठमाडौं, नेपाल
 २०७१

१. हिंसाको प्रकृति विवरण


क्र.स	हिंसाको प्रकार	जम्मा संख्या	कैफीयत
	➤ घरेलु हिंसा	६८	
१	शारीरिक	२५	
२	बहुविवाहा	५	
३	गालीगलौज	२०	
४	मानशिक यातना	१३	
५	चारीत्रिक आरोप	३	
६	स्रोत सुविधाबाट बन्चितीकरण	२	
	➤ सामाजिक हिंसा	५	
१	कुटापिट	०	
२	गालीगलौज	०	
३	वोक्सको आरोप	०	
४	जबरजस्ती विवाहा	०	
५	वाल विवाहा	५	
	➤ यौन हिंसा	१५	
१	बलात्कार	१३	
२	बलात्कारको प्रयास	२	
३	सामुहिक बलात्कार		
४	सामुहिक बलात्कारको प्रयास		
५	हाडनाता करणी		
६	यौन दुर्व्यवहार		
७	हत्या		
८	हत्याको प्रयास		
९	मानव बेचबिखनको प्रयास	१	
१०	अन्य,अलपत्र	५	
	जम्मा	९४ जना	

नोट सुरक्षावासभिन्न बसेर सेवा लिने संख्या ९४ र बाहिरबाट मनोविमर्श सेवा,कानुनी सहयोग,कानुनी परामर्श,पारिवारी परामर्श जस्ता लगाएको सेवालिनैहरुको संख्या गरी जम्मा ६५ जनाले सेवा पाएका छन् भने सुरक्षाआवासमा सेवाग्राहि संग आएको आश्रीत वालवालिकाको संख्या ३० जना गरी यस बर्ष १२४ जनालाई सुरक्षावासभिन्न सेवा प्रदान गरीएको छ ।

Letter from Triyuga Small Town Water supply and Sanitation user Committee

द.नं.१/०५३/०५४

पत्र नं. : १७,०३५-४२०२४३

 **त्रियुगा साना शहरी खानेपानी तथा सरसफाई उपभोक्ता समिति (संस्था)**

वि.नं.पा.१०, बाबुसा उदयपुर

०६०/०६१


मिति : २०६०/०५/२५

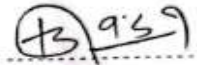
पत्र संख्या :
चलानी नम्बर : ४

विषय : लागत स्टीमेन्ट गरी पठाईएको सम्बन्धमा ।

श्रीमान् नगर प्रमुख ज्यू,
त्रियुगा नगरपालिकाको कार्यालय, गाईघाट उदयपुर


उपरोक्त सम्बन्धमा तहाँ कार्यालयको च.नं. २५७ मिति २०६०/०४/२९ को पत्रबाट व्यहोरा अवगत भई NUGIP कार्यक्रम अन्तर्गत तहाँ कार्यालयबाट छनीट भएका बडा नं. ११ र १० का विभिन्न सडकहरुमा हाल सञ्चालनमा रहेका खानेपानी पाईपलाईनहरु बन्न लागेका सडकका दायो वाया रहेकामा उक्त पाईपलाईनहरुको लागत स्टीमेन्ट गरी पठाईदिने भन्ने पत्र अनुसार लागत स्टीमेन्ट गराई यसै पत्र साथ संलग्न राखि पठाईएको व्यहोरा पत्रसाथ सादर अनुरोध छ ।




श्रीमान् बहादुर खड्का
का.वा. अध्यक्ष
का.वा. अध्यक्ष

त्रियुगा नगरपालिका
द.नं. १/०५३/०५४
मिति : २०६०/०५/२५
शाखा

Letter from NEA for pole relocation

 **नेपाल विद्युत प्राधिकरण**
(नेपाल सरकारको स्वामित्व)
वितरण तथा ग्राहक सेवा निर्देशनालय
कोशी प्रदेश प्रशासनिक कार्यालय विराटनगर
उदयपुर वितरण केन्द्र
गाइघाट

कार्यालय प्रमुख ०३१-४२२६२९
प्रशासन ०३१-४२२६४९

प.सं.- २०८०/०८१ च.नं.- १६६ मिति : २०८०/०९/०२

श्री त्रियुगा नगरपालिका
त्रि.न.पा.११,गाइघाट

विषय: लागत इस्टिमेट पठाइएको वारे ।

उपरोक्त सम्बन्धमा तैहा कार्यालयबाट प.स. २०८०/०८१ को च.न. २५८ को पत्रअनुसार NUGIP कार्यक्रम अन्तर्गत तथा कार्यालय बाट छनोट भएका वडा न.१०,११ र १२ का विभिन्न सडकको किनारामा हाल संचालनमा रहेका विद्युतिय संरचनाहरूलाई बन्न लागेका नयाँ सडकको दाया बाया किनारामा रहने गरी नयाँ विद्युतिय संरचनाको लागि लागत इस्टिमेट गरी यसै पत्र साथ संलग्न राखी पठाइएको व्यहोरा पत्रसाथ अनुरोध छ ।

ई. वि. प्र. म. जी
१/१२

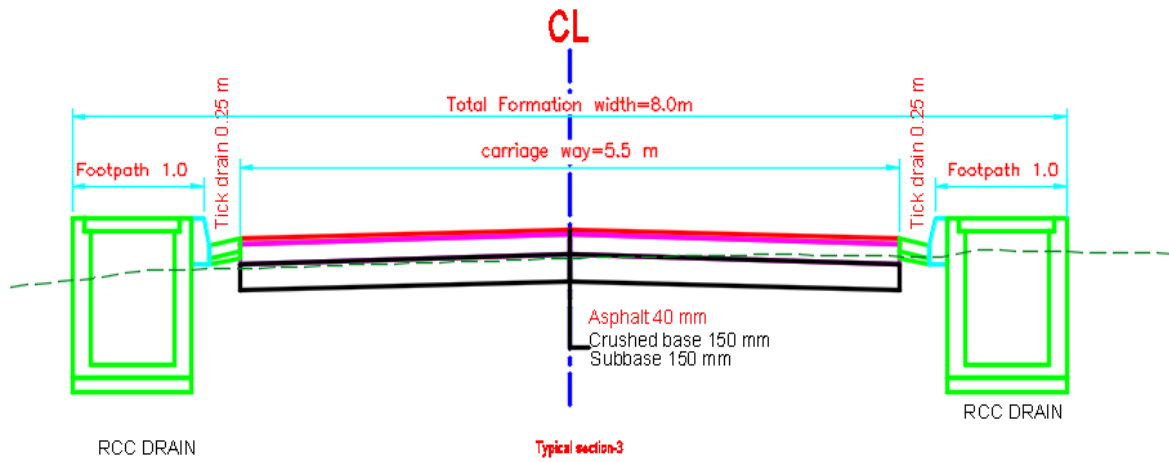
वि. न. पा. ११, गाइघाट
१/१२

ई. वि. प्र. म. जी
१/१२

ई. विजय बाबु खत्री
केन्द्र प्रमुख

केन्द्र प्रमुख

Annex III: Proposed Typical Cross Sections



Annex IV: GoN Permissible Environmental limits/standards

(A) National Drinking Water Quality Standard, 2079 BS

A-1: Mandatory Parameters to be tested

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

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

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

(B) National Ambient Air Quality Standard, 2069 BS

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

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

(C) National Sound Pressure Level, 2069

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

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

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

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

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

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

Annex V: Air, Noise, Water Quality Test Reports



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

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

ANALYSIS REPORT FOR AMBIENT AIR QUALITY

Report Number	26A/080-81		
Sample Number	17A/080/81		
Client	Bosphorous Technical Consulting Corp (BOTEK), GOEC Nepal P. Ltd		
Sampling location	Triyuga Municipality Ward No. 11, Gaighat townplanning area Road Section (1.5Km)	GPS point: 26°47'30.40"N 86°41'57.31"E	
Project	Upgrading of different inter connected Road Sections(10.59Km), Gaighat townplanning area Road Section (1.5Km), City hall simaltar Gaighat Diktel road section (2.88 Km), Babarani DM Gate Road Section (0.65Km), Fulchowk PG Chowk Road Botetole Triyuga Corridor section (0.86Km), City Hall Ramchandra Basnet house Road Section (0.28Km), Gaighat Shivalay tole-Adarsha tole-ramailo danda, manmohan school to karamgachhi diktel connecting, Road Section (2.25Km), Pragati tole kha (Quarter front) ko road to sakela road ward 11, 13 (2.17Km)		
Sampled by	Environment Management And Analysis Services P. Ltd., Dillibazar, Kathmandu		
Sampling Date	07 - 08 September 2023		
Report Date	20 September, 2023		
Instrument used	Respirable Dust Sampler (GTI 151) and Combined Sampler (GTI 241)		
Result			
Parameter	NAAQS *	Observed Values	Method
TSP ($\mu\text{g}/\text{m}^3$)	230.0	164.5	IS 5182 (Part 14)-2000 (reaffirmed 2005)
PM ₁₀ ($\mu\text{g}/\text{m}^3$)	120.0	77.3	IS 5182 (Part -23):2006
PM _{2.5} ($\mu\text{g}/\text{m}^3$)	40.0	32.0	IS 5182: Part 24: 2019
SO ₂ ($\mu\text{g}/\text{m}^3$)	70.0	8.8	IS 5182 (Part 2)-2006
NO ₂ ($\mu\text{g}/\text{m}^3$)	80.0	8.3	IS 5182 (Part 6)-2006
CO ($\mu\text{g}/\text{m}^3$)	10000.0	<230.0	IS 5182 (Part - 10):2006

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

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

Sampled by

Checked by

Authorized by

Environment Management
&
Analysis Services P. Ltd



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Website: emas.com.np

ANALYSIS REPORT FOR AMBIENT AIR QUALITY

Report Number	27A/080-81		
Sample Number	17A/080/81		
Client	Bosphorous Technical Consulting Corp (BOTTEK), GOEC Nepal P. Ltd		
Sampling location	Triyuga Municipality Ward No. 11, City hall simaltar Gaighat Diktel road section (2.88 Km)	GPS Point: 26°48'11.59"N 86°42'20.16"E	
Project	Upgrading of different inter connected Road Sections(10.59Km), Gaighat townplanning area Road Section (1.5Km), City hall simaltar Gaighat Diktel road section (2.88 Km), Babarani DM Gate Road Section (0.65Km), Fulchowk PG Chowk Road Botetole Triyuga Corridor section (0.86Km), City Hall Ramchandra Basnet house Road Section (0.28Km), Gaighat Shivalay tole-Adarsha tole-ramailo danda manmohan school to karamgachhi diktel connecting, Road Section (2.25Km), Pragati tole kha (Quarter front) ko road to sakela road ward 11, 13 (2.17Km)		
Sampled by	Environment Management And Analysis Services P. Ltd., Dillibazar, Kathmandu		
Sampling Date	07 - 08 September 2023		
Report Date	20 September, 2023		
Instrument used	Respirable Dust Sampler (GTI 151) and Combined Sampler (GTI 241)		
Result			
Parameter	NAAQS *	Observed Values	Method
TSP ($\mu\text{g}/\text{m}^3$)	230.0	131.4	IS 5182 (Part 14)-2000 (reaffirmed 2005)
PM ₁₀ ($\mu\text{g}/\text{m}^3$)	120.0	58.4	IS 5182 (Part -23):2006
PM _{2.5} ($\mu\text{g}/\text{m}^3$)	40.0	14.1	IS 5182: Part 24: 2019
SO ₂ ($\mu\text{g}/\text{m}^3$)	70.0	6.3	IS 5182 (Part 2)-2006
NO ₂ ($\mu\text{g}/\text{m}^3$)	80.0	8.9	IS 5182 (Part 6)-2006
CO ($\mu\text{g}/\text{m}^3$)	10000.0	<230.0	IS 5182 (Part - 10):2006

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

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

[Signature]
Sampled by

[Signature]
Checked by

[Signature]
Authorized by

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



**ENVIRONMENT MANAGEMENT
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Website: emas.com.np

ANALYSIS REPORT FOR AMBIENT NOISE LEVEL

Report Number	29N/080-81			Sample Number	18-N/080/81				
Sampling Date	07 - 08 September 2023								
Client	Bosphorous Technical Consulting Corp (BOTEK), GOEC Nepal P. Ltd								
Sampling location	Triyuga Municipality Ward No. 11, Gaighat townplanning area Road Section (1.5Km)			GPS point: 26°47'30.40"N 86°41'57.31"E					
Project	Upgrading of different inter connected Road Sections(10.59Km), Gaighat townplanning area Road Section (1.5Km), City hall simaltar Gaighat Diktel road section (2.88 Km), Babarani DM Gate Road Section (0.65Km), Fulchowk PG Chowk Road Botetole Triyuga Corridor section (0.86Km), City Hall Ramchandra Basnet house Road Section (0.28Km), Gaighat Shivalay tole-Adarsha tole-ramailo danda manmohan school to karamgachhi diktel connecting, Road Section (2.25Km), Pragati tole kha (Quarter front) ko road to sakela road ward 11, 13 (2.17Km)								
Sampled by	Environment Management And Analysis Services P. Ltd., Dillibazar, Kathmandu								
Report Date	20 September, 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	71.3	46.4	51.0	18:00 - 19:00	Night	69.1	44.1	49.1
07:00 - 08:00		80.3	49.4	56.6	19:00 - 20:00		74.4	49.9	48.5
08:00 - 09:00		77.1	55.6	54.6	20:00 - 21:00		67.2	43.1	48.4
09:00 - 10:00		75.8	53.2	52.9	21:00 - 22:00		57.9	41.8	44.6
10:00 - 11:00		83.0	51.4	61.9	22:00 - 23:00		55.5	43.0	47.6
11:00 - 12:00		85.3	54.6	50.4	23:00 - 00:00		59.2	39.3	44.9
12:00 - 13:00		78.3	49.5	52.9	00:00 - 01:00		60.7	38.9	44.2
13:00 - 14:00		82.7	48.3	63.3	01:00 - 02:00		61.3	41.5	47.9
14:00 - 15:00		87.4	46.6	51.8	02:00 - 03:00		62.9	42.5	47.9
15:00 - 16:00		89.0	46.6	49.8	03:00 - 04:00		61.3	46.7	49.6
16:00 - 17:00		81.9	47.1	54.2	04:00 - 05:00		64.3	44.5	50.3
17:00 - 18:00		77.7	48.3	41.0	05:00 - 06:00		59.2	45.6	50.1
Leq average (Day)				54.2	Leq average (Night)				47.8
Permissible limit *				65.0	Permissible limit				55.0

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

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

Sampled by

Checked by

Authorized by

Environment Management
&
Analysis Services P. Ltd



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ANALYSIS REPORT FOR AMBIENT NOISE LEVEL

Report Number	30/N/080-81	Sample Number	18-N/080/81						
Sampling Date	07 - 08 September 2023								
Client	Bosphorous Technical Consulting Corp (BOTTEK), GOEC Nepal P. Ltd								
Sampling location	Triyuga Municipality Ward No. 11, City hall simaltar Gaighat Diktel road section (2.88 Km)	GPS Point: 26°48'11.59"N 86°42'20.16"E							
Project	Upgrading of different inter connected Road Sections(10.59Km), Gaighat townplanning area Road Section (1.5Km), City hall simaltar Gaighat Diktel road section (2.88 Km), Babarani DM Gate Road Section (0.65Km), Fulchowk PG Chowk Road Botetole Triyuga Corridor section (0.86Km), City Hall Ramchandra Basnet house Road Section (0.28Km), Gaighat Shivalay tole-Adarsha tole-ramailo danda manmohan school to karamgachhi diktel connecting, Road Section (2.25Km), Pragati tole kha (Quarter front) ko road to sakela.road ward 11, 13 (2.17Km)								
Sampled by	Environment Management And Analysis Services P. Ltd., Dillibazar, Kathmandu								
Report Date	20 September, 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	65.2	48.7	52.2	18:00 - 19:00	Night	61.3	46.2	48.6
07:00 - 08:00		60.8	49.1	51.5	19:00 - 20:00		66.3	47.3	49.4
08:00 - 09:00		66.8	53.1	54.2	20:00 - 21:00		57.2	42.5	48.1
09:00 - 10:00		71.9	52.8	53.7	21:00 - 22:00		55.0	39.1	51.5
10:00 - 11:00		69.8	49.7	52.4	22:00 - 23:00		61.2	37.3	47.7
11:00 - 12:00		65.2	50.7	54.3	23:00 - 00:00		63.2	36.1	47.1
12:00 - 13:00		67.2	51.5	56.2	00:00 - 01:00		59.5	37.2	48.4
13:00 - 14:00		65.0	51.7	55.4	01:00 - 02:00		64.6	42.4	46.6
14:00 - 15:00		63.2	50.3	52.7	02:00 - 03:00		59.4	44.5	49.8
15:00 - 16:00		66.2	49.1	53.2	03:00 - 04:00		62.4	47.3	49.4
16:00 - 17:00		63.5	47.2	50.5	04:00 - 05:00		71.9	46.7	48.6
17:00 - 18:00		71.9	48.7	51.4	05:00 - 06:00		63.2	49.7	51.8
Leq average (Day)				53.1	Leq average (Night)				48.9
Permissible limit *				65.0	Permissible limit				55.0

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

Remarks: The equivalent noise level during the day and night hours comply with the permissible limit in reference to noise level standard 2069, under category of commercial 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: Bosphorous Technical Consulting Corp (BOTEK), GOEC Nepal P. Ltd
Sample Location: Triyuga Municipality Ward No. 11, City hall simaltar
Gaighat Diktel road section (2.88 Km)
GPS Point: 26°48'11.18"N 86°42'20.53"E
Report No: 32/W/080-81
Report Date: 20 September, 2023
Sampled by: EMAS P. Ltd.
Project: Upgrading of different inter connected Road Sections(10.59Km),
Gaighat townplanning area Road Section (1.5Km), City hall simaltar
Gaighat Diktel road section (2.88 Km), Babarani DM Gate Road Section
(0.65Km), Fulchowk PG Chowk Road Botetole Triyuga Corridor section
(0.86Km), City Hall Ramchandra Basnet house Road Section (0.28Km),
Gaighat Shivalay tole-Adarsha tole-ramailo danda manmohan school to
karamgachhi diktel connecting, Road Section (2.25Km), Pragati tole kha
(Quarter front) ko road to sakela road ward 11, 13 (2.17Km)

Sample Sources: Hand Pump
Owner: Bidur Katwal
Year of installation: 2006
Depth of hand pump: 18 feet
Sampling Date: 08 September, 2023
Received Date: 09 September, 2023
Analysis Period: 09 - 12 Sept, 2023

Parameters	Unit	NDWQS	Observed Values	Test Methods
pH	-	6.5 - 8.5	7.2	4500-H ⁺ B, APHA, 22nd EDITION
Colour	-	5 (15)	<0.1	2120 B, APHA, 22 nd EDITION
Turbidity	NTU	5 (10)	2.5	2130 B, APHA, 22nd EDITION
Electrical Conductivity	µS/cm	1500	148.0	2510 B, APHA, 22nd EDITION
Temperature (Lab)	°C	-	24.0	2550 B., APHA, 22nd EDITION
Total Hardness	mg/l as CaCO ₃	500	68.0	2340 C, APHA, 22nd EDITION
Chloride	mg/l	250	3.2	4500-Cl ⁻ B, APHA, 22nd EDITION
Ammonia	mg/l	1.5	<0.02	4500-NH ₃ C., APHA, 17 th EDITION
Nitrate	mg/l as NO ₃	50	0.5	4500-NO ₃ - B., APHA, 22nd EDITION
Iron	mg/l	0.3 (3)	<0.01	3112 B., APHA, 22nd EDITION
Manganese	mg/l	0.2	<0.02	3112 B., APHA, 22nd EDITION
Arsenic	mg/l	0.05	<0.01	3114 C, APHA, 22nd EDITION
E.Coli	CFU/100 ml	Nil	Nil	9221 C., APHA, 22nd EDITION

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

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	Name of the Road	Chainage	Nos.	Remarks
1	Sagarmatha_1	0+020.25	1	
2		0+121.5	1	
3		0+163.5	1	
4		0+275.25	1	
5		0+365.25	1	
6		0+413.5	1	
7		0+489.5	1	
8		0+639.75	1	
9		0+549	1	
10		0+600.75	1	
11		0+728.5	1	
12		1+146	1	
13		1+194.5	1	
14	Sagarmatha_2	0+058	1	
15		0+170.5	1	
16		0+199.75	1	
17		0+458.25	1	
18		0+496.5	1	
19		0+942	1	
20		1+011.25	1	
21		1+164.5	1	
22		1+130.5	1	
23		1+457.5	1	
24		1+502	1	
25		1+644.25	1	
26		1+579	1	
27		2+153.5	1	
28	Sagarmatha_3	0+019.983	1	
29		0+231.25	1	
30		0+359.954	1	
31		0+531.483	1	
32		0+568.685	1	
33		0+690.701	1	
34	Sagarmatha_4	0+026.5	1	
35		0+129.25	1	
36		0+236.5	1	
37		0+293	1	
38		0+520	1	
39		0+421.75	1	
Total			39	Nos.

Annex VII: Code of Conduct (CoC) on GBV

नेपाल शहरी शासकीय तथा पुर्वाधार आयोजना

कार्य स्थलमा हुने यौनजन्य तथा महिला हिंसा सम्बन्धी आचार संहिता

व्यक्तिगत आचार संहिता

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

- म ज्ञातजाति धर्म, भाषा, लिङ्ग, उमेर, राजनीतिक वा सामाजिक श्रेणियत, भौगोलिकता, पञ्च, वैवाहिक स्थिती वा अन्य कुनै पनि आधारमा भेदभाव नगरी सबैलाई सम्मानजनक र समान रूपमा व्यवहार गर्नेछु।
- सामाजिक सन्त्रालको प्रयोग गरी अश्लील शब्द, दुष्य सामग्री वा कार्यलय समय अघिपछी चातुलाप मार्फत सहकर्मि कामदार लाई यौन दुर्व्याहार गर्ने छैन।
- कार्यस्थलमा मिश्री बजाउने, चुम्बन गर्ने, व्याक्तिगत उपहार दिने आदि जस्ता कार्य गरी कर्मचारी, सहकर्मि कामदार लाई यौन दुर्व्याहार गर्ने छैन।
- कुनै पनि प्रलोभन/ धम्की देखाई (जस्तै पदोन्नती लोभ देखाएर, जागीर नांवे धम्की दिएर शोषण गरेर आदि) यौन दुर्व्याहार पक्षमा संलग्न हुने छैन।
- कार्य समग्रबोध भित्र कुनैपनि मायराज्य तथा लागुपदार्थको सेवन गर्ने छैन।
- परियोजना सरोकारवाला वा वरपरका समुदायका सदस्यहरूलाई कुनैपनि म लैङ्गिक हिंसा तथा यौनजन्य दुर्व्याहार गर्ने छैन।
- कुनै पनि कर्मचारी/धर्मिक विरुद्ध हिंसा गरिएको दोषी ठहरिएमा प्रचलित संधय, प्रादेशिक, स्थानीय सरकार बल्लै बैक को कानून, नितै नियम अनुसार सजाय/ दण्डित जारखाना तिनै तयार हुनेछु।
- कार्य गर्ने शिलसिलामा सम्मानजनक निर्देशनहरूको पालना गर्दछु। आतावरणीय + सामाजिक।
- मेरो जिम्मेवारी कुशलता र लगनशीलता पूर्वक पुरा गर्नेछु।

- सम्बन्धित कार्यलय / कम्पनीले सन्त्रालन गरेको विधीन प्राशिक्षण कार्यक्रममा सकिय रूपमा भाग लिनेछु।
- परियोजनाका प्रत्यक्ष लाभदायक सदस्य / समुदायमा यौन दुर्व्याहार / शोषण गर्ने छैन।
- विश्वासनीयता नैतिक उल्लघनको रिपोर्ट गरेमा कुनै कामदार विरुद्ध चर्चला लिने छैन।
- कार्य स्थलमा लैङ्गिक सम्बेदनशिल भाषाको प्रयोग गर्दछु।
- कार्यस्थलमा महिला हिंसा तथा यौनजन्य क्रियाकलाप लाई प्रोत्साहन गर्ने क्षालका गतिविधी गर्न दिने छैन।
- कार्यस्थलमा महिला तथा यौन हिंसा गतिविधीहरूलाई प्रोत्साहन गर्ने छैन।
- १८ वर्षभन्दा मुनिका बालिकाहरूमा कुनै डिजीटल मिडीया मार्फत वा कुनै माध्यमबाट / स्वीकृती लिई वा नांवे यौनजन्य क्रियाकलापमा सहभागी हुनेछैन, बाँद नाबालिका स्वीकृती लिई यौनजन्य क्रियाकलापमा गरेमा क्षमा हुने।
- परियोजना कार्यन्वयन को बेलामा यौनजन्य दुर्व्याहार / यौन शोषण भएमा वा आचार संहिता उल्लघन गरेमा बडा / नगरपालिका स्तरमा रहेको गुनासो सुनवाई सयन्त्रमा तुरन्त निवेदन / जानकारी दिनेछु।
- कार्यस्थलमा कसैले यौनजन्य दुर्व्याहार सम्बन्धी शक्यापद व्यावहार गरेमा वा शक्यापद कार्य गरेमा तुरन्त टोली प्रमुख / प्रबन्धकलाई जानकारी / निवेदन दिनेछु।

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

.....
व्यवस्थापक/टोली प्रमुख

.....
कर्मचारी/कामदार

Annex VIII: Stakeholder Consultation Details

Sagarmatha Agriculture bazar west to south Madan Bhandari Hall to Janpremi tole Bisanpur ward 12 Road

Date	Consultation Type	Composition of Participants	Issues Raised	Response from Project
2080/05/07	FGD	Saraswoti Mahatara, and other Raudidas tole members	<ul style="list-style-type: none"> • Very poor condition of the existing road and very difficult for the pedestrians. • No any environmental and social issues. 	We clearly told them that the work will be completed on time. Environmental issues will be address properly during the construction phase.
2080/05/10	FGD	Keshab Prasad Pokhrel and other member of, Hawaifield tole bikas, Ward-13	<ul style="list-style-type: none"> • Very necessary to start this work as soon as possible. • Must be quality road structures. • Local people must be used for the labor work force. 	Project will be completed on time. Quality of the road will be monitor regularly by the concern authorities. Local manpower will be used as far as possible.
2080/05/13	FGD	Aadesh Kumar Rai and other member of Yakata Tole bikas, Ward-12	<ul style="list-style-type: none"> • Requested for the fast work to be completed. • Willing to help for the project as far as possible. • No GBV and other social related issues. 	Project will address all the environmental and social issues if any arise during the construction stage as well as operational stage. Awareness program will be provided to the local people.
2080/06/10	FGD	Gauri Narayan Chaudhary and other locals, Ward 12, Bisanpur	<ul style="list-style-type: none"> • Mainly emphasized on the quality of road and the material that will be used during the construction. • Must be safe and clean side drain. 	We clarify that project will monitor for the quality and side drain will be made clear.
2080/06/09	FGD	Chandra Bahadur Tamang and other teacher of Shree Janapremi Basic School, Ward-13	<ul style="list-style-type: none"> • Focused on the quality road structure. • Must be completed on time. • Must be drainage on both side of the road 	Project emphasis that there will be no compromise on the quality of the road structure. Proper monitoring will be done to the contractor.

Date	Consultation Type	Composition of Participants	Issues Raised	Response from Project
2080/05/07	Meeting	Laxman Dhakal, and other member of Raudidas tole.(Participants: 13M/9F, including 6 IP members)	<ul style="list-style-type: none"> • Must start work as soon as possible • Must be environmentally friendly • No any obstacles for the completion of the road project 	We made them clear about the completion date of the project and also mention that the environmental and social issues will be address properly.
2080/05/10	Meeting	Keshab Prasad Pokhrel and other member of , Hawaifield tole bikas and Locals, Ward-13 (Participants: 13M /4F, including 9 IP members)	<ul style="list-style-type: none"> • Public are positive for construction. • Construction of road needs to tender fast. • Women empowerment should be focused • Public are okay and will help for the project to complete smoothly. • Environmental issues should be addressed on timely and properly 	Made clear about the completion date of the project and made sure that all other issues will be address accordingly.
2080/05/13	Meeting	Aadesh Kumar Rai and other member of Yakata Tole Ward-12 (Participants: 5M/8F, including 7 IP members)	<ul style="list-style-type: none"> • ROW is clear and people are very willing to help the project. • Must be good quality of road. • Trading for the local people must be provided. • Dust and other environmental problems must be settled by the project during the construction of the road 	Completion time was stated and quality of the road is assured. Environmental and social problems will be addressed promptly.
2080/06/10	Meeting	Shrawan Kumar Chaudhary and other tole members of Bisanpur tole ,	<ul style="list-style-type: none"> • Road ROW is clear municipality in 2055 BS. • No issues on the environmental and social part. • Women empowerment must be taken into consideration. Road safety must be taken seriously during construction phase. 	Different training program, awareness campaign will be done by the concern authorities. Road safety and safety signboard will be

Date	Consultation Type	Composition of Participants	Issues Raised	Response from Project
		Ward-12 (Participants: 14M/5F, All IPs)		installed on every alignment on the regular interval and as per need.

Annex IX: Photographs

Pictorial highlights of the field work



Consultation with Locals of Bisanpur tole



Meeting with people of Ekta tole



Meeting with local of Hawaii field tole area

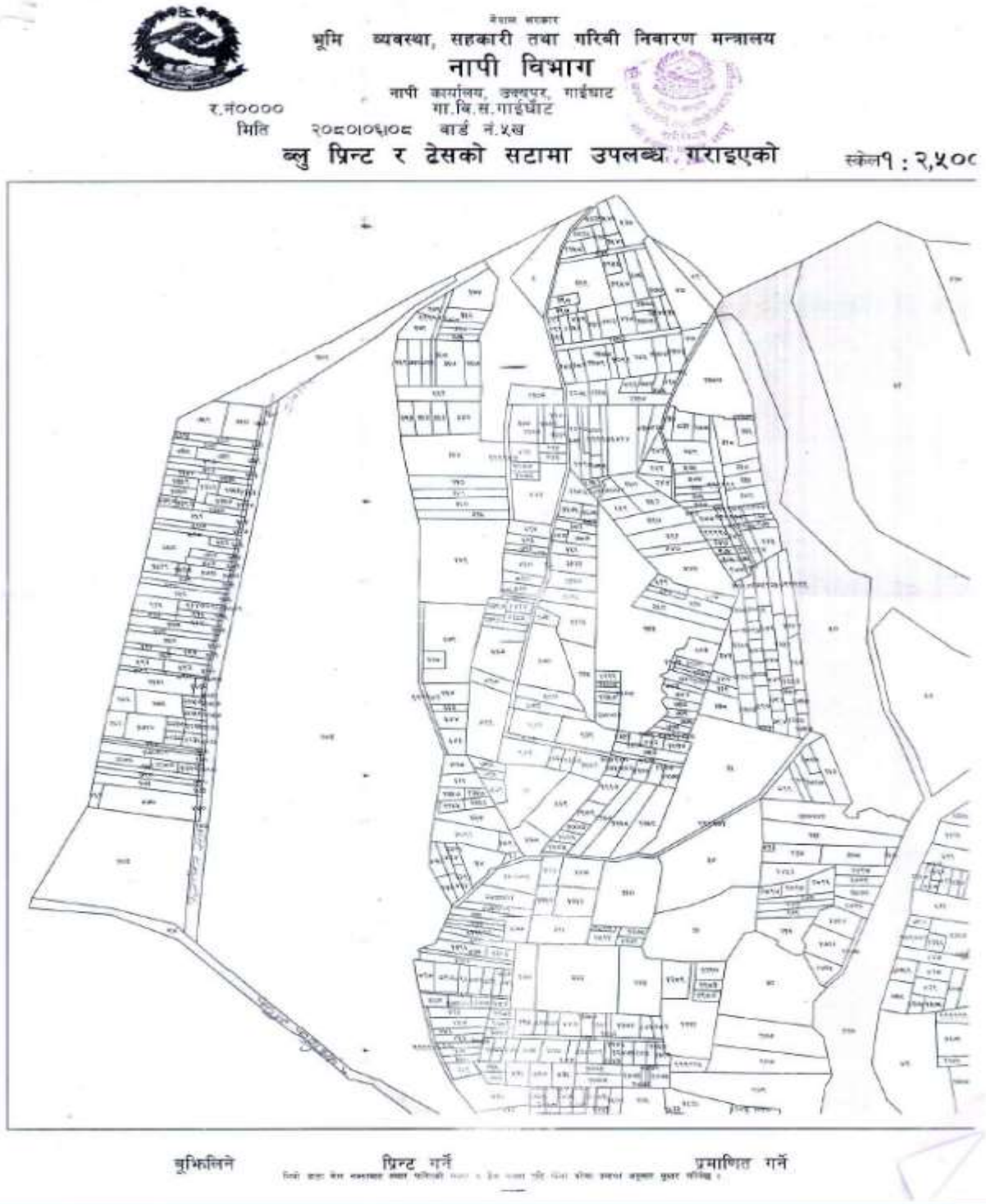


Consultation with Locals of Raudidas area of Sagarmatha Road



Meeting with Teacher of Jana Premi Basic School

Annex X: Cadastral Maps of Alignment Sagarmatha Road





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

र.नं००००

मिति

२०८०।०६।१२

वार्ड नं.५ख

ब्लु प्रिन्ट र टेसको सटामा उपलब्ध गराइएको

स्केल १ : २,५००



बुझिलिने

प्रिन्ट गर्ने

धुमाणित गर्ने

आफ्नै हस्त लेख नसाकेबत जसमा परिवर्तन नगर्ना र त्यस नक्सा कोटि कोटि जसमा उपलब्ध नभएता सटामा प्रिन्ट गर्ने ।



भूमि व्यवस्था, सहकारी तथा गरिबी निवारण मन्त्रालय
नापी विभाग

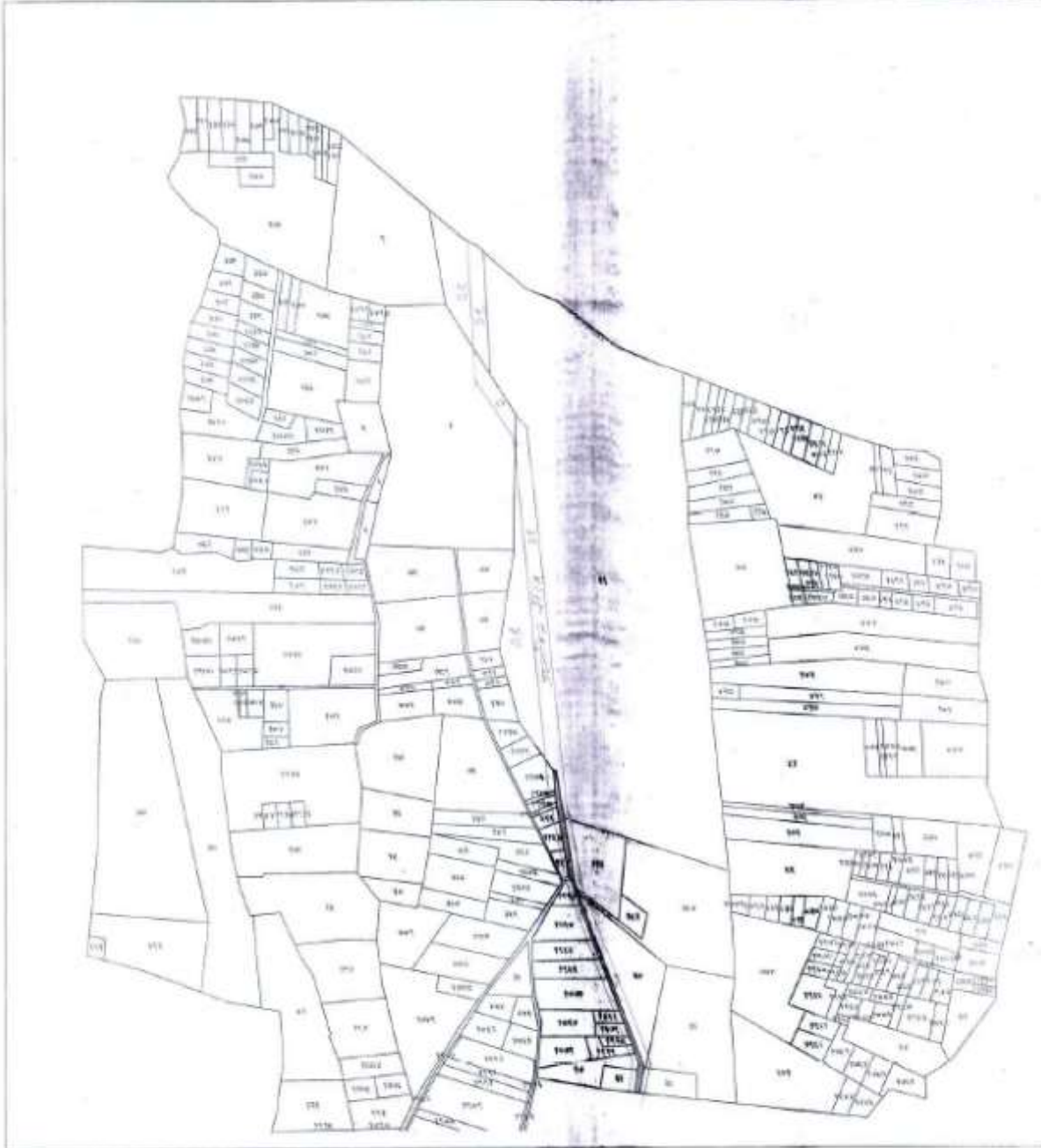
नापी कार्यालय, उदयपुर, गाईघाट
गा.वि.स.गाईघाट

र.नं०००००

मिति २०८०।०६।२५ बाई नं.६क

ब्लु प्रिन्ट र टेसको सटामा उपलब्ध गराइएको

स्केल १ : २,५००




भूमिकलिन


प्रिन्ट गर्ने

प्रमाणित गर्ने

योको प्रयोग गर्न नसकिने गरी नयाँ प्रिन्ट गर्न र टेसको सटामा उपलब्ध गराइएको छ ।



निकास मन्त्रालय
भूमि व्यवस्था, सहकारी तथा गरिबी निवारण मन्त्रालय
नापी विभाग
 गापी मन्डल, उदयपुर, गाईघाट
 या.वि.सं.गाईघाट
 वार्ड नं.६स



र. नं.००००
मिति २०८०/०६/१२

स्केल १ : २,५००

ब्लु प्रिन्ट र ट्रेसको सटामा उपलब्ध गराइएको



भूमिकालिने प्रिन्ट गर्ने पुनर्मापित गर्ने



भूमि व्यवस्था, सहकारी तथा गरिबी निवारण मन्त्रालय
नापी विभाग

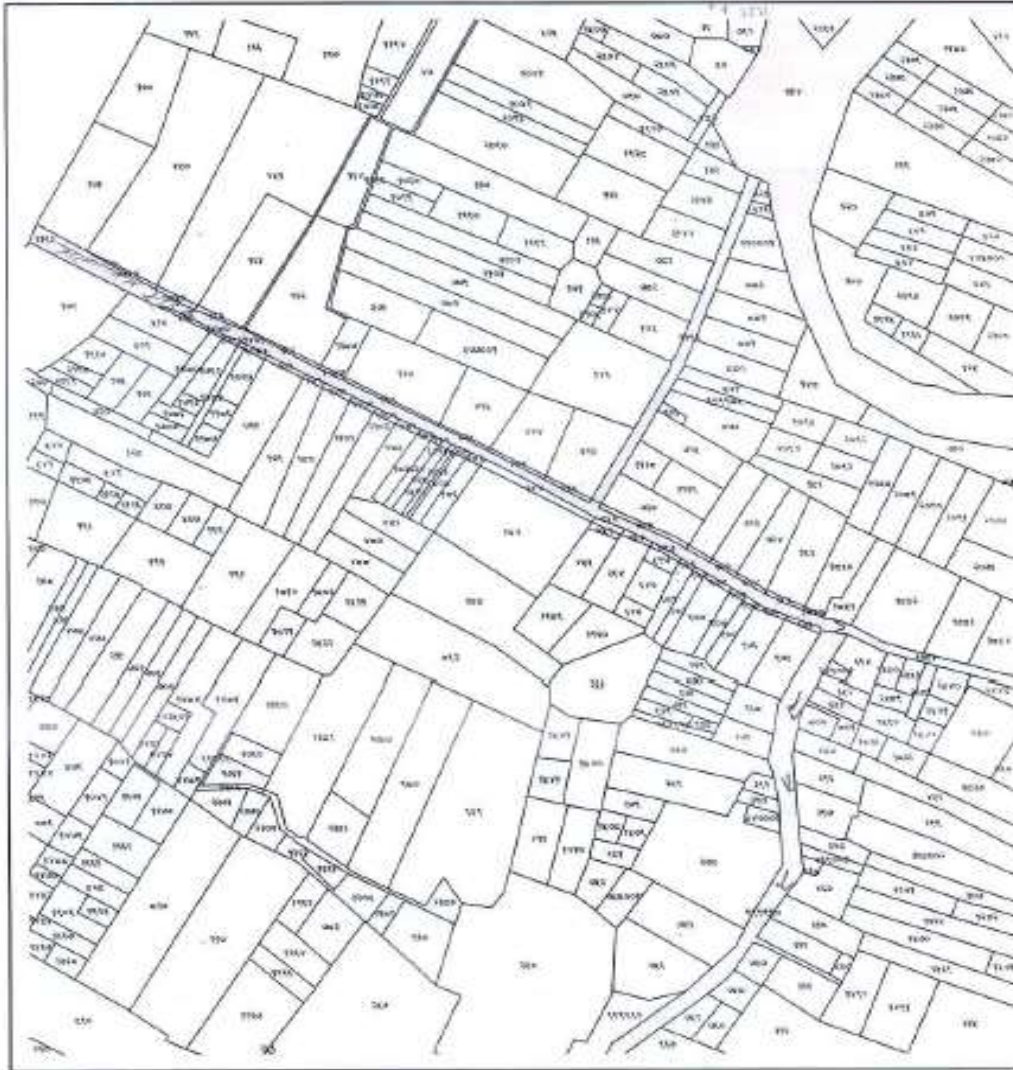
र.नं००००
मिति

नापी नर्यालय, उदयपुर, गाईघाट
गा.वि.स.गाईघाट
बाडें न.५स



ज्यु प्रिन्ट र टेसको सटामा उपलब्ध गराइएको

स्कैल १ : २,५०

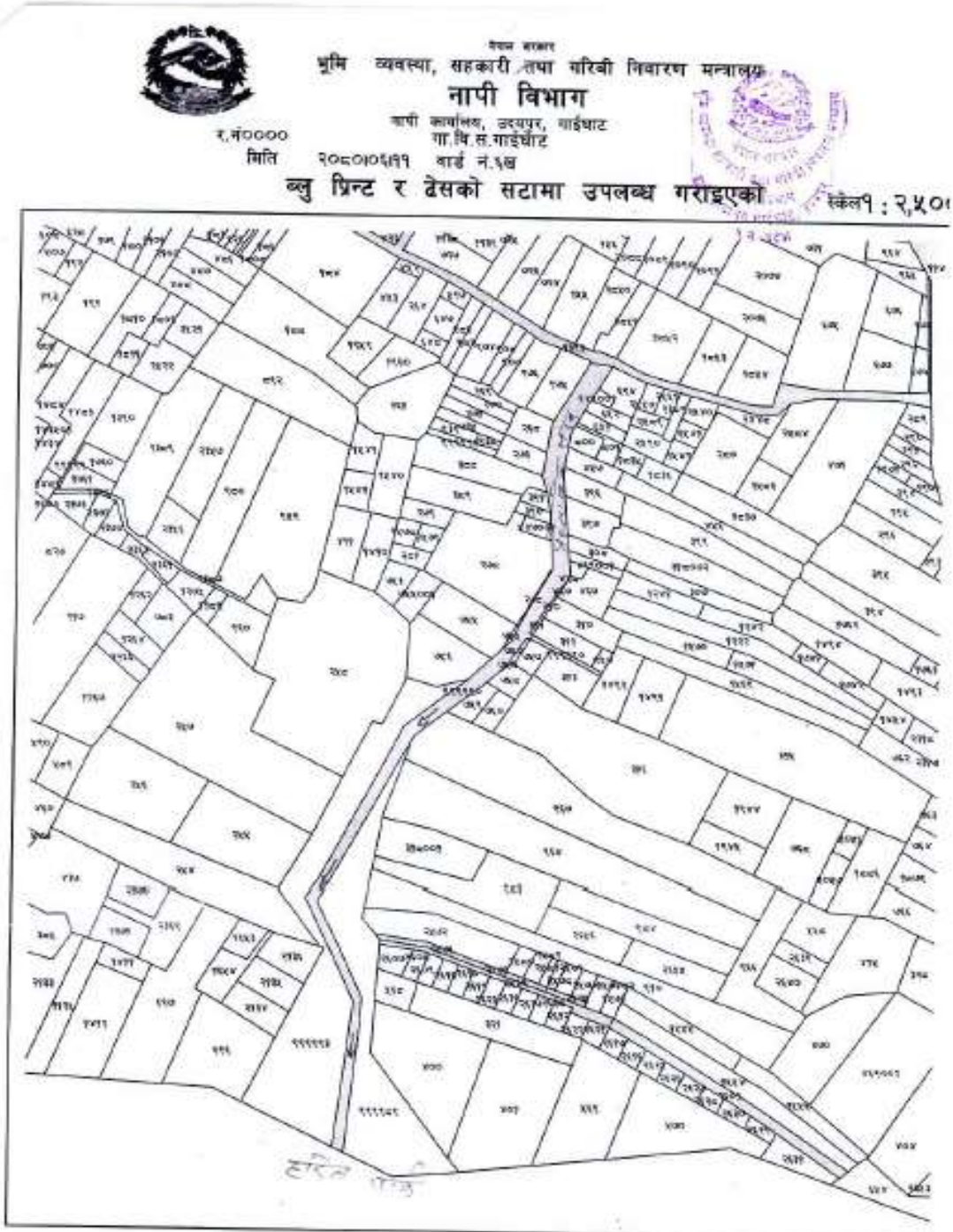


भूमिलिपि

प्रिन्ट गर्ने

प्रमाणित गर्ने

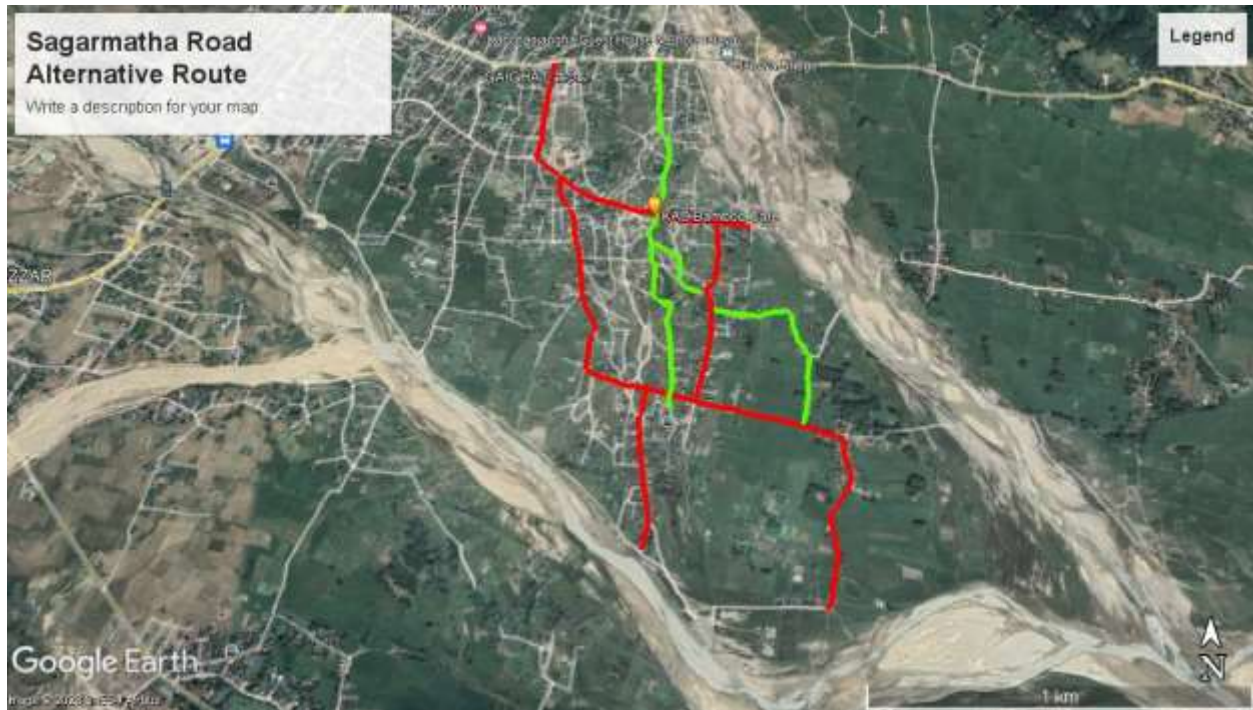
योको प्रिन्ट र टेसको सटामा उपलब्ध गराइएको छ ।



भूमिजिल्ला प्रिन्ट गर्ने प्रमाणित गर्ने

सकल मापन र मापनको लागि यो प्रिन्ट गर्ने । यसको लागि यो प्रिन्ट गर्ने अर्थमा यो प्रिन्ट गर्ने ।

Annex XI: Alternative Route



Note: Red lines are proposed road and green lines are alternative routes.