



Project Implementation Unit
Nepal Urban Governance and Infrastructure Project
Putalibazar Municipality
Office of the Municipal Executive
Putalibazar, Syangja

VOLUME IV

Environment and Social Impact Assessment and Environment and Social Management Plan



Upgrading of
Pragatinagar-Bahakot-Namche-Kalku Road,
Putalibazar Municipality
Credit No: IDA - 6778-NP
Contract NO. NP-DUDBC-216334-CS-QCBS



Submitted By:

GOEC Nepal (P) LTD,
DIGICON Engineering Consult (P) Ltd,
BEAM Consultant Pvt. Ltd,
IMPULSE Consultants Pvt. Ltd. and
Smart Engineering and Design Solution Pvt. Ltd.(SEDS)
(GOEC-DIGICON-BEAM-IMPULSE-SEDS JV),
Sanepa, Lalitpur
Email: dseputalibazar@gmail.com

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Executive Summary

Introduction

This Environmental and Social Impact Assessment (ESIA) covers 7.6 km length of road, Pragatinagar to Dandaswara of Bahakot section of Pragatinagar-Bahakot Namche Kalku Road. The road starts at Pragatinagr and end at Dandaswara passing through settlements and market area such as Pragatinagar, Geundanda, Aahaldanda, Kaliyathok, Bahakot, Dandaswara, Namche, Kalku, Khamare etc.. The sub-project will provide easy vehicular access and pedestrian movement connecting municipality ward 3, 8 and 9. As the road connects the Syanga and Tanahun district via Pragatinagar at Siddhartha Highway to Dandaswara (Bahakot) and further connecting Shuklagandaki municipality of Tanahun district, will reduce travel time and cost by about 50% while travelling to Dulegaunnda of Prithivi Highway. The sub-project will improve livelihood of the local people along the settlement. The subproject is expected to contribute towards the municipal capacity for urban development planning, infrastructure development and institutional development of the municipality.

The declared Right of Way (RoW) of proposed road is 15 meters. However, the upgrading works will be carried within the existing road width in public use that varies from 4.5m to about 10m at some places. Average road width is about 7.5m in most of the section. Additional land take and private structure clearance is not required except in the start chainage of private non title holder house owned by Bindu Shrestha. The road upgrading is proposed with intermediate lane carriageway with Asphalt concrete surface wearing coarse, side drain, cross drainage structures with 25 pipe culverts, 2 slab culvert and 1 box culvert, retaining structure, road safety measures etc. Relocating of 5 nos electric poles and drinking water pipes at two locations shall require. The road alignment passes through barren, agricultural, settlement and forest land. The existing road is earthen and graveled road and in poor condition with potholes and damaged pavements at several places.

Baseline Information

Total population of Putalibazar Municipality is 41743 and total household is 11881(NPHC 2021). The average household size of the municipality is 3.51 which is lower than that of district household size 3.67. The major people living in the project area are 26.3% Brahmins, Chhetri 16.73%, Gurung 12.42% and Magar 11.27%. Other are Kami 6.76%, Damai 5.09%, Thakuri 4.51% etc. Hindus, Muslims, Christians, Sikhs, etc. are found living in religious communities. There is diversity in the cultural practices of the castes within the project area. Cultural festivals like Dashain, Tihar, Teej, Holi, Buddha Jyanti, Shivratri, Christmas. A total of 145 households will be directly benefited by the proposed sub-project. The project influenced ward are 3 and 8 of Putalibazar municipality. Putalibazar has moderate climate. Temperature within the municipality varies from 6°C to 31.5°C annually. The municipality also gets good rainfall (i.e.; average annual rainfall 266.5 mm). No active landslide is present in the road alignment. The proposed road alignment starts from Pragatinagar at elevation of 818m to maximum elevation of 1316m above mean seal level. The rocks type Phyllite are also exposed along the road alignment. The water quality report of the kholsi and drinking water was found complied with National Drinking Water Quality Standards /GoN. Existing chautaras, pratikshalaya and temple will remains protected during the construction of road.

Legal and Regulatory Requirements

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

Screening, Scoping, Impact identification, Prediction and Management

Direct Impact Zone of the project includes all the areas where activities related to the construction and operation will take place. The area within 10 m on either side from center line of road alignment along

Commented [Rekha1]: What does this mean? How are they affected? Revised

Commented [RC2]: Provide ward wise demography of the project affected wards in reference to NHPC 2021 data of CBS

with tree clearance site, camp site, stockpiling site, disposal site and quarry site is referred as DIZ. Indirect Impact area is the area where the construction and operation activities of the project experience minimal impacts. Indirect impact is fall within 15 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 ESIA report. Some of the impacts include:

Pre-Construction and Construction Phase

o Physical Impacts

- Land Use change
- Landslide and soil erosion due to excavation works
- Quarrying material and operation
- Stockpiling and construction area
- Noise, Air and Water pollution
- Solid waste generation

o Biological environment Impacts

- Impact on the forest and wildlife during construction phase may occur

o Socio-economic and Cultural Impacts

- Impact on physical resources like change in land use, temporary obstruction to structures
- Temporary impacts on Business
- Impacts to community infrastructures like school, water pipelines, health facilities
- Occupational health and safety
- Social disturbances/risk of SEA/SH and HIV AIDS
- Community health risk
- Traffic management issues etc.

Operational Stage

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

o Physical Impacts

- Road stability and management
- Water pollution

o Socio-economic and Cultural Impacts

- Improved Transportation Facilities
- Rise of Land Value
- Enhancement of the social services

Sexual exploitation and Abuse and Sexual Harassment Prevention and Response Action Plan

Based on the Sexual Exploitation and Abuse and Sexual Harassment (SEA/SH) Risk Assessment checklist and assessment carried out for NUGIP by the World Bank, the Project's SEA/SH risks are assessed to be "Low". An SEA/SH Prevention and Response Action Plan has been developed for NUGIP based on this assessment and includes specific measures that aim to prevent and mitigate GBV, in particular SEA/SH risks that the project activities might trigger. But in the project area SEA/SH issue

have not been recorded. According to District Police Office and Municipality Social section no any case has been registered in project area.

Environment and Social Management Plan

Environmental and Social Management Plan (ESMP) has been proposed with present report including issues identified, possible effects and impacts, measures for their mitigation, monitoring methods. The mitigation cost for environmental and social impacts in construction and operation phases are included in ESIA report. In addition, agencies responsible for executing environmental mitigation measures and monitoring have been identified in the ESMP. Different monitoring indicators on the physical, biological, socio-economic and cultural environment have also been identified. The project along with the stakeholders will monitor during reconstruction and operation phase. The project also includes a grievance redress mechanism (GRM) for timely update and resolution of stakeholders' queries and grievances.

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

कार्यकारी सारांश

यो वातावरणीय तथा सामाजिक प्रभाव मूल्याङ्कन (ESIA) ले प्रगतिनगर-बहाकोट नाम्चे कल्कु सडक खण्डको प्रगतिनगर देखि डाँडास्वारा सम्म ७.६ किलोमिटर लम्बाइ सडक समेटेको छ। यो सडक प्रगतिनगरबाट सुरु भई प्रगतिनगर, गेउडाँडा, आहलडाँडा, कालियाथोक, बाहकोटका बस्ती र बजार क्षेत्र हुँदै डाँडास्वारा पुगेर टुङ्गिनेछ। यस उप-आयोजनाले नगरपालिकालाई जोड्ने सवारी साधन र पैदलयात्रुको सहज आवतजावतमा मद्दत गर्नेछ। वडा ३, ८ र ९ हुँदै जाने यस सडकले स्याङ्जा जिल्लाको सिद्धार्थ राजमार्गको प्रगतिनगर हुँदै डाँडाधारा (बहाकोट) र तनहुँ जिल्लाको शुक्लागण्डकी नगरपालिका जोड्ने भएकाले पृथ्वी राजमार्ग अन्तर्गतको दुलेगौँडा पुग्नको लागि यात्राको समय र लागत झन्डै ५० प्रतिशत घटाउनेछ। यस उप-आयोजनाले बस्तीमा रहेका स्थानीय जनताको जीवनस्तरमा सुधार ल्याउनुका साथै नगरपालिकाको सहरी विकास योजना, पूर्वाधार विकास र संस्थागत विकासमा नगरपालिकाको क्षमता अभिवृद्धिमा योगदान पुर्‍याउने अपेक्षा गरिएको छ।

प्रस्तावित सडकको क्षेत्राधिकार(RoW) १५ मिटर रहेको छ। यद्यपि, सडकको स्तरोन्नति भने सार्वजनिक प्रयोगमा आइरहेको सडक चौडाइ भित्र रहेर गरिनेछ जुन केही स्थानहरूमा ४.५ मिटरदेखि १० मिटरसम्म हुनेछ। अधिकांश खण्डमा सडकको औसत चौडाइ लगभग ७.५ मिटर छ। सडकको शुरुमा नै रहेको विन्दु श्रेष्ठको स्वामित्वमा रहेको निजी तर दर्ता प्रमाणपत्र नभएको घरको सुरुवात खण्ड बाहेक थप जग्गा र निजी संरचना आवश्यक पर्दैन। सडक स्तरोन्नतिको लागि मध्यवर्ती लेन क्यारेजवेको प्रस्ताव गरिएको छ जसमा डामर(Asphalt) कंक्रीटको मोटे सतह, साइड ड्रेन, २५ पाइप कल्भर्ट, २ स्ल्याब कल्भर्ट र १ बक्स कल्भर्ट सहितको क्रस ड्रेनेज संरचना, रिटेनिड स्ट्रक्चर, सडक सुरक्षा उपाय आदि, ५ वटा बिजुलीका पोलहरू स्थानान्तरण गर्ने प्रस्ताव गरिएको छ। दुई ठाउँमा पिउने पानीको पाइप स्थानान्तरण गर्नु पर्ने देखिन्छ। सडकको अधिकांश भाग बाँझो, कृषि, बस्ती र जङ्गल जमिन हुँदै जान्छ। यस सडक माटो र ग्राभेलयुक्त सडक हो र धेरै ठाउँमा खाल्डाहरू र पैदलमार्गहरू भत्किएकाले जीर्ण अवस्थामा छ।

आधारभूत जानकारी

राष्ट्रिय जनगणना २०७८ अनुसार पुतलीबजार नगरपालिकाको कूल जनसङ्ख्या ४१ हजार ७४३ र कुल घरपरिवार ११ हजार ८८१ रहेको छ। नगरपालिकाको औसत घरपरिवारको आकार ३.५१ रहेको छ जुन जिल्लाको घरपरिवारको आकार ३.६७ भन्दा कम छ। आयोजना क्षेत्रमा २६.३% ब्राह्मण, क्षेत्री १६.७३%, गुरुङ १२.४२% र मगर ११.२७% रहेका छन् भने कार्मी ६.७६%, दमाई ५.०९%, ठकुरी ४.५१% आदि छन्। हिन्दू मुस्लिम, क्रिस्चियन, सिख आदि धार्मिक समुह आयोजना क्षेत्रमा बसोबास गर्दछन भने हिन्दुधर्म मान्नेहरूको संख्या अधिक रहेको छ। आयोजना क्षेत्र भित्र रहेका जातिहरूको सांस्कृतिक प्रचलनमा विविधता छ। दशैं, तिहार, तीज, होली, बुद्ध जयन्ती, शिवरात्रि, क्रिसमस जस्ता सांस्कृतिक पर्वहरू मनाउने गरीन्छ। प्रस्तावित उप-परियोजनाबाट कुल १ सय ४५ घरधुरी प्रत्यक्ष रूपमा लाभान्वित हुनेछन। आयोजनाबाट प्रत्यक्ष फाइदा लिनेमा पुतलीबजार नगरपालिकाको ३ र ८ वडा रहेका छन्। यस नगरपालिकाको हावापानी मध्यम खालको रहेको छ। नगरपालिका भित्रको तापक्रम वार्षिक ६ डिग्री सेल्सियस देखि ३१.५ डिग्री सेल्सियससम्म हुन्छ। नगरपालिका क्षेत्रमा औसत वर्षा हुने गरेको छ जसलाई राम्रो वर्षा (अर्थात् वार्षिक औसत २६६.५ मिलिमिटर) भन्ने गरीन्छ। सडक खण्डमा कुनै पनि सक्रिय पहिरोको जोखिम छैन। प्रस्तावित सडकखण्ड प्रगतिनगरदेखि ८१.८ मिटरको उचाइमा सुरु भएर औसत समुन्द्री स्तरभन्दा बढीमा १३१६ मिटरसम्म हुनेछ। Phyllite प्रकारको चट्टान पनि यस सडक खण्डमा भेट्टीएका छन। यस सडक छेउका खोल्सा, खोल्सी र समुदायमा वितरण भएको पिउने पानीमा पानीको गुणस्तर प्रतिवेदन राष्ट्रिय खानेपानी गुणस्तर मापदण्ड/GoN अनुरूप रहेको पाइयो। सडक निर्माणका क्रममा विद्यमान चौतारा, प्रतिकालय र मन्दिरलाई संरक्षण गरिनेछ।

कानूनी र नितिगत आवश्यकताहरू

परियोजनाको तयारी र कार्यान्वयन चरणहरूमा वातावरणीय र सामाजिक सुरक्षाका आयामहरूलाई मूलप्रवाहमा ल्याउनका लागि सरकारद्वारा विभिन्न अवधिहरूमा जारी गरिएका क्षेत्रीय र अन्तर-क्षेत्रीय निर्देशन तथा निर्देशिकाहरू र मापदण्डहरू पर्याप्त छन र पुर्णरूपमा पालना गरीनेछ। प्रतिवेदनमा लागू हुने सरकारी योजना, नीति, ऐन, नियमावली, निर्देशन र मापदण्डहरू समावेश गरिएको छ। त्यस्तै प्रतिवेदनमा विश्व बैंकको वातावरणीय र सामाजिक मापदण्ड पनि समेटिएको छ र यसलाई पनि पुर्णरूपमा लागू गरीनेछ।

वर्गीकरण, क्षेत्र निर्धारण, प्रभाव पहिचान, पुर्वानुमान र व्यवस्थापन

परियोजनाको प्रत्यक्ष प्रभाव क्षेत्रले निर्माण र सञ्चालन सम्बन्धी गतिविधिहरू हुने सबै क्षेत्रहरू समावेश गर्दछ। रुख कटान क्षेत्र, श्रमिक क्षेत्र, भण्डारण क्षेत्र, फोहोर व्यवस्थापन क्षेत्र र उत्खनन क्षेत्र सहित सडकखण्डको मध्यभागबाट दुबै तर्फ १० मिटर भित्रको क्षेत्रलाई DIZ भनिन्छ। अप्रत्यक्ष प्रभाव क्षेत्र भनेको आयोजनाको निर्माण र सञ्चालन गतिविधिले न्यूनतम प्रभाव पर्ने वा गर्ने क्षेत्र हो। अप्रत्यक्ष प्रभाव RoW को किनाराबाट १५ मिटर भित्र पर्छ। समग्र प्रभावहरूको वर्गीकरण र संक्षिप्तीकरणका लागि वातावरणीय र सामाजिक परिक्षणका संयन्त्रहरू प्रयोग गरिएको थियो। निर्माण र सञ्चालन चरणहरूमा स्थलगत भ्रमणमा देखा पर्नसक्ने प्रभावहरू ESIA प्रतिवेदनमा समावेश गरिएको छ। केही प्रभावहरू निम्नरूपमा समावेश गरीएका छन।

पूर्व निर्माण र निर्माण चरण

- भौतिक प्रभावहरू
- भू-उपयोगमा परिवर्तन
- उत्खनन कार्यका कारण पहिरो र माटो बग्ने जोखिम
- उत्खनन सामग्री र सञ्चालन
- भण्डारण र निर्माण क्षेत्र
- ध्वनी प्रदूषण, वायु प्रदूषण, जल प्रदूषण
- टोस फोहोरमैला निस्कनु
 - जैविक वातावरणीय प्रभावहरू
- निर्माण चरणमा वन र वन्यजन्तुमा असर पर्न सक्छ
 - सामाजिक-आर्थिक र सांस्कृतिक प्रभावहरू
- भौतिक स्रोतहरूमा प्रभाव जस्तै भू-उपयोगमा परिवर्तन, संरचनाहरूमा अस्थायी अवरोध
- व्यवसायमा आंशिक प्रभावहरू
- विद्यालय, खानेपानी पाइपलाइन, स्वास्थ्य सुविधा जस्ता सामुदायिक संरचनाहरूमा प्रभाव
- पेशागत स्वास्थ्य र सुरक्षामा प्रभाव
- सामाजिक असुरक्षा ंलैिगक तथा यौनिक शोषण, उत्पिडन तथा हिंसा र एड्सको जोखिम
- सामुदायिक स्वास्थ्यमा जोखिम
- ट्राफिक व्यवस्थापन समस्याहरू आदि।

परियोजनाको परिचालन चरण

प्रतिवेदनमा विभिन्न प्रभावहरूका साथै त्यससँग सम्बन्धित न्यूनीकरणका उपायहरूलाई सुझावका रूपमा राखिएको छ । न्यूनीकरण सम्बन्धि केही उपायहरू निम्नानुसार रहेका छन् ।

○ भौतिक प्रभावहरू

- भू-उपयोग
- जल प्रदूषण

सामाजिक-आर्थिक र सांस्कृतिक प्रभावहरू

- सुधारिएको यातायात सुविधा
- जमिनको मूल्य वृद्धि
- सामाजिक सेवाको अभिवृद्धि

यौन शोषण र दुर्व्यवहार र यौन उत्पीडन रोकथाम र प्रतिक्रिया कार्य योजना

यौन शोषण र दुर्व्यवहार र यौन उत्पीडन (SEA/SH) जोखिम मूल्याङ्कन चेकलिस्ट र विश्व बैंक द्वारा NUGIP को लागि गरिएको मूल्याङ्कनको आधारमा, परियोजनाको SEA/SH जोखिम “कम” हो भनेर मूल्याङ्कन गरिएको छ। यस मूल्याङ्कनको आधारमा NUGIP को लागि SEA/SH रोकथाम र प्रतिक्रिया कार्य योजना विकसित गरिएको छ र यसमा GBV लाई रोक्न र न्यूनीकरण गर्ने उद्देश्यले विशेष उपायहरू समावेश गरिएको छ, विशेष गरी परियोजना गतिविधिहरूले ट्रिगर गर्न सक्ने SEA/SH जोखिमहरू। तर परियोजना क्षेत्रमा SEA/SH सम्बन्धित मुद्दा रेकर्ड गरिएको छैन। जिल्ला प्रहरी कार्यालय र नगरपालिका सामाजिक शाखाका अनुसार आयोजना क्षेत्रमा कुनै उजुरी परेको छैन ।

वातावरणीय र सामाजिक व्यवस्थापन योजना

वातावरणीय तथा सामाजिक व्यवस्थापन योजना (ESMP) हालको प्रतिवेदनमा पहिचान गरिएका समस्याहरू, सम्भावित प्रभाव र प्रभावहरू, तिनको न्यूनीकरणका उपायहरू, अनुगमन विधिहरू समावेश गरी प्रस्ताव गरिएको छ । निर्माण र सञ्चालन चरणहरूमा वातावरणीय र सामाजिक प्रभावहरूको लागि न्यूनीकरण लागत ESIA प्रतिवेदनमा समावेश गरिएको छ । बिसतृत रूपमा, ESMP मा वातावरणीय न्यूनीकरण उपायहरू र अनुगमन गर्न जिम्मेवार निकायहरू पहिचान गरिएको छ । भौतिक, जैविक, सामाजिक-आर्थिक र सांस्कृतिक वातावरणमा पनि विभिन्न अनुगमन सूचकहरू पहिचान गरिएको छ । आयोजनाको निर्माण र सञ्चालन चरणमा सरोकारवालाहरूसँगको संलग्नतामा परियोजना अनुगमन हुनेछ । यस परियोजनामा सरोकारवालाहरूको जिज्ञासा र गुनासोहरूको लागि समयमै अद्यावधिक र समाधानको लागि गुनासो निवारण संयन्त्र (GRM) पनि निर्माण गरिएको छ ।

संस्थागत व्यवस्थापन गर्न शहरी विकास मन्त्रालयले शहरी विकास तथा भवन निर्माण विभाग (DUDBC) मातहत आयोजना समन्वय कार्यालय (PCO) स्थापना गरेको छ । PCO वातावरणीय र सामाजिक प्रभावहरूको नियमन तथा कार्यान्वयनको लागि समग्र परियोजना संचालनको लागि जिम्मेवार निकाय हो । PCO लाई परियोजना व्यवस्थापन सहायता टोली (PMST) को निर्माण गरीएको छ । स्थानीय स्तरमा उप-परियोजना कार्यान्वयन गर्न प्रत्येक नगरपालिकामा परियोजना कार्यान्वयन इकाई (PIU) स्थापना गरिएको छ र ESMP र अन्य वातावरणीय र सामाजिक संन्त्रहरूको कार्यान्वयनको लागि जिम्मेवार हुनेछ । प्राविधिक सहायता डिजाइन र सुपरिवेक्षण परामर्शदाता(DSC) मार्फत प्रदान गरिनेछ जसमा विभिन्न सुरक्षा विशेषज्ञहरूको समुह समावेश गरीएको छ ।

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Acronym

BoQ	Bill of Quantity
CBOs	Community Based Organizations
CBS	Central Bureau of Statistics
DIZ	Direct Influence Zone
DPR	Detailed Project Report
DTMP	District Transport Master Plan
DTO	District Transport Office
DUDBC	Department of Urban Development & Building Construction
EA	Environmental Assessment
EHS	Environment, Health and Safety
EPR	Environmental Protection Rule
ESIA	Environmental Impact Assessment
ESMP	Environmental and Social Management Plan
FGD	Focus Group Discussion
FR	Feasibility Report
GAP	Gender Action Plan
HIVAIDS	Human Immuno deficiency Virus Infection and Acquired Immune Deficiency Syndrome
HR	Human Resources
IDA	International Development Association
IEE	Initial Environmental Examination
IIZ	Indirect Influence Zone
ILO	International Labor Organization
IP	Indigenous People
ISR	Implementation Status Review
KII	Key Informant Interview
NGO	Non-Governmental Organization
NUGIP	Nepal Urban Governance and Infrastructure Project
OP	Operational Policy
OP/BP	Operational Policy/Bank Policy
PAP	Project Affected Person
PCO	Project Coordination Office
PCU	Passenger Car Unit
PIM	Project Implementation Manual
PIU	Project Implementation Unit
PMC	Pokhara Metropolitan City
PPE	Personal Protective Equipment

RAP	Resettlement Action Plan
RoW	Right of Way
SHE	Safety, Health and Environment
STD	Sexually Transmitted Disease
TOR	Terms of Reference
ULG	Urban Local Governments

1 INTRODUCTION

1.1 Project Background

Nepal has recently transitioned from a unitary to a federal government system, comprised of three tiers of government with seven provinces and 753 local governments for which new legislation, institutions, and administrative procedures are being formalized as constitutionally prescribed. To enable the federal implementation process and to support Urban Local Governments (ULGs) in the efficient provision of assigned service delivery responsibilities in the context of rapid urbanization, the proposed Nepal Urban Governance and Infrastructure Project (NUGIP), with support from the World Bank (WB), aims to address two main challenges under the new federal context: (i) limited institutional systems and capacities of ULGs; and (ii) critical gaps in core municipal services and infrastructure.

The Government of Nepal (GoN) is receiving financing from the International Development Association ("World Bank") towards the cost of the Nepal Urban Governance and Infrastructure Project (NUGIP). The Department of Urban Development and Building Construction (DUDBC) within the Ministry of Urban Development (MoUD) is the primary implementing agency for NUGIP, and bears the complete responsibility of project implementation, management, supervision and coordination. A Project Coordination Office (PCO) has been established under the MOUD, DUDBC for carrying out activities related to the project and is responsible for coordinating implementation on a day-to-day basis. The PCO is comprised of a Project Director (PD), Deputy Project Director (DPD), Project Engineers (PE), and other key project management and technical staff.

The development objective of NUGIP is to expand municipal infrastructure and strengthen institutional and financial systems in participating ULGs in Nepal. NUGIP comprises three components. The first component is investment support for strategic city-wide municipal infrastructure development and local/regional economic development projects. 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.

NUGIP is comprised of five components:

- Component One will provide urban development grants (UDGs) to participating ULLs for financing strategic municipal infrastructure sub-projects focusing on, amongst others, rehabilitation and improvements in municipal roads, drainage, drinking water supply and onsite sanitation as well as associated design and implementation support.
- Component Two will focus on strengthening institutional systems and capacities of participating ULLs for improved urban management and service delivery.
- Component Three will provide support and relief to vulnerable groups in the target municipalities to help mitigate the short and medium negative impact of the COVID 19 crisis through rapid labor-intensive public works (LIPW).
- Component 4 includes a Contingent Emergency Response (CER) component to respond rapidly at the Government's request in the event of an eligible disaster, including climate-related events and pandemics. supports a Contingent Emergency Response, and
- Component 5 will provide support to the MoUD for managing, coordinating and monitoring the implementation of the proposed Project, and also for enhancing its federal policy and regulatory role for urban development.

1.2 Objective of ESIA

The objective of ESIA is to address environmental and social impacts associated with the implementation of this project. The specific objectives are as follows

- To identify and assess the environmental and social risks/ impacts/ issues
- To ensure all environment and social management plans are aligned with the Nepal government and World Bank safeguard requirements.
- To establish clear procedures and methodologies for the environmental and social risk management of the sub-projects to be financed under the Project
- To ensure that mitigation measures are designed to effectively mitigate the potential adverse social and environmental impacts
- Strengthen the institutional capacity of the ULGs on safeguards management and compliance
- Analysis of possible alternatives and to recommend the best alternative.
- Outline the elements of environmental mitigation, management, monitoring and Environmental Management Plan.

1.3 Subproject Details

Putalibazar Municipality is the head quarter of Syangja district located in Gandaki Province. The Putalibazar municipality is established in 2053 BS. after merging five VDC namely Syangja Putalibazar, Karendanda, Satupasal, Ganeshpur and Chandikalika. As per the latest decision in 2073 B.S Phalgun 1, Putalibazaar municipality area was extended after the restructuring at local level was done by the Government of Nepal. The added wards as well as VDCs are Pauwegaude, Taksar, Thuladihi, Bahakot, Kolma, Rangvang (1-3 and 9), Barahachaur, and Pelkachaur (1, 2, 4-8) VDCs with 14 new wards. Putalibazaar Municipality is a major commercial center for the district as well.

Putalibazaar Municipality is surrounded by Phedi Khola Rural Municipality in the North of Kaski district, Biruwa Rural Municipality and Bhirkot Municipality in the South, Aandhi khola ,Arjunchaupari Rural Municipalities and Bhirkot Municipality in the West and Shuklagandaki Municipality of Tanahun and Pokhara Metropolitan City of Kaski districts in the East. The municipality comprises 14 wards and cover about 147.21 Sq. Km in area. The Siddhartha highway passes through the Putalibazar municipality.

The sub project is located in Putalibaar Municipality of Syangja District, Gandaki Province. The proposed road sub-project connects Siddhartha Highway from Pragatinagar to Ramche and further connects Shuklagandaki Municipality of Tanahun districts. This creates the opportunity for alternative alignment connecting the Siddhartha Highway at Pragatinagar to Prithivi Highway. The geographical location of the starting point at Pragatinagar with GPS coordinate 28°05'58.12"N and 83°52'35.38"E. Similarly, the end points lie near the Ramche with latitude 28°04'11.32"N and longitude 83°57'20.29"E.

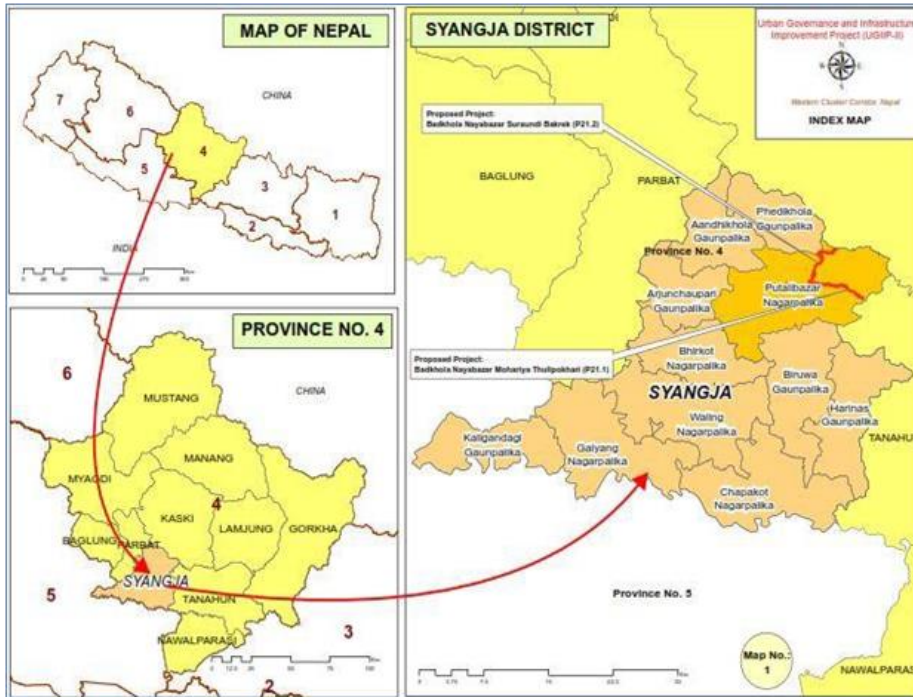


Figure 1-1 : Project Location Map

The proposed subproject involves upgrading of 7.6 km length of road (Pragatinagar to Dandaswara of Bahakot) section of the Pragatinagar Namche Road in Putalibazar Municipality of Syangja district in Gandaki Province. The road under the subproject passes through wards 3 and 8 Putalibazar Municipality. The road connects as alternative link road from Siddhartha highway to the Prithivi Highway. The road starts from Pragatinagar at Siddhartha Highway and end at Ramche. The proposed subproject is located in hilly topography and passes through settlements, agricultural lands. The subproject road currently a single lane gravel road with 500 m section damaged blacktopped road at starting section. The road section requires pavement reconstruction to maintain acceptable levels of service. There are no alternative routes to the project road that serve the same function as that of the stated road.

The declared Right of Way (RoW) of proposed road is 15 meters (Refer Letter Cha. No. 3884 of Annex VII). However, the upgrading works will be carried within the existing road width in public use that varies from 4.5m to 10m. (Table 1-1). Special consideration for minimizing social issues, road construction width has been decreased as 6m at Ch: 5+740, 4.5m at Ch:5+790. Additional land take and private structure clearance is not required except in the start chainage of private non title holder house owned by Bindu Shrestha. Cost for replacement /maintenance has been presented in Table 2-10 and also shown in ESMP Matrix Table 6-1.

Mass consultation meeting was organized in participation of road users. Meeting minutes of the mass consultation organized on 2079-12-05/14/17 (21st/30th August and 2nd September, 2022) to gather perception/ views from the local community on the project implementation is attached in Annex III. From the mass meeting it is concluded that local community is positive towards the road upgrading work.

The proposed upgrading of road Pragatinagar - Bahakot-Namche-Kalku Road compared to the existing scenario is described in Table 1-1.

Table 1-1: Comparison of Existing road and proposed road

S. No.	Description	Existing Scenario	Proposed Scheme
1	Length of Road	Pragatinagar - Bahakot - Namche - Kalku Road 13+126 km	Pragatinagar - Bahakot 7+600 Km (Designed length)
2	Right of Way (RoW)-Declared by municipality	15 m	15 m
	Total Road Width	4.5 to 10 m Ch:5+740- 6m & 5+790-4.5m)	5.5 m - 7.5 m except drain (intermediate lane) As per DPR; Exceptional 4.5 m at Ch:5+790
3	Traffic		i. 507 PCU in Base Year 2025AD at CH 0+030.00 As per DPR ii. 1962 PCU in 2045AD at CH 0+030.00
4	Carriageway	Average 5 m	5.5 m
5	Pavement type	First 500m section damaged blacktopped and remaining graveled and earthen	Asphalt concrete
6	Median/Landscape or Green land areas	No median Provided and green land area	Median is not provided
7	Parking	nil	nil
8	Cycle track	Nil	Nil
9	Side Drain	Damaged PCC drain 700m length	-
10	Cross drainage Structures	11 pipe culverts	25 Pipe culvert, 2 slab culvert and 1 box culvert proposed
11	Protection Works	Nil	Retaining wall/slope protection measures as per requirement
12	Traffic signs/signage and road marking	Nil	Provided all along the road to ensure maximum safety to pedestrian and vehicular traffic.
13	Total cost of road		NRs 522,708,309.77(including VAT, PS and contingency)
14	Per KM cost of road		NRs. 68,777,409.18 (including VAT, PS & Contingencies)

Source: DPR 2023

Cross-sectional Elements

Detail cross-sectional elements proposed in the Pragatinagar-Bahakot-Namche-Kalku Road are provided in the figure below:

Commented [D3]: Corrected as DPR

Commented [Rekha4]: What is the existing width? Existing road width varies from 4.5m to 10m and has been revised accordingly in the report where required.

Commented [D5]: As per DPR

Commented [NR6]: Is the total road width inclusive of RoW and is it being publicly used? Are there any outstanding issues related to the current width of the road? Will there be additional land take? Yes total road width is inclusive of RoW, however the upgrading works will be implemented within the existing road width that varies from 4.5m to 10m and is publicly used. No outstanding issues related to the current width of road. No additional land is required.

Commented [Rekha7]: But the information presented in this table does is different. Total road width is (4-6m) is much much less than the RoW (15m).

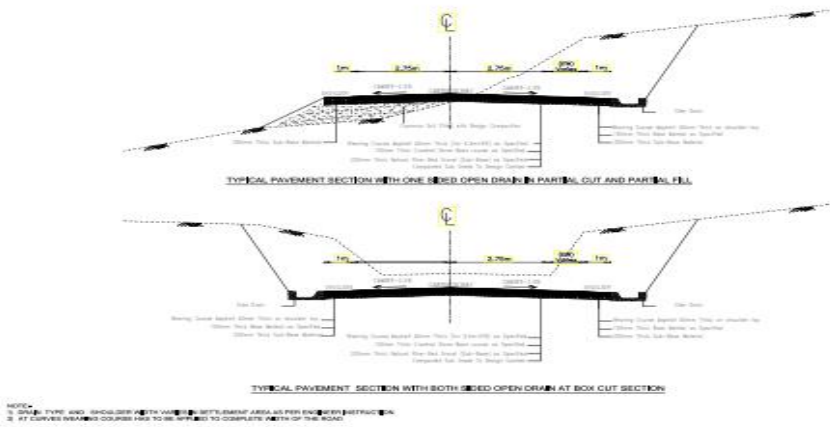


Figure 1-2: Typical Cross Section

Carriageway

Based on the traffic volume studied presented in Annex-X the carriageway in Pragatinagar-Bahakot-Namche-Kalku Road is proposed to Intermediate lanes (5.5 m).

Kerbs

Kerbs indicate the boundary between the carriage way and the shoulder or islands or footpaths. Barrier kerbs are designed to discourage vehicles leaving the pavement. These type of kerbs are provided such that they encourage the traffic to remain in the through traffic lanes and also allow the driver to enter the shoulder area with little difficulty. The dimension of Kerb is provided according to NRS 2070.

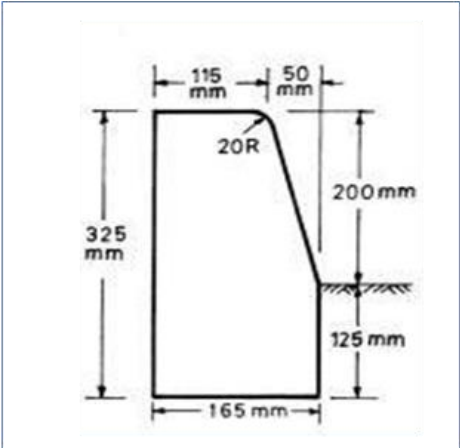


Figure 1-3: Barrier Kerbs Stone

Road Crossings

Zebra crossings have been provided at locations with high pedestrian crossing areas as well as settlement areas. 10 nos. of such crossings have been provided along the alignment. In addition to that, 3 branch roads at 0+320, 1+002 and 3+800 with large width have also been provided with zebra crossing. Locations of road crossings have been provided below.

Table 1-2: Zebra Crossings Locations

SN	Chainage
1.	0+015
2.	0+100
3.	0+280
4.	2+620
5.	3+000
6.	4+620
7.	5+160
8.	5+720
9.	7+020
10.	7+540

Intersections

There is no major intersection existed. But there are Y/T type junctions at Chainage 0+000, 0+035, 0+105, 0+320, 1+002, 2+045, 2+625, 3+020, 3+400, 3+800, 4+620, 4+980, 5+165, 5+730, 5+955, 6+925, 7+020, 7+540 from where branch starts to go to other places. However, due to less availability of space, physical structures such as roundabouts and islands could not be installed there. Thus, the manual (traffic police) and automatic traffic system such as traffic lights and traffic signals can be installed at Pragatinagar at start point at future.

Sewer Drainage

As per discussion with the municipal officials, future planning of any type of sewer drainage projects has not been done. Currently the municipality is collecting the sewer through sewer collecting vehicles and disposing to specified location for the safe disposal area. As the municipality plans to continue the same system, no further improvement planning of sewer drainage is done within the scope of this project. If Municipality plans for sewer system in future the space below side of shoulder and carriageway can be used with minimal damage as the finishing surface of these space are proposed to be constructed with interlocking concrete block which can be reused.

Cross-Roads Development

Stretch of 15 m of each cross-road will be developed under this project. Minimum radius of 5 m has been provided for cross roads. This development of cross-roads will include the following aspects:

- Improvement of Carriageway of all major as well as minor intersections.
- Installation of Road markings at all major as well as minor intersections.

Road Signs and Markings

Road markings perform the important function of guiding and controlling traffic on a highway. The markings serve as psychological barriers and signify the delineation of traffic paths and their lateral clearance from traffic hazards for safe movement of traffic. Road Markings will be done as per Traffic sign and marking manual Volume I and II by DoR. Broken Line markings have been done to separate lanes. Line marking to separate parking spaces between cars/motorcycle has been provided. Continuous marking to separate carriageway from cycle lane/ parking has been provided.

Hand Railings

Hand railing is not provided between carriageway and footpath as there already exists a raised kerb which acts as a lane separator. Handrail is also avoided as it discourages the pedestrian to utilize the full width footpath width.

Retaining/ Breast Wall

Plumb concrete, Masonry and Gabion Retaining and breast wall are provided along the alignment where required.

Plum Concrete Drain

Plum concrete drain has been provided throughout the alignment in hillside as per required site condition. Storm water collected are disposed through the nearest culvert sections.

Pavement Design

Flexible pavement is proposed for the entire length of the proposed road. Pavement is designed as per the guidelines of Flexible pavement guidelines of DoR, Nepal. As per guideline, the thickness of different structural layers found to be as follows:

Granular Sub base course = 200 mm, Base= 150 mm

Wearing Coarse = 40 mm thick Asphalt

Road Safety

Road safety components such as rumble strips, road humps, visibility improvement at intersections and branch roads, pedestrian crossings, barring significant trees like Peepal trees with boundary walls and installing proper signs, traffic signs and signals has been incorporated in design. Considering the road safety aspects of the project adequate quantity and cost for the road furniture and signs has been allocated in BoQ.

i. Pedestrian Crossings

Pedestrian crossing (zebra crossing) is proposed in intersections, major junctions, and branch roads and even in road alignment with major places such as schools and commercial establishments in order to cross the road safely across the flow of vehicular traffic. Signalized pedestrian crossings are proposed in order to separate when each type of traffic (pedestrians of road vehicles) can use the crossing.

ii. Rumble Strips

Traverse rumble strips are proposed across the full width of the travel lanes to alert motorists of approaching intersections, schools, hospitals and horizontal curves. Raised rumble strips are proposed which include asphalt bars and raised pavement markers. Rumble strips are also proposed in all cross road connections (branch roads).

Conservation of Chautaras and Pratikshalaya Significant Trees

Chautaras are present in various chainages on left and right side and is proposed to be protected with the boundary wall. Chautara at Ch 0+810, Ch 3+405 and 3+870 will be protected during construction of road. Installation of traffic sign showing the constricted carriageway due to the presence of chautaras is proposed in order to warn the motorists so sufficient tapering with respect to design speed has to be provided.

1.4 Existing Road conditions

The existing road is earthen and graveled road and in poor condition. The road consists of potholes and damaged pavements at several places. The remaining section is earthen road and is also in poor condition. The existing road width varies from 4.5 m to about 10 m at some places and the average road width in most of the section of the road is about 7.5m. Most of the road alignment passes through agricultural land and few sections on settlement and forest land. The road passes through major

settlements and market are such as Pragatinagar, Geundanda, Aahaldanda, Kaliyathok, Bahakot, Dandaswara, Namche, Kalku, Khamare etc.

1.5 ESIA Methodology

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

- Reviewed scope of works for the ESIA/ESMP, Project Implementation Manual (PIM), feasibility reports of the sub-project
- Reviewed applicable laws of the GoN and the WB policies.
- Consulted project team, PCO, stakeholders, WB and experts.
- Reviewed the DPR of the proposed project, consulted PCO and DPR consultants.
- Followed checklist for environmental and social data of DPR.
- Prepared safeguard (including resettlement) checklists prior to the field visit.
- Visited sub-project site and consulted municipality office, district level.
- Conducted consultations, Focus Group Discussions (FGDs), Key Informant Interviews (KII), with several stakeholders and Community Forest User Groups (CFUGs).
- Collected primary data for physical, biological, and socio-economic baseline information. Instrumentation monitoring was performed for air, water, and noise. For biological assessment, vegetation survey and consultation was carried out.

The representation of the methodologies for the ESIA of sub- project is shown in **fig below**

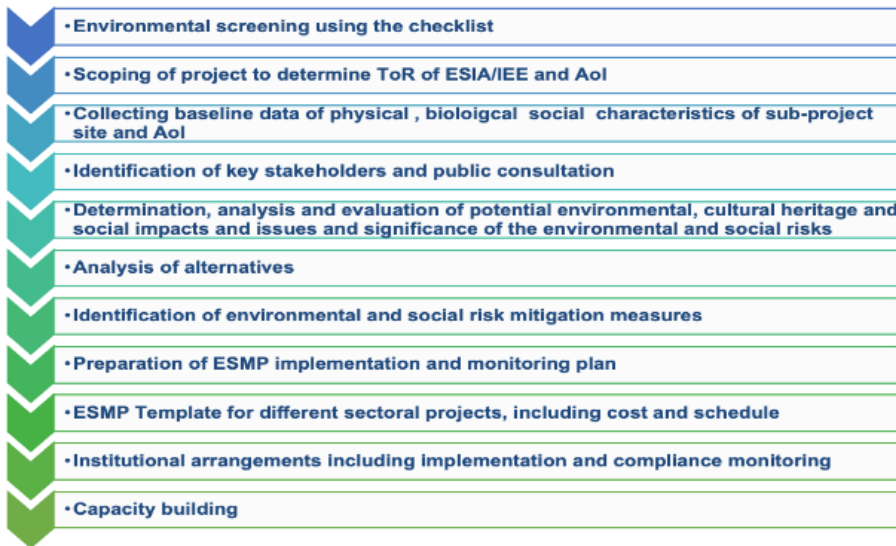


Figure 1-4: ESIA Process for all sub-projects

1.5.1. Baseline study

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

1.5.2. Stakeholder Analysis

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

- Identified stakeholders of the sub-project
- Consulted stakeholders
- Incorporated feedback from the stakeholders into project design
- Incorporated recommendations and mitigation measures during construction and operation
- Involved stakeholders in stages of project implementation for ownership.

1.5.3. Gender assessment and GBV status analysis

The following activities were undertaken for gender assessment.

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

1.5.4. Assessment of potential environmental and social impacts

- Likely Beneficial Impacts
- Likely Adverse Impacts

1.5.5. Environmental and social screening

Every sub-project under the NUGIP is subject to an environmental and social screening process. The screening process establishes the level of environmental and social assessment required. The screening process intends to identify relevant possible environmental and social concerns as well as suggest any further investigation and assessment as necessary. Primarily, at planning stage prior the DPR preparation the environmental and social screening exercise is undertaken to determine the key environmental and social issues/concerns and the nature and magnitude of the potential impacts that are likely to arise on account of the proposed sub-projects. After screening of the proposed project the project falls on category B having medium impact on environment and social environment. The fundamental environmental and social issues to be identified were determined by the type, location, sensitivity and scale of the municipal investment and sub-grant intervention. The results were used to determine the need for detailed assessment and the extent and type of environmental and social assessment.

Commented [Pranav8]: Please include the stage at which the screening carried out. ESMF provides guidance on E&S assessment categorization of the sub-project. State the category that was determined which concluded that an ESIA is to be carried out.

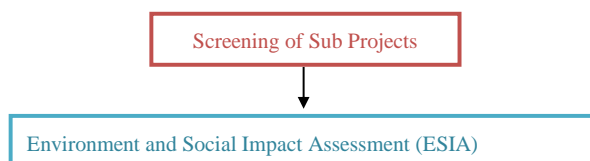


Figure 1-5: Flow of preparation of safeguard instruments for the project

1.5.6. Revision and modification of ESMP

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

2 ENVIRONMENT AND SOCIO-ECONOMIC BASELINE

2.1 Background

A detailed ESIA was carried out as per the GoN's national laws and the WB safeguard policies, and Environmental Health and Safety (EHS) Guidelines, and covering any separate or additional requirements as per national laws. Further, the project's Detailed Design Report (August 2019, update 2022) presents the results of a topographical survey of all stations to be rehabilitated, including the existing conditions of the following physical environment:

- Carriageway, shoulder, footpath, median, land use and roadside drain location including its width, depth, type/ shape, material of construction etc.
- Tree details such as location, name of species, religious/social significance and girth. Details of road side vegetation and forest such as location, size, type etc.
- Location and details of over ground utilities like electrical and telecom lines, poles, junction boxes, transformers etc.
- Location and details of any water bodies, natural drainage/canals.
- Details of cross drainage structures like culverts and bridges mentioning type, number of spans, length, width, deck/crown level, invert level, formation level and road level.
- Highest Flood Level (HFL) data of natural drains, ponds, lakes and rivers along the road.
- Location of gates/ doors, height of boundary walls, and fencing of the existing houses and/or commercial establishments along with ramp.
- Location and RoW of connected roads (Min 50 mtrs beyond the RoW of the existing road).
- Location and area of existing as well as potential Bus/ Auto stands/ commercial vehicles etc.
- Existing landscaping features, land marks, road furniture etc.
- Important land marks like religious structures, schools, hospitals, cooperatives and other important establishments along the road.

2.2 Physical environment

Physiography

Physiographically, Nepal is divided into eight different zones. i.e. Terai, Siwalik, Dun Valley, Mahabharat Range and Midlands (hills), Fore Himalaya (Middle mountain), Higher Himalaya and Trans Himalaya (High Mountain). Syangja lies in the hilly region at an altitude ranging from about 300 meters along the banks of Kaligandaki river up to 2512 m above mean sea level. The proposed road alignment starts from Pragatinagar at elevation of 818m to maximum elevation of 1316m above mean sea level. Putalibazar Municipality is surrounded by Phedi Khola Gaunpalika in the North, Biruwa Gaunpalika in the South, Arjunchaupari Gaunpalika in the West and Syangja and Syanja districts in the East. Siddhartha Highway connects Putalibazar municipality to Butwal (127 Km) and Pokhara (39 Km). Siddhartha Highway passes through the municipality where linear development along the highway can be seen.

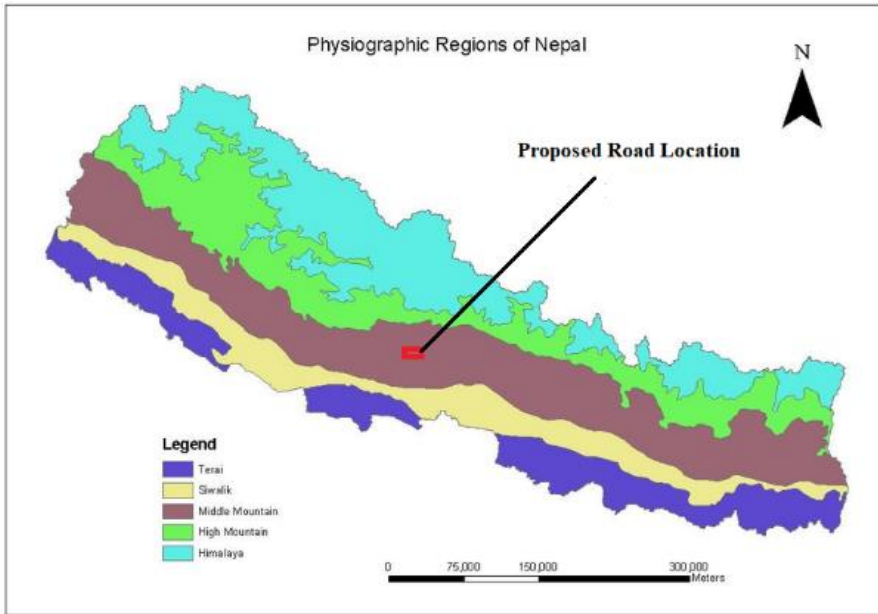


Figure 2-1: Physiographic Division of Nepal and project area

Geology

Geologically, Nepal is divided into 5 different regions. They are Terai, Siwaliks, Lesser Himalaya, Higher Himalaya and Tibetan Tethys Himalaya. The project area lies in lesser Himalaya. The road alignment follows the rocks of the Midland Group, Lesser Himalaya, Pokhara Formation. The rocks of Lesser Himalayan Zone have been transported southwards in several thrust slices. Generally, two types of sequences namely autochthonous and allochthonous can be distinguished in this Zone throughout the Himalayas. The both sequences of the Lesser Himalaya mainly have un-fossiliferous, sedimentary, and meta sedimentary rocks such as slate, phyllite, schist, quartzite, limestone, dolomite, etc., ranging in age from Precambrian to Eocene. There are also some granitic intrusions in this zone. No active landslide is present in the area. Some minor landslide/erosion seen at chainage 2+800, 3+740 and 6+520 chainages along the existing road alignment. Retaining structures and bio engineering item like, palisade, brush layering, fascines and grass plantation quantity in bill of quantity is also considered for enhancing the stability of such section for mitigation.

Commented [RC9]: List of minor as well as major unstable slopes and shall be presented in the baseline information in chapter 2 Environment and Socio-economic baseline as presented in section 4.4.2.

Commented [RC10]: Please provide detail list of existing unstable slopes and slide areas as the alignment comprises significant number of unstable slopes seen during the site visit on 19 June 2023

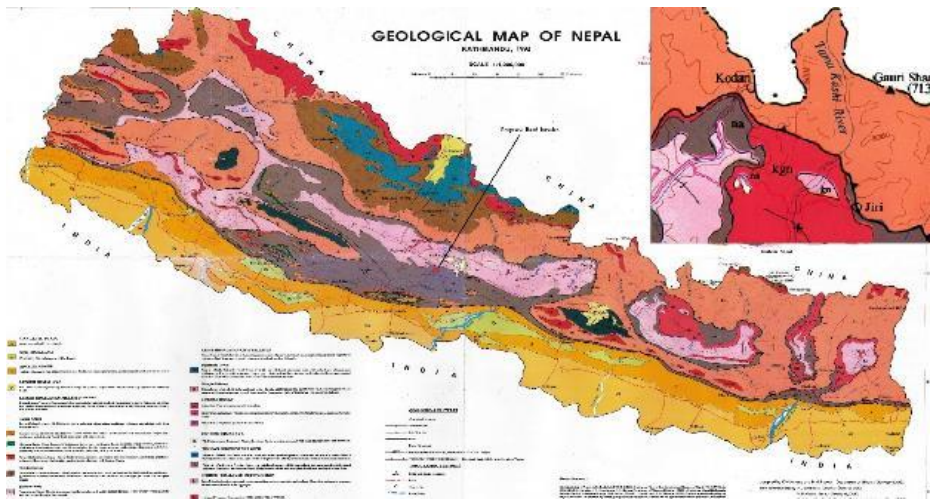


Figure 2-2: Geological map of Nepal

Along the road section, the rocks of Phyllite are also exposed along the road alignment. Road alignment is covered by the residual soil with thick colluvial deposits. A good portion of the alignment covered by residual soil and colluvial deposits. At many locations, bedrocks of phyllite can be seen along the road alignment.

Topography

Syangja lies in the hilly region at an altitude ranging from about 366 meters (Keladi) along the banks of Kali gandaki river upto mamximum altitude of 2512 m (Panchase peak). Putalibazar Municipality is surrounded by Phedi Khola Gaunpalika in the North, Biruwa Gaunpalika in the South, Arjunchaupari Gaunpalika in the West and Syanja and Syanja districts in the East. Siddhartha Highway connects Putalibazaar municipality to Butwal (127Km) and Pokhara (39Km). Siddhartha highway passes through the municipality where linear development along the highway can be seen. There is only one feeder road in the municipality that connects Putalibazaar to Karkineta and Kusma in Parbat district. In the proposed road alignment and in RoW there is no major landslide/flood prone area and other disaster-prone area.



Starting point Pragatinagr chowk



Topographical view of Project area



Existing road condition

Shiva temple along the roadside

Figure 2-3: Pictorial highlights of the Project Area

Climate and Hydrology

The climate of the municipality is classified as warm and temperate. Putalibazar has moderate climate. Temperature within the municipality varies from 6°C to 31.5°C annually. The municipality also gets good rainfall (i.e.; average annual rainfall 266.5 mm) as it is surrounded by the forest and mountains in the North. As such in some river basin floods causes loss of land, creating distress particularly in low land area near river every year.

Climate Zone of Syangja District	Elevation range	% of Area
Upper Tropical	300 to 1,000 meters(or 1,000 to 3,300 ft).	53.6%
Subtropical	1,000 to 2,000 meters(or 3,300 to 6,600 ft).	45.3%

Rainfall in Project area

The frequency analysis of extreme rainfall of 33 years has been carried out to determine the rainfall intensity in mm/day in the project area. The trend analysis of extreme event shows that the extreme rainfall in the project site is in increasing order (Figure 2.4). From the analysis an average annual increment of 5% on an extreme rainfall is seen. This increment of 5% has been considered in a return period rainfall event analysis for the project.

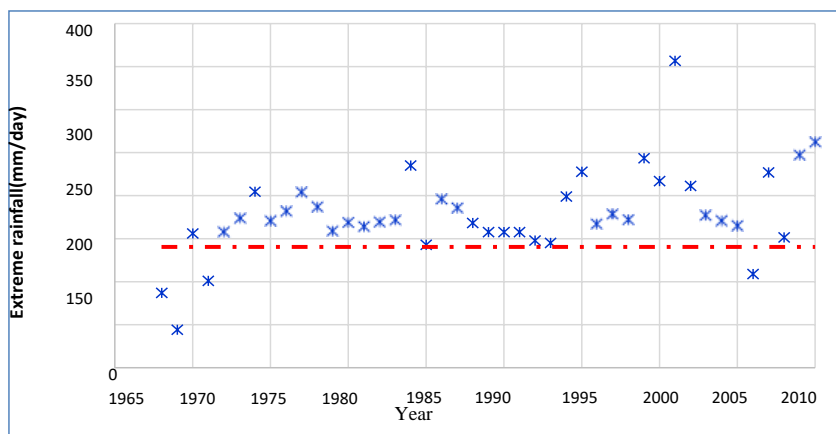


Figure 2-4: Trend of Extreme Rainfall in Project Site (Source: DPR, 2019)

Liquefaction Susceptibility

Liquefaction is defined as the transformation of a granular material from a solid to a liquefied state as a consequence of increased pore-water pressure and reduced effective stress (Marcuson, 1978(4)). Increased pore pressure may be induced by the tendency of granular materials to compact when subjected to cyclic shear deformation, such as in the event of an earthquake. As per IS 1893 (Part-1): 2002, Clause 6.3.5.2 soil deposits consisting of submerged loose sands and soils falling under classification SP with corrected standard penetration test values N less than 15 in seismic zone V are subjected to liquefaction. However, simplified method of liquefaction potential analysis is provided. IS 1893 2016 shall be used to determine the liquefaction potential. The PGA for the Pragatinagar- Bahakot -Namche -Kalku road site shall be taken as 0.25g referred from the Seismic Hazard Map of Nepal published by Nepal Seismological Centre. As per the literature reviews the strata with corrected N value greater than 30 are not susceptible to liquefaction. The detail analysis has to be presented in each individual reports. As the site falls under Zone V of seismic zone, the design for seismic forces should be done considering the project in Zone-V.

The records of seismic activities are limited in the Nepal Himalayas and hence, correlation of seismic events within the adjacent Himalayan Region would be a useful source of information for designing the hydraulic structures. Several seismicity studies have been carried out for various projects in the country during feasibility study and engineering design phases.

Land Use

Most of the road alignment passes through agricultural land and few section on settlement and forest land. The road passes through major settlements and market area such as Pragatinagar, Geundanda, Bahakot, Dandaswara, Namche, Kalku etc. The alignment also passes through community forest at some sections of road alignment.

Table 2-1: Land use pattern of Putalibazar Municipality

S.N.	Land Use Type	Area (Sq. Km)	Percentage
1	Barren Land	0.01	0.01%
2	Bush	6.79	4.61%
3	Cultivation	79.81	54.22%
4	Embankment	0.08	0.05%
5	Forest	51.60	35.05%
6	Grass	6.07	4.12%
7	River/Waterbody	0.75	0.51%
8	Riverbed	2.10	1.43%
	Total	147.20	100

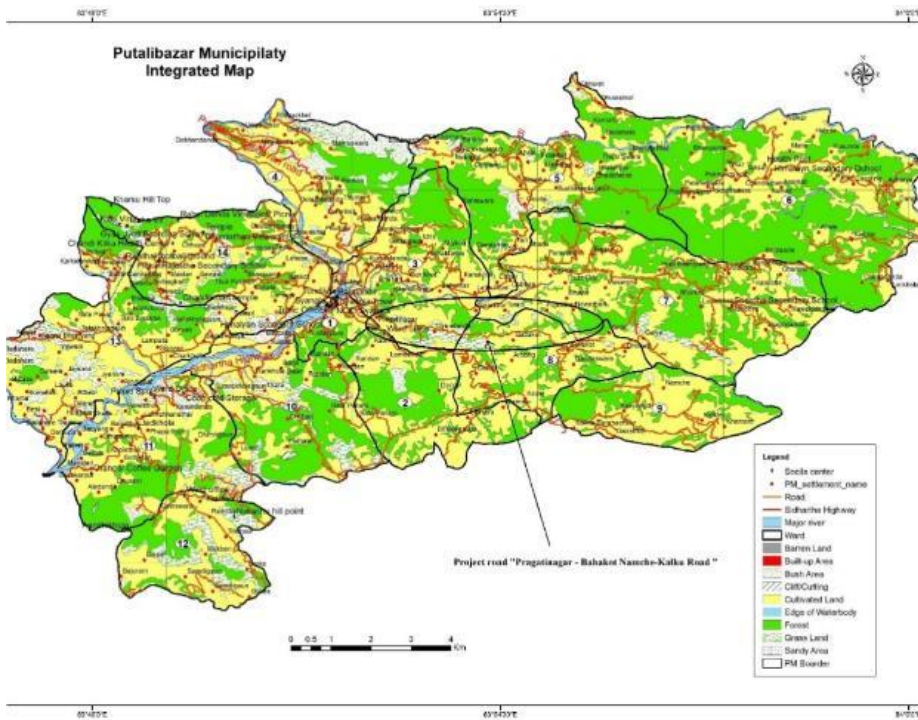


Figure 2-5: Land Use Map and existing road network in the Project Area

Air and Water Quality

During the physical environment survey (air and water) on project road alignment at recipient level measurement data were obtained. The water samples of kholsi and drinking water form Bahakot village were collected from the project affected areas and tested in laboratory in April, 2023. The water quality report was found complied with National Drinking Water Quality Standards /GoN. The Water quality test report is attached in annex VI

Table 2-2: Water quality of Tap water of project area Upper Chisapani Garjyan (Bahakot village)

Parameters	Results	Unit	(Relevant Standard)
Colour	0	TCU	5(10)
Conductivity	170	µS/cm	1500(max)
pH	7.5	-	6.5-8.5
Total Solids	112	mg/L	1000
Turbidity	0.22	NTU	5(15)
Ammonia	<0.02	mg/L	1.5
Nitrate	0.53	mg/L	50
Chloride	8.99	mg/L	250
Iron	<0.01	mg/L	0.3(3)

Commented [D11]: Please correct the data and location of the sample as per the Annex VI.

Test results of three water sources is presented in the Annex section.

Total Hardness	62	mg/L as CaCO ₃	500
Coliform*	Absent	-	-

(Source: Field visit, 2023)

Table 2-3: Water quality of Tap water of project area Lower Chisapani (Bahakot village)

Parameters	Results	Unit	(Relevant Standard)
Colour	5	TCU	5(10)
Conductivity	200	µS/cm	1500(max)
pH	7.6	-	6.5-8.5
Total Solids	130	mg/L	1000
Turbidity	9.27	NTU	5(15)
Ammonia	<0.02	mg/L	1.5
Nitrate	0.02	mg/L	50
Chloride	8.99	mg/L	250
Iron	<0.01	mg/L	0.3(3)
Total Hardness	72	mg/L as CaCO ₃	500
Coliform*	Absent	-	-

(Source: Field visit, 2023)

Table 2-4: Water quality of Chiti Kholsi(Ch 0+150) of project area

Parameters	Results	Unit	(Relevant Standard)
Temperature	21	°C	-
Appearance	Clear	-	Clear
Taste and Odour	Not Objectionable	-	Not Objectionable
Colour	0	TCU	5 (10)
Conductivity	170	µS/cm	1500(max)
pH	7.6	-	6.5-8.5
Total Dissolved Solids	200	mg/L	1000
Total Suspended Solids	14		1000
Turbidity	0.05	NTU	5 (15)
Ammonia	<0.02	mg/L	1.5
Total Alkalinity	242	mg/L	2000
Biological Oxygen Demand	129.6	mg/L	500
Nitrate	0.39	mg/L	50
Chloride	5.99	mg/L	250
Iron	<0.01	mg/L	0.3 (3)
Total Hardness	198	mg/L as CaCO ₃	500

(Source : Field visit, 2023)

Commented [D13]: Please provide correct test report. The test report does not mentioned about the correct information of source name of all the sources tested.

Similarly, the air quality of the projection area is found to be good. There is no any big industries in the area. The vehicular movement in the proposed road is very minimum. So the only source of air pollution in the area is dust from road and firewood burning used for cooking.

Noise Quality

The Sound pressure of project site was monitored on morning, daytime and nighttime were 50dB(A) at early morning and maximum of 59 dB(A) at daytime and similarly 49 dB(A) at night (Field survey, 2023) . The observed daytime and nighttime average sound pressure levels complied the prescribed limits of GoN 2012. The details of noise are summarized

Table 2-5: Noise level of project area

Average Sound Pressure Level,dB(A)	Time,Hr					
	06:00	09:00	13:00	15:00	18:00	20:00
Equivalent Sound Pressure Level, (Leq)	50	58	56	59	51	49

2.3 Biological Environment

The proposed road passes through barren land of one community forest and barren land of a government forest. Government forest is adjacent to alignment at Ch 0+520 to Ch 0+680 and Basante Community forest is at Ch: 3+710 to Ch: 3+760 with barren land adjacent to alignment. Although the road passes through the forest, the upgrading does not require additional land of forest and fell down of the trees not required. A total of 53 trees shall fell down from private ownership only (Annex VIII). The compensation for the landowner will be provided by municipality and has been included in ESMP matrix (Table 6-1). So direct impact on the forest due to upgrading of the road have not anticipated but indirect impact on the forest and wildlife during construction phase may occur. Major trees found in the RoW of the project are presented in table below.

Table 2-6: Major tree species found in the RoW of the project

SN	Common Name	Scientific Name
1	Chilaune	<i>Schima wallichiana</i>
2	Katus	<i>Castonopsis indica</i>
3	Bedulo	<i>Ficus sarmentosa</i>
4	Tooni	<i>Toona ciliata</i>
5	Khanyu	<i>Ficus semicardata</i>
6	Kaulo	<i>Machilus odoratissima</i>
7	Salla	<i>Pinus roxburghii</i>
8	Paiyu	<i>Prunus cerasoides</i>
9	Pipal	<i>Ficus religiosa</i>
10	Orange	<i>Citrus sinensis</i>

(Source: Field Survey, 2023)

2.4 Socio-economic and Cultural Environment

Socio-economic overview

A total of 145 households will be directly benefited by the proposed sub-project. The project influenced ward are 3 and 8 of Putalibazar municipality. The proposed project lies in Putalibazar Municipality of Syangja District in Gandaki Province of Nepal. The total population of the district, according to the Census of Nepal, 2021 is 2,53,024 and the number of households is 68,923. The average family size of the district is 3.67. Similarly, the total population of Putalibazar Municipality is 41743 and total

Commented [RC14]: Number of trees with details of chainage wise affected tree species shall be mentioned. Please provide detail with chainage and location of the affected trees to be removed.

Commented [RC15]: 1. Provide chainage of the forest area.
2. Existing road width within the forest area?
3. Update biological environment section. As per site visit and available cadastral map ensure the list of community forest and government forest (0+500-0+700) existed along the alignment and update the number of affected trees within the community forests and government forest.
4. Municipality shall coordinate with Division Forest Office to ensure approval and avoid impact upon the forest area.
5. Further, ensure that the affected trees existed within the government forest can be cut after approval from the Division Forest Office.

Commented [D16]: The list is in annex VIII not in VII, but the owner's name has not mentioned.

Commented [Pranav17]: Please provide the scientific name of all tree and please be consistent with the information. The impact section mentions that orange trees will be lost but are not in this table.

Commented [Rekha18]: What does this mean? How are they affected? Revised

Commented [RC19]: Provide ward wise demography of the project affected wards in reference to NHPC 2021 data of CBS

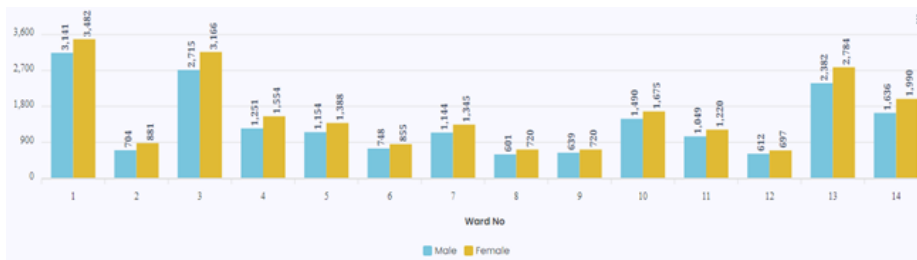
household is 11881. The average household size of the municipality is 3.51 which is lower than that of district household size (3.67). The details of the demographic character of affected district and municipality are shown in Table 2-7.

Table 2-7: Demography of Project area

	HHs	Total Population	Male	Female	HH Size	Sex Ratio
Syangja	68,923	2,53,024	1,16,678	1,36,346	3.67	85.5
Putalibazar Municipality	11,881	41,743	19,285	22,457	3.51	85.71

Source: NPHC-2021

The major people living in the project area are Brahmins, Chhetri, Gurung and Magar. Other are Kami, Damai, Thakuri etc. Hindus, Muslims, Christians, Sikhs, etc. are found living in religious communities. There are also Shiva Temple, Radhakrishna Temple, Panchashedham, Ramche devi temple, Ramdi Ghat, Keladighat, Alamdevi Mandir. The indigenous people in project area are Gurung, Magar and Newars.



Source: NPHC-2021

Figure 2-6: Wardwise population of Putalibazar Municipality

Table 2-8: Details of ethnic group residing within the project area

Caste	Brahmin	Chhetri	Gurung	Magar	kami	damai	Thakuri	Gharti	Other	Total
Percentage	26.3	16.73	12.42	11.27	6.76	5.09	4.51	4.2	12.72	100

Source: NPHC-2021

Details of cultural practices of the castes living within the project area

There is diversity in the cultural practices of the castes within the project area. There is Radha Krishna Mandir at Ch 0+420, Siva Temple at Ch 3+380 and Ch: 7+020. These temples will not be affected during the construction of road. Cultural festivals like Dashain, Tihar, Chhath, Ram Navami, Shivaratri, Buddha Jayanti, Eid, Christmas are celebrated in this region which is inhabited by different castes and religions.

Table 2-9: Details of the cultural practices of the castes living within the project area

Name of Local Level	Name and Ward No.	Cultural Rituals
Putalibazar Municipality	Ward 3 and 8	Dashain, Tihar, Teej, Holi, Buddha Jayanti, Christmas etc.

Existing Traffic Circulation Pattern

The project road does not experience heavy traffic because of the present road condition. The traffic seen at the time of field survey is four wheel Jeep, Pickup, Car, Auto, Motorbike, Tractor, utility vehicle in the alignment of Pragatinagar Bahakot Namche Kalku road. Generally traffic nos. is high at 8am to 10am in the morning and 4pm to 6 pm at evening compared to the rest of the time in the day. People from the

Commented [D20]: Source of data

Commented [D21]: Caste/ethnicity should be focused on the project area

Commented [D22]: Data source

Commented [NR23]: In the text above the report states that this temple is located within the RoW. Along the road side not in construction width

settlement areas along and nearby the alignment get served by this road. As the road connects the two district Syangja and Tanahun and municipality is planning to upgrade this road upto the district boundary, traffic of Siddhartha highway will divert through this route to reach Prithivi Highway at Dulegaunda.

Infrastructure loss

During construction of road one private structure of non title holder lying within the RoW of Siddhartha Highway will be partially damaged. The house is residential building with a small grocery shop on roadside shutter at ground floor. The structure was assessed jointly by civil engineer of DSC and municipality and found safe for partial demolishing of the notch of the structure. The partial demolishing of structure shall be carried taking precaution measures like erecting and supporting the structural member by steel member as required. Detail assessment of the loss of structure is given below in (Table 2-10). The removal and compensation for the structure has been agreed by the municipality as presented in Annex VII. Electric line passes alongside the alignment at various locations and during construction these electric poles may need to be relocated along the roadside beneath the new road edge. Altogether 5nos. of electrical poles that lies on the road alignment at Ch: 0+030, Ch: 5+750 to 6+000 area need to be relocated. The cost for relocation of electrical poles has been included in BoQ.

Commented [Rekha24]: How many structures? Is it residential structures? And what about the land occupied by the structure? A simple statement saying the removal and compensation for the structure has been agreed by the municipality is not enough. Were the affected families consulted and informed of the project provision? What was the valuation process. All compensation must be at replacement cost. For structures, depreciation cost should not be deducted. Please see RPF for detailed guidance.

Commented [NR25]: Has there been consultations with the owners of the structure? If so documented evidence should be provided in the annex. **Yes consultation is made and evidence is provided in Annex-VII**

Table 2-10 : Details of Private Infrastructure loss

Location	Description	Owner	Type of House	Area (Sqft.)	Rate(N Rs.)	Amount(N Rs.)
0+005 L/S	Partial demolishing of House at Kholasi, (Non title holder)	Late Laxman Shrestha (Recognizing name Binay Shrestha)	RCC	64.01	1140	72,971.40

(Source:DPR, Field survey,2023)

Details of business loss of Bindu Shrestha (spouse of Late Laxman Shrestha) at the time of dismantling and repair maintenance of infrastructure at Ch:0+005L/S along with the consultation minute and landowner confirmation for the availability of land for the project is presented in Annex VII. The detail of infrastructure loss is estimated referring the valuation rate adopted by the Office of Municipal Executive, Putalibazar Municipality. Also consultation with different stakeholders during ESIA/ESMP preparation, presented in Table 7-3, Table 7-4.



Figure 2-7: Google earth image showing camp location

Existing Waste Water/Sewerage Network

Most of the households in Putalibazar Municipality are managing their waste themselves. They manage organic matters utilizing as food for domestic animal and also making compost manure, and inorganic matter either by burning or reusing. In context to peri-urban areas, solid waste is collected and brought to the nearest settlement having vehicle access in order to transport to the nearest dumping site.

Existing Water Supply Network

Drinking water supply is one of the major challenges of Putalibazar municipality. Currently, Syangja Bazar Drinking Water and Sanitation Project supplies drinking water to only certain portion of the core market area of Syangja Bazar. Numerous users' committee extract water directly from sources through pipeline connection. Putalibazar lacks an integrated system to operate, manage and upgrade the overall water supply system, also lacking to generate revenue from supply of water. During construction of road at Ch 0+320 a length of 50 m of drinking water pipe has to be relocated. Similarly, at Ch 2+750 a length of 100 m water pipe shall be relocated during upgrading of road construction. Though reservoir tank at L/S of alignment at Ch:3+410 is safe, retaining structure is provided nearby for protection. Other water tanks and taps will be protected during construction of road.

3 LEGAL AND REGULATORY REQUIREMENT

3.1 Key applicable national environmental and social laws and regulations

A summary of applicable rules and regulations is provided under the Chapter 2 of the NUGIP ESMF. The sectoral and cross-sectoral guidelines and standards promulgated by the GoN in various periods are adequate to mainstream the environmental and social safeguard dimensions in the project preparation and implementation phases. This ESIA has given due attention on the above guidelines and standards in the identification and prediction of the project's impact and in the design of the mitigation actions and monitoring protocols.

The Constitution of Nepal provides local governments the autonomy to enact new laws in areas listed as their sole authority (Schedule-8, Constitution of Nepal). The GoN's applicable laws, regulations, guidelines, standards shall be followed during the construction and operation phases of the project.

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

1. Constitution of Nepal
2. Ancient Monument Protection Act 1956
3. Aquatic Animal Protection Act 1961
4. Environment Protection Act 2019
5. Forest Act 2019
6. Labor Act 2017
7. Child Labor Act (CLA) 2001
8. Labor Act 2017
9. Gender Equality Act, 2006
10. Land Acquisition Act, 1977 (and amendments 2010) and Land Acquisition Regulations, 1969
11. Local Government Operation Act 2017
12. Motor vehicle and Transport Management Act, 2049
13. National Foundation for the Development of Indigenous Nationalities Act 2002,
14. Plant Protection Act 2007
15. Public Road Act, 1974 and amendment 2010
16. Road Board Act 2059
17. Soil and Watershed Conservation Act, 1982 and Subsequent Amendment
18. Solid Waste Management Act 2011 and Solid Waste Management Rules 2013
19. Water Resources Act 1992
20. Environment Protection Rule 2020
21. Forest Rules 2022
22. Water Resources Regulations 1993
23. 20 Year Road Plan, 2059 –2079BS (2002-2022AD)
24. 2002, National Dalit Commission 2002
25. Forest Policy 2015
26. Land Acquisition, Resettlement and Rehabilitation Policy for Infrastructure Development Project 2014

27. National Biodiversity Strategy and Action Plan (NBSAP) 2014-2020
28. National Environmental Standards Information Booklet 2018
29. National Human Rights Action Plan 2005, National Women Commission
30. Public Works Directive 2002
31. Work Procedure to Provide Forest Area for other Purposes, 2006
32. EIA guidelines for human settlement and Urban Development Sector 1996
33. EIA guidelines for Road Sector 1994
34. National EIA guidelines 1993
35. Operational Guideline for mainstreaming GESI in MoUD
36. GoN Policies supporting vulnerable communities (2004-2009)
37. Brief Environmental Study and Preliminary Environmental Examining Procedure

3.3 Environmental Standards of GoN

1. Generic Tolerance Limits for Industrial Effluent Discharged into inland Surface water, 2001
2. Nepal Vehicle Mass Emission Standard, 2012
3. Nepal Ambient Air Quality Standard, 2012
4. Drinking Water Quality Standard, 2005
5. Nepal Noise Level Standard, 2012
6. National Indoor Air Quality Standards, 2009

3.4 Relevant sectoral policies and guidelines prepared by DoR

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

3.5 International Obligations Conventions Relevant to the Project

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

3.6 The World Bank Safeguard Policies

Table 3-1: Represents the World Bank Safeguard policies that are triggered in the sub-project environmental and social assessment.

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

World Bank OP	Objective & Brief Description
Environmental Assessment (EA) OP/BP 4.01	An Environmental Assessment is conducted to ensure that Bank-financed projects are environmentally sound and sustainable, and that decision-making is improved through appropriate analysis of actions and of their likely environmental impacts. Any World Bank project that is likely to have potential adverse environmental risks and impacts in its area of influence requires an EA indicating the potential risks, mitigation measures and environmental management framework or plan.
Natural Habitats OP/BP 4.04	The Natural Habitats Policy is triggered by any project (including any subproject under a sector investment or financial intermediary loan) with the potential to cause significant conversion (loss) or degradation of natural habitats, whether directly (through construction) or indirectly (through human activities induced by the project). The policy has separate requirements for critical (either legally or proposed to be protected or high ecological value) and non-critical natural habitats. The Bank's interpretation of "significant conversion or degradation" is on a case-by-case basis for each project, based on the information obtained through the EA.
Forestry OP/BP 4.36	This policy is triggered by forest sector activities and other Bank sponsored interventions, which have the potential to impact significantly upon forested areas. The Bank does not finance commercial logging operations but aims to reduce deforestation, enhance the environmental contribution of forested areas, promote afforestation, reduce poverty and encourage economic development
Indigenous People OP/BP 4.10	<p>This policy states that any development process under World Bank financing should fully respect the dignity, human rights, economies, and cultures of Indigenous Peoples (IPs). The project should engage in a process of free, prior, and informed consultation with IPs that should result in broad community support to the project by the affected Indigenous Peoples.</p> <p>There is no impact on the indigenous people (no impact due to project). However, it is responsibility of the project to communicate and disseminated the project related information to the indigenous people in the project areas. The project ensures that ensure that the IPs receive social and economic benefits that are culturally appropriate and gender and inter-generationally inclusive.</p>
Physical Cultural Resources OP/BP 4.11	The Bank seeks to assist countries to manage their physical cultural resources and to avoid or mitigate adverse impact of development projects on these resources. This policy is triggered for any project that requires an EA.
Involuntary Resettlement OP/BP 4.12	Key objectives of the World Bank's policy on involuntary land acquisition are to avoid or minimize involuntary resettlement where feasible, exploring all viable alternative project designs; assist displaced persons in improving their former living standards, income earning capacity, and production level, or at least in restoring them; encourage community participation in planning and implementing resettlement; and provide assistance to affected people regardless of the legality of land tenure. The policy covers not only physical relocation, but any loss of land or other assets resulting in relocation or loss of shelter; loss of assets or access to assets; loss of income sources or means of livelihood whether or not the affected people must move to another location. When the policy is triggered, a Resettlement Action Plan must be prepared. An abbreviated plan may be developed when less than 200 people are affected by the project. In situations, where all the precise impacts cannot be assessed during project preparation, provision is made for

World Bank OP	Objective & Brief Description
	preparing a Resettlement Policy Framework. The Resettlement Action Plan / Resettlement Policy Framework must ensure that all the Bank's policy provisions detailed in OP 4.12 are addressed particularly the payment of compensation for affected assets at their replacement cost

4 ENVIRONMENTAL AND SOCIAL SCREENING, SCOPING, IMPACT IDENTIFICATION, PREDICTION AND MANAGEMENT

4.1 Introduction

This chapter is on environmental and social impacts in terms of magnitude, extent and duration likely to occur during construction and operation phases. The issues are separated as beneficial and adverse environmental impacts, including direct, indirect, and induced impacts in the project influence area. The impacts will be related to activities to be carried out during construction of the project and the operation stage of the project. The operational phase impacts of the project will be associated with the activities carried out within the premises. In addition, closure and decommissioning phase impacts of the project are also highlighted. The impacts of the project during each of its life cycle stages (construction, operation and decommissioning) can be categorized into impacts on the biophysical environment, health and safety impacts and socio-economic impacts. The Environmental and Social Management Plan (ESMP) will have measures to avoid, minimize, mitigate, and compensate the adverse impacts and measures to enhance the beneficial impacts. Based on the Safeguard Policies OP/BP 4.01 and OP/BP 4.12 are triggered.

4.2 Zone of Influence of the Project

Direct Impact Zone of the project includes all the areas where activities related to the construction and operation will take place. The area within 10 m on either side from center line of road alignment along with tree clearance site, camp site, stockpiling site, disposal site and quarry site is referred as DIZ in the study. The area will have greater chances of impact upon human population, private land and resources and impacts on physical, biological as well as socio-economic and cultural environment

Indirect Impact area is the area where the construction and operation activities of the project experience minimal impacts. Indirect impact is fall within 15 meters from the edge of the RoW. In this area, physical, biological and socio-economic environment will experience minimal impacts. The zones within project affected municipality is considered as Indirect impact area.

4.3 Environmental and Social Screening Checklist

Table 4-1: Checklist for Environment Screening

SN	Particulars	Yes	No	Remarks
1	Is the site vulnerable to major natural or induced hazards such as landslides flooding storm surge, Severe wind damage, earthquakes, fire, explosion, others (specify)	Yes		Possibility of Earthquake and landslide. As Nepal lies risk to earthquake zone. Minor land slide found at chainage 2+800, 3+740 and 6+520 in road alignment and during widening further landslide may occur in unstable slope in hilly areas.
2	Is the project area adjacent to or within any of the following environmentally sensitive areas? Cultural heritage site historical religious traditional or cultural significance Protected areas national parks wildlife reserves hunting reserve conservation areas buffer zone etc. Wetland/Ramsar site/Simsar Forest Special areas for protecting biodiversity Breeding/ nesting ground of wildlife		No	The project doesn't lies in historical cultural site and Protected area, national parks

Commented [EMM26]: Please mention chainage of landslide area.

SN	Particulars	Yes	No	Remarks
	occurrence of migratory species Migration route Wildlife Corridor Any site of national or International Importance			
3	Likely impacts on trees including Timber and fruit bearing and vegetable cover	Yes		During survey 53 private trees including orange tree lies within edge of the existing road width in public use. These trees are of private ownership.
4	Possibility of degradation of land and ecosystem of surroundings	Yes		During upgrading of road the spoil generated from cutting road
5	Is the project area densely populated?		No	Village area, scattered settlement
6	Big Industries nearby and Type		No	Rural village area
7	Alteration of surface water hydrology of waterways due to the protect resulting in increased sediment in streams affected by increase soil erosion at construction site?	Yes		ESMP measures applicable
8	Chance of deterioration of surface water due to silt runoff and sanitary waste from worker base camps and chemicals used	Yes		ESMP measures applicable
9	Does the sub project requires significant extraction of surface or groundwater		No	
10	Increased risk of water pollution from Oil grease fuel spills and other materials		No	
11	Impact on water quality due to release of sewage sludge	Yes		During construction from camp
12	Possibility of flooding due to sewage		No	
13	Possibility of increased air pollution during construction and operation phase	Yes		ESMP measures applicable
14	Other pollution concerns relating to the inconveniences in living conditions that may trigger cases of Upper respiratory problems?	Yes		ESMP measures applicable
15	Risk and Vulnerabilities related to occupational health and safety due to physical chemical biological hazards during project construction and operation	Yes		No Biological hazards
16	Noise and vibration due to Civil works	Yes		ESMP measures applicable
17	Possibility of poor sanitation and solid waste disposal	Yes		ESMP measures applicable
18	Creation of temporary breeding habitats for diseases such as those transmitted by mosquitoes and rodents		No	
19	Accident risk associated with pre construction and operation phases	Yes		ESMP measures applicable
20	Large population influx during project construction and operation that causes increased burden on social infrastructure and services such as water supply and sanitation systems		No	About 100-200 nos of working personnel from other area shall come temporarily during the construction period of the project that will not cause significant burden on social infrastructure
21	Risks to community health and safety due to transport storage and use of construction materials such as gravel and sand and all other disposable Fuel and other chemicals	Yes		ESMP measures applicable.

Commented [NR27]: Some labour worker during construction from outside for temporary; Not clear please clarify. **Incorporated**

SN	Particulars	Yes	No	Remarks
	during construction and operation			
22	Interference with other utilities and blocking of access to resource utility and households with entrances in the ROW	Yes		
23	Generation of solid waste and /or hazardous waste during construction/operation of project?	Yes		ESMP measures applicable.
24	Conduct of medical health screening and testing to identify the presence of suspected covid-19 positive individuals among the construction workers in the workers' labor camps or among the community members that might infect the construction workers	Yes		ESMP measures applicable.

Table 4-2: Checklist for Social Screening

SN	Particulars	Details
1	Proposed Site Location	Putalibazar Municipality of ward 3 & 8, Pragatinagar-Bahakot-Namche Kalku Raod
1.1	Land Requirement for the Project	It is an up-gradation of existing road so no additional land is required.
1.2	Land ownership of the project area by the government or private Land	RoW land is in jurisdiction of Municipality and already in public use however, land parcels are still privately owned.
1.3	Does the project require acquisition of government land structures?	No
1.4	Present use of government land that will be used for the project activities with persons households using	No
1.5	Does the project require acquisition of private land and structure?	No; The upgrading work will be implemented within the existing road width in public use and therefore acquisition of private land and structure is not required. However, one non title holder private house at start chainage needs partial clearance. Further, the contractor will have only temporary acquisition of land for establishment of camps, workshops, parking lots and other facilities taking individual consent with the owner during construction phase.
1.6	Present use of government land that will be used for the project activities with persons households using for agriculture residential commercial and other purposes	The land will be used for the construction of the project only
1.7	Does the project require relocation of encroachers and squatters	No
1.8	Does the project require relocation of community facilities government establishment or any objects that are out of religious and cultural and historical significance	No
1.9	Proposed project located in an area where residents are a) All mainstream, b) Indigenous people, c) Majority mainstream are non-indigenous people, d) Majority indigenous people	All Mainstream residents are living there, indigenous people also living in these area .
2	Potential social impacts of the project	
2.1	Involuntary resettlement of people? (Physical displacement and economic displacement)	No
2.2	Impacts on the poor, women and children, indigenous people or other for vulnerable groups	No such impact on poor women and children, indigenous people, and/or

Commented [NR28]: Above you state that it is an upgradation of existing road so no additional land is required. Please clarify. If the report is talking about private land that is within the existing width of the road and is in public use then mention that these publicly used land will be transferred in the name of the municipality during construction phase.

		economic displacement.
2.3	Will Community facilities require relocation?	Yes, water supply pipes and five electric poles from the existing road section will be shifted to beneath the road edge of new road section
2.4	Will the sub project disturb any traditional activity on adjoining or nearby	No
2.5	Poor Sanitation and solid waste disposal in construction camps and work sites	No
2.6	Possible transmission of communicable diseases such as STI and HIV AIDS from workers to local population	No
2.7	Population influx during project construction and operation that causes increased burden on social infrastructure and services such as water supply and sanitation systems	No
2.8	Social conflicts relating to inconveniences in the living condition while the construction interferes with pre-existing roads	Yes, change in road morphology and disruption in the infrastructure like drinking water, sewer system will cause inconvenience
2.9	Describe any other impacts that have not been covered in the screening	Gender-based violence; road stability and management; impact on Water Supply System and Electricity Poles; impact on existing infrastructures
2.10	Describe alternatives if any to avoid or minimize displacement from private and public lands	No such displacement from private and public lands
2.11	RAP /ARAP requirement	Not required

Commented [NR29]: Above the report mentions that few (numbers not stated) electric poles will have to be relocated. Incorporated, Water supply pipes and five electric pole have to be relocated

4.4 Impact Summary

Table 4-3: Overall Impact Summary

Summary	Proposed Road
What are the main potential environment and social issues/ risks /impacts/ concerns and/or potential positive impacts	<p>As the road connect the ward no. 3, 8 & 9 of the Putalibazar municipality and also the Dulegauda of Tanahun district, the major positive aspects of road improvement project include easier transportation facility with shorter distance from Pragatinagar (Siddhartha Highway) to border of Syangja district at Kalku upto Dulegauda at Prithivi Highway, decreases travel time, decreases travel cost, increases employment opportunities, increases land value, and fostering the community-based tourism industry. The sub project component will most likely create the opportunities for local contractors and suppliers of the construction materials therefore stimulating income generation opportunities for local and employment for the low-skilled local workers. The subproject provides accessibility to schools, health post, ward offices, temples, and connection to other villages through village roads.</p> <p>The proposed road project shows limited adverse social impacts in comparison to the benefits. Problems likely to be created during the construction stage can be marginalized with the proper precaution and implementing the measures recommended in ESMP. However, one non title holder private house at start chainage needs partial clearance. The house is residential building with a small grocery shop on roadside shutter at ground floor. Detail assessment for the loss of structure was assessed jointly by civil engineer of DSC and municipality. The removal and compensation for the structure has been agreed by the municipality. The partial demolishing of structure shall be carried taking precaution measures like erecting and supporting the structural member by steel member as required.</p> <p>The environmental impacts will be air, water, and noise pollution; obstruction to drainage: issues of waste: issues related to health and safety (accidents): issues related to management of traffic: labour camp impacts: spoil disposal areas (specific impacts are also spelled out in impact section of report). Possible site-specific project foot prints like spoil disposal areas, camp sites, quarry sites, labour camps etc. is presented in the ESIA Report and if changed or added will be included during the preparation of Construction Environment and Social Management Plan (CESMP) by the contractor. The CESMP will be prepared by Contractor within 45 days of commencement of works and submit to the PIU for approval. The contractor will follow ESMP of ESIA and</p>

Summary	Proposed Road
	CESMP. Such site-specific details, likely impacts and mitigation measures could be used for compliance monitoring and reporting. The sub-project will clear 53 existing road site trees that include kukath, fruit and timber trees
Expected positive impacts/benefits to the local communities	As the Putalibazar market area is developed along the Siddhartha Highway road with densely built houses without parking space the improved economic access to the project areas will potentially make them more attractive for business and investments thus stimulating economic growth and employment opportunities. The proposed sub project will help to provide in easy road access, reduce travel time, provide travel and transportation cost saving, promote employment generation, provide easy access to social service facilities, promote market creation for local product, increase land values as beneficial impacts related with the road improvement project. Other positive impacts of this sub-project include socio-economic benefits, environmental benefits, disaster risk management, climate resilience.
Options Analysis	This is an existing road and upgrading works will be carried. The RoW is clear, minor issues can be mitigated and managed through proper mitigation measures outlined in the ESMP. As there is no other option of this road, an option analysis was not carried out. However, there are existing routes joining the junctions which can be used as an alternative route by the road users for period of time during the construction phase.

4.4.1. Impacts as per the National EIA Guidelines Numerical Scale

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

Table 4-4: Impacts Quantification

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

4.5 Adverse Impacts - Physical Environment (Pre-Construction and Construction Phases)

Land use change

The track of the road is opened in 2056 BS by local community in coordination with local body. As per the cadastral survey study total of 299 land parcel of 145 household ward 3 and ward 8 of Putalibazar Municipality will fall under the proposed road. The declared Right of Way (RoW) of proposed road is 15 meters (Refer Letter Cha. No. 3884 of Annex VII. However, the land parcel ownership of private land strips is yet to be transferred. The road construction works will be limited within the existing road width in public use and therefore land use change from the construction work is not expected. Temporary change in land use pattern from operation of labor camp, construction material storage yard is expected. Hence, impact from construction will be direct in nature, low in magnitude, site-specific in extent and short-term in duration. The indirect area of influence adjacent to RoW contains built structures and cultivated lands.

Landslide & soil erosion due to excavations works

The road passes along a Chiti kholsi, and some minor unstable slopes. No active landslide is present in the area. Some minor landslide/erosion seen at chainage 2+800, 3+740 and 6+520 chainages. During monsoon season, the soil erosion may high during construction as the proposed road is in hilly area. Retaining structures and bio engineering item like, palisade, brush layering, fascines and grass plantation quantity is also considered for enhancing the stability of such section for mitigation. Construction works

Commented [Rekha30]: So land will need to be acquired? Please clarify. There are contradicting statements in the report.

Commented [Pranav31]: Name of the kholsi?

should completely stop in monsoon season. The impact is direct in nature, moderate in magnitude, local in extent & short term in duration.

Quarrying material and operation

The upgrading of road will require boulders, sand and aggregates in activities like gravelling, construction of retaining walls and other structures. These construction materials will be brought from the established quarry sites at the Kotre Khola. The Contractor may also obtain required construction materials other than proposed quarry sites fulfilling the requirement of approval. The upgrading of road will require boulders, sand and aggregates in activities like gravelling, construction of retaining walls and other structures. These construction materials can be brought from the licensed quarry sites and from the legally operating crusher industries. So, the direct impact of quarries is not expected in this subproject.



Figure 4-1: Quarry Site for Construction Material at Kotre Khola

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.

Stockpiling area and construction material

For the upgrading of the road project; sand, stone and aggregates can be obtained from crusher industries. Likewise, reinforcement and cement can be obtained from Putalibazar and Pokhara whereas boulder, bricks sand soil are locally available materials. The construction materials need to be stockpiled on the barren land near to the project site during the construction period. The site is selected after the consultation with local including landowner and their approval to use the land. Prior consent with the landowner as well as with the local bodies have been obtained for the operation of stockpiling area. Consultation meeting minutes for the temporary acquisition of private land for the stockpiling has been attached in the Annex VII. Locals are informed about the construction works. The impact will be direct in nature, medium in magnitude, site-specific in extent and of short term in duration.

Possible location for stockpiling of construction material are at Ch:1+000, Ch:2+000, Ch:3+800 as shown in Figure 4-2.

Commented [Pranav32]: Please be consistent. Where is the quarry site? Is it Kotrekholra or Kaligandaki river? What is the distance of these from the construction site. We are already at the final stages of DPR so we should know the amount of the required quarrying material. Please include the amount in a table.

Also, please make sure that that the quarrying sites that will be chosen or proposed are legally operated and had required environmental clearance from the concerned authorities.

Commented [NR33]: During the visit it was recommended that quarry material from Kotre river would increase the cost and it was recommended that quarry material could be obtained from Aadhi Khola itself which flows through the municipality. As district/ municipality rate is taken for the rate analysis, lead doesn't matter. Also contractor can use the material from approved source if meets the project requirement. At present bulk qty. of suitable material is not available for extraction in the permitted location

Commented [Pranav34]: Where is this site? Please provide location and photograph

Commented [NR35]: Please provide tentative sites that has been identified.

Commented [Pranav36]: Yes, the land should be suitably selected. This is the final stage of ESIA and we should have the land identified by now



Figure 4-2: Construction material stockpiling area

Noise, air and water pollution

The main construction activities that cause air pollution are earthworks (excavation and dredging), asphalt plants operations etc. 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. The anticipated impacts on air will be direct in nature, low in magnitude, local in extent and of short-term in duration.

Noise impacts will be significant in the RoW and vicinity of the proposed subproject upgradation of road during construction periods due to increase of vehicular movements and operation of machinery equipment in the settlement area like Pragatinagar(Ch:0+000), Geudanda(Ch:3+000), Aahaldanda(Ch: 4+550), Kaliyathok(Ch: 5+700), Dandaswara (Ch:7+500). The anticipated impacts of noise will be direct in nature, low in magnitude, local in extent and of short-term in duration.

The contaminated soil, oil or bitumen from construction activities if disposed near to Chiti khlosi affects aquatic fauna and flora. 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 will be direct in nature, low in magnitude, local in extent and of short-term in duration.

Disposal of construction spoil in and near water bodies (Chiti kholsi) should be strictly prohibited. Such spoil should be disposed off at designated spoil sites mentioned in CESMP and approved by PIU and DSC and efforts should be made to minimize such waste as far as possible through reuse, reduction, and recycling concepts. Similarly, the contamination of water by the use of cement and bitumen should be avoided and strongly monitored by contractors, PIU and DSC.

Labour camps

The labour camp will be constructed in private land by taking agreement from landowners. Possible location (At Ch 2+070) has been identified for the camp construction (Table 4-5). The commitment agreement has also obtained from landowners and certified through municipality letter as presented in (Annex). The Contractor needs to arrange for sufficient water supplies and proper sanitation facilities for their labour force. Separate arrangements are necessary for work camp and labour camps. The anticipated

Commented [Pranav37]: Where? Are there settlements that will be impacted by this?

Commented [38]: Where? Please be site specific and provide the name of the settlements that will experience noise impacts

Commented [39]:

Commented [40]:

Commented [41]:

cost and specific conditions related to water pollution containment are included in the construction contract.

Table 4-5: Details of camp site

S.N	Location	Chainage	Area (Ha.)	Ownership	Remarks
1	Putalibazar Municipality ward	Ch 2+070	0.2	Private (AnantaR. Marasani)	

(Source: Field survey, 2023)

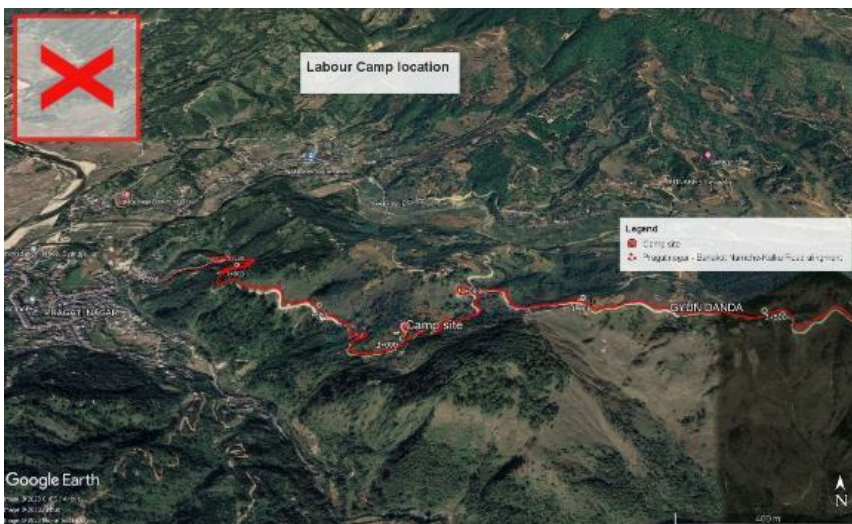


Figure 4-3: Google earth image showing camp Location

Solid waste generation from camps and Spoil disposal

About 1,35,000m³ quantities of solid waste will be generated as a result of clearances, excavations and the final construction of the selected road. Such waste will consist of surplus materials, surplus soil and excavated materials among others. About 10kg solid waste per day shall be generated from the labour camp during construction. Such solid waste materials can cause negative impacts to the environment through blockage of drainage systems and negative impacts on human and animal health.

Construction debris should be disposed at designated spoil site only, far away from water resources and efforts should be made to minimize such waste as far as possible through reuse, reduction, and recycling concepts. For spoil disposal three possible locations has been proposed in private land and two possible location at barren government land. The municipality certified through letter regarding the approval of use of government land and private land. The specific conditions for stockpiling of construction materials and debris management are included in the ESMP Table 6-1.

Table 4-6: Details of Spoil disposal site

S.N	Location	Chainage	Area (Ha.)	Ownership	Remarks
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Commented [42]:

1	Putalibazar municipality ward	0+440	0.12	Private(Ishwori prasad Upadhaya)	Ref. Annex VII
2	Putalibazar municipality ward	1+020	0.15	Public land	Ref. Annex VII
3	Putalibazar municipality ward	1+900	0.15	Private (Ananta R Marasini)	Ref. Annex VII
4	Putalibazar municipality ward	3+780	0.06	Private (Pitam Bdr Shahi)	Ref. Annex VII
5	Putalibazar municipality ward	7+080	0.16	Public land	Ref. Annex VII

Commented [43]:

(Source: Field visit, 2023)



Figure 4-4 : Google earth map showing Spoil disposal site

4.6 Adverse Impacts - Physical environment (Operation Phases)

Road stability and management

During the operation phase, heavily-loaded vehicles may frequently pass through this route to haul raw materials, which may result in the destabilization of the road. On top of that, natural erosion, inadequate or inappropriate drainage work, faulty construction may also damage the entire road alignment. The impact will be direct in nature, medium in magnitude, site specific in extent and of long term in duration.

Water pollution

The inappropriate driver practices connected with car/truck washing in Chiti Kholsi (Ch 0+100) which can cause local water pollution by leakage of fuel, lubricants and hydrocarbons can be hazardous to people, animals and crops. The impact will be indirect in nature, low in magnitude, site specific in extent and of long term in duration.

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4.7 Adverse Impacts - Biological environment (Pre-Construction and Construction Phases)

The project will have no direct impact on wild life, avian fauna, aquatic life and reptiles. The project alignment is neither habitat nor biological corridor of the wild animals. Even though, the alignment

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passes through the Basante community forest (CF) and government forest no losses of shrub and tree seemed from the forest. Total of 53nos. of trees shall be fallen down from Private ownership only and detail presented in Annex VIII. The compensation for the owner will be provided. So direct impact on the forest due to upgrading of the road have not anticipated but indirect impact on the forest and wildlife during construction phase may occur. Some Indirect impacts such as entry of labour force in forest for firewood and hunting of animals and forest fire may occur in road alignment. Noise and dust during construction might affect for nearby habitat of wild life and birds.

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4.8 Adverse Impacts- Socio-economic and Cultural (Pre-Construction and Construction phases)

Effect of Change in Land Use

Total of 299 land parcel of 145 household of ward 3 and ward 8 of Putalibazar Municipality will fall under the proposed road (Annex I). The land within the RoW is already in use by the public and under the municipality jurisdiction. However, the above mentioned land parcel ownership of private land strips is yet to be transferred. To expedite the project work, the project-affected community has conducted mass consultations with the project-affected landowners and local road users group of the project alignment in the months of August and September 2022. (Appendix IV).

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Commented [RS49]: If this is true then earlier statements will need to be revised.

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Loss of Standing Agricultural Crops due to Construction

There may be loss of standing agricultural crops in the edge of construction width during time of construction works. The project area is famous for orange farming. During construction of road the orange farmland of two landowners namely Ramji Paudel and Kul Prasad Marasani will be also damaged during construction of road, that lies in the edge of road, 53 different tree species including 20 orange trees will be damage during the construction of the road in the stretch of Ch:0+030-0+500, Ch:1+730 to 1+880 (Annex VIII). The approval and compensation cost for the total 53 nos. of tree @NRs.2000 per tree is NRs.1,06,000. Removal of tree will be carried out in co-ordination with the Municipality

Commented [NR51]: Does this mean that there will be additional land take? No, additional land will not be taken. Construction will be carried within RoW Private publicly used land

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Commented [NR53]: Please provide consultations in annex with private and fruit trees owners about what was agreed upon in terms of compensation of their trees. Incorporated, Provided consultation paper in Annex-VII

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Figure 4-5 : Orange farming nearby road alignment;CH:1+730 area

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Obstruction to Structures

The road alignment within the RoW throughout the entire length of project is varied to avoid the structures along the alignment. As noted below, there are only one structure that will need to be partially dismantled. Municipality assured that any other structure within the ROW if required dismantling, municipality will clear by compensating for the subproject.

Commented [56]:

Temporary Disturbances in House Owner's Mobility and Shop Consumer

There will be issue of access to some houses and business during the construction phase. This is very common in the road construction project in urban area. For a short period of time, the house owner may

have difficulties for the access and there will be temporary structure provided by the contractor or the house owner themselves making some arrangements like placing of plank on the house way at drain construction site for time being as a common practice for the road projects. Some temporary structures during the construction is provided for those houses.

Road Safety Concerns and Health and Sanitation in Community

During construction phase, increased number of construction vehicles will be plying the road therefore due to pressure and mismanagement accidents may likely occur. Hence, traffic management measures and information signboards need to be placed with the precautionary measures. The haphazard disposal of construction waste will adversely affect the sanitation environment in the area and this problem needs to be minimized through regulatory measures and public awareness. However, the road may pose some adverse impacts on the environment at the operational stage, such as increase in traffic accidents due to higher vehicles speed, which must be controlled by putting up speed limit signs and enforcing them. It is recommended that traffic signs are placed at appropriate locations for road safety purposes. The movement of trucks and other equipment in the project area during the works implementation will cause noise and dust if the works will be in dry weather. This noise and dust may also affect the businesses in the vicinity of the construction works.

Occupational Health and Safety

Because of the engineering and construction activities including minor excavations, concrete work, and sub-base, base, stone lying among others, construction workers will be exposed to risks of accidents and injuries. Such injuries can result from the hand tools and construction equipment and risk of vehicular accidents to local residents.

Social Disturbance / Risk of SEA/SH and HIV AIDs

The project construction may disturb the local population with interactions of non-local workers with residential communities. Girls and women trafficking may arise during the construction phase. Further, it may lead to GBV at household level and afterwards because the frequency of visitors or tourists may increase.

Limited access to elderly and differently-able

During the construction phase mobility is going to be very limited for elderly and differently-able people. Their daily routine might get affected. Warning signage of the construction work, temporary access as per need will be provided as far as possible. The people will be aware of the construction work and the alternate route will be provided.

Risk of Spreading of Diseases

This project may lead to an influx of workers in the area. Influx of labors usually attracts commercial sex workers into the town and that can lead to contractor workers and other personnel engage in risky sexual behavior that may lead to infections in HIV-AIDS or other sexually transmitted diseases. Other than sexually transmitted diseases (STD), in today's time the risk of the spreading of "corona" and its other variants are also the major concern for the community and eventually for all.

Child and forced labor

In conformance with Nepali law project will not employ under-aged workers. The Child Labor (Prohibition and Regulation) Act of 2000 establishes the minimum age for work at 14 and the minimum age for hazardous work at 16. The employer/contractor must ensure the age through citizenship certificates. Contractor will be strictly instructed to keep the record of the workers.

4.9 Adverse Impacts – Socio-economic and cultural (Operational Stage)

There are expected to be no adverse impacts on the local economy during the operational stage, and significant long-term benefits are expected to arise from the proposed sub-project. However, the market will be competitive and the urbanization and semi-urbanization effect may contribute to a higher cost of living. The scale and trend of plotting of agricultural land will increase and there are possibilities of converting the agriculture land into residential and commercial areas. Some industries that are located near the road may also have tendency to relocate to other places with the purpose of developing their properties as commercial areas.

4.10 Beneficial Impacts - Social-economic and cultural (Pre-Construction, Construction Phases)

4.10.1 Social beneficial impacts

The main benefits of the proposed road will be access of all weathered blacktopped urban standard road which will be the milestone project leading to economic prosperity and increase in economic and social sector.

Social Implications

After implementation of this project, people will have access all weather transportation facilities and improve their socio-economic condition. The subproject will support the community to enhance their access on health facilities in low cost, increase attendance of students and teachers in the school and also increase in communication to other people, support to the poor, Dalit and other marginalized people because of employment generation during construction period, Initiation income generating activities like e.g. small business, groceries shop, and commercial agriculture production and off farm activities, increase in land price by using the improved transportation facilities. It contributes for the minimization in transportation cost of all types of goods as well travel cost, time and assists to minimize living cost. It stimulates to farmers to increase agriculture production, livestock commodities etc as well as support for increased in accessibility of villagers to market centers and major cities of the province.

Employment, Skill enhancement of workers and staff, Income Increment

As many local people seek interest in doing work in the road project, the contractors can hire them for unskilled laborers. For skilled laborers, they need to give some training which may help the project in the long run to protect and repair the road on a regular basis.

The sub-project will generate skilled and unskilled employment opportunities throughout the project life cycle. Priority will be given on sourcing labor requirements locally, specific ward, municipality, and district. In cases that skilled workers are not locally unavailable, they will be recruited from other parts of country. Apart from income, locals will get gain experience and training and open door to opportunities everywhere, thereby increasing the quality of life. Undoubtedly, project impacts can be considered significant, positive, long term, and cumulative people lives changed for the better. The residual impact is the up-lift of the quality of life of the sub-project beneficiaries.

Easy Access to different facilities and Mobility

The road will provide proper access for the people for the facilities like hospital, school /college and other required services. The land value itself will grow after the construction of the road. The mobility will be comfortable for women, children and elderly. The school children, differently-able and elderly people will benefit from this road after completion.

Increase in Trade and Business

Business opportunities are created during the construction and operation of the road for products and services such as basic building materials, construction equipment, laundry, clothing, food services,

cleaning services, excavation, construction material supply, etc. Indirect economic impacts will also occur from increased demand for products and services due to the increased workforce in the area.

4.10.2 Beneficial Impacts – Social and cultural (Operation stage)

Improved Transportation Facilities

The rehabilitation and upgrading of the road will produce benefits through better access and mobility and effective transportation facility. The transportation of goods will make goods cheaper, particularly vegetables and livestock. Importantly, the journey will be more comfortable, the wear and tear of the vehicles will be less, and fuel and maintenance cost of the vehicles also will be less, which will lead to an increase in private savings.

Rise of Land Value

Road up gradation often leads to increased land values along the road corridor of the proposed road and its vicinity and subsequently enhances local peoples/farmers' capability for borrowing loans on collateral. High value lands are acceptable to banks and financial institutions to provide loans. This impact will be an indirect, high, significant, local and long-term in nature.

Enhancement of the Social Services

This sub-project will increase the availability of safe and quick access to social services, development of the economic center, and increase in economic levels, which will help to improve school education and promote higher education outside the sub-project area. Similarly, local people may spend more on health care, sanitary facilities, education facilities and other social services.

5 SEXUAL EXPLOITATION AND ABUSE (SEA)/SEXUAL HARASSMENT (SH) PREVENTION AND RESPONSE ACTION PLAN

5.1 GBV/SEA/SH - National Scenario

The current status of gender inequality and gender-based violence (GBV) in Nepal reveals the serious need to mainstream gender sensitivity and GBV risk mitigation measures, and more specifically, sexual exploitation and abuse, and sexual harassment (SEA/SH) risk mitigation measures at all organization levels and in all phases of project cycles. In Nepal, SEA/SH is prevalent due to unequal gender relations and discrimination towards women in both the public and private sphere. It has direct implications on the reproductive health status of women and on the physical, emotional, and mental health of their children.

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 Prevention and Response 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. But in the project area SEA/SH issue have not been recorded. According to District Police Office and Municipality Social section no any case has been registered in project area (Annex VII ,Municipality Letter).

5.2 SEA/SH Risk Mitigation Action Plan Principal and Approach

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

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

5.3 SEA/SH Risk Mitigation Action Plan

As noted above, the subproject will draw on the SEA/SH Risk Mitigation Action Plan developed for NUGIP, which is included in the NUGIP ESMF.

Objective	Indicator	Subproject measures	Timeline	Responsibility	Cost (NPR)
Include the assessment of SEA/SH risks (as low SEA/SH risk) as part of the social/gender	Low SEA/SH risks highlighted and preliminary mitigation measures identified	Consultations have been conducted and identified SEA/SH risks in project areas identified and include the main measure agreed to with the local administrative office	Construction Phase (as part of ESIA)	Local Body /PIU	Included in ESIA cost

assessment in project's Environmental and Social Impact Assessment (ESIA)	Mapping completed of available, quality services in the project affected area	Map out SEA/SH prevention and response services in project area of influence – reference to be made from the service mapping that already exists at the national level			
Reflect SEA/SH risks, and measures to address them, in ESMP and contractor ESMP including the costs	SEA/SH risk Mitigation Action Plan included in the ESMP Procurement for SEA/SH-related activities and costs outlined in the contract	SEA/SH risk Mitigation Action Plan provided and SEA/SH related costs are included in the ESMP and contract documents to mitigate risks	Year 1 (during preparation of ESMP)	Putalibazar municipality (local body) /PIU	SEA/SH costing is included in ESMP
Incorporate SEA/SH related information and measures into plans for stakeholder engagement	Number of awareness and consultations held	The plans for stakeholder engagements during the subproject implementation include awareness raising activities (specialized service providers/contractors/NGOs identified and hired under contract) and awareness and consultations carried out. This plan will be implemented during the project construction.	During preparation of ESMP, beginning of construction, and during construction	Local Body /PIU	ESIA covers stakeholder consultation costs; construction phase stakeholder engagements costs should be inbuilt into overall budget
Formulate and adopt code of conduct (CoC) including sections on safety of women and girls	CoC developed, included in all contracts, and staff, consultants, contractors trained.	Developed CoC should be included in all contracts and also in the PIM. Training on the CoC should be provided to all.	Prior to contractor mobilization and during project period.	Local Body /PIU / Contractor	The awareness and orientation program cost to be inbuilt in PIU and at individual contractor level in BoQ
Assigning a focal point for SEA/SH related issues (this may be the Social Specialist or social focal	Assignment of focal point for SEA/SH related issues Measure effectiveness of the	Social specialist/any designated focal person will be assigned to oversight this responsibility. Coordinate, report to and work closely with the NUGIP gender specialist on the implementation	Year 1	Local Body /PIU	Included in Project Cost

point for the project)	SEA/SH Action plan	and monitoring of SEA/SH action plan			
Project Construction					
Codes of Conduct signed and understood	Number of people officially oriented and trained	Ensure CoCs are clearly understood, signed and behaviourally applied to the job site Disseminate CoCs (including visual illustrations) and discuss with employees and surrounding communities.	During subproject implementation	Contractor, PIU	Built into overall project cost
Awareness on SEA/SH	Number of participants and the awareness materials and the resources on project area	Awareness to the woman, children. school students Community based-awareness program School based awareness program The project should work with women's groups to support the awareness programs.	During subproject implementation	PIU, Contractor, Ward office, CBO/NGOs working in area	12 trainings covering all the schools, CBOs, women's group @Rs 50000.00 per training Total NRs 600000.00
Process in the Grievance redress Mechanism for referring SEA/SH related grievances	Availability of an effective SEA/SH mechanism within the project GRM to manage and refer complaints relating to SEA/SH (also called 'anti-harassment cell') Identifying the focal person under subproject to train about SEA/SH Number of GRM members trained. Inclusive GRM system in place. Number of SEA/SH issues which have	Awareness raising on the availability or provision of SEA/SH grievance process Training provided to assigned focal person of receiving and referring SEA/SH related grievances Undertake stakeholder engagements as outlined in the ESMP and conduct community awareness raising about SEA/SH risk mitigation measures, taking support from local women's groups, for example, CoC, GRM, how to report and provide multiple entry-points Maintain proper documentation for complaint registration and management	During subproject implementation	Social specialist/designated focal person to oversight gender related issues of the Project	Built into overall project cost and SEA/SH awareness raising outlined above

	been referred to GBV Services Providers				
Implement appropriate subproject-level activities to reduce SEA/SH risks prior to civil works commencing	Documentation of measures taken to reduce SEA/SH risks.	<p>Have separate, safe and easily accessible facilities for women and men working on the site.</p> <p>Establish locker rooms/secured rooms and/or latrines for workers and project staff, well-lit areas and include the ability to lock them from inside.</p> <p>Visibly display signs around the project site (if applicable) that signal to workers and the community SEA/SH is prohibited.</p> <p>As appropriate, public spaces around the subproject grounds should be well-lit.</p>	During subproject implementation	PIU, Gender Specialist of the project.	Included in Project Cost
Subproject Monitoring					
Report in the quarterly progress report and review during Implementation Status Review (ISR) missions	Successful implementation of agreed SEA/SH action Plan (Y/N)	Reports SEA/SH-related issues in the quarterly progress report review during ISR missions	Project period	PCO, PIU, Gender specialist	

6 ENVIRONMENT AND SOCIAL MANAGEMENT PLAN

6.1 Background

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

6.2 Implementation of Environmental and Social Management Plans

The mitigation measures will be integrated into project design and the agreements/contract documents. The project bid documents will include the implementation and reporting of the ESMP and contractor must follow it. The impact of the construction on the environment will be kept to a minimum and appropriate measures as brought out to in the ESMP are taken to mitigate any adverse effects during the construction. The Environment, Health, and Safety requirements of the construction contractor will be clearly spelled out in the contract document and the necessary cost will be included in the BOQ. The contractor is required to submit the Construction Environment and Social Management Plan along with Contractor's Environment, Health, and Safety Management Plan within 45 days of the commencement of the work. The client/consultant will review the Contractors C-ESMP and EHS plans and provide approval along with necessary improvements. The regular monitoring will be followed by the PIU/Environmental and Social Monitoring team of DSC. It is in this context, the construction contractor is required to provide 1) a sound working environment to all employees involved in the design and construction of road as per national legislations, standards, and guidelines. 2) Must ensure HSE objectives are met during the entire construction, 3) Prepare and submit C-ESMP plan during construction period of the project. The C-ESMP should include; policy statement, roles and responsibilities, site regulations, risk management and hazard identifications, HSE trainings, PPE, Inspection and auditing, site security, medical care and first aid, 4) The contractor must ensure Environmental Management and Mitigations addressing ESMP and mitigation management.

As all the ESMP costs and activities are included in the BoQ, the budgetary activities lie within the contractor's responsibility. The DSC within the PIU, Project Management Support Team and Municipality are also responsible for the implementation of the mitigation activities and their monitoring. The public awareness campaign will be done through municipality and oversight by UDST.

6.3 Adverse impacts mitigation measures

Table 6-1: Adverse impacts mitigation measures

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
Physical (Construction Phase)				
	Impact on property from vibrations due to the use of heavy machinery and other construction activities	<ul style="list-style-type: none"> Establish photographic and video graphic evidences of structures and properties in and alongside RoW. Awareness raising, information and dissemination about GRM Cracks caused by vibration due to construction activities need to be monitored closely in the location Ch: 5+740- 1 private structures, Ch: 5+790- 1 private structures (most of the structures situated close to the proposed road alignment are made up of stone and mud mortar with cement plaster). 	Contractor/ Municipality/DSC	Included in BoQ. Item No. 1.7&10.3
	Obstruction due to electric poles in the ROW	<ul style="list-style-type: none"> Obtain all necessary permits for dismantling and relocation of electric poles from NEA and provide a copy to the Contractor. Relocate the electric poles along the alignment in coordination with the Nepal Electricity Authority. The process should be completed prior the beginning of the road construction 	Municipality/DSC and Contractor in coordination with NEA	Included in BoQ. Item No. 2.5 & 10.1
	Impact upon other infrastructures such as water supply pipelines and water storage tanks situated close to the ROW or construction width.	<ul style="list-style-type: none"> The relocation of water pipe will be done by project Off hour time need to utilize for relocating pipe coordinating with all the stakeholder prior the start of work. Water supply through water tanker shall be the alternative means of drinking water for the disrupted period of water pipe The water tank and reservoir along the road alignments will be protected 	Municipality/Contractor	Included in BoQ. Item No.10.1
	Loss of Top Soil	<ul style="list-style-type: none"> Topsoil will be stockpile in designated location and used for plantation in road side, bio-engineering works and site restoration (camps, quarry and borrow pit). 	Contractor	Included in BoQ. Item No. 2.1
	Landslide area	<ul style="list-style-type: none"> Gabion structure as well as bioengineering works will be carried out at chainage 2+800, 3+740 and 6+520. Construction works during monsoon season will be stopped. 	Contractor	Included in BoQ. Item No. 7.6 & 9
	Protection of water courses crossing the road and alongside the ROW	<ul style="list-style-type: none"> Construct silt traps and ripraps to maintain the river channels. Dredge the river bottom to ensure free flow of the water 	Contractor	Included in BoQ. Item No. 9.8

Commented [NR57]: Telephone poles have been mentioned here only. Nothing on the screening report. Incorporated, **No Telephone pole**

Commented [NR58]: Please make sure that this issue is well coordinated with NEA. For these poles are providing electricity to the households and during relocation these households will not get access to electricity. Bearing this in mind it is imperative that the households and NEA have been consulted in this matter. Incorporated, NEA Letter attached in Annex-VII. Also relocation work can be carried with minimal hour cutoff of electricity and the day time supply cutoff will not disturb much to the consumers

Commented [NR59]: Also provide alternative means of drinking water during relocation. This should be itemized. Incorporated, Letter attached. As the relocating pipe is on the surface, relocating work will not disturb the water supply fulfillment. Off hour time will be utilized for relocation work. Also water supply through water tanker will be the alternative source if required

Quarrying Material and Operation		<ul style="list-style-type: none"> ▪ Obtain approval from concern authorities of government quarrying site at Kotre Khola. The contractor will use the government-approved quarrying sites as far as possible. During the operation of quarry and borrow pit coordination will be done with local government. ▪ Prepare a Contractor Environment and social management Plan 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. ▪ Restore the site as per restoration plan maintaining natural contours and re-vegetation after use. ▪ 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. 	Municipality/DSC, Municipality instructs the quarry operators to reinstate the established quarry sites as per agreed norms during environment clearance	Included in BoQ. Item No. 1.2
Road safety, Drainage etc		<ul style="list-style-type: none"> ▪ Cross-Roads: Junction improvement of 10m at major branch crossing will be developed under this project. ▪ Installation of Road markings at all major as well as minor intersections. Road Signs and Markings Road Markings has been provided as per Traffic Sign and Marking manual as per DPR ▪ Retaining/ Breast wall: Stone Masonry Retaining wall has been provided along the alignment where s required ▪ Guard Rails and Safety Barriers: Guard Rails and safety barriers must be provided in places where serious damage to vehicle and people may occur when an out-of-control vehicle may leave the roadway or hit other objects. 	Contractor	Included in BoQ. Item No.3, 5, 6,7.3&7.5

Issues of stockpiling	<ul style="list-style-type: none"> ▪ Stockpiling of construction materials will be carried out only at the locations specified such as at Ch 1+000, Ch 2+000 and Ch 3+800. ▪ Stockpiling area will be barricaded during the time of construction. Safety and traffic signage boards will be in place to maintain safety during the construction. ▪ Stockpile area is located away from any water courses; more than 50m far from schools, hospitals and public standpipes; and will not affect locals and their properties. ▪ 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. ▪ The places used for the stockpiling of construction materials will be cleaned promptly after the completion of the project. The area will be reinstated to their earlier condition after landscaping, maintaining natural drainage condition, promoting greenery and planting shrubs and covering vegetation substantially. ▪ Such area could be leased or rented based on price not lower than the prevailing market price. 	Contractor	This will be the part of Contractor's Responsibility under Contractor Cost. This will be included in CESMP
Spoil Disposal	<ul style="list-style-type: none"> ▪ Disposal of spoil will be carried out only at the designated disposal area as presented in the table 4.6 and figure 4-4. ▪ Disposal area will be rehabilitated after the completion of the disposal. ▪ Rehabilitation measures will comprise; slope stabilization, bio-engineering, construction of toe retaining structures as far as applicable. ▪ The contractor will avoid haphazard disposal of spoil along the natural drainages, avoid disposal along the cultivated land, avoid disposal affecting public and private structures. 	Contractor	This will be the part of Contractor's Responsibility under Contractor Cost. Will be included in CESMP

Construction Safety	<ul style="list-style-type: none"> ▪ Reinforced Cement Concrete covered drain must be provided throughout the alignment in integration with footpath. ▪ Storm water collected should be disposed through the nearest culvert sections. ▪ The contractor will assign a safety officer and the PIU's safeguard specialist will monitor the implementation of the OHS measures. ▪ Adequate lighting and safety signal devices be installed for work safety. ▪ Adequate warning signs, safety barriers, traffic calming measures and persons with flags to control traffic will be provided for work safety. ▪ Protective clothing including helmets, masks, boots, gloves, ear plugs and goggles should be provided for workers safety. ▪ At every work place, a readily available first aid unit including an adequate supply of dressing materials will be provided. ▪ Maintain health care system at construction camps including regular visits by trained medical staff for routine checkup of workers and avoidance of communicable disease. ▪ Temporary diversions will be provided wherever necessary, with proper drainage facilities. ▪ Electrical Equipment will be checked and certified regularly. ▪ Provide and install all road signs as per design. ▪ Impart road safety education to all community, schools, clubs and drivers of construction vehicles. ▪ Hazards will be identified, and workers will correctly wear PPE, will properly use safety equipment, and will follow work safety arrangements. Safety signs and information will be provided and the work space will be barricaded to prevent unauthorized entry. Workers and people at the construction site will be provided with proper training, and to help ensure that workers are trained on what to do in the event that an accident occurs on site. 		Included in BoQItem No. 1.2,3,1.8
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 	DSC and Contractor	Included in BOQ 1.6, 11

Air/Dust Management	<ul style="list-style-type: none"> ▪ Road construction area shall be maintained damp by periodical spray of water. ▪ Delivery vehicles will be covered. ▪ Mixing equipment will be well sealed and equipped as per existing standards. ▪ All construction vehicles should comply with Motor Vehicles and Transportation Management Act as amended – mandatory Green Sticker. ▪ Provide temporary hoardings where required to minimize dust impact on locations of temples at Ch:(0+400,3+380, health posts near 7+020 and schools at Ch:(3+000, 5+200,7+020). ▪ Provision of speed control measures in settlement and working areas to limit traffic speed. ▪ Dust emission and air pollution due to construction activities and operation of heavy equipment and 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 three times (ie.pre/mid/post construction)during construction. Conforming NAAQS of Nepal. 	Contractor/PIU/DSC	5,00000.
Noise, vibration	<ul style="list-style-type: none"> ▪ Ensure plant and equipment used for construction conforms to best practices. ▪ Vehicles and equipment used will be fitted with silencer and maintained to keep noise at minimum levels. Regular servicing of vehicle done compulsory. ▪ Sensitive locations like schools at Ch: 3+000, 5+200, 7+020 health post, ward office near Ch:7+020etc. will be avoided while placing the noise generating equipment. ▪ Cracks caused by vibration due to construction activities need to be monitored closely at location Ch:5+740(Kitchen built with mud and stone ie. kachhi), Ch:5+790 (Kachhi house already damaged due to earthquake). ▪ Work will be restricted to day hours (not in night time) specifically at urban and sensitive locations. ▪ Select equipment and machinery with lower sound power levels for the use ▪ Restrict activities with significant noise impacts to outside school ▪ Activities involving heavy machinery with significant noise impacts should be restricted to outside school hours. ▪ Noise levels (1 hrLeq dB(A)) levels will be monitored regularly. Conforming WHO standards. 	Contractor/DSC	2,00000

Commented [60]:

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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 test (EC, PH, DO, TSS, Oil and Grease)three times (ie.pre/ mid/post construction) of Chiti Khlosi at ch 0+150 and drinking water of project affected village. 		250000
Siltation and contamination of rivers	<ul style="list-style-type: none"> ▪ Protect disposal of excavated spoils and debris in to water bodies ▪ All chemicals and oil will be stored away from water and concreted platform with catchments pits for spills collection 	Contractor	Included in BOQItem No. 1.2,2.4,5.1
Hydrology and drainage-risk of increasing sedimentation and siltation of waterways during construction phase	<ul style="list-style-type: none"> ▪ Existing natural drainage system, including irrigation channels will not be disturbed. As per DPR, cross drainage and structures will be provided in each perennial and seasonal streams and rivulets. As suggested in DPR, adequate cross drainage structures will be provided to facilitate natural flow of water across road embankment. 	Contractor	Included in BOQItem No. 3& 8
Obstruction of access to structures	<ul style="list-style-type: none"> ▪ Proper engineering measures to provide access to structures as per DPR, including the provision of constructing steps where required as per site condition 	Contractor	Cost is included in BOQ Item No. 7
Labour Camp Location and Management	<ul style="list-style-type: none"> ▪ Locate, peg and seek approval from DSC for labor camp sites. ▪ Camps shall not be located near settlements; near water supply intakes; or sites that affect the access by local people to drinking water. ▪ Install sanitary facilities for workers to avoid open defecation by construction of temporary toilet. ▪ Camp shall not be in the vicinity of landslide and flood plains. ▪ Provide and maintain proper drinking water, sewerage and waste disposal facilities at the camps. ▪ Ensure no wood is burnt by any worker on or off site. Camps shall be provided free of cost, with electricity and regulator & adequate fuel supplies of LPG or Kerosene or electricity for cooking. ▪ After use, sites shall be cleared and restored to near natural or stable conditions with vegetative cover. 	Contractor	Included in Contractor's Cost

SEA/SH related risks	<ul style="list-style-type: none"> ▪ Have separate, safe and easily accessible facilities for women and men working on site ▪ Establish locker rooms/secured rooms/or latrines for workers, well-lit and include ability to lock from inside ▪ Display signs around workplace on prohibition of SEA/SH 	people	Include in BoQ Item No. 10.2
Physical-Operation			
Road Stability and Drainage Management	<ul style="list-style-type: none"> ▪ Road side tree plantation, construction of gabion wall and drainage system to mitigate possible inundation in the settlements along the project alignment, Ensure proper compaction as per design 	Contractor/Municipality	Include in BoQ Item No. 3,8 & 9
Air pollution	<ul style="list-style-type: none"> ▪ There should be a consensus between municipality, District Transportation Office, Transportation Entrepreneur, and the local people regarding the operation of conditioned vehicles 	DTO, transportation entrepreneur, local people	
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	
Climate change and Disaster Risk	<ul style="list-style-type: none"> ▪ Nepal lies in Seismic zone-V, hence all the design will be based on IS 1893 to withstand the earthquake. The road is provided with safety features, which likely reduce the chance of accidents in the road alignment. The road assets shall be designed to withstand seismic forces as per IS 1893. ▪ The project has also proposed tree plantation in road side areas. This helps in creating a comfortable microclimate, thereby reducing the temperature of the project area by some degrees. The cost of plantation has been included in the cost estimate. ▪ No alteration to the existing drainage channels (natural or artificial) will be done with the thought that they have been well adapted to the existing conditions over a long period of time. ▪ Entire process from project selection up to the project design and implementation prioritize wider settlements along with the social and health institutions like schools, hospitals, health posts and so on. These public institutions are very helpful during disaster to use as temporary shelters as well as centers for rescue and rehabilitation. The projects will incorporate various safety measures that also include signboards, information boards, caution sign, barricades to disaster prone areas and accident-prone areas within construction areas. This is also an attempt to incorporate disaster mitigation in the project. 	PCO/PIU/Municipality	Project Construction Cost

Landslide and soil erosion	<ul style="list-style-type: none"> ▪ Due to surface runoff and presence of natural streams which are fed by rain. A considerable risk (medium to high) is anticipated for surface soil erosion and landslide ▪ Construction of retaining wall, gabion wall and application of bio-engineering as per requirement. ▪ Construction of road works is completely stopped during monsoon season to minimize the landslide and soil erosion. section of road is vulnerable to minor landslide. 	Design by DSC, construction phase by the contractor and operation phase by municipality	Include in BoQ Item No. 2,2, 7,9
Road Safety	<ul style="list-style-type: none"> ▪ Road safety components such as rumble strips, visibility improvement at intersections and branch roads, pedestrian crossings and installing proper signs, traffic signs and signals has been incorporated and recommended. Pedestrian crossings (zebra crossing) are proposed in intersections, major junctions, and branch roads and even in road alignment with major places such as schools and commercial establishments in order to cross the road safely across the flow of vehicular traffic. ▪ The objective of the Road Safety Interventions is to assess it for potential shortfalls in safety and recommend corrective strategies to eliminate/reduce risks of crashes. Various road safety interventions are proposed to make the road safer and reduce traffic accidents. ▪ Improvement of intersections, traffic signs installation and improving visibility ▪ Proper Traffic signs and signals and road markings throughout the alignment. ▪ Provision of guard rails, street lights, bollard lights, rumble strips, pedestrian crossings, covered drain throughout the alignment ▪ Provision of separate cycle lane and footpath ▪ Use of Reflective Pavement Marker (RPM) for lane marking and delineation for night-time visibility. Delineators and Object Markers ▪ Roadway delineators are intended to mark the edges of the roadway to guide drivers on the alignment ahead. Object markers are used to indicate hazards and obstructions within the vehicle flow path, for example, channelizing islands close to the intersections. 	DSC and Contractor during construction phase, Operation phase monitoring and compliance by the municipality or concerned entity	Include in BoQ Item No. 4,5,6
Biological-Construction			

Vegetation clearing	<ul style="list-style-type: none"> As no additional tree should be cut down from forest, no compensatory plantation is required. But roadside plantation will be carried out as bioengineering and greenery on road side. Uses of firewood in camp for cooking will be Prohibited LPG gas, kerosene, electricity will be used in labour camp for cooking and other heating purposes. <p><u>Conservation of Chautaras and Significant Trees</u></p> <p>Three Chautaras at Ch 0+810, Ch 3+405 and 3+870 found along the roadside chainages remained protected. If any additional protection required will be done during construction of structures at the site. Traffic sign post will be provided where required.</p>	PIU/Municipality /DCS.	Include in BoQ Item No. 2.1, 2.6,2.7
Biological-Operation Stage			
Impact on Vegetation	<ul style="list-style-type: none"> Encouraging local people for protection of roadside plantation carried out during construction. 	Municipality	
Social- Construction Stage			
Loss of Land or property, If applicable and trigger then	<ul style="list-style-type: none"> As per design 1 nos. structure is effected and municipality will provide compensation to the house owner in replacement value If any new structure found, RAP shall be prepared and compensation for loss of property shall be as per the RAP 	Municipality	Property- NRs.72971.40 & business loss NRs. 76500
Loss of 53 private trees	<ul style="list-style-type: none"> Compensation will be provided to private tree owner as per RPF 	Municipality	106000
Health and Sanitation	<ul style="list-style-type: none"> Proper awareness of using latrines, construction of latrine for worker, Piyus (a chlorine solution) will be provided to workers to purify drinking water. Provide proper PPE to worker during construction. 	Contractor	Included in BoQ Item No. 1.2
Child labor and forced labor	<ul style="list-style-type: none"> No child (below 16 years) and forced labor will be employed in project. 	Contractor	No cost Requires
Occupational Health and Safety	<ul style="list-style-type: none"> Provision of PPE that also includes the protection against COVID pandemic like use of mask, gloves, and distance maintaining wherever possible Provision of insurance to cover physical damage to workers. Induction and refresher training to the workers will also be provided with insurance to cover physical damage to workers. Basic First aid 	Contractor	Included in BoQ. Item No. 1.2, 1.8

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- Commented [NR63]:** Private land loss for two households will also be affected. Shouldn't compensation be provided for land as well? Loss assessment made. Land donation is voluntary. Consultation and agreed paper attached in Annex-VII. Structure of CH:5+740 & 5+790 remained uneffected as the road width for the section is restricted to available existing roadwidth of 6m & 4.5m respectively.
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Traffic and Transport Management	<ul style="list-style-type: none"> ▪ Mobilization of equipment of materials will occur at night (between 6 PM - 9 AM) ▪ A detailed Traffic and Transportation Plan is to be contained in the Contractor Document ▪ 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. ▪ Conducting the road safety audit during construction and prior to opening for public ▪ Bus bays are one of the most crucial factors to be considered in market areas as well as settlement areas. ▪ Provision of alternative routes to ease the congestion and built up of traffic 	Contractor will submit the Traffic and Transportation Plan and approved by the PIU for effective monitoring	
Community Health, Safety and Security	<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 ▪ Display appropriate signage for use during construction and implementation of the project to enhance awareness creation on the potential hazards of the project 	Contractor/ Public awareness campaign by the municipality	will be the part of Contractor's Responsibility Included in the BoQItem No. 1.2
Limited Access for elderly and Differently-able People	<ul style="list-style-type: none"> ▪ Diversions and proper crossings will be available for elderly and differently-able people in the construction phase to ensure their mobility is not impacted during construction. Elderly people should have access to socialize and meeting people and family to nurture their mental need/health. 	Municipality/ DSC Contractor (engineer must ensure this in design)	will be the part of Contractor's Responsibility under Contractor Cost
Working conditions and management of worker relationship	<ul style="list-style-type: none"> ▪ The contractor shall provide reasonable working conditions and terms of employment, and in conformance to working conditions established by National law. During construction, temporary accommodations will be constructed by the contractor and will comply with national and international standards for quality, security, safety, and professional competency. 	Contractor in support of NGOs	Contractor responsibility
HIV-AIDS and COVID Management	<ul style="list-style-type: none"> ▪ Awareness creation and sensitization to workers and other persons post-project to reduce or eliminate chances of infections of HIV-AIDS and other sexually transmitted diseases ▪ Distribute HIV & AIDS awareness materials in collaboration local health related agencies ▪ Ensure protective measures for COVID is followed, prepare and follow SOPs by all workers and staff for COVID (social distancing, immunization, hand washing, using sanitizer, masks etc) including the community health and safety awareness and management 	DSC, Contractor in support of Municipality/NGOs	Included in BoQ Item No. 10.2

Commented [NR67]: Will there be provision of ramps where needed? Ramp not required as the road profile is designed to cope with the site condition

	Impacts on Communities, disease, cultural drain on local resource, etc.	<ul style="list-style-type: none"> ▪ Conduct local cultural awareness orientation training for workforce. ▪ Implement Public Health Awareness Raising Plan to address communicable diseases prevention, hygiene and sanitation, safe sex practices and other community Health issues ▪ Impact Monitoring of Local resources, address gap, and problem as needed 	Contractor in support of Municipality	will be the part of Contractor's Responsibility under Contractor Cost
	Grievance Redressal	<ul style="list-style-type: none"> ▪ Employ a grievance redress mechanism incorporating a negotiation and/or mediation team or party 	DSC day to day compliance by the contractor	Included in BoQ Item No. 10.3
	GBV, SEA/SH risks	<ul style="list-style-type: none"> ▪ SEA/SH awareness raising activities, trainings and stakeholder engagements such as: <ul style="list-style-type: none"> • Community based-awareness program • School based awareness program • Awareness program for women and against the gender-based violence ▪ 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) 	Project Office DSC, Project Contractor, municipality, NGO/CBO/Local people, Contractor	Included in BoQ Item No. 10.2
Social Operation Stage				
	Encroachment of ROW	<ul style="list-style-type: none"> ▪ The municipality will work with wards and local bazaar committees/groups to discourage encroachment into the RoW. 	Municipality	Cost will be borne by municipality
	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

	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 hrLeq dB(A). Conforming WHO standards. 		Municipality will be responsible during operation stage.
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*The DSC team will responsible for monitoring the above mentioned construction phase works

6.4 Impact and Compliance Monitoring

Impact monitoring involves the monitoring of environmental and social changes and estimates inherent variation within the environment, identifies long term trends in the natural system, and derives conclusions by making comparison against a standard or target. Compliance monitoring is carried out to understand the implementation status of environmental and social requirements as documented in the ESMP and is shown below.

Municipalities will report on the implementation of the ESMP(s) and on the status of compliance with the instruments on a regular basis as part of the trimester progress report (to the DUDBC). Information shall include: 1) measures taken in furtherance of the safeguard instrument, ii) conditions, if any, which interfere or threaten to interfere with the smooth implementation of the safeguard instruments; iii) any feedback under the GRM of the ESMF, and iv) remedial measures taken or required to be taken to address such conditions.

Table 6-2: Selected monitoring indicators

Monitoring Sector	Parameters selected
Slope, stream protection	Effectiveness of slope protection, stream protection works
Socio-economic development in road alignment and ZoI	Number of employment opportunities created Number of workers received training on enhancement of technical skills Change in transportation costs and time Number and type of enterprises, cottage industries established Change in status of basic services and utilities in the ZoI for e.g. education institutions, access to health infrastructures, water supply, energy status, trade and commerce ventures, shift in livelihood strategies among the populace from the ZoI Condition of affected infrastructures (if any) Occupational health and safety measures provided to workers Increase in number of people receiving social service facilities (school, health post) Increase in land value No. of accidents related to road State of settlement condition (no. of houses, shops, sanitation condition) Number and status of porter's livelihood

6.5 Monitoring activities and methods

Table 6-3: identifies the specific compliance monitoring activities. Phase-wise/chronological details are provided for the methods, schedules, responsible implementing agency and the responsible monitoring agency. Compliance monitoring refers primarily to the pre-construction and construction stage of the project. The following government standards will be taken as reference for monitoring.

Table 6-3: Impacts and monitoring of the project

Parameters	Verifiable Indicators	Verification methods	Monitoring locations	Schedule	Monitor agency	Cost
Change in Land Use	Changing Agricultural land, forest land, settlement area and barren land	Site observation, photos, discussion with communities	DIZ, IIZ and project affected wards	Continuous / construction (Yearly)	DSC	Included in DSC Contract
Quarrying of Construction Materials	Initiated erosion, changes in river regime, erosion by river systems, degradation of vegetation, water logging, waterborne diseases	Site observation, photos Records from local health centres	Quarry site areas	construction (Quarterly)	DSC	Included in DSC Contract
Noise and dust pollution	Total Suspended Solid, Particulates, noise level	Visual inspection, measurement, and comparing baseline data,	construction sites and at sensitive spots	construction / operation (Quarterly)	DSC	Included in DSC Contract
Use of bitumen storage, heating, spreading	Contamination of bitumen near water sources, land contamination	Visual inspection, measurement, comparison with baseline data,	construction sites	construction (Quarterly)	DSC	Included in DSC Contract
Road safety measures	Speed controls, traffic signboards, ROW encroachment, Footpath	Observation, photos and interaction with local peoples	ROW	Yearly throughout the project cycle	DSC	Included in DSC Contract
Road accidents	Type and number of accidents occurred Adequacy of occupational safety measures provided	Observations, photos, spot checks, interview with local peoples	Road alignment	Yearly throughout the project cycle	DSC	Included in DSC Contract
Cultural, religious and historical sites	Cultural and religious infrastructure, people perception, practices	Records, observations, interview with local people	Project area	operation (Yearly for 2 years)	DSC	Included in DSC Contract
Occupational and safety hazard	Safety equipment like helmets, globes, boots etc., insurance, potable water, basic first aid kit	Observation, records and interview with workers	camp and working area	construction (daily)	DSC	Included in DSC Contract
Possible township/ribbon development along the road	Congestions to road users Number of accidents, ROW encroachment	Records, observations	Project Area	operation (Yearly for 2 years)	DSC	Included in DSC Contract

ESMP for Beneficial and Adverse Impact

The measures and actions proposed for augmenting the identified beneficial aspects road upgrading project, as well as proposing a set of mitigation and precautionary measures to minimize or set off the potential adverse impacts is outlined in **Table 6-4:**.

Table 6-4: Beneficial impacts of the project

Impact	Enhancement/Mitigation Measure	Enhancement/Mitigation Mechanism/Responsibility	Cost / Remarks
Construction Stage			
Employment opportunities for local people	Involve local people as per skills, qualifications (priority-based to the extent possible)	Contractor (DSC)	No additional cost
Employment to the women and disadvantaged groups	The contractor will coordinate with representative of disadvantaged and women group to employ those people, as many as possible	Contractor	No additional cost
Skills enhancement on construction, carpentry, masonry etc.	Organize skills enhancement training targeting the local youths, women, vulnerable, disadvantaged and skills enhancement of project workers	DSC	NRs 300000.00(municipality shall conduct through their plan and activities in their f/y municipal budget) (for the people in the direct influence area)
Operation Stage			
Improved access and reduced travel time /transport cost	Fixing the minimum transportation cost in agreement with DTO, transport entrepreneurs and local people	Municipality, Transport entrepreneurs and local people	No additional cost
Environmentally friendly construction	The upgraded road shall use locally available materials, vegetations during construction	Municipality	No additional cost
Change in livelihood through the promotion of business and industry	The municipality will facilitate measures to promote the establishment of new businesses and enterprises	Municipality	No additional cost
	The PIU will create the suitable environment to promote business and industries based on local resources	PIU in coordination with local CBO/NGO/GoN offices	
Gender and social empowerment	The subproject will serve to mainstream women, dalit, and other marginalized people by providing several income generating trainings and programs	Municipality in consultation with UDST in collaboration with local organizations	NRs 300000.00(municipality will conduct through their plan and activities in their f/y municipal budget) (for the people in the direct influence area)

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

All proposed mitigation measures will be integrated in the project design so that these measures may automatically form part of the construction and operational phases of the project. The cost of executing the suggested mitigation measures such as of slope stabilization, awareness, waste management measures, shall be included in contractor's environmental and social plans, whereas the and tree plantation, etc. comes under the BoQ. The other remaining total cost for the ESMP is outlined in Table 6-5.

Table 6-5: Cost of ESMP

S.N.	Activities/Measure	Total Cost (NPR)		Remarks
1	Environment Mitigation (Pre construction phase)			
1.1	Five Electric /telephone Pole removal and reinstatement		325000	Cost included in BoQ Item No. 2.5, 10.1
2	Construction phase and operation mitigation (specific activities not related to construction related mitigation) including GBV, girl trafficking, COVID, HIV/AIDs awareness, skill training etc Skill enhancement trainings (construction phase): Operation phase gender and social empowerment	3 trainings	300000	Cost included in BoQ Item No. 10.2
3	Waste Management (Construction Waste and Waste from Labour Camp), Top Soil Management, Road Safety, Sewer and Drainage Stockpiling Management Traffic Management Labour camp Management Dust Management by water spraying		1200000	Construction waste management by Contractor's package and will be prepared during CESMP. Waste from camp is considered during camp site management.
4	Environment Monitoring and Management Unit			The cost is already built in to DSC contract
5	Protection of Water Course Crossing			Included in BoQ Item No.3,8
6	Roadside Plantation		366815	Included in BoQ (171 nos. Saplings, 171 rm single node, 1710sqm grass slips.)
7	Capacity Building Trainings to Municipality		-	The project has allocated this activity under component II UDST contracted
8	Construction of Retaining Wall		Included in BoQ	Chainages 2+800, 3+740, 6+520
9	Road safety measures		4640700	Included in BoQ Item No. 5..9, 6 (Safety measures for Delineation, Crash barrier, Safety blocks, signpost, markings)
10	Quarry Sites monitoring and Material Quality Check Up Half yearly Air, water and Noise measurement			Municipality contingency cost, PIU/DSC
11	Quarterly stakeholder consultations, maintaining GRM at project level		300000	Included in BoQ Item No. 10.3
	Total		8082515	Excluding Vat

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6.7 Monitoring Cost

There will be no cost for establishment of Environment and Social Monitoring Unit as the monitoring unit lies within PIU as a DSC. The social, gender and environment expert within the DSC will monitor environment and social components and cost will be provisioned under DSC contract. The DSC will also consider cost requiring items such as air, water and noise monitoring.

6.8 Institutional arrangements

The institutional setup plays a vital role in successful implementation of Environmental and Social Safeguards measures. The Ministry of Urban Development (MoUD), Nepal has setup a Project Coordination Office (PCO) under the Department of Urban Development and Building Construction (DUDBC) for NUGIP in Kathmandu. A Project Management and Support Team (PMST) will support the PCO in project implementation including ensuring compliance with environmental and social safeguards. A Project Implementation Unit (PIU) in each municipality is established for the implementation in the field. To ensure that the investment sub-projects are efficiently implemented, delivered on time, and completed in accordance with environmental and social safeguards requirements, technical assistance will be delivered through a Design and Supervision Consultancy (DSC). DSC will deploy engineering, procurement, E&S safeguards and other technical specialists to work closely with municipal engineers and other technical staff to design and supervise the implementation of the sub-projects in two clusters. The role of PIU/DSC includes implementation of ESMP, RAP, VCDP, etc. The PCO with support from PMST will review implementation support of environmental and social safeguard studies/ management plan prepared by PIUs/DSCs.

At subproject level, the contractor will be required to comply with the ESMP. Each municipality will need Environmental and Social Development (ESD) expert to review ESIA-ESMP, RAP-ARAP, etc. The E & S safeguard specialists of DSCs will regularly visit the subprojects to ensure project implementation in accordance to World Bank’s safeguard standards and ESMP. The ESD will be a part of PIU. The role of DSC will also include ensuring compliance of pertaining laws, policies, regulation for all subprojects, coordination and liaising with government stakeholders as well as the World Bank with respect to various E&S issues. The PCO will have overall responsibility to ensure compliance with pertaining laws, policies, regulation for all sub projects, and development of sub-projects in sustainable way and allocation of fund for institutional capacity development. The reporting of the PMST on the monitoring and evaluation on the project’s safeguard performance to WB is done internally by the PCO and externally by the WB experts.

Table 6-6: Roles and Responsibilities of the Stakeholders in ESMP Implementation

SN	Stakeholder	Roles and Responsibilities	Time Schedule
1	World Bank	<ul style="list-style-type: none"> Review and final approval of ESIA and ESMP Review project design and contract documents, against approved ESMP measures and give comments for corrective actions Review of periodic monitoring reports of project construction and operation and taking of necessary actions in case of non-compliance 	Recommendations and implementation
2	PCO/PMST	<ul style="list-style-type: none"> Review and approval of ESIA and ESMP Give permission for Project Implementation as per ESMP Review project design and contract documents, against approved ESMP measures and give comments for corrective actions Ensure that contractor commitments under the ESMP are reflected in bidding documents Monitoring subproject to ensure the implementation of ESMP Review of periodic monitoring reports of project construction 	ESMP approval Before contract bidding As and when required construction and operation phases

SN	Stakeholder	Roles and Responsibilities	Time Schedule
		<p>and operation and taking of necessary actions in case of non-compliance</p> <ul style="list-style-type: none"> Environment and social monitoring Report preparation and submission to the WB 	
3	PIU/Municipality	<ul style="list-style-type: none"> Incorporate ESMP mitigation measures are incorporated in the final project design and tender documents of project construction and operation Acquire necessary permits and approval for project construction and operation Monitoring and record keeping regarding environmental measures and impacts. Compilation of environmental monitoring and performance report and dispatch for review through proponent to stakeholders 	<p>Before construction</p> <p>During construction, and operation phase</p> <p>Monitoring every month during construction</p>
4	DSC	<ul style="list-style-type: none"> Elaborate ESMP, if necessary and assist field engineers on the site inspection before approval of CESMP Supervision of baseline, compliance and impact monitoring of construction contractor's activities as per responsibilities in the contract document and advise the PIU for needed actions at the site in regular environmental management meetings. Preparation of monitoring report as mentioned in ESMP with a list of compliance and non-compliance works with recommendations Monitoring of contractor's performance on meeting the provisions of tender documents and ESMP Monitoring of the effectiveness of enhancement measures and mitigation measures 	<p>Pre-construction phase</p> <p>Regularly during construction phase (daily, weekly, monthly)</p>
5	UDST	<ul style="list-style-type: none"> Design Training, prepare training manual to include measures identified in ESMP Provide training to DSC, PIU or Contractors to implement the training part included in the ESMP Prepare report 	<p>During Construction Stage</p> <p>As per required</p>
6	Construction Contractor	<ul style="list-style-type: none"> Prepare a detail CESMP for minimization of construction related impact and seek a prior approval Provision of Environment Cum Safety Officer Ensure all preparatory works are carried out as per the tender document Implement mitigation measures as specified in ESIA, ESMP or as instructed by supervising engineer First hand monitoring and record keeping of environmental mitigation measures implemented and their performance Carry out all corrective actions or other instruction given by supervising engineers/DSC/PCO 	<p>Pre-construction phase</p> <p>Daily during construction phase</p> <p>Regularly during construction phase.</p>
7	Affected Stakeholders	<ul style="list-style-type: none"> Ensure that the local level complaints are adequately address Assist and provide suggestions to the PIU in the matters related to community 	<p>As and when required</p>

7 STAKEHOLDER ENGAGEMENT AND CONSULTATIONS

7.1 Stakeholder engagement overview

Regular stakeholder engagement and consultations are necessary to ensure widespread and meaningful participation of key stakeholders with focus on the project affected people. Successful implementation of the subproject requires coordinated efforts of various stakeholders at different levels. Hence, communication and consultations at different levels were used as a tool to inform and educate stakeholders about the proposed project intervention.

There are two key objectives of effective stakeholder engagement and consultations. First, it is to keep all stakeholders informed of the project activities, and any potential beneficial and adverse impacts. Second, it is to ensure that stakeholders actively participate at all levels of the project cycle, to enable sharing of valuable local knowledge involvement in the development of mitigation plans to minimize the potential negative impacts of the project, and so are well equipped to take over the responsibilities of operation and management once the project phases out. These will ultimately contribute towards narrowing down the gaps between the project officials and beneficiaries, and to help create a conducive environment to mitigate against the adverse social and environmental issues through optimal cooperation from the project beneficiaries themselves.

Community participation can be effective if local people are empowered. The method of community participation needs to be planned to reflect the community profile and nature of the project. Different communication methods are integrated together communicates the community as focus group discussions, meetings, and workshop. The plan ensures the following:

- Ensure local ownership
- Include different types of stakeholder's group in participation process
- Generate and respond to feedback

Public consultation and community participation helps to remove such uncertainty and at the same time help the project implementation with its methodology as well as work plan. It is assisted in the identification of the problems associated with the project, as well as the needs of the population likely to be impacted. This participatory process helps in reducing the public resistance to change and enabling the participation of the local people in the decision-making process. The involvement of the various stakeholders ensures that the affected population and other stakeholders are informed consulted and are allowed to participate at various stages of project preparation. Different strategies have been adopted for communication/ consultation during implementation stages. Stakeholder engagement strategy outlines engagement through the project development phases and recommends a set of stakeholders' engagement activities to be carried out throughout the project development phases. This chapter also outlines the disclosure to be made and other communications to be made during the project cycle.

Various stakeholder consultations were held during the design of the subproject to understand project questions and concerns, and to incorporate any concerns and feedback into project design. A table of the stakeholder consultations held to date has been included at Annex 1. Stakeholder consultations including with vulnerable groups such as women's groups, and indigenous groups, and information dissemination will continue through project implementation as detailed further below.

7.2 Stakeholder Engagement Procedures and process

The subproject will draw on existing mechanisms and procedures established at the local level to carry out stakeholder engagements. The municipality forums will be the primary mechanism for engaging with stakeholders and community participation, to ensure that projects identified reflect local needs and priorities. Other mechanisms for community engagement and consultations include community-based user committees in construction supervision and operations and maintenance, as a social accountability

and safeguard mechanism. The stakeholder consultations will draw on mechanisms already established at the local level. Where mechanisms for stakeholder engagement do not already exist, a mechanism elaborated below will be followed:

7.3 Stakeholder Mapping

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

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

The stakeholder mapping is undertaken through formal and informal consultations and their interests concerned with the project activities should be identified throughout the project cycle. The stakeholders identified for the subproject are presented in **Table 7-1**.

Table 7-1: Stakeholder roles and responsibilities

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

Level	Stakeholder	Roles and Responsibilities
		Will help PIU of municipalities in overall design, contract management, supervision will coordinate with PMST

7.4 Mechanism for Consultation

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

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

7.5 Public/Community Consultation Plan

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

Table 7-2: Project Consultation Plan

Objective and Target Goal	Method	Responsibility
Build Local Ownership		
Introduce Project DPR Report and its components	Group Meeting/Workshops	DSC/ PCO/Municipality(PIU)
Maintain efforts for two-way communication with relevant stakeholders through the project	Face to face meeting with concerned stakeholders	PCO, Design Supervision Consultant, Ward Level Authority
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	PCO, DSC,PIU Municipality Ward Authority
Consult with community representatives and ensure that their concerns with the proposed project are addressed	Face to face meeting with community representative (includes social officer of Municipality, women's representative etc.) Meeting will take place following protocol for meeting (social distancing , wearing of masks by all the participants, use of hand sanitizers, conducting meeting in a open and ventilated places)	PCO,DSC,PIU Municipality Ward Authority
Ensure that the views and needs of vulnerable segment (if required) of communities, including but not limited to poor, women, elderly, and are addressed by the subproject	Face to face meeting with affected communities' representative (including social officer of Municipality, women's representative etc.)	PCO,DSC,PIU Municipality Ward Authority
Implementation Phase		
Maintain effective communication with	Electronic and face to face	PCO,DSC,PIU

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

7.6 Stakeholder Consultations during ESIA Preparation

Several stakeholder consultations were undertaken in order to prepare the ESIA, in presence of Municipality Mayor at meeting hall and group consultations and key information interviews (KIIs) were conducted at field. As the key concern and issues of IPs, vulnerable group and mainstream group are same separate consultation is not made. Details of these consultations, including key concerns and issues raised, are detailed below:

Table 7-3: Municipality meeting With DSC Team

Places	Date	No of Participant	Types of Participation	Key concern/Issues
Municipality Office 3	26 Feb 2023	21	<ul style="list-style-type: none"> Mayor Deputy Mayor Admin Official of Municipality Municipality Focal Person 	<ul style="list-style-type: none"> Issues of Land and Assert with VLD Forest area along the alignment Electricity pole

Commented [76]:

			<ul style="list-style-type: none"> • DSC Team • LRUC Member • Different Committee 	<ul style="list-style-type: none"> • Water Supply
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Table 7-4: Group Consultations (Focus Group Discussion)

Settlement /ward	No. of Participants	Key concern/Issues	Responsible Agencies
Sikshya Chowk 3	36	<ul style="list-style-type: none"> • Forest/ Community Forest • Drinking Water Pipe • Electricity Pole • Project Status • RoW of Road • Land and Survey Mechanism • Implementation and early completion of road • Role of LRUC • Community Involvement • Issues of Compensation • Letter of Land holder 	Municipality/PIU NEA DWSO Survey Office
Putalibazar 8 Dandaswara		<ul style="list-style-type: none"> • Road Migration to local bazar area due to poor road condition • Construction of road sooner • Support of people in road construction 	
Bahakot 8	13	<ul style="list-style-type: none"> • Project Status • RoW of Road • Land and Survey Mechanism • Implementation and early completion of road • Role of LRUC • Minium loss in Forest/ Community Forest • Plantation • Drinking Water Pipe • Electricity Poll Community Involvement • Issues of Compensation • Consent Letter of Land Holder • Alternative of Road 	Municipality/PIU NEA DWSO Survey Office

Commented [77]:

Bahakot and Kalkhu 8	15	<ul style="list-style-type: none"> • Project Status • RoW of Road • Land and Survey Mechanism • Implementation and early completion of road • Role of LRUC • Forest/ Community Forest • Drinking Water Pipe • Electricity Poll Community Involvement • Issues of Compensation • Consent Letter of Land Holder • Alternative of Road 	Municipality/PIU NEA DWSO Survey Office
Putalibazar DSC Office	17	<ul style="list-style-type: none"> • Issues of Compensation • Consent Letter of Land Holder • Alternative of Road • Land and Survey Mechanism • Implementation and early completion of road • Role of LRUC 	DSC/LRUC Ward Office Women Group

Table 7-5: Key Informant Interviews (KII)

Place	Date	Details of Key Informants	Key concern/Issues
Bahakot	26 Feb 2023	41 Years Male Thakuri ward chair of ward 8 PB Mun	Earthen Road, Slope, no drain, dangerous turning, decreasing the agriculture production due to present road condition, very lower nos. of students in school, no business activity in project area, Possibilities of home stay, view point, cultural village to promote local tourism
Bahakot 3	25 Feb 2023	30 years Female Dalit LRUC member and Poultry Business	Earthen and rough road ,transportation is not easy, rainy season is more painful, flood and dust drain ruin the land, promotion of business is not easy due to current transportation, dust and earthen road decreasing student in school, sick person are suffering more problem ,
Bahakot 8	25 Feb 2023	35 Years Female Janjati Teacher	Dangerous turning, decreasing the agriculture production due to present road condition, very lower nos. of students in school, no business activity in project area, Earthen and rough road, transportation is not easy, rainy season is more painful, flood and dust drain ruin the land, most of the family migrated from village have no any opportunity, youth stay at village, old or inactive man are only at village home, villagers are suffering more difficulties from dust road, complete the project on time, everyone is excited regarding commencement of project.

7.7 Information Disclosure

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

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

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 unveil the information through its website. The information dissemination plan for Proposed Road project is presented in **Table 7-6**.

Table 7-6: Information dissemination plan

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

8 GRIEVANCE REDRESS MECHANISM

A grievance redress mechanism is established to allow stakeholders including PAPs to raise any concerns or complaints, or to appeal any disagreeable decisions, practices and activities arising from the project including compensation for land and assets (if applicable). Stakeholders will be made fully aware of their rights and the procedures.

8.1 Grievance Redress Processes

As part of the implementation stage the PIU, PMC project engineers and Environment and Social staffs will directly interact and consult with the project affected persons. These would comprise of consultations towards relocation of the PAPs, relocation of cultural properties, and towards addressing the impacts on common property resources (CPRs) such as places of religious importance, community buildings, trees, etc. With the implementation of the rehabilitation provisions in progress, consultations and information dissemination will be undertaken to let the affected persons informed of the progress. Implementation stage also involves redress of grievances in case of rehabilitation aspects as well as relocation of common property resources through the grievance redress mechanisms.

The affected persons and groups identified above will be able to raise any grievances related the relocation of the above assets 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. However, no any grievance raised and recorded until date. More details regarding the GRM are discussed in the following sections.

8.2 Structure of the GRM

A Grievance Redress Committee (GRC) will be formed for the sub-project. The composition of the proposed GRC is given below.

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

Chairperson of ward 3	– Coordinator/Member
Chairperson of ward 8	– Coordinator/Member
Female ward member	– Member
Representative from Tole Land Organization (Project area)	– Member
Representative from the DSC (Supervision Engineer/Social/Environmental Safeguard Specialist)– Member Secretary	
Representative from the construction company	– Invited Member

The second level GRC at the municipality level. It is composed of the following team:

Mayor/Deputy mayor	– Coordinator
Chief Administrative Officer	– Member
Municipality's Grievance Officer	– Member
Municipality's Social Development Officer	– Member
Team leader or a representative from DSC	– Member-secretary

8.3 Processes of the GRM

Grievances shall be submitted through various mediums, including in person, in written form to a noted address, through a toll-free phone line or through direct calls to concerned officials, and emails. The PCO will appoint a person (Operator) at PCO- Kathmandu to receive such calls and online messages. The person (Operator) based on nature of complaint, will forward the same to the information office or ward committee. A ticket or a unique number will be generated for all such call, messages and letters. The complainant will follow up based that unique number with Operator at PCO-Kathmandu. All complaints will be responded within two weeks at any level. In case response is not received from 1st level within 15 days, the complaint will be escalated to next level. If complaint remains unaddressed at 1st and 2nd within maximum 30 days after registering the complaint, it will be elevated to 3rd level at PCO level. The PCO within 7 days of time should instruct the concerned person at PMC 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, including the appointment of a focal person to specifically address SEA/SH cases and to provide training/orientation on SEA/SH cases.

Status of grievances

The GRC has been active since January 2023 allowing PAPs and other stakeholders to raise any concerns or complaints, or to appeal any disagreeable decisions, practices and activities arising from the project including compensation for land and assets (if applicable). Information about the GRC was put in public places, notice board of the municipality and ward offices so the PAPs are fully aware of their rights and the procedures. As of date, the committee has not received any grievances. The GRC will be active until the sub-project is complete.

8.3.1 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:

- Rehabilitation & Resettlement and Compensation issue
- Loss of livelihood
- Access to resource /utility/facility
- Ambient air and noise Quality
- Impact on water quality/resource

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

8.4 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.

Refer PDF file attachment for Annex

ANNEXES

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ANNEXES

नेपाल शहरी शासकीय तथा पुर्वाधार आयोजना
कार्य स्थलमा हुने यौनजन्य तथा महिला हिंसा सम्बन्धी आचार सहिता
ब्याक्तिगत आचार सहिता

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

1. म जातजाति धर्म,भाषा,लिङ्ग,उमेर,राजनितीक वा सामाजिकहैसियत,भौगोलिकता,
2. पहुच, वैवाहिक स्थिती वा अन्य कुनै पनि आधारमा भेदभाव नगरी सबैलाई सम्मानजनक र समान रुपमा व्यवहार गर्नेछु ।
3. सामाजिक सन्जालको प्रयोग गरी अश्लील शब्द,दृष्य सामाग्री वा कार्यलय समय अघि पछि वार्तालाप मार्फत सहकर्मि/कामदार लाई यौन दुर्व्याहार गर्ने छैन।
4. कार्यस्थलमा सिट्टी बजाउने, चुम्बन गर्ने ,ब्याक्तिगत उपहार दिने आदि जस्ता कार्य गरी कर्मचारी, सहकर्मि/कामदार लाई यौन दुर्व्याहार गर्ने छैन। कुनै पनि प्रलोभन/ धम्की देखाई (जस्तै पदोन्नती लोभ देखाएर,जागीर नदिने धम्कीदिएर शोषण गरेर आदि) यौन दुर्व्याहार पक्षमा संलग्न हुनेछैन
5. कार्य समयावधि भित्र कुनैपनि मदिराजन्य तथा लागुपदार्थको सेवन गर्ने छैन।
6. परियोजनाका सरोकारवाला वा वरपरका समुदायका सदस्यहरुलाई कुनैपनि म लैङ्गिक हिंसा तथा यौनजन्य दुर्व्याहार गर्ने छैन।
7. कुनै पनि कर्मचारी/श्रमिक विरुद्ध हिंसा गरिएको दोषी ठहरिएमा प्रचलित सधिय, प्रादेशिक, स्थानीय सरकार वुर्ड बैक को कानुन , निती नियम अनुसार सजाय/दण्डित जरिवाना तिर्न तयार हुनेछु ।
8. कार्य गर्ने शिलसिलामा सम्मानजनक निर्देशनहरुको पालना गर्दछु (वातावरणीय+सामाजिक)
9. मेरो जिम्मेवारी कुशलता र लगनशीलता पुर्वक पुरा गर्नेछु।
10. सम्बन्धित कार्यलय/कम्पनीले सन्चालन गरेको विभीन्न प्रशिक्षण कार्यक्रममा सक्रिय रुपमा भाग लिने छु।
11. परियोजनाका प्रत्यक्ष लाभदायक सदस्य/समुदायमा यौन दुर्व्याहार/शोषण गर्ने छैन।
12. विश्वासनीयता नैतिक उल्लघनको रिपोर्ट गरेमा कुनै कामदार विरुद्ध बदला लिने छैन।
13. कार्य स्थलमा लैङ्गिक सम्बेदनशिल भाषाको प्रयोग गर्दछु कार्यस्थलमा महिला हिंसा तथा यौनजन्य क्रियाकलापलाई प्रोत्साहन गर्ने खालका गतिविधी गर्न दिने छैन।
15. कार्य स्थलमा महिला तथा यौन हिंसा गतिविधीहरुलाई प्रोत्साहन गर्ने छैन।
16. १८ वर्ष भन्दा मुनिका बालिकाहरुमा कुनै डिजीटल मिडीया मार्फत वा कुनै माध्यमबाट/स्वीकृती लिई वा नलिई यौनजन्य क्रियाकलापमा सहभागी हुनेछैन, यदि नाबालिका स्वीकृती लिई यौनजन्य क्रियाकलापमा गरेमा क्षमा हुदैन ।
17. परियोजना कार्यन्वयनको बेलामा यौनजन्य दुर्व्याहार/यौन शोषण भएमा वा आचार सहिता उल्लघन गरेमा वडा/नगरपालिका स्तरमा रहेका गुनासा सुनवाइ सयन्त्रमा तुरुन्त

निवेदन/जानकारी दिनेछु।

18. कार्यस्थलमा कसैले यौनजन्य दुर्व्यहार सम्बन्धी शर्कापद ब्यावहार गरेमा वाशर्का पदकार्य गरेमा तुरुन्त टोली प्रमुख /प्रबन्धकलाई जानकारी/निवेदन दिनेछु ।

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

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व्यवस्थापक/टोलीप्रमुख

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कर्मचारी/कामदार



Annex I: List of Land Parcel

**DETAIL INFORMATION OF CUT-OFF PARCELS
OF
PUTALI BAZAR MUNICIPALITY
WARD NO: 3
(FORMER: PUTALIBAZAR WARD NO: 1 & 2)**

Note: This map is prepared from scanning and digitization of cadastral map received from Survey Office Syangja.

S.N.	PARCELNO	Municipality (Former)	WARD NO	Land Owner Name	GRID	Municipality (Now)	Total Area(m ²)	Cutoff Area(m ²)	Remaining area(m ²)
1	10	Putalibazar	2	NA	9313113	Putalibazar-3	4674.11	492.65	4181.46
2	10	Putalibazar	2	NA	9313113	Putalibazar-3	13142.75	75.04	13067.7
3	11	Putalibazar	1	Dharmaraj Padhya	9313521	Putalibazar-3	1454.5	36.04	1418.46
4	12	Putalibazar	2	NA	9313113	Putalibazar-3	12781.57	347.31	12434.3
5	128	Putalibazar	2	KHOLSJ	9313114	Putalibazar-3	4538.1	784.66	3753.44
6	129	Putalibazar	2	Bholanath Padhya	9313114	Putalibazar-3	1011.74	21.23	990.51
7	130	Putalibazar	2	TRMVI School	9313114	Putalibazar-3	1251.21	232.95	1018.26
8	131	Putalibazar	2	Bholanath Padhya	9313114	Putalibazar-3	441.67	371	70.67
9	132	Putalibazar	2	Hum Narayan Sharma	9313113	Putalibazar-3	11.66	8.58	3.08
10	132	Putalibazar	2	Hum Narayan Sharma	9313114	Putalibazar-3	115.85	97.42	18.43
11	156	Putalibazar	2	Murari Padhya	9313114	Putalibazar-3	208.33	3.13	205.2
12	166	Putalibazar	2	Dilliram Upadhya	9313114	Putalibazar-3	1104.4	107.97	996.43
13	167	Putalibazar	2	Purnakala Pachayani	9313114	Putalibazar-3	177.87	63.24	114.63
14	168	Putalibazar	2	Phani Narayan Padhya	9313114	Putalibazar-3	5235.81	1426.97	3808.84
15	169	Putalibazar	2	BATO	9313114	Putalibazar-3	3390	10.54	3379.46
16	317	Putalibazar	2	BAN	9313512	Putalibazar-3	41261.48	1811.13	39450.4
17	317	Putalibazar	2	BAN	9313114	Putalibazar-3	72846.31	4968.29	67878
18	318	Putalibazar	2	Kajiman Shrestha	9313114	Putalibazar-3	454.82	368.44	86.38
19	319	Putalibazar	2	Kedaman Shrestha	9313114	Putalibazar-3	611.78	611.78	0
20	320	Putalibazar	2	BATO	9313512	Putalibazar-3	1796.62	618.07	1178.55
21	320	Putalibazar	2	BATO	9313114	Putalibazar-3	1193.64	828.26	365.38
22	321	Putalibazar	1	BATO	9313522	Putalibazar-3	2293.44	647.07	1646.37
23	321	Putalibazar	1	BATO	9313521	Putalibazar-3	2720.48	1318.21	1402.27
24	321	Putalibazar	2	BATO	9313114	Putalibazar-3	1881.25	1798.21	83.04
25	322	Putalibazar	2	Rup Narayan Shrestha	9313114	Putalibazar-3	87.2	17.53	69.67
26	323	Putalibazar	2	Rup Narayan Shrestha	9313512	Putalibazar-3	284.03	178	106.03
27	323	Putalibazar	2	Rup Narayan Shrestha	9313114	Putalibazar-3	1470.61	802.34	668.27
28	324	Putalibazar	2	Rup Narayan Shrestha	9313512	Putalibazar-3	599.06	32.34	566.72
29	324	Putalibazar	2	Rup Narayan Shrestha	9313114	Putalibazar-3	292.82	65.49	227.33
30	326	Putalibazar	2	Shyam P Shrestha	9313114	Putalibazar-3	1239.24	69.55	1169.69
31	327	Putalibazar	2	Gajendra B Shrestha	9313114	Putalibazar-3	1205.17	891.28	313.89
32	328	Putalibazar	2	Gagendra B Shrestha	9313114	Putalibazar-3	1068.39	335.75	732.64
33	609	Putalibazar	1	Bisworam Sarki	9313521	Putalibazar-3	784.57	73.92	710.65
34	611	Putalibazar	1	Keyarsingh	9313521	Putalibazar-3	363.08	192.64	170.44
35	612	Putalibazar	1	Bisworam sarki	9313521	Putalibazar-3	760.11	2.46	757.65



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S.N.	PARCELNO	Municipality (Former)	WARD NO	Land Owner Name	GRID	Municipality (Now)	Total Area(m ²)	Cutoff Area(m ²)	Remaining area(m ²)
36	613	Putalibazar	1	Som B Sarki	9313521	Putalibazar-3	290.36	65.15	225.21
37	616	Putalibazar	1	Purna B Sarki	9313521	Putalibazar-3	385.68	31.92	353.76
38	617	Putalibazar	1	Hotan B Sarki	9313521	Putalibazar-3	682.48	1.29	681.19
39	619	Putalibazar	1	BATO	9313521	Putalibazar-3	702.45	53	649.45
40	673	Putalibazar	1	Gobinda P Parajuli ,Hem	9313512	Putalibazar-3	34.74	33.83	0.91
41	673	Putalibazar	1	Gobinda P Parajulu Hem	9313521	Putalibazar-3	2681.3	593.95	2087.35
42	674	Putalibazar	1	BATO	9313521	Putalibazar-3	234.08	47.56	186.52
43	674	Putalibazar	1	BATO	9313512	Putalibazar-3	8.21	8.21	0
44	696	Putalibazar	1	KHOLSI	9313521	Putalibazar-3	5100.6	2180.07	2920.53
45	709	Putalibazar	1	Gobinda	9313521	Putalibazar-3	378.87	0.22	378.65
46	710	Putalibazar	1	Damaru P Parajuli	9313521	Putalibazar-3	461.7	215.14	246.56
47	717	Putalibazar	1	KHOLSI	9313521	Putalibazar-3	1363.88	131.06	1232.82
48	731	Putalibazar	1	KHOLSI	9313521	Putalibazar-3	95.21	37.05	58.16
49	732	Putalibazar	1	Hem Prakash Parajuli	9313521	Putalibazar-3	55.53	28.68	26.85
50	734	Putalibazar	1	Rishiram Parajuli	9313521	Putalibazar-3	532.36	419.8	112.56
51	737	Putalibazar	1	Rishiram Parajuli	9313521	Putalibazar-3	389.46	203.52	185.94
52	738	Putalibazar	1	Kul P Marasini	9313521	Putalibazar-3	4123.4	486.72	3636.68
53	744	Putalibazar	1	Gobinda P Parajuli	9313521	Putalibazar-3	960.01	346.05	613.96
54	745	Putalibazar	1	Anantraj Marasini	9313521	Putalibazar-3	1454.89	356.56	1098.33
55	755	Putalibazar	1	Harikala Pchayani	9313521	Putalibazar-3	2475.82	5.98	2469.84
56	760	Putalibazar	1	Ananta raj Marasini	9313521	Putalibazar-3	1343	339.08	1003.92
57	762	Putalibazar	1	Damaru P Parajuli	9313521	Putalibazar-3	754.62	275.9	478.72
58	763	Putalibazar	1	Hem Prakash Parajuli	9313521	Putalibazar-3	547.79	0.02	547.77
59	766	Putalibazar	1	NA	9313521	Putalibazar-3	2051.82	382.44	1669.38
60	774	Putalibazar	1	Jibakhar Padya	9313521	Putalibazar-3	550.87	11.74	539.13
61	809	Putalibazar	1	Som b Sarki	9313521	Putalibazar-3	139.5	3.96	135.54
62	810	Putalibazar	1	Prem B sarki	9313521	Putalibazar-3	350.1	292.08	58.02
63	811	Putalibazar	1	Indra B Sarki	9313521	Putalibazar-3	139.28	25.62	113.66
64	812	Putalibazar	1	BAN	9313521	Putalibazar-3	388.14	301.43	86.71
65	813	Putalibazar	1	Bhoj B Chhetri	9313521	Putalibazar-3	905.58	896.21	9.37
66	814	Putalibazar	1	Nar B Chhetri	9313521	Putalibazar-3	984.26	121.82	862.44
67	827	Putalibazar	1	Chanamati Chhetrini	9313521	Putalibazar-3	1708.53	158.94	1549.59
68	828	Putalibazar	1	Yam B Chhetri	9313521	Putalibazar-3	651.19	523.08	128.11
69	829	Putalibazar	1	Chanamati Chhetrini	9313521	Putalibazar-3	612.29	227.99	384.3
70	830	Putalibazar	1	Bhoj B Chhetri	9313521	Putalibazar-3	730.67	362.63	368.04
71	831	Putalibazar	1	Yam B Chhetri	9313521	Putalibazar-3	687.28	7.44	679.84



 Putalibazar Municipality

 Putalibazar, Lalitpur District

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अमिता

 अमिता अर्याल

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S.N.	PARCELNO	Municipality (Former)	WARD NO	Land Owner Name	GRID	Municipality (Now)	Total Area(m ²)	Cutoff Area(m ²)	Remaining area(m ²)
72	832	Putalibazar	1	Nar B Chhetri	9313521	Putalibazar-3	799.29	414.82	384.47
73	833	Putalibazar	1	Chanamati Chhetri	9313521	Putalibazar-3	108.57	0.85	107.72
74	834	Putalibazar	1	Nar B chhetri	9313521	Putalibazar-3	145.61	142.44	3.17
75	835	Putalibazar	1	Nar B Chhetri	9313521	Putalibazar-3	72.99	23.66	49.33
76	840	Putalibazar	1	NA	9313521	Putalibazar-3	875.02	101.94	773.08
77	841	Putalibazar	1	Purna B Sarki	9313521	Putalibazar-3	2089.05	184.51	1904.54
78	844	Putalibazar	1	Nar B Chhetri	9313521	Putalibazar-3	593.97	7.33	586.64
79	845	Putalibazar	1	Anantraj Marasini	9313521	Putalibazar-3	318.22	156.63	161.59
80	850	Putalibazar	1	Yam B Chhetri	9313521	Putalibazar-3	861.42	579.96	281.46
81	851	Putalibazar	1	Bhoj B Chhetri	9313521	Putalibazar-3	328.56	146.41	182.15
82	852	Putalibazar	1	Bhoj B Chhetri	9313521	Putalibazar-3	197.52	193.45	4.07
83	853	Putalibazar	1	Yam B Chhetri	9313521	Putalibazar-3	385.66	270.64	115.02
84	854	Putalibazar	1	Nar B Chhetri	9313521	Putalibazar-3	921.22	910.98	10.24
85	855	Putalibazar	1	Nar B Chhetri	9313521	Putalibazar-3	34.76	20.08	14.68
86	856	Putalibazar	1	Nar B Chhetri	9313521	Putalibazar-3	189.52	76.68	112.84
87	857	Putalibazar	1	Bhoj B Chhetri	9313521	Putalibazar-3	122.43	122.43	0
88	858	Putalibazar	1	Bhoj B Chhetri	9313521	Putalibazar-3	334.78	244.45	90.33
89	859	Putalibazar	1	Bhoj B Chhetri	9313521	Putalibazar-3	527.26	14.91	512.35
90	860	Putalibazar	1	Yam B Chhetri	9313521	Putalibazar-3	561.29	266.56	294.73
91	861	Putalibazar	1	Nar B Chhetri	9313521	Putalibazar-3	721.84	457.82	264.02
92	862	Putalibazar	1	Nar B Chhetri	9313521	Putalibazar-3	362.53	1.99	360.54
93	865	Putalibazar	1	Nar B Chhetri	9313521	Putalibazar-3	706.2	271.79	434.41
94	866	Putalibazar	1	Nar B Chhetri	9313521	Putalibazar-3	515.28	287.05	228.23
95	878	Putalibazar	1	Yam B Chhetri	9313521	Putalibazar-3	767.23	72.59	694.64
96	879	Putalibazar	1	Ujure Sarki	9313521	Putalibazar-3	353.86	36.77	317.09
97	884	Putalibazar	1	Bisworam Sarki	9313521	Putalibazar-3	1024.86	41.4	983.46
98	884	Putalibazar	2	KHOLSI	9313512	Putalibazar-3	1155.38	23.07	1132.31
99	885	Putalibazar	1	Kul B Sarki	9313521	Putalibazar-3	599.85	74.29	525.56
100	885	Putalibazar	2	GAUCHARAN PARTI	9313512	Putalibazar-3	3174.29	227.64	2946.65
101	887	Putalibazar	2	NA	9313512	Putalibazar-3	2740.03	1860.14	879.89
102	888	Putalibazar	1	Harikala Sarkini	9313522	Putalibazar-3	198.08	40.42	157.66
103	888	Putalibazar	2	PARTI	9313512	Putalibazar-3	2495.36	1137.66	1357.7
104	889	Putalibazar	1	Nar B Chhetri	9313521	Putalibazar-3	1408.82	49.22	1359.6
105	889	Putalibazar	2	Kechar Man Shrestha	9313512	Putalibazar-3	1461.94	556.97	904.97
106	890	Putalibazar	2	Shyam P Shrestha	9313512	Putalibazar-3	1075.07	332.75	742.32
107	894	Putalibazar	2	CHAUTARI	9313512	Putalibazar-3	414.51	19.46	395.05

अविनास अर्थाल
अभि


भारत का सर्वोच्च न्यायालय
सर्वोच्च न्यायालय
भारत

S.N.	PARCELNO	Municipality (Former)	WARD NO	Land Owner Name	GRID	Municipality (Now)	Total Area(m ²)	Cutoff Area(m ²)	Remaining area(m ²)
108	896	Putalibazar	1	Yam B Chhetri	9313521	Putalibazar-3	2124.89	13.85	2111.04
109	897	Putalibazar	1	Nar B Chhetri	9313521	Putalibazar-3	1424.45	509.97	914.48
110	904	Putalibazar	1	Anantaraj Marasini	9313522	Putalibazar-3	28391.35	333.53	28057.8
111	907	Putalibazar	1	PARTI GAUCHARAN	9313521	Putalibazar-3	1136.87	303.63	833.24
112	1149	Putalibazar	1	KHOLSI	9313522	Putalibazar-3	3453.28	50.53	3402.75
113	1222	Putalibazar	1	Ambika Jaisi	9313522	Putalibazar-3	10125.53	1322.97	8802.56
114	1244	Putalibazar	2	Ishori Prasad	9313114	Putalibazar-3	1096.56	206.54	890.02
115	1245	Putalibazar	2	Shobhakant	9313114	Putalibazar-3	554.78	482.43	72.35
116	1248	Putalibazar	2	Ishori Prasad	9313114	Putalibazar-3	706.66	281.17	425.49
117	1267	Putalibazar	1	Indra B Sarki	9313522	Putalibazar-3	12037.63	76.79	11960.8
118	1271	Putalibazar	1	Ran Kumari Hamal	9313522	Putalibazar-3	1237.55	529.68	707.87
119	1279	Putalibazar	1	Som B Malla	9313522	Putalibazar-3	1872.82	659.08	1213.74
120	1280	Putalibazar	1	Bhim Kumari Malla	9313522	Putalibazar-3	191.83	182.97	8.86
121	1281	Putalibazar	1	Bhim Kumari Malla	9313522	Putalibazar-3	1429.45	1049.29	380.16
122	1282	Putalibazar	1	Som B MALLA	9313522	Putalibazar-3	1661.15	198.19	1462.96
123	1293	Putalibazar	1	Som B Malla	9313522	Putalibazar-3	365.25	149.79	215.46
124	1294	Putalibazar	1	Shankar P Upadhyaya	9313522	Putalibazar-3	387.92	42.6	345.32
125	1295	Putalibazar	1	Tanka P Padya	9313522	Putalibazar-3	442.46	125.06	317.4
126	1297	Putalibazar	1	Dilliraj Padya	9313522	Putalibazar-3	432.49	125.74	306.75
127	1298	Putalibazar	1	Hari P Upadhyaya	9313522	Putalibazar-3	436.44	89.75	346.69
128	1318	Putalibazar	1	Maheswor Padya	9313522	Putalibazar-3	831.02	263.99	567.03
129	1319	Putalibazar	1	Khadak B Hamal	9313522	Putalibazar-3	270.21	82.55	187.66
130	1330	Putalibazar	1	NA	9313522	Putalibazar-3	1142.03	520.38	621.65
131	1331	Putalibazar	1	Gem B Malla	9313522	Putalibazar-3	432.5	120.07	312.43
132	1335	Putalibazar	1	Taap B Malla	9313522	Putalibazar-3	140.09	0.21	139.88
133	1336	Putalibazar	1	Man B Malla	9313522	Putalibazar-3	1180.31	612.85	567.46
134	1337	Putalibazar	1	Khadka B Malla	9313522	Putalibazar-3	782.09	356.21	425.88
135	1338	Putalibazar	1	Nil B Malla	9313522	Putalibazar-3	950.07	15.5	934.57
136	1340	Putalibazar	1	Taap B Malla	9313522	Putalibazar-3	786.37	376.33	410.04
137	1341	Putalibazar	1	Khadka B Malla	9313522	Putalibazar-3	310.7	104.93	205.77
138	1342	Putalibazar	1	Taap B Malla	9313522	Putalibazar-3	1277.18	51.71	1225.47
139	1368	Putalibazar	1	Dil B Hamal	9313522	Putalibazar-3	43.61	39.78	3.83
140	1386	Putalibazar	1	Him Kumari Hamal	9313522	Putalibazar-3	1762.47	242.81	1519.66
141	1387	Putalibazar	1	Him Kumari Hamal	9313522	Putalibazar-3	1831.05	268.07	1562.98
142	1388	Putalibazar	1	GIMDADA NIKASH	9313522	Putalibazar-3	2356.6	438.46	1918.14
143	1527	Putalibazar	1	KHOLSI	9313522	Putalibazar-3	2560.97	36.15	2524.82



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S.N.	PARCEL NO	Municipality (Former)	WARD NO	Land Owner Name	GRID	Municipality (Now)	Total Area(m ²)	Cutoff Area(m ²)	Remaining area(m ²)
144	1528	Putalibazar	1	Hum B Damai	9313522	Putalibazar-3	281.87	189.2	92.67
145	1609	Putalibazar	2	Mangali Sarki	9313114	Putalibazar-3	84.59	84.59	0
146	1610	Putalibazar	2	Pitamber Marasini	9313114	Putalibazar-3	106.59	106.59	0
147	1612	Putalibazar	2	Parbati Kumari Baral	9313114	Putalibazar-3	98.21	98.21	0
148	1613	Putalibazar	2	Pitamber Marasini	9313114	Putalibazar-3	71.43	71.42	0.01
149	1614	Putalibazar	2	Pitamber Marasini	9313114	Putalibazar-3	90.13	90.13	0
150	1836	Putalibazar	2	Parbati Kumari Baral	9313114	Putalibazar-3	167.11	167.1	0.01
151	1837	Putalibazar	2	Pitamber Marasini	9313114	Putalibazar-3	119	118.61	0.39
152	1838	Putalibazar	2	Pitamber Marasini	9313114	Putalibazar-3	457.05	457.05	0
153	1877	Putalibazar	2	Bhawani P Sharma	9313114	Putalibazar-3	1305.29	160.87	1144.42
154	2095	Putalibazar	1	Gem Bahadur	9313522	Putalibazar-3	163.73	14.47	149.26
155	2127	Putalibazar	1	Jokhe Sarki	9313521	Putalibazar-3	199.07	21.24	177.83
156	2174	Putalibazar	1	SCHOOL JYOTI P V	9313522	Putalibazar-3	299.57	13.72	285.85
157	2175	Putalibazar	1	Gem B Thakuri	9313522	Putalibazar-3	388.22	276.63	111.59
158	2184	Putalibazar	1	Pyam Narayan	9313521	Putalibazar-3	1836.8	6.68	1830.12
159	2185	Putalibazar	1	Govinda Prasad Damber	9313521	Putalibazar-3	357.16	17.75	339.41
160	2185	Putalibazar	1	Govinda Prasad Damber	9313512	Putalibazar-3	1492.85	17.37	1475.48
161	2329	Putalibazar	1	Badri Prasad	9313522	Putalibazar-3	213.51	72.04	141.47
162	2330	Putalibazar	1	Bharat Prasad	9313522	Putalibazar-3	204.97	65.94	139.03
163	2339	Putalibazar	1	Kul Prasad	9313521	Putalibazar-3	1890.24	1098.85	791.39
164	2341	Putalibazar	1	Kul Prasad	9313521	Putalibazar-3	1875.21	210.08	1665.13
165	2353	Putalibazar	1	Khimlal	9313521	Putalibazar-3	1260.85	20.59	1240.26
166	2356	Putalibazar	1	Jiwakhar	9313521	Putalibazar-3	903.05	109.48	793.57
167	2450	Putalibazar	1	Narayan Prasad	9313521	Putalibazar-3	37.51	32.24	5.27
168	2451	Putalibazar	1	Jaya Narayan	9313521	Putalibazar-3	397.31	43.02	354.29
169	2474	Putalibazar	1	Dahab Singh Thakuri	9313521	Putalibazar-3	854.51	48.67	805.84
170	2510	Putalibazar	1	Ramji Prasad	9313521	Putalibazar-3	1262.22	1053.51	208.71
171	2513	Putalibazar	1	Krishna Prasad	9313521	Putalibazar-3	120.42	99.97	20.45
172	2514	Putalibazar	1	Ramji Prasad	9313521	Putalibazar-3	602.93	305.93	297
173	2515	Putalibazar	1	Krishna Prasad	9313521	Putalibazar-3	179.12	73.57	105.55
174	2542	Putalibazar	1	Chitra B Sarki	9313521	Putalibazar-3	85.47	24.62	60.85
175	2543	Putalibazar	1	Ujure Sarki	9313521	Putalibazar-3	94.4	23.35	71.05
176	2544	Putalibazar	1	Pudki Sarki	9313521	Putalibazar-3	85.07	3.58	81.49
177	2641	Putalibazar	1	Pyame Sarki	9313521	Putalibazar-3	397.66	69.95	327.71
178	2642	Putalibazar	1	Ujure Sarki	9313521	Putalibazar-3	78.44	22.2	56.24
179	2643	Putalibazar	1	Ujure Sarki	9313521	Putalibazar-3	147.51	2.41	145.1



 आवतार अर्याल

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S.N.	PARCELNO	Municipality (Former)	WARD NO	Land Owner Name	GRID	Municipality (Now)	Total Area(m ²)	Cutoff Area(m ²)	Remaining area(m ²)
180	2645	Putalibazar	1	Nisan Nepali	9313521	Putalibazar-3	1382.94	188.41	1194.53
181	2646	Putalibazar	1	Pyame Sarki	9313521	Putalibazar-3	910.82	341.92	568.9
182	2647	Putalibazar	1	Dhan Kumari	9313521	Putalibazar-3	95.31	48.43	46.88
183	2677	Putalibazar	1	Arjun Prasad	9313522	Putalibazar-3	805.05	52.19	752.86
184	2678	Putalibazar	1	Biswonath	9313522	Putalibazar-3	882.39	111.75	770.64
185	2728	Putalibazar	1	Gopal Sarki	9313521	Putalibazar-3	132.81	2.15	130.66
186	2729	Putalibazar	1	Rajib Nepali	9313521	Putalibazar-3	493.44	8.08	485.36
187	2730	Putalibazar	1	Hemamaya Sarki	9313521	Putalibazar-3	83.25	19.08	64.17
188	2731	Putalibazar	1	Maite Sarki	9313521	Putalibazar-3	90.11	17.23	72.88
189	2761	Putalibazar	1	Kamal prasad Upadhaya	9313521	Putalibazar-3	619.78	148.52	471.26
190	2762	Putalibazar	1	Narayan Prasad	9313521	Putalibazar-3	1185.32	114.64	1070.68

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**DETAIL INFORMATION OF CUT-OFF PARCELS
OF
PUTALI BAZAR MUNICIPALITY
WARD NO: 8
(FORMER: BAHAKOT WARD NO: 7 & 9)**

S.N.	PARCEL NO	VDC (Former)	WARD NO	Land Owner Name	GRID	Municipality (Now)	Total Area(m ²)	Cutoff Area (m ²)	Remaining Area(m ²)
1	21	Bahakot	7	Ishwor Rana	931354	Putalibazar-8	2517.2	35.88	2481.32
2	23	Bahakot	7	Lok B Ale	931354	Putalibazar-8	268.2	210.68	57.52
3	23	Bahakot	7	Lok B Ale	931355	Putalibazar-8	47.67	14.83	32.84
4	130	Bahakot	9	NA	931353	Putalibazar-8	370830.49	1885.15	368945.34
5	136	Bahakot	9	Lal Singh Damai	931353	Putalibazar-8	485.12	24.52	460.6
6	137	Bahakot	9	Prem Lal Damai	931353	Putalibazar-8	2805.43	265.23	2540.2
7	160	Bahakot	9	NA	931354	Putalibazar-8	67415.81	2412.83	65002.98
8	171	Bahakot	9	Bishnu B Hamal	931353	Putalibazar-8	5065.98	83.01	4982.97
9	175	Bahakot	9	Pritam B Shahi	931353	Putalibazar-8	5970.81	1113.06	4857.75
10	176	Bahakot	9	Min B Shahi	931353	Putalibazar-8	1824.24	790.89	1033.35
11	179	Bahakot	9	Ganesh B Sen	931353	Putalibazar-8	5003.31	240.03	4763.28
12	180	Bahakot	9	Lal B Hamal	931353	Putalibazar-8	272.28	187.19	85.09
13	181	Bahakot	9	Gam B Hamal	931353	Putalibazar-8	99.52	4.1	95.42
14	197	Bahakot	9	Tham B Sen	931353	Putalibazar-8	2037.43	29.61	2007.82
15	198	Bahakot	9	Pritam B Shahi	931353	Putalibazar-8	918.16	0.61	917.55
16	199	Bahakot	9	Gin B Shahi	931353	Putalibazar-8	2207.19	169.84	2037.35
17	200	Bahakot	9	Gupta B Sen	931353	Putalibazar-8	593.77	175.65	418.12
18	201	Bahakot	9	Khiman B Sen	931353	Putalibazar-8	110.52	109.8	0.72
19	202	Bahakot	9	Gupta B Sen	931353	Putalibazar-8	91.77	27.56	64.21
20	203	Bahakot	9	BUTEN	931352	Putalibazar-8	23814.17	217.9	23596.27
21	203	Bahakot	9	BUTEN	931353	Putalibazar-8	9349.22	864.47	8484.75
22	204	Bahakot	9	BATO	931353	Putalibazar-8	4810.62	1950.98	2859.64
23	205	Bahakot	9	Prem Lal Damai	931353	Putalibazar-8	332.93	209.66	123.27
24	207	Bahakot	9	Tham B Sen	931353	Putalibazar-8	1613.59	267.37	1346.22
25	218	Bahakot	9	Gin B Shahi	931353	Putalibazar-8	3103.47	1004.91	2098.56
26	221	Bahakot	9	Tham B Sen	931353	Putalibazar-8	1606.5	1039.28	567.22
27	227	Bahakot	9	Thaman B Sen	931353	Putalibazar-8	631.98	222.87	409.11
28	228	Bahakot	9	Yam B Sen	931353	Putalibazar-8	860.87	114.87	746
29	229	Bahakot	9	Yam B Sen	931353	Putalibazar-8	597.81	12.42	585.39
30	236	Bahakot	9	Yam B Sen	931353	Putalibazar-8	1975.87	358.44	1617.43
31	237	Bahakot	9	BUTEN	931353	Putalibazar-8	17523.78	2990.61	14533.17
32	241	Bahakot	9	Min B Shahi	931353	Putalibazar-8	18437.32	1006.43	17430.89
33	243	Bahakot	9	Pritam B Shahi	931353	Putalibazar-8	3227.28	202.16	3025.12
34	247	Bahakot	9	Bhagban Kumari	931353	Putalibazar-8	7561.83	7.57	7554.26
35	249	Bahakot	9	Magarsthan PRAVI SCHOC	931353	Putalibazar-8	5241.09	1114.4	4126.69
36	250	Bahakot	9	Bal B Damai	931353	Putalibazar-8	2042.71	406.62	1636.09
37	251	Bahakot	9	Khagi Dmini	931353	Putalibazar-8	8401.76	1526.75	6875.01
38	252	Bahakot	9	Bal B Damai	931353	Putalibazar-8	2319.37	615.35	1704.02
39	334	Bahakot	9	Min B Sen	931353	Putalibazar-8	2157.51	452.68	1704.83
40	337	Bahakot	9	Thaman B Sen	931353	Putalibazar-8	15556.71	268.15	15288.56
41	537	Bahakot	9	Hukum Singh Rana	931354	Putalibazar-8	2553.47	772.93	1780.54

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S.N.	PARCELNO	VDC (Former)	WARD NO	Land Owner Name	GRID	Municipality (Now)	Total Area(m ²)	Cutoff Area (m ²)	Remaining Area(m ²)
42	546	Bahakot	9	Mani Kumari Khad	931354	Putalibazar-8	7603.24	1046.44	6556.8
43	548	Bahakot	9	Jung B Nepali	931354	Putalibazar-8	2740.68	18.47	2722.21
44	550	Bahakot	9	Bhim B Thapa	931354	Putalibazar-8	62.21	62.21	0
45	551	Bahakot	9	Jit Kumari Singh	931354	Putalibazar-8	81.52	81.52	0
46	552	Bahakot	9	Til B Hamal	931354	Putalibazar-8	213.56	213.56	0
47	554	Bahakot	9	Jung B Nepali	931354	Putalibazar-8	145.37	145.37	0
48	555	Bahakot	9	Mukti Damai	931354	Putalibazar-8	216	209.24	6.76
49	556	Bahakot	9	Chudamani Nepali	931354	Putalibazar-8	220.84	33.36	187.48
50	558	Bahakot	9	Ananta B Thapa	931354	Putalibazar-8	877	17.35	859.65
51	559	Bahakot	9	Krishna B Thapa	931354	Putalibazar-8	737.97	21.34	716.63
52	561	Bahakot	9	Krishna B Thapa	931354	Putalibazar-8	410.97	7	403.97
53	562	Bahakot	9	Netra B Thapa	931354	Putalibazar-8	128.81	79.32	49.49
54	565	Bahakot	9	Bishnu B Shahi	931354	Putalibazar-8	803.5	565.76	237.74
55	566	Bahakot	9	Chet B Mallia	931354	Putalibazar-8	1828.99	604.53	1224.46
56	577	Bahakot	9	Prittam B Singh	931354	Putalibazar-8	1250.33	269.23	981.1
57	578	Bahakot	9	Hem B Singh	931354	Putalibazar-8	1354.24	680.05	674.19
58	584	Bahakot	9	Chitra B Sen	931354	Putalibazar-8	2681.45	1333.02	1348.43
59	585	Bahakot	9	Chitra B Sen	931354	Putalibazar-8	2451.16	327.76	2123.4
60	586	Bahakot	9	Ram B Hamal	931354	Putalibazar-8	587.7	290.9	296.8
61	587	Bahakot	9	Dil B Hamal	931354	Putalibazar-8	779.98	635.61	144.37
62	588	Bahakot	9	Dil B Hamal	931354	Putalibazar-8	1895.28	33.64	1861.64
63	674	Bahakot	9	Jit Kumari Singh	931354	Putalibazar-8	648.61	0.2	648.41
64	675	Bahakot	9	Dharma B Thapa Indra B	931354	Putalibazar-8	1292.53	492.72	799.81
65	687	Bahakot	9	Narendra Singh	931354	Putalibazar-8	11650.12	948.93	10701.19
66	729	Bahakot	9	KHOLSI	931354	Putalibazar-8	7063.23	962.24	6100.99
67	733	Bahakot	9	Gan B Singh	931354	Putalibazar-8	6282.5	1894.37	4388.13
68	734	Bahakot	9	Tul singh Dilip	931354	Putalibazar-8	147.44	147.44	0
69	735	Bahakot	9	Hem B Singh	931354	Putalibazar-8	1909.92	54.37	1855.55
70	739	Bahakot	9	Dil Kumari Singh	931354	Putalibazar-8	738.96	110.18	628.78
71	762	Bahakot	9	Hariman Singh	931354	Putalibazar-8	1089.77	620.46	469.31
72	763	Bahakot	9	Hariman Singh	931354	Putalibazar-8	1804.51	68.66	1735.85
73	769	Bahakot	9	Gan B Thapa Singh	931354	Putalibazar-8	3320.08	314.51	3005.57
74	770	Bahakot	9	Dhan B Thapa	931354	Putalibazar-8	2077.96	551.34	1526.62
75	771	Bahakot	9	Hariman Singh	931354	Putalibazar-8	2849.2	176.94	2672.26
76	2168	Bahakot	9	Mugadebi Pariyar	931354	Putalibazar-8	305.73	22.76	282.97
77	2169	Bahakot	9	Nanda B Pariyar	931354	Putalibazar-8	2618.4	96.31	2722.09
78	2228	Bahakot	9	Prem B Thapa	931354	Putalibazar-8	151.36	142.02	9.34
79	2229	Bahakot	9	Jit Kumari	931354	Putalibazar-8	260.84	251.35	9.49
80	2260	Bahakot	9	Gan B	931353	Putalibazar-8	1298.38	690.72	607.66
81	2261	Bahakot	9	Jashidhara	931353	Putalibazar-8	1193.82	128.61	1065.21
82	2272	Bahakot	9	Chet Bahadur	931354	Putalibazar-8	3448.29	886.07	2562.22
83	2302	Bahakot	9	Min Bahadur	931353	Putalibazar-8	1493	127.83	1365.17

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S.N.	PARCEL NO	VDC (Former)	WARD NO	Land Owner Name	GRID	Municipality (Now)	Total Area(m ²)	Cutoff Area (m ²)	Remaining Area(m ²)
84	2303	Bahakot	9	Bhim Bahadur	931353	Putalibazar-8	936.64	439.88	496.76
85	2305	Bahakot	9	Pritam Bahadur	931353	Putalibazar-8	365.16	110.97	254.19
86	2307	Bahakot	9	Pritam Bahadur	931353	Putalibazar-8	375.76	201.44	174.32
87	2308	Bahakot	9	Min Bahadur	931353	Putalibazar-8	347.79	160.86	186.93
88	2403	Bahakot	9	Tul B Mallia	931354	Putalibazar-8	3494.74	92.69	3402.05
89	2433	Bahakot	9	Bal Bahadur Khawas	931353	Putalibazar-8	462.01	99.7	362.31
90	2441	Bahakot	9	Rani Laxmi Bai Ama	931353	Putalibazar-8	364.59	212.04	152.55
91	2442	Bahakot	9	Yam Bahadur	931353	Putalibazar-8	109.16	0.08	109.08
92	2443	Bahakot	9	Ranilaxmi Bai Ama	931353	Putalibazar-8	194.75	138.84	55.91
93	2648	Bahakot	9	Padam B Singh	931354	Putalibazar-8	214.53	36.1	178.43
94	2651	Bahakot	9	Yam Bahadur	931354	Putalibazar-8	214.06	48.57	165.49
95	2652	Bahakot	9	Hom Bahadur	931354	Putalibazar-8	244.22	96.35	147.87
96	2653	Bahakot	9	Lil Bahadur	931354	Putalibazar-8	240.93	55.57	185.36
97	2654	Bahakot	9	Tej Bahadur	931354	Putalibazar-8	230.08	52.6	177.48
98	2755	Bahakot	9	Mayadevi Dajou	931353	Putalibazar-8	2049.58	588.72	1460.86
99	2756	Bahakot	9	Yam B Sen	931353	Putalibazar-8	24601.25	67.83	24533.42
100	2827	Bahakot	9	Manmaya Damai	931354	Putalibazar-8	250.21	159.85	90.36
101	2830	Bahakot	9	Lai Kumar Pariyar	931354	Putalibazar-8	3797.13	763.17	3033.96
102	2890	Bahakot	9	Bairam Singh Thakuri	931354	Putalibazar-8	108.67	25.61	83.06
103	2891	Bahakot	9	Gautam Singh Thakuri	931354	Putalibazar-8	92.11	23.79	68.32
104	2905	Bahakot	9	Top Kumari Singh Thakuri	931354	Putalibazar-8	98.98	1.59	97.39
105	2910	Bahakot	9	Top B Pariyar	931354	Putalibazar-8	125.61	9.64	115.97
106	2911	Bahakot	9	Chandra Kumar Pariyar	931354	Putalibazar-8	439.5	95.19	344.31
107	2912	Bahakot	9	Top B Pariyar	931354	Putalibazar-8	337.73	27.65	310.08
108	2913	Bahakot	9	Chhali Pariyar	931354	Putalibazar-8	315.21	148.88	166.33
109	2914	Bahakot	9	Chhali Pariyar	931354	Putalibazar-8	126.94	9.58	117.36

अविनास अर्याल
अभिनेता



**DETAIL INFORMATION OF CUT-OFF PARCELS
OF
PUTALI BAZAR MUNICIPALITY
WARD NO: 9
(FORMER: KOLMA BARAHCHAUR WARD NO: 4 & 9)**

S.N.	PARCELNO	VDC (Former)	WARD NO	Land Owner anme	GRID	Municipality (Now)	Total Area (m ²)	Cutoff Area (m ²)	Remaining Area (m ²)
1	10	Kohima Barachour	9	Bishnu Maya Gurunyani	931395	Putalibazar-9	1624.21	112.57	1511.64
2	11	Kohima Barachour	9	Bhup Bahadur Gurung	931394	Putalibazar-9	1956.93	746.33	1210.6
3	20	Kohima Barachour	9	Bato	931395	Putalibazar-9	5297.93	889.56	4408.37
4	25	Kohima Barachour	9	Baddhi Gurunyani	931395	Putalibazar-9	770.28	3.56	766.72
5	26	Kohima Barachour	9	Singha Bahadur Gurung	931394	Putalibazar-9	83.4	68.79	14.61
6	26	Kohima Barachour	9	Singha Bahadur Gurung	931395	Putalibazar-9	659.35	328.92	330.43
7	27	Kohima Barachour	9	Om Prasad Gurung	931395	Putalibazar-9	423.9	101.43	322.47
8	32	Kohima Barachour	9	Su. Mit Bahadur Gurung	931395	Putalibazar-9	1207.29	53.55	1153.74
9	33	Kohima Barachour	9	Om Prasad Gurung	931395	Putalibazar-9	284.24	147.82	136.42
10	34	Kohima Barachour	9	Su.Me. Laxman Gurung	931395	Putalibazar-9	1441.23	651.66	789.57
11	36	Kohima Barachour	9	Su. Min Bahadur Gurung	931395	Putalibazar-9	821.29	488.1	333.19
12	37	Kohima Barachour	9	Su. Me. Laxman Gurung	931395	Putalibazar-9	333.81	66.98	266.83
13	38	Kohima Barachour	9	Om Prasad Gurung	931395	Putalibazar-9	64.06	55.35	8.71
14	40	Kohima Barachour	9	Singha Bahadur Gurung	931395	Putalibazar-9	728.51	18	710.51
15	52	Kohima Barachour	9	Dil Bahadur Gurung	931395	Putalibazar-9	1094.65	30.51	1064.14
16	133	Kohima Barachour	9	Tap Bahadur Gurung	931395	Putalibazar-9	703.34	100.91	602.43
17	134	Kohima Barachour	9	Raj Bahdur Gurung	931395	Putalibazar-9	783.75	0.62	783.13
18	147	Kohima Barachour	9	Dil Bahadur Gurung	931395	Putalibazar-9	3178.52	707.04	2471.48
19	151	Kohima Barachour	9	Bhakta Singh Gurung	931395	Putalibazar-9	1459.89	778.13	681.76
20	152	Kohima Barachour	9	Su. Me. Laxman Gurung	931395	Putalibazar-9	2328.73	490.4	1838.33
21	153	Kohima Barachour	9	Om Prasad Gurung	931395	Putalibazar-9	166.97	157.74	9.23
22	154	Kohima Barachour	9	Su. Me. Laxman Gurung	931395	Putalibazar-9	541.1	30.84	510.26
23	184	Kohima Barachour	9	Su. Me. Laxman Gurung	931395	Putalibazar-9	472.51	13.39	459.12
24	185	Kohima Barachour	9	Su. Min Bahadur Gurung	931395	Putalibazar-9	753.76	574.2	179.56
25	186	Kohima Barachour	9	Jungle	931395	Putalibazar-9	16571.35	2733.08	13838.27
26	188	Kohima Barachour	9	Om Prasad Gurung	931395	Putalibazar-9	485.48	309.31	176.17
27	189	Kohima Barachour	9	Dil Bahadur Gurung	931395	Putalibazar-9	2977.55	1084.52	1893.03
28	190	Kohima Barachour	9	Raj Bahdur Gurung	931395	Putalibazar-9	1813.01	585.79	1227.22
29	193	Kohima Barachour	9	Bhim Bahadur Gurung	931395	Putalibazar-9	2472.65	230.45	2242.2
30	194	Kohima Barachour	9	Jungle	931395	Putalibazar-9	1197.51	404.32	793.19
31	197	Kohima Barachour	9	Aas Kumari Gurunysyani	931395	Putalibazar-9	463.78	357.64	106.14
32	198	Kohima Barachour	9	Aas Kumari Gu.	931395	Putalibazar-9	1207.3	524.53	682.77
33	199	Kohima Barachour	9	Padam Bahadur Gurung	931395	Putalibazar-9	1579.36	523.41	1055.95
34	202	Kohima Barachour	9	Kholsa	931395	Putalibazar-9	9732.71	394.15	9338.56
35	203	Kohima Barachour	9	Bhir	931395	Putalibazar-9	905.09	185.78	719.31
36	218	Kohima Barachour	9	Bhup Bahadur Gurung	931395	Putalibazar-9	6015.9	6.83	6009.07
37	326	Kohima Barachour	9		931395	Putalibazar-9	369164.84	2306.49	366858.35
38	340	Kohima Barachour	9	Su. Min Bahadur Gurung	931394	Putalibazar-9	2168.57	374.93	1793.64

सिंहगंगा अर्वा
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सिंहगंगा अर्वा
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S.N.	PARGELNO	VDC (Former)	WARD NO	Land Owner anme	GRID	Municipality (Now)	Total Area(m ²)	Cutoff Area (m ²)	Remaining Area(m ²)
39	349	Kohima Barachour	9	Tap Bahadur Gurung	931394	Putalibazar-9	1501.52	136.9	1364.62
40	350	Kohima Barachour	9	lit Prasad Gurung	931394	Putalibazar-9	221.17	0.25	220.92
41	352	Kohima Barachour	9	Dhan Prasad Gurung	931394	Putalibazar-9	782.11	365.93	416.18
42	353	Kohima Barachour	9	Singha Bahadur Gurung	931394	Putalibazar-9	5495.79	952.85	4542.94
43	354	Kohima Barachour	9	Debi Gurungyani	931394	Putalibazar-9	4161.73	70.59	4091.14
44	392	Kohima Barachour	9	Jungle	931355	Putalibazar-9	6466.01	1727.57	4738.44
45	392	Kohima Barachour	9	Jungle	931354	Putalibazar-9	15092.96	453.02	14639.94
46	424	Kohima Barachour	4	Jungle	931395	Putalibazar-9	1401.02	29.4	1371.62
47	452	Kohima Barachour	9	Thaan Baham	931354	Putalibazar-9	1550.62	56.97	1493.65
48	453	Kohima Barachour	9	Krishna Kumari Thapa	931354	Putalibazar-9	4604.73	1425.18	3179.55
49	455	Kohima Barachour	9	Chitra Bahadur Khawas	931354	Putalibazar-9	1992.35	711.05	1281.3
50	456	Kohima Barachour	9	Ek Bahadur Khawas	931354	Putalibazar-9	1924.02	427.73	1496.29
51	457	Kohima Barachour	9	Indra Bahadur Khawas	931354	Putalibazar-9	1093.54	442.19	651.35
52	458	Kohima Barachour	9	Dil Kumari Malla	931354	Putalibazar-9	130.57	28.49	102.08
53	458	Kohima Barachour	9	Dil Kumari Malla	931355	Putalibazar-9	1173.09	573.23	599.86
54	459	Kohima Barachour	9	Jungle	931355	Putalibazar-9	7348	1923.12	5424.88
55	459	Kohima Barachour	9	Jungle	931354	Putalibazar-9	197408.9	441.77	196967.13
56	463	Kohima Barachour	9	Daan Bdr.-1, Man Bdr.-1, Hari O	931354	Putalibazar-9	252.23	37.98	214.25
57	463	Kohima Barachour	9	Daan Bdr.-1, Man Bdr.-1, Hari O	931355	Putalibazar-9	585.38	122.8	462.58
58	464	Kohima Barachour	9	Tara Bahadur Malla	931354	Putalibazar-9	895.31	0.03	895.28
59	547	Kohima Barachour	9	Gim Baham Malla	931354	Putalibazar-9	301.55	4.05	297.5
60	548	Kohima Barachour	9	Tara Baha, Malla	931354	Putalibazar-9	297.27	145.77	151.5
61	552	Kohima Barachour	9	Ek Bahadur Malla	931354	Putalibazar-9	257.44	140.36	117.08
62	553	Kohima Barachour	9	Jit Bahadur Malla	931354	Putalibazar-9	469.76	354.7	115.06
63	554	Kohima Barachour	9	Chitra Bahadur Khawas	931354	Putalibazar-9	1194.75	566.71	628.04
64	639	Kohima Barachour	9	Gim Baham Malla	931355	Putalibazar-9	1155.76	80.63	1075.13
65	640	Kohima Barachour	9	Gim Baham Sahi	931355	Putalibazar-9	651.22	70.62	580.6
66	641	Kohima Barachour	9	Sur Singh Sahi	931355	Putalibazar-9	2215.8	838.55	1377.25
67	668	Kohima Barachour	9	A Buten	931354	Putalibazar-9	737.22	480.21	257.01
68	668	Kohima Barachour	9	A Buten	931355	Putalibazar-9	7926.08	1337.3	6588.78
69	680	Kohima Barachour	9	Pra. Ni. Maa. Vi	931355	Putalibazar-9	1004.41	48.74	955.67
70	682	Kohima Barachour	9	Kranti Chaupari	931355	Putalibazar-9	1392.26	30.23	1362.03
71	687	Kohima Barachour	9	M Bahadur Singh	931355	Putalibazar-9	1723.52	424.15	1299.37
72	689	Kohima Barachour	9	Bal Bahadur Singh	931355	Putalibazar-9	886.67	0.8	885.87
73	694	Kohima Barachour	4	Humawati Pasyani	931395	Putalibazar-9	64187.58	3267.85	60919.73
74	712	Kohima Barachour	4	Jungle	931395	Putalibazar-9	160771.62	2062.5	158709.12
75	797	Kohima Barachour	9	Indra Mahara	931355	Putalibazar-9	148.96	9.34	139.62
76	847	Kohima Barachour	9	Punte Rana	931355	Putalibazar-9	408.54	2.08	406.46



अभियन्ता अयल
अभियन्ता

S.N.	PARCELNO	VDC (Former)	WARD NO	Land Owner anme	GRID	Municipality (Now)	Total Area(m ²)	Cutoff Area (m ²)	Remaining Area(m ²)
77	849	Kohima Barachour	9	Punte Rana	931355	Putalibazar-9	2440.21	0.04	2440.17
78	862	Kohima Barachour	9	Khum Bahadur Malla	931354	Putalibazar-9	596.91	327.07	269.84
79	863	Kohima Barachour	9	Laxuman Singh Malla	931354	Putalibazar-9	917.24	326.36	590.88
80	864	Kohima Barachour	9	Mohan Malla	931395	Putalibazar-9	1228.94	332.88	896.06
81	864	Kohima Barachour	9	Mohan Malla	931394	Putalibazar-9	2447.97	284.1	2163.87
82	864	Kohima Barachour	9	Mohan Malla	931354	Putalibazar-9	5.68	4.93	0.75
83	864	Kohima Barachour	9	Mohan Malla	931355	Putalibazar-9	881.78	1.6	880.18


 अविनास अर्थाल
 अमिल

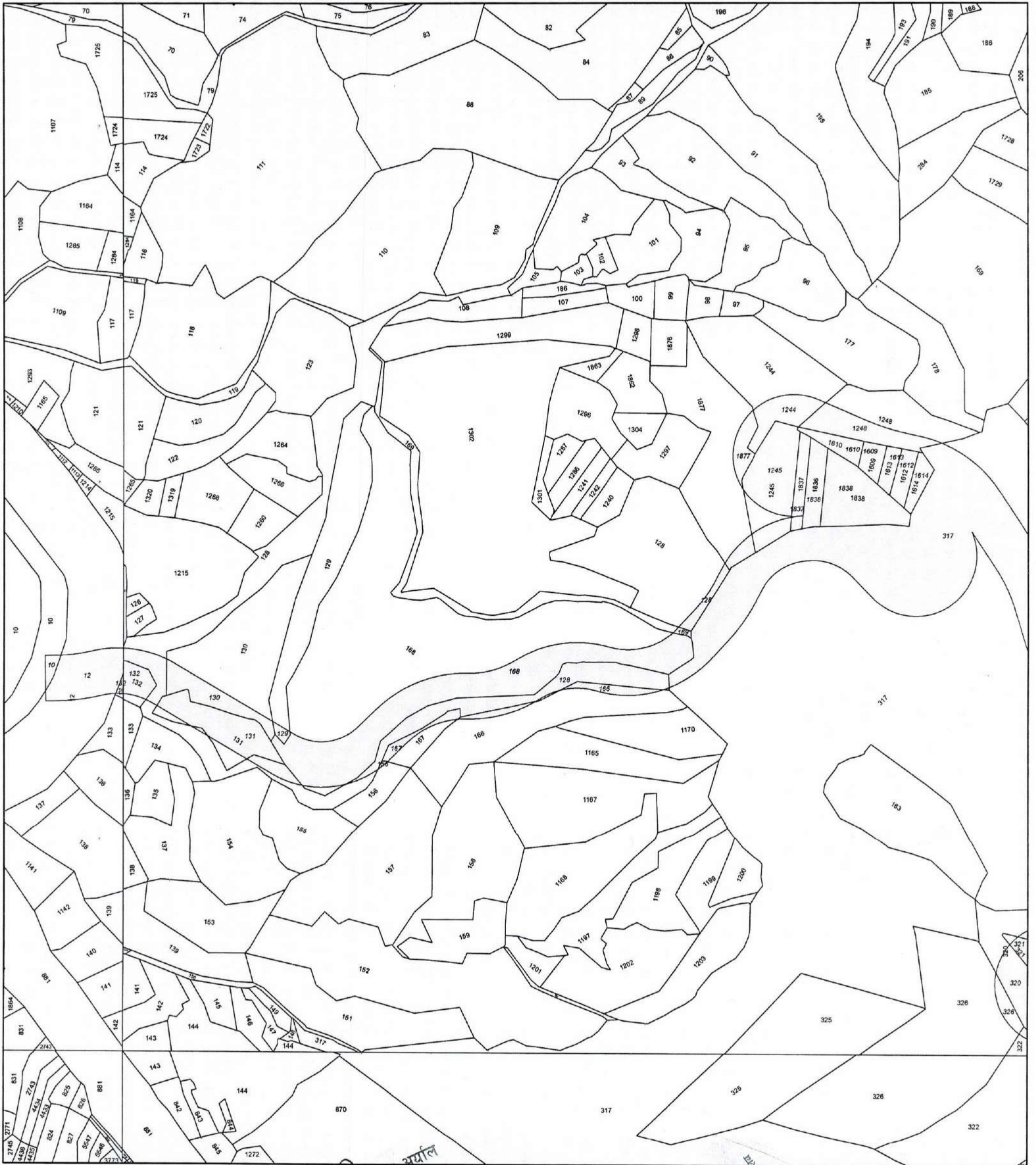


Annex II: Cadastral Map

Cadastral Map

V.D.C.: Putalibajar
Ward Number: 2

Sheet Number: 093-1311-3, 093-1311-4
Scale: 1:1,250



CLIENT:
Project Implementation Unit
Nepal Urban Governance Infrastructure Project
Putalibazar Municipality
Office of Municipal Executive, Putalibazar, Syangja
Gandaki Province, Nepal

सुदूरपश्चिम प्रदेश
सुदूरपश्चिम जिल्ला

CADASTRAL MAP PREPARATION AND
DETAIL INFORMATION AND CUT-OFF
AREAS OF EACH INDIVIDUAL PARCEL
CALCULATION OF ROAD PLAN
(PRAGATINAGAR-BAHAKOT-NAMCHE-
KALKHU) PROJECT

DATE: 2023 April
SCALE: 1:2500

MUNICIPALITY NAME: PUTALIBAZAR
WARD NO: 3



Prepared by: Er. Sanjib Poudel

Checked and Verified By:
Department of Survey
Syangja, Putalibazar

Note: This map is prepared from scanning and digitization of cadastral map received from Survey Office Syangja.


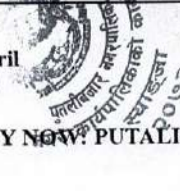
Cadastral Map



V.D.C.: Putalibajar
Ward Number: 2

Sheet Number: 093-1311-4, 093-1351-2
Scale: 1:1,250



 <p>CLIENT: Project Implementation Unit Nepal Urban Governance Infrastructure Project Putalibazar Municipality Office of Municipal Executive, Putalibazar, Syangja Gandaki Province, Nepal</p>	<p><i>(Signature)</i> सुदामा शर्मा सहायक प्रमुख सुदामा शर्मा</p> <p>CADASTRAL MAP PREPARATION AND DETAIL INFORMATION AND CUT-OFF AREAS OF EACH INDIVIDUAL PARCEL CALCULATION OF ROAD PLAN (PRAGATINAGAR-BAHAKOT-NAMCHE- KALKHU) PROJECT</p>	<p>DATE: 2023 April SCALE: 1:2500</p>  <p>MUNICIPALITY NO. 7 PUTALIBAZAR WARD NO: 3</p>	<p>Prepared by: Er. Sanjib Poudel</p> <p>Checked and Verified By: Department of Survey Syangja, Putalibazar</p>
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Note: This map is prepared from scanning and digitization of cadastral map received from Survey Office Syangja.


Cadastral Map

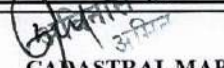



V.D.C.: Putalibajar
Ward Number: 1,2

Sheet Number: 093-1351-2 , 093-1352-1
Scale: 1:1,250




CLIENT:
Project Implementation Unit
Nepal Urban Governance Infrastructure Project
Putalibazar Municipality
Office of Municipal Executive, Putalibazar, Syangja
Gandaki Province, Nepal


**CADASTRAL MAP PREPARATION AND
DETAIL INFORMATION AND CUT-OFF
AREAS OF EACH INDIVIDUAL PARCEL
CALCULATION OF ROAD PLAN
(PRAGATINAGAR-BAHAKOT-NAMCHE-
KALKHU) PROJECT**

DATE: 2023 April
SCALE: 1:2500

MUNICIPALITY NOW PUTALIBAZAR
WARD NO: 3

Prepared by: Er. Sanjib Poudel
Checked and Verified By:
Department of Survey
Syangja, Putalibazar

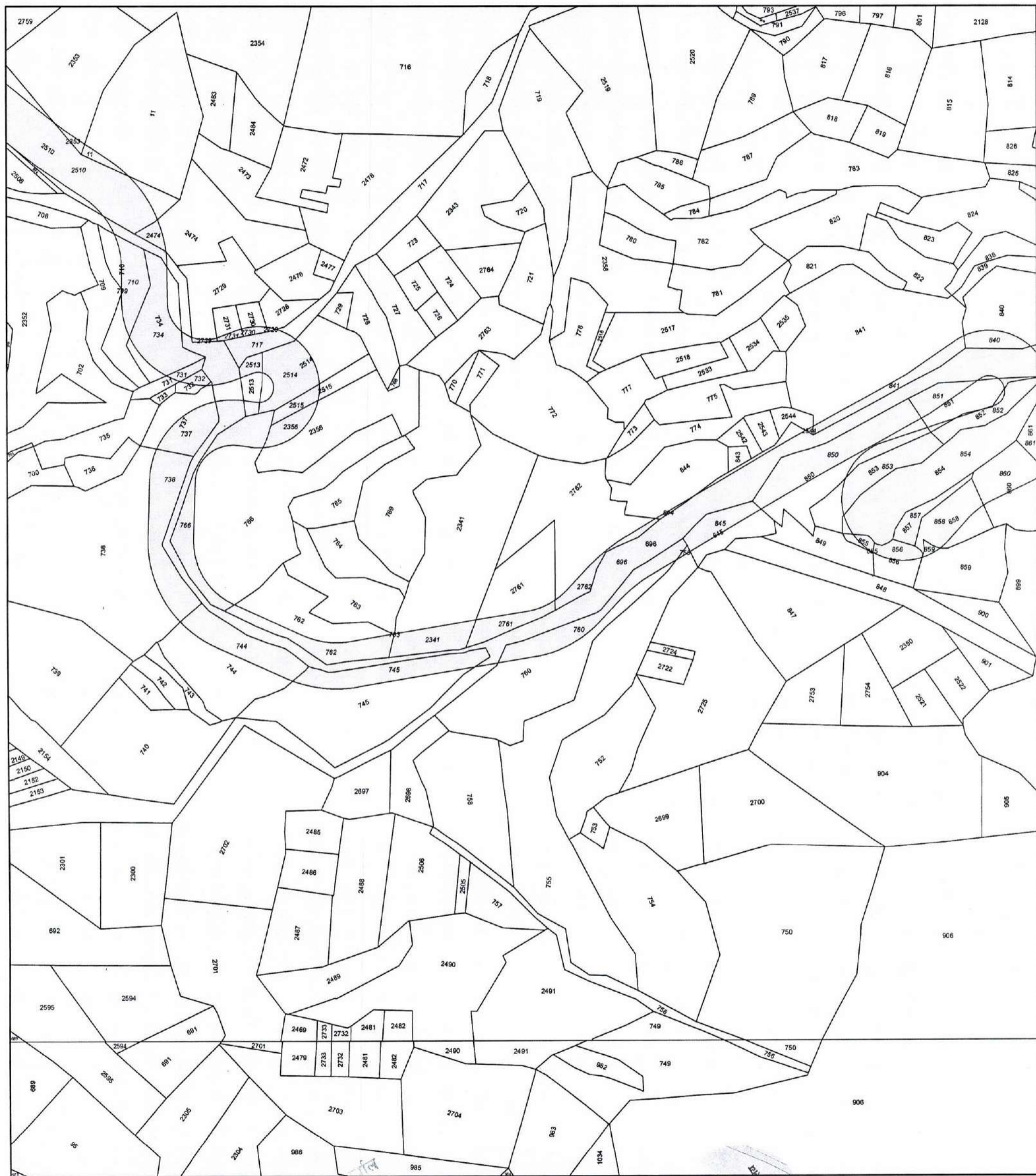
Note: This map is prepared from scanning and digitization of cadastral map received from Survey Office Syangja.

Cadastral Map



V.D.C.: Putalibajar
Ward Number: 1

Sheet Number: 093-1352-1
Scale: 1:1,250



CLIENT:
Project Implementation Unit
Nepal Urban Governance Infrastructure Project
Putalibazar Municipality
Office of Municipal Executive, Putalibazar, Syangja
Gandaki Province, Nepal

CADASTRAL MAP PREPARATION AND
DETAIL INFORMATION AND CUT-OFF
AREAS OF EACH INDIVIDUAL PARCEL
CALCULATION OF ROAD PLAN
(PRAGATINAGAR-BAHAKOT-NAMCHE-
KALKHU) PROJECT

DATE: 2023 April
SCALE: 1:2500
MUNICIPALITY NO: PUTALIBAZAR
WARD NO: 3

Prepared by: Er. Sanjib Poudel

Checked and Verified By:
Department of Survey
Syangja, Putalibazar



Cadastral Map



V.D.C.: Putalibajar
Ward Number: 1

Sheet Number: 093-1352-1, 093-1352-2
Scale: 1:1,250



 <p>CLIENT: Project Implementation Unit Nepal Urban Governance Infrastructure Project Putalibazar Municipality Office of Municipal Executive, Putalibazar, Syangja Gandaki Province, Nepal</p>	<p><i>अमिन</i> अमिन अर्याल</p> <p>CADASTRAL MAP PREPARATION AND DETAIL INFORMATION AND CUT-OFF AREAS OF EACH INDIVIDUAL PARCEL CALCULATION OF ROAD PLAN (PRAGATINAGAR-BAHAKOT-NAMCHE- KALKHU) PROJECT</p>	<p>DATE: 2023 April SCALE: 1:2500</p>  <p>MUNICIPALITY, NOW PUTALIBAZAR WARD NO: 3</p>	<p>Prepared by: Er. Sanjib Poudel</p> <p>Checked and Verified By: Department of Survey Syangja, Putalibazar</p>
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Note: This map is prepared from scanning and digitization of cadastral map received from Survey Office Syangja.



Cadastral Map



V.D.C.: Putalibajar
Ward Number: 1

Sheet Number: 093-1352-2
Scale: 1:1,250



 <p>CLIENT: Project Implementation Unit Nepal Urban Governance Infrastructure Project Putalibazar Municipality Office of Municipal Executive, Putalibazar, Syangja Gandaki Province, Nepal</p>	<p>जिवनीस शर्मा अभिनि</p> <p>CADASTRAL MAP PREPARATION AND DETAIL INFORMATION AND CUT-OFF AREAS OF EACH INDIVIDUAL PARCEL CALCULATION OF ROAD PLAN (PRAGATINAGAR-BAHAKOT-NAMCHE- KALKHU) PROJECT</p>	<p>DATE: 2023 April SCALE: 1:2500</p> <p>MUNICIPALITY NOW: PUTALIBAZAR WARD NO: 3</p> 	<p>Prepared by: Er. Sanjib Poudel</p> <p>Checked and Verified By: Department of Survey Syangja, Putalibazar</p>
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Note: This map is prepared from scanning and digitization of cadastral map received from Survey Office Syangja.

Cadastral Map





V.D.C.: Putalibajar

Sheet Number: 093-1352-2

Ward Number: 1

Scale: 1:1,250



 <p>CLIENT: Project Implementation Unit Nepal Urban Governance Infrastructure Project Putalibazar Municipality Office of Municipal Executive, Putalibazar, Syangja Gandaki Province, Nepal</p>	<p>CADASTRAL MAP PREPARATION AND DETAIL INFORMATION AND CUT-OFF AREAS OF EACH INDIVIDUAL PARCEL CALCULATION OF ROAD PLAN (PRAGATINAGAR-BAHAKOT-NAMCHE- KALKHU) PROJECT</p>	<p>DATE: 2023 April SCALE: 1:2500 MUNICIPALITY NOW: PUTALIBAZAR WARD NO: 3</p> 	<p>Prepared by: Er. Sanjib Poudel Checked and Verified By: Department of Survey Syangja, Putalibazar</p>
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Note: This map is prepared from scanning and digitization of cadastral map received from Survey Office Syangja.


Cadastral Map


V.D.C.: Bahakot
Ward Number: 9

Sheet Number: 093-1352, 093-1353
Scale: 1:2,500




CLIENT:
Project Implementation Unit
Nepal Urban Governance Infrastructure Project
Putalibazar Municipality
Office of Municipal Executive, Putalibazar, Syangja
Gandaki Province, Nepal


**CADASTRAL MAP PREPARATION AND
DETAIL INFORMATION AND CUT-OFF
AREAS OF EACH INDIVIDUAL PARCEL
CALCULATION OF ROAD PLAN
(PRAGATINAGAR-BAHAKOT-NAMCHE-
KALKHU) PROJECT**


**DATE: 2023 April
SCALE: 1:2500
MUNICIPALITY NOW: PUTALIBAZAR
WARD NO: 8**

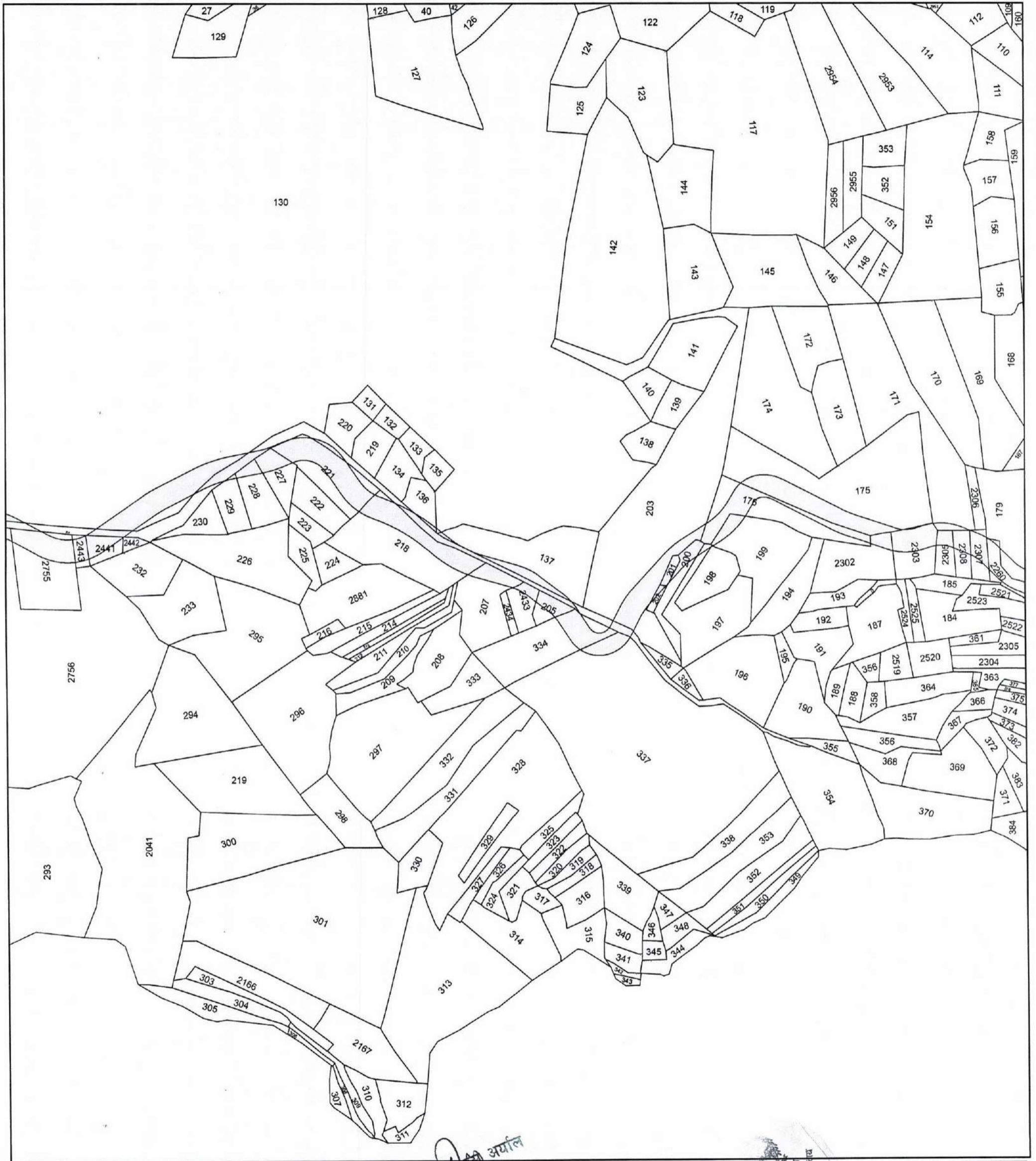
Prepared by: Er. Sanjib Poudel
**Checked and Verified By:
Department of Survey
Syangja, Putalibazar**

Cadastral Map





V.D.C.: Bahakot
Ward Number: 9

Sheet Number: 093-1353
Scale: 1:2,500



अमिल अर्वाल

 <p>CLIENT: Project Implementation Unit Nepal Urban Governance Infrastructure Project Putalibazar Municipality Office of Municipal Executive, Putalibazar, Syangja Gandaki Province, Nepal</p>	<p>CADASTRAL MAP PREPARATION AND DETAIL INFORMATION AND CUT-OFF AREAS OF EACH INDIVIDUAL PARCEL CALCULATION OF ROAD PLAN (PRAGATINAGAR-BAHAKOT-NAMCHE- KALKHU) PROJECT</p>	<p>DATE: 2023 April SCALE: 1:2500 MUNICIPALITY NOW: PUTALIBAZAR WARD NO: 8</p> 	<p>Prepared by: Er. Sanjib Poudel Checked and Verified By: Department of Survey Syangja, Putalibazar</p>
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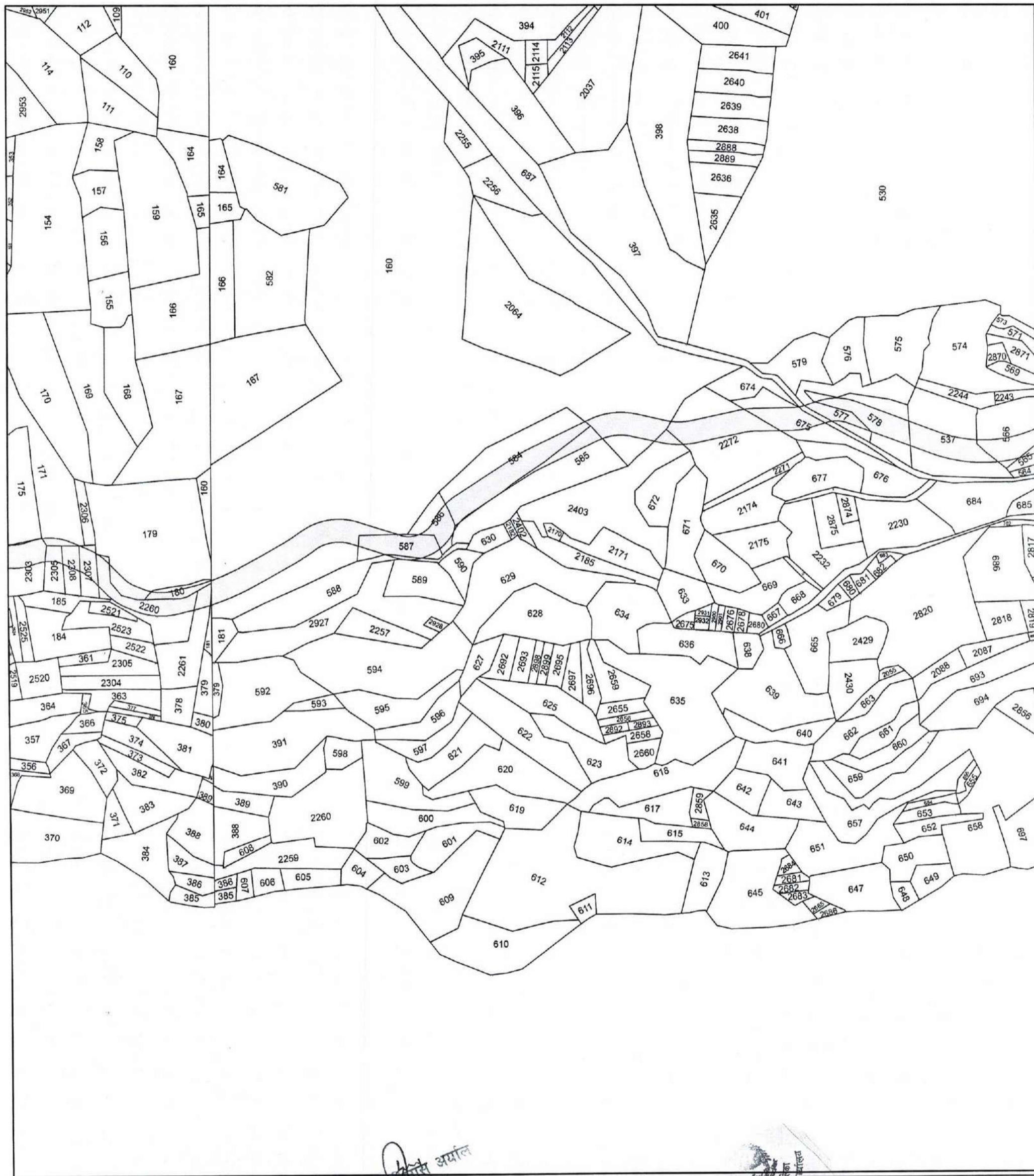
Note: This map is prepared from scanning and digitization of cadastral map received from Survey Office Syangja.

Cadastral Map



V.D.C.: Bahakot
Ward Number: 9

Sheet Number: 093-1353, 093-1354
Scale: 1:2,500



अर्जुन अर्याल
अधिकारी



CLIENT:
Project Implementation Unit
Nepal Urban Governance Infrastructure Project
Putalibazar Municipality
Office of Municipal Executive, Putalibazar, Syangja
Gandaki Province, Nepal

**CADASTRAL MAP PREPARATION AND
DETAIL INFORMATION AND CUT-OFF
AREAS OF EACH INDIVIDUAL PARCEL
CALCULATION OF ROAD PLAN
(PRAGATINAGAR-BAHAKOT-NAMCHE-
KALKHU) PROJECT**

**DATE: 2023 April
SCALE: 1:2500**
**MUNICIPALITY NOW: PUTALIBAZAR
WARD NO: 8**

Prepared by: Er. Sanjib Poudel
Checked and Verified By:
Department of Survey
Syangja, Putalibazar

Note: This map is prepared from scanning and digitization of cadastral map received from Survey Office Syangja.

Cadastral Map




V.D.C.: Bahakot
Ward Number: 9

Sheet Number: 093-1354
Scale: 1:2,500



Sanjib Poudel
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 <p>CLIENT: Project Implementation Unit Nepal Urban Governance Infrastructure Project Putalibazar Municipality Office of Municipal Executive, Putalibazar, Syangja Gandaki Province, Nepal</p>	<p>CADASTRAL MAP PREPARATION AND DETAIL INFORMATION AND CUT-OFF AREAS OF EACH INDIVIDUAL PARCEL CALCULATION OF ROAD PLAN (PRAGATINAGAR-BAHAKOT-NAMCHE- KALKHU) PROJECT</p>	<p>DATE: 2023 April SCALE: 1:2500 MUNICIPALITY NOW: PUTALIBAZAR WARD NO: 8</p>	<p>Prepared by: Er. Sanjib Poudel Checked and Verified By: Department of Survey Syangja, Putalibazar</p>
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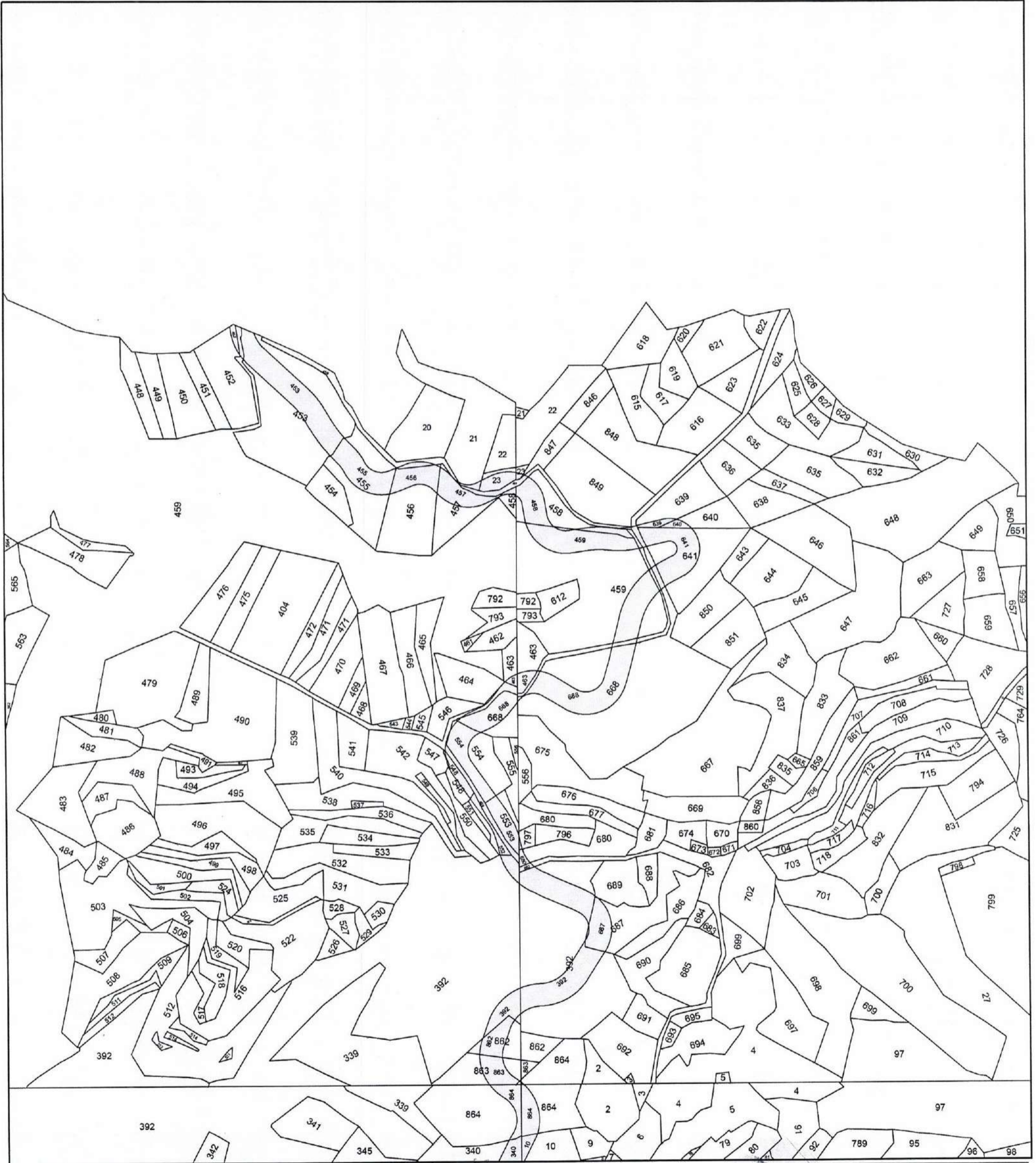
Note: This map is prepared from scanning and digitization of cadastral map received from Survey Office Syangja.

Cadastral Map



V.D.C.: Kolma Barahchaur
Ward Number: 9

Sheet Number: 093-1354, 093-1355
Scale: 1:2,500



CLIENT:
Project Implementation Unit
Nepal Urban Governance Infrastructure Project
Putalibazar Municipality
Office of Municipal Executive, Putalibazar, Syangja
Gandaki Province, Nepal

**CADASTRAL MAP PREPARATION AND
DETAIL INFORMATION AND CUT-OFF
AREAS OF EACH INDIVIDUAL PARCEL
CALCULATION OF ROAD PLAN
(PRAGATINAGAR-BAHAKOT-NAMCHE-
KALKHU) PROJECT**

**DATE: 2023 April
SCALE: 1:2500
MUNICIPALITY NOW: PUTALIBAZAR
WARD NO: 9**



Prepared by: Er. Sanjib Poudel
Checked and Verified By:
Department of Survey
Syangja, Putalibazar

Note: This map is prepared from scanning and digitization of cadastral map received from Survey Office Syangja.

Cadastral Map

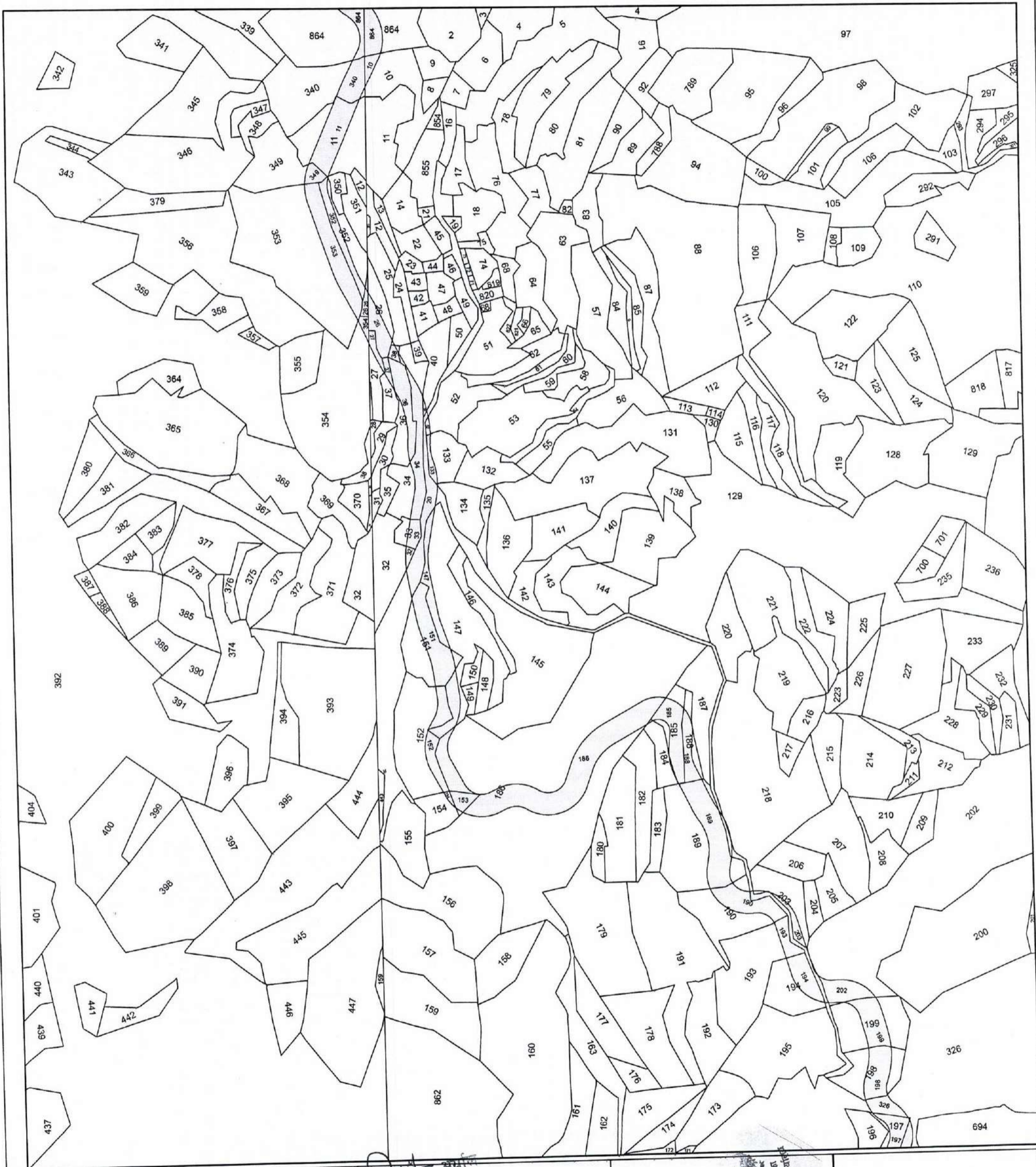


V.D.C.: Kolma Barahchaur

Sheet Number: 093-1394, 093-1395

Ward Number: 9

Scale: 1:2,500



CLIENT:
Project Implementation Unit
Nepal Urban Governance Infrastructure Project
Putalibazar Municipality
Office of Municipal Executive, Putalibazar, Syangja
Gandaki Province, Nepal

संविनस अर्थ
संविनस
CADASTRAL MAP PREPARATION AND
DETAIL INFORMATION AND CUT-OFF
AREAS OF EACH INDIVIDUAL PARCEL
CALCULATION OF ROAD PLAN
(PRAGATINAGAR-BAHAKOT-NAMCHE-
KALKHU) PROJECT

DATE: 2023 April
SCALE: 1:2500
MUNICIPALITY NOW PUTALIBAZAR
WARD NO: 9



Prepared by: Er. Sanjib Poudel
Checked and Verified By:
Department of Survey
Syangja, Putalibazar

Note: This map is prepared from scanning and digitization of cadastral map received from Survey Office Syangja.

Cadastral Map

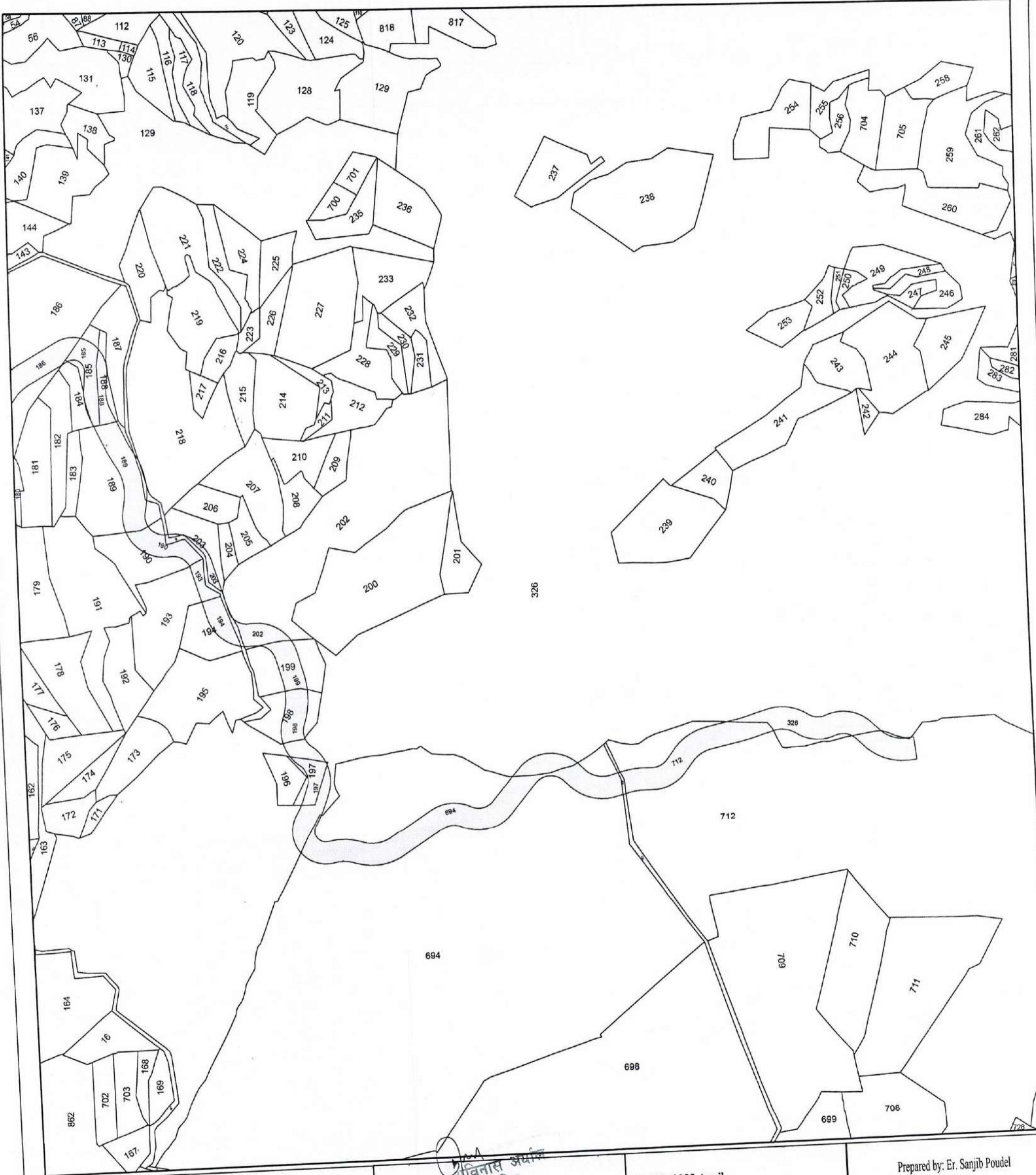


V.D.C.: Kolma Barahchaur

Ward Number: 9

Sheet Number: 093-1395

Scale: 1:2,500



अविनास अधिकारी



CLIENT:
Project Implementation Unit
Nepal Urban Governance Infrastructure Project
Putalibazar Municipality
Office of Municipal Executive, Putalibazar, Syangja
Gandaki Province, Nepal

CADASTRAL MAP PREPARATION AND
DETAIL INFORMATION AND CUT-OFF
AREAS OF EACH INDIVIDUAL PARCEL
CALCULATION OF ROAD PLAN
(PRAGATINAGAR-BAHAKOT-NAMCHE-
KALKHU) PROJECT

DATE: 2023 April
SCALE: 1:2500
MUNICIPALITY NOW: PUTALIBAZAR
WARD NO: 9

Prepared by: Er. Sanjib Poudel
Checked and Verified By:
Department of Survey
Syangja, Putalibazar

Note: This map is prepared from scanning and digitization of cadastral map received from Survey Office Syangja.

Annex III: Consultation meeting minute

शुद्ध आन उमात 2000/99/98 मात, कान्तिवा
 का विन पुनः नया मिश्राचोक बहाकाल नाम्य काव्य
 नाम्य गोप्य काल उपनोका सीमितका वैक्य भी मक
 कालु मकक। कथयनामा बस्यो, उपशिन, कथयना
 र निवृत्तक उपरि ल काजिन रहका ह।

उपशिन

शुद्ध	मक कालु मकल	- कथयना
रुद्र	राम कालु गुकड.	- उपशिन
7/7	अनन राज मरामिनी	- सीचु
	मिनु नेपाली	- लल-समीप
धनय	धनकुमारी मीपा	- कथयना
	विन पोरगा	- लल
शुद्ध	रेखा नेपाली	- लल
	राम कालु (नेपाली)	- लल
विशमवप	निल कालु मकल	- लल
	गुप्य कालु रान	- लल
रुद्र	धन सि मीपा	- लल
	विन कालु रान	- लल
	विष्णु प्रताप पराडुम	- लल
	ताम मकल - सपोजक प्रिगुगिन लमी रुमपक	
	अनन मकल - लल	" "
	विन अरवत विजय	" "
	किसान सि गुकड.	- ललबाहाकाल
	डिल कालु मकल	" "

आमिजन विशेष उपशिन

- रुद्र नारायण HUDAN - Team leader Dsc Paltalibon
- कु. कडु प्र. अधिकारी - समाजशास्त्री
- विजय महर्जक - बालबचनविद
- जमरुदु धरत - SOC Engineer Dsc Paltalibon

3/7/1

कमल

Consultation Meeting with Community

Attendance Sheet

Project: Upgrading of Pragatinagar-Bahakot-Namche-Kalku Road Section

Putalibazar Municipality

Date: 2079-11-12

Venue: Dadaswara, -8, Putalibazar N.P

Purpose: Dissemination of Project related information, Environmental, Socio-economic, cultural issues due to project construction, collection of comments and suggestions

S.N	Name	Address/Organization	Contact no	Signature
1	Bhakta Bdr. Malla.	Ward Badaswara	985608895	[Signature]
2	Ram Bdr Gurung	)	9856982187	[Signature]
3	Mangj Gurung	)	9805833997	[Signature]
4	Dil Bdr. Malla	)	9856344110	[Signature]
5	Krishna ^{Ky mori} Gurung.	)	-	[Signature]
6	Saligram sen	)	9806527626	[Signature]
7	Maniprasad Gurung	)		[Signature]
8	Devi Gurung	)		[Signature]
9	Bindu Tamang	)		[Signature]
10	Aruna Gurung.	)		[Signature]
11	Kamal Gurung	)		[Signature]
12	Basant Thapa	Namche - 9	9806546499	[Signature]
13	Bahkot Giri	)	9846355950	[Signature]
14				
15				

Key Issues/comments and suggestion:

- सडकको कारण वड्याइसलाई बहाउम रजारका कोठा लिएर अरुको बसोबास ।
- सडक निर्माणको समयमा एउटा मुनिमा नर निर्माण गइरन
- सडक निर्माणमा स्याबिकको पूर्ण सहयोग)

Consultation Meeting with Community

Attendance Sheet

Project: Upgrading of Pragatinagar-Bahakot-Namche-Kalku Road Section

Putalibazar Municipality

Date: 2079-11-12

Venue: DSC office, Putalibazar.

Purpose: Dissemination of Project related information, Environmental, Socio-economic, cultural issues due to project construction, collection of comments and suggestions

S.N	Name	Address/Organization	Contact no	Signature
1	Dnyanprakash Shama	Journalists	9856027370	
2	जित वीर शर्मा	वसन्त सी. वी. शर्मा	9846277365	
3	Shobindra Sen	" -	9825191550	
4	Em Bdr Sen		9845555241	
5	Dee " Shalu"		9846072038	
6	Ramji Paudel		9846038366	
7	Ananta Marasoj		9846038951	
8	Gita Marasojini (Gita Marasojini)		9846088066	
9	Bishnu P. Parnjuli		9846052826	
10	Jindra N. Mandal	DSC Putalibazar	981925308	
11	Jalendra Yadav	DSC Putalibazar (Student)	9852821663	
12				
13				
14				
15				

Key Issues/comments and suggestion:

- सडक निर्माण चाडी सुरु गर्नु पर्ने ।
- वर्षी सामग्री खोर्स खननमा ।। ।
- खनन विपत्तिका ताला ल हने ।
- Road alignment खोर्स सडकमा गा हुल पाल

Consultation Meeting with Community

Attendance Sheet

Project: Upgrading of Pragatinagar-Bahakot-Namche-Kalku Road Section

Putalibazar Municipality

Date: 2079-11-12

Venue: Bahakot
Matthilo Kalku, - 9, Putalibazar.

Purpose: Dissemination of Project related information, Environmental, Socio-economic, cultural issues due to project construction, collection of comments and suggestions

S.N	Name	Address/Organization	Contact no	Signature
1	Keshav Regmi	Ex vice chairperson	982644242	[Signature]
2	Narendra Pr. Sharma	Teacher, 1	9846092033	[Signature]
3	Tara Bahadur Rana		9819167268	[Signature]
4	Mina Thapa		9817109365	Mina
5	Biphan Thapa		9805140846	[Signature]
6	Chandra Maya Thapa			[Signature]
7	Dev Maya Thapa			[Signature]
8	Jangam Rana		9826180126	Jangam
9	Khim B. Thapa		9748416196	[Signature]
10	Ganesh Regmi		9804138147	[Signature]
11	Sushmita Thapa		9846790292	[Signature]
12	Rajiv Giri		9845554914	Rajiv Giri
13	Suh Maya Thapa		9846066669	[Signature]
14	Hem Bar. Thapa		9829692032	[Signature]
15	Patri Kamal Regmi		9828449662	[Signature]

Key Issues/comments and suggestion:

- सडक निर्माण खासिने हेरिब शुक्र हुनु । खासि सबै जना जग्गाधनी खातेको लागि जग्गा होडिदिन तयार ।
- सडक निर्माण खासी हुन गर्नु पर्ने ।
- गौतम क्षेत्रीय सडक निर्माण खासि गर्नु पर्ने ।

Stakeholders/Community Key concern/Issues raised on date 2079.11.12-13 addressed by DSC:

During the consultation dated 2079.11.12 to 2079.11.13 with the stakeholders/community prior the ESIA preparation, DSC team including Social and Environmental expert presented the provision and requirement of NUGIP project for the construction of Putalibazar-Bahakot-Namche-Kalku Road Project. Interaction and discussion on several Key concern/Issues were held and clarified as elaborated below. All the stakeholders showed their keen interest for the early start of project assuring their complete support in all the aspects like land availability, site clearance of the construction width requesting for the implementation of the project.

- Due to poor accessibility people of the project area is self compelled to stay on rent at market area for their children education.
- They said construction of the road is being heard since longtime but not constructed till date.
- Everybody showed their willingness and assured for the complete support from their side for the construction of Pragatinagar-Bahakot-Namche-Kalku Road Project.
- They requested for the early start of construction of the road.
- Attendees expressed their grievances stating the extreme difficulties facing in the monsoon period while travelling from the project area to the city for fulfilling their needs.
- Regarding the compensation concerns, people were informed regarding the provision of the NUGIP project. People showed their willingness for availability of land and site clearance without any compensation provided that the road construction work should be started as soon as possible.
- Requested to the project official for the start date of detailed engineering survey.
- Asked when the construction of work will be started.
- Assured willingness of the people for availability of land for the construction of the project.
- Requested for qualitative construction work.
- Pragatinagar-Bahakot-Namche-Kalku Road users committee assured for their presence and support to manage the social issues during the course of construction without hampering the project working time.
- Due to the poor condition of current road people of the project area facing difficulties to get the basic needs and right of the humanity.

Annex IV: Minutes of recommendation from local

प्रगतिनगर शिक्षाचोक बहाकोट नाम्चे काल्खु

राम्चे मोटरबाटो उपभोक्ता समिति

पुतलीबजार ३,८,९ स्याङ्जा

२०५४

च.नं. १

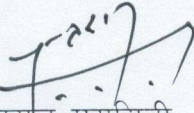
मिति: २०७९।०५।१९

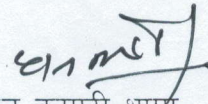


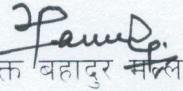
विषय: मोटरबाटो निर्माणका लागि घर जग्गा धनीको सहमति पेश गरिएको ।

श्रीमान् नगरप्रमुखज्यू
पुतलीबजार नगरपालिका स्याङ्जा ।

प्रस्तुत विषयमा पुतलीबजार नगरपालिका वडा नं. ३ प्रगतिनगर, शिक्षाचोक हुँदै काफलडाँडा, गेमडाँडा, वडा नं. ८ को आलडाँडा, सिमलडाँडा, बहाकोट, डाँडास्वारा भञ्ज्याङ् र वडा नं. ९ को नाम्चे, काल्खु, राम्चेसम्म पुगेको कच्ची मोटरबाटोको निर्माण, स्तरोन्नति, मर्मत संभार गर्न आवश्यक भै नगरपालिका समक्ष अनुरोध भै आएको र विश्व बैंकसँग पुतलीबजार नगरपालिकाले मोटरबाटो निर्माणका लागि सम्झौता गरेको हुँदा बाटो निर्माण गर्दा घर, जग्गा, संरचना धनीहरुले जग्गा उपलब्ध गराउन सहमति दिएको पत्र यसै साथ संलग्न छ, बाटो निर्माण शुभारम्भ गरि दिनु भै समस्या देखा परेका अवस्थामा आवश्यक सहजीकरण गरिदिनु हुन हार्दिक अनुरोध छ ।


अनन्तराज मरासिनी
सचिव


धन कुमारी थापा
कोषाध्यक्ष


भक्त बहादुर
अध्यक्ष

बोधार्थ

श्रीमान् सभापतिज्यू, नेपाली कांग्रेस, जिल्ला समिति स्याङ्जा ।
श्रीमान् अध्यक्षज्यू, नेकपा एमाले, जिल्ला समिति स्याङ्जा ।

2065/8/8

आज मिति 2065 भाद्र शुक्ल भाईतवा
का दिन स्याङ्जा जिल्ला, पाल्पा जिल्ला लगायतका
वडा नं 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

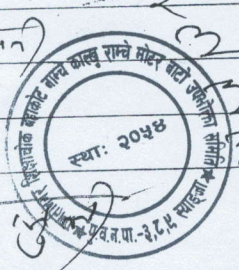
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3	भक्त बहादुर मल्ल	1	Phy
4	बहादुर नेपाली	2	Phy
5	सुन्दर शर्मा	3	Phy
6	सुन्दर शर्मा	3	Phy
7	सुन्दर शर्मा	3	Phy
8	सुन्दर शर्मा	3	Phy
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30	सुन्दर शर्मा	3	Phy



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2005/2/R

क्र.सं.	नाम	वर्ग नं.	हस्ताक्षर
24	हेल्ड माया पंडित. र		हेल्ड माया
26	धन कुमारी थापा	3	धनकुमारी
27	लारा मल्ल	3	
25	पार्वती परजुरी	3	परजुरी
30	सावित्री पौडेल शर्मा	3	
39	चन्द्रिका सुब्बा	3	
31	सुष्मा सुब्बा	3	
32	रवि खत्री	3	
33	विद्या खत्री	3	
32	सुष्मा शर्मा	3	
36	सोम क. खत्री	3	
37	नविन खत्री	3	
38	विमल प्रसाद शर्मा	3	
39	सोम क. खत्री	3	
40	सोम क. खत्री	3	
41	सुष्मा सुब्बा	3	
42	सुष्मा सुब्बा	3	
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59	सुष्मा सुब्बा	3	
60	सुष्मा सुब्बा	3	



2005/2/R

2005/2/2

उपनिवेशक माला प्रान्त शिक्षा विभाग
केन्द्र केन्द्र नारायण कोलार राज्य मोटा -
वाले उपनिवेश समिति गठन के लिए प्रस्ताव
को प्रोत्साहित किया -

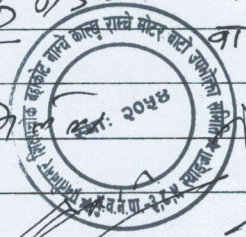
- 9856088915 श्री मन्मथ शर्मा - कोलार
- 9846482187 श्री राम शर्मा (गुरुकुल) - कोलार
- 984603895 श्री आनन्द शर्मा (गुरुकुल) - सन्धि
- 9856052178 श्री मिश्र शर्मा - सह-सन्धि
- 9846237467 श्री बालू (कुमार) शर्मा - कोलार
- 9846052326 श्री जीवन शर्मा - सन्धि
- 9826123715 श्री रेखा शर्मा - " "
- 9846425068 श्री सोम शर्मा (गुरुकुल) - " "
- 9846277365 श्री दिल शर्मा (गुरुकुल) - " "
- 9816677481 श्री गुरु शर्मा (गुरुकुल) - " "
- 9848213939 श्री गणेश शर्मा - " "
- 9806546499 श्री अशोक शर्मा - " "
- 9866087895 श्री जितेंद्र शर्मा (गुरुकुल) - " "

केन्द्र केन्द्र प्रोत्साहित करने के लिए प्रस्ताव
को प्रोत्साहित किया -

- 9846052900 श्री नारायण शर्मा - सन्धि
- 9816138286 श्री अशोक शर्मा - सन्धि
- 9846355950 श्री अशोक शर्मा - " "

केन्द्र केन्द्र (संस्थागत) समिति गठन के लिए प्रस्ताव -

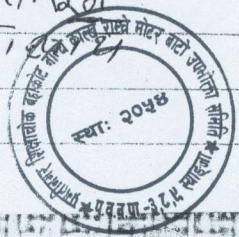
- 9846049231 श्री मन शर्मा (गुरुकुल)
 - 9846105400 श्री मोहन शर्मा (गुरुकुल)
 - 9846041323 श्री विकास शर्मा (गुरुकुल) - कोलार
 - 9846266626 श्री केशव शर्मा - कोलार
 - 9846344444 श्री दिल शर्मा (गुरुकुल) - कोलार
- कोलार राज्य
वायु राम शर्मा
श्री अशोक
श्री अशोक



सुयाडा, जिला, पुतलीखवा नगरपालिका वडा नं 3
 पुतलीखवा विद्यालयको हुँदा काफलडाँडा, उमडाँडा, शिलाडाँडा
 शिवाडाँडा वडाको डाँडाखोला अगाथे, कालुङ्का गाउँ
 समूहको केचो मोटरवाटोलाई नयाँ निर्माण तथा
 सुदोहनरी मर्मत संभारको निर्माण कार्य गर्न उपसिलका
 उल्लेखित पुतलीखवा नगरपालिका वडा नं 3का हामी धा
 जसमा धनीहरूको पुतलीखवा नगरपालिका ले लोकेका मापदण्ड
 अनुसार आवश्यक पर्ने धा, जसमा, संख्या हराई जसमा उपबन्ध
 गाउन मंजुरी राखी सुचीमा यो सल्लाह पत्रकासी हेरप
 गरि दिने

रूपरेखा

क्र.सं.	धनजसमा संख्या धनीका नाम	दस्तावेज
1	निल वहादुर माल	निर्माण
2	चन्द्र वहादुर माल	निर्माण
3	किमल वहादुर माल	निर्माण
4	गोपी माल	निर्माण
5	डोल वहादुर माल	निर्माण
6	लक्ष्मण माल	निर्माण
7	दिपक माल	निर्माण
8	मरिता इमाइ माल	निर्माण
9	हुम वहादुर परिवार	निर्माण
10	गंगा वहादुर परिवार	निर्माण
11	शेष वहादुर परिवार	निर्माण
12	नर वहादुर क्षेत्री	निर्माण
13	भोग वहादुर क्षेत्री	निर्माण
14	खडक वहादुर नेपाली	निर्माण
15	राम वहादुर नेपाली	निर्माण
16	रामणी पु. पौडेल	निर्माण
17	रिम कुमारी के. ली. म	निर्माण
18	कमल पलाड उपा	निर्माण
19	रेखा नेपाली	निर्माण



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क.ल.

दस्तावेज

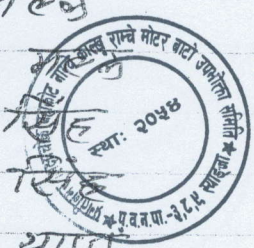
- | | | |
|-----|--|---------------------------------|
| 21) | मैले सारनी | मैले |
| 22) | धन कुमारी सारनी धना | |
| 23) | शाधिका उपाध्याय | शाधिका |
| 24) | विष्णु प्रसाद मरासिनी | विष्णु |
| 25) | अमलराज मरासिनी | 7-7-7 |
| 26) | कृष्ण प्रसाद पौडेल / तुलसीधर पौडेल दैरा | कुशी |
| 27) | मातृका प्रसाद पौडेल | 2-2-2 |
| 28) | याम वहादुर नेपाली | वाम |
| 29) | आषिक नेपाली | आषिक |
| 30) | राम व-ध लम्साल | राम व-ध |
| 31) | याम वहादुर नेपाली | वाम |
| 32) | सुर्य नेपाली | हले - श्री श्री मती देवि नेपाली |
| 33) | लामे सारनी | लामे |
| 34) | उमरु प्रसाद पुराजुली | उमरु |
| 35) | रिसा पुराजुली | |
| 36) | रमेश पुराजुली | |
| 37) | वाम वहादुर नेपाली नारायण प्रसाद मरासिनी | वाम |
| 38) | आम प्रकारा शर्मा | |
| 39) | कुल प्रसाद मरासिनी सारनी विष्णु मरासिनी | विष्णु |
| 40) | साम वहादुर नेपाली | साम |
| 41) | रिसा उपाध्याय | रिसा |
| 42) | भवानी दैरा | |
| 43) | जोतिराम प्रसाद उपाध्याय | हले - वाम |
| 44) | रविन कोरगा | रविन |



ह्याडाजा जिल्ला, पुतली बजार नगरपालिका वडा नं. १
 पुतली बजार वि. नं. - चोक (१) काफलडाडा, उमडाडा, अरुण-
 डाडा, रिमालडाडा वडाको २ डाडाहरूमा ५ गोठको कल्पना
 को राम्रो सम्म रहेको कल्पना मोटरवाहनलाई नयाँ निकासा
 तथा स्तरानवती गर्न संसारको निकासाकोप गर्न तपस्विलमा
 उक्लेरिमा पुतली बजार नगरपालिका वडा नं. ८ का हामी धा
 जग्गा धनीहरूले पुतली बजार नगरपालिकाले तोकेको मापदण्ड
 अनुसार आवश्यक पर्ने धा, जग्गा संरचना हरारे जग्गा
 उपलब्ध गराउन मंजुर गर्ने राजीरुक्तीको सहमति
 पत्रमा सहि छाप गरिदियो,

तपस्विल

क्र.सं.	धरजग्गा संरचना धनीका नाम	फलफल
१-	रिमा कुमारी आले (अम्बरडाडा)	अम्बर (बोरा)
२-	कृष्ण कुमारी थापा	०००
३-	चित्र बहादुर खवास	इन्टर
४-	सुनमति खवास	
५-	शाम बहादुर खवास	
६-	विष्णु माथा आले	विष्णु माथा जाले
७-	पुर्ण राना	पुर्ण राना
८-	गिम बहादुर मल्ल	
९-	गिम बहादुर शाही	गिम (शामिली)
१०-	अर्जुन शाही	आजारे
११-	डिल बहादुर मल्ल	
१२-	भूपेन्द्र मल्ल	भूपेन्द्र
१३-	सुन बहादुर मल्ल	सुन
१४-	इन्द्र बहादुर	इन्द्र बहादुर
१५-	बल बहादुर सिंह	बल बहादुर
१६-	हिमा कुमारी सिंह	हिमा कुमारी
१७-	रोहित बहादुर थापा	रोहित बहादुर
१८-	देउ बहादुर राना	देउ बहादुर
१९-	रेवती कुमारी शाही	मोटा (बोरा)
२०-	प्रकाश बहादुर मल्ल	



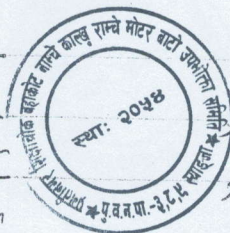
क्र.सं. धर (जसरा) सिंघस्यना धनीका नाम

दस्तावेज

२१-	कृष्णमणी मल्ल	(मंडव्याड्ड)	Varman
२२-	रुक्म बहादुर मल्ल	"	रुक्म
२३-	मोहन मल्ल	"	
२४-	बैल बहादुर ठुमडा	(डांवाल्कार)	
२५-	केश बहादुर ठुमडा	"	
२६-	शान्ति ठुमडा	"	
२७-	तप बहादुर ठुमडा	"	दारा
२८-	धन प्रसाद ठुमडा	"	दारा
२९-	यम बहादुर ठुमडा	"	यम बहादुर ठुमडा
३०-	सुवर्ण सुमारी ठुमडा (क)	"	
३१-	विष्णु नारायण ठुमडा	"	
३२-	देवी ठुमडा	"	
३३-	काल माया ठुमडा	"	
३४-	सोम प्रसाद वि. क.	"	
३५-	खिन्न बहादुर ठुमडा	"	
३६-	वल्ल बहादुर ठुमडा	"	
३७-	लिसान सिंह ठुमडा	"	
३८-	सुवर्ण सुमारी ठुमडा (रक)	"	
३९-	देवेन्द्र सिंह ठुमरी	(कालियाचौक)	
४०-	चित्र बहादुर खाण	"	चित्र बहादुर खाण
४१-	गंगा परिवार	"	गंगा परिवार
४२-	भिसन मल्ल	"	Malla
४३-	डोल सुमारी मल्ल	"	
४४-	सुकुन्ता मल्ल	"	
४५-	विर बहादुर दुमै	"	विर बहादुर
४६-	राजेंद्र सिंह ठुमरी	"	
४७-	अशोक सिंह ठुमरी	"	अशोक
४८-	नर बहादुर सिंह ठुमरी	"	नर बहादुर सिंह ठुमरी
४९-	सलत बहादुर परिवार	"	देवी (डीमते)
५०-	मुगा परिवार	"	
५१-	गुल बहादुर परिवार	"	सीता
५२-	काल बहादुर परिवार	"	प्रतिभा
५३-	इश्वर नेपाली	"	
५४-	याम बहादुर सिंह	"	



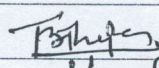
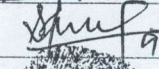


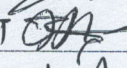




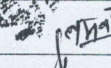

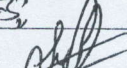




६२-	लाल बहादुर सिंह ठकुरी	(कल्याण)	लाल बहादुर
६६-	हुम बहादुर सिंह ठकुरी	"	Hum Singh
६७-	हुम बहादुर सिंह ठकुरी	"	हुम बहादुर सिंह
६८-	तेज बहादुर सिंह ठकुरी	"	तेज बहादुर सिंह
६९-	विठ्ठल बहादुर सिंह ठकुरी	"	विठ्ठल
६०-	पद्म बहादुर सिंह ठकुरी	"	पद्म
६१-	लाल कुमारी सिंह ठकुरी	"	लाल कुमारी
६२-	तुल बहादुर मल्ल	"	Tulsi
६३-	देवु सिंह ठकुरी	"	देवु
६४-	प्रेम सिंह ठकुरी	"	प्रेम
६५-	मन्जु सिंह ठकुरी	"	मन्जु सिंह
६६-	वैत बहादुर मल्ल	"	वैत
६७-	भक्त कुमारी सैन	(गैडाकौर)	भक्त कुमारी
६८-	जिवन मल्ल	"	जिवन मल्ल
६९-	जगत्र हमाळ	"	जगत्र
७०-	टुकु बहादुर हमाळ	"	टुकु
७१-	सोम बहादुर हमाळ	"	Som
७२-	रमेश सैन ठकुरी	"	Ramesh
७३-	माया शाही	"	माया
७४-	मिन बहादुर शाही	"	मिन
७५-	पित्तम बहादुर शाही	"	पित्तम
७६-	गुप्त बहादुर सैन	"	गुप्त
७७-	पूजा बहादुर हर्मी	"	पूजा
७८-	मिन बहादुर सैन	"	मिन
७९-	लाल बहादुर हर्मी	"	लाल
८०-	बल बहादुर खवास	"	बल बहादुर (होरा)
८१-	लाल सिंह हर्मी	"	लाल सिंह (होरा)
८२-	काजी	"	काजी
८३-	कृष्ण बहादुर सैन	"	कृष्ण
८४-	डार बहादुर सैन	"	डार
८५-	सोम बहादुर हर्मी	"	सोम
८६-	हुम बहादुर हर्मी	"	हुम
८७-	प्रेम बहादुर ठकुरी	"	प्रेम

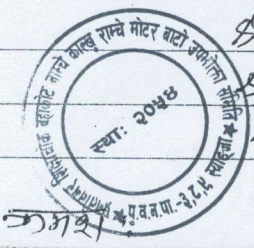


स्थापना जिल्ला, सुतलीबजार नगरपालिका वडा नं ३ प्रान्तीय शिक्षा चौक पूर्व काफ्लेडाडा, गोमडाडा, झालडाडा, सिमडाडा, बहाकार डाडास्वारा) में नाम्ने, काल्पु को राम्ने सम्म रहेको कच्ची मोटर वाहोलाई तथा गिरोठा तथा सुन्दोल्नी मोटर संभार को निर्माण कार्य गर्न तपसिलमा डल्लेरिया सुतलीबजार नगरपालिका वडा नं. ३ का हामी जाग्गा, धर धनीकल सुतलीबजार नगरपालिकालाई तोकैको माफफड सुनुवा कावशक पेने धर जाग्गा, संस्चना दशई जाग्गा उपलब्ध जागडन मजुर में राजीरुवामीमा प्रसहमान पत्रमा सहिदाप गरिदिया ।

नाम्ने तपसिल नाम्ने

क्र.सं. धरजाग्गा संस्चना धनीको नाम परस्चना

१. श्री हित बहादुर थापा - 
२. श्री मोहन बहादुर थापा - 
३. श्री हेड बहादुर थापा
४. श्री हल बहादुर थापा 
५. श्री टेक बहादुर थापा 
६. श्री ज्ञान बहादुर थापा 
७. श्री धम बहादुर थापा 
८. श्री बसन्त बहादुर थापा 
९. श्री प्रेम बहादुर थापाके' प्रेम 
१०. श्री लाल बहादुर थापा 
११. श्री तम बहादुर थापा 
१२. श्री जग बहादुर गुल्ड' 
१३. श्री रूप बहादुर गुल्ड
१४. श्री नर बहादुर गुल्ड' 
१५. श्री खिम बहादुर थापा 
१६. श्री शुभशी गुल्ड' 
१७. श्री खिम कुमारी गुल्ड' 
१८. श्री सन्त बहादुर गुल्ड' 
१९. श्री बसन्त बहादुर छिरी कल्या



सं. घर जग्गा संरचना - धनीको नाम

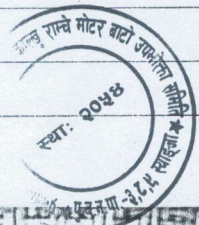
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२१,	श्री हरिकृष्ण गिरी	पुष्प
२२,	श्री ईश्वर थापा	पुष्प
२३,	श्री ठकुर बहादुर थापा	पुष्प
२४,	श्री खुम बहादुर थापा	पुष्प
२५,	श्री धन बहादुर थापा	पुष्प
२६,	श्री दल बहादुर सुनार	पुष्प
२७,	श्री अनिता विठ्ठल	पुष्प
२८,	श्री विष्णु सुनार	पुष्प
२९,	श्री बाबुराम विठ्ठल	पुष्प
३०,	श्री प्रहिय थापा	पुष्प
३१,	श्री हिम बहादुर थापा	पुष्प
३२,	श्री हुम बहादुर थापा	पुष्प
३३,	श्री प्रेम बहादुर थापा	पुष्प
३४,	श्री शेर बहादुर थापा	पुष्प
३५,	श्री रज बहादुर थापा	पुष्प
३६,	श्री तिल कुमारी थापा	पुष्प
३७,	श्री विरेन्द्र थापा	पुष्प
३८,	श्री हुम बहादुर थापा	पुष्प
३९,	श्री भविश्वर थापा	पुष्प
४०,	श्री हरि प्रसाद रेग्मी	पुष्प
४१,	श्री शालिग्राम रेग्मी	पुष्प
४२,	श्री ज्ञाननाथ रेग्मी	पुष्प
४३,	श्री जंग बहादुर विठ्ठल	पुष्प
४४,	श्री लाल प्रसाद रेग्मी	पुष्प
४५,	श्री विश्वनाथ रेग्मी	पुष्प
४६,	श्री सहदेव थापा	पुष्प
४७,	श्री दुर्गा सिं थापा	पुष्प
४८,	श्री सूर्यदेवी गिरी	पुष्प
४९,	श्री ललमफ गिरी	पुष्प



स्वायत्त जिल्ला पुतली बजार नगरपालिका वडा नं ३
 प्रगति नगर विद्या चौक हुँदै काफलडाडा गोडडाडा, आलडाडा, सिमल-
 डाडा, बहाकोट, डाडास्करा आै नामचै कालखुको रामचै सम्म रहेको कच्ची
 मोटरवाटोलाई नया निर्माण तथा स्तरोन्नती मर्मत सम्भारको निर्माण कार्य
 गर्न तयशीलका जग्गा धनी, धर धनीले तोकैको मापण्ड अनुसार पुतली
 बजार नगरपालिकाले तोकैको मापण्ड अनुसार आवश्यक पर्ने धरजग्गासंख्या
 हटाइ जग्गा उपलब्ध गराउन मञ्जुर सहित रामी खुशी साथ या मञ्जुरी
 पत्रमा सहैद्वारा गरि दियो

तल्लो कालखु

धर जग्गा धनीको नाम	हस्ताक्षर
१) कमान सिंशाना	कमान सिंशाना
२) कवल सिंशाना	
३) डाल बहादुर थापा	डाल बा-
४) दिवा .. थापा	बाबा
५) डिल .. थापा	बाबा
६) ईश्वर शाना	बाबा
७) हेमान सिं थापा	हेमान
८) तेज बहादुर शाना	Taj Rana
९) भुमिराज शाना	Bhumi Raj
१०) प्रेम बहादुर थापा	Prm M
११) प्रसाद शाना	Prasad
१२) दुर्गा बहादुर शाना	दुर्गा बा
१३) मेग बहादुर शाना	मेग बा
१४) याम बहादुर थापा	याम
१५) भिन बहादुर शाना	भिन
१६) राधे बहादुर शाना	राधे बा
तेल सौपान: सोम बहादुर शाना	सोम
१७) दिपक शाना	दिपक
१८) चुन बहादुर शाना	चुन
२०) टोल बहादुर शाना	टोल
२१) कृष्णा थापा	कृष्णा
२२) प्रेम कृष्णा थापा	प्रेम कुमार



अहिली	23)	अरुती रागा	28)	कोप वा. रागा	KOP
रेडती	24)	वेडती रागा	29)	खिनाडती रागा	खिना
Kouse	25)	कपल रागा	30)	लोप वा. रागा	लोप रागा
कवि	26)	कर्म वहाडर रागा	31)	मिन्न वा. रागा	मिन्न रागा
ज्या	27)	मोत वा. रागा	32)	रेख वा. रागा	रेख रागा
होते	28)	देवी रागा	33)	उबिद्ध रागा	उबिद्ध
हामराम	29)	वागत रागा	34)	लेख वा. रागा	लेख रागा
ज्या	30)	दुमरा रागा	35)	खेर वा. रागा	खेर रागा
ज्या	31)	कन्दे वा. रागा	36)	कालु विक	कालु विक
सिमाया	32)	सिरजाया	37)	धत वा. भाषा	धत व भाषा
र-वलयत	33)	कपलाल शर्मा पुन			
खिना रागा	34)	खिना रागा			
	35)	राग वा. विक			
ज्या	36)	टिकालाल विक			
पत्रिका	37)	पत्रिका			
उमेर	38)	ओम वजारी भाषा			
ज्या	39)	टेक वा. रागा			
ज्या	40)	रिंक वा. भाषा			
नरवाडुडर	41)	नरे वा. भाषा			
ज्या	42)	इन्फकला रागा			
ज्या	43)	मिल वा. रागा			
ज्या	44)	खवारात विक भाषा			
ज्या	45)	कन्दे वा. भाषा			
प्रतेयन	46)	प्रतेयन रागा			
	47)	मिन्न वा. रागा			
सिमाया	48)	सिमाया रागा			
खवारात	49)	खवारात वा. रागा			
हिरामोती	50)	हिरामोती रागा			
ज्या	51)	ओम वा. रागा			
ज्या	52)	कुलगाते रागा			
डिलगाया	53)	डिलगाया रागा			
ज्या	54)	ज्या वा. रागा			
ज्या	55)	कन्दे वा. रागा			



शैलवी 8 मासिकला 31/08/20

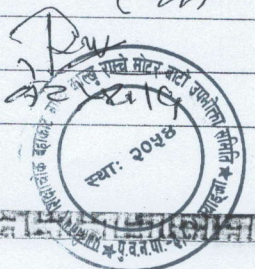
वर्ग नं. 5

PAGE NO.

DATE

नामावली धा(जा)गा नाम

1	रामु	राना	रामु
2	जमान	लि थापा	Januwar Singh
3	हेमा	थापा	हेमा
4	शं वहाकु	थापा	शं थापा
5	साम वहाकु	थापा	साम
6	डाल वहाकु	राना	डाल राना
7	लोक राज	थाल	लोक
8	रुम वहाकु	थापा(रु)	रुम
9	उजिर	लि राना	उजिर
10	किल मथा	राना	किल मथा
11	मोते लाल	राना	मोते
12	हल वरि	राना	हल वरि
13	डम्बा	लि थापा	डम्बा
14	साम वरि	थापा	साम
15	धन वरि	थापा(रु)	धन
16	धन वरि	थापा(रु)	धन
17	लिलमली	थापा	लिलम-
18	मिनाम वरि	राना(रि)	मिनाम
19	रुम वरि	राना "	रुम
20	पवित्रा	राना	पवित्रा
21	खिद्र वरि	राना "	खिद्र
22	वशी	राना "	वशी
23	कुल वरि	थापा	Kuldas
24	देवि	राना	देवि
25	वरी वरि	थापा	वरी
26	लाल वरि	थापा	लाल
27	पुम वरि	थापा	पुम व. थापा
28	तिलकु	थापा	तिलकु
29	पितम	राना	पितम
30	याम वरि	थापा	याम
31	रेकु वरि	थापा	रेकु याम
32	शमिद्र वरि	राना	शमिद्र
33	वरि प्रशाह	राना	वरि प्रशाह



३४, संयात्रा	राना (ही)	सिद्ध
३५ ताप वर	राना	अमर
३६ तपस सिं	राना	अमर
३७ क्षेत्र वर	राना	विजय
३८ विम वर	राना (कप)	रम का राना
३९ विम वर	शर्पा धर्म	
४० प्रित	विठ्ठल	मंदः
४१ तिल वर	राना	अमर
४२ धर्मपथा	विठ्ठल धर्म	
४३ दाशमथा	शर्पा दास	
४४ तिल पुमारी	दापा तिल कुमारि	
४५ रोक वर	दापा	अमर
४६ रेत वर	शर्पा रेत अमर	
४७ पुष्ट वर	दापा अमर	
४८ रमरा	दापा अमर	
४९ उम कान्ती	दापा उमा	
५० न गोपाल	दापा अमर	
५१ अ कुरु	दापा अमर	
५२ मनमथा	दापा मन	
५३ दान वर	शर्पा अमर	
५४ बाल वर	शर्पा बाल कुमारि	
५५ उशव	रंगी	
५६ नरेंद्र	रंगी	



Annex V Letters from Community Forest



बसन्ते सामुदायिक वन उपभोक्ता समिति

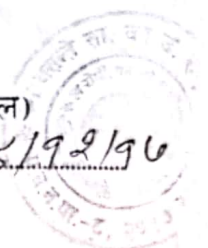
वहाकोट-७, स्याङ्जा

पत्र संख्या:- ०७५/०८०

चलानी नम्बर:- ५

(ग.अ. नेपाल)

मिति. २०७५/१२/१७



विषय :- सहमती संबन्धमा ।

श्री श्री जसु संग संबन्धित छ ।

स्याङ्जा जिल्ला, वृत्तलिया गाउँपालिका वडा ३
 वडा नम्बर १ शिक्षा चौक हुँदै काकल डाँडा, गैमाडाँडा, वडी रोड
 को गौडाकोट, सिमलभञ्ज्याङ, डाँडास्वारा भन्ज्याङ हुँदै वडा नं. ५
 को नाम्चे काल्पु राप्ते संग कच्ची मोरवारो निकोवा
 भै घाताभार संचालन भएको र यस मोरवारोलाई स्थानीय
 वडी निकोवा सुधा गुरु न्यायपालिकाको तोकको मापदण्ड
 अनुसार आवश्यक पत्र जग्गा र जग्गामा भएका यस सामु-
 दायिक वन संचालन गर्ने फरकको वारे निकोवाको कुरा कुनै
 वीत नहुने, केही आर्थिक फरकको परेको पनि वन उपभोक्ता
 संघलाई कुनै गुरा नपने यस एजितको निर्णय भएको
 हुँदा सोही एजितो साप (अनुसूध-६)

निर्वाहक
 (निलबहादुर मजला)
 अध्यक्ष
 ५८४६२७०३६५

आज मिति २०७५/११/१७ गते बुधवार को दिन यस जण्डको प्रदेश स्याङ्जा जिल्ला पुतलीवजार नगर - पालिका ट स्थित मैदान बसन्त सामुदायिक वन उपोभोक्ता क्लबको भेला यस सामुदायिक वन उपोभोक्ताका अध्यक्ष श्री गिल जहाङ्गुर मल्लको अध्यक्षतामा बैठक वसी तपशिलको उपस्थितिका उपस्थिति गरी विम्वानुसारको निर्णय गरियो ।

उपस्थिति

- १) अध्यक्ष - श्री गिल व. मल्ल
- २) उपाध्यक्ष - श्री सुम गारायण शर्मा
- ३) सचिव - श्री कला कुमारी शाही
- ४) सहाय्यक सचिव - श्री सुम. व. सेन
- ५) सदस्य - श्री विराल मल्ल
- ६) सदस्य - श्रीमती अमिता नेपाली
- ७) सदस्य - श्री लक्ष्मी लक्ष्मी शाह
- ८) सदस्य - श्री मुना मल्ल
- ९) सदस्य - श्री वीर व. सेन
- १०) सदस्य - श्रीमती कल्पना नेपाली
- ११) सदस्य - श्रीमती आसमाया भुजेल
- १२) सदस्य - श्रीमती रव कल्पना नेपाली
- १३) सदस्य - विम्वान जहाङ्गुर मल्ल
- १४)) - सावित्री भुजेल
- १५)) - जित कु मल्ल
- १६)) - बुद्धिबल थापा
- १७)) - पुर्ण थापा
- १८)) - अ रमादेवि शर्मा
- १९)) - पिठठा माया मरासिनी
- २०)) - सित कु परिवार सीमा
- २१)) - मण कु नेपाली
- २२)) - सुनमाया नेपाली
- २३)) - सुनमाया परिवार
- २४)) - कौशिला नेपाली
- २५)) - अजि परिवार
- २६)) - मण कु नेपाली
- २७)) - दिवा मल्ल

विम्वान
 कल्पना
 आसमाया
 सावित्री
 जित
 विष्णु
 सुनमाया
 कौशिला
 मण
 मण
 दिवा

२७)	हिरो मठल	हिरो
२८)	रिवनाउरी हमाल	रिवनाउरी
२९)	जुडी परिवार	जुडी
३०)	शान्त परिवार	शान्ती
३१)	चीलाकन्त शर्मा	
३२)	रम कु परिवार	रम कुमारी
३३)	माया नेपाली	माया नेपाली

आजको प्रस्तावका :-

- १) यसले सामुदायिक वनको मातहतमा रहेको कारणे ।-
- २) विविध ।-

प्रस्ताव नं १.

माथि छलफल गर्दा यस प्रकारै सामुदायिक वनको मातहतमा रहेको कारणे केही कति नाप-चाउने हुनाले सर्वसम्मत निर्णय के गरियो ।

प्रस्ताव नं २

माथि छलफल गर्दा अझ विषय केही नभएको हुना आजको सभा यही बिसर्जन गर्ने निर्णय गरियो ।

विमलमलम
 रामलेत्री
 लक्ष्मी
 जित
 रम कुमारी
 रम
 सुन
 मेजी
 जुडी
 आलमिया
 मया नेपाली
 सोना
 काशीला
 हिरो
 रिवनाउरी

Annex VI: Water Quality test reports



SWAT/F/C/04
Version no: 01
Issue no: 02
Revision no: 03
Effective date: 2021/08/01



Soil Water and Air Testing Laboratories Pvt. Ltd.
VAT No: 605928743
Tel: +977-01 4249480
Email: swatlab2017@gmail.com
PO Box: 25752, Kathmandu, Nepal
Sisir Marga 11, Babarmahal, Kathmandu, Nepal

WATER ANALYSIS REPORT

Name of Client:	Putalibazar Municipality	Lab Code:	23/04-987 (a)
Collector:	Shrijana Neupane	Location:	Syangja, Bahakot
Source:	Water (Upper Chisapani Garjyan)	Sampled By:	Client
Sampling Date:	-	Test performance Date:	2023/04/21-2023/04/25
Receipt Date:	2023/04/21	Issued Date:	2023/04/27
Project's Name:	Nepal Urban Governance and Infrastructure Project		

Parameters	Results	Unit	(Relevant Standard)	Method
Physical				
Colour	0	TCU	5 (10)	2120 B. APHA 23 rd edition
Conductivity	170	µS/cm	1500 (max)	2510 B. APHA 23 rd edition
pH	7.5	-	6.5-8.5	4500 H+ B. APHA 23 rd edition
Total Solids	112	mg/L	1000	2540 B. APHA 23 rd edition
Turbidity	0.22	NTU	5 (15)	2130 B. APHA 23 rd edition
Chemical				
Ammonia	<0.02	mg/L	1.5	4500 NH ₃ F. APHA 23 rd edition
Nitrate	0.53	mg/L	50	4500 NO ₃ ⁻ B. APHA 23 rd edition
Chloride	8.99	mg/L	250	4500-Cl- B. APHA 23 rd edition
Iron	<0.01	mg/L	0.3 (3)	3500-Fe B. APHA 23 rd edition
Total Hardness	62	mg/L as CaCO ₃	500	2340 C. APHA 23 rd edition
Microbiology				
Coliform*	Absent	-	-	P/A Vials

Relevant Standard: NDWQS =National Drinking Water Quality Standard (2062)

Note: The integrity of the sample and results are dependent on the quality of sampling. The results refer only to the parameters tested of the samples provided/collected for analysis. Statements of conformity have been made without taking Measurement Uncertainty into account except when specifically requested by the customer.

*These parameters are not within the scope of Nepal Standard.

Remarks: All the observed values of tested parameters are found to be within the limit of NDWQS 2062.

Analyzed By



Checked and Authorized By
Er. Lokesh Sapkota



SWAT/F/C/04
Version no: 01
Issue no: 02
Revision no: 03
Effective date: 2021/08/01



Soil Water and Air Testing Laboratories Pvt. Ltd.
VAT No: 605928743
Tel: +977-01 4249480
Email: swatlab2017@gmail.com
PO Box: 25752, Kathmandu, Nepal
Sisir Marga 11, Babarmahal, Kathmandu, Nepal

WATER ANALYSIS REPORT

Name of Client:	Putalibazar Municipality	Lab Code:	23/04-987 (b)
Collector:	Shrijana Neupane	Location:	Syangja, Bahakot
Source:	Water (Lower Chisapani, Bahakot)	Sampled By:	Client
Sampling Date:	-	Test performance Date:	2023/04/21-2023/04/25
Receipt Date:	2023/04/21	Issued Date:	2023/04/27
Project's Name:	Nepal Urban Governance and Infrastructure Project		

Parameters	Results	Unit	(Relevant Standard)	Method
Physical				
Colour	5	TCU	5 (10)	2120 B. APHA 23 rd edition
Conductivity	200	$\mu\text{S}/\text{cm}$	1500 (max)	2510 B. APHA 23 rd edition
pH	7.6	-	6.5-8.5	4500 H+ B. APHA 23 rd edition
Total Solids	130	mg/L	1000	2540 B. APHA 23 rd edition
Turbidity	9.27	NTU	5 (15)	2130 B. APHA 23 rd edition
Chemical				
Ammonia	<0.02	mg/L	1.5	4500 NH ₃ F. APHA 23 rd edition
Nitrate	0.02	mg/L	50	4500 NO ₃ ⁻ B. APHA 23 rd edition
Chloride	8.99	mg/L	250	4500-Cl- B. APHA 23 rd edition
Iron	<0.01	mg/L	0.3 (3)	3500-Fe B. APHA 23 rd edition
Total Hardness	72	mg/L as CaCO ₃	500	2340 C. APHA 23 rd edition
Microbiology				
Coliform*	Absent	-	-	P/A Vials

Relevant Standard: NDWQS =National Drinking Water Quality Standard (2062)

Note: The integrity of the sample and results are dependent on the quality of sampling. The results refer only to the parameters tested of the samples provided/collected for analysis. Statements of conformity have been made without taking Measurement Uncertainty into account except when specifically requested by the customer.

*These parameters are not within the scope of Nepal Standard.

Remarks: Except for Turbidity, all the observed values of other tested parameters are found to be within the limit of NDWQS 2062.

Analyzed By



Checked and Authorized By
Er. Lokesh Sapkota



SWAT/F/C/04
Version no: 01
Issue no: 02
Revision no: 03
Effective date: 2021/08/01



Soil Water and Air Testing Laboratories Pvt. Ltd.
VAT No: 605928743
Tel: +977-01 4249480
Email: swatlab2017@gmail.com
PO Box: 25752, Kathmandu, Nepal
Sisir Marga 11, Babarmahal, Kathmandu, Nepal

WATER ANALYSIS REPORT

Name of Client:	Putalibazar Municipality	Lab Code:	23/04-987 (c)
Collector:	Shrijana Neupane	Location:	Putalibazar M. -03
Source:	Water (City Kholsi)	Sampled By:	Client
Sampling Date:	-	Test performance Date:	2023/04/21-2023/04/26
Receipt Date:	2023/04/21	Issued Date:	2023/04/27
Project's Name:	Nepal Urban Governance and Infrastructure Project		

Parameters	Results	Unit	(Relevant Standard)	Method
Physical				
Temperature	21	°C	-	-
Appearance	Clear	-	Clear	-
Taste and Odour	Not Objectionable	-	Not Objectionable	-
Colour	0	TCU	5 (10)	2120 B. APHA 23 rd edition
Conductivity	170	µS/cm	1500 (max)	2510 B. APHA 23 rd edition
pH	7.6	-	6.5-8.5	4500 H+ B. APHA 23 rd edition
Total Dissolved Solids	200	mg/L	1000	2540 C. APHA 23 rd edition
Total Suspended Solids	14		1000	2540 D. APHA 23 rd edition
Turbidity	0.05	NTU	5 (15)	2130 B. APHA 23 rd edition
Chemical				
Ammonia	<0.02	mg/L	1.5	4500 NH ₃ F. APHA 23 rd edition
Total Alkalinity	242	mg/L	2000	2320 B. APHA 23 rd edition
Biological Oxygen Demand	129.6	mg/L	500	5210 B., APHA 23 rd edition
Nitrate	0.39	mg/L	50	4500 NO ₃ ⁻ B. APHA 23 rd edition
Chloride	5.99	mg/L	250	4500-Cl ⁻ B. APHA 23 rd edition
Iron	<0.01	mg/L	0.3 (3)	3500-Fe B. APHA 23 rd edition
Total Hardness	198	mg/L as CaCO ₃	500	2340 C. APHA 23 rd edition

Relevant Standard: NDWQS = National Drinking Water Quality Standard (2062)

Note: The integrity of the sample and results are dependent on the quality of sampling. The results refer only to the parameters tested of the samples provided/collected for analysis. Statements of conformity have been made without taking Measurement Uncertainty into account except when specifically requested by the customer. *These parameters are not within the scope of Nepal Standard.

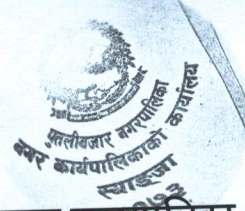
Remarks: All the observed values of tested parameters are found to be within the limit of NDWQS 2062.

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Annex VII: Recommendation letter from Municipality, Wards & others



पुतलीबजार नगरपालिका
नगर कार्यपालिकाको कार्यालय
स्याङ्जा, गण्डकी प्रदेश, नेपाल

पत्र संख्या: ०७९/८०

च.नं. ३८८२

मिति: २०८०/०३/२५

श्री नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना
आयोजना समन्वय कार्यालय
बबरमहल, काठमाडौं

बिषय: जानकारी सम्बन्धमा ।

उपरोक्त सम्बन्धमा यस पुतलीबजार नगरपालिकाको महिला तथा बालबालिका शाखाको अभिलेख अनुसार पुतलीबजार नगरपालिका वडा नं. ३, ८ र ९ मा पर्ने प्रगतिनगर बहाकोट नाम्चे कालखु सडक खण्ड को बस्तीहरुमा हालको वर्षहरुमा कुनै पनि खालको लैंगिक हिंसाको घटना घटेको नदेखिएको व्यहोरा अनुरोध छ ।

हरिराम नागिला
प्रमुख प्रशासकीय अधिकृत



पुतलीबजार नगरपालिका

नगर कार्यपालिकाको कार्यालय

स्याङ्जा, गण्डकी प्रदेश, नेपाल

मिति:-२०८०/०३/२५

पत्र संख्या:०७९/८०

च.नं. ३२८४

श्री नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना
आयोजना समन्वय कार्यालय
बबरमहल, काठमाडौं

बिषय : जानकारी सम्बन्धमा ।

उपरोक्त सम्बन्धमा यस पुतलीबजार नगरपालिका अन्तर्गत प्रगतिनगर बहाकोट नाम्चे कल्खु सडक खण्डको निर्माण कार्य (स्तरोन्नती) गर्न विभिन्न मिति मा भएका निर्णय, सहमती र सरोकारवालाहरु बाट प्राप्त पत्र र सुझाव निम्न अनुसार रहेको व्यहोरा जानकारीको लागि अनुरोध छ ।

- क) नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना तथा पूर्वाधार आयोजना अन्तर्गत प्रस्तावित ३ ओटा सडकहरु मध्ये प्रगतिनगर बाहकोट नाम्चे काल्खु सडक कार्यान्वयन मा लैजाने निर्णय गरिएको छ | निर्णय मिति २०७९/०८/१३ कार्यपालिका बैठक
- ख) प्रगतिनगर बाहकोट सडक(39DR031) District Road Core Network रुपमा छनोट गरिएको (निर्णय मिति २०७०/१२/२६ ,जिल्ला यातायात गुरुयोजना तयार पर्दा) रNRSS2071 ,2nd Revision 2071 अनुसार DRCNRoad को लागि Right of Way(ROW) २० मिटर (१० मिटर दायाँ र १० मिटर बायाँ) कायम गरिएकोमा हाल आर्थिक बर्ष २०७९/०८० मा पुतलीबजार नगरपालिकाले प्रगतिनगर बाहकोट नाम्चे कल्खु सडक खण्डको लागि ROW १५ मिटर (७.५ मिटर दायाँ र ७.५ मिटर बायाँ र सेड ब्याक दुवै तर्फ २.५ /२.५ मिटर कायम गरिएको छ।
- ग) नेपाल सरकार सङ्घीय सडक सुपरबेक्षण तथा अनुगमन कार्यालय ,सडक बिभाग, पोखरा को पत्र संख्या २०७९/०८० च.न. १८० अनुसार प्रगतिनगर बहाकोट नाम्चे कल्खु सडक खण्डको सुरु बिन्दु सिद्धार्थ हाइवेको प्रगतिनगर,शिक्षाचोकमा रहेको Slab Culvert Extension गर्दाकुनै फरक नपर्ने कुराको जानकारी गराइएको छ । तसर्थ अहिले कायम रहेको सिद्धार्थ राजमार्ग सग जोडिएको सुरु बिन्दुमा निर्माण काम गर्न मिल्ने व्यहोरा छ ।
- घ) मिति २०७९/०५/१९ को पत्र अनुसार प्रगतिनगर शिक्षा चोक बहाकोट नाम्चे कल्खु राम्चे मोटर बाटो उपभोक्ता समिति पुतालिबजार ३,८,९ स्याङ्गजा २०५४ को तर्फ बाट यस सडक निर्माणको लागि घर जग्गाधनिको सहमती पेश गरिएको छ ।
- ङ) मिति २०७९/०५/२९ पत्र संख्या ०७९/०८० च.न. ३४२ अनुसार पुतलीबजार नगरपालिका ३ वडा कार्यालयले यस वडा ३ भित्र पर्ने शिक्षाचोक प्रगतिनगर देखि गेम डाँडा सम्मको सडक खण्डमा र मिति २०७९/०५/२९पत्र संख्या ०७९/०८० च.न. २१८ अनुसार पुतलीबजार नगरपालिकावडा ८ भित्र पर्ने खण्डको सडक विस्तार गर्न लाई



पुतलीबजार नगरपालिका

नगर कार्यपालिकाको कार्यालय

स्याङ्जा, गण्डकी प्रदेश, नेपाल

- आबस्यक पर्ने जग्गा उपलब्ध गराउने साथै सडक मापदण्ड भित्र पर्ने घर टहरा जस्ता भौतिक संरचना हरु सम्बन्धित जग्गा धनीले पुतलीबजार नगरपालिका NUGIP ले तोकेको समय सिमा भित्र राजीखुशी मंजुरिका साथ जग्गा दिन संरचना हटाउन सहमत रहेको व्यहोरा जानकारी भए अनुरूप यस सडक खण्डमा सडक विस्तारमा बाधा नरहेको जानकारी गराइन्छ।
- च) मिति २०८०/०३/१० पत्र संख्या २०७९/०८० च. न. १७८५ पुतलीबजार नगरपालिका वडा न. ३ वडा कार्यालयले र मिति २०८०/०३/१० पत्र संख्या २०७९/०८० च.न. ११९२ पुतलीबजार नगरपालिका ८ न. वडा कार्यालयले सहमती दिएको पत्र र पुतलीबजार नगरपालिकाले सरोकारवाला पक्ष को सम्बन्धित व्यक्ति सग को छलफलमा प्रगतिनगर बहाकोट नाम्चे कल्खु सडक बिस्तार गर्ने क्रममा यस वडा भित्र रहेका सार्वजनिक बनको बोट बिरुवा लाई असर नगर्ने र हाल बाटो समेत रहेको खाली जग्गाले सडक बिस्तार लाई पुग्ने भएको हुदाँ सडक निर्माणमा बाधा नरहेको जानकारी गराइन्छ। साथै निर्माणको क्रममा कटिंग गर्दा निस्कने माटो, ग्रावेल, कंक्रीट नोक्सान नहुने गरी व्यवस्थित गर्ने गरी राख्न सहमती प्रदान गरिएको छ | chainage 0+840R/S (tipping site) chainage 1+020 to 1+080 R/S tipping site, chainage 2+950 to 2+970R/S tipping site, Chainage 7+060 to 7+080 R/S tipping site.
- छ) व्यक्तिगत जग्गा को सम्भावित प्रस्तावित tipping site र साइट क्याम्प राख्न सकिने स्थान हरु क्रमशः ०+४५० L/S tipping site जग्गा धनि ईश्वरी प्रसाद उपाध्यय पुतलीबजार ३, स्याङ्गजा, ch १+८०० देखि १+९२० R/S tipping site and site camp जग्गा धनि अनन्त राज मरासिनी पुतालिबार ३, स्याङ्गजा, ch २+०२० देखि २+०७० R/S site camp जग्गा धनि अनन्त राज मरासिनी पुतलीबजार ३, स्याङ्गजा, ch ३+७२० देखि ३+७८० R/S tipping site जग्गा धनि पितम बहादुर शाही, पुतलीबजार ८ स्याङ्गजाले सहमती पत्र दिएको जानकारी गराइन्छ।
- ज) प्रगतिनगर बहाकोट नाम्चे काल्खु सडकको सुरु बिन्दु प्रगतिनगर शिक्षा चोकमा सिद्धार्थ राजमार्ग को खोल्सी क्षेत्रमा रहेको बिनय श्रेष्ठको घरको खोल्सी पट्टिको सडक लाई आबस्यक पर्ने भाग राजीखुशी हटाउन मन्जुर रहेको जानकारी गराइन्छ। कलिया थोक ch ५+७४० l/s मा चुडामणि परियारको ढुगा माटो र जस्ता को छाना भएको सानो किचन राजीखुसी सार्न सहमत रहेको जानकारी गराइन्छ। कलिया थोक ch ५+७९० L/S सकुन्तला मल्ल को घर (ढुंगा माटो जस्ताले बनेको) भूकम्पले पहिले भत्काएको, बस्न अयोग्य रहेको अवस्थाको घरको मुआब्जा / राहत पाईसकेको र घर भत्काउन बाकी रहेकाले सो घर हटाउन कुनै बाधा नपर्ने जानकारी गराइन्छ।

अतः यस सडक खण्डको हरेक सरोकारवाला सडक निर्माण कार्य अगाडि बढेको र सम्पन्न भएको अभिलाषा सहित आयोजनालाई जग्गा उपलब्ध गराउन, आवश्यक घर टहरा, बोट



पुतलीबजार नगरपालिका
नगर कार्यपालिकाको कार्यालय
स्याङ्जा, गण्डकी प्रदेश, नेपाल

बिरुवा हटाउन तयार रही आयोजनाको निर्माण कार्य सुरु भएको हेर्न प्रतिक्षारत छन्।
यस आयोजना लाई पुतलीबजार नगरपालिकाको तर्फबाट गर्नु पर्ने प्रक्रिया पुर्याउन
प्रतिबद्ध रहेको व्यहोरा अनुरोध छ।

हरिराम नागिला
प्रमुख प्रशासकीय अधिकृत



पुतलीबजार नगरपालिका

३ नं. वडा कार्यालय

बाङ्खोला स्याङ्जा

२०७३



गण्डकी प्रदेश, नेपाल

पत्रसंख्या : ०७९/०८०

चलानी नं : ३४२

मिति : २०७९/०५/२९

विषय: जानकारी सम्बन्धमा ।

Handwritten signature and date: 20/05/2019

श्री पुतली बजार नगरपालिका
नगरकार्यपालिकाको कार्यालय
स्याङ्जा ।

प्रस्तुत विषयमा यस पुतलीबजार नगरपालिका वडा नं. ३, ८२९ भएर जाने प्रगतिनगर शिक्षाचोक बहाकोट नाम्चे काल्खु कोल्मा सडक अर्न्तगत शिक्षाचोकदेखी गेमडाँडासम्मको सडक खण्ड पुतली बजार न.पा.३ मा पर्ने सडकमा सडक विस्तार गर्नलाई आवश्यक पर्ने जग्गा उपलब्ध गराउने साथै सडक मापदण्ड भित्र पर्ने घर टहरा जस्ता भौतिक संरचनाहरु सम्बन्धित जग्गाधनीले पुतलीबजार न. पा. NUGIP (PIU) ले तोकेको समय सिमाभित्र राजीखुशी मंजुरीका साथ जग्गा दिन संरचना हटाउन सहमत रहेको व्यहोरा जानकारी गराईन्छ

बोधार्थ

श्री डि. एस.सि. पुतलीबजार, स्याङ्जा

पुतलीबजार नगरपालिका

दर्ता नं. :- ८२०

मिति :- २०७९/०५/२९

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राजेन्द्र प्रसाद श्रेष्ठ
वडा अध्यक्ष
राजेन्द्र प्रसाद श्रेष्ठ
वडा अध्यक्ष



पुतलीबजार नगरपालिका
८ नं. वडा कार्यालय

वहाकोट, स्याङ्जा

गण्डकीप्रदेश, नेपाल

प.सं : २०७९/०८०

च.न.२१८

स्थापित : २०७३

(Handwritten signature)

मिति:- २०७९/०५/२९

श्री पुतलीबजार नगरपालिका

नगर कार्यापालिकाको कार्यालय

स्याङ्जा ।

पुतलीबजार नगरपालिका

दर्ता नं. :- ८२१

विषय:- जानकारी सिफारीस सम्बन्धमा । मिति :- २०७९/०५/२९

प्रस्तुत विषयमा स्याङ्जा जिल्ला पुतलीबजार नगरपालिका अर्न्तगत वडा नं. ३,८,९ भएर जाने प्रगतीनगर (शिक्षा चोक) बाहाकोट, कोल्मा, नाम्चे, काल्बु, राम्चे सडक खण्डको वडा नं. ८ मा पर्ने सडक खण्डमा सडक विस्तार गर्नलाई आवश्यक पर्ने जग्गा उपलब्ध गराउने साथै सडक मापदण्ड भित्र पर्ने घर टहरा आदी जस्ता भौतिक संरचनाहरु सम्बन्धित धनिले पुतलीबजार नगरपालिका NUGIP(PIU) ले तोकेको समय सिमा भित्र राजी खुसी मंजुरीका साथ जग्गा दिन संरचना हटाउन सहमत रहेको व्यहोरा जानकारी गराइन्छ ।

बोधार्थ :-

DSC पुतलीबजार स्याङ्जा ।

(Handwritten signature)
०५/२९
इम बहादुर सेन
वडा अध्यक्ष

Date: _____

आज मिति २०७०/१२/२७ गते विहिवार का दिन श्रीमान् स्थानीय विकास अधिकारी ज्यू को अध्यक्षतामा RTI Sector Maintenance Pilot (RAP3) - DOLJIDAR को सह-मोडामा यस स्याङ्जा जिल्लाको जिल्ला मातामात शुरु योजना (DTMP) तयार गर्ने सिलसिलामा जि.वि. स. पदाधिकारी DTICC का पदाधिकारी एवं अन्य सरोकारवालाहरुको सहभागितामा परिचयात्मक एवं जिल्ला सङ्क निर्धारण (DRCM Finalization) मोडरी जि. वि. स. स्याङ्जामा निम्न उपस्थितिमा तपशिलका निर्णय गरी सम्पन्न गरियो।

उपस्थिति

क्र.सं.	नाम, थर	पद/निकाय	दस्ताखत	कै.
१.	श्रीजीवनप्रकाश श्रेष्ठ	स्था. वि. डी., जि. वि. स. स्याङ्जा		
२.	श्रीमान् प्रकाश श्रेष्ठ	उ. वि. स. स्याङ्जा		
३.	परमेश्वर श्रेष्ठ	जि. वि. स. स्याङ्जा		
४.	श्रीमान् प्रकाश श्रेष्ठ	स्था. वि. स. स्याङ्जा		
५.	श्रीमान् प्रकाश श्रेष्ठ	स्था. वि. स. स्याङ्जा		
६.	श्रीमान् प्रकाश श्रेष्ठ	स्था. वि. स. स्याङ्जा		
७.	श्रीमान् प्रकाश श्रेष्ठ	स्था. वि. स. स्याङ्जा		
८.	श्रीमान् प्रकाश श्रेष्ठ	स्था. वि. स. स्याङ्जा		
९.	श्रीमान् प्रकाश श्रेष्ठ	स्था. वि. स. स्याङ्जा		
१०.	श्रीमान् प्रकाश श्रेष्ठ	स्था. वि. स. स्याङ्जा		
११.	प्रकाश श्रेष्ठ	अध्यक्ष - नेपाल पत्रकार महासंघ, स्याङ्जा		
१२.	श्रीमान् प्रकाश श्रेष्ठ	स्था. वि. स. स्याङ्जा		
१३.	श्रीमान् प्रकाश श्रेष्ठ	स्था. वि. स. स्याङ्जा		
१४.	सालन लाम	सब इन्जिनियर, जिल्ला भू-संरक्षण कार्यालय		
१५.	श्रीमान् प्रकाश श्रेष्ठ	स्था. वि. स. स्याङ्जा		
१६.	श्रीमान् प्रकाश श्रेष्ठ	स्था. वि. स. स्याङ्जा		
१७.	श्रीमान् प्रकाश श्रेष्ठ	स्था. वि. स. स्याङ्जा		
१८.	श्रीमान् प्रकाश श्रेष्ठ	स्था. वि. स. स्याङ्जा		
१९.	श्रीमान् प्रकाश श्रेष्ठ	स्था. वि. स. स्याङ्जा		
२०.	श्रीमान् प्रकाश श्रेष्ठ	स्था. वि. स. स्याङ्जा		
२१.	श्रीमान् प्रकाश श्रेष्ठ	स्था. वि. स. स्याङ्जा		
२२.	श्रीमान् प्रकाश श्रेष्ठ	स्था. वि. स. स्याङ्जा		
२३.	श्रीमान् प्रकाश श्रेष्ठ	स्था. वि. स. स्याङ्जा		
२४.	श्रीमान् प्रकाश श्रेष्ठ	स्था. वि. स. स्याङ्जा		
२५.	श्रीमान् प्रकाश श्रेष्ठ	स्था. वि. स. स्याङ्जा		
२६.	श्रीमान् प्रकाश श्रेष्ठ	स्था. वि. स. स्याङ्जा		

क्र.सं.	नाम, थर	पद/निकाय	दस्तावेज	कै.
27	धानाजी तेंजोपाने	श्री. वि. का. वि. वि. का.		
28	केमनाथ शिंदे	श्री. वि. का. वि. वि. का.		
29	सुकुमर शिंदे	जैसस महासंघ खा. शा. - अहमदनगर		
30	गीरा चलेत	महिला तथा बालवाहणे खा. शा. का. वि. वि. का.		
31	राज भुगळ पिल्लकत	वि. वि. का. वि. वि. का. वि. वि. का.		
32	पद्मनाथ शिंदे	श्री. वि. का. वि. वि. का.		
33	शानेश्वर शिंदे	श्री. वि. का. वि. वि. का.		
34	गोविंद शिंदे	श्री. वि. का. वि. वि. का.		
35	द. प्र. शिंदे	श्री. वि. का. वि. वि. का.		
36	द. प्र. शिंदे	श्री. वि. का. वि. वि. का.		
37	शुभ. शिंदे	श्री. वि. का. वि. वि. का.		
38	श्री. शिंदे	श्री. वि. का. वि. वि. का.		
39	श्री. शिंदे	श्री. वि. का. वि. वि. का.		
40	श्री. शिंदे	श्री. वि. का. वि. वि. का.		
41	श्री. शिंदे	श्री. वि. का. वि. वि. का.		
42	श्री. शिंदे	श्री. वि. का. वि. वि. का.		
43	श्री. शिंदे	श्री. वि. का. वि. वि. का.		
44	श्री. शिंदे	श्री. वि. का. वि. वि. का.		
45	श्री. शिंदे	श्री. वि. का. वि. वि. का.		
46	श्री. शिंदे	श्री. वि. का. वि. वि. का.		
47	श्री. शिंदे	श्री. वि. का. वि. वि. का.		
48	श्री. शिंदे	श्री. वि. का. वि. वि. का.		
49	श्री. शिंदे	श्री. वि. का. वि. वि. का.		
50	श्री. शिंदे	श्री. वि. का. वि. वि. का.		

निर्णयहरूः

यस बैठकले प्रस्तावित सडकहरू मध्ये निम्न अनुसारका सडकहरूलाई मुख्य जिल्ला सडक (DRCN) को रूपमा Data Collection प्रयोजनको लागि छनौट गर्ने निर्णय गरियो ।

SN	Name of Road	Service To VDC Centre
1	Naudada-Karkineta	Setidobhan, Bicharichautara
2	Waling-Dumrebhanjyang-Kalikaiot	Kalikaiot
3	Mirdi-Jagatbhanjyang-Chapakot	Jagatbhanjyang, Chapakot
4	Galyang-Chapakot-Keladighat-Sakhar VDC	Ratnapur, Sakhar
5	Rangkhola-Machabari-Biruwa-Chinnebas	Biruwa Archale, Chinnebas
6	Badkhola - Taksar (Dulegauda)	Pauwegaude, Taksar
7	Helu-Arjunchaupari-Rapakot-Aruchaur	Rapakot, Arjunchaupari, Aruchaur
8	Ghumti-Chisapani-Chitrebhanjyang	Magyam Chisapani
9	Mirmi-Birgha-Deurali-Chandibhanjyang	Birgha, Chandibhanjyang
10	Putalibazar- Panchamul - Aruchaur	Darau, Panchamul, Aruchaur
11	Galyang-Pelakot -Pindikhola (Setibeni)	Pelakot, Pidikhola
12	Triyasi-Manakamana	Yeladi, Manakamana
13	Khadketari-Panchase-Panchadham (Dobilla)	Bhatkhola, Bagephadke, Barsing Deurali
14	Bayarghari-Banethowk	Banethowk, Chhangchhangdi
15	Birgha (Lasarga)-Alamdevi (Rudrabeni)	Alamdevi
16	Nayabazar-Thuladihi	Thuladihi
17	Jagatbhanjyang-Malyangkot-Jyagdi--Kyakmi-Chitrebhanjyang	Malyangkot, Kyakmi, Chitrebhanjyang
18	Galyang-Nibuwakharka	Nibuwakharka
19	Malunga-Tunibot (VDC building)	Malunga
20	Banyatari-Sirsekot-Dumrebhanjyang	Sirsekot
21	Majhkot-Kewarebhanjyang	Kewarebhanjyang
22	Bayarghari-Mohandanda-Dhapuk Simalbhanjyang-Bhorle	Dhapuk simal bhanjyang
23	Balmata-Pakan-Amale	Sworek
24	Darsing-Khanigaon-Ghurpal-Sankhar	Sekham
25	Simalchaupari-Sirubari-Majhkot OR Ratne-Tinghare-Majhkot	Majhkot Sivalaya
26	Setidobhan-Bhudrumkhola	Faparthum
27	Pragatinagar-Bahakot	Bahakot,
28	Botetar-Bayadanda-Chhapbhanjyang	Kuwakot
29	Karadi-Pakwadi-Amilathum-Gaumukh	Pakwadi
30	Saldanda-Kitchnas	Kitchnas

SPB

31	Jugle-Chilaunebas	Chilaunebas
32	Bayarghari-Khilungdeurali	Khilungdeurali
33	Sarketari-Arukharika	Arukharika
34	Kaule-Rangvang	Rangvang
35	Archedanda-Thumpokhara	Thumpokhara
36	Kaule-Kolmabarahachaur	Kolmabarahachaur
37	Jadhola-Pelkachaur	Pelkachaur
38	Madkina-Oraste	Oraste
39	Kubhide-Nuwakot-Pauwegaude	
40	Modikhola-Devibhanjyang-Pakwadi	Pakwadi
	Total	

Note:

- 1 SN 39 and 40 roads are added during discussion, which will be technically verified and whether these roads meet the criteria of DRCN or not.
- 2 In SN 25 two roads has proposed for Majhkot VDC, It will be finalized after field verification during data collection then be selected any one .

SPB



सुभाष चन्द्र बोस



फोन/फ्याक्स नं. ०६३-४२०४५८

संघीय मामिला तथा स्थानीय विकास मन्त्रालय

जिल्ला विकास समितिको कार्यालय
स्याङ्जा

पत्र संख्या : ०७०/७१

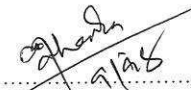
चलानी नं. : १८४३

मिति :- २०७१/१/१४

बिषय : गोष्ठी सम्बन्धमा ।

श्री जो जस सँग सम्बन्ध छ ।

उपरोक्त सम्बन्धमा मिति २०७०।१।२७ गतेका दिन स्थानीय विकास अधिकारी श्री जीवनप्रकाश सिटौलाज्यूको अध्यक्षतामा स्याङ्जा जिल्लाको यातायात गुरुयोजना तयार गर्ने सन्दर्भमा सरोकारवालाहरुको सहभागितामा परिचयात्मक एवं जिल्ला सडक निर्धारण (DRCN) छनौटको प्रारम्भिक छलफल गोष्ठी सम्पन्न भएको व्यहोरा अनुरोध छ ।


.....
(महेन्द्र वहादुर वानिया)
नि.स्था.वि.अ.
स्थानीय विकास अधिकारी



पुतलीबजार नगरपालिका

३ नं. वडा कार्यालय



गण्डकी प्रदेश, नेपाल

पत्र संख्या : २०७९/८०

चलानी नं. : १७८५

मिति : २०८०-०३-१०

श्री प्रमुख प्रशासकीय अधिकृत ज्यू
पुतलीबजार नगरपालिका, नगरकार्यपालिकाको कार्यालय
स्याङ्गजा ।

विषय: सिफारिस सम्बन्ध मा ।

प्रस्तुत विषयमा पुतलीबजार नगरपालिका वडा नं ३ प्रगतिनगर हुदै वडा नं ८ बहाकोट वडा नं ९ नाम्चे कालखु सम्म को कच्ची सडक लाई स्तरोन्नति तथा विस्तारको निर्माण कार्य गर्दा पुतलीबजार नगरपालिका वडा नं ३ मा वन जंगल सामुदायिक वनको कुनै क्षति नहुने र क्षति नहुने गरि निर्माण कार्य गर्न तथा निर्माणको क्रम मा निस्कने माटो कंक्रीट जस्ता बस्तु हरु अन्य कुनै हानी नोक्सनी नहुने गरी सार्वजनिक जमिनमा राखी व्यवस्थित गर्ने गरी सहमति प्रदान गरिएको व्यहोरा अनुरोध छ ।

२५

राजेन्द्र प्रसाद श्रेष्ठ

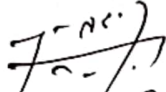
वडा अध्यक्ष

राजेन्द्र प्रसाद श्रेष्ठ
वडा अध्यक्ष

सहमति पत्र

स्याङ्जा जिल्ला पुतलीबजार नगरपालिका वडा नं. ३ प्रगतिनगर हुँदै वडा नं. ८ बहाकोट वडा नं. ९ नाम्चे काल्खुसम्मको कच्ची सडकलाई स्तरोन्नतरी तथा विस्तारको निर्माण कार्य गर्ने क्रममा निर्माणसंग सम्बन्धित इन्क्यूटमेन्ट, निर्माण सामग्री, निर्माणसंग सम्बन्धित अदक्ष, दक्ष कर्मचारी कामदार राख्न, बस्नको लागी निर्माण कार्य समाप्त भए पश्चात व्यवस्थित गर्ने गरी मेरो नाममा दर्ता श्रेस्ता कायम रहेको पुतलीबजार नगरपालिका वडा नं. ३..... स्थित पादिसुवांरा, गोहालपात्र) भन्ने जग्गामा राख्न बस्न मेरो मञ्जुरी भै यो सहमति पत्रमा सहिछाप गरी श्री प्रगतिनगर बहाकोट नाम्चे काल्खु मोटर वाटो उपभोक्ता समिति मार्फत श्री पुतलीबजार नगरपालिकाको कार्यालयमा स्याङ्जामा चढाएँ ।

चौनेजै:- २०२०-२०७०

दस्तखत: 

जग्गा धनीको नाम: अनन्त राज मगरसिनी

ठेगाना: पुतलीबजार (नगरपालिका वडा नं. ३)

फोन नं.: ३२४६०३२२६९

इति सम्वत् २०८० साल आषाढ ९ गते शुक्रवार शुभम् ।



पुतलीबजार नगरपालिका
८ नं. वडा कार्यालय



गण्डकीप्रदेश, नेपाल

प.सं : २०७९/०८०
च.न.

मिति:- २०८०/०६/१७

बिषय :- सूचना ! सूचना !! सूचना !!!

श्री यो जो जस संग सम्बन्ध छ ।

प्रस्तुत बिषयमा पुतलीबजार नगरपालिका वडा नं ३ प्रगतीनगर देखी वहाकोट - नाम्चे - काल्खु - राम्चे मोटरवाटो निर्माण सम्बन्धमा तपशिलको मिति समय र स्थानमा छलफलका लागी वैठक वस्ने भएकाले उक्त वैठकमा मोटरवाटो संग सरोकारवाला सवै व्यक्तिहरुलाई उपस्थितीका लागी अनुरोध गरीन्छ ।

तपशिल

मिति:- २०८०/०६/२५ गते विहीवार ।

स्थान:- पुतलीबजार न.पा. वडा नं ८ को टोल नं ७
सिमलडांडां ।

समय:- विहान ठीक ११.०० वजे ।

इ.म. बहादुर सेन
वडा अध्यक्ष

प्रमाणित

आज, मिति, 20-06/22 गतेका दिन
 वडाकाट नामको काल्पु गोरवाका उपकाका
 समितिका बैठक, विषय गुरुकुल मठको
 विषय नामको विषय र निर्णयहरू
 तपस्विताको रूपमा रहेको छ।

उपरिथली

प्रमाणित	गुरुकुल मठको	प्रमाणित
रुद्र	राम बहादुर गुरुकुल	उपाध्यक्ष
नरि	अनन्दा ज्ञान प्रसादी	सचिव
प्रमाणित	मिनु नेपाली	सह-सचिव
समाज	धनकुमार भाषा भाषा	कोषाध्यक्ष
	नवीन दोरडा	सदस्य
	रमा देवी नेपाली	सदस्य
	सोम बहादुर नेपाली	सदस्य
विषय	गिता बहादुर गुरुकुल	सदस्य
१३४	गुरुकुल गुरुकुल	सदस्य
पाम	पाम सिंह भाषा	सदस्य
१३५	बसन्त भाषा	सदस्य
गिता बहादुर	गिता बहादुर राना	सदस्य
	विष्णु प्रसाद पदाजुनी	सदस्य
	भाषा भाषा	सदस्य
	रमा कुमारी सिंह	सदस्य
पुर्ण	पुर्ण कुमारी राना	सदस्य

विशेष उपरिथली

१. श्री राम बहादुर (सेन) - वडा अध्यक्ष वडा नं. ८
 २. श्री सीपता वैदेनी - वडा सदस्य वडा नं. ३
 ३. श्री रमा देवी नेपाली - Team leader PSC
 पुतालीबजार
 ४. श्री रमा देवी प्रसाद विधिकारी - समितिका अध्यक्ष
 वडा नं. १

पाण्डे

20/06/24

अन्य उपस्थिति

1. जय श्री जिला बसपु (माला - सलवाहारा)
 2. श्री रामजी इलाहाबाद - अयोध्या
 3. श्री कलमंडू शिव - अयोध्या
 4. श्री जय मिश्र - धा (धन)
 5. श्री सलवाहारा माला - "
 6. श्री मानक राजिवा - "
 धनमालक, विकसक

9. नेपाल सड़की कासीकय तथा सुवाधार फायोजना
 अलगत प्रगतीगत बहाकर नामय कायु सुक
 सुवाहा इन लागेका सुक सुवाहा तथा सुवाहनी
 का सुवधमा ।

- 1. अवसाय कायुपुती सुवधमा ।
- 2. सुवेच्छक जग्गा फन सुवधमा ।
- 3. संस्थना ह्यउने सुवधमा ।

निर्णयहरू

निर्णय नं. 9 (क) पुतलीबजार नगरपालिका वडा नं. 5
 प्रगतीगत रिभल सु. श्री लडाग/मिछको श्रीमती वि. क
 श्रीको नाममा रहेका धा र संचालन उदिर रहेको
 अवसाय सुक सुवाहा तथा सुवाहनीको लागि परिपोजना-
 को अधिकतम क्षेत्र मात्र निज वि. क श्रीको धा र
 संचालन गरेका अवसाय कायुपुती हुने हुँदा निज सुवा
 धा परिमितको कायुपुती निर्धारण गरे कुनै साइडकक
 लिन केन्द्र गरेका हुन सलवाहारी भएको उपरोक्त सुवेच्छक
 विकासका पैरा गन निर्णय गरियो ।

निर्णय नं. 9 (ख) पुतलीबजार नगरपालिका वडा नं. 5
 कायुपुती श्रीमती शिवलडाग रिभल श्रीमती मालकको
 श्रीमती श्री सुकुन्तला मालकको नाममा रहेका धा
 र जग्गा सुक सुवाहा तथा सुवाहनीको लागि
 परिपोजनाको अधिकतम क्षेत्र मात्र निजको धा

श्री. का. 21 - पाण्डे

व्यवसाय क्षतिपूर्ति सम्बन्धमा भएको सम्झौता / सहमति पत्र

स्याङ्जा जिल्ला पुनपा वडा नं ३/८ वस्ने सि. लक्ष्मी, मोठ का नाति/नातिनी
 को छोरा छोरी म श्री श्रीमती विन्दु श्रेष्ठ, नेपाल शहरी शान्तिाक्य तथा पूर्वाधार
 बाबोजनाको वातावरणीय तथा सामाजिक व्यवस्थापन प्रावधान अनुसार नेपाल शहरी शान्तिाक्य तथा पूर्वाधार
 बाबोजना अन्तर्गत प्रगतिनगर बहाकोट नाम्ने काल्खु सडकको साधिक बहाकोट र हाल पुनपा वडा नं ३/८ मा हुन
 लागेको सडक सुधार तथा स्तरोन्नती का लागि परियोजनाका अधिकारक्षेत्र भित्र पर्ने मेरो जग्गामा निर्माण भएको
 सरचना हटाउनु पर्ने भएकाले उक्त सरचना हटाउदा मैले संचालन गरेको व्यवसायमा अबरोधका साथै क्षति समेत हुने
 भएकाले हामी दुवै पक्षको सहमति अनुसार फुलतीबजार नपाको क्षतिपूर्ति निर्धारण समितिको निर्णय अनुसार
 तोकिएको रकम लिन माव्यवसाय धनी वि. लक्ष्मी बिन तगरपालिका सहमत भएका छौं । तर्पामलमा हस्ताक्षर
 भएका साक्षीहरुको सेहवरमा हामी दुवै पक्षहरु एक आपसमा सहमत भई यो सम्झौता पत्रमा हस्ताक्षर गरि
 लियो/दियो ।

यो सम्झौता दुवै पक्षबाट हस्ताक्षर भएको मिति देखी लागू हुने छ ।

वि. लक्ष्मी

सरचना धनीको हस्ताक्षर

गणेश

(म. लक्ष्मी, मोठ)

सडक उपभोक्ता समितिका अध्यक्षको हस्ताक्षर



साक्षीहरु पुनपा को प्रतिनिधी

वि. लक्ष्मी सुविता, पाँडेन-सकापवडी नं-३

२) वडा अध्यक्ष

श्री. राजेश कुमार मोठ

मिति २०७०/०६/१५

व.सि.नं-३



आज मिति २०८०/०९/११ स्याङ्जा जिल्ला पुतलीबजार नगरपालिका वडा नं. ३ वस्त्रे लक्ष्मण श्रेष्ठको श्रीमती विन्दु श्रेष्ठको प्रगतिनगर-बहाकोट-नाम्बु-काल्बु-सडक खण्डको शुरु विन्दु प्रगतिनगर शिक्षा चौकमा सिद्धार्थ राजमार्गको अधिकरण जग्गा (ROW) भित्र रहेको पक्की घरको नगरपालिका र परामर्शदाताको संयुक्त प्राविधिक टोलीबाट निरीक्षण गरी विश्लेषण गर्दा खोल्सी पट्टी र सिद्धार्थ राजमार्ग पट्टीको मोहडा भएको ६४.०१ वर्ग.फिट क्षेत्रफल (आंशिक भाग) चोसो भाग भत्काई चोसो भागको पिल्लर व्यवस्थापन गर्ने गरी मर्मत सम्भार गर्दा सो घरको हालको स्थितिमा कुनै असर पर्ने देखिदैन।



मिति २०८०/०५/११

श्री नेपाल शहरी आसक्ति तथा पूर्वाधार आयोजना कार्यालय
पुतली बजार नगरपालिका १ स्याङ्जा

विषय - घरको आंस्कि भाग हटाउने सम्बन्धमा ।

महोदय,

उपर्युक्त सम्बन्धमा यस आयोजना अन्तर्गत प्रगतिनगर
बहाडोल नाग्ये सडकको सुधार तथा स्तरोन्नतीका लागि सिर्द्ध
राजमार्गको अतिरिक्त क्षेत्रमा (R.O.W) पर्ने सौ सडकको शुरु विरुद्धमा
रहेको मेरो घरको खोल्सा पट्टि र सिर्द्धराजमार्ग पट्टिको भौहडा
गैरने ६४.०१ वर्ग फिट क्षेत्रफल (आंस्कि भाग) चौसी भाग मा
संयमले मेरो राजी खुसीले निशान भत्काउन तथा छु र सौ सडक
यथागिद्द निर्माण प्रकृषामा लाग्न आयोजना कार्यालयलाई बार्दिक्त
अनुरोध गर्दछु । साथै मेरो घरको आंस्कि भाग भत्काउन र भर्मत
गर्न लाग्ने खर्च पुतली बजार नगरपालिका कार्यालयको गुल्याइं-कन
द्वर रैह को आधारमा आउन आने खर्च वीर म अकगत छु ।
आफ्नो टोक बस्तीमा गौरव को आयोजना निर्माण सट्टैयोग गर्न
पाउँदा आफ्नोलाई रड असल नागरिक को हौसियतमा गौरव वाप्ती त
अनुभवको सहस्र आतकारी गराउदछु

भवदिय
विन्दु
श्री मति विन्दु श्रेष्ठ
फ. व. न. पा. ३ प्रगतिनगर
स्याङ्जा

Detail of Business Loss

Location	Description	Owner	No. of Days	Effected Land Area (Sqft.)	Rate (NRs.)	Amount (NRs.)
0+005 L/S	Business Loss at the time of Dismantling and repairing of effected portion of House at Kholsi, No registration certificate(Upto 2nd Column ie.3.4m length)	Bindu Shrestha (Spouse of Late Laxman Shrestha; recognizing name Binay Shrestha)	90		850	76,500

(Source:DPR, Field survey,2023)

Business loss estimated as : 1Unskill worker daily wages rate* Total effective loss days

Loss=1Unskill worker daily wages rate*2 * dismantling and repairing Pd.(45 days) of effected structure

Loss = 1Unskill worker daily wages rate* Total effective no. of loss days



पुतलीबजार नगरपालिका

३ नं. वडा कार्यालय

बाडखोला, स्याङ्जा
पुतलीबजार नगरपालिका
बाडखोला, स्याङ्जा
गण्डकी प्रदेश, नेपाल
२०७३

गण्डकी प्रदेश, नेपाल

पत्र संख्या : २०८०/८१

चलानी नं. : ५६५

मिति : २०८०-०८-०७

श्री जो जस संग सम्बन्ध छ ।

विषय: सिफारिस सम्बन्ध मा ।

प्रस्तुत विषयमा पुतलीबजार नगरपालिका वडा नं ३ शिक्षा चोक स्थित सिद्धार्थ राजमार्गको क्षेत्र भित्र पर्ने स्व लक्ष्मण श्रेष्ठको घर हाल निजको श्रीमती विन्दु श्रेष्ठले हक भोक गरेको जग्गा धनी पुर्जा नभएको र सो घरमा विधुत जडान भई संचालन मा रहेको (नाम: लक्ष्मण श्रेष्ठ नं - ००१-२४-०५२, जिन १६६१, आइडी नं १८०२) व्यहोरा प्रमाणित गरिन्छ ।

२१

राजेन्द्र प्रसाद श्रेष्ठ

वडा अध्यक्ष

राजेन्द्र प्रसाद श्रेष्ठ
वडा अध्यक्ष

श्री ५ को संकेत

जिल्ला कार्यालय काठमाडौं

नेपाली नागरिकताको प्रमाण-पत्र

नाम थर: **विन्दु श्रेष्ठ**

जन्मस्थान: **जाठकी** अञ्चल: **स्याङ्जा** जिल्ला: **स्याङ्जा**

हालको वतन: **जाठकी** अञ्चल: **स्याङ्जा** जिल्ला: **स्याङ्जा**

जन्म मिति: **२०२१ फा. १५**

बाबुको नाम, थर, वतन: **सुभाष चन्द्र श्रेष्ठ**

पतिको नाम थर: **सुभाष चन्द्र श्रेष्ठ**

१३३५५
ना.प्र.न. १३३०



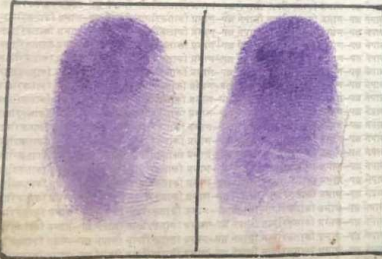
नागरिकता ऐन २०२० (संशोधन सहित) बमोजिम यो नागरिकताको प्रमाण-पत्र दिइएको छ।

नागरिकताको किसिम: **अस्थायी**

प्रमाण-पत्र पाउनेको सही: **विन्दु श्रेष्ठ**

अठोठाको छाप

दायाँ बायाँ



प्रमाण-पत्र दिने अधिकारीको सही: **[Signature]**

नाम: **सुभाष चन्द्र श्रेष्ठ**

दर्जा: **सहायक नागरिक प्रमुख**

मिति: **४/१२/२१/५**



नेपाल विद्युत प्राधिकरण

(नेपाल सरकारको स्वामित्व)

वितरण तथा ग्राहक सेवा निर्देशनालय

स्याङ्जा वितरण केन्द्र

पुतलीवजार-३ स्याङ्जा

फोन नं. ०६३-४२३१७७

फ्याक्स नं. ०६३-४२३३७७ email: Syangja@nea.org.np

प.सं. २०८०।२०८१ च.न २४४

मिति २०८०/०८/०८

विषय : जो जस संग सम्बन्ध छ ।

नेपाल सरकार, NUGIP र पुतलीवजार नगरपालिका द्वारा विस्तार गर्न लागि रहेको प्रगतिनगर-वाहाकोट-नाम्चे-काल्खु सडकको हाल सडक छेउमा रहेका विद्युतीय संरचना आवश्यकता अनुसार पुतलीवजार नगरपालिका, सम्बन्धित वडा कार्यालय, सम्बन्धित आयोजना र सम्बन्धित उपभोक्ता समिति संग आपसी समन्वय गरी व्यवस्थापन गर्न सकिने व्यहोरा जानकारी गराइन्छ ।

(ई. रमेश वन्जाडे)
केन्द्र प्रमुख

केन्द्र प्रमुख

श्री पुतलीखेत खानेपानी तथा सरसफाई

उपभोक्ता समिति

पुतलीबजार नगरपालिका-३, ४, ८ वार्डका लागि

पत्र संख्या :- २०८०/०८९

चलानी नम्बर :- १२

(ग० प्र०; निपाब)

मिति २०८०/०५/१६

विषय : सदस्यता सञ्चालन

यो जो अस रंग सञ्चालित हो

प्रस्तुत विषयमा प्रगतितर्फ शिवा-चौड
हुँदै बाहाकौट लाग्नेकालसु रंग सहरा विकास
विभाग र पुतलीबजार नगरपालिका माफिक
गरिने सबै विभागीय क्रममा ग्रह उपभोक्ता
समितिको सञ्चालनगरी उपभोगगर्पि आएको
पु.व.नं. पा. वडा नं. ३, ४ र ८ मा पर्ने पानिको पस्य
हलुको काली गहुनेगरी विभागीय सदस्यता दिइएको
हो। जोलेवाले उपभोक्ता समितिको समेतको सञ्चालन
र सञ्चालनमा पानिको पानिको सञ्चालनगरीने
छहोरे। अनुरोध हो।

आध्यात्म

अशोक शर्मा
पुतलीखेत खानेपानी तथा
सरसफाई उपभोक्ता समिति

(9856029728)

**विखेखोला (अरौदी सिरान) आम्बोट स्वाँरा
खा.पा.उ.भो. सरसफाई समिति**

पु.ब.न.पा.-३, आम्बोट, स्याङ्जा

स्था:२०७४

पत्र संख्या:- ०८०/८१

चलानी नं.:- ४



मिति: २०८०/०८/०८

विषय:- सहमति सम्बन्धमा ।

श्री ज्योत्सना संग (सम्बन्धमा)

प्रस्तुत विषयमा प्रगति नगरी शिक्षा चौखु हुँदै व.
वहाउटे नाम्ने कल्लु सम्म सहरी विकास विभाग (NUGA-
P) र फुल्ली वजा नगा पालिका, माफेत गाउँने सडक निर्मा-
का कार्यक्रममा यस उपभोक्त, समितिले सञ्चालन गरी उप-
भोडा गाउँभारु, पु.व.न.पा.उ.भो.का नं.३ मा पर्ने पानीका
पाइपहरूको शोली भएमा पाइप र भएवै पाइपको शोली
समत उपभोक्त, समिति को सहयोग, र सम्बन्धमा ध्या-
नस्थापन गर्ने गरी यो सिफारिस गोरुको व्हाउटे अरु-
थ-को

(Signature)
पोम नारायण उपभोक्त
(९८५६०-२६४२२)

20-10/20/96

कार्य विमति 20-10/20/96 गार्डक
दिन पूजातीना वाट वहाकोट नामक कारवाही (सम
विमति) गरिने सडकको काममा पुतलीसमा (वडा
नं. ३ पिडा-बोक (सिद्धार्थ उलमास) आसपासको
हामी व्यक्तिहरूको हाम्रो नाममा रोकको जग्गा र
जग्गाको आसपास पर्ने खखेक, वांछु विगावत
हामी स्वयंको हवाई अवधारणा गर्न मंच
भई यो सहमत पत्रको दस्तखत गरि दिने।
चेतेज ०+०३० ०+५६०
बि. श्री जीवन दोरगा

- केमिस्ट्री श्री गार्डक प्लाट उपोद्यम
- श्री श्री कवाजी इलाह दोरगा
- सिता उपोद्यम श्री सिता उपोद्यम
- श्री श्री सोन बरुडा तपाली
- श्री श्री रमेश पदमुली
- श्री श्री नारायण इलाह मराली

समितिको तर्फ वाट उपोद्यम

- श्री श्री अमन बाल मराली - सुपिव
- श्री श्री डिल व. काली - मराली
- श्री श्री रामजी इलाह पौडेल - उपोद्यम

2020/08/20

कोल मिनि 2020/8/20 कोल का
 पुनर्निर्माण नग्नपालिका वडा नं. 2 पुनर्निर्माण
 (विद्यालय) वडाका 2 नम्बर कोलरु रु 500 290
 को चेस 9+600-9+500 रुमाको रु 500 राउ)
 जोडिएका जग्गा धनीहरूले NUDIP (नग्नपालिका)
 को रु 500 निरुवाको कार्य विना (30%) रु 500 निरुवा
 - बाँडाईको पनि फरक, को 2 जग्गाहरू विक्रय (रु 500)
 सकेन हाकी जग्गा धनीहरूले कम्ती राउ (रु 500) को
 नग्नपालिका को लोकेको राउप किन हाउउको रु
 सो करव वाउ विक्रवको कोरुपुति नलिने भनि
 सहमती जाका हा, रु 500 विना (जाका हा),
 मालुको रु 500 को सहमती पवका फलरवा गरि
 रु 500

तयचित्त

क्र.सं.	धुनेको नाम	फलरवा
१.	शामजी शम्शेर पौडेल	रु 500
२.	कुल शम्शेर शर्मा	रु 500

उपरोक्त स्थितिका नग्नपालिका (रु 500)

पुनर्निर्माण अन्तर्गत करानी - रु 500

कुल रु 500 (रु 500) - रु 500

Annex VIII: Details of Tree Loss

Details of tree loss

S.N	Species	dbh (cm)	Height (feet)	Volume (m3)
1	Chilaune	26	35	0.38
2	Chilaune	22	25	0.23
3	Chilaune	23	22	0.23
4	Khanyu	25	17	0.25
5	Khanyu	26	27	0.33
6	Bedulo	27	25	0.34
7	Katus	25	27	0.31
8	Paiyu	21	19	0.18
9	Paiyu	23	24	0.24
10	Chilaune	26	35	0.38
11	Chilaune	28	38	0.46
12	Chilaune	23	33	0.29
13	Orange	12	12	0.05
14	Orange	15	14	0.08
15	Orange	18	15	0.12
16	Orange	13	13	0.05
17	Orange	14	9	0.06
18	Orange	17	15	0.1
19	Orange	11	17	0.04
20	Orange	14	12	0.06
21	Orange	15	13	0.08
22	Chilaune	19	22	0.16
23	Chilaune	18	24	0.15
24	Chilaune	14	19	0.08
25	Chilaune	23	28	0.26
26	Chilaune	21	29	0.22
27	Chilaune	22	32	0.26
28	Paiyu	13	17	0.06
29	Paiyu	17	21	0.12
30	Paiyu	27	30	0.38
31	Orange	12	14	0.05
32	Orange	17	13	0.1
33	Orange	17	14	0.1
34	Orange	16	15	0.09
35	Orange	18	16	0.12
36	Orange	17	13	0.1
37	Orange	16	14	0.09
38	Orange	17	16	0.11
39	Orange	18	18	0.13
40	Orange	16	17	0.1

41	Orange	17	15	0.1
42	Khiro	16	15	0.09
43	Khiro	18	14	0.12
44	Chilaune	24	27	0.28
45	Chilaune	18	21	0.14
46	Tooni	17	24	0.13
47	Tooni	25	23	0.29
48	Tooni	19	27	0.18
49	Tooni	24	24	0.26
50	Chilaune	18	21	0.14
51	Khanyu	17	19	0.12
52	Khanyu	27	34	0.41
53	Khanyu	24	32	0.31

Annex IX: Field Photographs



Starting point Pragatinagar chowk



View of Project area



Existing road condition



Shiva temple along the roadside



Discussion with local people during the preparation of ESIA



FDG with local community and women group



Meeting with Mayor of Putalibazar



Consultation with Samittee



Orange Farming with in RoW



Vegetation along RoW



Waiting shade along the roadside



House falls within the RoW where the existing road width finalised to 4.5 m at Ch:5+790

Annex X: Summary of Traffic Projection

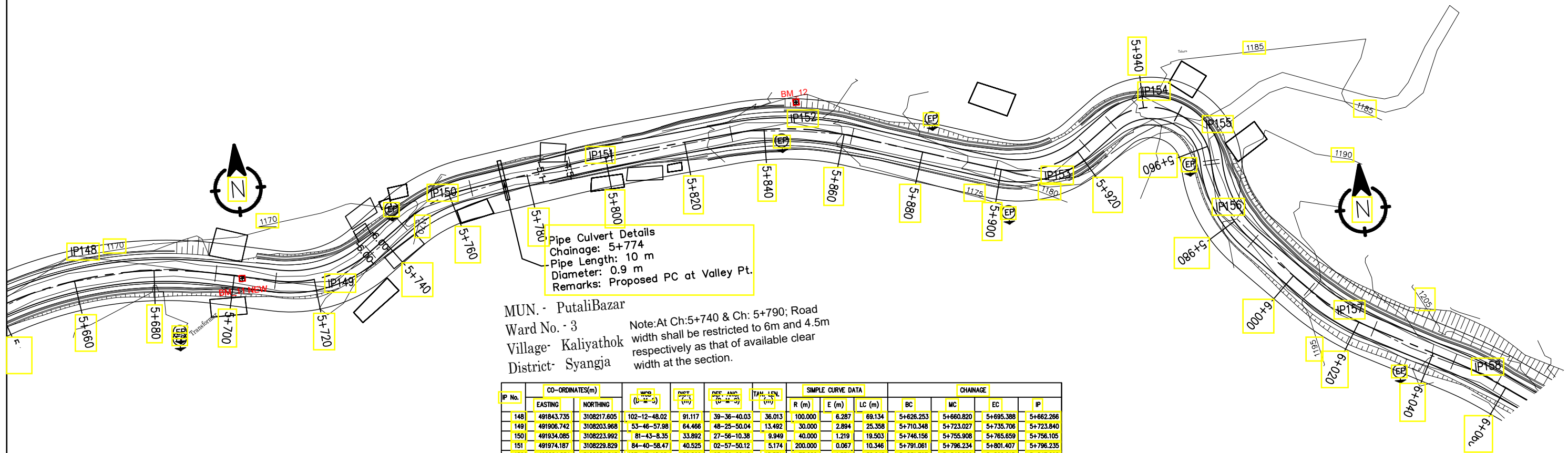
Summary of Traffic Projection for 20 Years

PCU Calculation of traffic in base year 2025 and next 20 years(2045)

SN	Type of traffic	Present Count in base year 2025	Generated Traffic	TOTAL	pcu Factor	Total PCU in Base Yr.(2025)	Growth Rate,R 2025to 2045	PCU in next 20 Years (2045)
1	3 Axle	5	0	5	3	15	0.07	58
2	2Axle	19	0	19	3	57	0.07	221
3	Mini Truck	9	0	9	1.5	13.5	0.07	52
4	Large Bus	7	2	9	3	27	0.07	104
5	Mini Bus	24	2	26	3	78	0.07	302
6	Micro Bus	25	4	29	1.5	43.5	0.07	168
7	C/t/J	157	1	158	1	158	0.07	611
8	Utility Pickups	34	0	34	1	34	0.07	132
9	3 Wheeler	20	0	20	1.5	30	0.07	116
10	Tractor	17	0	17	3	51	0.07	197
11	Motorcycle	381	12	393	0.5	196.5	0.07	760
12	Bicycle	0	0	0	0.5	0	0.07	0
Grand Total						703.5	Total	2722
Not considering the motorbike							Total	1962

The functional classification of the road as per NRS 2070 is CLASS-IV Road and as per NURS classification our proposed road is classified as collector road.

Annex XI: Details of Road width reduced at Chainage 5+740 and 5+790



Pipe Culvert Details
 Chainage: 5+774
 Pipe Length: 10 m
 Diameter: 0.9 m
 Remarks: Proposed PC at Valley Pt.

MUN. - PutaliBazar
 Ward No. - 3
 Village- Kaliyathok
 District- Syangja

Note: At Ch:5+740 & Ch: 5+790; Road width shall be restricted to 6m and 4.5m respectively as that of available clear width at the section.

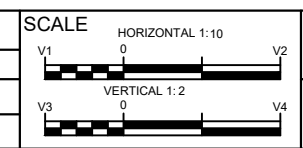
IP No.	CO-ORDINATES(m)		HPCD (0+00-0)	DIST. (m)	DEF. ANG. (0-360)	TAN. LEN. (m)	SIMPLE CURVE DATA			CHAINAGE			
	EASTING	NORTHING					R (m)	E (m)	LC (m)	BC	MC	EC	IP
148	491843.735	3108217.605	102-12-48.02	91.117	39-36-40.03	36.013	100.000	6.287	69.134	5+626.253	5+660.820	5+695.388	5+662.266
149	491906.742	3108203.968	53-46-57.98	64.466	48-25-50.04	13.492	30.000	2.894	25.358	5+710.348	5+723.027	5+735.706	5+723.840
150	491934.085	3108223.992	81-43-8.35	33.892	27-56-10.38	9.949	40.000	1.219	19.503	5+746.156	5+755.908	5+765.659	5+756.105
151	491974.187	3108229.829	84-40-58.47	40.525	02-57-50.12	5.174	200.000	0.067	10.346	5+791.061	5+796.234	5+801.407	5+796.235
152	492024.834	3108234.543	107-47-18.95	50.866	23-06-20.48	15.331	75.000	1.551	30.245	5+831.767	5+846.890	5+862.013	5+847.098
153	492086.484	3108214.763	53-41-18.36	64.745	54-06-05.7	12.766	25.000	3.071	23.606	5+896.661	5+910.464	5+922.267	5+911.427
154	492111.949	3108233.477	121-43-45.68	31.802	68-02-27.30	10.125	15.000	3.098	17.813	5+930.978	5+939.884	5+948.791	5+941.103
155	492127.465	3108223.883	178-01-30.24	18.243	56-17-44.56	8.025	15.000	2.012	14.738	5+948.882	5+956.251	5+963.620	5+956.908
156	492128.176	3108203.274	135-34-27.34	20.621	42-27-2.89	11.652	30.000	2.183	22.227	5+964.565	5+975.679	5+986.792	5+976.216
157	492155.895	3108174.994	117-30-29.81	39.599	18-03-57.53	9.538	60.000	0.753	18.919	6+005.201	6+014.661	6+024.120	6+014.740

CLIENT:
 Project Implementation Unit
 Nepal Urban Governance and Infrastructure Project
Putalibazar Municipality
 Office of the Municipal Executive
 Putalibazar, Syangja

CONSULTANT:
 GOEC Nepal (P) LTD, DIGICON Engineering Consult (P) Ltd, BEAM Consultant Pvt. Ltd, IMPULSE Consultants Pvt. Ltd. and Smart Engineering and Design Solution Pvt. Ltd.(SEDS)
(GOEC-DIGICON-BEAM-IMPULSE-SEDS JV),
 Sanepa, Lalitpur Email: dscputalibazar@gmail.com

PROJECT:
 Upgrading of
 Pragatinagar-Bahakot-Namche-Kalku Road,
 Putalibazar Municipality
 Credit No: IDA - 6778-NP
 Contract NO, NP-DUDBC-216334-CS-QCBS

DESIGNED BY :
DRAWN BY :
CHECKED BY :
APPROVED BY :



PLAN&PROFILE
5+700-6+000

DATE:
DRG NO : 2
SHEET NO : 20A

