

Environmental and Social Management Plan (ESMP)

Nepal Urban Governance and Infrastructure Project (NUGIP)

**Upgradation of different inter connected Road
(9.929Km)**

Triyuga Municipality
Udayapur District, Koshi Province
Nepal

March, 2024

EXECUTIVE SUMMARY

Introduction

The upgrading of 9.929 Km length of different inter connected road sections of Triyuga municipality have different seven interconnected roads namely Gaighat town planning area road (1.534Km), City hall- Simaltar-Gaighat- Diktel road (2.86Km), Babarani DM Gate road (0.622Km), Fulchowk PG Chowk Road Bote Tole Triyuga Corridor road (0.90Km), City Hall- Ramchandra Basnet house road (0.255Km), Gaighat Shivalay Tole-Adarsha Tole-Ramailo Danda Manmohan School to Karamgachhi Diktel connecting road section (1.60Km), Pragati Tole kha (In front of Quarter) road to Sakela road ward 12 (2.158Km) which are interconnected each other through two highways. These roads are starts from highway (Sagarmatha and Madan Bhandari) and intersects in different locations of these two highways and ends at different locations. These roads pass through ward no 10,11, 12 and 13 of Triyuga Municipality. The proposed subproject is located in plain area of inner Terai and passes mainly through mixed land use having urban 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 10, 11, 12 and 13, is 33,958 and 8618 respectively. The average household size of the project wards is 3.95. Total male population of the project wards is 15971 and total female population of the project wards is 17987. The sex ratio of the project wards 88.84. The project area is inhabited by brahmin, chhetri, chaudhary/tharu, rai, magar, newar, pariyar, biswokarma, muslim, bote, majhi, danuwar, sharki and mushar. In terms of religion, hindus, christians and buddist reside in these communities. There is presence of mixed groups and cluster of groups of castes in the project area. The indigenous peoples in project area are chaudhary/tharu, rai, magar, newar, bote, majhi, and danuwar. The total households along the road alignment are 882nos. The majority of the people of this area are involved in business, agricultural 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 167 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 20m, 18m, 12m, 10m and 8m RoW for different interconnected roads of the proposed 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 prioritizes hiring from the local community, especially those facing economic hardship, poor and belonging to ethnic minorities. It creates jobs, strengthens local businesses, and improves accessibility. Resident participation fosters valuable skills and employability, leading to personal growth. Furthermore, enhanced road infrastructure connects residents to markets, social services, and opportunities, ultimately improving their quality of life. Efficient transportation benefits education, healthcare, tourism, and the broader socio-economic landscape. Additionally, an expanded network may increase land values, further enriching the community.

Adverse Impacts from the Project Implementation

Increase in construction workers could overwhelm local services like roads, water, and sanitation. Dust, noise, and water pollution from construction activities may degrade the environment. Stockpiled materials and solid waste can erode soil during construction and operation. Traffic and rainwater runoff might erode nearby 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 specially poor and vulnerable will be given priority for employment opportunities. Necessary measures like water spray during construction, air, noise monitoring, water sample testing will be taken to reduce the adverse effects on environment. The workers will be insured

and provided with first aid facilities, separate camps 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. 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, diversion during construction will be managed 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 and presented in tabular form. 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 विभिन्न अन्तरसम्बन्धित सडकखण्डको ९.९२९ किलोमिटर लम्बाइको गाईघाट नगर योजना क्षेत्र सडक (१.५३४ किमी), सिटीहल-सिमलटार-गाईघाट-दिक्तेल सडक (२.८६ किमी), बबरानी डिएम गेट सडक (०.६२२ किमी), फुलचोक पीजी चोक सडक बोटे टोल त्रियुगा करिडोर सडक (०.९० किमी), सिटी हल-रामचन्द्र बस्नेत घर सडक (०.२५ किमी), गाईघाट शिवालय टोल-आदर्श टोल-रमाईलो डाँडा मनमोहन स्कुलदेखि करमगाछी दिक्तेल जोड्ने सडक खण्ड (१.६० किमी), प्रगति टोल ख (क्वार्टर अगाडि) सडकदेखि साकेला सडक वडा नं १२ (२.१५८ किमी) गरी सात वटा अन्तरसम्बन्धित सडक स्तरोन्नति कार्य गर्नको लागि प्रस्ताव गरिएको छ। प्रस्तावित सडकहरू दुइवटा राजमार्गबाट एकअर्कासँग जोडिएका छन् । यी सडकहरू सगरमाथा र मदन भण्डारी राजमार्ग बाट सुरु भएर यी दुई राजमार्गका विभिन्न स्थानहरू पार गर्दै जान्छन र विभिन्न स्थानहरूमा समाप्त हुन्छन्। यो सडक त्रियुगा नगरपालिकाको वडा नं. १०,११, १२ र १३ हुँदै जान्छ । सगरमाथा र मदन भण्डारी राजमार्गको सङ्गमस्थलमा रहेको व्यापारिक क्षेत्र गाईघाट बजार हुँदै र मिश्रित भू-उपयोग, ग्रामीण बस्ती हुँदै यि उप-आयोजना जान्छ । प्रस्तावित उप-आयोजनाको सबै खण्ड समतल क्षेत्रमा अवस्थित छ र बस्ती र कृषि भूमि 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, 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 १०, ११, १२ र १३ को कुल जनसंख्या र घरधुरी क्रमशः ३३९५८ र ८६१८ रहेको छ । उप आयोजना पर्ने वार्डहरूको औसत

घरको आकार ३.९५ छ। आयोजना सञ्चालन हुने वडाहरूको कुल पुरुष जनसंख्या १५९७१ र महिला कुल जनसंख्या १७९८७ रहेको छ । परियोजना सञ्चालन हुने वडाहरूको लिंग अनुपात ८८.८४ रहेको छ ।

आयोजना क्षेत्रमा ब्राह्मण, क्षेत्री, चौधरी/थारू, राई, मगर, नेवार, परियार, विश्वकर्मा, मुस्लिम, बोटे, माझी, दनुवार, सार्की 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/थारू, राई, मगर, नेवार, बोटे, माझी र दनुवार आदिवासी जनजाति बसोबास गर्दछन्। यस सडकखण्डमा ८८२ 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 १६७ 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-आयोजनाका विभिन्न अन्तरसम्बन्धित सडकका लागि आयोजनाको प्रत्यक्ष प्रभाव क्षेत्र २० मिटर, १८ मिटर, १२ मिटर, १० मिटर र 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 महत्वपूर्ण भूमिका खेल्छ। सुधारिएको यातायात सुविधाले यस क्षेत्रका बासिन्दाहरूको लागि जीवनको राम्रो गुणस्तरको नेतृत्व गर्दछ। कुशल यातायात प्रणालीको उपलब्धताले शिक्षा, स्वास्थ्य सेवा, पर्यटन र अन्य सामाजिक-आर्थिक क्षेत्रमा सकारात्मक प्रभाव पार्न सक्छ। यसबाहेक,

विस्तारित सडक सञ्जालले स्थानीय समुदायलाई फाइदा पुऱ्याउँदै जमिनको मूल्य वृद्धि गर्न योगदान पुऱ्याउँछ। 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

वातावरणीय र सामाजिक प्रभावलाई कम गर्न र निर्माण प्रक्रियाको सुरक्षा र दक्षता सुनिश्चित गर्न यस उप आयोजना निर्माणको लागि न्युनिकरण उपायहरु आवश्यक छन्। प्रतिवेदनले यस परियोजनालाई वातावरणमैत्री बनाउने उद्देश्यले लाभ बढाउन र प्रतिकूल प्रभावहरु कम गर्न विभिन्न उपायहरु प्रस्ताव गरेको छ। रोजगारीका अवसरका लागि स्थानीय जनतालाई प्राथमिकता दिइनेछ । वातावरणमा पर्ने प्रतिकूल प्रभावलाई न्यूनीकरण गर्न आवश्यक कदम चालिनेछ। 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 बालबालिकालाई 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।

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 प्रभावहरू, तिनीहरूको न्यूनीकरणका उपायहरू, अनुगमन विधिहरू सहित यो वातावरणीय र सामाजिक व्यवस्थापन योजना रिपोर्ट प्रस्तावित गरिएको छ। निर्माण र सञ्चालन चरणहरूमा वातावरणीय र सामाजिक प्रभावहरूको लागि न्यूनीकरण लागत प्रतिवेदनमा समावेश गरिएको छ। यसबाहेक पर्यावरणीय र सामाजिक न्यूनीकरण उपायहरू कार्यान्वयन गर्न र अनुगमनको लागि जिम्मेवार एजेन्सीहरू यस 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 सहायाता पुऱ्याइनेछ।

Acronym

BoQ	: Bill of Quantity
CBS	: Central Bureau of Statistics
CESMP	: Construction Environment and Social Management Plan
CoC	: Code of Conduct
Ch	: Chainage
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 different interconnected road (9.929Km) sections** 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 (BOTEK) 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 Different inter connected road sections 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>Different inter connected road sections (9.929Km)</i>
Estimated Cost:	NPR. 677,075,718.14 (including VAT and contingency) ESMP cost for Interconnected Road: 1,700,000.00
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

Different inter connected road (9.929 Km) sections is an urban road of Triyuga Municipality. Gaighat Bazar is surrounded by these roads. Gaighat is the Triyuga municipal headquarter as well as district headquarters of Udayapur district. The proposed subproject is located in Terai area and passes mainly through mixed land use having urban settlement and cultivated land. This inter connected road has seven sections, they are presented in **Table 2-1**.

Table 2-1 List of roads in different interconnected road sections

SN	Name of the Road	Length (Km)
1	Gaighat town planning area road section (1.534Km)	
	Section I	1.045
	Section II	0.489
2	City hall- Simaltar-Gaighat- Diktel road section	2.860
3	Babarani DM Gate road section	0.622
4	Fulchowk PG Chowk Road Bote Tole Triyuga Corridor section	0.900
5	City Hall- Ramchandra Basnet house section	0.255
6	Gaighat Shivalay Tole-Adarsha Tole-Ramailo Danda Manmohan School to Karamgachhi Diktel connecting road section	1.600
7	Pragati Tole kha (In front of Quarter) road to Sakela Road ward 12 (2.158Km)	
	Section I	0.788
	Section II	1.370
Total		9.929

The road wise location details are presented below

i. Gaighat town planning area road section (1.534Km)

The proposed road section lies within the Gaighat city. There are two sections of this road. Section I starts from municipality office and make rectangular section and ends at gate of municipality office. Section II starts from Sagarmatha Highway and end near Sunny Mandir.

This road passes through densely populated area of Gaighat main bazar. It passes through Adarshanagar Tole, BP Chowk, Bidhut Marga and Jyoti Marga. It crosses two highways (Sagarmatha and Madan Bhandari) in different locations. This road rounds the main crossing of Sagarmatha and Madan Bhandari Highway. It directly serves the people of ward 11 of Triyuga municipality.

ii. City Hall Simaltar Gaighat Diktel road section (2.86Km)

This road start from main chowk of Gaighat bazar and end at Gaighat-Diktel Road (section of Sagarmatha Highway). This road connects the core Gaighat city area to the Gaighat-Diktel road section via Simaltar. This road passes through major place i.e Pipal Chowk, InnarChowk, Janmukhi Chowk, Patandevi Tole and simaltar area. It is the one of the oldest routes to reach Gaighat-Diktel road from main chowk of Gaighat. It directly benefits the people of ward 11 of Triyuga municipality.

iii. Babarani DM Gate road section (0.622Km)

This road start from Babarani chowk which lies in Madan Bhandari highway and ends at DM Gate of Sagarmatha Highway. This road connects core city of Gaighat-to-Gaighat bus park through Sagarmatha highway. It directly serves people of ward 11 of Triyuga municipality.

iv. Fulchowk PG Chowk Road Botetole Triyuga Corridor section (0.9Km)

This road start from Fulchowk (a point of Purano Gaighat Bisanpur road section) and ends at Triyuga corridor which further connects with Sagarmatha highway. This road passes through Fulchowk, Bote tole, Sagarmatha tole and Sansari marga. This road serves people of ward 12 of Triyuga municipality.

v. City Hall Ramchandra Basnet house road section (0.255Km)

This road starts from Ch 0+260 of City Hall Simaltar Gaighat Diktel road. This road is a branch road of City Hall Simaltar Gaighat Diktel road. It serves the people of Ward 11 of Triyuga municipality.

vi. Gaighat Shivalay Tole-Adarsha Tole-Ramailo danda Manmohan school to Karamgachhi Diktel connecting road section (1.6Km)

An alignment of length 1.60 Km starts from Shivalaya chowk (Ch 1+300) of City Hall Simaltar Road. It passes through Adarsha tole, Ramailo danda, Ncell danda, Manmohan school and ends near Karamgachhi (Ch 1+600) of Ward no. 10.

vii. Pragati Tole kha (Quarter front) road to Sakela Road ward 12 (2.158Km)

This road starts from the PG chowk of Madan Bhandari highway and is further divided into two sections, one section having 788 m length and the other section having 1370 m length. The second section starts from the first sections Ch 0+250. This road passes through Pragati tole, Bishalnagar tole, Sakela tole, Sakela Park, basic health center, football ground and ends at Pragati tole. This road serves the people of ward 12 and 13 of Triyuga municipality.

2.2 Land use

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 different interconnected road sections is Shown in **Table 2-2** and related documents are attached along with a municipal clarification letter in **Annex II** of this report.

The land within the proposed construction width of proposed interconnected road sections is already in use by the public. The upgrading work for the road sub-project will be limited within the existing road width. 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.

Table 2-2: RoW details of the Inter-connected Road Sections

SN	Name of the Road/ Section	Length (Km)	RoW (m)	Existing width (m)	Proposed construction width (m)	Remarks (Cross section type)
a.	Gaighat Town planning area road					
	Section I	1.45	12 for 0+000 to 0+140,	12 for 0+000 to 0+140,	12 for 0+000 to 0+140,	Type_1
			18 for 0+140 to 1+010	18 for 0+140 to 1+010	17.5 for 0+140 to 1+010	Type_2
			10 for 1+010 to 1+045	10 for 1+010 to 1+045	8 for 1+010 to 1+045	Type_3
	Section II	0.489	12 for 0+000 to 0+489	11.5 for 0+000 to 0+240	11.5 for 0+000 to 0+240	Type_4
				8 for 0+240 to 0+489	8 for 0+240 to 0+489	Type_3
b.	City hall- Simaltar-Gaighat- Diktel road section					
		2.86	20	20 for 0+000 to 0+260 13 for 0+260 to 2+820 10.65 for 0+820 to 2+860	20 for 0+000 to 0+260 13 for 0+260 to 2+820 10.65 for 2+820 to 2+860	Type_5 Type_6 Narrow section
c.	Babarani DM Gate road section					
		0.622	8	8 for 0+000 to 0+260 6.3 for 0+260 to 0+420 8 for 0+420 to 0+520 6.75 for 0+520 to 0+610 8 for 0+610 to 0+622	8 for 0+000 to 0+260 6.3 for 0+260 to 0+420 8 for 0+420 to 0+520 6.75 for 0+520 to 0+610 8 for 0+610 to 0+622	Type_3 Narrow Type_3 Narrow Type_3
d.	Fulchowk PG chowk Road Botetole Triyuga Corridor section					
		0.9	8	8	8	Type_3
e.	City hall- Ramchandra Basnet house section					
		0.255	8	8 for 0+000 to 0+160 6.3 for 0+160 to 0+240 8 for 0+240 to 0+255	8 for 0+000 to 0+160 6.3 for 0+160 to 0+240 8 for 0+240 to 0+255	Type_3 Narrow Type_3
f.	Gaighat Shivalaya Tole-Adarsha Tole-Ramailo danda Manmohan school to Karamgachhi Diktel connecting road section					
		1.6	8	8	8	Type_3
g.	Pragati tole kha (Infront of Quarter) ko road to Sakela road ward 12					
	Section I	0.788	10	8	8	
				8 for 0+000 to 0+560 6.3 for 0+560 to 0+600 8 for 0+600 to 0+740 6.3 for 0+740 to 0+760 8 for 0+760 to 0+788	8 for 0+000 to 0+560 6.3 for 0+560 to 0+600 8 for 0+600 to 0+740 6.3 for 0+740 to 0+760 8 for 0+760 to 0+788	Type_3 Narrow Type_3 Narrow Type_3
	Section II	1.37	10	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 Baruwā. 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 alignments does not cross any river. Number of small seasonal small Hume pipe crosses the alignment at different Chainage which details are presented in **Table 2-4**. 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 2-3**.

Table 2-3 :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 2-4 Natural Drainage Existed Along the Road Alignment

SN	Name of the Road	Chainage	Natural Drainage	Adopted Structures	Remarks
1	Gaighat town planning area Road Section		NA		Highway crossing only.
2	City hall- Simaltar-Gaighat-Diktel Road Section	2+817	Crossing	0.6m dia Hume pipe	Crossing
		1+125	Crossing	Box Culvert (1.5*1)	
		1+938	Crossing	Box Culvert (1.5*1)	
3	Babarani DM gate Road Section	0+621	Drain crossing	Box Culvert (1.5*1)	
4	Fulchowk PG chowk Road botetole Triyuga Corridor section	0+179	Crossing	0.6m dia Hume pipe	Crossing
		0+885	Crossing	1.2m dia Hume pipe	Strome water crossing
5	City hall- Ramchandra Basnet house section	0+255	Crossing	Box Culvert (2*2)	
6	Gaighat Shivalay tole- Adarsha tole-ramailo danda manmohan school to karamgachhi diktel connecting Road Section	0+150	Crossing	0.6m dia Hume pipe	Crossing
		0+630	Crossing	Box Culvert (1.5*1)	Drain Crossing
		1+050	Crossing	Box Culvert (1.5*1)	Drain Crossing
		1+378	Crossing	0.9m dia Hume pipe	CS Structure
		1+598	Crossing	Box Culvert (1.5*1)	Crossing
7	Pragati tole kha (Infront of Quarter) ko road to Sakela road ward 12 Section I				
		0+451	Crossing	0.6m dia Hume pipe	Crossing
		0+787.5	Crossing	Box Culvert (1.5*1)	Drain Crossing

SN	Name of the Road	Chainage	Natural Drainage	Adopted Structures	Remarks
	Section II	0+770	Crossing	0.9m dia Hume pipe	Outlet towards river
		0+978	Crossing	0.6m dia Hume pipe	Crossing
		1+022	Crossing	0.6m dia Hume pipe	Drain crossing
		1+318	Crossing	Box Culvert (1.5*1)	Crossing

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 having dense, scattered settlements and cultural cultivated land. There is no any forest and rivers within the alignments. Therefore there is no direct effect for the biological aspect of the environment. 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 2-5, 2-6 and 2-7** respectively.

Table 2-5 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 2-6 Major Wildlife found in the Municipality Area

SN	Local Name (Nepali Name)	English Name	Scientific Name	Remarks
Wildlife: Animal				
1	स्यल	Wolf	Canis lupus	
2	बादर	Monkey	Macaca mulatta	
Major Birds				
1	कग	Crow	Corvus brachyrhynchos	

SN	Local Name (Nepali Name)	English Name	Scientific Name	Remarks
2	सुगा	Parrot	Phaethontidae Psittaciformes	
3	भगेरा	Sparrow	Ploceidae Passer	

Table 2-7 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 in two locations which covers both priority one and priority two roads. Instruments were placed in chainage 0+000 of Gaighat town planning area road section and Chainage 1+460 of City Hall Simaltar Gaighat Diktel road section for air quality monitoring. 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 Gaighat town planning area road section. Similarly, the real time based 24 hours average TSP, PM10, PM2.5 and CO were 131.4 $\mu\text{g}/\text{m}^3$, 58.4 $\mu\text{g}/\text{m}^3$, 14.1 $\mu\text{g}/\text{m}^3$ and 230 $\mu\text{g}/\text{m}^3$ respectively at the City Hall Simaltar Gaighat Diktel road section. The observed values are within the prescribed limit of NAAQS 2012 for the respective air quality parameters. The air quality test report is presented in **Annex V**.

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

For maintaining the quality of air in construction site, during construction, water -will be sprayed on the road surface 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 borne 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 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 at Gaighat town planning area road was 54.2B(A) and 47.8dB(A) respectively and Chainage at City Hall Simaltar Gaighat Diktel road was 53.1B(A) and 48.9dB(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 RoW 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. In most of the sections of interconnected roads, there are two parallel pipelines placed for supply of water for community use. 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 2-8**.

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 2-8: Existing water supply pipeline details

S N	Name of the road	Chainage		Side	Length (m)	Dia. of pipe	Type of pipe	Quantit y (m)	Remar ks
		From	To						
1	Gaighat town planning area road section								
	Section I	0+000	1+045	Both	1045	4''	CI	2090	
	Section II	0+000	0+489	Both	489	4''	CI	978	
2	City hall- Simaltar- Gaighat- Diktel road section	0+000	0+200	Both	200	6''	CI	400	
		0+200	2+860		2660	8''		5320	
3	Babarani DM gate road section	0+000	0+622	Both	622	110 mm	HDPE	1244	
4	Fulchowk PG chowk Road botetole Triyuga Corridor section	0+000	0+900	Both	900	4''	HDPE	1800	
5	City hall- Ramchandra Basnet house section	0+000	0+255	Right	255	40 mm	HDPE	255	
6	Gaighat Shivalay Tole- Adarsha Tole-Ramailo Danda Manmohan School to Karamgachhi Diktel connecting road section	0+000	1+180	Both	1180	3''	HDPE	2360	
		1+118	1+600	Both	482	4''		964	
7	Pragati Tole Kha (In front of Quarter) road to Sakela road ward 12	0+000	0+788	Both	788	4''	HDPE	1576	
		0+000	1+370		1370			2740	
Total								19727m	

Source: Field survey 2023

Religious Places, Resting Area and Community owned properties

The details of the public owned properties lie alongside of the road alignment are presented below. These structures won't be affected by the project upgradation works however necessary precaution such as careful handling of equipment and safety measures will be taken during construction works.

Table 2-9: List of temples, resting areas and other community owned properties

S. N.	Road Name	Chainage	Name of temples/ resting places/ other community owned structures	Type	Remarks
1	Gaighat town planning area road section				
	Section I	0+570	Pipal Chowk	Chautara	Within the road center but will not be affected
	Section II	NA			
2	City hall- Simaltar-Gaighat- Diktel road section	0+200	Pipal Chowk	Chautara	Within the road center but will not be affected
		1+600	Shiva Mandir	Temple	Right side, will not be affected

S. N.	Road Name	Chainage	Name of temples/ resting places/ other community owned structures	Type	Remarks
3	Babarani DM gate road section	NA			
4	Fulchowk PG chowk Road Botetole Triyuga Corridor section	0+000	Fulchowk	Resting place	Left side, will not be affected
5	City hall- Ramchandra Basnet house section	NA			
6	Gaighat Shivalay tole- Adarsha tole-Ramailo danda Manmohan school to Karamgachhi Diktel connecting road section	1+200	Pipal tree with Shiva Mandir	Temple	Left side, will not be affected
7	Pragati tole kha (In front of Quarter) ko road to Sakela road ward 12				
	Section I	NA			
	Section II	0+700	Sakela Park	Park	Left side, will not be affected
		1+028	Puspapal Statue		Road center, will not be affected

Source: Field survey 2023

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 i.e. 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 2-10: Schools in and near the road alignment

S.N.	Road Name	Chainage	School Name	Place/ Settlement	Remarks
1	Gaighat town planning area road section	NA			None of the structures of school will be affected during construction
2	City hall- Simaltar-Gaighat- Diktel road section	NA			
3	Babarani DM gate road section	NA			
4	Fulchowk PG chowk Road Botetole Triyuga Corridor section	NA			
5	City hall- Ramchandra Basnet house section	NA			
6	Gaighat Shivalay tole-Adarsha tole-ramailo danda Manmohan school to Karamgachhi Diktel connecting road section	1+550	Manmohan school	Khashi Bazar, Karamgachhi	
7	Pragati tole kha (In front of Quarter) ko road to Sakela road ward 12	NA			

Source: Field survey 2023

Existing Storm water drainage structures*Table 2-11: Existing storm water drain details*

SN	Name of the Road	Chainage		Direction	Remarks
		FROM	TO		
1	Gaighat town planning area road section				Proposed for re-construction
	Section I	0+000	0+060	Left and Right	
		0+080	0+280	Left and Right	
		0+300	0+560	Left and Right	
		0+580	0+840	Left and Right	
		0+860	1+000	Left and Right	
	Section II	0+000	0+489	Left & Right	
2	City hall- Simaltar-Gaighat- Diktel road section	0+000	0+190	Right & Left	
		0+210	0+255	Right & Left	
		0+260	0+310	Right & Left	
		0+315	0+415	Right & Left	
		0+420	1+920	Right	
		1+945	1+965	Right	
		1+990	2+040	Right	
		2+050	2+460	Left & Right	
		2+710	2+750	Right	
3	Babarani DM gate road section	0+000	0+620	Left and Right	
4	Fulchowk PG chowk Road Botetole Triyuga Corridor section	0+000	0+900	Left & Right	
5	City hall- Ramchandra Basnet house section	0+000	0+150	Left	
6	Gaighat Shivalay tole-Adarsha tole-Ramailo danda Manmohan school to Karamgachhi Diktel connecting road section	0+000	1+190	Left	
		0+000	0+250	Right	
		1+050	1+600	Right	
7	Pragati tole kha (In front of Quarter) ko road to Sakela road ward 12	0+000	1+370	Left & Right	
		0+000	0+787	Left & Right	

Source: Field survey 2023

Existing Electric lines

In the whole alignment, the road section has 167 electric poles with in construction width of proposed subprojects which needs to be relocated during construction. Details of electric poles which needs to be relocated during construction are presented in below **Table 2-12** and further chainage wise details are presented in **Annex IX**.

Table 2-12: Road wise existing pole details

SN	Road Name	Number	Remarks
1	Gaighat town planning area road section	47	
2	City hall- Simaltar-Gaighat- Diktel road section	47	
3	Babarani DM gate road section	4	
4	Fulchowk PG chowk Road Botetole Triyuga Corridor section	8	
5	City hall- Ramchandra Basnet house section	5	
6	Gaighat Shivalay tole-Adarsha tole-Ramailo danda Manmohan school to Karamgachhi Diktel connecting road section	29	
7	Pragati tole kha (Infront of Quarter) ko road to Sakela road ward 12	27	
Total		167	Nos.

Source: Field survey 2023

2.10 Demography of the project area

The total population of Udayapur District, according to the Census of Nepal, 2021 (2078 B.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 2-13 Population and Household details of affected wards

Ward No.	Name of the road	House hold	Population			Average Household size	Sex ratio
			Total	Female	Male		
10	<ul style="list-style-type: none"> Gaighat Shivalay tole-Adarsha tole-Ramailo danda Manmohan school to Karamgachhi Diktel connecting road section 	2125	8265	4381	3884	3.89	88.66
11	<ul style="list-style-type: none"> Gaighat town planning area road section, City Hall Simaltar Gaighat Diktel road section Babarani DM Gate road section City Hall Ramchandra Basnet house road section Pragati tole kha (Quarter front) ko road to Sakela road ward 12 	2973	11400	6065	5335	3.83	87.96
12	<ul style="list-style-type: none"> Fulchowk PG Chowk Road Botetole Triyuga Corridor section 	1882	7907	4137	3770	4.2	91.13
13	<ul style="list-style-type: none"> Pragati tole kha (Quarter front) ko road to Sakela road ward 12 	1638	6386	3404	2982	3.90	87.60

Source: NSO, 2021

2.11 Settlements

There is presence of dense and scattered settlement within the project area of interconnected roads. The major settlement along the alignments is listed below.

- **Gaighat town planning area road section:** Gaighat Bazar, Adarshanagar tole, BP chowk, Bidhut marga and Jyoti marga,
- **City Hall Simaltar Gaighat Diktel road section:** Pipal chowk, Innar chowk, Janmukhi chowk, Patandevi tole and Simaltar
- **Babarani DM Gate road section:** Babarani tole
- **Fulchowk PG Chowk Road Botetole Triyuga Corridor section:** Fulchowk, Bote tole, Sagarmatha tole and Sansari marga.
- **City Hall Ramchandra Basnet house road section:** City Hall
- **Gaighat Shivalay tole-Adarsha tole-ramailo danda Manmohan school to Karamgachhi Diktel connecting road section:** Adarsha tole, Ramailo danda, Ncell danda, Manmohan school and Kamgachhi
- **Pragati tole kha (Quarter front) ko road to Sakela road ward 12 road:** Pragati tole, Bishalnagar tole, Sakela tole, Sakela Park

2.12 Land availability

The project area consists of dense settlement in Town planning, City Hall Simaltar and Babarani DM Gate Road section and other roads alignment have scattered settlements with cultivated land. All the proposed roads are operating and vehicles have been plying 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. The land within the proposed construction width which is the existing road width is already in use by the public. However, due to the availability of existing road width in a few locations the construction width of the roads is reduced. The details are presented in **Table 2-2** (Section 2.2: Land use). Further, the details of RoW, existing width, proposed construction width and carriageway widths are presented in **Table 3-1, Salient features**. The proposed road will be upgraded within existing road width only. Thus, 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 2-14**. There is presence of mixed groups and cluster of 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 were also organized during filed study. The consultation summary with different groups is presented in chapter 5 of this report.

Table 2-14: Caste/Ethnicity of People along proposed interconnected road alignment

SN	Name of the Road	Gaighat townplanning area Road Section	City hall simaltar Gaighat Diktel road section	Babarani DM Gate Road Section	City Hall Ramchandra Basnet house Road Section	Gaighat Shivalay tole-mannohan school to karamgachhi diktel Road	Fulchowk PG Chowk Road Botetole Triyuga Corridor section	Pragati tole kha (Quarter front) ko road to Sakela road ward 12	Total Household Nos.	%	Remarks
		HH	HH	HH	HH.	HH	HH	HH			
1	Brahmin	72	20	1	7	1	8	16	125	13.23	Khas/ Arya
2	Chhetri	88	70	17	4	17	7	18	221	21.33	Khas/ Arya
3	Tharu	20	15	4	0	4	23	3	69	13.07	IP
4	Rai	45	30	7	4	7	14	20	127	16.12	IP
5	Magar	20	5	0	2	0	4	0	31	7.30	IP
6	Madheshi	53	10	15	0	15	9	0	102	9.94	
7	Newar	30	20	5	3	5	6	2	71	5.69	IP
8	Pariyar	10	0	0	0	0	0	0	10	0.80	Dalit
9	Biswokarma	5	3	0	0	0	1	15	24	2.73	Dalit
10	Muslim	5	0	7	0	7	0	0	19	1.52	
11	Pariyar	2	7	0	0	0	1	18	28	2.25	Dalit
12	Bote	0	18	0	0	0	18	0	36	2.89	IP
13	Majhi	0	0	1	0	1	0	0	2	0.16	IP
14	Danuwar	0	0	2	0	2	0	0	4	0.32	IP
15	Mushar	0	0	0	0	0	5	0	5	2.00	
16	Sharki	0	0	0	0	0	0	8	8	0.64	Dalit
Total		350	198	59	20	59	96	100	882	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 present in the area. The municipal social section record also shows that GBV present within the municipality. There are more than 39 consultations (KII, FGD and meetings) were conducted during preparation of ESMP. During the consultations, 427 numbers of people participated. The male and female participants were 246 (57.61%) and 181 (42.39%). 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 2-15** 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 2-15: GBV Cases 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 ESMP. 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 Different inter connected Road (9.929Km) Sections have seven roads which are interconnected each other through two highways. These roads are starts from highway (Sagarmatha and Madan Bhandari), also intersects by these two highways in different locations. The overall length of the proposed road is 9.929 Km. These roads pass through ward no 10,11, 12 and 13 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.

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. The Salient features of the road along with declared RoW, existing width, proposed construction width, proposed carriage way width of the road is presented in **Table 3-1**. The components of the proposed roads are improvement of pavement, Construction of footpath, side 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 Different inter connected Road Sections are shown in **Table 3-1**.

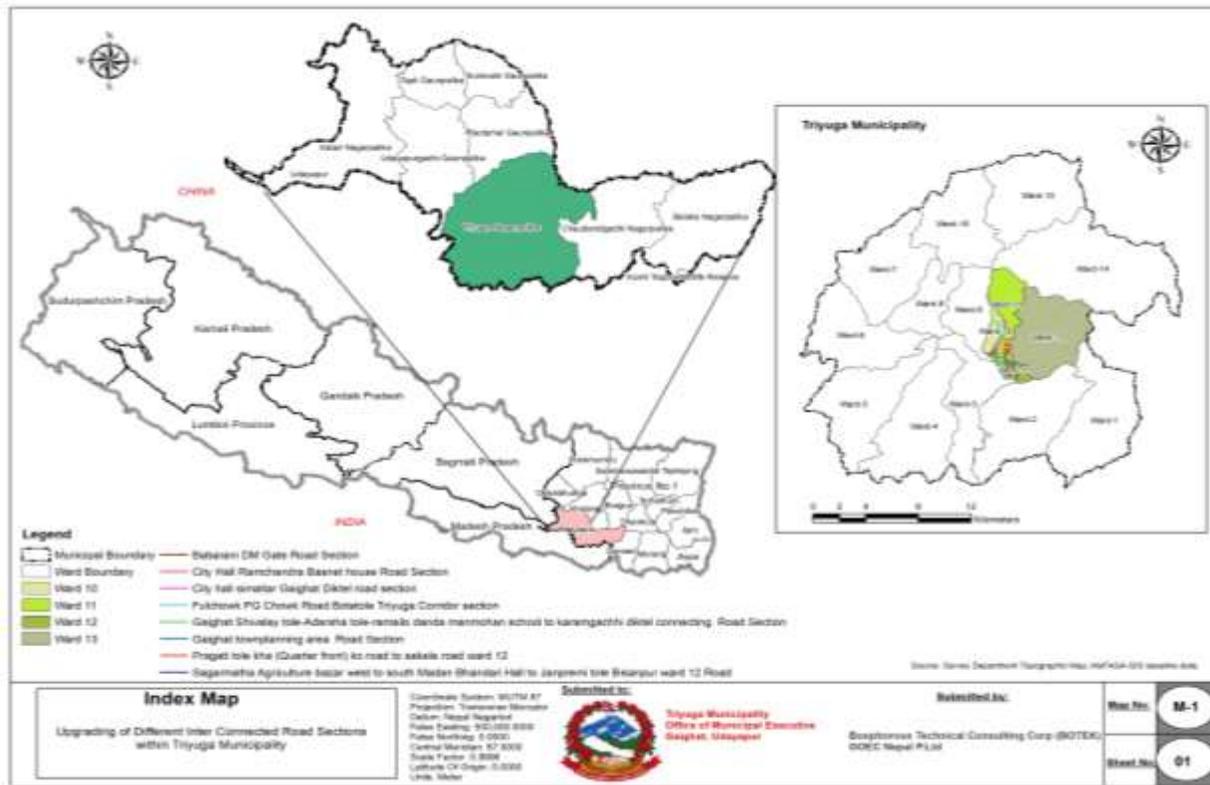


Figure 3-1: Index Map

Table 3-1: Salient features of interconnected road sections

SN	Description	Description				
1	Name of the Road	Different inter connected road (9.929 Km) sections				
2	Road Type	Urban/ Local Road (NURS 2076)/Collector Road				
3	Proposed road length	9.929 Km				
4	Number of Lane	Four and Two Lane				
5	Road Attributes					
	Name of the Road	Length (Km)	RoW (m)	Existing width (m)	Proposed construction width (m)	Proposed carriage way width (m)
a.	Gaighat town planning area road Section I	1.45	12 for 0+000 to 0+140, 18 for 0+140 to 1+010	12 for 0+000 to 0+140, 18 for 0+140 to 1+010	12 for 0+000 to 0+140, 17.5 for 0+140 to 1+010	7.5 13
	Section II	0.489	10 for 1+010 to 1+045 12 for 0+000 to 0+489	10 for 1+010 to 1+045 11.5 for 0+000 to 0+240 8 for 0+240 to 0+489	8 for 1+010 to 1+045 11.5 for 0+000 to 0+240 8 for 0+240 to 0+489	5.5 7 5.5
b.	City hall- Simaltar-Gaighat- Diktel road section	2.86	20	20 for 0+000 to 0+260 13 for 0+260 to 2+860	20 for 0+000 to 0+260 13 for 0+260 to 2+820 10.65 for 2+820 to 2+860	16 7.5 6.5
c.	Babarani DM Gate road section	0.622	8	8 for 0+000 to 0+260 6.3 for 0+260 to 0+420 8 for 0+420 to 0+520 6.75 for 0+520 to 0+610 8 for 0+610 to 0+622	8 for 0+000 to 0+260 6.3 for 0+260 to 0+420 8 for 0+420 to 0+520 6.75 for 0+520 to 0+610 8 for 0+610 to 0+622	5.5
d.	Fulchowk PG chowk Road Botetole Triyuga Corridor section	0.9	8	8	8	5.5
e.	City hall- Ramchandra Basnet house section	0.255	8	8 for 0+000 to 0+160 6.3 for 0+160 to 0+240 8 for 0+240 to 0+255	8 for 0+000 to 0+160 6.3 for 0+160 to 0+240 8 for 0+240 to 0+255	5.5
f.	Gaighat Shivalay tole-Adarsha tole-Ramailo danda Manmohan school to Karamgachhi Diktel connecting road section	1.6	8	8	8	5.5
g.	Pragati tole kha (In front of Quarter) ko road to Sakela road ward 12					

SN	Description	Description				
	Section I	0.788	10	8 for 0+000 to 0+560 6.3 for 0+560 to 0+600 8 for 0+600 to 0+740 6.3 for 0+740 to 0+760 8 for 0+760 to 0+788	8 for 0+000 to 0+560 6.3 for 0+560 to 0+600 8 for 0+600 to 0+740 6.3 for 0+740 to 0+760 8 for 0+760 to 0+788	5.5
	Section II	1.37	10	8	8	5.5
6	Camber of Carriage way	2.50%				
7	Pavement Surfacing	40 mm Asphalt 0.15 m Base 0.15 m Sub-base				
8	Terrain Type	Plain				
9	Climate	Tropical				
10	Geology	Sub Himalayan				
11	Wards & Major settlements	Triyuga Municipality –10, 11,12 and 13 Gaighat Bazar, Adarshanagar tole, BP chowk, Bidhut margha, Pipal chowk, Innar chowk, Janmukhi chowk, Simaltar, Babarani tole, Fulchowk, Bote tole, Sagarmatha tole, Sansari margha, City Hall, Adarsha tole, Ramailo danda, Karamgachhi, Pragati tole, Bishalnagar tole, Sakela tole.				
	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. 1700,000.00				
17	Total Project cost	NPR. 677,075,718.14 (including VAT and contingency)				
18	Cost per km	NPR. 68,191,733.12 (including VAT and contingency)				

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

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 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 600 m 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 (26,251.83 m³) of earthwork is more than filling work (11,151.88 m³). After the backfilling, 15,099.95 m³ construction spoil will need to be managed in appropriate site. 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 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 Subproject

S.N.	Name Of Road	Cut Quantity (m ³)	Fill Quantity (m ³)	Remarks
1	Gaighat Town planning road			
	Section-I	5542.37	345.76	

S.N.	Name Of Road	Cut Quantity (m3)	Fill Quantity (m3)	Remarks
	Section II	962.56	349.877	
2	City hall Simaltar Gaighat Diktel road section	8714.38	3944.275	
3	Babarani DM Gate road section	1581.113	175.747	
4	Fulchowk PG Chowk Road Botetole Triyuga Corridor section	1283.07	1269.24	
5	City Hall Ramchandra Basnet house road section	462.64	134.365	
6	Gaighat Shivalay tole-Adarsha tole-ramailo danda manmohan school to karamgachhi diktel connecting road section	4963.542	1753.892	
7	Pragati tole kha (Quarter front) ko road to sakela road ward 12			
	Section I	1222.72	484.076	
	Section II	1519.432	2694.65	
	Total	26251.827	11151.882	



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	3764.38	
2	Stone	975.18	
3	Aggregate	43,584.72	

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 Pahi)	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 mentioned separate volume of the stone, aggregate and sand to be available
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	
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	

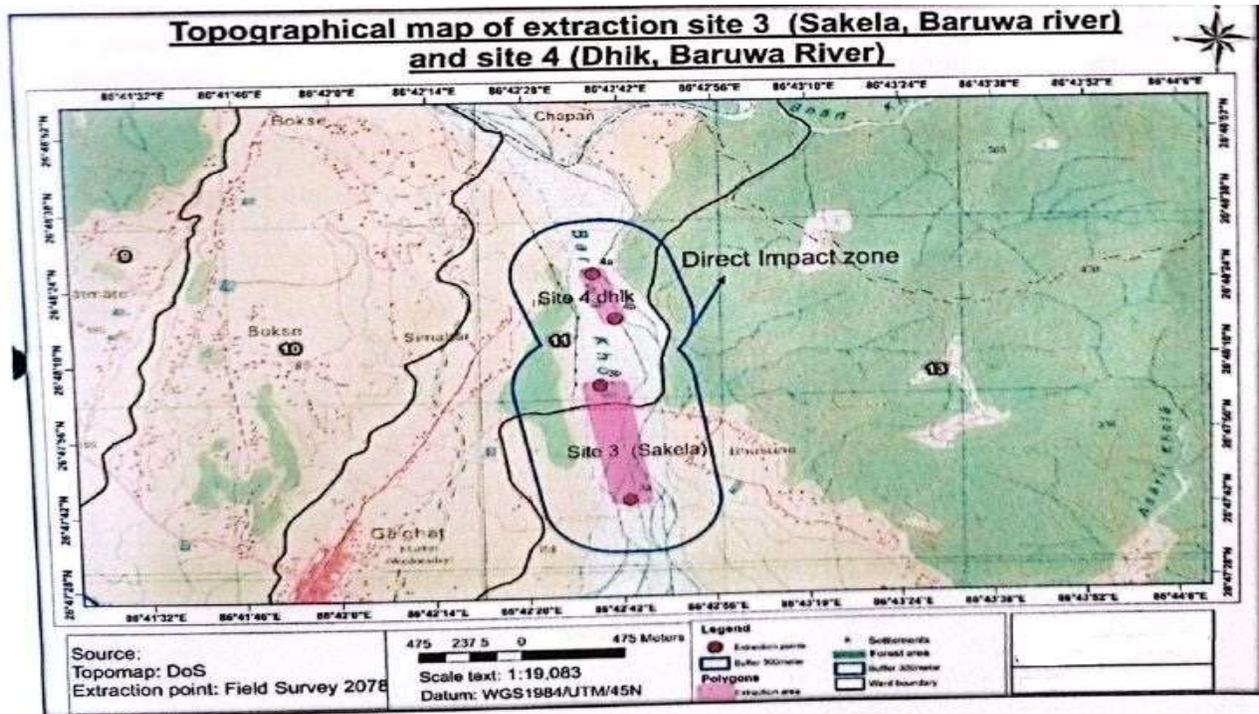


Figure 3-4: Topographic map of Quarry site

3.6 Borrow Pits

As per DPR, the quantity of earthwork cutting (26,251.83m³) is more than earth filling work (11,151.88m³), thus there is no need of borrow pits in this sub project however for ease and future 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 Sagarmatha Agri road, chainage 2+140 of section II (near Bisanpur Harid Park) and having IEE clearance by municipality. The letter of municipality 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 472352.00 m 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 for social and environmental safeguards screening are provided in **Annex I**. The screening shows that the project area doesn't have major social or environmental risks. The land required for road construction is already available and is in public use. Documents regarding declaration of the RoW by the 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. The proposed interconnected roads nature and physical conditions are observed and found to be same. As the interconnected roads (7 nos.) having short length (255m) to long length(2860m) and almost same characteristics and lies in same plain terrain of Municipality. Thus, most of the impacts are same in nature and stated in respective headings. However, also, site specific impacts are listed in respective sections of below table.

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 Total 167Nos. (Gaighat town planning: 47, Cityhall Simaltar:47, Babarani: 4, Fulchowk:8, Cityhall Ramchandra: 5, Gaighat Shivalaya:29 and Pragati tole: 27)	<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 (19.727 km 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 	Municipality/DSC and contractor in coordination with water supply management committee	Included in DPR BOQ (BOQ item no: A-2)

Stage	Impact	Mitigation Measure	Responsibility *	Cost (Remarks if any)
		<ul style="list-style-type: none"> • Details in section 2.9. 		
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 for material storage, rock blasting and aggregate production, handling hazardous or dangerous materials such as oil, explosives and toxic chemicals. • The construction materials will be brought from the established quarry sites located within or outside the municipality. So, the direct impact of quarries is not expected in this Subproject. • The municipality in support of DSC will monitor the quality of quarrying material and state of quarry sites. • The materials will be brought only from licensed vendors having environmental clearance. • Municipality may instruct the quarry operators to reinstate the established quarry sites as per agreed norms during environment clearance. • Prepare a CESMP and include the details of quarrying activities including required quantity, locations and required mitigation within 45 days of commencement of works and submit to the PIU for approval. 	Municipality/DSC, Municipality instructs the quarry operators to reinstate the established quarry sites as per agreed norms during environment clearance (follow IEE obligations)	Covers by municipality/PIU DSC monitoring cost
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 government land having an area of about 31436 Square meters which is situated near the north side of proposed Baruwa Bus Park (Sakela Area). 	Contractor	This will be the part of Contractor's Responsibility under Contractor Cost.

Stage	Impact	Mitigation Measure	Responsibility *	Cost (Remarks if any)
		<ul style="list-style-type: none"> • Stockpile should not be located on water courses; should not be within 50m of schools, hospitals or public standpipes; and should not affect locals and their properties. • Obtain written permission from landowners and local bodies for stockpiling on their land. • 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 		This will be included in CESMP
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 Sagarmatha Agri road, chainage 2+140 of section 	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)
		II (near Bisanpur Harid Park) and having IEE clearance by municipality.		
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 Contract Cost.
7.	Air/Dust Management	<ul style="list-style-type: none"> Road construction area shall be maintained damp by periodical spray of water. Gaighat town planning area, Simaltar, Babarani, Fulchowk and city hall area will be needed for water spray during construction. Delivery vehicles will be covered. 	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"> Mixing equipment will be well sealed and equipped as per existing standards. 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, Sakela park/Puspala Statue), primary health posts near Sakela park and schools (Manamohan Schol). Provision of speed control measures in Gaighat town planning, Simaltar, City Hall, Fulchowk settlement 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 500,000)
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.

Stage	Impact	Mitigation Measure	Responsibility *	Cost (Remarks if any)
		<ul style="list-style-type: none"> • Sensitive locations i.e., Manmohan schools, , Triyuga Municipality office 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. 		Costs as a result of damage from vibrations will be borne by contractor.
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 Camp Location and Management	<ul style="list-style-type: none"> • Camps area should be barricades having proper maintained 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 50,000</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 Gaight town planning, Simaltar, City Hall, Fulchowk, Sakela, DM Gate as well as Manmohan School area. • Retaining/ Breast wall: Stone Masonry Retaining wall has been provided along the alignment where embankment is required. • Installation of Street lights as per need. • Awareness activities (at least two event, minimum participants 30nos.) will be conducted to inform & aware locals regarding potentials risks and proposed safety measures related to the project activities 	DSC/Contractor	<p>Included in DPR BOQ (BOQ item no: B-7, H-41, H-42, H-43, H-44, H-46, H-47, H-48)</p> <p>For awareness activities NRs 50,000.00</p>
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 Gaighat town planning area, Babarani, Simaltar 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. 	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 lighting and safety signal devices be installed for work safety. • Adequate warning signs, safety barriers, traffic calming measures and persons with flags to control traffic will be provided for work safety. • 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 		

Stage	Impact	Mitigation Measure	Responsibility *	Cost (Remarks if any)
		to help ensure that workers are trained on what to do in the event that an accident occurs on site.		
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 Manmohan school, Chainage 1+550, 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
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

Stage	Impact	Mitigation Measure	Responsibility *	Cost (Remarks if any)
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 i.e Manamohan School should be emphasized and adjacent transitions should be ensured. Appropriate signs and signage are used during project execution and construction to raise awareness of potential safety hazards of construction. 	Contractor	Included in BOQ (BOQ item no B-7, H-41, H-42)

Stage	Impact	Mitigation Measure	Responsibility *	Cost (Remarks if any)
		<ul style="list-style-type: none"> 72 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 50,000.00
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, Monitoring by DSC every month	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's team, staff and laborers can also make use of the GRM to raise complaints / grievances if any 	Contractor	Included in BoQ (BOQ item no B-8)

Stage	Impact	Mitigation Measure	Responsibility *	Cost (Remarks 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"> • Use a grievance resolution process that includes a team or party for negotiation and/or mediation. • Clear and timely dissemination of project information, and safeguards aspects including anti-harassment cell; Coordination with the local stakeholders • 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. • 11 awareness/ orientation/ trainings (awareness on domestic violence (3nos.), Rape/Sexual violence (3nos.), Child marriage (2ns.) CoC (3nos.)) with at least 30 	PIU/DSC	NRs 1,000,000.00 (Further breakdown presented in table 4-3 below)

Stage	Impact	Mitigation Measure	Responsibility *	Cost (Remarks if any)
		<p>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. • Maintain road side tree plantation • Air pollutant parameters (TSPM, PM10, SOx, NOx, COx, Pb). Conforming NAAQS of Nepal. 	Municipality	Municipality will be responsible during operation stage.

Stage	Impact	Mitigation Measure	Responsibility *	Cost (Remarks if any)
		<ul style="list-style-type: none"> • Water quality (EC, PH, DO, TSS, Oil and Grease). Conforming WHO Standards. • Noise levels (1hr 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

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	4		500,000	
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	11	50000	550,000	
i	Awareness program on reduction of sexual violence/rape cases	Events	3			
ii	Awareness program regarding domestic violence (physical/ Mental abuse)	Events	3			
iii	Awareness for reduction of Child marriage	Events	2			
iv	Awareness/Training on CoC	Events	3			
5	Solid waste management	Events	1		50,000	
6	Awareness on Health and sanitation of workers and provision of chlorine solution	Events	1		50,000	
7	Awareness on Road safety and community safety	Events	2	25000	50,000	
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				1,700,000	

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
7.	Occupational Health & Safety	Active construction sites; camp site	Provision/Use of PPEs; First Aid/treatment; Awareness/	Site verification; records of supply of	Every Month	DSC, PIU

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

SN	Monitoring Aspects	Location	Parameters	Methodology	Frequency	Responsibility
1	Road stability	Road alignment	Status of slopes along road alignment; status of road components	Site verification; ward records; traffic police office records	Every 3 months - 1 st year; Bi-annually after that	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, 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 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 specified quality.

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.

- Must be completed on time.
- Water must be sprayed during the construction phase
- Women empowerment must be taken into consideration.
- Women must be given priority for the work during the construction phase.
- Road safety must be taken seriously during construction phase.
- No any conflict/issue for the construction of the road.

Table 5-1 People consulted during field study

SN	Category	Male	Female	Total	%	Remarks
1	Brahman	63	22	85	19.91	
2	Kshetri	64	39	103	24.12	
3	Tharu	23	8	31	7.26	
4	Newa: (Newar)	43	9	52	12.18	
5	Rai	22	64	86	20.14	
6	Tamang	2	2	4	0.94	
7	Bishwokarma	5	10	15	3.51	
8	Sarki	1	5	6	1.41	
9	Lama	1	1	2	0.47	

SN	Category	Male	Female	Total	%	Remarks
10	Pariyar	3	0	3	0.70	
11	Giri	0	3	3	0.70	
12	Bhujel	1	0	1	0.23	
13	Majhi/Bote	14	5	19	4.45	
14	Thebe/Magar	2	11	13	3.04	
15	Other (Sada, Pamjiyar)	2	2	4	0.94	
Total		246	181	427	100	
%		57.6	42.4	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	
2	2080-05-24	Deputy Mayor	Maheshwori Rai	Triyuga Municipality	KII	
3	2080-05-20	Engineer	Nirmal Chaudhary	Triyuga Municipality	KII	
4	2080-05-24	W-11 Chair	Shumanta Koirala	Triyuga Municipality	KII	
5	2080-05-24	W-13 Chair	Nabin Kumar Chaudhary	Triyuga Municipality	KII	
6	2080-05-25	W-12 Chair (Acting)	Anita Thapa	Triyuga Municipality	KII	
7	2080-05-25	Ward Member, W12	Ramkali BK	Triyuga Municipality	KII	
8	2080-05-22	W-10 Chair	Kiran Panday	Triyuga Municipality	KII	
9	2080-05-24	Town Planning	Shahi kumar Tuladhar	Triyuga Municipality	KII	
10	2080-06-10	CAO, Triyuga Municipality	Bishnu Bhakta Sigdel	Triyuga Municipality	KII	
11	2080-05-24	Town planning	Shashi Kumar Tuladhar and other Himali tole members	Himali tole	FGD	
12	2080-06-11	Town planning	Ramesh Dahal and other tole members.	Jyotinagar tole bikas	FGD	
13	2080-05-11	City Hall Simaltar	Devi Prasad Khatiwoda and other tole members.	Shivalaya tole bikas Sastha, W-11	FGD	
14	2080-05-11	City Hall Simaltar	Nabin Karki and other tole members.	Indreshwor tole bikas Sastha, W-11	FGD	
15	2080-05-12	Babarani DM gate	Tek Bahadur Thapa and other tole members.	Babarani Tole bikas, Ward-11	FGD	
16	2080-05-07	Fulchowk	Tara Prasad Chaudhari and other tole members.	Fulchowk tole bikas, Ward-12	FGD	Chaudhary
17	2080-05-07	Fulchowk	Lawa Dhakal and other tole members.	Anamnagar tole bikas, Ward-12	FGD	

SN	Date	Name of the Road	Name	Organization	Consultation type	Remarks
18	2080-05-07	Fulchowk	Renu Kumar bote and other tole members.	Locals of Bote tole	FGD	Bote/Chaudhari
19	2080-05-09	Cityhall Ramchandra	Sabina Phuyal and other tole members.	Namuna Marga tole bikas sastha	FGD	
20	2080-06-08	Gaighat Shivalaya	Bhabindra Khatri and other tole members.	Ramailodanda tole bikas Sastha	FGD	
21	2080-06-08	Gaighat Shivalaya	Kalpna Khatri and other women members.	Ramailodanda tole (10 nos.)	FGD	Women Group
22	2080-05-24	Pragati tole	Basanta Kumar Basnet and other Municipality srepresentatives.	Triyuga Municipality	FGD	Municipality
23	2080-05-23	Pragati tole	Gita Rai and other tole members.	Chair, Sakela tole bikas Sastha, Ward-11	FGD	
24	2080-05-25	Pragati tole	Aasha Rai and other tole members.	Sakela Women Group, Ward-11	FGD	Women Group
25	2080-05-11	Pragati tole	Tilak Bahadur Katuwal and other tole members.	Janajyoti tole bikas Sastha, Ward-13	FGD	
26	2080-05-24	Town planning	Shashi Kumar Tuladhar	Himali tole/Locals	Meeting	
27	2080-06-11	Town planning	Bharat Prasad Chaudhary and other tole members.	Jyoti Nagar tole bikas	Meeting	
28	2080-05-11	City Hall Simaltar	Devi Prasad Khatiwoda and other tole members.	Shivalaya tole bikas Sastha, W-11	Meeting	
29	2080-05-12	City Hall Simaltar	Nabin Karki and other tole members.	Indreshwor tole bikas Sastha, W-11	Meeting	
30	2080-05-12	Babarani DM gate	Bishnu Shrestha with other tole members/ Locals.	Ward member/Locals, Ward-11	Meeting	

SN	Date	Name of the Road	Name	Organization	Consultation type	Remarks
31	2080-05-07	Fulchowk	Tara Prasad Chaudhari and other tole members.	Fulchowk tole bikas, Ward-12	Meeting	Chaudhary
32	2080-05-07	Fulchowk	Narman Bot and other tole members.	Ward 12 Chair and Locals	Meeting	Bote
33	2080-05-07	Fulchowk	Shankar Bahadur Kathayat and Locals	Locals, Ward 12	Meeting	
34	2080-05-12	Cityhall Ramchandra	Bishnu Shrestha and other local tole members	Locals, Ward-11	Meeting	
35	2080-06-08	Gaighat Shivalaya	Subindra BK and other tole members.	Ramailodanda tole bikas Sastha	Meeting	
36	2080-06-08	Gaighat Shivalaya	Kalpana Khatri	Ramailodanda tole	Meeting	Women Group
37	2080-05-23	Pragati tole	Gita Rai and other tole members.	Sakela tole bikas Sastha, Ward-11	Meeting	
38	2080-05-11	Pragati tole	Tilak Bahadur Katuwal and other tole members.	Pragati tole bikas Sastha	Meeting	
39	2080-06-12	Pragati tole	Kala Rai and other tole members.	Sakela tole	Meeting	Sakela tole Rai Community

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 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, August 2020, the World Bank
- Final Detailed Project Report on Upgradation of Different inter connected Road (9.929Km) Sections, Triyuga Municipality Road, September 2023
- Nepal Human Rights Year Book 2023, Informal Sector Service Center (INSEC), Kathmandu.
- Project Implementation Manual, Nepal Urban Governance and Infrastructure Project, December 2022, the World Bank
- <https://censusnepal.cbs.gov.np>
- 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: Existing electric pole details

Annex X: Photographs

Annex XI: Cadastral Maps of Alignment.

Annex XII: Alternative route.

Annex I: Environmental and Social Screening Checklists

Name of the Road: a) Gaighat town planning area Road Section

Table 7-1 Environment Screening Checklist for Gaighat town planning area Road

SN	Particulars	Yes	No	Can't Say	Remarks
1	Is the site vulnerable to major or induced hazards such as: Landslides, Flooding, Storm surge, Severe wind damage, Earthquakes, Fire, Explosion, Other (specify)	Yes			Possibility of Earthquake Natural Disaster, flooding
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 high slope having 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?	Yes			
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		No		

	wastes from worker-based camps and chemicals used in construction				
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 Upgrading 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 Upgrading work. ESMP measures applicable.
14	Other pollution concerns relating to inconveniences in living conditions that may trigger cases of upper respiratory problems?				Short term impact during Upgrading work.
15	Risks and vulnerabilities related to occupational health and safety due to physical, chemical, biological hazards during project construction and operation	Yes			Physical hazards like accidents and illness are likely
16	Noise and vibration due to blasting and/or other civil works?	Yes			Short term impact during Upgrading work.
17	Possibility of poor sanitation and solid waste disposal	Yes			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				Short term impact during Upgrading work.
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 Upgrading. 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 Upgrading.
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?				Short term impact during Upgrading work.
22	interference with other utilities and blocking of access to resource/utility	Yes			Short term impact during Upgrading work.

23	Generation of solid waste and/or hazardous waste during construction/operation of project?				Short term impact during Upgrading work.
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Table 7-2 Checklist Social Screening of Gaighat town planning area Road

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.
	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 requiring 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 requiring 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"/> <input type="checkbox"/> Agricultural purposes <input type="checkbox"/> <input type="checkbox"/> Residential purposes <input type="checkbox"/> <input type="checkbox"/> Commercial purposes <input type="checkbox"/> <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"/> <input type="checkbox"/> All Mainstream <input type="checkbox"/> <input type="checkbox"/> All Indigenous peoples <input type="checkbox"/> <input type="checkbox"/> Majority Mainstream or Non-indigenous peoples <input type="checkbox"/> <input type="checkbox"/> Majority Indigenous peoples	Majority are Mainstream
2	Potential Social Impacts- Will the Project cause		
	a	Involuntary resettlement of people? (Physical displacement and/or economic displacement)	No, resettlement is not required in this project.
	b	Impacts on the poor, women and children, Indigenous Peoples or other vulnerable groups?	There is no adverse impact to woman headed households in the project area as no land acquisition is anticipated for proposed project
	c	Will community facilities require relocation?	Yes,

SN	Particulars		Remarks
			Triyuga Small town water supply pipeline and electric poles 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	Suggested to use local worker during construction but Influx of people is anticipated during the time of Upgrading. Pressure upon existing natural resources such as water, existing food availability, solid waste patterns are likely to be affected with the increase in the number of outside workers during Upgrading.
	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.
	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, electric lines 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 ROW 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 such concerns
	k	RAP/ARAP Requirement	Not required

Name of the Road: **b) City Hall Simaltar Gaighat Diktel Road Section**

Table 7-3: Environment Screening Checklist for City Hall Simaltar Gaighat Diktel road section

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)	Yes			Possibility of Earthquake Natural Disaster, flooding.
2	Is the project area adjacent to or within any of the following environmentally sensitive areas? <input type="checkbox"/> <input type="checkbox"/> Cultural heritage site (historical, religious, traditional, or cultural significance) <input type="checkbox"/> <input type="checkbox"/> Protected Area (National Parks, Wildlife Reserve, Hunting Reserve, Conservation Areas, and Buffer Zones etc.) <input type="checkbox"/> <input type="checkbox"/> Wetland/Ramsar Site/Simsar <input type="checkbox"/> <input type="checkbox"/> Forest <input type="checkbox"/> <input type="checkbox"/> Special area for protecting biodiversity/interest <input type="checkbox"/> <input type="checkbox"/> Breeding/nesting ground of wildlife/occurrence of migratory species <input type="checkbox"/> <input type="checkbox"/> Migration route/Wildlife corridor <input type="checkbox"/> <input type="checkbox"/> Any site of national or international importance		No		The project RoW is devoid of such archaeologically and culturally significant areas and national parks.
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 high slope having unstable surface and land slide prone areas. The road lies in plain area. Thus, there is less chances to degradation of land and ecosystem.
5	Is the project area densely populated?			Partial	
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 Upgrading 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 Upgrading work.
14	Other pollution concerns relating to inconveniences in living conditions that may trigger cases of upper respiratory problems?				Short term impact during Upgrading 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 Upgrading work.
16	Noise and vibration due to blasting and/or other civil works?				Short term impact during Upgrading work.
17	Possibility of poor sanitation and solid waste disposal		No		
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				Short term impact during Upgrading work.
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)			Partial	Suggested to use local worker during construction but Influx of people is anticipated during the time of Upgrading. 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 Upgrading.
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?				Short term impact during Upgrading work.
22	interference with other utilities and blocking of access to resource/utility				Short term impact during Upgrading 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 Upgrading work.

Table 7-4: Social Screening Checklist for City Hall Simaltar Gaihat Diktel road section

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 sections i.e from 2+820 to 2+860 the construction width of proposed road is 10.65 m.
	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 <input type="checkbox"/> Majority Mainstream or Non-indigenous peoples <input type="checkbox"/> Majority Indigenous peoples	Majority are Mainstream
2	Potential Social Impacts- Will the Project cause		
	a	Involuntary resettlement of people? (Physical displacement and/or economic displacement)	No, resettlement is not required in this project.

SN	Particulars		Remarks
	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.
	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	The project area during the project construction works, other activities except commercial activities will be not affected due to excavation and construction activities. While, in the implementation phase the commercial activities will be enhanced and further increased in terms of numbers
	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

Name of the Road: c) **Babarani DM Gate Road Section**

Table 7-5: Environment Screening Checklist Babarani DM Gate Road Section

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)		No		Possibility of Earthquake Natural Disaster, flooding.

SN	Particulars	Yes	No	Can't Say	Remarks
2	Is the project area adjacent to or within any of the following environmentally sensitive areas? <input type="checkbox"/> <input type="checkbox"/> Cultural heritage site (historical, religious, traditional, or cultural significance) <input type="checkbox"/> <input type="checkbox"/> Protected Area (National Parks, Wildlife Reserve, Hunting Reserve, Conservation Areas, and Buffer Zones etc.) <input type="checkbox"/> <input type="checkbox"/> Wetland/Ramsar Site/Simsar <input type="checkbox"/> <input type="checkbox"/> Forest <input type="checkbox"/> <input type="checkbox"/> Special area for protecting biodiversity/interest <input type="checkbox"/> <input type="checkbox"/> Breeding/nesting ground of wildlife/occurrence of migratory species <input type="checkbox"/> <input type="checkbox"/> Migration route/Wildlife corridor <input type="checkbox"/> <input type="checkbox"/> Any site of national or international importance		No		The project RoW is devoid of such archaeologically and culturally significant areas and national parks.
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 high slope having 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?			Partial	
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		
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 Upgrading 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.

SN	Particulars	Yes	No	Can't Say	Remarks
13	Possibility of increased air pollution during preconstruction/ construction/operation phase?				Short term impact during Upgrading work.
14	Other pollution concerns relating to inconveniences in living conditions that may trigger cases of upper respiratory problems?				Short term impact during Upgrading 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 Upgrading work.
16	Noise and vibration due to blasting and/or other civil works?				Short term impact during Upgrading work.
17	Possibility of poor sanitation and solid waste disposal		No		
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				Short term impact during Upgrading work.
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 Upgrading. 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 Upgrading.
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?				Short term impact during Upgrading work.
22	interference with other utilities and blocking of access to resource/utility				Short term impact during Upgrading work.
23	Generation of solid waste and/or hazardous waste during construction/operation of project?				Short term impact during Upgrading work.

Table 7-6: Social Screening Checklist Babarani DM Gate Road Section

SN	Particulars	Remarks
1	Proposed Site Location	

SN	Particulars		Remarks
	a	Land requirement for the project	Land within the RoW is already in use by the public. It is the upgradation existing road. There will be no additional land requirement. Due to the narrow sections i.e from 0+260 to 0+420 and from 0+520 to 0+610 the construction width of the proposed road is 6.3 m and 6.75 m respectively.
	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"/> <input type="checkbox"/> Agricultural purposes <input type="checkbox"/> <input type="checkbox"/> Residential purposes <input type="checkbox"/> <input type="checkbox"/> Commercial purposes <input type="checkbox"/> <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"/> <input type="checkbox"/> All Mainstream <input type="checkbox"/> <input type="checkbox"/> All Indigenous peoples <input type="checkbox"/> <input type="checkbox"/> Majority Mainstream or Non-indigenous peoples <input type="checkbox"/> <input type="checkbox"/> Majority Indigenous peoples	Majority are Mainstream
2	Potential Social Impacts- Will the Project cause		
	a	Involuntary resettlement of people? (Physical displacement and/or economic displacement)	No, resettlement is not required in this project.
	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?	No
	d	Will the sub-project disturb any traditional activity on adjoining or nearby?	Yes,

SN	Particulars		Remarks
			Triyuga Small town water supply pipeline and electric poles likely to affected
	e	poor sanitation and solid waste disposal in construction camps and work sites	Suggested to use local worker during construction but Influx of people is anticipated during the time of Upgrading. Pressure upon existing natural resources such as water, existing food availability, solid waste patterns are likely to be affected with the increase in the number of outside workers during Upgrading.
	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.
	g	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	The project area during the project construction works, other activities except commercial activities will be not affected due to excavation and construction activities. While, in the implementation phase the commercial activities will be enhanced and further increased in terms of numbers
	i	Describe any other impacts that have not been covered in this screening form	No permanent structure lies within the ROW 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

Name of the Road: **d) Fulchowk PG Chowk Road Botetole Triyuga Corridor section**

Table 7-7: Environmental Screening Checklist for Fulchowk PG Chowk Road Botetole Triyuga Corridor Section

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)		No		Possibility of Earthquake Natural Disaster, flooding

SN	Particulars	Yes	No	Can't Say	Remarks
2	Is the project area adjacent to or within any of the following environmentally sensitive areas? <input type="checkbox"/> <input type="checkbox"/> Cultural heritage site (historical, religious, traditional, or cultural significance) <input type="checkbox"/> <input type="checkbox"/> Protected Area (National Parks, Wildlife Reserve, Hunting Reserve, Conservation Areas, and Buffer Zones etc.) <input type="checkbox"/> <input type="checkbox"/> Wetland/Ramsar Site/Simsar <input type="checkbox"/> <input type="checkbox"/> Forest <input type="checkbox"/> <input type="checkbox"/> Special area for protecting biodiversity/interest <input type="checkbox"/> <input type="checkbox"/> Breeding/nesting ground of wildlife/occurrence of migratory species <input type="checkbox"/> <input type="checkbox"/> Migration route/Wildlife corridor <input type="checkbox"/> <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 high slope having 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. However, during DPR stage it will be considered.
5	Is the project area densely populated?			Partial	
6	Heavy with development activities/big industries nearby & type?		No		
7	Alteration of surface water hydrology of waterways due to the project resulting in increased sediment in streams affected by increased soil erosion at construction site?		No		
8	Chance of deterioration of surface water quality due to silt runoff and sanitary wastes from worker-based camps and chemicals used in construction	Yes			ESMP measures applicable.
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 Upgrading 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.

SN	Particulars	Yes	No	Can't Say	Remarks
13	Possibility of increased air pollution during preconstruction/construction/operation phase?	Yes			Short term impact during Upgrading work.
14	Other pollution concerns relating to inconveniences in living conditions that may trigger cases of upper respiratory problems?				Short term impact during Upgrading 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 Upgrading work.
16	Noise and vibration due to blasting and/or other civil works?				Short term impact during Upgrading work.
17	Possibility of poor sanitation and solid waste disposal		No		
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				Short term impact during Upgrading work.
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 Upgrading. 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 Upgrading.
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?				Short term impact during Upgrading work.
22	interference with other utilities and blocking of access to resource/utility				Short term impact during Upgrading work.
23	Generation of solid waste and/or hazardous waste during construction/operation of project?				Short term impact during Upgrading work.

Table 7-8: Social Screening Checklist for Fulchowk PG Chowk Road Botetole Triyuga Corridor Section

SN	Particulars	Remarks
1	Proposed Site Location	

SN	Particulars		Remarks
	a	Land requirement for the project	Land within the RoW is already in use by the public. It is an upgradation of an existing road. There will be no additional land requirement.
	b	Landownership of the project area: Govt. / Private lands	Land within the proposed road width is already in use by the public. As per discussion with locals and municipality, there is no any outstanding issues related to grievance, compensation etc
	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"/> <input type="checkbox"/> Agricultural purposes <input type="checkbox"/> <input type="checkbox"/> Residential purposes <input type="checkbox"/> <input type="checkbox"/> Commercial purposes <input type="checkbox"/> <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"/> <input type="checkbox"/> All Mainstream <input type="checkbox"/> <input type="checkbox"/> All Indigenous peoples <input type="checkbox"/> <input type="checkbox"/> Majority Mainstream or Non-indigenous peoples <input type="checkbox"/> <input type="checkbox"/> Majority Indigenous peoples	Majority Indigenous peoples
2	Potential Social Impacts- Will the Project cause		
	a	Involuntary resettlement of people? (Physical displacement and/or economic displacement)	No, resettlement is not required in this project
	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 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	Suggested to use local worker during construction but Influx of

SN	Particulars		Remarks
			people is anticipated during the time of Upgrading. Pressure upon existing natural resources such as water, existing food availability, solid waste patterns are likely to be affected with the increase in the number of outside workers during Upgrading.
	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.
	g	Large population influx during project construction and operation that causes increased burden on social infrastructure and services (such as water supply and sanitation systems)?	Pressure upon existing water supply system, food availability, are likely to be affected with the increase in the number of outside workers
	h	Social conflicts relating to inconveniences in living conditions where construction interferes with preexisting roads	The project area during the project construction works, other activities except commercial activities will be not affected due to excavation and construction activities. While, in the implementation phase the commercial activities will be enhanced and further increased in terms of numbers
	i	Describe any other impacts that have not been covered in this screening form	No permanent structure lies within the ROW 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

Name of the Road: e) City Hall Ramchandra Basnet house Road Section

Table 7-9: Environmental Screening Checklist for City Hall Ramchandra Basnet house Road Section

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)	Yes			Possibility of Earthquake Natural Disaster, flooding
2	Is the project area adjacent to or within any of the following environmentally sensitive areas? <input type="checkbox"/> <input type="checkbox"/> Cultural heritage site (historical, religious, traditional, or cultural significance)		No		The project RoW is devoid of such archaeologically and culturally significant areas and national parks

SN	Particulars	Yes	No	Can't Say	Remarks
	<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				
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 high slope having unstable surface and land slide prone areas. The road lies in plain area. Thus, there is less chances to degradation of land and ecosystem. However, during DPR stage it will be considered.
5	Is the project area densely populated?				
6	Heavy with development activities/big industries nearby & type?		No		
7	Alteration of surface water hydrology of waterways due to the project resulting in increased sediment in streams affected by increased soil erosion at construction site?		No		
8	Chance of deterioration of surface water quality due to silt runoff and sanitary wastes from worker-based camps and chemicals used in construction	Yes			ESMP measures applicable.
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 Upgrading 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 Upgrading work.
14	Other pollution concerns relating to inconveniences in living conditions that		No		

SN	Particulars	Yes	No	Can't Say	Remarks
	may trigger cases of upper respiratory problems?				
15	Risks and vulnerabilities related to occupational health and safety due to physical, chemical, biological hazards during project construction and operation	Yes			Physical hazards like accidents and illness are likely
16	Noise and vibration due to blasting and/or other civil works?	Yes			ESMP measures applicable
17	Possibility of poor sanitation and solid waste disposal	Yes			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	Yes			Injuries during construction phase, and traffic accidents during operation phase are potential risks
20	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 Upgrading. 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 Upgrading.
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?				Short term impact during Upgrading work.
22	interference with other utilities and blocking of access to resource/utility				Short term impact during Upgrading work.
23	Generation of solid waste and/or hazardous waste during construction/operation of project?				Short term impact during Upgrading work.

Table 7-10: Social Screening Checklist for City Hall Ramchandra Basnet house Road Section

SN	Particulars	Remarks
1	Proposed Site Location	
a	Land requirement for the project	Land within the RoW is already in use by the public. It is an up-gradation of an existing road. There will be no additional land requirement. Due to the narrow sections, from 0+160 to 0+240 the

SN	Particulars		Remarks
			construction width of the proposed road is 6.3 m.
	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"/> <input type="checkbox"/> Agricultural purposes <input type="checkbox"/> <input type="checkbox"/> Residential purposes <input type="checkbox"/> <input type="checkbox"/> Commercial purposes <input type="checkbox"/> <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"/> <input type="checkbox"/> All Mainstream <input type="checkbox"/> <input type="checkbox"/> All Indigenous peoples <input type="checkbox"/> <input type="checkbox"/> Majority Mainstream or Non-indigenous peoples <input type="checkbox"/> <input type="checkbox"/> Majority Indigenous peoples	Majority are Mainstream
2	Potential Social Impacts- Will the Project cause		
	a	Involuntary resettlement of people? (Physical displacement and/or economic displacement)	No, resettlement is not required in this project
	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 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	Suggested to use local worker during construction but Influx of people is anticipated during the time of Upgrading. Pressure upon existing natural resources such as

SN	Particulars		Remarks
			water, existing food availability, solid waste patterns are likely to be affected with the increase in the number of outside workers during Upgrading.
	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.
	g	Large population influx during project construction and operation that causes increased burden on social infrastructure and services (such as water supply and sanitation systems)?	Pressure upon existing water supply system, food availability, are likely to be affected with the increase in the number of outside workers
	h	Social conflicts relating to inconveniences in living conditions where construction interferes with preexisting roads	The project area during the project construction works, other activities except commercial activities will be not affected due to excavation and construction activities. While, in the implementation phase the commercial activities will be enhanced and further increased in terms of numbers
	i	Describe any other impacts that have not been covered in this screening form	No permanent structure lies within the ROW 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

Name of the Road: f) **Gaighat Shivalay tole-Adarsha tole-Ramailo danda Manmohan school to Karamgachhi Diktel connecting Road Section**

Table 7-11: Environmental Screening Checklist for Gaighat Shivalay tole-Adarsha tole-ramailo danda manmohan school to Karamgachhi diktel connecting Road

SN	Particulars	Yes	No	Can't Say	Remarks
1	Is the site vulnerable to major or induced hazards such as: Landslides, Flooding, Storm surge, Severe wind damage, Earthquakes, Fire, Explosion, Other (specify)	Yes			Possibility of Earthquake Natural Disaster, flooding
2	Is the project area adjacent to or within any of the following environmentally sensitive areas? <input type="checkbox"/> <input type="checkbox"/> Cultural heritage site (historical, religious, traditional, or cultural significance)		No		The project RoW is devoid of such archaeologically and culturally significant areas and national parks

SN	Particulars	Yes	No	Can't Say	Remarks
	<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				
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 high slope having 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. However, during DPR stage it will be considered.
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		
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 Upgrading 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 Upgrading work.
14	Other pollution concerns relating to inconveniences in living conditions that				Short term impact during Upgrading work.

SN	Particulars	Yes	No	Can't Say	Remarks
	may trigger cases of upper respiratory problems?				
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 Upgrading work.
16	Noise and vibration due to blasting and/or other civil works?				Short term impact during Upgrading work.
17	Possibility of poor sanitation and solid waste disposal		No		
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				Short term impact during Upgrading work.
20	Population influx during project construction and operation that causes increased burden on social infrastructure and services (such as water supply and sanitation systems)				The population influx will be in small scale.
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?				Short term impact during Upgrading work.
22	interference with other utilities and blocking of access to resource/utility				Short term impact during Upgrading work.
23	Generation of solid waste and/or hazardous waste during construction/operation of project?				Short term impact during Upgrading work.

Table 7-12: Social Screening Checklist for Gaighat Shivalay tole-Adarsha tole-Ramailo danda Manmohan school to Karamgachhi Diktel connecting Road

SN	Particulars		Remarks
1	Proposed Site Location		
	a	Land requirement for the project	Land within the RoW is already in use by the public. It is an up-gradation of an existing road. There will be no additional land requirement.
	b	Landownership of the project area: Govt. / Private lands	Land within the proposed road width is already in use by the public. As per discussion with locals and municipality, there is no

SN	Particulars	Remarks
		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
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 <input type="checkbox"/> Majority Mainstream or Non-indigenous peoples <input type="checkbox"/> Majority Indigenous peoples	Majority are Mainstream
2	Potential Social Impacts- Will the Project cause	
a	Involuntary resettlement of people? (Physical displacement and/or economic displacement)	No, resettlement is not required in this project
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 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?	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	Yes

SN	Particulars		Remarks
		infrastructure and services (such as water supply and sanitation systems)?	
	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 ROW 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

Name of the Road: **g) Pragati tole kha (Quarter front) ko road to sakela road ward 12**

Table 7-13: Environmental Screening Checklist for Pragati tole kha (Quarter front) ko road to sakela road ward 12

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)		No		Possibility of Earthquake Natural Disaster, flooding.
2	Is the project area adjacent to or within any of the following environmentally sensitive areas? <input type="checkbox"/> <input type="checkbox"/> Cultural heritage site (historical, religious, traditional, or cultural significance) <input type="checkbox"/> <input type="checkbox"/> Protected Area (National Parks, Wildlife Reserve, Hunting Reserve, Conservation Areas, and Buffer Zones etc.) <input type="checkbox"/> <input type="checkbox"/> Wetland/Ramsar Site/Simsar <input type="checkbox"/> <input type="checkbox"/> Forest <input type="checkbox"/> <input type="checkbox"/> Special area for protecting biodiversity/interest <input type="checkbox"/> <input type="checkbox"/> Breeding/nesting ground of wildlife/occurrence of migratory species <input type="checkbox"/> <input type="checkbox"/> Migration route/Wildlife corridor <input type="checkbox"/> <input type="checkbox"/> Any site of national or international importance		No		The project RoW is devoid of such archaeologically and culturally significant areas and national parks

SN	Particulars	Yes	No	Can't Say	Remarks
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 high slope having 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. However, during DPR stage it will be considered.
5	Is the project area densely populated?				
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		
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 Upgrading 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 Upgrading work.
14	Other pollution concerns relating to inconveniences in living conditions that may trigger cases of upper respiratory problems?				Short term impact during Upgrading 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 Upgrading work.
16	Noise and vibration due to blasting and/or other civil works?				Short term impact during Upgrading work.
17	Possibility of poor sanitation and solid waste disposal		No		
18	Creation of temporary breeding habitats for diseases such as those transmitted by mosquitoes and rodents?		No		

SN	Particulars	Yes	No	Can't Say	Remarks
19	Accident risks associated with pre construction, construction & operation phases of project				Short term impact during Upgrading work.
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 Upgrading. 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 Upgrading.
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?				Short term impact during Upgrading work.
22	interference with other utilities and blocking of access to resource/utility				Short term impact during Upgrading work.
23	Generation of solid waste and/or hazardous waste during construction/operation of project?				Short term impact during Upgrading work.

Table 7-14: Social Screening Checklist for Pragati tole kha (Quarter front) ko road to sakela road ward 12

SN	Particulars	Remarks
1	Proposed Site Location	
	a Land requirement for the project	Land within the RoW is already in use by the public. It is an up-gradation of an existing road. There will be no additional land requirement. Due to the narrow sections i.e from 0+560 to 0+600 and from 0+740 to 0+760 the construction width of the both proposed road section is 6.3 m.
	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

SN	Particulars		Remarks
	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"/> <input type="checkbox"/> Agricultural purposes <input type="checkbox"/> <input type="checkbox"/> Residential purposes <input type="checkbox"/> <input type="checkbox"/> Commercial purposes <input type="checkbox"/> <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"/> <input type="checkbox"/> All Mainstream <input type="checkbox"/> <input type="checkbox"/> All Indigenous peoples <input type="checkbox"/> <input type="checkbox"/> Majority Mainstream or Non-indigenous peoples <input type="checkbox"/> <input type="checkbox"/> Majority Indigenous peoples	Majority are Mainstream
2	Potential Social Impacts- Will the Project cause		
	a	Involuntary resettlement of people? (Physical displacement and/or economic displacement)	No, resettlement is not required in this project
	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 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	Suggested to use local worker during construction but Influx of people is anticipated during the time of Upgrading. Pressure upon existing natural resources such as water, existing food availability, solid waste patterns are likely to be affected with the increase in the number of outside workers during Upgrading.
	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.
	g	Large population influx during project construction and operation that causes increased burden on social infrastructure and services (such as water supply and sanitation systems)?	Pressure upon existing water supply system, food availability, are likely to be affected with the

SN	Particulars		Remarks
			increase in the number of outside workers
	h	Social conflicts relating to inconveniences in living conditions where construction interferes with preexisting roads	The project area during the project construction works, other activities except commercial activities will be not affected due to excavation and construction activities. While, in the implementation phase the commercial activities will be enhanced and further increased in terms of numbers
	i	Describe any other impacts that have not been covered in this screening form	No permanent structure lies within the ROW 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**



त्रियुगा नगरपालिका

नगर कार्यपालिकाको कार्यालय

०२५-४२०१०८
 काठमाडौं ४२०१०८
 triyuga.mun@gmail.com

पत्र संख्या : ०७९१०८०
 पलाढी नम्बर : २६१०

गाईघाट, काठमाडौं
 कोशी प्रदेश, नेपाल

मिति :- २०८०/०२/०७

विषय:- सडकको ROW सम्बन्धमा।

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

तपसिल
 पहिलो प्राथमिकता (९,१९५० किमी)

सडकको नाम	त्रियुगा नगर क्षेत्र भित्र गरिने निर्माण सम्बन्धि मापदण्ड	प्राथमिकता नं.
गाईघाट टाउन प्लासिड क्षेत्र भित्र भएको सडकहरू त्रियुगा स्कूल पूर्व ज्योतिनगर सडक चिनपा ११ समेत (ROW-12m, 18 m and 25m) लम्वाई १/५०० कि.मी.	जिल्ला विकास समितिले गाईघाट बजारमा प्लानिङ गरी ८० फिट, ६० फिट र ४० फिट चौडाई कायम सडकहरूलाई ग्यावल कायम गर्नुपर्ने पैज नं. ११	१
सिटीहल देखि विमानटार गाईघाट दिक्तेल सडक Access road सहित (ROW = 20 m) लम्वाई २/८८० कि.मी.	शिव मन्दिर बोक्स रोडमाटे सडक २० मिटर पैज नं. ७	१
बाबाराणी देखि डि एम गेट सम्म सडक (ROW = 8 m) लम्वाई ०/६५० कि.मी.	डि. एम. गेट देखि पश्चिम उदयपुर डिस्ट्रिक्टलेसम्म जाने बाटो ८ मिटर पैज नं. १०	१
फूलचोक देखि पि जी चोक सडक बाटैटोल त्रियुगा कोरीडर (ROW = 8 m) लम्वाई ०/६५० कि.मी.	फूलचोक देखि दक्षिण मुसहरी टोल हुदै बाटैटोल जाने सडक ८ मिटर सहित पैज नं. १०	१
सिटीहल देखि राम चन्द्र बस्नेतको घरसम्म सडक (ROW = 8 m) लम्वाई ०/२८० कि.मी.	प्रवेश माध्यमको चौडाई ८ मिटर र लम्वाई १००० मिटर पैज नं. १२	१
गाईघाट शिवालय टोल आदर्श टोल रमाईलो डाडा मनमोहन स्कूल देखि करमगाडी गाईघाट दिक्तेल सडकसम्म (ROW = 8 m) लम्वाई १/६१० कि.मी.	प्रवेश माध्यमको चौडाई ८ मिटर र लम्वाई १००० मिटर पैज नं. १२	१
प्रगति टोल स (क्वाटर जगाडी) को सडक हुदै सार्केला जाने सडक चडा नं. ११ (ROW = 10 m) लम्वाई २/१७० कि.मी.	प्रवेश माध्यमको चौडाई ११ मिटर र लम्वाई १००० मिटर भन्दा माथि पैज नं. १२	१
सगरमाथा कृषि बजार पश्चिमबाट दक्षिण गढन भण्डारी सभाहल हुदै जलप्रेमी टोल बिसनपुर चडा नं. १२ (ROW = 8 m and 14 m) लम्वाई ३/७५० कि.मी.	डि.एम.गेट देखि दक्षिणबाटैटोल पुग्न मुम्बिया चोक पुगने गाईघाट जनश्रेणी प्रा.वि. लोभोपुर मा.वि. हुदै बोटवाससम्म जाने बाटो सडक चौडाई १२ मिटर	२
राजाजी मन्दिर चडा नं १२ बाट उत्तरको सडक हुदै गढन भण्डारी राजमार्ग जोडने सडक (ROW = 8 m) लम्वाई ०/६५० कि.मी.	प्रवेश माध्यमको चौडाई ८ मिटर र लम्वाई १००० मिटर पैज नं. १२	३

योद्यार्थः
 श्री BOTEK-GOEC JV

Wimal

किरण कुमार झाकी
 नि. प्रमुख प्रशासकीय अधिकृत
 नि. प्रमुख प्रशासकीय अधिकृत



त्रियुगा नगर क्षेत्र गरिने निर्माण सम्बन्धी मापदण्ड तयार गर्ने टोली:

१. श्री बसिन्द्र महादुर मिष्ट
क्षेत्रिय निर्देशक, आवास तथा श.वि.वि.
पुर्वाञ्चल क्षेत्रिय निर्देशनालय
धनकुटा
२. श्री मोहन शम्भु खोचाले
इन्जिनियर, जिल्ला विकास समितिको कार्यालय
उदयपुर
३. श्री सोपनाथ अधिकारी
इन्जिनियर, जिल्ला आवास तथा शहरी विकास कार्यालय
उदयपुर
४. श्री दम्भ देव खोचाले
डिप्टी सिभर, त्रियुगा नगर पालिकालाे कार्यालय
उदयपुर
५. श्री देवदत्त नाथ श्रेष्ठ
सुर्भेदक, आवास तथा शहरी विकास विभाग
पुर्वाञ्चल क्षेत्रिय निर्देशनालय
धनकुटा

प्रीमिका (Preface)

श्री ५ को सरकारबाट वि.सं. २०५३ साल चैत १६ गते तद्विगत कार्यवाही नगर विकास समिति क्षेत्रिय तिन प्रति तिन बट्टी तथा जनश्रमदायी, उद्योग-व्यापार र व्यापारमा रीत्या, आवासा तथा संचारका साधनहरूको विकास, आधुनिक वैज्ञानिक साधनहरूको बढी उपयोग, शिक्षा, स्वास्थ्य तथा सामाजिक पक्षको उन्नती जस्ता सुराजले यस क्षेत्रको आर्थिक तथा सामाजिक बढिबिस्तारलाई प्रत्यक्ष प्रभाव पार्ने हुनेमा पुनः सर्व विचिरेर छ । यसरी मानव सभ्यता र सभ्यता समाप्त सामाजिक, आर्थिक सम्पूर्ण क्षेत्रमा नै आउने परिवर्तनले हाम्रा माई घर एवं नगर केन्द्रहरू बनाएर; यहाँको विकास गर्न उन्मुख हुने यो नयाँ बट्टी बट्टीको महत्त्वमा परिचय दिने नै यो नगर विकास समिति पनि गर्दछ ।

बट्टीको यहाँको विकासको बढिबढिमा सुराजको महत्त्वलाई जिन पुनः बढी भएता पनि नव्यवस्थित बसोबासका कारण फोहरको बढि, विद्युती, सुरक्षा, हल विकास, सडक निर्माण आदि जस्ता भौतिक सुराजका कारण नयाँ नयाँमा विभिन्न समस्याहरूले सन्धिमा सहरको सभ्यतालाई नै विगानी हुने हुदाँ त्यस्ता विद्युतीकरणलाई समाप्तमा नै निराकरण गर्नु अर्थात्लाई जसको सम्बन्धित क्षेत्रिय तिन नगर विकास समिति, नगर पालिका, विकास तथा स्वास्थ्य, उद्योगिकी, सन्धिमाथि ब्यक्तिहरू समाप्त बर्षासाथसकल समेकित संकलित रूप सुराजलाई समाप्त गर्न विद्युत सुराज र सडक विकासका कारण हाम्रो विकास नै-उन्नती क्षेत्र र सडक तथा सन्धिमाथि सम्बन्धी मापदण्ड तयार गरिएको छ ।

सन्धिमाथि माथि कार्यवाही सन्धिमाथि नयाँ नयाँ बढिबढिमा समाप्त हुनुहुन्छ ।

आवासीय क्षेत्र - सोमले मास मन्दिर भास्करे डाईघाट उत्तर पूर्व दिक्क क्षेत्र/
रायगाटे/पुरानो गाईघाट

बसपार्क क्षेत्र - बसवा बाईको उत्तर/बास मन्दिरको छेउ ।

हाट बजार क्षेत्र - हवाई फ्लाइबो अग्ला ।

पुन्डी/मण्डी बजार - हासको छति बजार क्षेत्र ।
देउरीमा पुरानो मा.वि.सं. भवनको दक्षिणपट्टि चौधरी जसो डाई

खुला क्षेत्र (Open Space): गिलानपोक देवि दक्षिण फाउंट बाया देवि पूर्व अवागमन देवि
पश्चिम जंगल भन्दा उत्तरको क्षेत्र ।

स-साथ खुला क्षेत्र: निम्ना विवरण पत्रिकामा दक्षिणपट्टि मन्दिरलाई पुग्ने बाटो
पुग्दाई बाकी रहेको जग्गाका ।

मोडिपडा पर्यटन चौकिया
जसको बजार देवि माथिको डाडो (सतनपुर डाडो)

पर्यटन क्षेत्र - कम्पनी (वि.सं.पा. १२ र ४ अन्तरी/आर्थिक क्षेत्र)

मूढ, बसवा र आवागमन बाटि आवासीय क्षेत्र: बसवाको सालधारी (पर्यटनको घर
अगाडी बाटो देवि तल्लो)

गुर्दाघाटको स्वतः - त्रियुगा सडको मूढा एक वि.सं. तल/पश्चिममा डा. रनेश्वर
छोरिया

रयासाल - वि.सं.पा. ७ पुग्ने

दक्षिण साईट - जसको भन्दा दक्षिण पश्चिम अग्लामा अग्लाघाट जसो डाई
खुला बजार - पुहाटे देवि तल्लो साईटको विचमा/अग्लाघाट/सोमले चौकपुर/
गाईघाट बजार, देउरी/पुरानोपुर ।

धुलि क्षेत्र - बासवाडी छोरिया/अन्तरी/बस/सोमपुर/पुहाटे १४ थं./बाटो
दार्ज - दार्ज बाटो
क्षेत्र - पीठुवा/सोमले/देउरी/सतनपुर/पालेघाम ।

५.२ इयाका सडक (Connector Roads)

घाटिरो पश्चिम, निधि पश्चिम, देविघाट सडकबाट र आर्थिक सडकबाट जाने
सुनीघाट सडकको जोड्ने सडक ।

सडकको चौडाई १० मिटर
सेट गणना १/१ मिटर सडकको दुबैतिर

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

सोमले मास मन्दिर भास्करे डाईघाट उत्तर पूर्व दिक्क क्षेत्रको
सोमले अग्लाघाट दर्जा १,१० मिटर

- पश्चिम पोक देवि सानी रोड हुने पहाटे जाने सडक ।
- पश्चिम पोक देवि रोड रोड हुने पूर्व जाने सडक ।
- दि.स.सेट देवि दक्षिणपट्टि पूर्व सुनिमा पोक - पुग्ने घाईघाट - सतनले
छा.वि. -सोमपुर बा.वि. हुने सडक जाने सडक ।
- पुताघाट अग्लाघाट हुने सुनिघाट जाने सडक ।

६.१ शहरी सडक (Urban Road):

एक सडकको एक सडकको अग्लाघाट अग्लाघाट क्षेत्र वा व्यापारिक क्षेत्रमा
जोड्ने सडक ।

सडकको चौडाई १ मिटर

सेट गणना १/१ मिटर सडकको दुबैतिर

सोमले मास मन्दिर भास्करे डाईघाट उत्तर पूर्व दिक्क क्षेत्रको
सोमले अग्लाघाट दर्जा १,१० मिटर ।

- सोमले देवि सतनले टोल - दुबैतिर सडक हुने सडकको जाने सडक ।
- सोमले सडक - सतनले टोल हुने सडकको जाने सडक ।
- सोमले सडक - सतनले टोल हुने सडकको जाने सडक ।
- सोमले सडक - सतनले टोल हुने सडकको जाने सडक ।
- सोमले सडक - सतनले टोल हुने सडकको जाने सडक ।
- सोमले सडक - सतनले टोल हुने सडकको जाने सडक ।
- सोमले सडक - सतनले टोल हुने सडकको जाने सडक ।
- सोमले सडक - सतनले टोल हुने सडकको जाने सडक ।
- सोमले सडक - सतनले टोल हुने सडकको जाने सडक ।
- सोमले सडक - सतनले टोल हुने सडकको जाने सडक ।

• पुग्ने सडकको सतनले टोल हुने सडकको जाने सडक ।

• सोमले सडक - सतनले टोल हुने सडकको जाने सडक ।

• दि.स.सेट देवि दक्षिण पट्टि दि.स.सेट जाने सडक ।

• सोमले सडक - सतनले टोल हुने सडकको जाने सडक ।

• सोमले सडक - सतनले टोल हुने सडकको जाने सडक ।

• सोमले सडक - सतनले टोल हुने सडकको जाने सडक ।

६.२ सडक सडक (Service Road):

सडकको दुबैतिर सडकबाट जाने सडकको जाने सडक ।

सडकको चौडाई ४ मिटर

सडकको सतनले टोल २० मिटर

Fulchowk PG Chowk Road Botetole
Triyuga Corridor section

Babarani DM Gate Road Section

Formation of GRM (1st Level)



पद संख्या :- ०८००८१
पलाणी नठपर :-

त्रियुगा नगरपालिका

गाईघाट, उदयपुर
कोशी प्रदेश नेपाल
२०७३

०१५-५२०७०८
फ्याक्स ५२०७०८
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, गुनासाहरू 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)



पप संख्या :- ०८०८१
पालावी नगर :-

त्रियुगा नगरपालिका

गाइयाड, उदयपुर
कोशी प्रदेश नेपाल
जुम्ला

०१५-४२०१०८
पयास 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 स्तरमै समाधान गर्न निम्न उल्लेखित व्यक्तिहरू रहनेगरी एक गुनासो सुनुवाई समिति (GRC) गठन गरिएको बारे सम्बन्धित सबैलाई जानकारी गराइन्छ। साथै आयोजना सम्बन्धि कोहिकसैलाई कुनै गुनासो भए उल्लेखित गुनासो सुनुवाई 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 विकाश शाखा प्रमुख
६. सदस्य: सामाजिक सुरक्षण, वतावरण विशेषज्ञ, सुपरभिजन, ईन्जिनियर (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 सार्थ, श्री राजकुमार खड्का (९८५२८३१६००)
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



पव संख्या :- ०८०१०८१
पलाणी नगर :-

त्रियुगा नगरपालिका
नगर कार्यपालिकाको कार्यालय
गाईघाट, उदयपुर
कोशी प्रदेश नेपाल

☎ ०१५-४२०१०८
फ्याक्स ४२०१८५
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 पूर्वाधार आयोजना (NUGIP) द्वारा स्तरोन्नति हुन लागेको यस उदयपुर जिल्ला त्रियुगा नगरपालिका वडा नं. १०, ११, १२ र १३ स्थित पर्ने पहिलो 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 विच निम्न लिखित स्थान र मितिमा हुने विस्तृत छलफल तथा अन्तरकृया कार्यक्रममा उपस्थित हुनका लागि सम्बन्धित सबै सरोकारवालालाई सूचित गरिन्छ।

अन्तरकृया हुने मिति र स्थान :

मिति : २०८०/०६/२५

मय : विहान ११:०० बजे

स्थान : त्रियुगा नगरपालिका सभाहल

ई.शैलेन्द्र कुमार मण्डल

शहरी पूर्वाधार विकास शाखा

ई.शैलेन्द्र कुमार मण्डल
इन्जिनियर

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 मार्दत कार्यन्वयन हुने कामदे खासतया तथा र्कनकार क्रामोनाग (NUGAP) इकापुर जिल्लाको त्रियुगा नगरपालिका पहिलो दोस्रो पल्लिका मा परीका नाराइक, गार्डिया गडव प्लाकि... क्षेत्रिका इकाइक सिटिल देरी सिमलरा गाईका दिक्केल सड, नारायनी देरी डि: एगोर, पुलगोर देरी वि. ति. चोद बोरोले त्रियुगा केरि-डोर, सिटिल देरी रामचन्द्र वरुनेले बासण, गार्डिया सिमलय रोल आकरी गले इमाईले डाडा प्रमोतन स्कूल देरी इरमाका गार्डिया दिक्केल सड, पुनरिगले (ख) केकाट अगादीने सड हुई साइला जोने सड सगरमाथा कृषि कता (पञ्चकनाइ वासिगे) मदनगन्डाकी शाकल इई जतपनीगे त्रियुगा कडा ई १२ का स्वस्वस्वत इकायी -गे सिमिलिमा शायोकाका लागि लेबर क्राय व त्रियाे सामग्रीक नखन जगा त्रिये शरको इताने प्रत नगरपालिकाका नगरप्रमुख श्री अणुनाइम उक सुन्दरकमा पर्ने जगा शाने समलसेवी शक्तिनी व बाउनेतिने दल लगाएत सुरावालाकल संदितका उपरुचीतिमा गरिइको दालफल तथा परामर्श तणसिले उपरुचीति गालीकडा सचकागतिमा से इतवपुवी र्व इलोलाखका साथ सम्मत भयो।

उपस्थिति

१. श्री	नसल कृमा	नरुवेत (नगरप्रमुख)	श्री
२. श्री	महेस्वरी वाई	(नगरप्रमुख)	
३. श्री	त्रियुगा शक सिटिल	(प्रमुख पशासविपक)	
४. श्री	व्युपान्त कोठरेला	(पडाकाकडा - ११)	
५. श्री	त्रिकित कृमा (चौधरी)	(वराअक-१-१६)	श्री
६. श्री	आत्रेना थापा	(का.वा. २५५५५-१२)	श्री
७. श्री	त्रियुगा पाठे	(का.वा. २५५५५ - १०)	श्री
८. श्री	वैलिन्दु मंडल	(ई)	श्री
९. श्री	अमरादेप थाक	(ई) DSC	श्री
१०. श्री	सिका लाल गुरागी	(अ.क.ई)	३

(Signature)

प्रस्ताव

१. लेबर क्याम्प सारक्यमा ।

विषय

प्रस्ताव नं: १ मागी बलपल गर्दा यस त्रियुगा नगरपालिका भित्र पर्ने पडिलो र दोस्रो प्राथमिकतामा पर्ने खास आयोजनाको कार्यालयको समपना लेबर क्याम्पको आवश्यक पर्ने भएकाले उक्त लेबर क्याम्प सारक्यमा लागी आवश्यक पर्ने जग्गा भूमि त्रियुगा नगरपालिका वडा नं: १३ स्थित बडेको बरवा बसपार्क भन्ने सरकारी स्थान जग्गा रहेको हुदा उक्त स्थानी तहसम्म लेबर क्याम्प र विमोचन सारक्यमा गन्दाइवा गर्न दिने विषयमा निर्णय गरियो ।

(Signature)
२०७२/१९६

(Signature)

(Signature)

(Signature)

(Signature)

(Signature)

Municipal letter related to campsite, stockpile, Solid waste and other facilities establishment area



पत्र संख्या :- ०८०१०८१
चलानी नम्बर :-

त्रियुगा नगरपालिका

गाईघाट, उदयपुर
कोशी प्रदेश नेपाल
२०७३

०२५- ४२०१०८
फ्याक्स ४२०१०८
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

बैठक संख्या नं. २१९
आज मिति २०८०।०५।०९ गते सनिबारका दिन त्रियुगा नगरपालिकाका नगर प्रमुख श्री वसन्त कुमार वसन्तस्युको अध्यक्षतामा तपसिल बमोजिमका वडा अध्यक्ष तथा कार्यपालिका सदस्यज्यूहरुको उपस्थितिमा नगर कार्यपालिकाको आकस्मिक बैठक बस्यो ।

उपस्थिति

सि.न.	नामधर	पद	दस्तखत
१	श्री वसन्त कुमार वसन्त	नगर प्रमुख	
२	श्री महेश्वरी 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 यद्वी वसन्त	वडा अध्यक्ष वडा नं. ४	
७	श्री उद्वन 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 कोइराला	वडा अध्यक्ष वडा नं. ११	
१४	श्री अनिता थापा	का.वा.वडा अध्यक्ष वडा नं. १२	
१५	श्री नविन कुमार चौधरी	वडा अध्यक्ष वडा नं. १३	
१६	श्री हिम राज मगर	वडा अध्यक्ष वडा नं. १४	
१७	श्री गणेश प्रसाद तिम्सीना	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 मगर	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.राहीखोला	६ महिना
१५	इन्दिरा बि.क.	का.स.	आ.स्वा.से.के.मैरुन	४ वर्ष+
१६	कमला आचार्य	का.स.	आ.स्वा.से.के.साकेला	४ वर्ष+
१७	कमला भट्टराइ	का.स.	आ.स्वा.से.के.बुद्धचोक	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	मरणमति 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.जोते	२ वर्ष +
२४	छलीमाया प्रजा	का.स.	आ.स्वा.से.के.सुकौरा	४ वर्ष+
२५	कमला सुधिवारी	का.स.	आ.स्वा.से.के.सुकौरा	३ वर्ष+

स्वीपर:

सि.न.	नाम धर	पद	कार्यरत संस्था	कैफियत
१	राजेश मरिक्	स्वीपर	स्वास्थ्य शाखा	४ वर्ष+
२	नितु मलिक	स्वीपर	स्वास्थ्य चौकी जोगीबह	३वर्ष+
३	सुलता मरिक्	स्वीपर	स्वास्थ्य चौकी देउरी	४ वर्ष+
४	इधरी सवा	स्वीपर	स्वास्थ्य चौकी भुमसुवा	४ वर्ष+

निर्णय नं.४८३

त्रियुगा नगरपालिकाको मुख्य आन्तरिक स्रोतको रूपमा रहेको त्रियुगा, बरुवा र सुनकोशी नदिको नदिजन्म स्रोतको बिक्रि कर संकलनको लागि प्रारम्भिक वातावरणीय परिक्षण (IEE) स्वीकृत गर्नु पर्ने प्रावधान रहेकोमा पुनोजाल जियो सोलुसन प्रा.लि., विराटनगरसँग IEE का लागि कार्यालयबाट सम्झौता भएकोमा सो फर्म वाट पैसा भएको कार्यालयी तथ्य IEE को तपसिल बमोजिमको परिमाण स्वीकृत गरी नियमानुसार ठेका प्रकृत्यामा जानको लागि आवश्यक व्यवस्था गर्न कार्यालयलाई निर्देशन दिने निर्णय गरियो ।

उपस्थित

प्याकिज १. लक्ष्मण खोला र सुपकोशी नदी

उपखण्ड क्षेत्र / प्लॉट नं.	क्षेत्र	आर्थिक विकास रकम		आर्थिक जम्मा हुने र.मि.	आर्थिक विकास रकम र.मि.	वैशेषिक विकास रकम र.मि.
		आवृत्तिय वरि मि.	सहितिय र.मि.			
१	सुपकोशी खोला (बोझारवा)	४१७८५	०.५	२०८९०२.५	२४२४५.६	२३४६५६.९
२	खोला	४१५५५	०.५	२०८९०२.५	२४२४५.६	२३४६५६.९
३	सहितिया खोला	१३२७५५	०.५	६६३६२७.५	७८४५५.६	६५५७७१.९

क्र.सं.	उपखण्ड क्षेत्र / प्लॉट नं.	प्याकिज १. लक्ष्मण खोला / सुपकोशी नदी		आवृत्तिय	सहितिय	आवृत्तिय	सहितिय	अनुमानित खर्च (र.)
		रुपैया	शतक					
१	सुपकोशी खोला (बोझारवा)	४१७८५	०.५	२०८९०२.५	२४२४५.६	२०८९०२.५	२४२४५.६	४२५५५५.५
२	खोला	४१५५५	०.५	२०८९०२.५	२४२४५.६	२०८९०२.५	२४२४५.६	४२५५५५.५
३	सहितिया खोला	१३२७५५	०.५	६६३६२७.५	७८४५५.६	६६३६२७.५	७८४५५.६	१३२७५५.५

Handwritten signatures and initials are present below the first table, including names like 'Jasna' and 'Santosh'.

प्याकिज २. विपुला खोला

उपखण्ड क्षेत्र / प्लॉट नं.	क्षेत्र	आर्थिक विकास रकम		आर्थिक जम्मा हुने र.मि.	विशेष रूपमा आर्थिक विकास रकम रकम आवृत्तिय र.मि.	विशेष रूपमा वैशेषिक विकास रकम आवृत्तिय र.मि.
		आवृत्तिय वरि मि.	सहितिय र.मि.			
१	खोला	३०१५०	०.५	२२५७५	११५५५	३३७३०
२	सुपकोशी खोला	४७७५५	०.५	२३८७५	१५५५५	३९४३०
३	खोला	१५७५५	०.५	११५७५	५७५५५	६९१३०
४	सहितिया खोला	४७७५५	०.५	२३८७५	१५५५५	३९४३०
५	विपुला खोला	४७७५५	०.५	२३८७५	१५५५५	३९४३०
६	सहितिया खोला	४७७५५	०.५	२३८७५	१५५५५	३९४३०
७	सहितिया खोला	४७७५५	०.५	२३८७५	१५५५५	३९४३०
८	सहितिया खोला	४७७५५	०.५	२३८७५	१५५५५	३९४३०

Handwritten signatures and initials are present below the second table, including names like 'Jasna' and 'Santosh'.

प्याकिज ३. विपुला खोला

प्लॉट नं.	उपखण्ड क्षेत्र	आर्थिक जम्मा हुने र.मि.	रुपैया	शतक	आवृत्तिय र.मि.	सहितिय र.मि.	आवृत्तिय र.मि.	सहितिय र.मि.	अनुमानित खर्च रु. / आवृत्तियमात्र	अनुमानित खर्च आवृत्तियमात्र रु.	कुल खर्च प्लॉट अनुसार रु.
२	सुपकोशी खोला	५७७५५	५७७५५	०.५	५७७५५	५७७५५	५७७५५	५७७५५	५७७५५	५७७५५	५७७५५
३	खोला	५७७५५	५७७५५	०.५	५७७५५	५७७५५	५७७५५	५७७५५	५७७५५	५७७५५	५७७५५
४	सहितिया खोला	५७७५५	५७७५५	०.५	५७७५५	५७७५५	५७७५५	५७७५५	५७७५५	५७७५५	५७७५५
५	विपुला खोला	५७७५५	५७७५५	०.५	५७७५५	५७७५५	५७७५५	५७७५५	५७७५५	५७७५५	५७७५५
६	सहितिया खोला	५७७५५	५७७५५	०.५	५७७५५	५७७५५	५७७५५	५७७५५	५७७५५	५७७५५	५७७५५
७	सहितिया खोला	५७७५५	५७७५५	०.५	५७७५५	५७७५५	५७७५५	५७७५५	५७७५५	५७७५५	५७७५५
८	सहितिया खोला	५७७५५	५७७५५	०.५	५७७५५	५७७५५	५७७५५	५७७५५	५७७५५	५७७५५	५७७५५

Handwritten signatures and initials are present below the third table, including names like 'Jasna' and 'Santosh'.

Public Consultation meeting minutes

आज मिति २०८०/०६/११ उन्नेडा दिन मय त्रियुगा नगरपालीकाको स्थानिय मन्त्रालय नेपाल शासकीय प्रशासन आयोगका (NUGIP) अन्तर्गत नगरपालीका द्वारा खसोटे गड्डिखो गाड्डो २ गड्डो पनाति। मिति नं ११ वडा कार्यालय आगडीको सडक नावेको सामाजिक, आरोग्य, भौतिक तथा वातावरणीय कार्यकारी नगरी अन्तर्गत गर्नु आएका (Bank. Govt. - V - (Municipality) त्रियुगा नगरपालीका, ११ नं वडा कार्यालय उपप्रतिनिधि र त्रियुगा जिल्ला विडाए स्वीका होल नगरीय वलकन गरियो।

क्र.सं	नाम	पद	संस्था
१)	सुब्बाजुडा	सहायक	सुब्बाजुडा
२)	जुसु मथार नौकी	सहायक	सुब्बाजुडा
३)	शेरा बहाल		सुब्बाजुडा
४)	क्याथे (सुब्बा) मी		सुब्बाजुडा
५)	जिलाहा देवी चौधरी		सुब्बाजुडा
६)	सुब्बाजुडा कार्यालय		सुब्बाजुडा
७)	सुब्बाजुडा कार्यालय		सुब्बाजुडा
८)	जिलाहा देवी चौधरी		सुब्बाजुडा
९)	सुब्बाजुडा कार्यालय		सुब्बाजुडा
१०)	सुब्बाजुडा कार्यालय		सुब्बाजुडा
११)	सुब्बाजुडा कार्यालय		सुब्बाजुडा
१२)	सुब्बाजुडा कार्यालय		सुब्बाजुडा
१३)	सुब्बाजुडा कार्यालय		सुब्बाजुडा
१४)	सुब्बाजुडा कार्यालय		सुब्बाजुडा
१५)	सुब्बाजुडा कार्यालय		सुब्बाजुडा
१६)	सुब्बाजुडा कार्यालय		सुब्बाजुडा
१७)	सुब्बाजुडा कार्यालय		सुब्बाजुडा
१८)	सुब्बाजुडा कार्यालय		सुब्बाजुडा

प्रस्ताव संक
 १) गाड्डो २ गड्डो पनाति, वडा ११ नं वडा कार्यालय आगडीको सडकको विस्तृत परियोजना (PPR) अन्तर्गत सम्पन्नमा।
 २) सडक अख्तियार क्षेत्र (०.५) सम्पन्नमा।

निर्णय सं
 १) प्रस्ताव नं १ माथी वलकन गर्दा प्रस सडकको विस्तृत परियोजना पुराकेन (PPR) अन्तर्गत गर्दा प्रस सडकको वलकनको तथा सामाजिक आरोग्य तथा वातावरणीय योजना बारे वलकन गर्ने र अख्तियार क्षेत्र अन्तर्गत गर्ने प्रस क्षेत्रका स्थानिक बासिन्दाको सल्लाह गर्ने गति निर्णय गरियो।

२) प्रस्ताव नं २ माथी वलकन गर्दा प्रस सडकको सडक अख्तियार क्षेत्र (०.५) लाई त्रियुगा नगरपालीका नं २०५५मा वनापको सडक मापकन २०५५ क्रममा सम्पन्न गर्ने निर्णय गरियो साथै वलकनको क्रममा कुनै डिप्लोमा अन्तर्गत तथा वातावरणीय पुराव त्यसको निर्णय गरियो।

सुब्बाजुडा
 सुब्बाजुडा
 सुब्बाजुडा

आप्य मिति २०७०/०५/१५ गतेको दिन यस त्रियुगा नं.पा. मा संन्यासक भईएको नेपाल बाहरी व्यापारिको पुर्वाधार आयोगना (NUGP) अन्तर्गतको विविध कार्यहरूको ताल गाईबाट विभिन्न सडक आयोजनाको सामाजिक र ना नागरिक व्यवस्थापना योजना तथा पार्कको लागि यस शिवालयको विकास कार्यको अद्यतन देवी प्रसाद रायले गडा ज्यूको अद्यतनतामा २०७० बसी निम्न विषयहरूमा तप बिल को अन्तर्गत उपस्थितिमा खोजाएर उनै विवेचन गरियो। तप बिल

१. देवी प्रसाद रायले गडा अद्यतन होला कि न होला
२. विष्णु श्रेष्ठ का सडक त्रियुगा-११
३. कमल शम्शेर, उपाध्यक्ष होला कि न होला
४. कक्षा वहादुर रायका सडक
५. पुर्ण लक्ष्मी शम्शेरको सडक त्रियुगा-११
६. देवी कुमार् श्रेष्ठ
७. भिम प्रसाद शिबिरे
८. शोभा राय वस्नेत
९. नाम कुमार् शम्शेर
१०. तप वहादुर वस्नेत
११. चन्द्र शम्शेर
१२. सचिन श्रेष्ठ
१३. अमर शम्शेर
१४. विष्णु वहादुर रायका
१५. कक्षा वहादुर रायका
१६. विश्व शर्मा
१७. रमा वस्नेत
१८. शोभा वस्नेत पोखरेल

प्रस्ताव संख्याको विवरणः

१. आयोजनाको जानकारी सम्बन्धमा।
२. ना नागरिक तथा सामाजिक व्यवस्थापन योजनाको लागि सुझाव संकलन सम्बन्धमा।
३. वैयक्तिक विस्तार करणी लागू पार्ने प्रक्रिया आदि होला तथा अन्य कार्य सम्बन्धमा।

४-१ सडक स्तर उचित गर्दा आर्पित फलामा फलाममा।
५-१ विवेचन

१) प्रस्ताव नं. १ माथि छलफल गर्दा यस शिवालयको विकासको त्रियुगा-११ का सम्पूर्ण स्थानीय वासीहरूको आयोगको कार्यालयमा जानकारी गराइयो।

२) प्रस्ताव नं. २ माथि छलफल गर्दा यस सडक उप आयोजनाको कार्यालय र सामाजिक व्यवस्थापन योजना तथा गार्डको लागि यस शिवालयको विकासको लागि सडकको संकलन गर्ने कार्य सम्पन्न गरियो। र यस सडक उप आयोजनाको त्रियुगा नं. पा. २०७० २०७५ मा १४ हेक्टर १८ मि. सम्म कार्यमा - ना नागरिकमा आएको सुझावको पूर्ण परिष्कार गर्ने कार्यमा जम्मा आस तपले भन्ने विवेचन गरियो।

३) प्रस्ताव नं. ३ माथि छलफल गर्दा यस उप आयोजना अन्तर्गतको लोकावली हफ्त। कुनै कार्यहरूको करणी दुईशन, यो लोकावली बेच खरिद गर्न नसकेको भन्ने विवेचन गरियो।

४) प्रस्ताव नं. ४ माथि छलफल गर्दा यस उप आयोजनाको विवेचन गर्दा कुनै परिष्कार सम्बन्धमा तपले र जामि जत जामि हफ्तको जम्मा तपले भन्ने विवेचन गरियो।

(Handwritten signatures and notes)

आज मिति २०२०-४-६ शुक्रवार दिन यस त्रियुगा नगरपालिकामा संचालन गर्दैनेको नेपाल गहरी शासकिय पुर्वधार आयोगना (NUGAP) अन्तर्गत नगरपालिका द्वारा इन्डो अरिस्को फुलचर्क देरिब रेणु जी थक सडक वेदोदोष त्रियुगा कौरीडा बाटोको सामाजिक आर्थिक तथा अर्थिक जातकारीको लागि अध्ययन गर्न आएका वेदोदोष र यस नगरपालिकाको अर्थिक प्रतिनिधि र स्थानीय बासिन्दा विद्य इलाफेल शर्मा

अध्ययन उपस्थिति

दिन	नाम	ठेगाना पद सम्पर्क न संख्या	हस्ताक्षर
१	तारा प्रसाद चौबारी	चमचौड रोडविजान	
२	इरे लाल चौबारी	" "	
३	श्याम चौबारी	" " श्याम चौबारी	
४	गफ बडाडु चमार्ड	" "	
५	नेवनाशपाल चौबारी	" "	
६	शंकर जोडा	" "	
७	कोषराज खड्का	" "	
८	मित बडाडु खड्का	" "	
९	महेन्द्र चौबारी	" "	
१०	लक्ष्मी चौबारी	" "	
११	अनिता थापा	" "	
१२	मोना राय	PSC environmental expert	
१३	अमरसि राण माडव	DSC Engineer	
१४	त्रिलोक पौडेल	सामाजिक सेवार्थ मिस	

अध्ययनका विषयहरू

१) यस सडक उप-आयोजनाको अन्तर्गतको स्थानिय बासिन्दाको सडक उप-आयोजना न NUGAP को सामाजिक तथा आर्थिक जातकारी उपस्था पन आयोजना, लोडिङ हिस्ता आदि विषयमा जानकारी गराइयो।

१) यस सडक उप-आयोजनाको काम कारबाहीको सुस्त भएको हुँदा सम्बन्धीत निष्कासकमा कियो काम गर्नेको लागि पहल गर्ने भन्ने निर्णय गरियो।

२) यस सडक उप-आयोजनाको सडक अधिकार क्षेत्र (R.O.D) आदि मिटर कायम गरी नगरपालिकाको काम गर्दै आएको हुँदा सडक उप-आयोजना मिटर कुनै परिवर्तन नगर्ने भन्ने निर्णय गरियो।

३) यस सडक उप-आयोजना अन्तर्गतको होल सुन्ती हल्लाग्रा प्रविष्ठा हिंसा, गौत हिंसा, कुरणी दुरुपेक्षन आदि जस्ता समस्याहरू खासै नभएको र कहिले काहीँ धेरै लाग्छ। सिमेन्टको आग्रा सम्बन्धि निवेदनहरू, होल विकास संस्था मा आउने गरेको पाइयो।

मंगला अमरसि राण मोना राय अनिता थापा

आवृत्ति २०२०/२०१६ जम्मा दिन १२४ त्रियुगा नगरपालिका
संचालन अर्थात् नेपाल शहरी आवागमन एकाइ (NUGAP) अन्तर्गत नगरपालिका द्वारा खर्चे गरिएको फलामको रेल
वि.सि. जोड हाड कोर्रोल त्रियुगा कोर्रोल कोर्रोल यामको
क्यापि तथा भौतिक जातकारीको लागि अर्थात् गर्न थारुटा
गेली र अर्ध नगरपालिका १२ र वडा समन्वय प्रतिनिधि र
सञ्चार प्रशासक रेल वासिन्दा किय सञ्चालन गरियो।

क्र.सं.	नाम	व्यवसाय	पद	संकेत
१.	श्री. क. बहादुर कुमार्	वि. १५११२		श्री. क.
२.	श्री. क. सुब्बा	-		श्री. क.
३.	श्री. क. सुब्बा	-		श्री. क.
४.	श्री. क. सुब्बा	-		श्री. क.
५.	श्री. क. सुब्बा	-		श्री. क.
६.	श्री. क. सुब्बा	-		श्री. क.
७.	श्री. क. सुब्बा	-		श्री. क.
८.	श्री. क. सुब्बा	-		श्री. क.
९.	श्री. क. सुब्बा	-		श्री. क.
१०.	श्री. क. सुब्बा	-		श्री. क.
११.	श्री. क. सुब्बा	-		श्री. क.
१२.	श्री. क. सुब्बा	-		श्री. क.
१३.	श्री. क. सुब्बा	-		श्री. क.
१४.	श्री. क. सुब्बा	-		श्री. क.
१५.	श्री. क. सुब्बा	-		श्री. क.
१६.	श्री. क. सुब्बा	-		श्री. क.
१७.	श्री. क. सुब्बा	-		श्री. क.
१८.	श्री. क. सुब्बा	-		श्री. क.
१९.	श्री. क. सुब्बा	-		श्री. क.
२०.	श्री. क. सुब्बा	-		श्री. क.

निर्वाह तथा सञ्चालन विषयहरू:

१. यस सञ्चालन आयोजना अन्तर्गतको स्थानीय वासिन्दा
को यस (NUGAP) आयोजनाको बारेमा जातकारी
गरियो।

१) यस सञ्चालन आयोजना अन्तर्गत यस क्षेत्रको स्थानीय
वासिन्दाको अधिकतम सम्बन्धित गर्ने क्षेत्रको
हलको प्रतिक्रियाहरूको लागि सम्बन्धित तथा
सम्बन्धित सम्बन्धीकरण सम्बन्धी जातकारी गरियो।
साथै यस क्षेत्रको स्थानीय वासिन्दाको सम्बन्धीकरण
सम्बन्धीकरणको लागि सम्बन्धीकरणको लागि सम्बन्धीकरण
पार्ने गरेको हुँदा यस क्षेत्रको सम्बन्धीकरणको लागि सम्बन्धीकरण
सिमाना सम्बन्धीकरणको लागि सम्बन्धीकरणको लागि सम्बन्धीकरण
सिमाना सम्बन्धीकरणको लागि सम्बन्धीकरणको लागि सम्बन्धीकरण

२) यस सञ्चालन आयोजना सञ्चालन अर्थात् २०२०/२०१६
२ मिटर व्यासको नगरपालिकाले २०२०/२०१६ सालको लागि
गरेर संचालनमा ल्याएको हुँदा यस सञ्चालनको लागि
पले घर संरचना, खरक विरुवा नपने हुँदा निर्माण
को सम्बन्धीकरणको लागि सम्बन्धीकरणको लागि सम्बन्धीकरण
गर्ने हुँदा अर्थात् सम्बन्धीकरणको लागि सम्बन्धीकरणको लागि सम्बन्धीकरण

श्री. क. सुब्बा

आपड प्रिति २०२०/०५/१२ गतेका दिन चक्र शिपुगा
 हाइड्रोपाइकिङमा कामको अन्तको नेपाल सहरी मालिकी-
 य पुर्वाधार आयाजता (NUCIT) अन्तर्गत यस विविध-
 दोषी रामचन्द्र खन्नेको घरमा नराम्रोको क्षामा गिनु
 तथा वातावरणिय व्यक्त्यापत घोषणा जताउनुको लागि
 यत्र सेगको रूचापि पड्छ भने तद्वारा नराम्रोको तथा
 राम्रो सुभाव व्यक्तजना गर्ने कार्य सम्पन्न गरियो।

क्र।न विषयवस्तु

१.	विजय भन्ड	काठमाडौं शिपुगा - ११	
२.	रमेश चन्द	हुंगाता रूचापि वाली	
३.	सतिका कुपल	" " "	
४.	सुरेन्द्र देवी देवकोटा	" " "	
५.	सुमित्रा भन्ड	" " "	
६.	साना सिरी	" " "	
७.	पुष्पा शशि	" " "	
८.	मोना शशि	" " "	
९.	नरेन्द्र पुष्पा शर	" " "	
१०.	सुन्दरमाया शर	" " "	
११.	उदय चन्द	" " "	
१२.	सिद्धा सिवा	" " "	
१३.	सिद्धा शर	" " "	
१४.	रामचन्द्र खन्ने	" " "	
१५.	मेनुका राई	" " "	
१६.	विजा मीर	" " "	
१७.	बलमान राई	" " "	
१८.	सतिका कुपल	" " "	
१९.	सिद्धा शर	" " "	
२०.	भावना राई	" " "	
२१.	सुवर्णा कुपल	" " "	
२२.	सिद्धा राई	" " "	
२३.	अमरपि नगा माडक	DSC Engineer	
२४.	विहोरा राया	environmental engineer	
२५.	विहोरा राया	विहोरा राया DSC	

प्रस्तावः

१. सिद्धा देवि रामचन्द्र खन्नेको घर खान्नेको, खाइको विस्तृत परिचोपना प्रारिदेन (DPR) अद्ययतन सम्पन्न च्या।
२. खाइको आधिकार क्षेत्र (COJ) सम्पन्न च्या।

निर्णयः

१. उपरोक्त प्रस्ताव नं. १ माथि छलफल गर्न यस नराम्रोको - विस्तृत परिचोपना प्रारिदेन (DPR) अद्ययतन गर्न यस नराम्रोको वातावरणिय तथा सामाजिक अवस्थापन घोषणा वारे छलफल गर्ने र आफ्नो तथ्याडः संकलन गर्ने पदसु भएका रूचापि वास्तविको व्यवहार गर्ने अनि निर्णय गरियो।
२. उपरोक्त प्रस्ताव नं. २ माथि छलफल गर्न यस नराम्रोको खाइ अधिकार क्षेत्र (COJ) पढी यस शिपुगा न.पा.ने २०६२ मा नै शिपुगा न.पा.को खाइ सम्बन्धी मापदण्ड २०२५ बनाई च प्रिदरकायमा गेटको हुंदा र दो खाइ २०६२ ऐक्ति नै २००५ open रहेको कुती पनि घर खन्नेको खाइ २०६२ मा तपने हुनाले यस क्षेत्रको रूचापि वास्तविको खाइ निर्माणको व्यवस्था कुती पनि बादा अद्यतनगर्ने अनि व्यवस्थापन निर्णय गरियो।

सिद्धा देवि

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

ESIA and ESMP of गाईघाट गाउँपालिका क्षेत्रको सडकको Road

Attendance Sheet of FGD

Date: २०२०/५/२४ Venue: त्रियुगा नगरपालिका Ward No. ११

SN	Name	Organization/Title	Contact no.	Signature
१	बसन्त कुमार खड्गे	गाईघाट प्रमुख त्रियुगा		
२	महेन्द्र शर्मा	गाईघाट प्रमुख		
३	विष्णु शर्मा	गाईघाट प्रमुख		
४	निर्मल शर्मा	गाईघाट प्रमुख		
५	सुमन शर्मा	गाईघाट प्रमुख		
६	विष्णु शर्मा	गाईघाट प्रमुख		
७	विष्णु शर्मा	गाईघाट प्रमुख		
८	विष्णु शर्मा	गाईघाट प्रमुख		
९	विष्णु शर्मा	गाईघाट प्रमुख		
१०	विष्णु शर्मा	गाईघाट प्रमुख		
११	विष्णु शर्मा	गाईघाट प्रमुख		

Suggestions/Recommendations:

- सडकको आवश्यकता प्रतिक्रिया दिना भएकोले यथासिद्ध चाँडो काम सुरु गर्न पर्नेछ।
- त्रियुगा न.पा.को २०५५ मा नै त्रियुगाको एसकाइको मापदण्ड २०५५ बनाइने भएतापनि मिटर लेखी २५ मिटर बसमाको सडकको मापदण्ड बनाएको हुँदा कुनै औसतमा सडकको मापदण्ड २५ मिटर हुँदैन।
- कारवाही प्रक्रियामा दिक्कत भएको हुँदा consultant र सिडको बीचमा टाटो छिटो गरिनु पर्नेछ।

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

ESIA and ESMP of गाईघाट गाउँपालिका क्षेत्रको सडकको Road

Attendance Sheet of FGD

Date: २०२०-०५-२४ Venue: हिमाली टोल बिल्डिङ संघ, Ward No. ११

SN	Name	Organization/Title	Contact no.	Signature
१	विष्णु शर्मा	गाईघाट प्रमुख		
२	विष्णु शर्मा	गाईघाट प्रमुख		
३	विष्णु शर्मा	गाईघाट प्रमुख		
४	विष्णु शर्मा	गाईघाट प्रमुख		
५	विष्णु शर्मा	गाईघाट प्रमुख		
६	विष्णु शर्मा	गाईघाट प्रमुख		
७	विष्णु शर्मा	गाईघाट प्रमुख		
८	विष्णु शर्मा	गाईघाट प्रमुख		
९	विष्णु शर्मा	गाईघाट प्रमुख		
१०	विष्णु शर्मा	गाईघाट प्रमुख		
११	विष्णु शर्मा	गाईघाट प्रमुख		

Suggestions/Recommendations:

- सडकको मापदण्ड २५ मिटर नभएकोले सडकको मापदण्ड २५ मिटर बनाउनु पर्नेछ।
- सडकको मापदण्ड २५ मिटर बनाउनु पर्नेछ।

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

ESIA and ESMP of विभिन्न क्षेत्रको विभाजनकारी योजनाको विकास Road

Attendance Sheet of FGD

Date: २०२०.४.१९ Venue: विभाजनकारी योजना Ward No. ११

SN	Name	Organization/Title	Contact no.	Signature
१	सुनील प्रसाद खतिवडा	आयोजना प्रमुख	९७८२३११३२४	[Signature]
२	विष्णु शर्मा	सहायक प्रमुख	९८२२२००५२	[Signature]
३	सुनील शर्मा	सहायक प्रमुख	९८६९६८२४६६	[Signature]
४	कमलेश्वर शर्मा	सहायक प्रमुख	९८०६१३०४५६	[Signature]
५	सुनील शर्मा	सहायक प्रमुख	९८२२२००५२	[Signature]
६	सुनील शर्मा	सहायक प्रमुख	९८२२२००५२	[Signature]
७	सुनील शर्मा	सहायक प्रमुख	९८२२२००५२	[Signature]
८	सुनील शर्मा	सहायक प्रमुख	९८२२२००५२	[Signature]
९	सुनील शर्मा	सहायक प्रमुख	९८२२२००५२	[Signature]
१०	सुनील शर्मा	सहायक प्रमुख	९८२२२००५२	[Signature]
११	सुनील शर्मा	सहायक प्रमुख	९८२२२००५२	[Signature]

Suggestions/Recommendations:

- १. यादु कारोम कुनै पनि अवस्था बाधा नहुने गर्नुको लागि गुणवत्तापूर्ण विरो-बाँडो हुनुपर्नेछ।
- * बाँडो अर्पण भन्ने गर्नु पर्नेछ। कुनै पनि व्यापकतागर्भ ओसरोमा बाँडो लाग्न होस्।

[Handwritten signatures]

Stakeholder Consultation
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Gajulot, Udayapur

ESIA and ESMP of गुणवत्तापूर्ण विरो बाँडो बाँडोको विकास Road

Attendance Sheet of FGD

Date: २०२०-४-६ Venue: गुणवत्तापूर्ण विरो बाँडो Ward No. ११

SN	Name	Organization/Title	Contact no.	Signature
१	सुनील शर्मा	आयोजना प्रमुख	९७८२३११३२४	[Signature]
२	विष्णु शर्मा	सहायक प्रमुख	९८२२२००५२	[Signature]
३	सुनील शर्मा	सहायक प्रमुख	९८६९६८२४६६	[Signature]
४	कमलेश्वर शर्मा	सहायक प्रमुख	९८०६१३०४५६	[Signature]
५	सुनील शर्मा	सहायक प्रमुख	९८२२२००५२	[Signature]
६	सुनील शर्मा	सहायक प्रमुख	९८२२२००५२	[Signature]
७	सुनील शर्मा	सहायक प्रमुख	९८२२२००५२	[Signature]
८	सुनील शर्मा	सहायक प्रमुख	९८२२२००५२	[Signature]
९	सुनील शर्मा	सहायक प्रमुख	९८२२२००५२	[Signature]
१०	सुनील शर्मा	सहायक प्रमुख	९८२२२००५२	[Signature]
११	सुनील शर्मा	सहायक प्रमुख	९८२२२००५२	[Signature]

Suggestions/Recommendations:

- १) विरो बाँडो विरो बाँडो अर्पण गर्नु पर्ने गर्नुपर्नेछ।
- २) विरो बाँडो विरो बाँडो अर्पण गर्नु पर्ने गर्नुपर्नेछ।
- ३) विरो बाँडो विरो बाँडो अर्पण गर्नु पर्ने गर्नुपर्नेछ।
- ४) विरो बाँडो विरो बाँडो अर्पण गर्नु पर्ने गर्नुपर्नेछ।
- ५) विरो बाँडो विरो बाँडो अर्पण गर्नु पर्ने गर्नुपर्नेछ।
- ६) विरो बाँडो विरो बाँडो अर्पण गर्नु पर्ने गर्नुपर्नेछ।

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ESIA and ESMP of प्रसारित लेल (बंगलार अठापी) से नवल हुई साकेला जाली Road

Attendance Sheet of FGD

Date: २०२०-४-०३ Venue: साकेला बंगला सि. सभ्या Ward No. ११

SN	Name	Organization/Title	Contact no.	Signature
१	जिवा बार्डे	सहायक सभ्या सेकि	९८४३२८३३६	
२	मौजिका राई	सभ्या	९८४३२८३३६	
३	पद्म कुमारी खत्री	सभ्या	९८४३२८३३६	
४	साकेला बार्डे	सभ्या	९८४३२८३३६	
५	सिलकुमारी राई	सभ्या	९८४३२८३३६	
६	महेन्द्र देवी राई	सभ्या	९८४३२८३३६	
७	कल्पना खत्री	सभ्या	९८४३२८३३६	
८	सिलकुमारी राई	सभ्या	९८४३२८३३६	
९	सिलकुमारी राई	सभ्या	९८४३२८३३६	
१०	साकेला बार्डे	सभ्या	९८४३२८३३६	
११	साकेला बार्डे	सभ्या	९८४३२८३३६	

Suggestions/Recommendations:

गोटे, सकशल दिने व सिय गौं हुन सिय
होमो टोल मा गोटे व-दा गुणवत्तिय कोले
लाने होमो टोल को विरोज जह महिला
हम को निम्ती केटी विप मुलुक गाली
हम, इन्डपलवक जाराई त्दनु अत्रमा
हामी कोकल टोल गाली महिला
हम लागी अती उतम हुन सियो
(सन्धवम) (सन्धवम)

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Triyuga Municipality
Gaighat, Udayapur

ESIA and ESMP of साकेला बंगला सि. सभ्या Road

Attendance Sheet

Date: २०२०/४/०३ Venue: त्रियुगा न.पा.सभ्या Ward No. ११

Name: कमल कुमारी खत्री
Organization/Occupation: नगर, प्रमुख त्रियुगा न.पा.सभ्या

Comments/Suggestions:

- चौडी भन्दा चौडी गुणवत्तिय सडक बननु पर्ना।
- त्रियुगा न.पा.सभ्याको सडकको बसरोतति गत त्रियुगा न.पा.को सडकको मापदण्ड २०२५ बनाउनुको हुँदा हुने पति सडकमा सभ्याको या अत्रा रकम सिक्का नपर्ने र कुनै भीति नु हुने।
- चौडी भन्दा चौडी लेण्डनिकाली काम हुनु गत सती पल हउको पहल गर्नु पर्ने।
- कठमि प्रछिपादा दिना भै रहेको छ यमबाउं consultant र सिडप सेन्ड माह सिक्के गर्नु पर्ने।
- सभ्या नियम बतरबाट सडक बनत दिनु भयो भनेर चेर्ने उतासो भाई रहेको छ।

Signature:
कमल कुमारी खत्री
न्यायप्रमुख त्रियुगा न.पा.

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Gaighat, Udayapur

ESIA and ESMP of गाईघाट बाउल प्लाजिड, से.प्र.वि. गाईघाट-१९ Road

Attendance Sheet

Date: २०७१/१२/२४ Venue: त्रियुगा वडा कार्यालय Ward No. ११
Name: सुमन कोइराला
Organization/Occupation: वडा कार्यालय त्रियुगा नगरपालिका
Comments/Suggestions:

थरु वडामा थरु विषयको जो लगाती मा इने बुझा कलसी
मा अकान्त गराउदा अरु इन्जुस्वा चिया काम दिनानु दिन
दिला भएको कारण थरु गरवाकी र वडा कार्यालय नराख
ना कारणे छ। अब चाडो अन्दा चाडो ३-४ वटा
एयाडेसमा रेडर निकाली भौ कामलाई चिकित्सा दिन
छुन थरुमा सुल्लन सम्पुण रिमलाई थरुका
सार्थ सुझाव दिन चाहिन्छ।



Signature:
वडा अध्यक्ष
त्रियुगा-११

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Triyuga Municipality
Gaighat, Udayapur

ESIA and ESMP of गाईघाट बाउल प्लाजिड, से.प्र.वि. गाईघाट-१९ Road

Attendance Sheet

Date: २०७१/१२/२४ Venue: त्रियुगा वडा कार्यालय Ward No. १२
Name: वापकी विष्टकोशी
Organization/Occupation: वडा कार्यालय त्रियुगा-१२

Comments/Suggestions:
म राफकी वि.क. वन १२ मे दलित महिला छदल हु।
जसमा ६.५० वटा १२ जो दलित महिला अगा मुजोकास निस्स
कोषकोमा सुवधाका पहाडित ह रैरु तर भागिने र कामि
निस्सना पागे पहाडी परेको कामे यहास रैरुको हने-२ जना
मा पहुच कामिने पहाडी भाग्यामीमा दिन दिने उपाला कुरापी
जागे दैरुको चलायन जे अरुका रहेको छ। महिला हड को हके
मा पनि कम रैरुको हने र आधिने उपायमेका कुरामा कुरामा
अरु पनि कुरामे जेका होपने, सोषण पहाडी दलित कुरामे
अरुका ह तल्लो महिलालाई पनि कामे पहाडी र पहाडी
बराबरी गरएन, उनीहरुको लागि कामिने लागि जे कामे विपक्ष
तालिम, महिला हड लाई तल्लो सम्बन्धित तालिम, महिला हड
करा वा विचामा छोडी तालिम, शैखलन गते पारमा ठूलो कामे
हामेका उपाला जे कामे ह अरु कामेमा थो पेशा जे चाहि
बाहेर छोडी कामे भन्ने दलित महिला पिछडीका लागि कामे
जे कामे विप र हडो हिलेप कुरा छोडी हामेका कामेमा पाए
पहाडी पहाडी कामेमा अरु कामेको, राज्यामीमा पहाडी जे
छोडी दलित महिला कामेमा हामे कामे कुरा र जे कामे
कुरा विवेक जे चाहि।

Signature:
वापकी विष्टकोशी
वडा कार्यालय त्रियुगा-१२



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Gaulun, Udayapur

ESIA and ESMP of गौलुन शिवाराय लेल आइसो लेल ब्याङ्की अटा मनमाईय स्थल Road

Attendance Sheet of FGD

Date: २०२०/०६/०२ Venue: महिल समुह Ward No. १०

SN	Name	Organization/Title	Contact no.	Signature
१	कल्पना खत्री		९८०५९२२९	[Signature]
२	विष्णु शर्मा			[Signature]
३	सुश्री शर्मा			[Signature]
४	सुश्री शर्मा		९८९६१९०४५	[Signature]
५	सुश्री शर्मा		९८९६०९६२	[Signature]
६	पञ्च देवि शर्मा			[Signature]
७	कविता शर्मा			[Signature]
८	सुश्री शर्मा			[Signature]
९	सुश्री शर्मा		९८९६६०५६	[Signature]
१०	सुश्री शर्मा		९८२१६९०६२	[Signature]

Suggestions/Recommendations:

पस खाइला अटा शिवाराय स्थल आगा लमूह हागे सफल्य पुर्ण रूपमा समर्पण गर्दा दिवा हरिता मार्ग सुचारु गरी दिन रू हाफेन अनुपेय नसके। शर्मा। एकुर एका दिवा मार्ग गरी हाफेलाइ सफल रूपमा हिदुवत गन लमूह अतिक्रम हुन पागे अनुपेय गर्दैन।
स्थल आगा लमूह
नि.प. १० खाइला अटा

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

ESIA and ESMP of गौलुन राउन प्लासिड (वडा नं: ११) अटा की गटौ Road

Attendance Sheet of FGD

Date: २०२०/०६/११ Venue: जी खिगा टिम क्वात Ward No. ११

SN	Name	Organization/Title	Contact no.	Signature
१	[Signature]			[Signature]
२	Ramesh Dahal		९८५२३७६०११	[Signature]
३	सुश्री शर्मा		९८९२९५९५५	[Signature]
४	सुश्री शर्मा		९८९३०९२५२९	[Signature]
५	सुश्री शर्मा		९८९३३३८७६	[Signature]
६	सुश्री शर्मा		९८२२८२२०५	[Signature]
७	Mr. Kishor Chaudhary		९८५१५५२१५३	[Signature]
८	सुश्री शर्मा			[Signature]
९	सुश्री शर्मा			[Signature]

Suggestions/Recommendations:

- १) चौ बाटोमा कुनै विवाद नभएकोले चौ बाटोको निर्माण कार्य सम्पन्न सम्पन्न हुनु पर्छ।
- २) चौको निर्माण गुणस्तर फुके हुनु पर्छ।
- ३) चौको निर्माणमा गुणस्तर सामानको प्रयोग हुनु पर्छ।
- ४) चौको निर्माणमा नाली बसफा खिनाप लक्ष्मी लक्ष्मी हुनु पर्छ।
- ५) गुणस्तर सामानको प्रयोग गरिनुगोस्।

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	चारीत्रिक आरोप	६	
६	स्रोत सुविधाबाट बाँध्नुको निवृत्तकरण	२	
	➤ सामाजिक हिंसा	१६	
१	कुटुम्ब	१	
२	गालीगलौज		
३	बोक्सको आरोप		
४	जबरजस्ती विवाह		
५	बाल विवाह	१५	
	➤ यौन हिंसा	३२	
१	बलात्कार	२१	
२	बलात्कारको प्रयास	२	
३	सामूहिक बलात्कार		
४	सामूहिक बलात्कारको प्रयास		
५	हाडनाता करणी		
६	यौन दुर्यवहार	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
	➤ घरेलू हिंसा	२६	
१	शारीरिक	२५	
२	बहुविवाहा	६	
३	गालीगलौज	७	
४	मानाशक यातना	८	
५	चारीत्रिक आरोप	२	
६	स्रोत सुविधावाट बन्वितीकरण	४	
	➤ सामाजिक हिंसा	८	
१	कुटपिट		
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	८६ जना	

F/Y  2079186

१. हिंसाको प्रकृति विवरण

क.स	हिंसाको प्रकार	जम्मा संख्या	कैफीयत
	➤ घरेलु हिंसा	६८	
१	शारिरिक	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 छन 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 : ४

चलानी नम्बर : ४

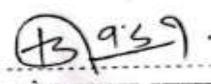
विषय : लागत स्टीमेन्ट गरी पठाईएको सम्बन्धमा ।

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 ।





श्रीम वहादुर खड्का
का.वा. अध्यक्ष
का.वा. अध्यक्ष

वि.नं.पा. कार्यालय

द.नं. ३४६/०६०/५१२३

मिति

शाखा

Letter from NEA for pole relocation

 **नेपाल विद्युत प्राधिकरण**
(नेपाल सरकारको स्वामित्व)
वितरण तथा ग्राहक सेवा निर्देशनालय
कोशी प्रदेश प्रशासकीय कार्यालय धिराटनगर
उदयपुर वितरण केन्द्र
गाईघाट

■ 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, गाईघाट

विषय: लागत ईस्टिमेट पठाइएको बारे ।

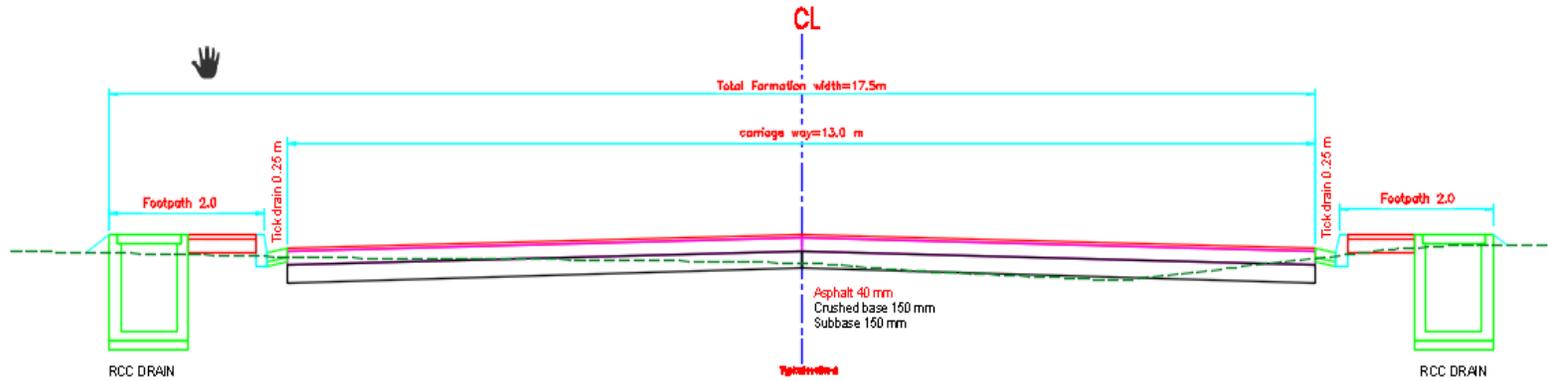
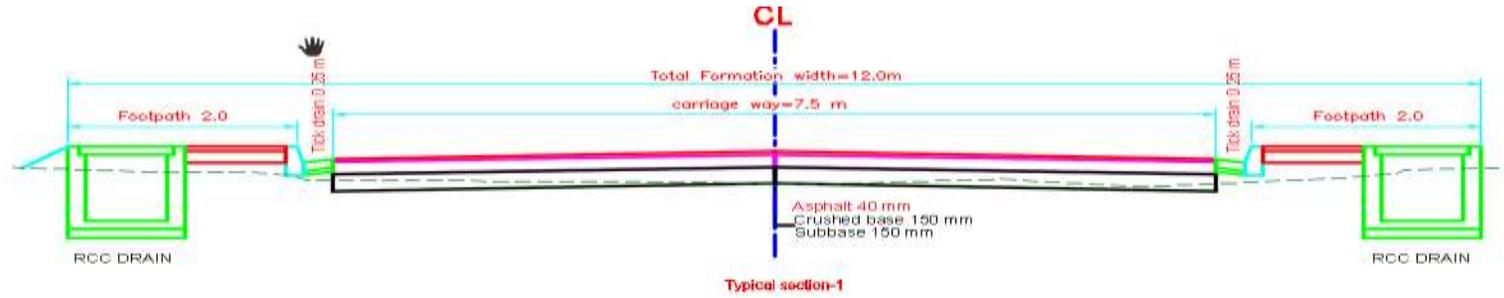
उपरोक्त सम्बन्धमा तहा कार्यालयबाट प.स. २०८०/०८१ को च.न. २५८ को पत्रअनुसार NUGIP कार्यक्रम अन्तर्गत तथा कार्यालय वाट छनोट भएका वडा न.१०,११ र १२ का विभिन्न सडकको किनारामा हाल संचालनमा रहेका विद्युतिय संरचनाहरूलाई वन्न लागेका नयाँ सडकको दाया बाया किनारामा रहने गरी नयाँ विद्युतिय संरचनाको लागि लागत ईस्टिमेट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

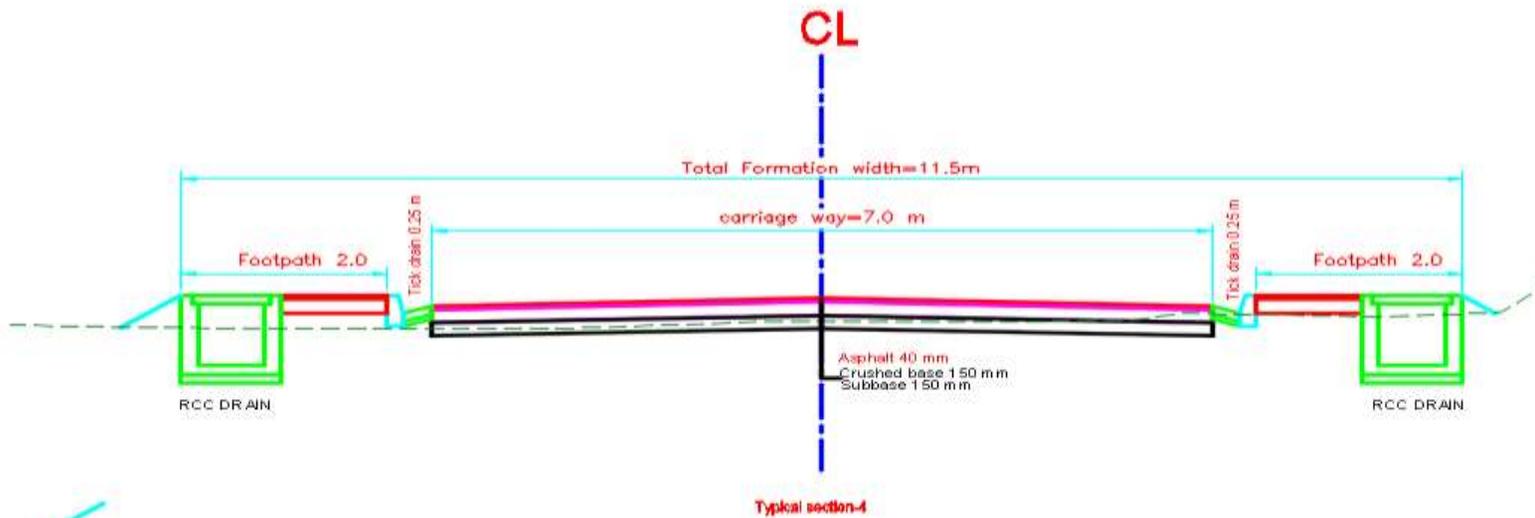
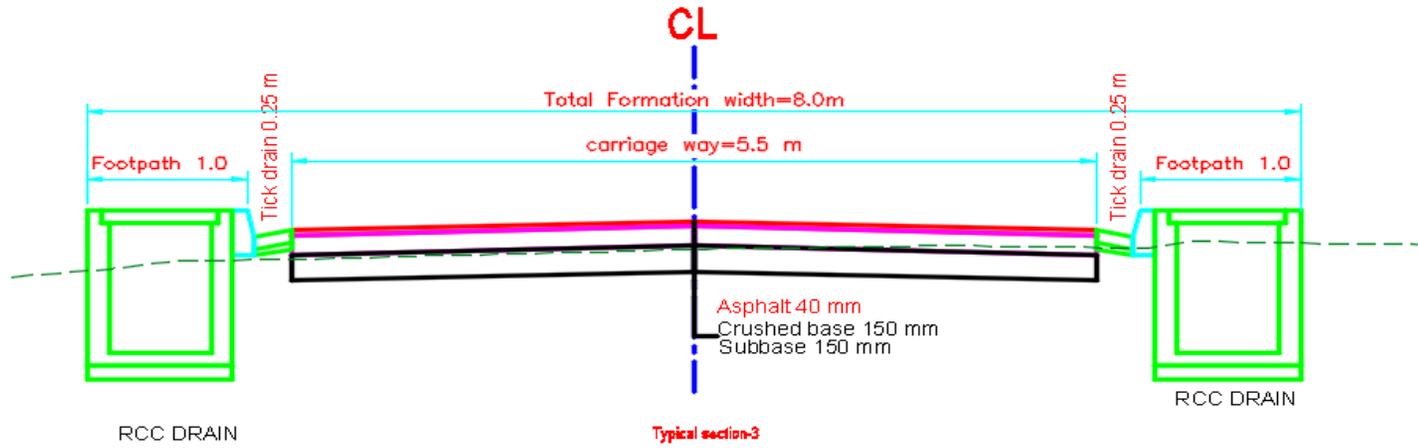
ई. विजय बाबु खत्री
११/२

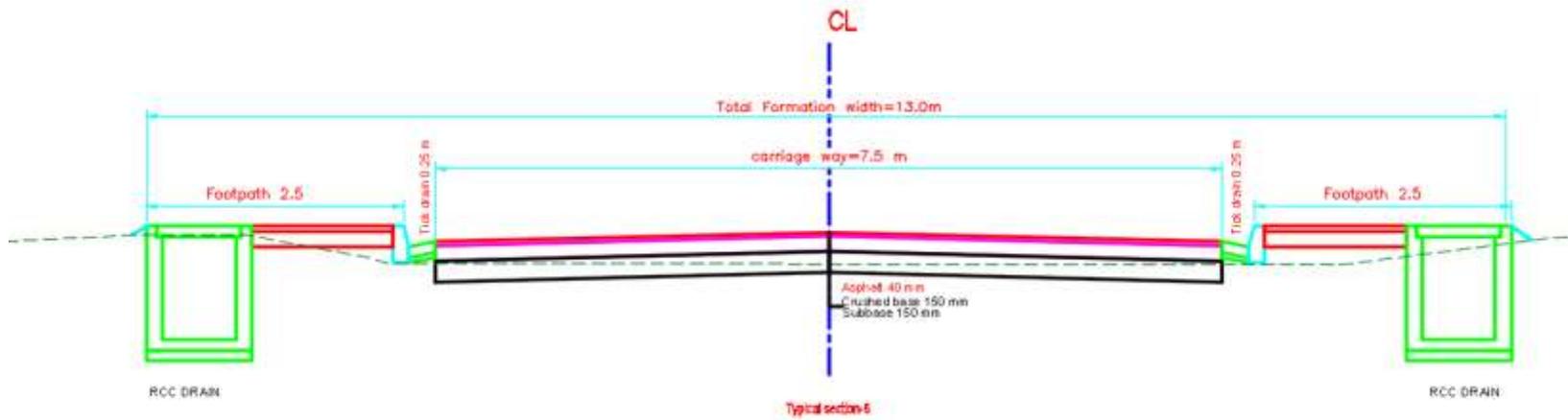
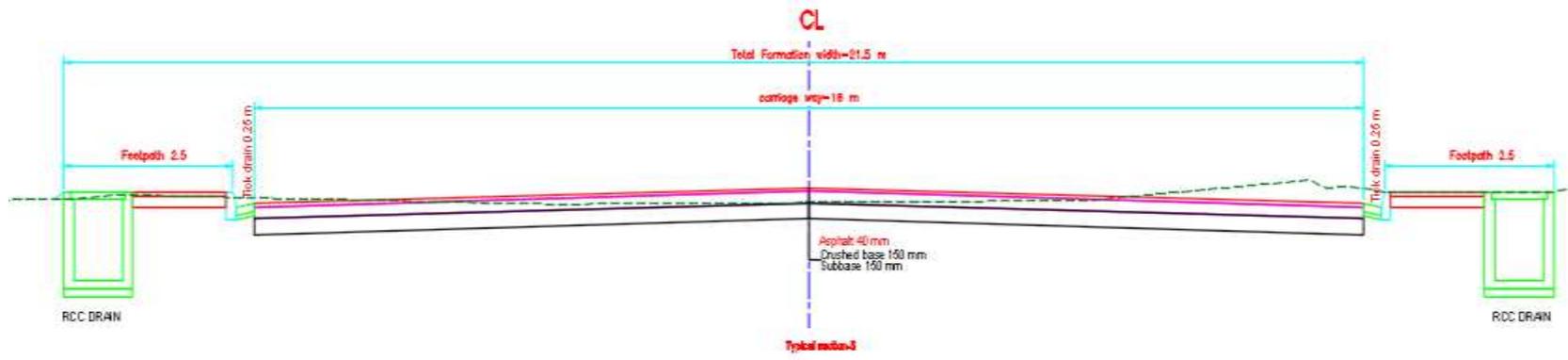
नेपाल विद्युत प्राधिकरण
२५६९
११/२

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



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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.

[Signature]
Sampled by

[Signature]
Checked by

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EMAS 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					
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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.

[Signature]
Sampled by

[Signature]
Checked by

[Signature]
Authorized by

**EMAS 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	TOWN Planning _1	0+015	1	
2		0+050.346	1	
3		0+085	1	
4		0+180.75	1	
5		0+264.5	1	
6		0+315.75	1	
7		0+543	1	
8		0+601.75	1	
9		0+820.25	1	
10		0+880	1	
11		1+000	1	
12		1+030.75	1	
13	TOWN Planning _2	0+867.373	1	
14		1+025.283	1	
15		0+471	1	
16		0+270	1	
17		0+221.25	1	
18	City hall Simaltar	0+025.25	1	
19		0+165	1	
20		0+236.25	1	
21		0+286.25	1	
22		0+260.399	1	
23		1+314.75	1	
24		1+270.25	1	
25		1+292.192	1	
26		0+925.25	1	
27		0+873.75	1	
28		0+481.25	1	
29		0+427.75	1	
30		1+784.5	1	
31		1+729.75	1	
32		2+109.75	1	
33		2+054.25	1	
34		2+649.75	1	
35		2+597.5	1	
36		2+854.25	1	
37		1+925	1	
38	Babarani DM Gate	0+617.75	1	
39		0+005.5	1	
40		0+157.75	1	
41		0+190.25	1	

SN	Name of the Road	Chainage	Nos.	Remarks
42		0+385.25	1	
43		0+421	1	
44	Fulchowk Triyuga Corridor	0+015.021	1	
45		0+384.782	1	
46		0+443.327	1	
47		0+850.951	1	
48	Pragati Tole_1	0+022.5	1	
49		0+141.5	1	
50		0+110.75	1	
51		0+279	1	
52		0+232	1	
53		0+766.5	1	
54	Pragati Tole_2	0+029.322	1	
55		0+131.917	1	
56		0+200	1	
57		0+593	1	
58		0+703.75	1	
59		0+994	1	
60		1+072.546	1	
61		1+280	1	
62		1+220	1	
63	Gaighat Shivalaya	0+040.331	1	
64		0+390.713	1	
65		0+702.502	1	
66		0+658.002	1	
67		0+890.752	1	
68		0+837.097	1	
69		1+206.752	1	
70		1+167.252	1	
71		1+587.502	1	
72		1+393.252	1	
Total			72	Nos.

Annex VII: Code of Conduct (CoC) on GBV

नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना कार्य स्थलमा हुने यौनजन्य तथा महिला हिंसा सम्बन्धी आचार संहिता व्याक्तिगत 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।

१. म ज्ञानजात धर्म, भाषा, लिङ्ग, उमेर, राजनीतिक वा सामाजिक हेसियत, भौगोलिकता, पहुच, वैवाहिक स्वीती वा अन्य कुनै पनि आधारमा भेदभाव नगरी सबैलाई सम्मानजनक र समान रुपमा व्यवहार गर्नेछु।
२. सामाजिक सन्जालको प्रयोग गरी अश्लील शब्द, दुष्य सामग्री वा कार्यलय समय अघिपछि चार्तालाप मार्फत सहकर्मी/ कामदार लाई यौन दुव्याहार गर्ने छैन।
३. कार्यस्थलमा सिङ्गी बजाउने, चुम्बन गर्ने, व्याक्तिगत उपहार दिने आदि जस्ता कार्य गरी कर्मचारी, सहकर्मी/ कामदार लाई यौन दुव्याहार गर्ने छैन।
४. कुनै पनि प्रलोभन/ धम्की देखाई (जस्तै परोन्नती लोभ देखाएर, जागीर नदिने धम्की दिएर शोषण गरेर आदि) यौन दुव्याहार पक्षमा संलग्न हुने छैन।
५. कार्य समयावधि भित्र कुनैपनि मारिजान्य तथा लागुपदार्थको सेवन गर्ने छैन।
६. परियोजनाको सुरक्षाक्षेत्र वा करपरका समुदायका सदस्यहरूलाई कुनैपनि म लैङ्गिक हिंसा तथा यौनजन्य दुव्याहार गर्ने छैन।
७. कुनै पनि कर्मचारी/ ध्यात्मिक विरुद्ध हिंसा गान्को सोपी ठहरिएमा प्रचलित साँघ्य, प्रादेशिक, स्थानीय सरकार बल्ड बैक को कानून, निती नियम अनुसार सजाय/ दण्डित जरिवाना तिर्ने तयार हुनेछु।
८. कार्य गर्ने शिलसिलामा सम्मानजनक निर्देशनहरूको पालना गर्दछु। वातावरणीय + सामाजिक।
९. मेरो जिम्मेवारी कुशलता र जगनशीलता पूर्वक पूरा गर्नेछु।

१०. सम्बन्धित कार्यलय/ कम्पनीले सन्चालन गरेको विभिन्न प्राशिक्षण कार्यक्रममा सक्रिय रुपमा भाग लिनेछु।
११. परियोजनाका प्रत्यक्ष लाभदायक सदस्य/ समुदायमा यौन दुव्याहार/ शोषण गर्ने छैन।
१२. विश्वामनीयता नैतिक उल्लघनको रिपोर्ट गरेमा कुनै कामदार विरुद्ध बरला लिने छैन।
१३. कार्य स्थलमा लैङ्गिक सम्बेदनाशिल भाषाको प्रयोग गर्दछु।
१४. कार्यस्थलमा महिला हिंसा तथा यौनजन्य क्रियाकलाप लाई प्रोत्साहन गर्ने खातका गान्बिधी गर्ने दिने छैन।
१५. कार्यस्थलमा महिला तथा यौन हिंसा गतिविधीहरूलाई प्रोत्साहन गर्ने छैन।
१६. १८ वर्षभन्दा मुनिका बालिकाहरूमा कुनै डिजीटल मिडीया मार्फत वा कुनै माध्यमबाट/ स्वीकृती लिई वा नलिई यौनजन्य क्रियाकलापमा सहभागी हुनेछैन, यदि नाबालिका स्वीकृती लिई यौनजन्य क्रियाकलापमा गरेमा क्षमा हुने।
१७. परियोजना कार्यन्वयन को बेलामा यौनजन्य दुव्याहार/ यौन शोषण भएमा वा आचार संहिता उल्लघन गरेमा बडा/ नगरपालिका स्तरमा रहेको गुनासी मुनबाई सयन्वमा तुरन्त निवेदन/ जानकारी दिनेछु।
१८. कार्यस्थलमा कसैले यौनजन्य दुव्याहार सम्बन्धी शक्यापद व्यावहार गरेमा वा शक्यापद कार्य गरेमा तुरन्त टोली प्रमुख/ प्रबन्धकलाई जानकारी/ निवेदन दिनेछु।

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

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व्यवस्थापक/टोली प्रमुख

.....
कर्मचारी/ कामदार

Annex VIII: Stakeholder Consultation Details

1. Gaighat town planning area Road Section

Date	Consultation Type	Composition of Participants	Issues Raised	Response from Project
5/24/2080	KII	Shahi kumar Tuladhar Chairperson, Himali tole bikas sastha	<ul style="list-style-type: none"> • Must be Quality Road structures • Side drain must be made on both side of the road. • Must start the construction work as soon as possible. 	Project emphasis that there will be no compromise on the quality of the road structure. Proper monitoring will be done to the contractor.
2080/06/11	FGD	Ramesh Dahal and other Jyotinagar tole members (Participants: 7M/3F, including 6IPs)	<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.
2080/05/24	FGD	Shahi kumar Tuladhar Chairperson and other members of Himali tole bikas sastha, (Participants: 9M/3F)	<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.
2080/05/24	Meeting	Shashi Kumar Tuladhar and Himali tole members/Locals	<ul style="list-style-type: none"> • Must be drainage on both side of the road. • Local people must be used during the construction phase. • Training must be given. 	Project will address the drainage in the design. It will also take care of local labor as far as possible. There will be training program for the

Date	Consultation Type	Composition of Participants	Issues Raised	Response from Project
		(Participants: 10M/4F)	<ul style="list-style-type: none"> Environmental problem must be taken seriously. 	local labor. Environmental issues will be carefully addressed.
2080/06/11	Meeting	Bharat Prasad Chaudhary and members of Jyotinagar tole bikas (Participants: 17M/2F)	<ul style="list-style-type: none"> Very happy to help for the completion of the project. Willing to work in the project. Focused on the opportunity of local people to work in the project. Water must be sprayed during the construction phase. 	We clearly mention that local manpower will be used as far as possible and all other environmental and social issues will be seriously addressed.

City Hall simaltar Gaighat Diktel road section

Date	Consultation Type	Composition of Participants	Issues Raised	Response from Project
2080/05/11	FGD	Devi Prasad Khatiwoda and members of Shivalaya tole bikas Sastha, W-11 (Participants: 9M/2F)	<ul style="list-style-type: none"> No objection for the construction of the road. ROW is clear. Quality of must be maintained. Must be completed on time 	We thank them for their support and promised that the project will be completed on time.
2080/05/11	FGD	Nabin Karki and members of Indreshwor tole bikas Sastha, W-11 (Participants: 10M/1F)	<ul style="list-style-type: none"> Row is clear already in 2055 BS as 20m. No objection on the clearance of the ROW. Difficulty for the pedestrian on this existing road No any GBV. 	We assured them that project will be completed as soon as possible.

2080/05/11	Meeting	Devi Prasad Khatiwoda and other tole members of Shivalaya tole bikas Sastha, W-11 (Participants: 15M/3F)	<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.
2080/05/12	Meeting	Nabin Karki and members of Indreshwor tole bikas Sastha, W-11 (Participants: 14M/6F)	<ul style="list-style-type: none"> • Must complete the project with quality work. • Local people have to be involved in the construction work. • Training to the local people should be given. 	As already stated, that the project will be completed on time and issues related to the local empowerment and local labor force will be timely addressed. ESMP will be strictly followed.

Babarani DM Gate Road Section

Date	Consultation Type	Composition of Participants	Issues Raised	Response from Project
2080/05/12	FGD	Tek Bahadur Thapa and members of Babarani Tole bikas, Ward-11 (Participants: 10M/1F)	<ul style="list-style-type: none"> • Must start work and work must be of good quality. • Road must be completed on time. • Dust and other environmental must be settled during construction phase. • Local people must be given chance to work for their income and must provide training. 	The project completion date is made clear. We also focused that local people will be taken for the construction work as soon as possible. Environmental problems will be addressed timely and promptly.
2080/05/12	Meeting	Bishnu Shrestha, Ward member and Locals of	<ul style="list-style-type: none"> • Quite happy to know that construction will be started as soon as possible. • No any social and environmental issues 	Project is very serious about the local work force so that there will be limited effect to the natural

		Ward-11 (Participants: 18M/3F)	<ul style="list-style-type: none"> • Must be completed on time. • Local people must be used during construction work, 	resources. Environmental issues will be addressed on time. Water will be sprayed during the construction phase.
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Fulchowk PG Chowk Road Botetole Triyuga Corridor section

Date	Consultation Type	Composition of Participants	Issues Raised	Response from Project
2080/05/07	FGD	Tara Prasad Chaudhari and members of Fulchowk tole, Ward-12 (Participants: 11M/0F)	<ul style="list-style-type: none"> • Very delay for the start of the work. • 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.
2080/05/07	FGD	Lawa Dhakal and members of Anamnagar tole bikas, Ward-12 (Participants: 5M/6F)	<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.
2080/05/07	Meeting	Narman Bot Ward 12 Chair and Locals (Participants: 15M/3F, All IPs)	<ul style="list-style-type: none"> • Very happy to know that the work will be started soon. • ROW is clear and people are very willing to help the project. • Must be good quality of road. • Training for the local people must be provided. 	Completion time was stated and quality of the road is assured. Environmental and social problems will be addressed promptly.

Date	Consultation Type	Composition of Participants	Issues Raised	Response from Project
			<ul style="list-style-type: none"> Dust and other environmental problems must be settled by the project during the construction of the road 	
2080/05/07	Meeting	Shankar Bahadur Kathayat and Locals of Ward 12 (Participants: 12M/7F)	<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 installed on every alignment on the regular interval and as per need.

City Hall Ramchandra Basnet house Road Section

Date	Consultation Type	Composition of Participants	Issues Raised	Response from Project
2080/05/09	FGD	Sabina Phuyal and other members of Namuna Marga tole bikas sastha (Participants: 5M/7F)	<ul style="list-style-type: none"> Must be completed the project on time. 	Project will be completed on time. There is no permanent structure and big trees in the alignment so there are no any environmental and social issues.
2080/05/12	Meeting	Bishnu Shrestha, ward member and Locals of Ward-11 (Participants: 14M/12F)	<ul style="list-style-type: none"> Very willing to help for the project. Must start the work as soon as possible. Quality must be assured. Dust must be controlled during the constructing work. 	Road safety and children safety measure will be taken very seriously. Quality of work will be monitored very seriously. Work will be completed on time.

Gaighat Shivalay tole-Adarsha tole-Ramailo danda Manmohan school to Karamgachhi Diktel connecting Road Section

Date	Consultation Type	Composition of Participants	Issues Raised	Response from Project
2080/06/08	FGD	Bhabindra Khatri and other members of Ramailodanda tole bikas Sastha (Participants: 7M/4F)	<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.
2080/06/08	FGD	Kalpana Khatri and other member of Yakata women group of Ramailodanda tole (Female: 10 nos.)	<ul style="list-style-type: none"> • Work must be done effectively and efficiently. • Very willing to help for the project 	We highly appreciate the people of this area and promise them to start the work as soon as possible.
2080/06/08	Meeting	Subindra BK, ward chair and members of Ramailodanda tole bikas Sastha (Participants: 6M/7F)	<ul style="list-style-type: none"> • Very willing to help the project. • Must be careful during construction phase. • Quality of road must not be compromised 	Project will closely monitor the quality of the road, Environmental and social issues will be addressed timely and promptly.
2080/06/08	Meeting	Kalpana Khatri and other member of Yakata women group of Ramailodanda tole (Female: 10 nos.)	<ul style="list-style-type: none"> • Women must be given priority for the work during the construction phase. • Must be completed the work on time. • Very difficult to walk at this existing condition. • Proper training must be provided to the local people. 	Project will emphasis for the women empowerment and training on the different aspect will be provided to the local people. Construction of the road will be completed on time and with quality road structures.

Date	Consultation Type	Composition of Participants	Issues Raised	Response from Project

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

Date	Consultation type	Composition of participants	Issues raised	Response from project
2080/05/23	FGD	Gita Rai, Chairperson of Sakela tole bikas Sastha and sakela tole members, Ward-11 (Participants: 0M/11F)	<ul style="list-style-type: none"> • Quite positive and enthusiastic to support the project to construct the road. • Road must be completed on time with quality road structures. • Women should encourage to work and must provide training for the women groups for their empowerment • Road construction should begin soon 	The project will carefully design the road. Women group training and empowerment will be seriously taken.
2080/05/25	FGD	Aasha Rai and members of Sakela Women Group, Ward-11 (Participants: 12 female)	<ul style="list-style-type: none"> • Difficulty using the road due to poor existing condition. • IPs women should be given more priority. • No sexual offense. • Some gender related violence. 	Project made clear that project will be completed on time. Local women will be given priority to work and for training as well. Campaign and awareness programs will be conducted for GBV and SH.
2080/05/25	FDG	Tilak Bahadur Katuwal and members of Janajyoti tole bikas Sastha, Ward-13 (Participants: 6M/4F)	<ul style="list-style-type: none"> • All ready to clear ROW and no trees and houses are within the ROW. • No any conflict issue for the construction of the road. • Must start to construction as soon as possible. • Water must be sprayed during construction phase. • Plantation must be done on both side by the project 	There will be no impact on structures except for some trees sapling. Proper ESMP will be followed. Also Project assured that plantation will be done and the cost will be incorporated.

Date	Consultation type	Composition of participants	Issues raised	Response from project
2080/05/23	Meeting	Gita Rai and locals of Sakela tole bikas Sastha, Ward-11 (Participants: 6M/24F)	<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.
2080/06/12	Meeting	Kala Rai and members of Sakela tole, Ward-11 (Participants: 17M/22F)	<ul style="list-style-type: none"> • Quit concern about labors that are needed during construction phase. • Training for the local people should be given. • Quality of road should not be compromised. • Willing to help for the project. 	Project made them sure that the labors will be taken from the local level as far as possible. The training will be given for the workers prior to the start of the project. Quality of the road will not be compromised.

Annex IX: Existing electric pole details

Table 7-15: Existing electric pole details

SN	Chainage	Direction	Name of the Road	SN	Chainage	Direction	Name of the Road
1	0+330	Left	Babarani to DM gate	83	1+310	Left	City Hall to Simaltar
2	0+380	Left	Babarani to DM gate	84	1+375	Left	City Hall to Simaltar
3	0+410	Left	Babarani to DM gate	85	1+430	Left	City Hall to Simaltar
4	0+445	Left	Babarani to DM gate	86	1+690	Right	City Hall to Simaltar
5	0+005	Left	Town Planning 1	87	1+870	Left	City Hall to Simaltar
6	0+030	Right	Town Planning 1	88	1+920	Left	City Hall to Simaltar
7	1+125	Left	Town Planning 1	89	1+935	Left	City Hall to Simaltar
8	1+135	Left	Town Planning 1	90	1+985	Left	City Hall to Simaltar
9	1+150	Left	Town Planning 1	91	2+120	Left	City Hall to Simaltar
10	1+170	Left	Town Planning 1	92	2+225	Right	City Hall to Simaltar
11	1+195	Right	Town Planning 1	93	2+275	Right	City Hall to Simaltar
12	0+210	Right	Town Planning 1	94	2+330	Right	City Hall to Simaltar
13	0+225	Right	Town Planning 1	95	2+375	Right	City Hall to Simaltar
14	0+250	Right	Town Planning 1	96	2+510	Right	City Hall to Simaltar
15	0+310	Left	Town Planning 1	97	0+020	Left	Ramchandra Basnet
16	0+330	Right	Town Planning 1	98	0+065	Left	Ramchandra Basnet
17	0+380	Right	Town Planning 1	99	0+145	Left	Ramchandra Basnet
18	0+435	Right	Town Planning 1	100	0+170	Left	Ramchandra Basnet
19	0+470	Right	Town Planning 1	101	0+225	Right	Ramchandra Basnet
20	0+510	Left	Town Planning 1	102	0+005	Left	Shivalaya Tole Ramailo Dada
21	0+580	Left	Town Planning 1	103	0+040	Right	Shivalaya Tole Ramailo Dada
22	0+650	Left	Town Planning 1	104	0+085	Left	Shivalaya Tole Ramailo Dada
23	0+675	Left	Town Planning 1	105	0+150	Left	Shivalaya Tole Ramailo Dada
24	0+725	Left	Town Planning 1	106	0+200	Left	Shivalaya Tole Ramailo Dada
25	0+740	Left & Right	Town Planning 1	107	0+245	Left	Shivalaya Tole Ramailo Dada
26	0+755	Left	Town Planning 1	108	0+290	Right	Shivalaya Tole Ramailo Dada
27	0+775	Right	Town Planning 1	109	0+310	Left	Shivalaya Tole Ramailo Dada

SN	Chainage	Direction	Name of the Road	SN	Chainage	Direction	Name of the Road
28	0+790	Left	Town Planning 1	110	0+330	Left	Shivalaya Tole Ramailo Dada
29	0+815	Right	Town Planning 1	111	0+355	Left	Shivalaya Tole Ramailo Dada
30	0+840	Right	Town Planning 1	112	0+405	Left	Shivalaya Tole Ramailo Dada
31	0+865	Right	Town Planning 1	113	0+465	Left	Shivalaya Tole Ramailo Dada
32	0+915	Right	Town Planning 1	114	0+485	Left	Shivalaya Tole Ramailo Dada
33	0+925	Left	Town Planning 1	115	0+510	Left	Shivalaya Tole Ramailo Dada
34	0+935	Right	Town Planning 1	116	0+630	Left	Shivalaya Tole Ramailo Dada
35	0+945	Right	Town Planning 1	117	0+685	Left	Shivalaya Tole Ramailo Dada
36	0+955	Left	Town Planning 1	118	0+720	Left	Shivalaya Tole Ramailo Dada
37	0+975	Right	Town Planning 1	119	0+925	Left	Shivalaya Tole Ramailo Dada
38	0+985	Left	Town Planning 1	120	0+975	Right	Shivalaya Tole Ramailo Dada
39	1+010	Left	Town Planning 1	121	1+030	Right	Shivalaya Tole Ramailo Dada
40	0+030	Left	Town Planning 2	122	1+070	Left	Shivalaya Tole Ramailo Dada
41	0+055	Left	Town Planning 2	123	1+130	Left	Shivalaya Tole Ramailo Dada
42	0+075	Left	Town Planning 2	124	1+185	Left	Shivalaya Tole Ramailo Dada
43	0+095	Right	Town Planning 2	125	1+235	Left	Shivalaya Tole Ramailo Dada
44	0+125	Right	Town Planning 2	126	1+365	Right	Shivalaya Tole Ramailo Dada
45	0+185	Right	Town Planning 2	127	1+495	Right	Shivalaya Tole Ramailo Dada
46	0+230	Right	Town Planning 2	128	1+550	Left	Shivalaya Tole Ramailo Dada
47	0+365	Right	Town Planning 2	129	1+570	Left	Shivalaya Tole Ramailo Dada
48	0+400	Right	Town Planning 2	130	1+595	Left	Shivalaya Tole Ramailo Dada
49	0+430	Left	Town Planning 2	131	0+075	Right	Pragati Tole, Section 1
50	0+489	Left	Town Planning 2	132	0+0110	Left	Pragati Tole, Section 1

SN	Chainage	Direction	Name of the Road	SN	Chainage	Direction	Name of the Road
51	0+005	Left	City Hall to Simaltar	133	0+160	Left	Pragati Tole, Section 1
52	0+045	Right	City Hall to Simaltar	134	0+230	Left	Pragati Tole, Section 1
53	0+050	Right	City Hall to Simaltar	135	0+265	Left	Pragati Tole, Section 1
54	0+110	Right	City Hall to Simaltar	136	0+295	Left	Pragati Tole, Section 1
55	0+130	Right	City Hall to Simaltar	137	0+325	Left	Pragati Tole, Section 1
56	0+155	Right	City Hall to Simaltar	138	0+360	Left	Pragati Tole, Section 1
57	0+180	Left	City Hall to Simaltar	139	0+440	Left	Pragati Tole, Section 1
58	0+210	Right	City Hall to Simaltar	140	0+465	Left	Pragati Tole, Section 1
59	0+255	Right	City Hall to Simaltar	141	0+495	Left	Pragati Tole, Section 1
60	0+290	Right	City Hall to Simaltar	142	0+530	Left	Pragati Tole, Section 1
61	0+345	Left	City Hall to Simaltar	143	0+880	Right	Pragati Tole, Section 1
62	0+355	Right	City Hall to Simaltar	144	0+925	Left	Pragati Tole, Section 1
63	0+375	Right	City Hall to Simaltar	145	0+975	Left	Pragati Tole, Section 1
64	0+395	Left	City Hall to Simaltar	146	1+130	Right	Pragati Tole, Section 1
65	0+435	Left	City Hall to Simaltar	147	1+250	Right	Pragati Tole, Section 1
66	0+470	Left	City Hall to Simaltar	148	0+020	Left	Pragati Tole, Section 2
67	0+505	Right	City Hall to Simaltar	149	0+120	Left	Pragati Tole, Section 2
68	0+525	Left	City Hall to Simaltar	150	0+155	Left	Pragati Tole, Section 2
69	0+570	Left	City Hall to Simaltar	151	0+180	Left	Pragati Tole, Section 2
70	0+610	Left	City Hall to Simaltar	152	0+335	Left	Pragati Tole, Section 2
71	0+655	Left	City Hall to Simaltar	153	0+400	Right	Pragati Tole, Section 2
72	0+710	Left	City Hall to Simaltar	154	0+530	Left	Pragati Tole, Section 2
73	0+740	Left	City Hall to Simaltar	155	0+550	Right	Pragati Tole, Section 2
74	0+765	Left,Right	City Hall to Simaltar	156	0+570	Left	Pragati Tole, Section 2
75	0+780	Right	City Hall to Simaltar	157	0+605	Left	Pragati Tole, Section 2
76	0+835	Left	City Hall to Simaltar	158	0+035	Left	Fulchowk Road
77	0+910	Left	City Hall to Simaltar	159	0+075	Left	Fulchowk Road
78	0+960	Right	City Hall to Simaltar	160	0+125	Left	Fulchowk Road
79	1+010	Right	City Hall to Simaltar	161	0+165	Left	Fulchowk Road
80	1+065	Right	City Hall to Simaltar	162	0+685	Left,Right	Fulchowk Road
81	1+085	Right	City Hall to Simaltar	163	0+710	Left	Fulchowk Road
82	1+235	Left	City Hall to Simaltar	164	0+850	Left	Fulchowk Road
Total						167	Nos.

Annex X: Photographs

Pictorial highlights of the field work



Consultation meeting with community people of Jyoti nagar tole , Town planning Road



Consultation meeting with community people of Himali tole, Town planning Road



Community consultation at Indreshworr tole of at City Hall Simaltar Road section



Community consultation with Indreshworr tole at City Hall Simaltar Road section



Consultation meeting with community people of Shivalayai tole, City Hall Simaltar Road section



Consultation meeting with Teacher of Jana Premi Basic School



Community consultation meeting at Babarani tole



Community consultation meeting at Babarani tole



Community consultation with Locals at Fulchowk



Community consultation with Locals at Amarnagr tole



Consultation with Bote community at Bote tole



Community consultations meeting at Namuna Marga of Cityhall Ramchandra Road section



Community consultation meeting at Ramailodanda tole, Gaighat Shivalaya Road section



Community consultation meetings at Ramailodanda tole, Gaighat Shivalaya Road section



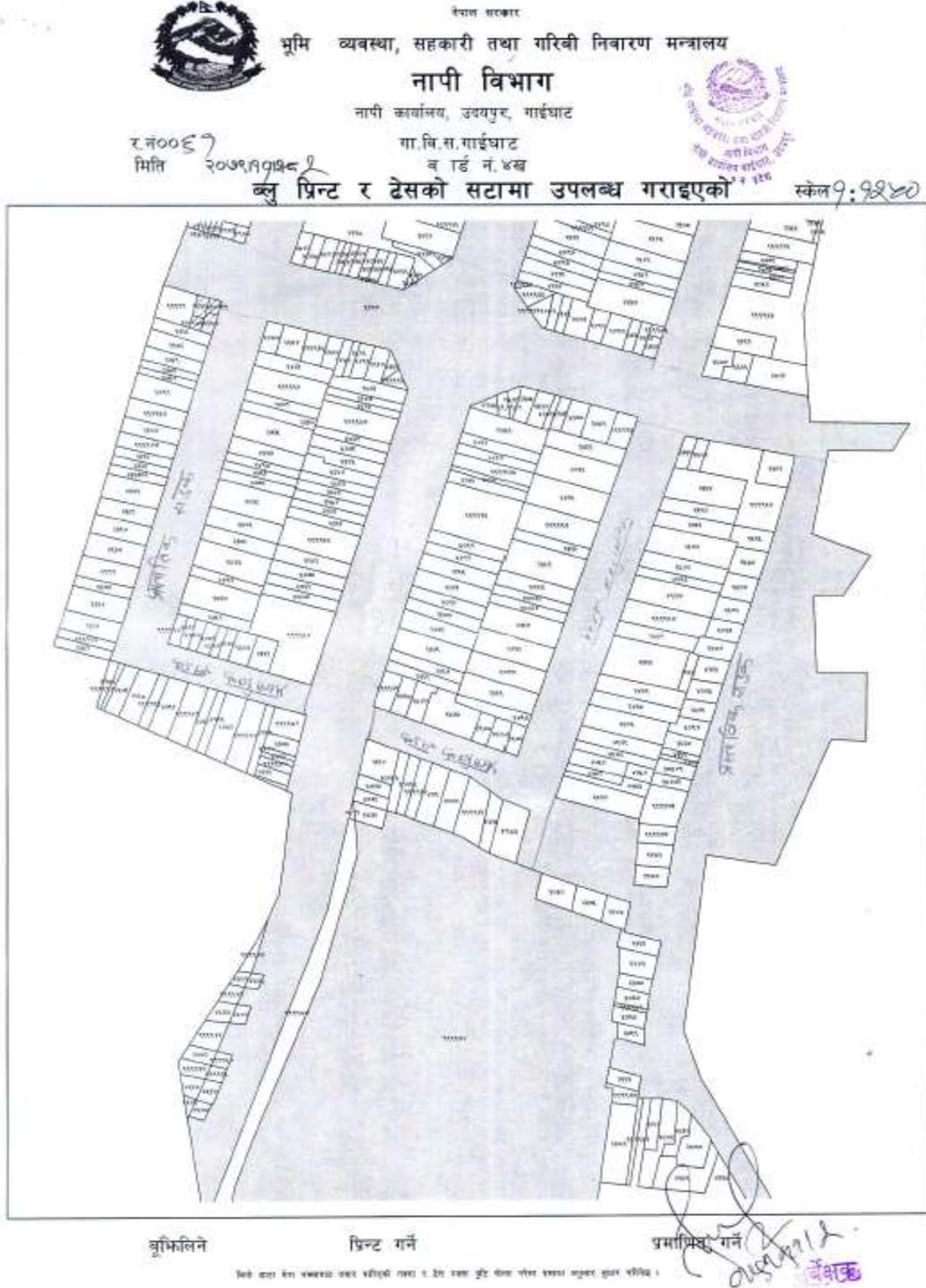
Consultation meetings at Janjyoti tole, Pragati tole road section



Consultation meeting at Sakela tole, Pragati tole road section

Annex XI: Cadastral Maps of Alignment

i) Town Planning Road





नेपाल सरकार

भूमि व्यवस्था, सहकारी तथा गरिबी निवारण मन्त्रालय

नापी विभाग

नापी कार्यालय, उदयपुर, गाईघाट

गा.वि.स.गाईघाट

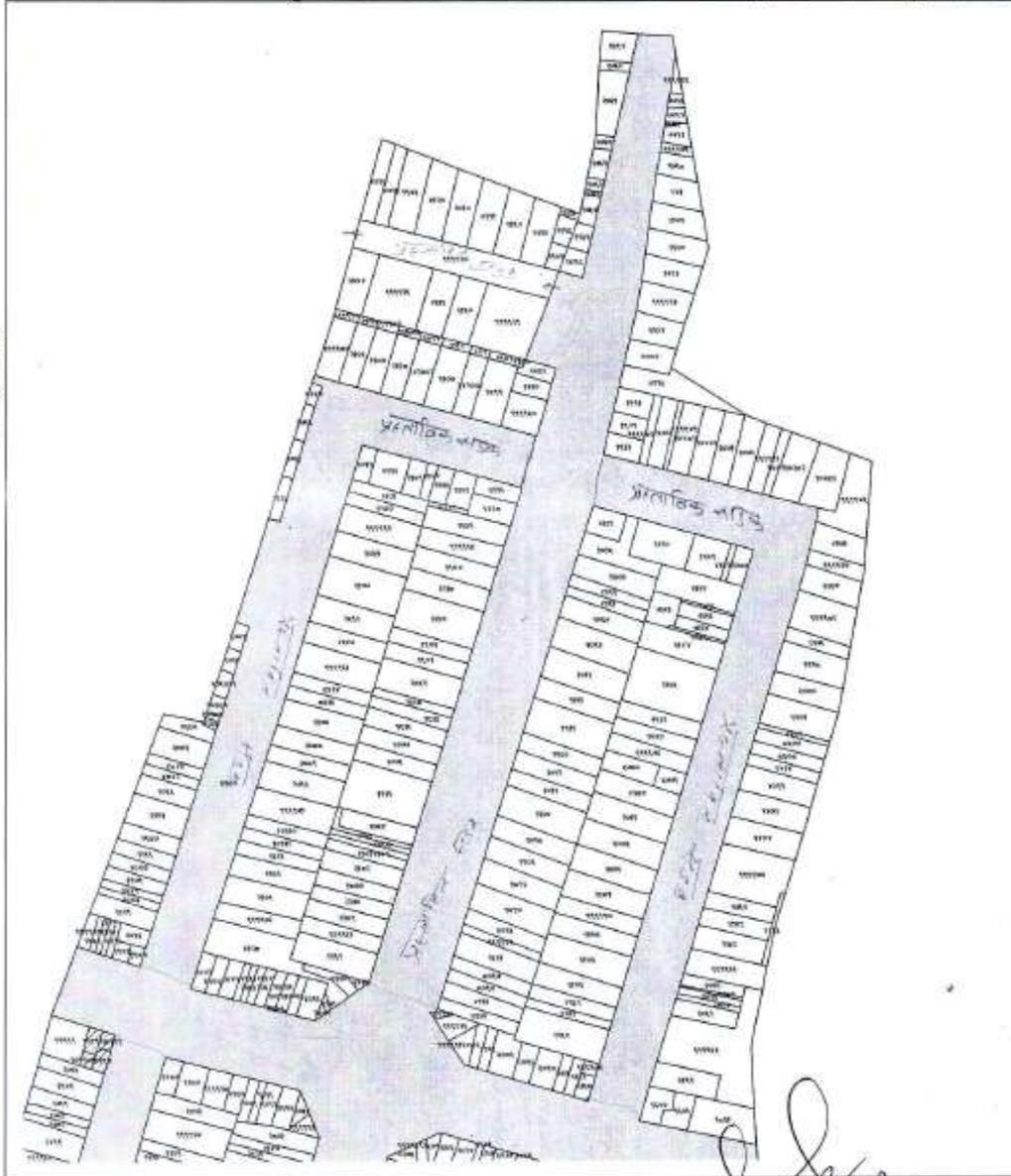
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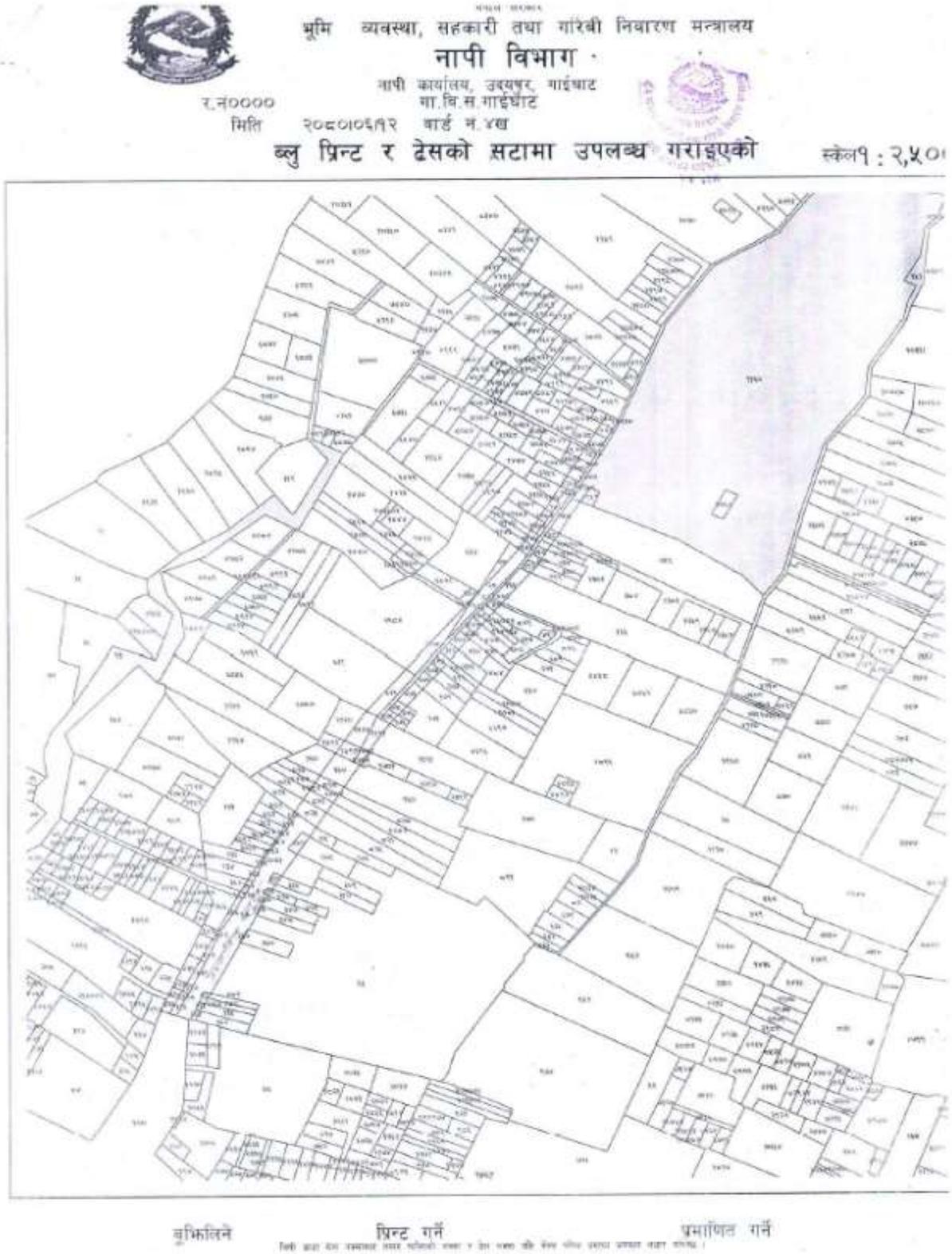
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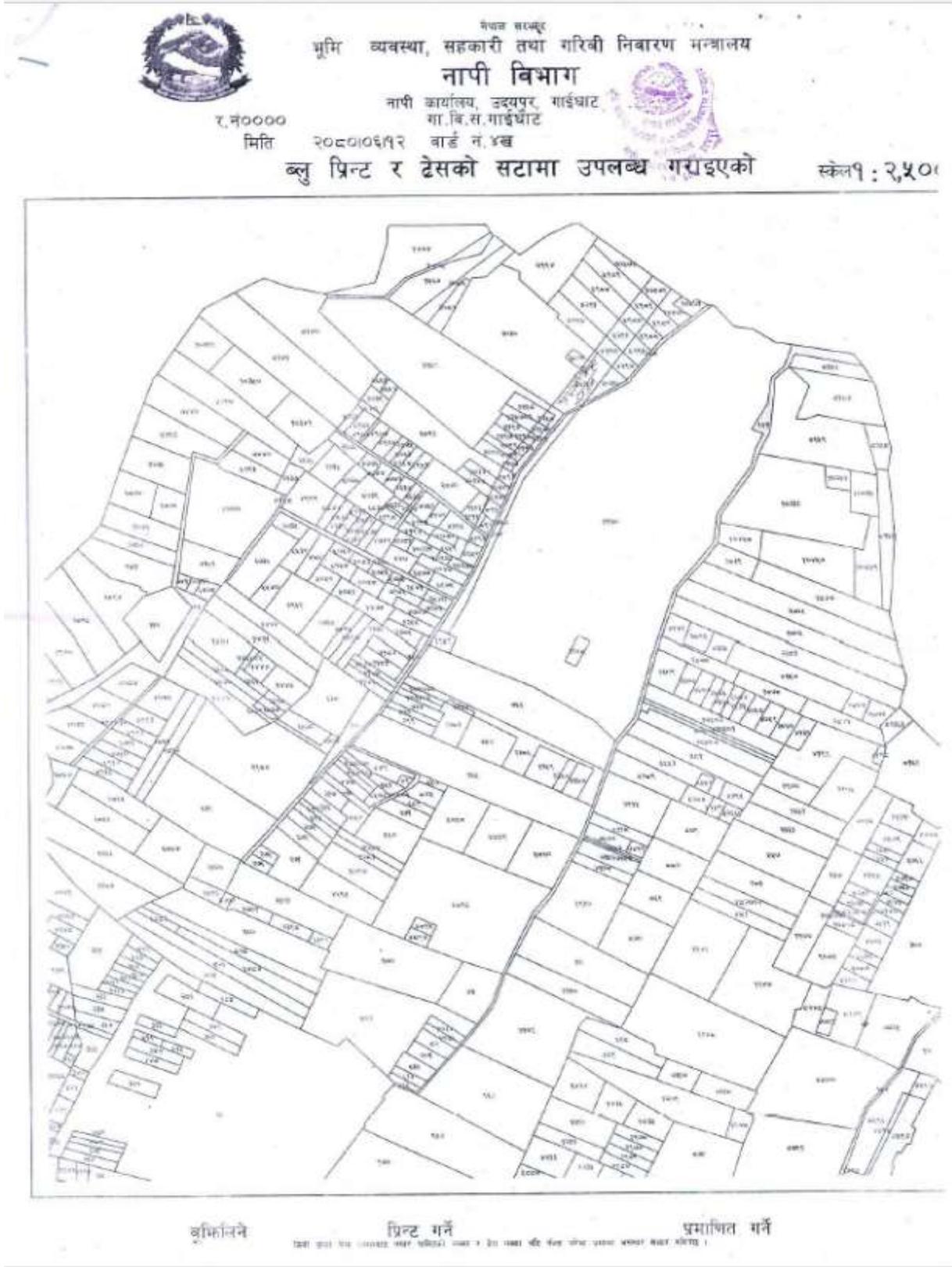
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ii) Cityhall Simaltar Road







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र.नं००००

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यो नक्सा केवल कार्यालय प्रयोग गर्नैपर्ने भन्ने कुरा नक्सा कृति सेवाको दायरामा आएको हुनाले भन्नुपर्ने हुनेछ ।



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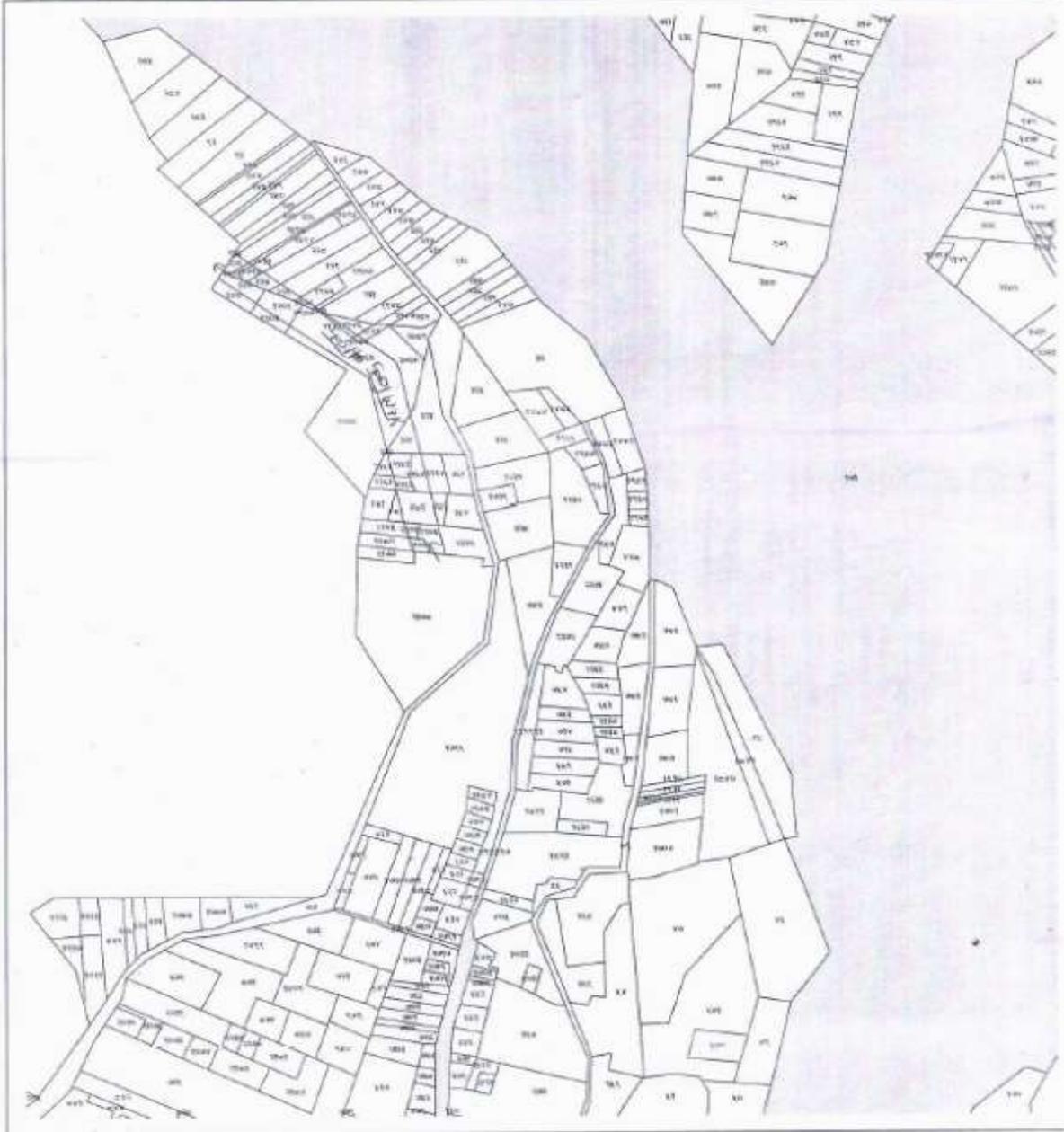
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स्केल १:२,५००



भूमिलिने

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प्रमाणित गर्ने

जिना कडात भन् तसकयत नगर पालिको नक्सा र डेल नक्सा जुडि किरा बीका कयतत भुज्या मुजत पालिक ।



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गा.वि.स.भुमरसुबा
बाई नं. ४ख

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मिति २०८०/०६/०



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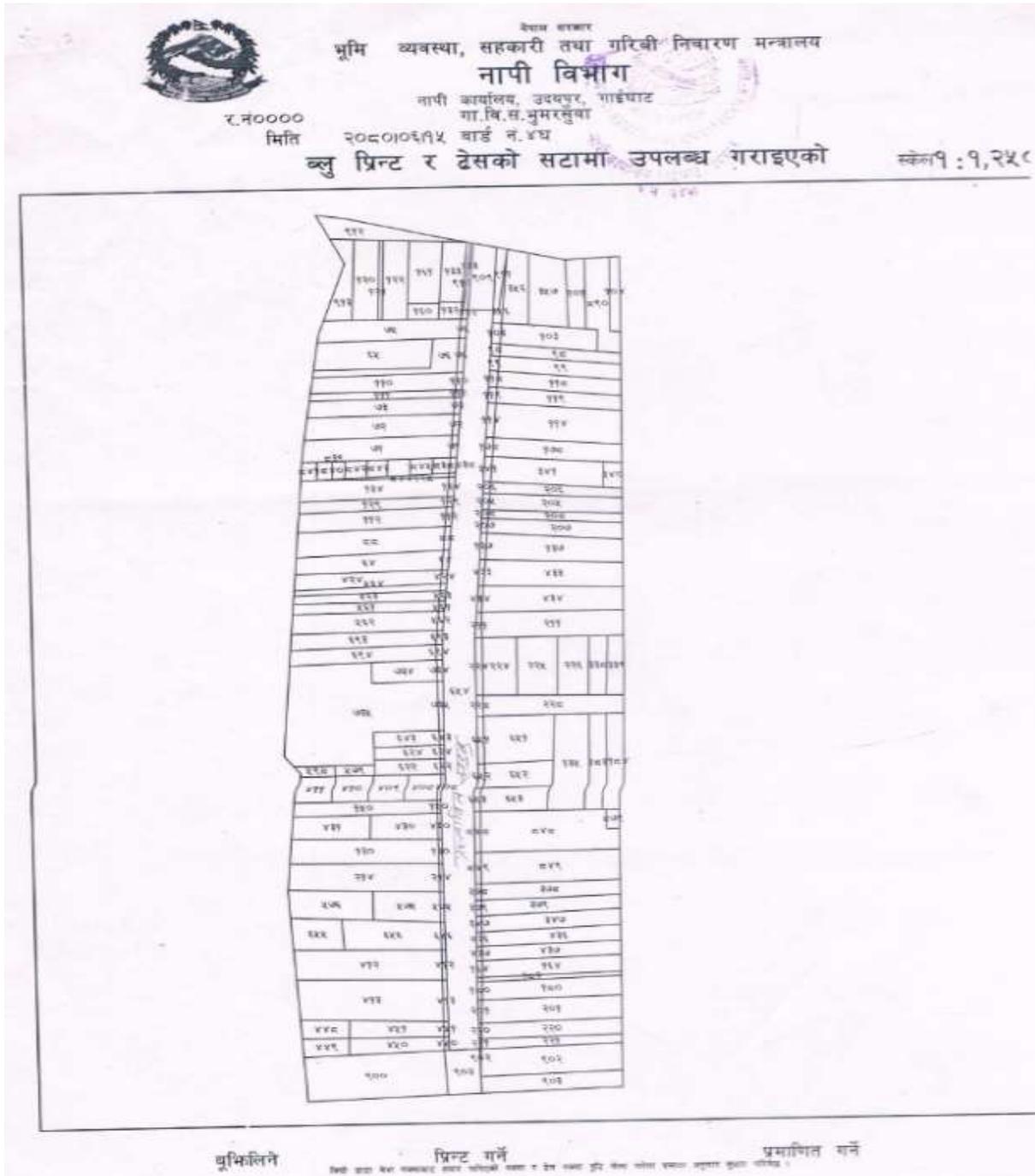
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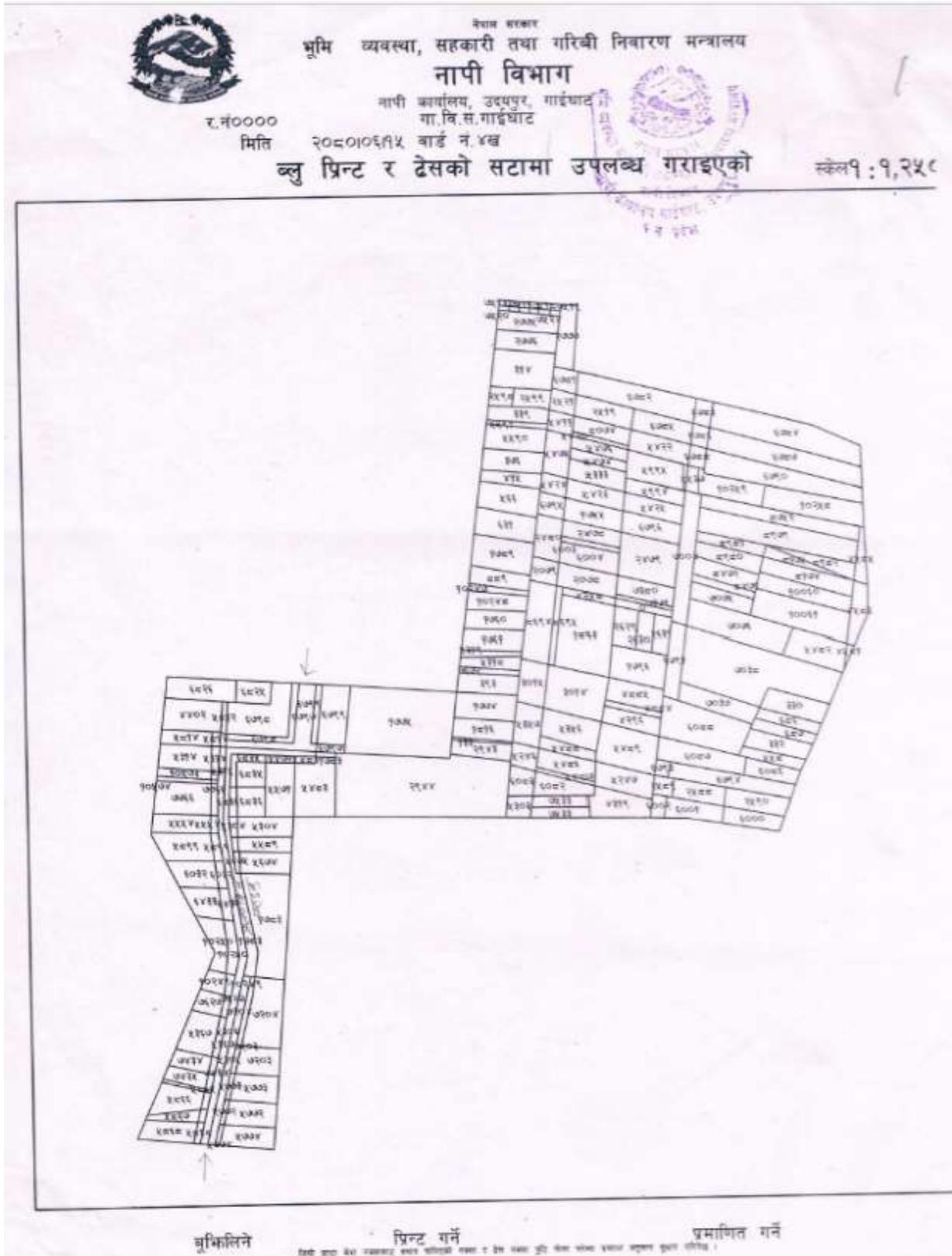
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iii) Babarani DM gate Road







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वार्ड नं. ३क

ब्लु प्रिन्ट र टेसको सटामा उपलब्ध गराइएको

स्कूल १ : १, २५



भूमिलिपि

प्रिन्ट गर्ने

प्रमाणित गर्ने

विभिन्न बालक विद्यालयहरूको विकास गरिएको सडक र टोल सडकको माध्यमबाट विकास गर्नका लागि

iv) Fulchowk Road





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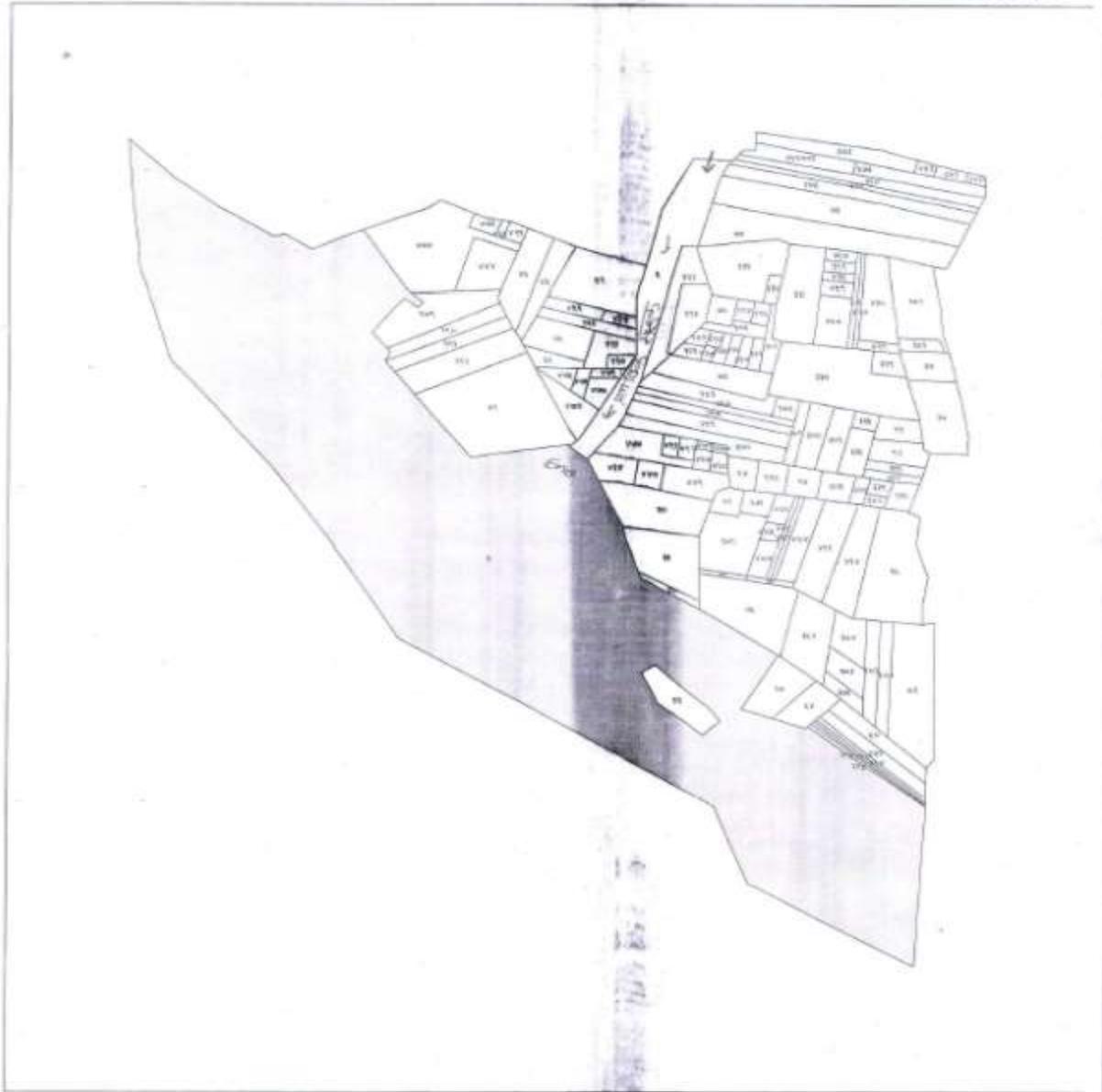
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स्केल १ : २,५००



भूमिकालिने

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प्रमाणित गर्ने

सिर्ला प्रकाश सेवा समितिका तर्फा गरिएको नक्सा र लेन कम्पा युटिलिटी सेला सेला कम्पना प्रस्ताव अनुसार तयार पारिएको ।



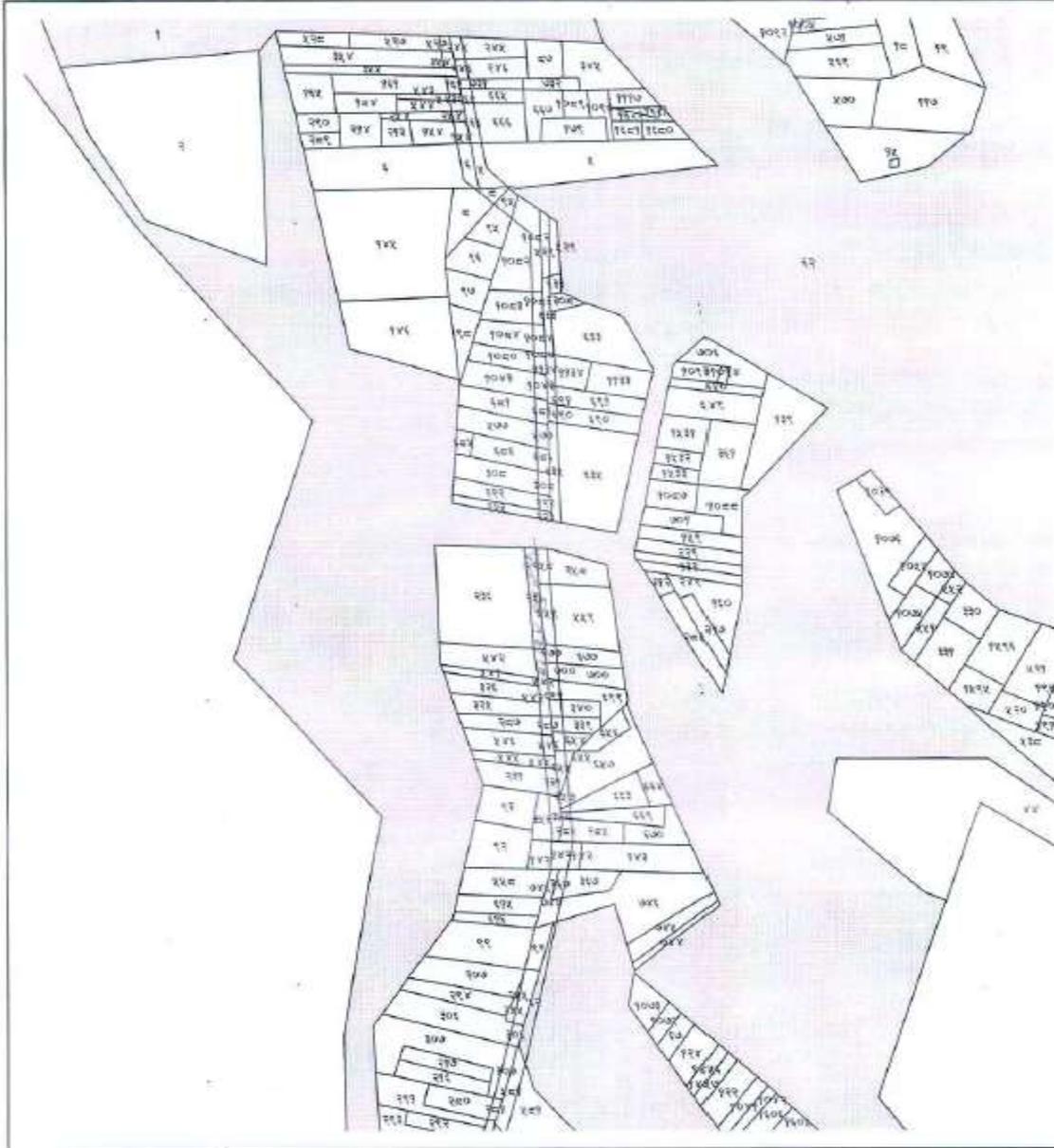
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योको सटो केस नालघाट सटार कसिपको ससस र देस गका उडि केस सोस उमसस कसुसस सुसस गरीसस ।



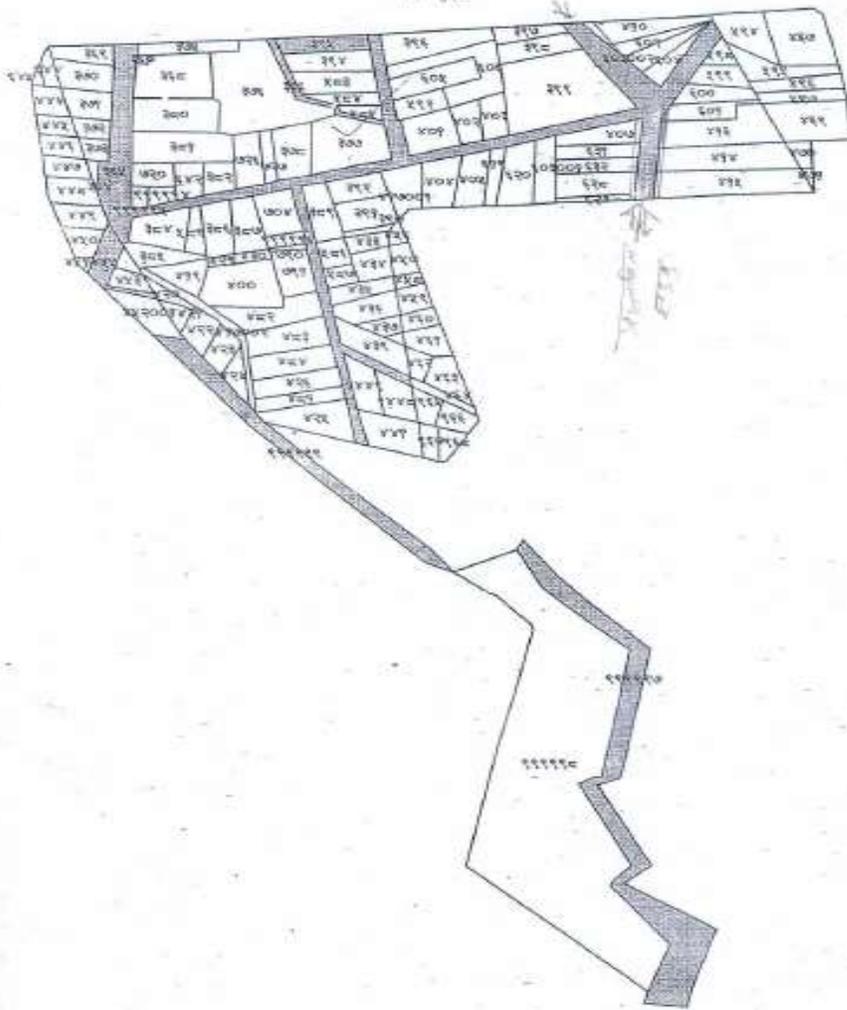
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गा.सि.सं. नं.मां. मुमरचुवा

विभिन्न प्रकारका नाम भन्ने

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प्रमाणित गर्ने

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नेपाल सरकार

भूमि व्यवस्था, सहकारी तथा गरिबी निवारण मन्त्रालय

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नापी कार्यालय, उदयपुर, गाईघाट

गा.वि.स. भुमरसुवा

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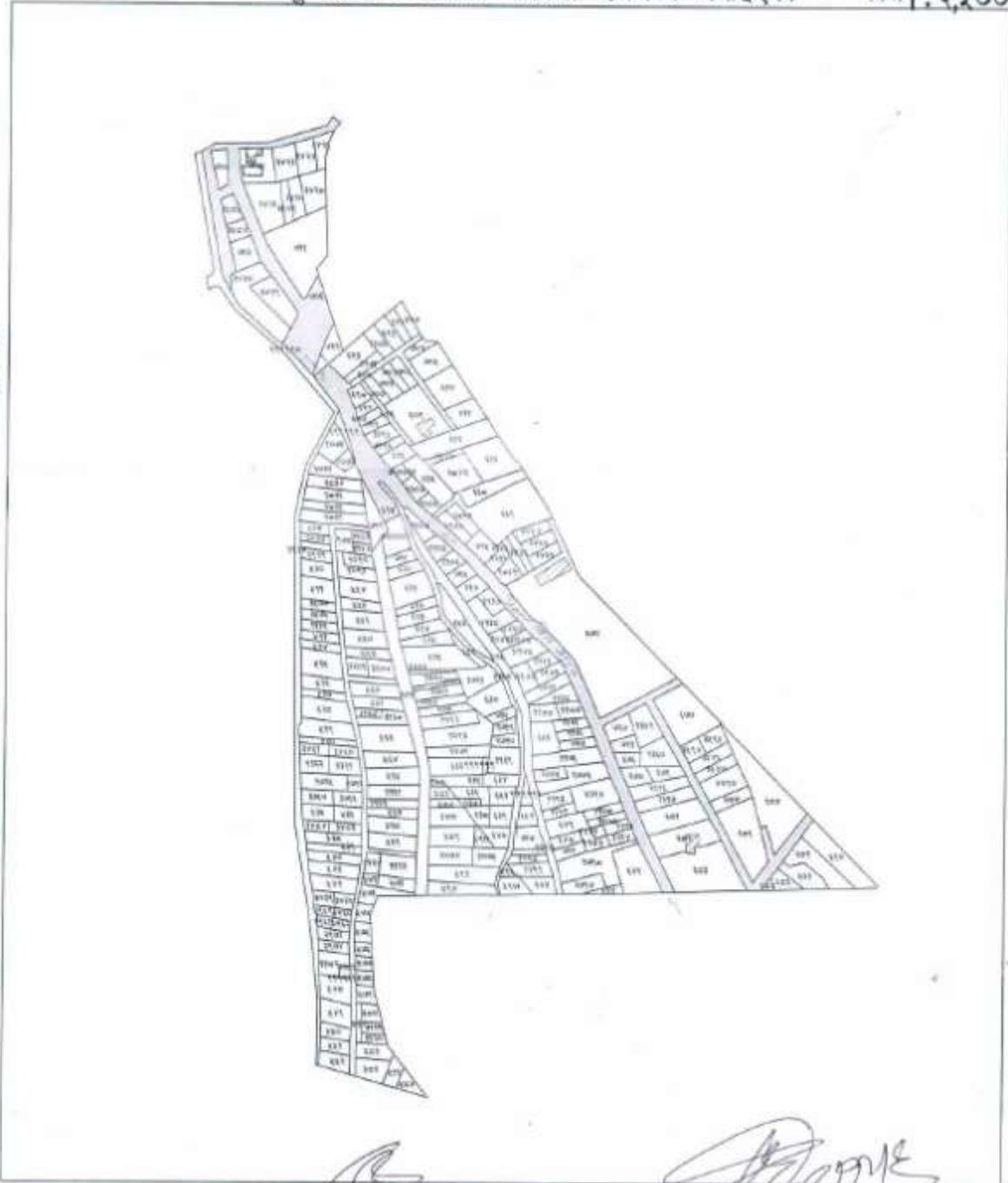
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स्केल १:२,५००



भूमिलिने

प्रिन्ट गर्ने

प्रमाणित गर्ने

सर्वेक्षक

कोषी बजार, नेपाल सरकारको कार्यालय, काठमाडौं, नेपाल



भूमि व्यवस्था, सहकारी तथा गरिबी निवारण मन्त्रालय
नापी विभाग

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

र.नं.००००

मिति २०८०/०६/२४ बाई नं.४४

ब्लु प्रिन्ट र टेसको सटामा उपलब्ध गराइएको

स्केल १ : २,५०

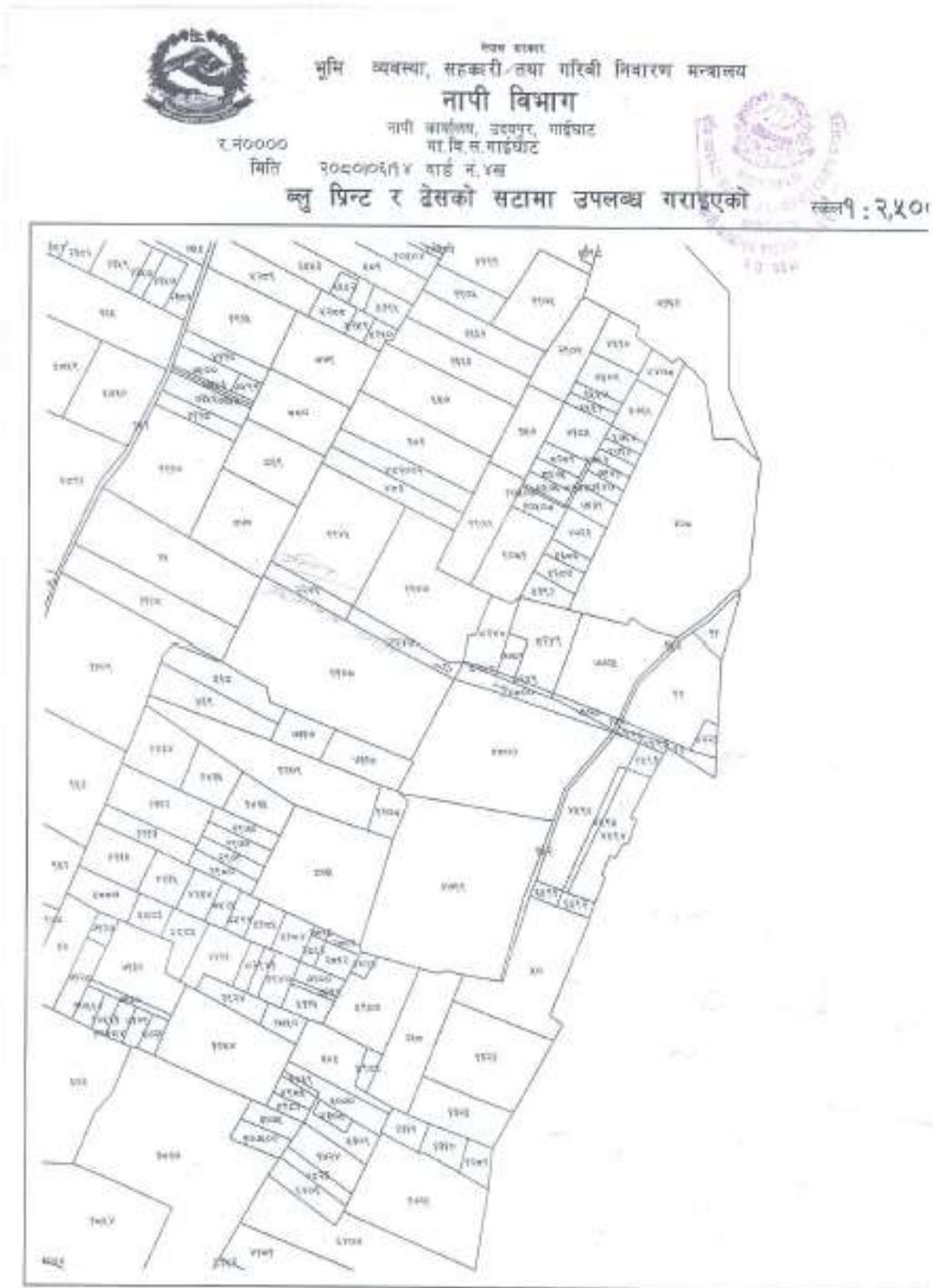


युक्तिवित्ने

प्रिन्ट गर्ने

प्रमाणित गर्ने

जम्मा कुरा नयाँ बसोबास गर्न सकिने भएता पनि यस क्षेत्रमा कुनै बन्दो लगाउन नहुने भएकाले यस्तो प्रमाणित गर्ने



प्रभित्तिते प्रिन्ट गर्ने प्रमाणित गर्ने



भूमि व्यवस्था, सहकारी तथा गरिबी निवारण मन्त्रालय
नापी विभाग

र.नं००००
मिति २०८०।०६।०

नापी कार्यालय, उदयपुर, गाईघाट
गा.वि.स.गाईघाट वार्ड नं.४ग

ब्लु प्रिन्ट र टेसको सटामा उपलब्ध गराइएको

स्केल १ : २,५०८



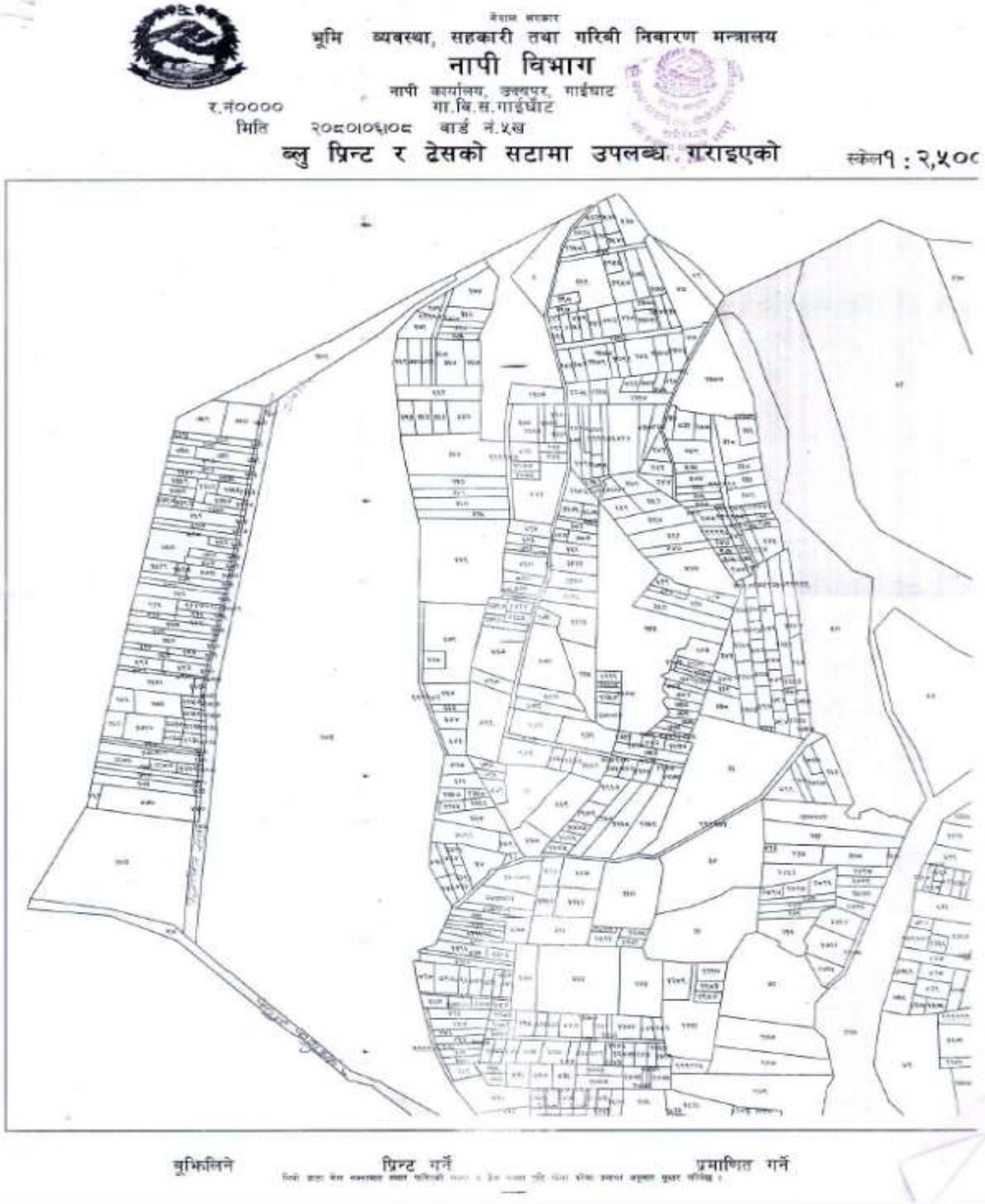
प्रकल्पित

प्रिन्ट गर्ने

प्रमाणित गर्ने

यो ब्लु प्रिन्ट र टेसको सटामा उपलब्ध गराइएको छ। यो प्रिन्ट र टेसको सटामा उपलब्ध गराइएको छ।

vii) Sagarmatha Road





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

र.नं०००००

मिति २०८०।०६।१२ वार्ड नं.५ख

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



ब्लु प्रिन्ट र टेसको सटामा उपलब्ध गराइएको

स्केल १ : २,५००



बुझिलिने

प्रिन्ट गर्ने

प्रमाणित गर्ने

जेका इन्जिनियर नारायणप्रसाद शर्मा र डेप्ट.मन्त्री कृष्ण शर्मा जसका हस्ताक्षर रहेका छन्।



भूमि व्यवस्था, सहकारी तथा गरिबी निवारण मन्त्रालय
नापी विभाग

र. नं ००००

मिति २०८०।०६।२५ बाई नं. ६क

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

ब्लु प्रिन्ट र टेसको सटामा उपलब्ध गराइएको

स्केल १ : २,५००



भूमिलिने

प्रिन्ट गर्ने

प्रमाणित गर्ने

योको कडाको कडा नभएको कडा भएकाले कडा र उक्त कडा भु. वि. स. गाईघाट कार्यालयमा उपलब्ध गराइएको छ।



र. नं. ००००

मिति

भूमि व्यवस्था, सहकारी तथा गरिबी निवारण मन्त्रालय

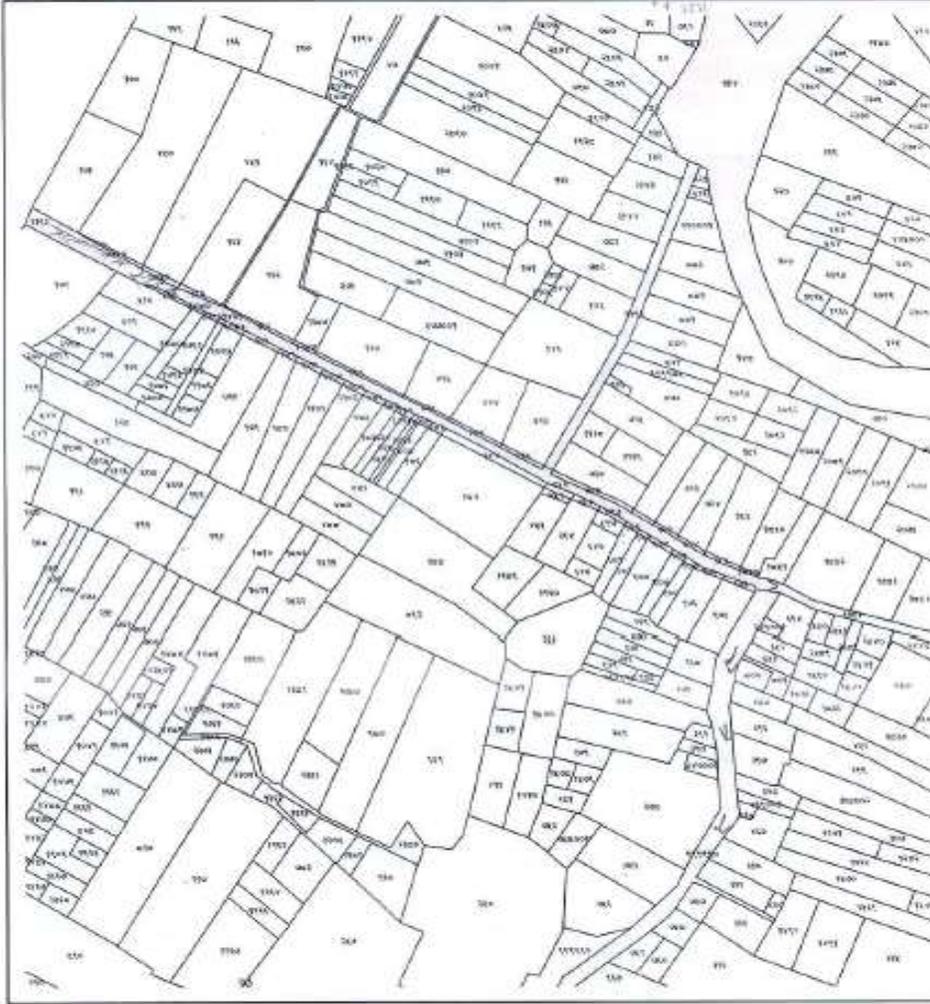
नापी विभाग

गा.वि.स. माईघाट

गा.वि.स. माईघाट

ब्लु प्रिन्ट र टेसको सटामा उपलब्ध गराइएको

स्कूल १ : २,५०१

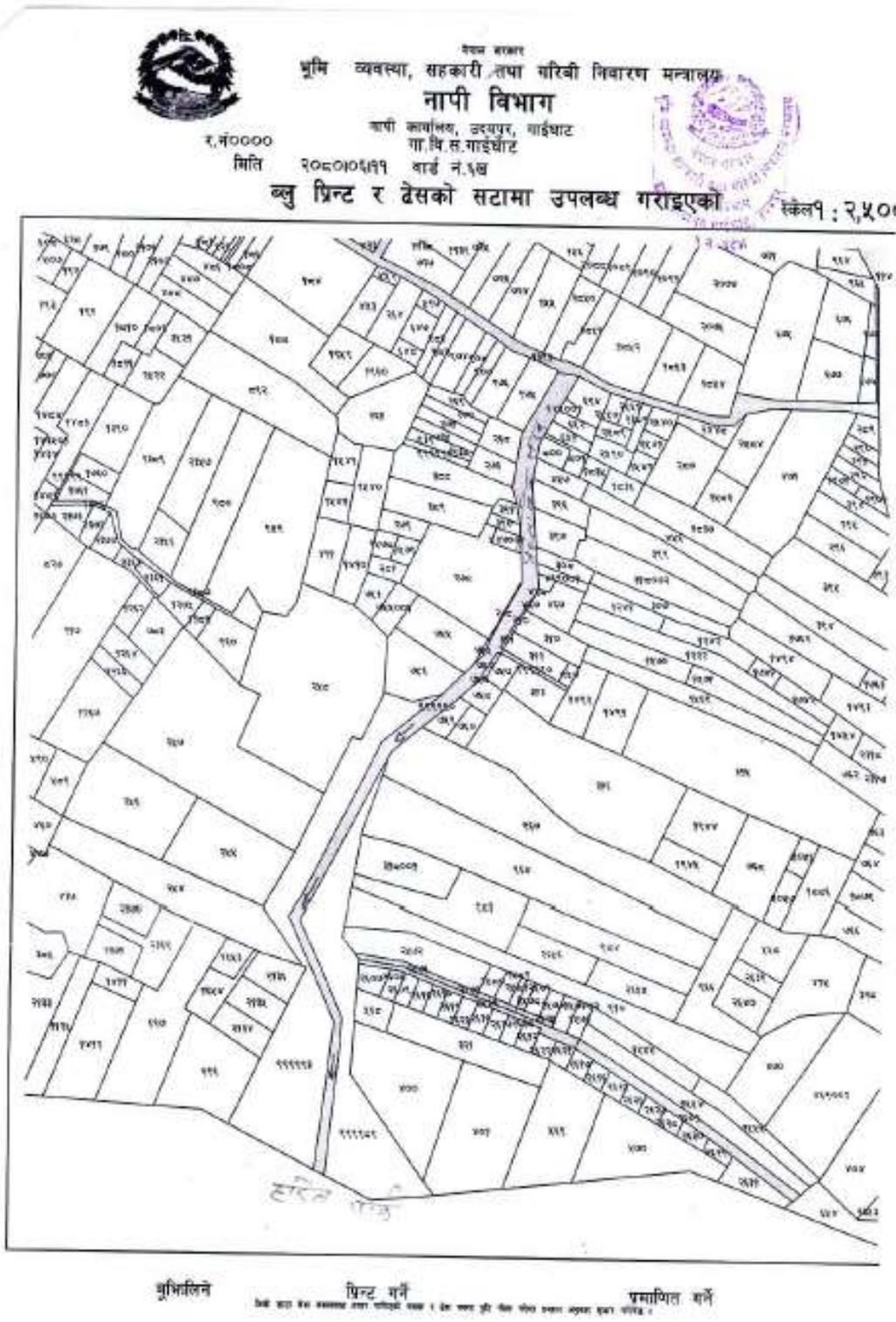


सुभित्तिये

प्रिन्ट गर्ने

पुनर्मापित गर्ने

यो नक्सा तैयार गर्नका लागि उपलब्ध गराइएको नक्सा तैयार गर्ने व्यक्तिलाई धन्यवाद ज्ञापित गरिन्छ।



Annex XII: Alternative route

In below images: **Red lines** are proposed road and **Green lines** are Alternative routes

A) Gaighat town planning area Road Section



B) City hall- Simaltar-Gaighat- Diktel Road Section



G) Pragati tole kha (In front of Quarter) ko road to sakela road ward 12 Road section

