

Due Diligence Report – Social Safeguards

Document stage: Final
Project number: 39295-013
September 2015

BAN: Third Urban Governance and Infrastructure Improvement Project (UGIIP-3) – Laksam Pourashava Phase 1 (Package Nr: UGIIP-III-I/LAKS/UT + DR/01/2015 (Lot-1 & 2)

Prepared by the Local Government Engineering Department, Government of Bangladesh, for the Asian Development Bank.

This due diligence report is a document of the borrower. The views expressed herein do not necessarily represent those of ADB's Board of Directors, Management, or staff, and may be preliminary in nature.

In preparing any country program or strategy, financing any project, or by making any designation of or reference to a particular territory or geographic area in this document, the Asian Development Bank does not intend to make any judgments as to the legal or other status of any territory or area.

CURRENCY EQUIVALENTS

(as of 30/08/2015)

Currency Unit	=	BDT
BDT1.00	=	\$0.0128
\$1.00	=	BDT77.851

ABBREVIATIONS

ADB	–	Asian Development Bank
AP	–	affected person
ARIPO	–	Acquisition and Requisition of Immovable Properties Ordinance
CCL	–	Cash Compensation under Law
DC	–	Deputy Commissioner
DPHE	–	Department of Public Health Engineering
EMP	–	environmental management plan
FGD	–	focus group discussion
GICD		Governance Improvement and Capacity Development
GRC	–	grievance redressal cell
GRM	–	grievance redress mechanism
IR	–	involuntary resettlement
LGED	–	Local Government Engineering Department
PDB	–	Power Development Board
PIU	–	project implementation unit
PMO	–	project management office
PPTA	–	project preparatory technical assistance
ROW	–	right of way
RF	–	resettlement framework
RP	–	resettlement plan
SPS	–	Safeguard Policy Statement
ToR	–	terms of reference

GLOSSARY OF BANGLADESHI TERMS

Crore:	10 million (= 100 lakh)
Ghat:	Boat landing area along a river
Hat, hut, or haat:	Market (bazaar) operating certain afternoons during the week when sellers establish temporary shops. There are also some permanent shops in a Hat. Markets usually represent a significant source of income for municipalities
Hartal:	General strike
Khal:	drainage ditch/canal
Khas or khash:	land/property belonging to government
Kutcha, katchha or kacca:	structures built without bricks and mortar or without concrete
Lakh or la:	100,000
Moholla or mohalla:	Sub-division of a ward
Mouza:	Government-recognized land area
Mouza map:	Cadastral map of mouza showing plots and their numbers
Nasiman:	A 3-wheeler motorized vehicle
Parshad:	Councilor
Pourashava or Paurashava:	Municipality
Pucca or Puccha	Structures built with bricks and mortar or concrete
Semi-pucca or semi-puccha:	Structures built partly with bricks and mortar or concrete
Thana:	Police station
Upazila:	Administrative unit below the district level. A district is called a Zila

WEIGHTS AND MEASURES

Km	–	kilometer
m ²	–	square meter
mm	–	millimeter
m ³	–	cubic meter

NOTES

- (i) In this report, "\$" refers to US dollars.
- (ii) —BDT refers to Bangladeshi Taka

Disclaimer

This Sub Project Appraisal Report (SPAR) of Laksam Pourashava under Third Urban Governance and Infrastructure Improvement (Sector) Project (UGIIP-III) has been prepared under the guidance of Team Leader and Deputy Team Leader of Management Design and Supervision consultant. All the data used to prepare the Sub Project Appraisal Report (SPAR), including this Due Diligence Report, have been collected from the Pourashava Development Plan (PDP). Some of the information has also been collected from the Pourashava personnel over telephone. Moreover some information has been collected by the respective experts of MDS consultant through intensive field visit which have been used in writing this report. If any information or data or any other things coincide with other project documents that are beyond our knowledge and fully coincidental event and we express apology for that.

In preparing any country program or strategy, financing any project, or by making any designation of or reference to a particular territory or geographic area in this document, the Asian Development Bank does not intend to make any judgments as to the legal or other status of any territory or area.

Table of Contents

I. INTRODUCTION	5
II. SUBPROJECT DESCRIPTION.....	6
III. DUE DILIGENCE	22
IV. FINDINGS.....	25
V. FUTURE CONSULTATIONS AND DISCLOSURE	35
VI. MITIGATION OF SOCIAL CONCERNS	38
VII. CONCLUSION.....	38
VIII. APPENDIX 1: RECORDS OF PUBLIC CONSULTATIONS	40
IX. APPENDIX 2: INVOLUNTARY RESETTLEMENT IMPACT ASSESSMENT CHECKLIST ..	59
X. APPENDIX 3: INDIGENOUS PEOPLE/SMALL ETHNIC COMMUNITIES (SEC) IMPACTS SCREENING CHECKLISTS	63
XI. APPENDIX 4: SAMPLE GRIEVANCE REGISTRATION FORM.....	66
XII. APPENDIX-5: LANDOWNERSHIP CERTIFICATE.....	67

List of Table

Table 1: Proposed SUB-PROJECT Components.....	15
Table 2 Social Safeguards Cost Relevant to Laksam Subproject Implementation.....	26
Table 3: Summary of IR Impact of Sub-project of Laksam Pourashava.....	28

List of Figures

Figure 1: Location Map of Laksam Pourashava	8
Figure 2: Proposed Roads and Drainage Improvement Under UGIIP III.....	9
Figure 3a: Sample of Strip Maps of Subprojects	10
Figure 3b: Sample of Strip Maps of Subprojects	11
Figure 4: Typical Photographs of Sub Project Areas	12
Figure 5: Typical Road Sections (Brick Road)	13
Figure 6: Typical Road Sections (Concrete Road)	13
Figure 7: Typical Reinforced Concrete Drain Section.....	14
Figure 8: Phase 1 Gantt Chart Implementation Schedule.....	14
Figure 9: Project Grievance Redress Mechanism	37
Figure 10: Safeguards Implementation Arrangement	37

I. INTRODUCTION

A. Background

1. The Government of Bangladesh is developing third towns to improve living standards, particularly in the poorer areas, and to provide an alternative destination for rural dwellers that would otherwise join the migration to larger metropolitan centres, through Third Urban Governance and Infrastructure Improvement (Sector) project (UGIIP-3). UGIIP-3 is being implemented as a sector loan approach. After the successful implementation of Urban Governance and Infrastructure Improvement Projects (UGIIP I and II) in the selected pourashavas, the Local Government Engineering Department (LGED) with the financial assistance of Asian Development Bank (ADB) have planned to implement a similar project (UGIIP-III) in pre-selected 31 pourashavas (Figure 1) over a period of 6 years (2014 to 2020).

2. The impact will be improved living environment in project towns. The outcome will be improved municipal service delivery and urban governance in project towns. UGIIP-3 will improve existing and provide new municipal infrastructures including (i) roads; (ii) Drainages; (iii) water supply system; (iv) solid waste management facilities; (v) slaughterhouses; (vi) markets, community centres/auditorium, bus and truck terminals and river *ghats*; (vii) public toilets; and (viii) others such as provision for street lighting and improvement of slums. A sector-lending approach will be used for the project as it has been well established and successfully practiced in the UGIIP-1 and 2.

3. A sector-lending approach is being used for the project as it has been well established and successfully practiced in the UGIIP-1 and 2. In accordance with ADB's Safeguard Policy Statement (SPS), 2009 requirements a Resettlement Framework (RF) has been prepared.

4. During project preparation, resettle plans (RPs) were prepared for 3 sample pourashavas covering roads, drainage, kitchen market and solid waste management subprojects. The RPs concluded that the project will have only temporary impacts and therefore, UGIIP-3 has been categorized as resettlement Category B as per ADB SPS 2009. As a basic development principle, significant resettlement impacts (Category A type project) should be avoided to the extent possible in future subprojects. For any components, the social and resettlement assessments documents will be formulated and approved by ADB before any physical activities start.

5. This Resettlement and Social Impact Assessment Report has been prepared for Roads and Drainage Improvement subproject of Laksam *pourashava* taken up in phase-1 Package No. UGIIP-III-I/LAKS/UT+DR/01/2015 (Lot-1 & 2). The subproject includes improvement of 16 existing roads and construction of 16 drains most of which are road side drains along the road edges without affecting any structure. After selection and completion of the designs of the proposed schemes, the safeguard team of the Management, Design and Supervision Consultants (MDSC) conducted resettlement and social impact assessments through thorough investigation of different social safeguard issues including land acquisition and resettlement requirements as per ADB's Safeguard Policy Statement (SPS, 2009). The resettlement and social impact assessment report for Laksam *pourashava* has been prepared based on the feasibility study and detailed engineering designs.

6. During investigations, it was revealed that the roads and drains proposed for improvement under Package No. UGIIP-III-I/LAKS/UT+DR/01/2015 (Lot-1 & 2) will be implemented on the existing alignment of roads and drains and due to the improvement/construction of the aforesaid roads and drains are not expecting to have neither any physical nor any economic displacement of any people. As a result, there is no possibility of land acquisition and no structure affected, none found to require relocation, and consequently no

involuntary resettlement (IR) impact are anticipating thus the subproject is classified as Category C for IR. Under the circumstances, this report may be treated as due diligence report (DDR) with respect to social safeguard issues for the concern subproject

B. Institutional Set-up

7. The Local Government Engineering Department (LGED) and the Department of Public Health Engineering (DPHE), both under the Local Government Division (LGD) of the Ministry of Local Government, Rural Development and Cooperatives (MLGRD&C) and having extensive experience in managing urban and water supply projects financed by ADB, are the executing agencies of the project. The participating pourashavas are the implementing agencies (IA) with a project implementation unit (UNIT) within the pourashava structure. Implementation activities will be overseen by a Project Management Office (PMO). Management, Design and Supervision Consultants (MDSC) and Governance Improvement and Capacity Development Consultants (GICDC) teams will provide support for (i) detailed engineering design, contract documents preparation and safeguards facilitation; (ii) project management and administrative support; (iii) assistance in supervising construction; (iv) awareness raising on behavioural change activities. Safeguards officers will be appointed in PMO and PIUs and will be responsible to undertake day to day safeguards tasks and requirements including implementation of project's grievance redress mechanism.

8. LGED will ensure that no physical displacement or economic displacement will occur until (i) compensation at full replacement cost has been paid to each displaced person, and (ii) other entitlements listed in the RPs have been provided.

II. SUBPROJECT DESCRIPTION

9. **Components.** The complete indicative list of subprojects in Laksam Pourashava is summarized in **Table-1**. The subproject components in Package Nr: UGIIP-III-I/LAKS/UT+DR/01/2015 (Lot-1 & 2) will involve (i) rehabilitation/upgrade/construction of road length-20.41m, (II) drainage improvement of 3.87 m. The package to be implemented went through the process of meeting the selection criteria (General and Technical), environmental and social safeguard screening and conforming to the needs assessment done for Laksam Pourashava

10. The details of the subproject components in Package Nr: UGIIP-III-I/LAKS/UT+DR/01/2015 (Lot-1 & 2) are presented in Table 1 including ownership of lands and potential involuntary resettlement (IR) impacts. Figures 1 and 2 show the location of Laksam pourashava and the alignments of roads and drainage as per detailed design. Figures 5 to 7, show the cross-sectional drawings of the proposed drains and roads improvements.

11. The subprojects went through the process of meeting the selection criteria (general and technical), environmental and social safeguard screening and conforming to the municipal infrastructure development plan and drainage need assessment for Laksam. To avoid IR impacts, locations and sitting of the proposed infrastructures considered: (i) locating components on government-owned land and/or within existing right-of-way (ROW) to reduce acquisition of land, (ii) prioritizing rehabilitation over new construction; (iii) taking all possible measures in design and selection of sites to avoid resettlement impacts;(iv) avoiding where possible locations that will result in destruction/disturbance to historical and cultural places/values; (v) avoiding tree-cutting where possible; and (vi) ensuring all planning and design interventions and decisions are made in consultation with local communities and reflecting inputs from public consultation and disclosure for site selection.

12. The components of the sub-project seek to upgrade and expand the urban services. The roads and drains are located in different wards of the pourashava. The proposal is

concerned with activities, which address the most acute needs for better urban services and facilities to inhabitants of the town/pourashava. Figure 1 shows the location of Laksam pourashava and Figure 2 shows the location of subproject's schemes (alignment of roads and drains proposed under the subproject). No road need resettlement, replacement or relocation. Strip diagram of two roads are given as a sample in Figures 3a and 3b¹

13. The roads¹ proposed are all existing internal service roads. Most of the roads are lower than the houses beside them. So, water from houses flow over the roads and as a result, the roads damage. There are low lying areas and ditches by the side of many roads needing retaining walls for protection of road embankments including shoulders. The pourashava is subjected to flash flood and sometimes landslides. The roads, will be improved by bituminous surfacing, using Herring bone Brick (HBB) or with Reinforced Concrete (RCC) pavement.

14. **Implementation Schedule.** Substantial time is required spanning the continuum of subproject preparation, approval, survey, design & estimate, contract award and contract execution. Efforts needs to be made to follow the schedule of timely implementation of work. Normally the construction work season in Bangladesh runs from October through May (eight months). Construction works are sometimes impeded for the following reasons:

- Early floods in April/May,
- Late floods in September/October,
- Natural calamities (cyclone/tornado, excessive floods) occur in April/May and October/November.

15. Normally, the best construction period is only for 6 months a year (October to March). The construction period is sometimes squeezed to 4 months due to natural calamities. However, sometimes, based on time constraint or expediency, construction work may even need to be carried out in the monsoon. Whenever possible, parallel activities can be implemented and consequently, quantum of work can be maximized through efficient planning and adoption of best available practices.

16. Considering the above facts, it has been estimated that the implementation of phase 1 roads and drains of Laksam pourashava will cover 12-months period, and major works are advisable to take place between November, 2015 to October, 2016. A tentative time-schedule for implementation (only as an indication) is shown in Figure 8 for period June 2015 to December 2016

¹ Note: improvement of the sub-project roads and drains will be carried out on the existing alignments and will not require land acquisition; (ii) most of the drains will be constructed as road side drains along the edge of the roads and only 2 drains will be constructed on the katchha alignments; (iii) there are no structures, houses, shops, trees or any other establishments on the ROWs of the proposed roads and drains alignments; So only two strip diagram has been given as an example/ sample.

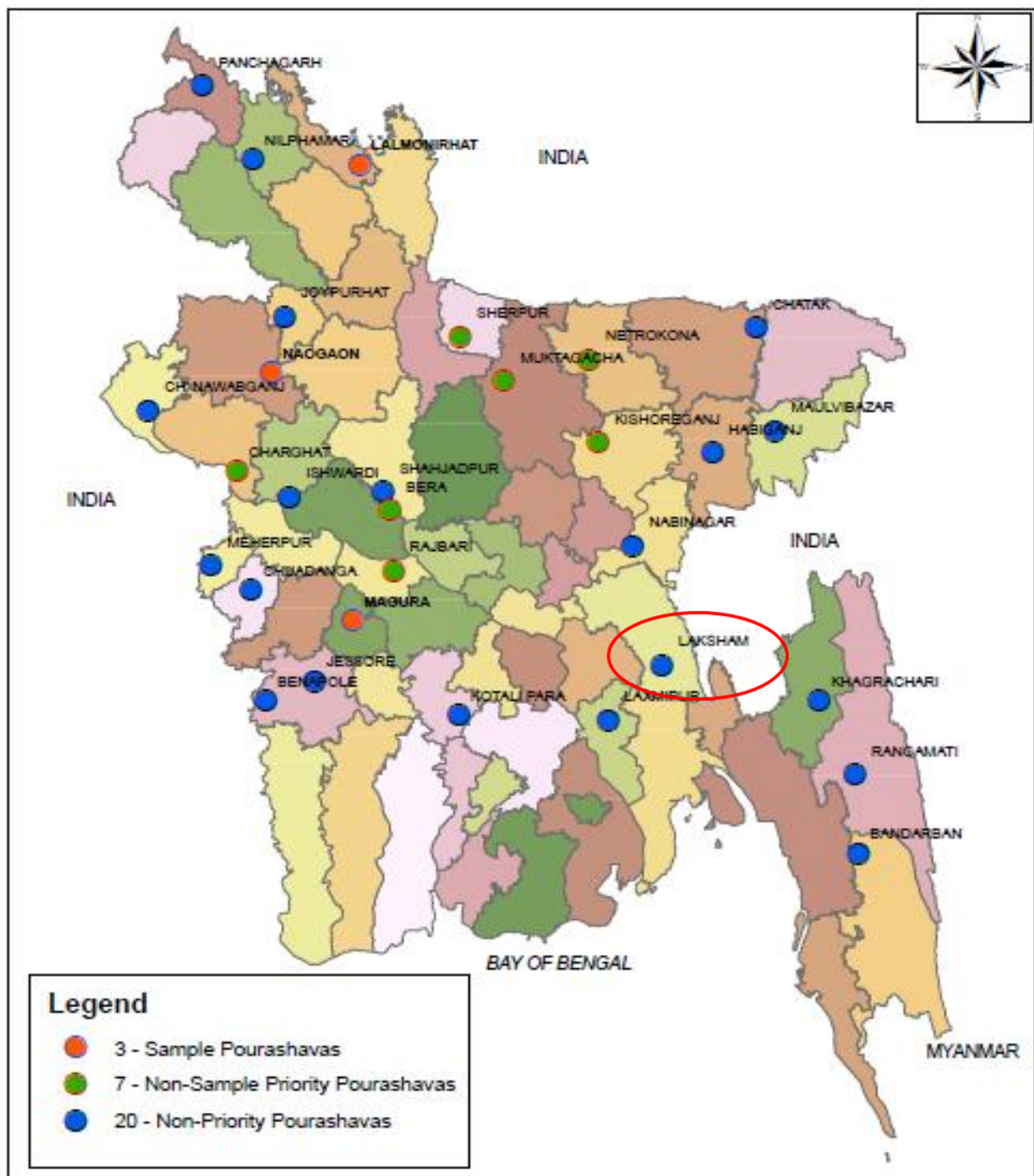


Figure 1: Location Map of Laksam Pourashava

LAKSAM POURASHAVA
Location Map of Proposed Schemes under UGIIP-III
Package No: UGIIP-III/Laks/UT+DR/01/2015

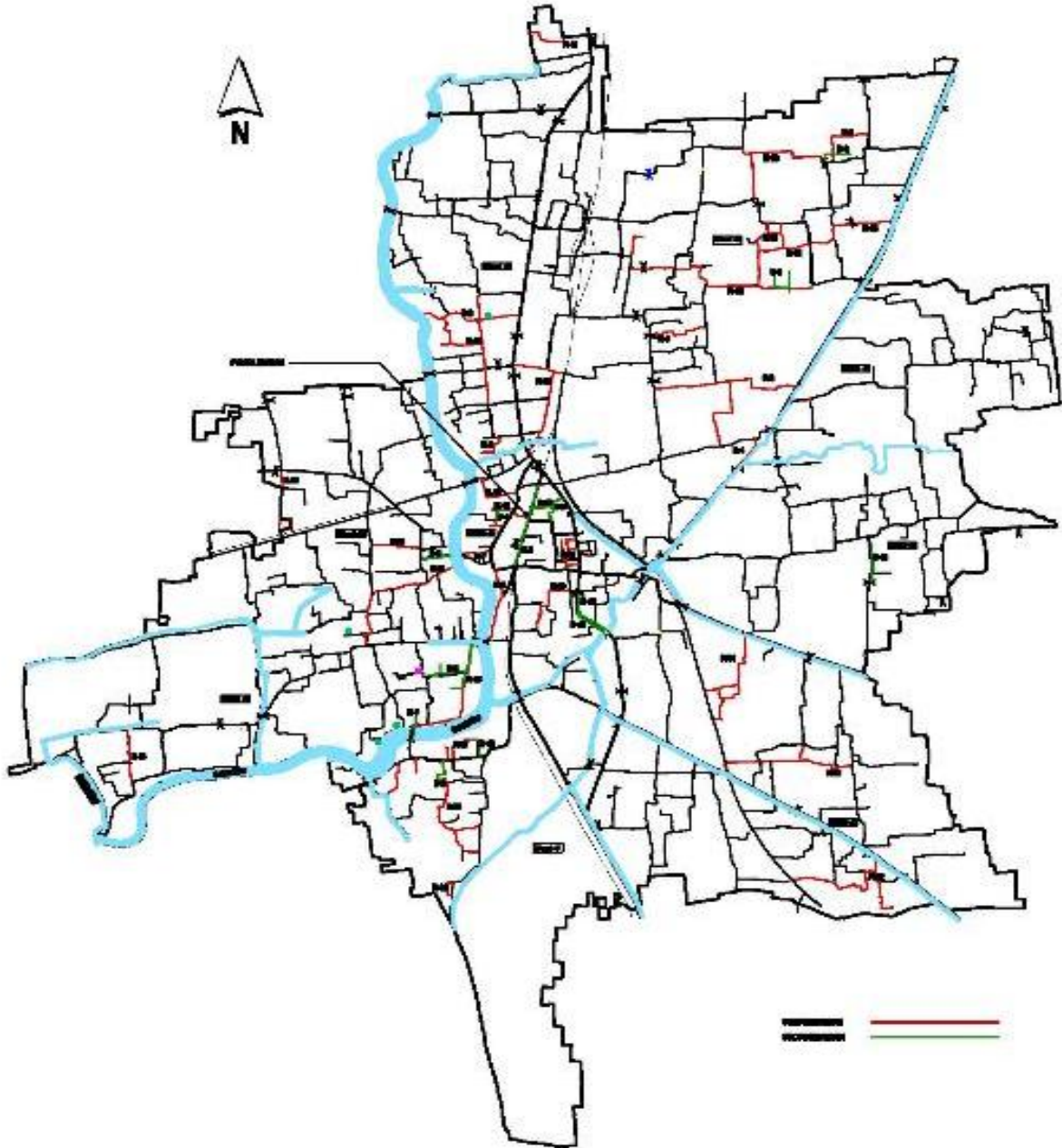


Figure 2: Proposed Roads and Drainage Improvement Under UGIIP III

PACKAGE NO: UGIP-III-I/LAKS/UT+DR/01/2015(Lot-01)

(R-16) Improvement of Road by DBC (a) From Duria Pucca Road to Duria Dighi Via Shaidullah B.Sc. House & Eidghah (Ch 0.00-180.00) (b) Road from Duria Bishnoper Moddo Para Jashim Shop to Eidgah/Mosque Via Gofur Miah House (Ch 0.00-210.00) (c) Road from F.F. Rahim Miah House to Duria Pacca Road In Front of Kashem Dealer House (Ch 0.00-106.00).

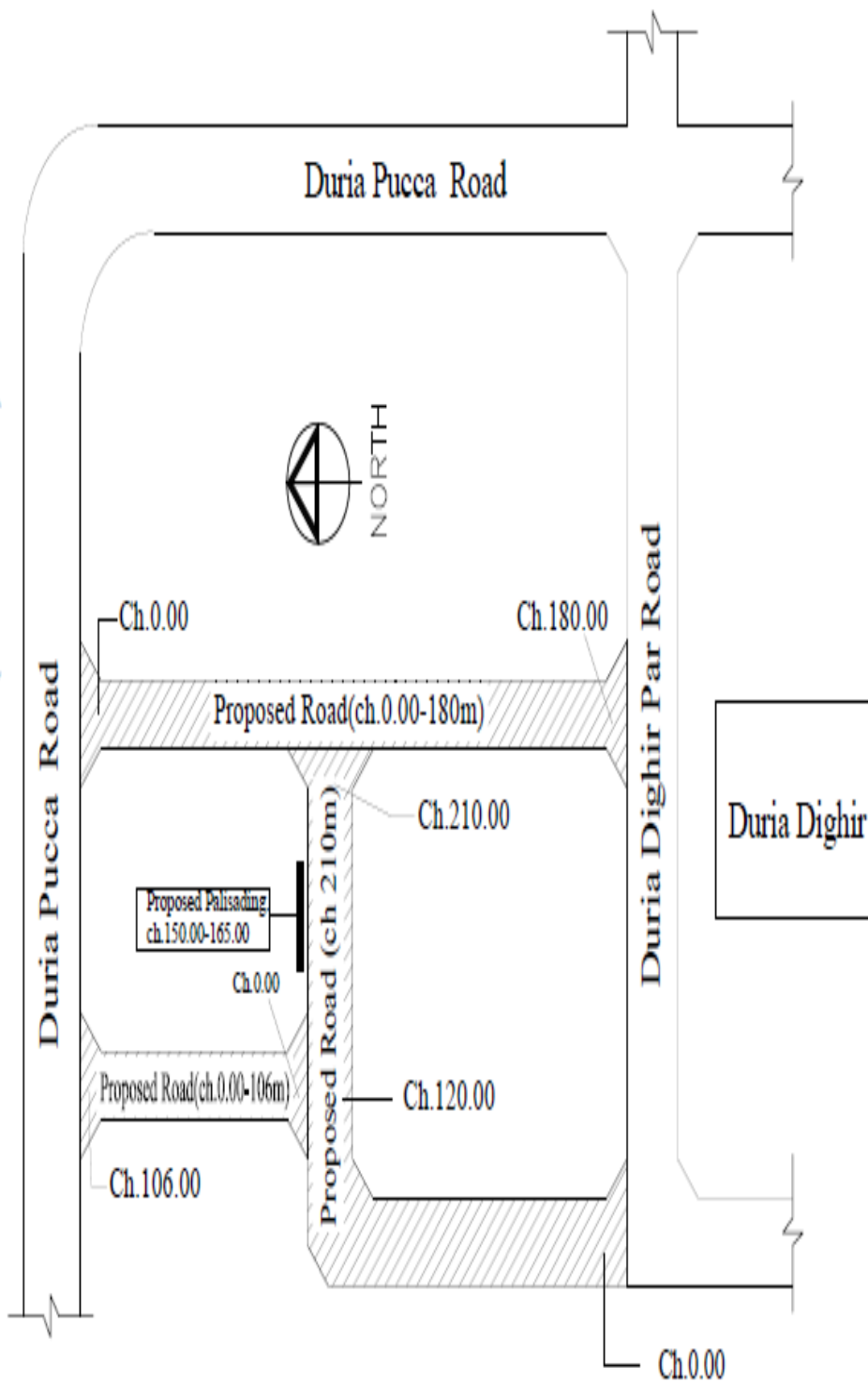


Figure 3a: Sample of Strip Maps of Subprojects

PACKAGE NO: UGIP-III-I/LAKS/UT+DR/01/2015(Lot-01)
 (R-2) Improvement of Kundra Kazi bari Road by DBC start From
 Kundra Mosque to Kundra Pucca Road Via Sakandar and Rastum
 Miah House (Ch 0.00-402.00).

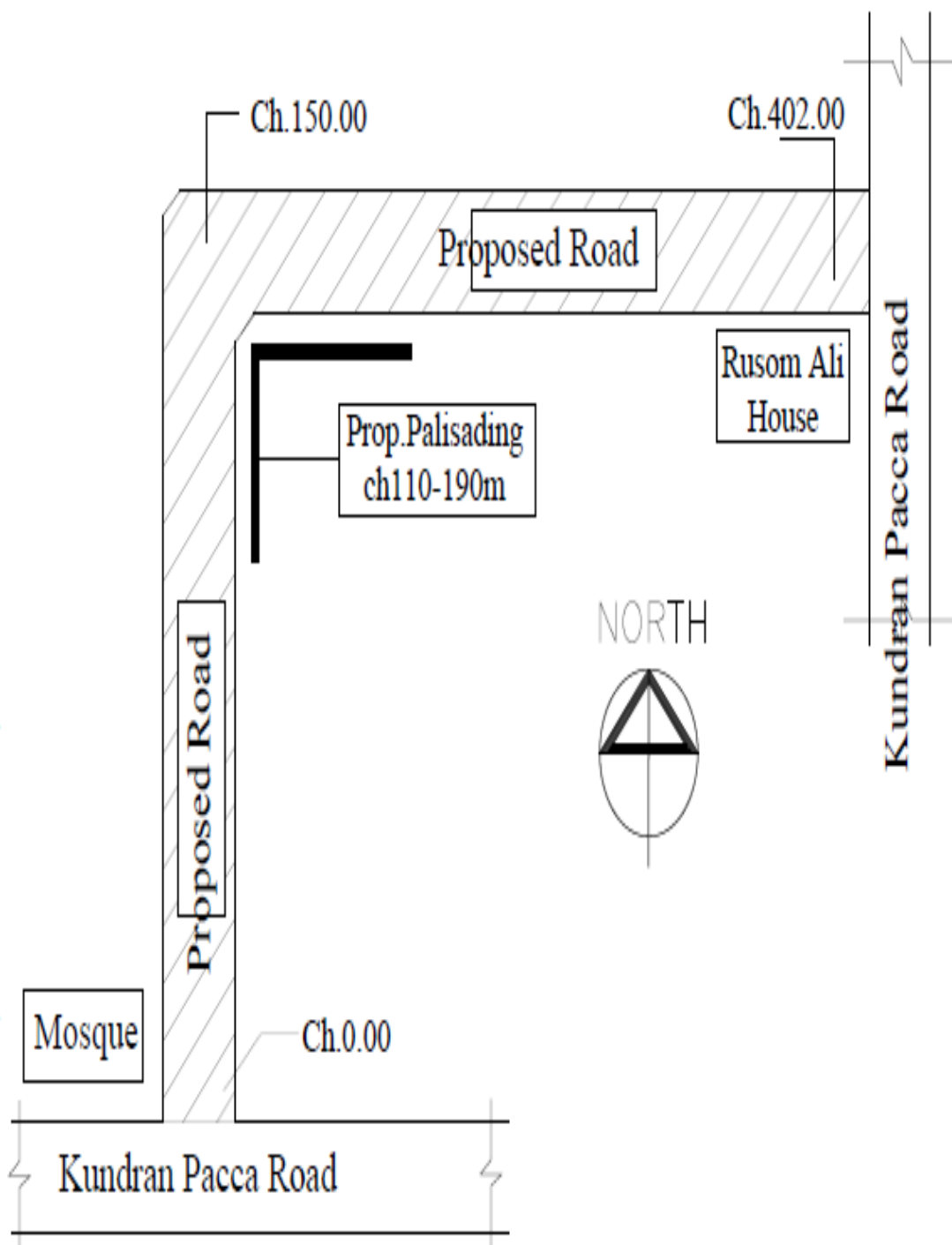


Figure 3b: Sample of Strip Maps of Subprojects



Existing road condition



Existing road condition



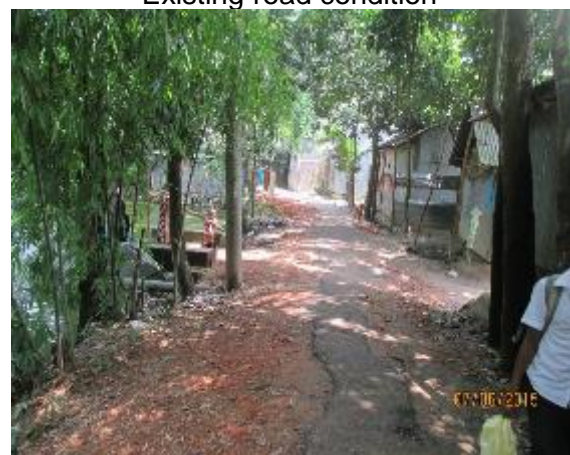
Existing road condition



Existing road condition



Existing road condition



Existing road condition

Figure 4: Typical Photographs of Sub Project Areas

Figures 3 to 5: Sample drawings showing cross-section of roads and drains are given below:

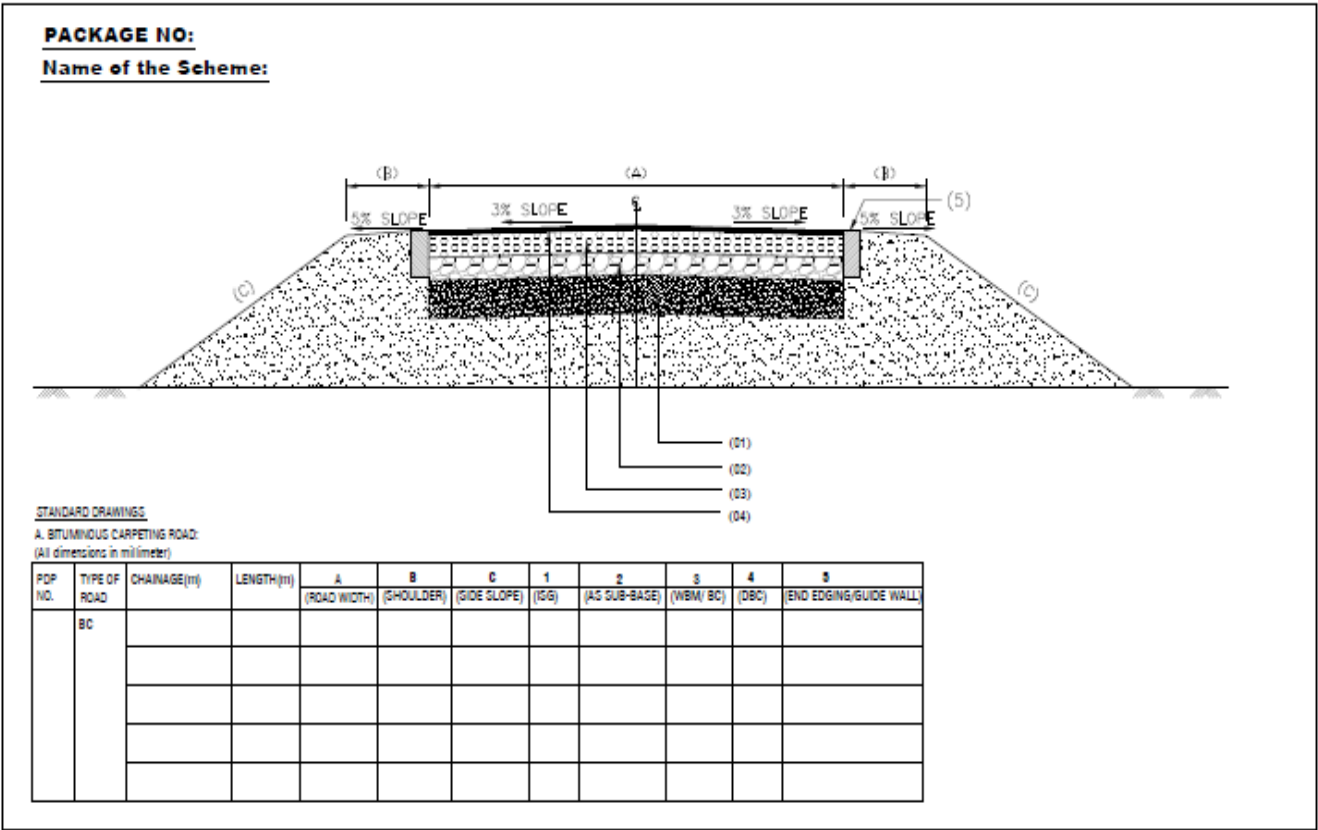


Figure 5: Typical Road Sections (Brick Road)

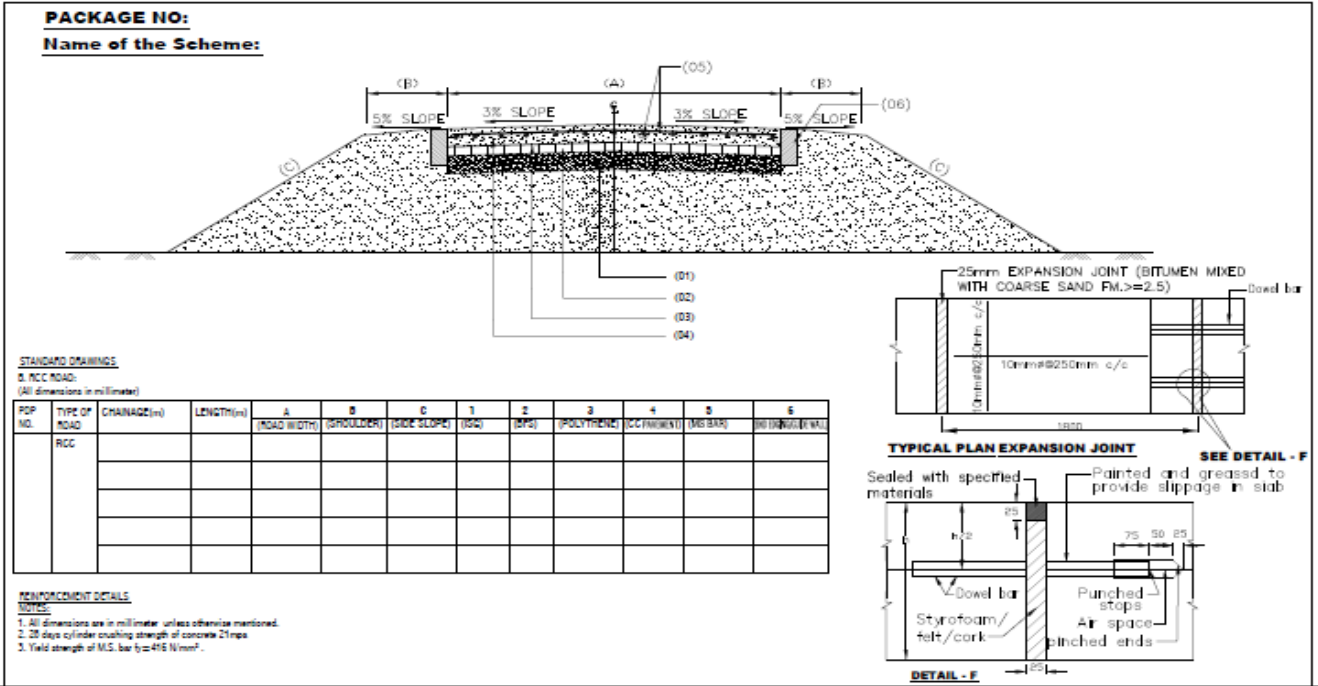


Figure 6: Typical Road Sections (Concrete Road)

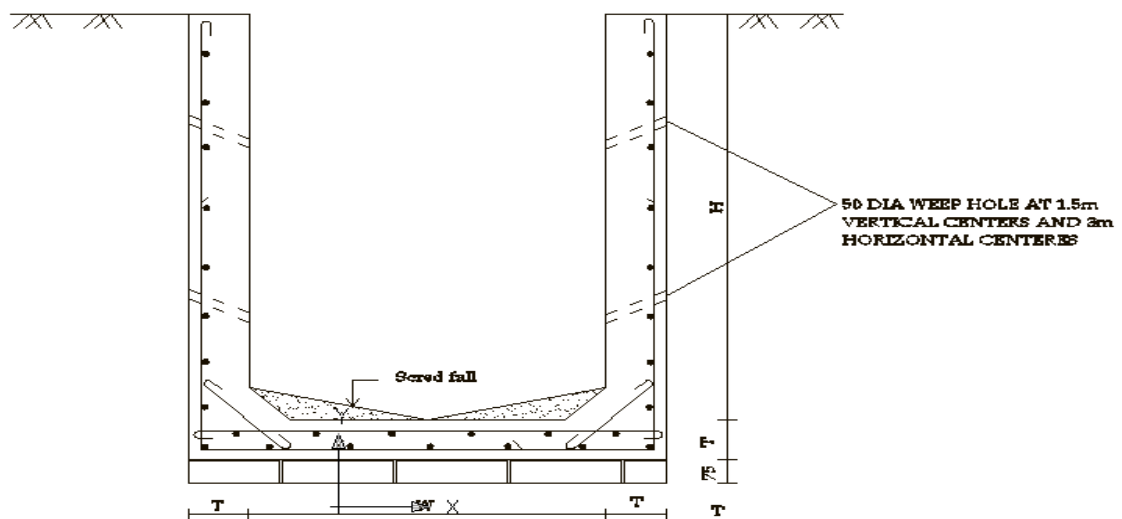


Figure 7: Typical Reinforced Concrete Drain Section

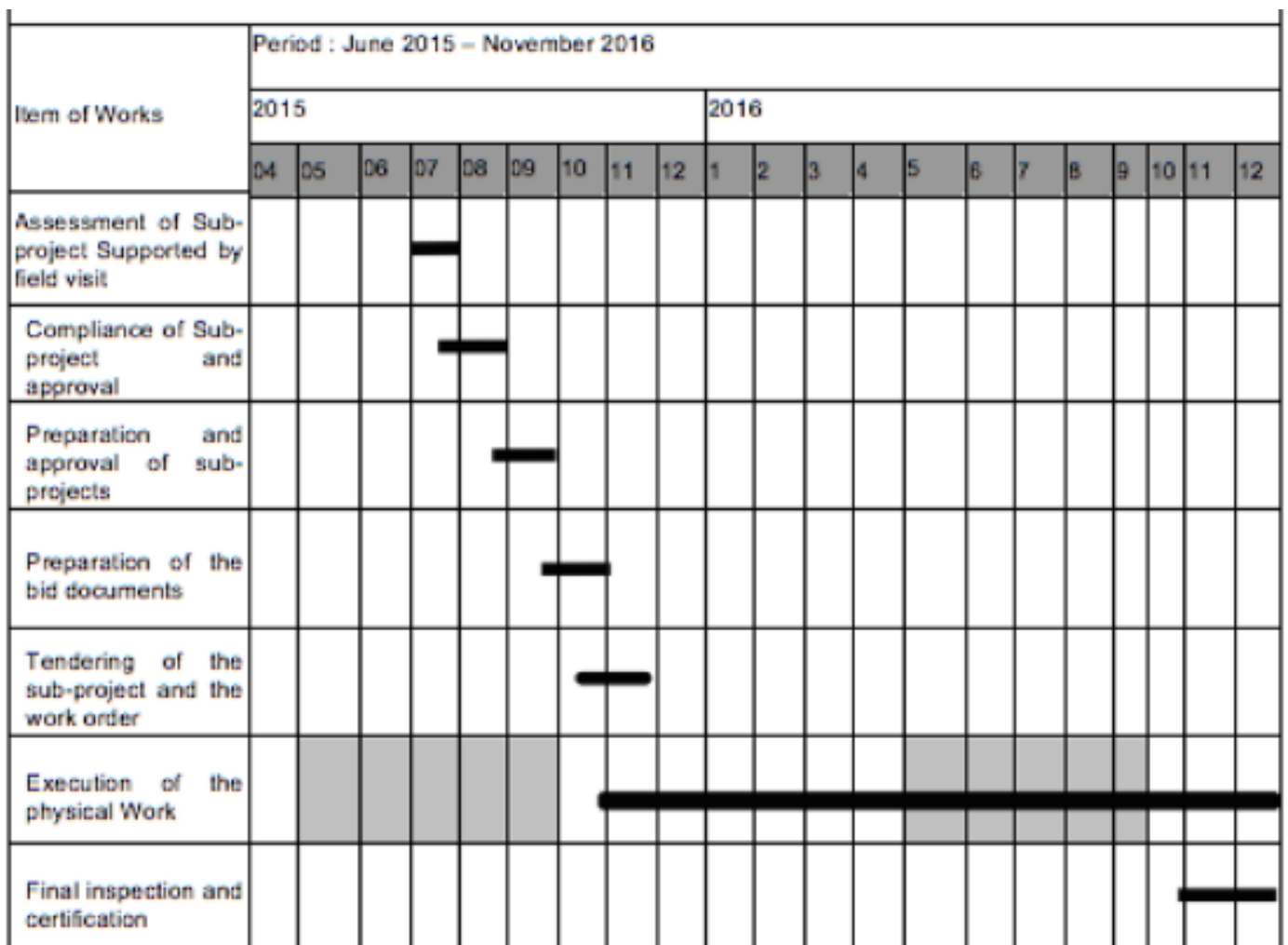


Figure 8: Phase 1 Gantt Chart Implementation Schedule

Table 1: Proposed SUB-PROJECT Components

SI No	PDP No./ Scheme No.	Name of Scheme	Road Length (m)	Existing Road Width (M))	Proposed Road Width (M)	Existing Drain Width (M)	Proposed Drain Width (M)	Gross Amount (TK)
R-1	77	Improvement of Hada Gazir Mazar Road by CC start from Paikpara Pucca Road to Paikpara-Kumardoga road (Eidgah) (Ch 0.00-405.00).	405	3.00	3.00			2,482,874.00
R-2	115	Improvement of Kundra Kazi bari Road by DBC start From Kundra Mosque to Kundra Pucca Road Via Sakandar and Rastum Miah House (Ch 0.00-402.00).	402	3.00	3.00			2,252,027.00
R-3	45, 47	Improvement of Road by DBC (a) From Komardoga Primary School to Etimkhana Road (Ch 0.00-870.00) (b) From Komardoga primary school road to Atiti bazar road (Modina Market) (Ch 0.00-510.00).	1380	3.60	3.05			6,953,972.00
R-4	8	Improvement of Road by DBC From Atiti Bazar Road to Gondamara (Ch 0.00-480.00)	480	3.50	3.05			4,205,838.00
R-5	35, 58	Improvement of road by CC & DBC (a) Pourashava road start from Noakhali railgate to Bypass (Ch.0-572) (b) Connecting from Pourashava office to Dowlotgonj bazar main road (Ch.0-106).	678	3.05	4.00			3,820,351.00
R-6	38	Rehabilitation of Bank Road by CC start from Old main road to Sreeang road (Ch.0-460m).	460	4.05	4.05 to10.05			7,253,652.00
R-7	37	Rehabilitation of Dhan Bazar Road by CC start from Old main road to Rajghat bridge (Ch.0-167m).	167	4.05	4.05 to 11.40			2,649,179.00

SI No	PDP No./ Scheme No.	Name of Scheme	Road Length (m)	Existing Road Width (M)	Proposed Road Width (M)	Existing Drain Width (M)	Proposed Drain Width (M)	Gross Amount (TK)
R-8	20	Rehabilitation & widening of Nashratpur Primary School Road by DBC (Ch.0-510m).	510	3.65	3.05			1,663,518.00
R-9	74	Improvement of Road by DBC From Nashratpur South Para Pucca Road to Mazar Via Mosaraf Hossain House (Ch. 0.00-220.00).	220	2.40	3.05			1,038,327.00
R-10	57, 70	Improvement of Road by DBC From Nashratpur School Road to Nashratpur fishery Road (ch0.00-690.00 & Connecting of Goshai Bari Road (ch 0.00-420.00).	1110	3.5-	3.05			5,776,487.00
R-11	69	Improvement of Road by DBC From Lalmai-Sonaimuri Pucca Road to Vashkapalia Mosque Via Brick Field (Ch.0.00-397.00).	397	3.65	3.05			2,215,059.00
R-12	32	Rehabilitation & widening of Road by DBC From Duria Bishnopur Complex to New Colony Road Via Paikpara (ch 0.00-1210.00) & Connecting F.F. Abdul Hossain Noni House Road (ch 0.00-150.00)	1360	3.65	3.05			3,496,743.00
R-13	44	Rehabilitation & widening of Kundra Road by DBC from Duria Pucca Road to Kundra Mosque (ch 0.00-770.00).	770	3.50	3.05			2,951,328.00
R-14	97	Improvement of Road by DBC from Atiti Bazar Road to Duria Road Via Kundra GPS (ch 0.00-580.00).	580	3.00	2.50			3,650,665.00
R-15	96	Improvement of Road by DBC from Duria Pucca Road to Paikpara Road Via Dighi (ch 0.00-520.00).	520	3.00	2.50			3,783,831.00
R-16	98	Improvement of Road by DBC (a) From Duria Pucca Road to Duria Dighi Via	496	3.00	2.50			2,405,690.00

SI No	PDP No./ Scheme No.	Name of Scheme	Road Length (m)	Existing Road Width (M))	Proposed Road Width (M)	Existing Drain Width (M)	Proposed Drain Width (M)	Gross Amount (TK)
		Shaidullah B.Sc. House & Eidghah (ch 0.00-180.00) (b) Road from Duria Bishnopur Moddo Para Jashim Shop to Eidgah/Mosque Via Gofur Miah House (ch 0.00-210.00) (c) Road from F.F. Rahim Miah House to Duria Pacca Road In Front fo Kashem Dealer House (ch 0.00-106.00).						
R-17	124	Improvement of Road by CC (a) From Laksam-Sonaimuri Road (Bypass Road) to Girls School via Ekhra Madrasha beside Noakhali Railline (ch 0.00-266.00) (b) Connecting to Ex. MP Mr.Jalal House (ch 0.00-120.00).	386	Not found	Not found			1,851,246.00
R-18	118	Rehabilitation of road by CC from Old main road to Chandpur railine via PDB office. (Ch. 0-160m).	160	3.65	3.05			1,053,581.00
R-19	65, 95	Rehabilitation of road by DBC from Dowlotgonj bazar main road to Mowsumi rice mill via Momotamayee hospital Road(Ch.0-437m) & connect. Sub- health center (Ch.0-60m).	498	4.05 to 11.40	4.50 to 3.00			1,582,699.00
R-20	62	Improvement of Housing road From By Pass (Lalmal -Sonaimuri) Road to Bypass at Housing (ch 0.00-450.00).	450	4.5	4.5 to 3.05			2,572,847.00
		Road	11429					3,659,914.00
D-1	7	Construction of RCC Drain From Noakhali Rail Gate to Laksam-Atiti Bazar Road Via Pourashava Office . (Ch 0.00-506) & Connecting drain (ch 0.00-42.00).		548		Not found	Not found	3,395,216.00
D-2	28	Construction of Drain beside Councilor Khalil House to Mosque at Kundra (Ch.0-		215		Not found	Not found	1,559,385.00

SI No	PDP No./ Scheme No.	Name of Scheme	Road Length (m)	Existing Road Width (M))	Proposed Road Width (M)	Existing Drain Width (M)	Proposed Drain Width (M)	Gross Amount (TK)
		215).						
D-3	40	Construction of Drain beside Hazi Mohammad Ali's house at Duria Bishnopur (Ch.0-211).		211		Not found	Not found	1,205,627.00
D-4	41	Construction of RCC Drain from Momotamoyee hospital to existing drain (Ch.0-130m).		130		Not found	Not found	1,127,116.00
D-5	20	Construction of RCC Drain from Ekra Madrasha to Bypass (Ch.0-272m) & Connecting to Ex. MP Mr.Jalal House (ch 0.00-120.00)..		392		Not found	Not found	3,918,578.00
		Drain		1496				11,205,922.00
		Total (Lot-01)	11429	1496				74,865,836.00
R-21	41	Rehabilitation & widening of Road by DBC From Rajghat Bridge to Laksam-Sreeang Road Via Mura Dharga (ch 0.00-960.00).	960	2.80 to 3.05	2.80 to 3.05			3,219,727.00
R-22	39	Improvement of Road by DBC From Rajghat Kazi Para Pucca Road to Dopha Bari Pucca Road Via Kazi Para (ch 0.00-300.00).	300	3.00	2.50			1,676,273.00
R-23	119	Improvement road by DBC from Moddaffargong road to Chandpur rail Line via Jonualist Jilane house (ch. 0.00-430.00) & Connecting to Nasima com house (0.00-145.00).	575	3.65	3.05			3,842,193.00
R-24	81	Improvement of Road by DBC From Laksam-Sreeang Road to Batakhali Pacca Road via Canadian house (ch 0.00-330.00m).	330	2.80 to 3.05	2,80 to 3.05			2,539,481.00
R-25	42, 90	Rehabilitation of Road by DBC (a) From Laksam-Sreeang Road to N.F. College	1060	2.80 to 3.05	2,80 to 3.05			3,054,152.00

SI No	PDP No./ Scheme No.	Name of Scheme	Road Length (m)	Existing Road Width (M))	Proposed Road Width (M)	Existing Drain Width (M)	Proposed Drain Width (M)	Gross Amount (TK)
		Gate Via B.N High School (ch 0.00-940.00) (b) From N.F. College Road to N.F College Hostel (ch 0.00-120.00)						
R-26	16	Rehabilitation & widening of Road by DBC From Laksam-Monohargong Road to Laksam-Munshirhat Road (Gazi Mura Modda Para Road) (ch0.00-850.00) & connecting road (0.00-95.00).	945	3.00	2.50			3,814,582.00
R-27	86, 92, 107	Improvement of Road by CC From Laksam-Monohargong Road to Safique Miah House road (Ch 0.00-150.00), Mobarak Miah House Road (Ch 0.00-100.00), b) Rashida Begum House Road (Ch 0.00-90.00), c) Jakir House Road (Ch 0.00-75.00), d) Khan Bari Road (Ch 0.00-65.00).	480	Not found	Not found			2,768,759.00
R-28	108	Improvement of Road by CC From Laksam-Munshirhat Road to Gazimura Boro Bari (ch 0.00-96.00) & Gazi Mura Dakkin Para Jubiar's House Road. (Ch. 0.00-95.00).	191	Not found	Not found			1,187,891.00
R-29	40	Rehabilitation & widening of Road by CC From Laksam-Sonaimuri Old Main Road (CC road) to Bypass Road Via Jagannath Bari (ch 0.00-400.00).	400	3.60	3.05			2,597,997.00
R-30	54	Rehabilitation of Road by DBC From Vojhpara Mosque To Satbaria Rail Gate (ch 0.00-664m).	644	Not found	Not found			3,536,903.00
R-31	29	Rehabilitation of Road by DBC From Laksam Chowddagram Road to CTG Rail Line Via Satbaria (ch 0.00-715.00m).	715	Not found	Not found			3,064,875.00
R-32	83	Improvement of Road by DBC (a) From	970	3.65	3.05			

SI No	PDP No./ Scheme No.	Name of Scheme	Road Length (m)	Existing Road Width (M))	Proposed Road Width (M)	Existing Drain Width (M)	Proposed Drain Width (M)	Gross Amount (TK)
		Laksam Nangalkot Road to Uttarkul Main Road (ch 0.00-325.00. (b) Uttarkul main road To CTG Rail Line Via Army House (ch 0.00-645.00).						
R-33	22,94	a) Rehabilitation of road by DBCFrom Lalmai-Sonaimuri Bypass Road (Tanshan House) to Chandpur Rail Gate Via Khanadani Market (ch 0.00-750m) (b) Improvement of Laksam Model College road (from Ali Mosque to Paikpara road) (Ch.0-660m).	1410	3.05	2.50			
		Road	8980	0				
D-6	32	Construction of RCC Drain From Rajghat Dophā Bari Road to Dakatia River Via Bapari para(ch 0.00-169.00).		169		Not found	Not found	5,580,310.00
D-7	23	Construction of RCC Drain From N.F College Hostel to existing drain (ch 0.00-140).		140		Not found	Not found	7,509,697.00
D-8	12, 25	Construction of RCC Drain From Upazila Office to Dakatia River at Puran Bazar (ch 0.00-395) & connecting drain. (Ch 0.00-120 & ch 0.00-168).		683		Not found	Not found	41,173,113.00
D-9	17	Construction of drain beside Gazi Mura Modda Para Road (ch 0.00-206.00).		206		Not found	Not found	1,665,401.00
D-10	6	Construction of RCC Drain From EX.MP Hero Miah House to Laksam-Monohargong Road (Ch 0.00-115.00).		115		Not found	Not found	876,825.00
D-11	8	Construction of RCC Drain From REB Office Road to Jorpool Via Sharif Medical.(Ch 0.00-327.00 & Connecting Drain. Ch 0.00-50 & Ch 0.00-200.00)		577		Not found	Not found	4,834,813.00

SI No	PDP No./ Scheme No.	Name of Scheme	Road Length (m)	Existing Road Width (M))	Proposed Road Width (M)	Existing Drain Width (M)	Proposed Drain Width (M)	Gross Amount (TK)
D-12	10	Construction of RCC Drain From R & H Office to Jarpool Via General Hospital.(Ch0.00-182.00) & Connecting Drain (Ch. 0.00-100.00).		282		Not found	Not found	1,275,317.00
D-13	35	Construction of RCC Drain From Ashan House to Habu Miah House Be Site of Gonti School Road. (Ch0.00-201.00).		201		Not found	Not found	1,385,920.00
		Drain		2373				17,309,219.00
		Total (Lot-02)	8980	2373				58,482,332.00
		Grant-Total (Lot-01+02)	20409	3869				133,348,168.00

III. DUE DILIGENCE

A. Objectives of the Study/ Investigation

17. This Social Impact Assessment Report/Due Diligence Report has been prepared to meet the following objectives:

- thorough assessment of social safeguard issues and impacts - major objective is to assess and identify all the possible socioeconomic and resettlement impacts including impacts on women, poor and vulnerable;
- to plan to avoid, minimize, mitigate or compensate for the potential adverse impact;
- to describe the extent of land acquisition and involuntary resettlement impacts;
- to inform and consult the affected people to make them aware about the project activities and take feedback to prepare safeguard plans summarizing mitigation measures, monitoring program/ mechanism, institutional arrangement and presenting budget for resettlement;
- to describe the likely economic impacts and identified livelihood risks of the proposed project components; and
- to describe the process undertaken during project design to engage stakeholders and the planned information disclosure measures and the process for carrying out consultation with affected people and facilitating their participation during project implementation;
- to establish a framework for grievance redress mechanism for affected persons (APs);
- to describe the applicable national and local legal framework for the project, and define the IR policy principles applicable to the project; and
- to define entitlements of affected persons, and assistance and benefits available under the project;

B. Methodology used for Assessing Land Acquisition and Resettlement

18. **Data collection.** Social, economic and gender information has been collected primarily through desk work, field visits to the proposed subproject sites and one-on-one interviews with stakeholders. The literature survey broadly covered the following:

- (i) subproject details, reports, maps, and other documents available with the MDSC, LGED, and Laksam *pourashava*;
- (ii) relevant acts and extraordinary gazettes, and guidelines issued by Government of Bangladesh agencies; and
- (iii) literature on land use, socioeconomic profiles, and other planning documents collected from Government of Bangladesh agencies and websites.

19. **Stakeholder consultations.** Comprehensive discussions with MDSC, Laksam *pourashava*, stakeholder agencies were conducted. The public participation process included (i) identifying interested parties (stakeholders); (ii) informing and providing the stakeholders with sufficient background and technical information regarding the proposed development; (iii) creating opportunities and mechanisms whereby they can participate and raise their viewpoints (issues, comments, and concerns) with regard to the proposed development; (iv) giving the stakeholders feedback on process findings and recommendations; and (v) ensuring compliance to process requirements with regards to the environmental and related legislation.

20. Meeting with Pourashava Mayor & Engineers. The MDSC social safeguard team visited and have a meeting with Mayor, XEN, Assistant Engineer and Secretary. Mayor has given the instruction to support for the assessment of roads and drains in the areas of Pourashava.

21. **Meeting with Pourashava Mayor & Engineers.** The safeguard team of MDSC visited Laksam Pourashava on 05/07/2015 Sept, 2015 and had meetings with, Mayor, Executive Engineer, Assistant Engineer, Sub Assistant Engineers, councillors and Secretary of the pourashava, community leaders, local public representatives and different stakeholders at pourashava office and at subproject areas with local people, community leaders, and local government's representatives. The purpose of these meetings were public consultations as outlined above. During field visits, the consultants investigated about the existing condition of the roads and drainage alignments and emphasized on the issues like land acquisition, resettlement and rehabilitation. The participants were also informed of the subproject cut-off date of 30 September 2015 (date of completion of census survey). The following officials were present in the meeting:

1. Mr. Mafizur Rahaman.....Mayor
2. A T M Mohiuddin Khandoker..... Executive Engineer:
3. Md. Saifur rahaman..... Assistant Engineer
4. Md. Aladdin..... Secretary of the Pourashava
5. Mr. Habibullah..... Municipal Engineer

22. **Public consultations.** As a part of public consultation, relevant consultants and pourashava officials arranged meetings both in pourashava office and in the different roads and drains location of the pourashava. Four formal consultation meetings were arranged by the pourashava official with the stakeholders. The meeting sites were at Ward No -1, 4, 5 & 6 at Old by pass road, Bank road, Raj ghat Road and N F College Road on 6 -8 August 2015, & 15 September, 2015. Near about 100 participants were present during the consultation. The main agenda was improvement, rehabilitation and reconstruction of different roads and drains.

23. The participants are composed of potential APs who may suffer temporary access disruptions during construction activities and shopkeepers/ businessmen from the subproject area. During open discussion session, participants raised following questions, queries and suggestions:

- When the construction will be started?
- Required maintenance and quality of the work
- Is there any compensation for Project Affected Persons (PAPs)?
- What are names of schemes of the subprojects under UGIIP-III?
- Most of the participants were happy to know the improvements of the pourashava roads and drains
- Main concern of the participants is the quality of the construction work and they urged the authority not disturbing their livelihood any way and ensuring proper safety measures including pedestrian safety during construction period and alternative road should be arranged for the passer-by
- Is there any opportunity for employment?

24. The issues and concerns raised were addressed by the pourashava officials and MSDC team by informing the participants that as per detailed design, private land will not be required. However, if in the course of subproject implementation private land is to be acquired/purchased then the entitlement of affected persons will follow the RF which was developed based on government laws and rules and ADB safeguard policy. The participants

were also informed of the subproject cut-off date of 31 August 2015 (completion of census survey).

25. The participants expressed their happiness knowing that there will be no land acquisition, and tree cutting as the improvement works would be done on the existing ROWs, there will be no temporary relocation of business and mobile vendors/ hawkers during road and drainage construction as there is no encroachment of ROWs by the vendors/ hawkers, the pedestrian safety would be taken care of by the contractor during construction period by providing alternate roads, providing safety signs and boards, and providing speed breakers where required.

26. Moreover, mitigation measures as specified in EMPs would also be implemented by the contractors which would be closely supervised by the pourashava officials and consultants. The participants were also informed that there would be local employment opportunity for skilled and unskilled laborers. Participation of women would be highly encouraged. The participants were also informed that road closure is not anticipated during construction period. The contractor will be required to submit a traffic management plan which will be implemented in coordination with the *pourashava* authority. Alternative routes, if required, will be communicated via public announcements, billboards and notices. Majority of participants expressed their support and willingness to participate in the project. The issues raised were communicated to the MDSC road and drainage experts to further fine tune the detailed design of the components. The details of records of issues discussed and feedback received along with dates, times, locations, and list of participants are given in Appendix 1.

27. **Transect walks.** The MDSC Regional Resettlement Specialist together with Bangladesh pourashava engineering staff conducted transect walks during August 2015 to do rapid appraisal of the proposed locations and alignments of subproject using a standard IR checklist annexed with this report as Appendix 2.

28. **Reconnaissance Survey.** The social safeguard team of the MDSC visited Laksam *pourashava* on 6 August 2015 to measure the widths of drains and roads under Package Nr: UGIIP-III- I/LAKS/UT+DR/01/2015 (Lot-1 & 2), count the number of trees along ROWs, informal discussions with local communities, formal discussions with *pourashava* engineers, and visual assessment of IR impacts. The output of the survey was discussed with the design engineers of the project to incorporate into the designs to minimize the IR impacts.

29. Census of affected persons and inventory of affected assets. Complete census (100%) of affected households and assets using the form in the RF was NOT required nor used during the surveys in August 2015 as there are no identified affected people and assets. As nobody was found who may be affected by the subproject activities, no structures to be removed/relocated/demolished, and no mobile hawkers/vendors in the subproject alignments, the census was not required.

30. Social Safeguard Unit of MDSC has verified the roads and drains through the questionnaire that is titled "Initial Evaluation Assessment Format". Through this format, the team members have organized consultation with road users and gathered feedback on the sub projects.

IV. FINDINGS

31. **Involuntary Resettlement.** As per results of the data gathering, detailed survey of the sites and alignments together with review of land records, the IR Checklist has been completed (**Appendix -2**). The results show the subproject is considered as Category C, i.e., the subproject does not require temporary or permanent land acquisition, and there are no impacts involving the loss of land, structures, crops and trees, businesses or income.

32. All drainage components under Package Nr: UGIIP-III- I/LAKS/UT+DR/01/2015 (Lot-1 & 2) will be constructed on existing ROW widths of which are sufficient for the proposed components. MDSC together with PMO confirmed ownership and land records of Laksam pourashava of the road ROWs therefore no land acquisition is required.

33. All road components under Package Nr: UGIIP-III- I/LAKS/UT+DR/01/2015 (Lot-1 & 2) will involve improvement of existing roads owned by Laksam *pourashava*. No new road construction or change of alignment will be involved. Widening, if required will be on roads ROWs widths of which are sufficient for the proposed components. MDSC together with PMO confirmed ownership and land records of Laksam pourashava of the existing road and required widths in the ROWs therefore no land acquisition is required. Land ownership certificate is given in **Appendix-5**.

34. The Social Safeguard Unit of MDSC for UGIIP-III further verified and checked the roads and drains through the questionnaire that is titled "Initial Evaluation Assessment Format". Through this format, the team members have organized consultation with road users and gathered feedback on the subprojects. There are no encroachers, squatters, mobile vendors and hawkers along the ROW of proposed drains and roads. Thus, **it has been concluded that there is no IR impact and the subproject is classified as Category C for IR**. For recording and documentation purposes, the following are the socio-economic information and profile of survey participants:

- (i) no BPLs along the proposed drains and roads alignment
- (ii) no indigenous people (IP) groups along the proposed drains and roads alignment;

35. There is sufficient space along the ROWs for staging area, construction equipment, and stockpiling of materials. Besides, there is no possibility of affecting any structure needing relocation by the subproject activities as per detailed design of the components. Moreover, there is no possibility of loss of livelihood, neither permanent nor temporary due to loss of land/ assets occupied or squatting by anybody, is expected for the proposed development. Therefore, the potential impact of the subproject on privately owned land/ assets has been fully eliminated, and correspondingly, no issues relating to involuntary resettlement will occur during implementation of the subproject. Thus, it has been concluded that there is no IR impact and the subproject is classified as Category C for IR.

36. Full road closures are not expected during construction phase thus will not affect businesses. Residents and businesses along the subproject sites may experience impacts such as increased noise, vibration, dust and number of vehicles during construction phase which can be mitigated through good construction practices as documented in the subproject's initial environmental examination report and environmental management plan (EMP).

37. Although concerned road and drainage schemes unlikely to have any IR or resettlement impact, however, the construction/ improvement of the subproject components may cause minor temporary disturbances limited to dust and noise, movement of people, etc. which will be limited to the construction period only, and can easily be mitigated by quick and timely completion of works, taking dust suppression measures, removal of debris

regularly, providing alternate roads and access to houses during construction, erecting different road furniture, where required, to make the vehicular movement safe and to minimize road accidents. For mitigating noise pollution, brick crushing yards, bituminous hot mix plants and concrete batching plants shall be located sufficiently away from habitation (at least 1km). Workers at the vicinity of strong noise shall wear earplugs.

38. All the above measures will be taken by the contractors during construction as per conditions included in the contract documents. The contractors shall avoid congested areas and narrow roads for carrying construction materials and equipment to site and schedule transportation to avoid peak traffic period on certain roads and sequence activities to minimize disturbances. The contractors shall also maintain vehicles and construction machinery and prohibit the use of air horns in settlement areas. Thus impacts during construction phase can be mitigated through good construction practices as documented in the subproject's initial environmental examination report and environmental management plan (EMP).

39. Table 3 below summarizes the findings of the data collection, field visits and surveys. If in the course of subproject implementation land will be required and stakeholders are willing to donate any land, donation procedures will follow the RF and to be endorsed by an independent third party evaluator (e.g., civil society and non-ex officio representatives of the TLCC) to ensure there is no significant social and economic impact due to land donation.

1. **Indigenous People.** While there are some identified IPs near by the PDP Roads, they are not affected as a distinctive group. The IP Categorization form is attached as Appendix 3. The subproject has no IP impact and classified as Category C for IP. In summary there is no identified indigenous people/ethnic minority (adivasi) communities on the vicinity of the proposed subproject components. The components are located only within the urban area and no ethnic people will be affected by the subproject activities.

40. The subproject will not (i) result in labour retrenchment or encourage child labour; or, (ii) directly or indirectly contribute to the spread of HIV/AIDS, human trafficking, or the displacement of girls and women. The subproject will have no potential impact on any female-headed household.

41. **Cost.** Table 2 below provides the costs and sources of funds to ensure social safeguards are considered in the subproject implementation.

Table 2 Social Safeguards Cost Relevant to Laksam Subproject Implementation

Activities	Amount (Tk)	Source of Funds
(i) public consultation and disclosure	300,000	PIU
(ii) grievance redress mechanism	100,000	PIU
(iii) safeguards capacity building program	50,000	Under MDSC costs
(vi) materials for awareness raising and implementation of consultation and participation plan	330,000	Under GICDC costs
10% Contingency (to cover labor costs for shifting assistance, repair/compensation for damaged property, others not specified above)	Variable	

42. **Subproject benefits.** Improvement of roads and construction of drains proposed under the subproject is expected to bring various quantifiable benefits for the citizens of pourashava. Road improvement will improve connectivity and as a result, vehicular movement will increase, journey will be safer, quicker and comfortable. Transportation costs will be lower and movement will be easier which will bring new avenues for investment and consequently commercial activities will increase which will boost up economic development.

Extended benefits will include employment opportunity for local people during construction and maintenance.

43. Construction of drainage facilities will improve effectiveness of drainage system causing increased and easy draining out of storm and waste water, will reduce water-logging and consequently, intensity of water borne diseases will decline which will help to improve both the quality of life and living condition of the residents of the pourashava. The standards of individual and public health as well will rise. Extended benefits will include employment opportunity for local people during construction and maintenance.

44. Thus the subproject implementation will help to support economic gains to the local people in the form of increased employment and less spending on healthcare and transportation

Table 3: Summary of IR Impact of Sub-project of Laksam Pourashava

Roads

SI No	PDP No./ Scheme No.	Sub-Project Schemes	Type of Loss/Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous people	Land Ownership
R-1	77	Improvement of Hada Gazir Mazar Road by CC start from Paikpara Pucca Road to Paikpara-Kumardoga road (Eidgah) (Ch 0.00-405.00).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-2	115	Improvement of Kundra Kazi bari Road by DBC start From Kundra Mosque to Kundra Pucca Road Via Sakandar and Rastum Miah House (Ch 0.00-402.00).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-3	45, 47	Improvement of Road by DBC (a) From Komardoga Primary School to Etimkhana Road (Ch 0.00-870.00) (b) From Komardoga primary school road to Atiti bazar road (Modina Market) (Ch 0.00-510.00)	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-4	8	Improvement of Road by DBC From Atiti Bazar Road to Gondamara (Ch 0.00-480.00)	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-5	35,58	Improvement of road by CC & DBC (a) Pourashava road start from Noakhali railgate to Bypass (Ch.0-572) (b) Connecting from Pourashava office to Dowlotgonj bazar main road (Ch.0-106).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-6	38	Rehabilitation of Bank Road by CC start from Old main road to Sreeang road (Ch.0-460m).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-7	37	Rehabilitation of Dhan Bazar Road by CC start from Old main road to Rajghat bridge (Ch.0-167m).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava

SI No	PDP No./ Scheme No.	Sub-Project Schemes	Type of Loss/Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous people	Land Ownership
R-8	20	Rehabilitation & widening of Nashratpur Primary School Road by DBC (Ch.0-510m).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-9	74	Improvement of Road by DBC From Nashratpur South Para Pucca Road to Mazar Via Mosaraf Hossain House (Ch. 0.00-220.00).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-10	57,70	Improvement of Road by DBC From Nashratpur School Road to Nashratpur fishery Road (ch0.00-690.00 & Connecting of Goshai Bari Road (ch 0.00-420.00).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-11	69	Improvement of Road by DBC From Lalmai-Sonaimuri Pucca Road to Vashkapalia Mosque Via Brick Field (Ch.0.00-397.00).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-12	32	Rehabilitation & widening of Road by DBC From Duria Bishnopur Complex to New Colony Road Via Paikpara (ch 0.00-1210.00) & Connecting F.F. Abdul Hossain Noni House Road (ch 0.00-150.00)	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-13	44	Rehabilitation & widening of Kundra Road by DBC from Duria Pucca Road to Kundra Mosque (ch 0.00-770.00).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-14	97	Improvement of Road by DBC from Atiti Bazar Road to Duria Road Via Kundra GPS (ch 0.00-580.00).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-15	96	Improvement of Road by DBC from Duria Pucca Road to Paikpara Road Via Dighi (ch 0.00-520.00).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava

SI No	PDP No./ Scheme No.	Sub-Project Schemes	Type of Loss/Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous people	Land Ownership
R-16	98	Improvement of Road by DBC (a) From Duria Pucca Road to Duria Dighi Via Shaidullah B.Sc. House & Eidghah (ch 0.00-180.00) (b) Road from Duria Bishnopur Moddo Para Jashim Shop to Eidgah/Mosque Via Gofur Miah House (ch 0.00-210.00) (c) Road from F.F. Rahim Miah House to Duria Pacca Road In Front fo Kashem Dealer House (ch 0.00-106.00).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-17	124	Improvement of Road by CC (a) From Laksam-Sonaimuri Road (Bypass Road) to Girls School via Ekhra Madrasha beside Noakhali Railline (ch 0.00-266.00) (b) Connecting to Ex. MP Mr.Jalal House (ch 0.00-120.00).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-18	118	Rehabilitation of road by CC from Old main road to Chandpur railine via PDB office. (Ch. 0-160m).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-19	65,95	Rehabilitation of road by DBC from Dowlotgonj bazar main road to Mowsumi rice mill via Momotamayee hospital Road(Ch.0-437m) & connect. Sub- health center (Ch.0-60m).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-20	62	Improvement of Housing road From By Pass (Lalmal -Sonaimuri) Road to Bypass at Housing (ch 0.00-450.00).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-21	41	Rehabilitation & widening of Road by DBC From Rajghat Bridge to Laksam-Sreeang Road Via Mura Dharga (ch 0.00-960.00).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-22	39	Improvement of Road by DBC From Rajghat Kazi Para Pucca Road to Dopha Bari Pucca Road Via Kazi Para (ch 0.00-300.00).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava

SI No	PDP No./ Scheme No.	Sub-Project Schemes	Type of Loss/Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous people	Land Ownership
R-23	119	Improvement road by DBC from Moddaffargong road to Chandpur rail Line via Jonualist Jilanee house (ch. 0.00-430.00) & Connecting to Nasima com house (0.00-145.00).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-24	81	Improvement of Road by DBC From Laksam-Sreeang Road to Batakhali Pacca Road via Canadian house (ch 0.00-330.00m).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-25	42, 90	Rehabilitation of Road by DBC (a) From Laksam-Sreeang Road to N.F. College Gate Via B.N High School (ch 0.00-940.00) (b) From N.F. College Road to N.F College Hostel (ch 0.00-120.00)	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-26	16	Rehabilitation & widening of Road by DBC From Laksam-Monohargong Road to Laksam-Munshirhat Road (Gazi Mura Modda Para Road) (ch0.00-850.00) & connecting road (0.00-95.00).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-27	86,92, 107	Improvement of Road by CC From Laksam-Monohargong Road to Safique Miah House road (Ch 0.00-150.00), Mobarak Miah House Road (Ch 0.00-100.00), b) Rashida Begum House Road (Ch 0.00-90.00), c) Jakir House Road (Ch 0.00-75.00), d) Khan Bari Road (Ch 0.00-65.00).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-28	108	Improvement of Road by CC From Laksam-Munshirhat Road to Gazimura Boro Bari (ch 0.00-96.00) & Gazi Mura Dakkin Para Jubiar's House Road. (Ch. 0.00-95.00).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-29	40	Rehabilitation & widening of Road by CC From Laksam-Sonaimuri Old Main Road (CC road) to Bypass Road Via Jagannath Bari (ch 0.00-400.00).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava

SI No	PDP No./ Scheme No.	Sub-Project Schemes	Type of Loss/Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous people	Land Ownership
R-30	54	Rehabilitation of Road by DBC From Vojhpara Mosque To Satbaria Rail Gate (ch 0.00-664m).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-31	29	Rehabilitation of Road by DBC From Laksam Chowddagram Road to CTG Rail Line Via Satbaria (ch 0.00-715.00m).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-32	83	Improvement of Road by DBC (a) From Laksam Nangalkot Road to Uttarkul Main Road (ch 0.00-325.00. (b) Uttarkul main road To CTG Rail Line Via Army House (ch 0.00-645.00).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
R-33	22, 94	a) Rehabilitation of road by DBC From Lalmai-Sonaimuri Bypass Road (Tanshan House) to Chandpur Rail Gate Via Khanadani Market (ch 0.00-750m) (b) Improvement of Laksam Model College road (from Ali Mosque to Paikpara road) (Ch.0-660m).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava

Drains

SI No	PDP No./ Scheme No.	Sub-Project Schemes	Type of Loss/Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous people	Remarks
D-1	7	Construction of RCC Drain From Noakhali Rail Gate to Laksam-Atiti Bazar Road Via Pourashava Office . (Ch 0.00-506) & Connecting drain (ch 0.00-42.00).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
D-2	28	Construction of Drain beside Councilor Khalil House to Mosque at Kundra (Ch.0-215).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava

D-3	40	Construction of Drain beside Hazi Mohammad Ali's house at Duria Bishnopur (Ch.0-211).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
D-4	41	Construction of RCC Drain from Momotamoyee hospital to existing drain (Ch.0-130m).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
D-5	20	Construction of RCC Drain from Ekra Madrasa to Bypass (Ch.0-272m) & Connecting to Ex. MP Mr.Jalal House (ch 0.00-120.00)..	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
D-6	32	Construction of RCC Drain From Rajghat Dopha Bari Road to Dakatia River Via Bapari para(ch 0.00-169.00).	No loss and no resettlement impact reported	None affected	No major IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
D-7	23	Construction of RCC Drain From N.F College Hostel to existing drain (ch 0.00-140).	No loss and no resettlement impact reported	None affected	No major IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
D-8	12, 25	Construction of RCC Drain From Upazila Office to Dakatia River at Puran Bazar (ch 0.00-395) & connecting drain. (Ch 0.00-120 & ch 0.00-168).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
D-9	17	Construction of drain beside Gazi Mura Modda Para Road (ch 0.00-206.00).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
D-10	6	Construction of RCC Drain From EX.MP Hero Miah House to Laksam-Monohargong Road (Ch 0.00-115.00).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
D-11	8	Construction of RCC Drain From REB Office Road to Jorpool Via Sharif Medical.(Ch 0.00-327.00 & Connecting Drain. Ch 0.00-50 & Ch 0.00-200.00)	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition No requirement for land acquisition	Not required	Not found	Pourashava

D-12	10	Construction of RCC Drain From R & H Office to Jarpool Via General Hospital.(Ch0.00-182.00) & Connecting Drain (Ch. 0.00-100.00).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava
D-13	35	Construction of RCC Drain From Ashan House to Habu Miah House Be Site of Gonti School Road. (Ch0.00-201.00).	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	Pourashava

V. FUTURE CONSULTATIONS AND DISCLOSURE

45. This due diligence report and other relevant documents will be made available at public locations in the *pourashava* and posted on the websites of LGED and ADB. The same information will be posted in Laksam *pourashava* and provided to members of TLCC and community representatives.

46. A consultation and participation plan is prepared for UGIIP-3; consultation activities will be coordinated by the PMO, PIU (Ishwardi Pourashava) and consultant teams to ensure that the communities are fully aware of the activities at all stages of the project implementation. During construction phase, Laksam *pourashava* with assistance of consultant teams will conduct (a) public meetings with affected communities to discuss and plan work programs and allow issues to be raised and addressed once construction has started; and (b) smaller-scale meetings to discuss and plan construction work with individual communities to reduce disturbance and other impacts, and to provide a mechanism through which stakeholders can participate in project monitoring and evaluation. The PIU will coordinate the schedule with the contractors will ensure proper public consultations are held prior to start of civil works. Documentation should be included in the social safeguards monitoring report.

47. The relevant information in this due diligence report together with following information on GRM will be translated to local language and disclosed to persons in the subproject area. Documentation will be included during social safeguard monitoring report. The social safeguard officers (XEN) will disclose information.

48. **Grievance redress mechanism.** A project-specific grievance redress mechanism (GRM) will be established to receive, evaluate, and facilitate the resolution of AP's concerns, complaints, and grievances about the social and environmental performance at the level of the project. The GRM will aim to provide a time-bound and transparent mechanism to voice and resolve social and environmental concerns linked to the project. The multi-tier GRM for the project is outlined below, each tier having time-bound schedules and with responsible persons identified to address grievances and seek appropriate persons' advice at each stage, as required. The PMO, MDSC safeguards team and GICDC team assist the PIU in establishing the GRM and building the capacity of the GRC members to address project-related complaints/grievances. Once contractors are mobilized, inform them of their role and responsibilities and procedures involved in the GRM.

49. PIU and governance improvement and capacity building consultants (GICDC) will conduct *pourashava* wise awareness campaigns to ensure that people in the subproject area are made aware of grievance redress procedures and entitlements, and will work with the PMO and MDSC to help ensure that their grievances are addressed.

50. Affected persons will have the flexibility of conveying grievances /suggestions by dropping grievance redress/suggestion forms in complaints/suggestion boxes that have already been installed by PIU or through telephone hotlines **01711262885** at accessible locations, by e-mail lalsammunicipality@yahoo.com, by post, or by writing in a complains register in PIU or Laksam *pourashava* office **Appendix :4** has the sample grievance registration form.

51. Careful documentation of the name of the complainant, date of receipt of the complaint, address/contact details of the person, location of the problem area, and how the problem was resolved will be undertaken. PMO safeguard officer will have the overall responsibility for timely grievance redressal on environmental and social safeguards issues and for registration of grievances, related disclosure, and communication with the suggested party through the PIU designated safeguard focal person

52. **Grievance redresses process.** In case of grievances that are immediate and urgent in the perception of the complainant, the contractor and MDSC on-site personnel will provide the most easily accessible or first level of contact for quick resolution of grievances. Contact phone numbers and names of the concerned PIU safeguard focal person and contractors, will be posted at all construction sites at visible locations.

- (i) **1st Level Grievance.** The phone number of the PIU office should be made available at the construction site signboards. The contractors and PIU safeguard focal person can immediately resolve on-site in consultation with each other, and will be required to do so within 7 days of receipt of a complaint/grievance.
- (ii) **2nd Level Grievance.** All grievances that cannot be redressed within 7 days at field/ward level will be reviewed by the grievance redress cell (GRC) headed by Panel Mayor of the pourashava with support from PIU designated safeguard focal person and MDSC regional environment and resettlement specialists. GRC will attempt to resolve them within 15 days.² The PIU designated safeguard focal person will be responsible to see through the process of redressal of each grievance.
- (iii) **3rd Level Grievance.** The PIU designated safeguard focal person will refer any unresolved or major issues to the PMO safeguard officer and MDSC national environmental and resettlement specialists. The PMO in consultation with these officers/specialists will resolve them within 30 days.

53. Despite the project GRM, an aggrieved person shall have access to the country's legal system at any stage, and accessing the country's legal system can run parallel to accessing the GRM and is not dependent on the negative outcome of the GRM.

54. In the event that the established GRM is not in a position to resolve the issue, the affected person also can use the ADB Accountability Mechanism (AM) through directly contacting (in writing) the Complaint Receiving Officer (CRO) at ADB headquarters or the ADB Bangladesh Resident Mission (BRM). The complaint can be submitted in any of the official languages of ADB's DMCs. The ADB Accountability Mechanism information has been included in the PID to be distributed to the affected communities, as part of the project GRM.

55. **Record keeping.** Records of all grievances received, including contact details of complainant, date the complaint was received, nature of grievance, agreed corrective actions

² Grievance redress committees (GRC) will have been formed at Pourashava-level. The GRC will comprises Panel Mayor as Chairperson, and 1 councilor, the pourashava Executive Engineer, Secretary *pourashava* and *pourashava* administrative officer, as members. All *pourashava*-level GRCs shall have at least one-woman member/chairperson and AP representative or independent NGO as committee member. In addition, for project-related grievances, representatives of APs, community-based organizations (CBOs), and eminent citizens must be invited as observers in GRC meetings.

and the date these were effected and final outcome will be kept by PIU. The number of grievances recorded and resolved and the outcomes will be displayed/disclosed in the PMO office, *pourashava* office, and on the web, as well as reported in monitoring reports submitted to ADB on a semi-annual basis.

56. **Periodic review and documentation of lessons learned.** The PMO safeguard officer will periodically review the functioning of the GRM in each *pourashava* and record information on the effectiveness of the mechanism, especially on the project's ability to prevent and address grievances.

57. **Costs.** All costs involved in resolving the complaints (meetings, consultations, communication and reporting/information dissemination) will be borne by the concerned PIU at *pourashava*-level; while costs related to escalated grievances will be met by the PMO. Cost estimates for grievance redress are included in resettlement cost estimates for affected persons.

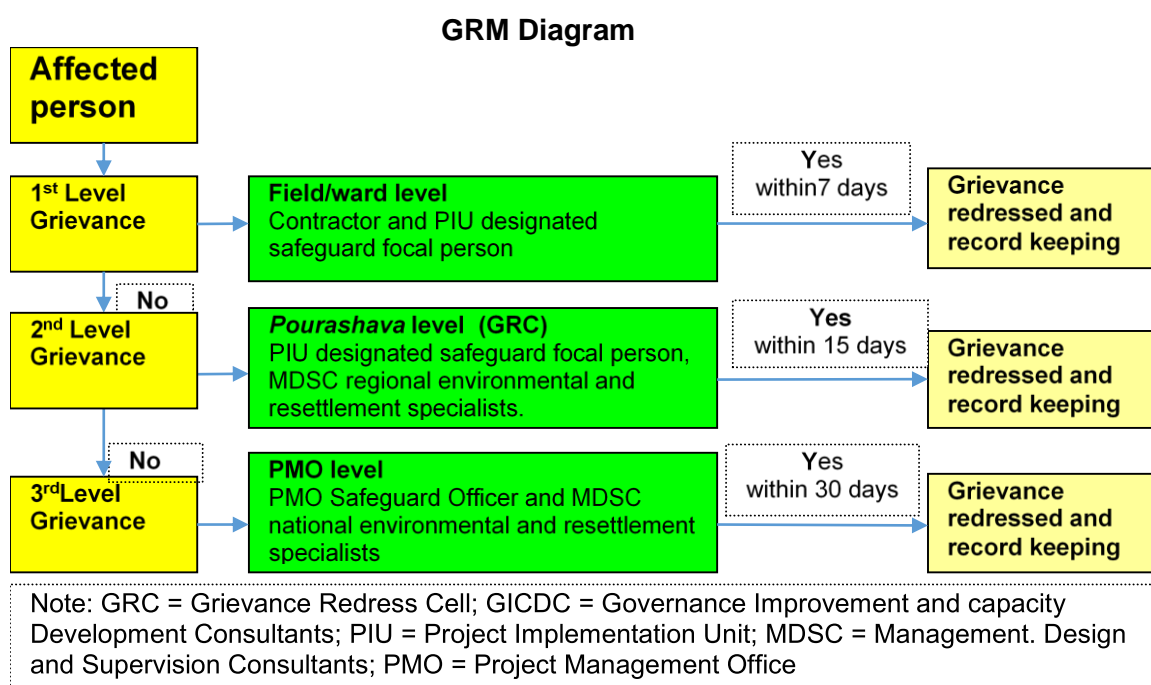


Figure 9: Project Grievance Redress Mechanism

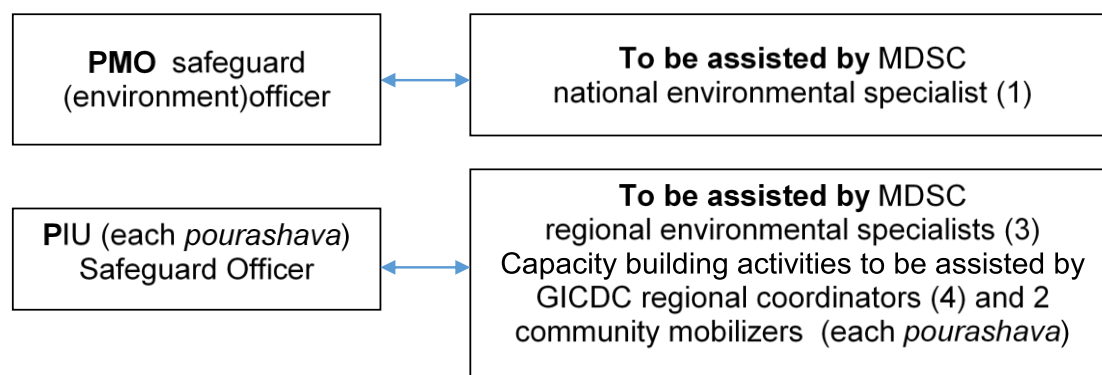


Figure 10: Safeguards Implementation Arrangement

VI. MITIGATION OF SOCIAL CONCERNS

58. Although the road and drainage schemes under the subproject of UGIP-III construction/improvement is not expecting any land acquisition and involuntary resettlement, physical or economic displacement, or temporary restrictions to land use. However, some assumptions were made that during civil works for different schemes, pedestrians, residents and shop keepers/different business operators carrying out different economic activities particularly beside the road; customers might face temporary disturbances in connection to movement and operate their business. In order to avoid even minor temporary disturbances during the construction activities, the following measures are suggested to eliminate such impacts:

- Informing all the residents, local households and traders about the nature and duration of works in advance, so that they can make necessary preparation to face the situation.
- Providing wooden walkways/ planks across trenches for pedestrians and metal sheets where vehicles access is required.
- Increasing the workforce and using the appropriate equipment to complete the work in a minimum timeframe.
- Suggest people to wear mask to protect from dust problem during construction.
- Other social concern, if any, shall be properly solved by the Grievance Redress Committee (GRC) under the Grievance Redress Mechanism (GRM) of the project to be formed by the PIU.
- Any other preventive measures to be adopted as required considering the situation during construction.

59. The above mitigation measures during construction activities will ease the temporary disturbances in connection to movement and operation business of the local residents, pedestrian customers and clients from shopping locally or using the usual services from local business.

VII. CONCLUSION

60. Important findings of the study in connection to social safeguard issues are (i) improvement of the roads will be carried out on the existing alignments and will not require land acquisition; (ii) most of the drains will be constructed as road side drains along the edge of the roads (iii) there are no structures, houses, shops, trees or any other establishments on the ROWs of the proposed roads and drains alignments; (iv) as a result no dislocation, demolition of houses or structures will be required due the development activities; (v) the local people unanimously welcomed the project and showed positive attitude to the improvement of the proposed subproject. None was found to oppose the subproject; (vi) urban residents and the rural residents in surrounding hinterland will benefit from improvement of the proposed roads for creating better access to urban markets & social services provided in the project town; (viii) no

potential negative impact could not be identified and (ix) business or economic activities will not be impeded resulting losses in income or asset.

61. A due diligence process was conducted for the subproject to examine the IR issues particularly with respect to the requirements of the ADB's SPS (2009) and ARIPO. The roads and drains proposed under the subproject will be of straightforward construction on the existing ROWs. So, implementation of the subproject will neither affect any land or structure. Any disturbances will be limited to construction period only. The likely impacts are short-term, localized and could easily be avoided or mitigated. The results of the study suggest that the impact of this subproject does not incur any land acquisition, resettlement or economic displacement.

62. The Project Director (PD) will carry out internal monitoring through the PMO and PIUs with the support of the MDSC. For this subproject, PIU will provide PMO on updates on (i) GRM establishment; (ii) report of public consultations and disclosures conducted; (iv) complaints/grievance received, if any, and resolutions conducted; and (iv) unanticipated IR impacts during subproject implementation not included in this due diligence report.

63. Based on the findings presented in this due diligence report, the Laksam Subproject Package Nr: UGIIP-III- I/LAKS/UT+DR/01/2015 (Lot-1 & 2) will not require land acquisition and will not cause involuntary resettlement impacts. There are also no IPs identified in the subproject area. Thus it is concluded that the subproject is Category C for IR and Category C for IP as per ADB SPS.

VIII. APPENDIX 1: RECORDS OF PUBLIC CONSULTATIONS

64. As a part of public consultations several meetings were held in different sub projects of the pourashava under UGIIP-III. The public consultation meetings were presided over by Mr. A T M Mohiuddin Khandoker, Executive Engineer of Laksam Pourashava. Md. Saifur Rahman, Assistant engineer and Social Safeguard Officer of the Pourashava, Consultants from Social Safeguard Unit of MDS, UGIIP-3 were present in the meetings. In the meeting, road users, beneficiaries of the drains, local elites, local government representatives, and businessmen were also present.

65. During initial survey assessment, the Project follows a participatory approach involving parallel activities: stakeholder consultations, socio-economic surveys, and initiation of PDPs by means of open, facilitated sessions for Pourashava visioning or planning. A wide range of stakeholders were provided the opportunity to make substantive contributions concerning existing conditions and preferences. A project brief was prepared for each Pourashava that provided an overview of potential resettlement impacts and explained proposed entitlement for affected persons (APs). Consultations were also completed during the field visit in the month of July-August 2015 for 20-Pourashavas.

66. Participants came from urban communities/road users/ drainage beneficiaries, members of ward committees, and representatives of local government agencies. Some issues were raised during public consultations that have been addressed in the (Resettlement Plan) RP ,but these issues would not pose a significant constraint in the implementation of proposed sub-project.

- The agenda of the meetings are the, planning, improvement, reconstruction, rehabilitation of ADB funded roads, drains and proposed dumping station of the pourashava under UGIIP-III.
- The safeguard officer of the pourashava briefed the participants regarding the goals and objectives of the projects. And also briefed safeguard issues relating public disturbance during construction period and also probable mitigation measures in view of ADB guideline of safeguard.

67. Generally Participants raised the main following issues for mitigation. During open discussion session, participants raised following questions, queries and suggestions:

- When the construction will be started?
- Required maintenance and quality of the work
- Is there any compensation for Project Affected Persons (PAPs)?
- What are name of the subprojects under UGIIP-III?
- Most of the participants are happy to know the improvements of the subprojects
- Main concern of the participants is the quality of the construction work and they urged the authority not disturbing their livelihood any way and ensuring proper safety measures during construction period and alternative road arrangement of the passer-by.

Consultation Meeting -1

Venue: Old by Pass Road at Ward No.-1

Date: 15/09/2015

68. The public consultation meeting was presided over by Mr. ATM Mohiuddin Khandoker, Executive Engineer, Laksam Pourashava, Consultants from Social Safeguard Unit of MDS, UGIIP-3 were present in the meeting. In the meeting, road users, beneficiaries of the drains, local elites, local government representatives, and businessmen were present.

69. During initial survey assessment, the Project follows a participatory approach involving parallel activities: stakeholder consultations, socio-economic surveys, and initiation of PDPs by means of open, facilitated sessions for Pourashava visioning or planning. A wide range of stakeholders were provided the opportunity to make substantive contributions concerning existing conditions and preferences. A project brief was prepared for each Pourashava that provided an overview of potential resettlement impacts if any and explained proposed entitlement for affected persons (APs). Consultations were also completed during the field visit in the month of July – August 2015.

70. Participants came from urban communities/road users/ drainage beneficiaries, members of ward committees, and representatives of local government agencies. Some issues were raised during public consultations that have been addressed in the (Resettlement Plan) RP, but these issues would not pose a significant constraint in the implementation of proposed sub- project.

71. The agenda of the meeting is the, planning, improvement, reconstruction, rehabilitation of ADB funded roads, drains and proposed dumping station of the pourashava under UGIIP-III. The safeguard officer of the pourashava briefed the participants regarding the goals and objectives of the projects. And also briefed safeguard issues relating public disturbance during construction period and also probable mitigation measures in view of ADB guideline of safeguard.

72. They raise the following issues for mitigation. During open discussion session, participants raised following questions, queries and suggestions:

- When the construction will be started?
- Required maintenance and quality of the work
- Is there any compensation for Project affected Persons (PAPs)?
- What are name of the subprojects under UGIIP-III?
- Most of the participants are happy to know the improvements of the subprojects
- Main concern of the participants is the quality of the construction work and they urged the authority not disturbing their livelihood any way and ensuring proper safety measures during construction period and alternative road arrangement of the passer-by.

73. The meeting concluded with thanks from the chair for participating beneficiaries and users in the meeting.

Photograph of Consultation Meeting



Consultation With local people



Consultation With local people

Key Issues of Discussion

SL No.	Issues Discussed	Major Findings
1	Purpose of the consultation meeting and scope of subprojects under UGIIP-III.	<p>The consultant describe the purpose the the consultation meeting. The main focus was improvement of roads and drains of different areas of the pourashava. The ADB is the main doner of the project. Project beneficiaries should be included for control monitoring work during the construction.</p> <p>The MDS consultants of UGIIP-III visited the all subprojects under UGIIP-III to physically observe is there any IR impacts existing with the ROW and other relevant activities as per doner requirements and ADB SPS 2009.</p>
2	Service use from pourashava Possible positive and negative impacts	Positive side is when the roads and drains construction will be completed all people will be benefited.
3	Access to supply Water	People of this area have to rely on tubewell for their all water needs as the area is without any water supply service. Only hundred meters down fresh water is available. So, every household has its own tubewell.
4	Local facilities and poor community to get access	Some people asked is there any scope of local labour or any supply works during the construction period.
5	How the better road communication will bring better scopes for the community	At some points the road is very narrow and at other points the bends and curves need to be straightened, people on both sides promised to sacrifice a part of their land if required to make

SL No.	Issues Discussed	Major Findings
		the road wide and straight enough.
6	Scope of employment in project works	Local people asked during the construction phase if there is any scope of local people recruitment.
7	Opinion of the local people regarding improvement of existing road and the area as a whole.	<p>The people feel that they are deprived of all supports for being members of the Hindu community and poor as well. No NGO operates in the area. They experience discrimination in every sphere of life. Their children, despite having good education, do not get jobs while with lesser education other people get jobs.</p> <p>They do not have any confidence in Pourashava's announcement of this project as it has been an age-old demand of the community but Pouroshava paid no heed to it.</p>

List of the attendance list are given below.

Third Urban Governance and Infrastructure Improvement (Sector) Project (UGIIP-III)

Local Government Engineering Department


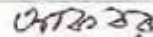
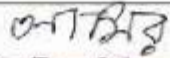
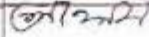
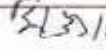
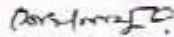
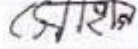
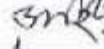
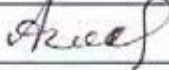
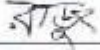
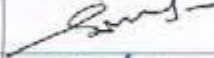
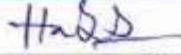

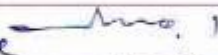

Public Consultation & List of Participants

Name of the Pourashava: Lakshmi ^{R-33) Rehabilitation by DBC from Lalmai-Sana}
Venue: (Tansen House) to chandpur Railgheade (?)

Date: 15-03-2015

Time: 3.30 PM

word NO:- 01

Sl	Name of the Participant	Occupation	Signature
1	MD. Sharif Khan Mia	Business	
2	MD. Akbar Mia	Service	
3	MD. Amir	Business	
4	MD. Alam	Service	
5	MD. Mizanur Rahman	Auto driver	
6	MD. Moklesur Rahman	Business	
7	MD. Shohag Mia	Auto driver	
8	MD. John Mia	Business	
9	MD. Azad Mia	Service	
10	MD. Raju	Service	
11	Eng. A.T.M. Mohiuddin Khandoker.	XEN Lakshmi Pourashava	
12	Eng. Md. Habibullah Bh.	Municipal Eng.	
13	Shamol Chandra	AE Lakshmi Pourashava	
14	Mamun Mia	S.A.E Lakshmi Pourashava	
15	Shiekh Acharjee	Deputy Sman Lakshmi Pourashava	
16	MD. Ataul Masud	SAE Lakshmi Pourashava	

Consultation Meeting-2

Location/venue: Bank Road, at Ward No. - 4

Date : 07/08/2015

74. The public consultation meeting was presided over by Mr. Mr. ATM Mohiuddin Khandoker, Executive Engineer of Laksam Pourashava., the Assistant Engineer, Sub-Assistant Engineer, Laksam Pourashava were also present on the meeting, Consultants from Social Safeguard Unit of MDS, UGIIP-3 were present in the meeting. In the meeting, road users, beneficiaries of the drains, local elites, local government representatives, and businessmen were present.

75. During initial survey assessment, the Project follows a participatory approach involving parallel activities: stakeholder consultations, socio-economic surveys, and initiation of PDPs by means of open, facilitated sessions for Pourashava visioning or planning. A wide range of stakeholders were provided the opportunity to make substantive contributions concerning existing conditions and preferences. A project brief was prepared for each Pourashava that provided an overview of potential resettlement impacts if any and explained proposed entitlement for affected persons (APs). Consultations were also completed during the field visit in the month of July-august 2015.

76. Participants came from urban communities/road users/ drainage beneficiaries, members of ward committees, and representatives of local government agencies. Some issues were raised during public consultations that have been addressed in the (Resettlement Plan) RP, but these issues would not pose a significant constraint in the implementation of proposed sub-project.

77. The agenda of the meeting is the, planning, improvement, reconstruction, rehabilitation of ADB funded roads, drains and proposed dumping station of the pourashava under UGIIP-III.

78. The safeguard officer of the pourashava briefed the participants regarding the goals and objectives of the projects. And also briefed safeguard issues relating public disturbance during construction period and also probable mitigation measures in view of ADB guideline of safeguard.

79. They raise the following issues for mitigation. During open discussion session, participants raised following questions, queries and/or suggestions:

- When the construction will be started?
- Required maintenance and quality of the work
- Is there any compensation for Project affected Persons (PAPs)?
- What are name of the subprojects under UGIIP-III?
- Most of the participants are happy to know the improvements of the subprojects
- Main concern of the participants is the quality of the construction work and they urged the authority not disturbing their livelihood any way and ensuring proper safety measures during construction period and alternative road arrangement of the passer-by

57. The meeting concluded with thanks from the chair for participating beneficiaries and users in the meeting.

Photograph of consultation meeting



Consultation with councilor and others



Consultation with local people

Key Issue Discussion

SL No.	Issues Discussed	Major Findings
1	Purpose of the consultation meeting and scope of subprojects under UGIIP-III. Project beneficiaries should be included for control monitoring work.	<p>The consultant describe the purpose the the consultation meeting. The main focus was improvement of roads and drains of different areas of the pourashava. The ADB is the main doner of the project. Project beneficiaries should be included for control monitoring work during the construction.</p> <p>The MDS consultants of UGIIP-III visited the all subprojects under UGIIP-III to fhyically observe is there any IR impacts existing with the ROW and other relevant activities as per doner requirements and ADB SPS 2009.</p>
2	Service use from pourashava	At present Pourashava dwellers are not happy about the service facilities of Pourashava. At some points the road is very narrow and at other points the bends and curves need to be straightened, people on both sides promised to sacrifice a part of their land if required to make the road wide and straight enough.
3	Access to supply Water	People of this area have to rely on tubewell for their all water needs as the area is without any water supply service. Only hundred meters down fresh water is available. So, every

SL No.	Issues Discussed	Major Findings
		household has its own tubewell.
4	Local facilities of employment Scope in project works and poor community to get access	Some people asked if there any scope of local labour or any supply works during the construction period.
5	Possible positive and negative impacts	Positive side is when the all roads and drains construction people will be benefited.
6	How the better road communication will bring better scopes for the community	After the construction of road the community will benefited in communication and improvement of drainage system.
7	Existing situation of the feeder road needs to be improved	<p>The existing road condition is broken, narrow and some part is kacha, communication is not good; in the rainy season vehicles cannot move along the road.</p> <p>The road is very narrow, so when heavy vehicles like tractors run side by side it sometimes causes destruction of household fences. Heavy vehicles are causing further damage to the road already in bad shape.</p> <p>In the rainy season, it gets worse and movement of vehicles come to a stop at some time when it rains heavily. Sometimes accidents happen. Emergency movement like taking patients to hospitals by ambulance cannot be possible.</p> <p>Especially marriage ceremonies suffer most in the rainy season as visits of both parties won't be possible due to very bad shape of road.</p>
8	Willingness to support the project	<p>Even with lot of suspicion and mistrusts, the community still pledged their all-out support and cooperation with the project.</p> <p>At some points the road is very narrow and at other points the bends and curves need to be straightened. People on both sides promised to sacrifice a part of their land to make the road wide and straight enough.</p> <p>If it is needed then some community leaders would talk with the concerned people to help them agree to donate a part of their land and other assets.</p>

List of Participants of the Consultation meeting.

Third Urban Governance and Infrastructure Improvement (Sector) Project (UGIIP-III)

Local Government Engineering Department

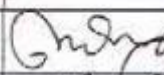
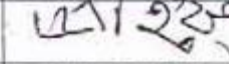
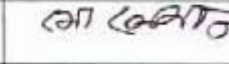
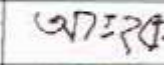
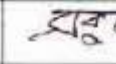
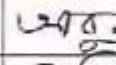
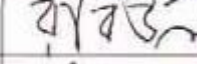
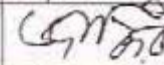



Public Consultation & List of Participants

Name of the Pourashava: Laksham Venue: R-6 Rehabilitation by cc. Bank road to Sreeang road (Ch. 460-000)

Date: 07-08-2015

Time: 11:00 AM

Word No: 04

Sl	Name of the Participant	Occupation	Signature
1	MD. Doulat Ali	service	
2	MD. Johirul Islam	service	
3	MD. Soleman	Business	
4	MD. Abdul Haque	Business	
5	MD. Sobor Mia	Auto driver	
6	MD. Kolimullah	Business	Kolimulha
7	MD. Abul Hossen	Auto driver	
8	MD. Robul	service	
9	MD. Amzad Hossen	Business	Amzad
10	MD. Sakir Hossen	service	
11	MD. Sahabuddin Jaker	Business	Shahid
12	Engg. A.T.U. Mohiuddin Laksham	XEN Laksham Pourashava	
13	Engg. Md. Habibullah Bhr.	Municipal Engineer	Habs
14	Shamol Chandra	AE Laksham Pourashava	
15	mamun mia	SAE Laksham Pourashava	

16. MD. Atul Masud.

SAE

1 Laksham Pourashava



Consultation Meeting-3

Location/venue: Raj Ghat Road at Ward No. - 5

Date : 06/08/2015

80. The public consultation meeting was presided over by Mr. ATM Mohiuddin Khandoker, Executive Engineer, Laksam Pourashava and Social Safeguard Officer of the Pourashava, Consultants from Social Safeguard Unit of MDS, UGIIP-3 were present in the meeting. In the meeting, road users, beneficiaries of the drains, local elites, local government representatives, and businessmen were present.

81. During initial survey assessment, the Project follows a participatory approach involving parallel activities: stakeholder consultations, socio-economic surveys, and initiation of PDPs by means of open, facilitated sessions for Pourashava visioning or planning. A wide range of stakeholders were provided the opportunity to make substantive contributions concerning existing conditions and preferences. A project brief was prepared for each Pourashava that provided an overview of potential resettlement impacts if any and explained proposed entitlement for affected persons (APs). Consultations were also completed during the field visit in the month of July-August 2015 for 20- Pourashavas.

82. Participants came from urban communities/road users/ drainage beneficiaries, members of ward committees, and representatives of local government agencies. Some issues were raised during public consultations that have been addressed in the (Resettlement Plan) RP, but these issues would not pose a significant constraint in the implementation of proposed sub-project.

83. The agenda of the meeting is the, planning, improvement, reconstruction, rehabilitation of ADB funded roads, drains and proposed dumping station of the pourashava under UGIIP-III.

84. The safeguard officer of the pourashava briefed the participants regarding the goals and objectives of the projects. And also briefed safeguard issues relating public disturbance during construction period and also probable mitigation measures in view of ADB guideline of safeguard.

85. The Participants raised the following issues for mitigation. During open discussion session, participants raised following questions, queries and/or suggestions:

- Main concern of the participants is the quality of the construction work and they urged the authority not disturbing their livelihood any way and ensuring proper safety measures during construction period and alternative road arrangement of the passer-by
- When the construction will be started?
- Required maintenance and quality of the work
- Is there any compensation for Project affected Persons (PAPs)?
- What are name of the subprojects under UGIIP-III?
- Most of the participants are happy to know the improvements of the subprojects

86. The meeting concluded with thanks from the chair for participating beneficiaries and users in the meeting.

Photograph of Consultation Meeting



Consultation with Bazar committee Secretary



Consultation with shop owner

Key Issue Discussion

SL No.	Issues Discussed	Major Findings
1	Purpose of the consultation meeting and scope of subprojects under UGIIP-III. Project beneficiaries should be included for control monitoring work.	<p>The consultant describe the purpose the the consultation meeting. The main focus was improvement of roads and drains of different areas of the pourashava. The ADB is the main doner of the project. Project beneficiaries should be included for control monitoring work during the construction.</p> <p>The MDS consultants of UGIIP-III visited the all subprojects under UGIIP-III to physically observe is there any IR impacts existing with the ROW and other relevant activities as per doner requirements and ADB SPS 2009.</p>
2	Avoid livelihood impact of footpath vendors	The road is very narrow, so when heavy vehicles like tractors run side by side it sometimes causes destruction of household fences.
3	Ensure proper safety management	In the rainy season, it gets worse and movement of vehicles come to a stop at some time when it rains heavily. Some times accidents happen.
4	Main concern of the participants is the quality of the construction work and they urged the authority not disturbing	The Pourashava authority ensure that the quality of works will be closely monitored by the Pourashava and quality will be ensured

SL No.	Issues Discussed	Major Findings
	their livelihood any way and ensuring proper safety measures during the construction period and alternative road arrangement of the passerby.	for the better communication of householders.
5	Take proper suggestions from the grass root people to fulfil future demand	Some people raised the question that during the selection of road and drain improvement local people priorities does not follow the Pourashava.
6	How the better road communication will bring better scopes for the community	<p>The better road condition will greatly ease the pain of present suffering in movement on the road. Business, education and health will be highly benefited and so will be people's overall wellbeing.</p> <p>Poor women ponder over sunning their parboiled paddy on the medaled road and many poor men are planning to buy rickshaw or van to ply on the improved road and make a good fortune of its development.</p> <p>The road will be busier and so will be the lives of the people living on its two sides.</p>
7	Service use from Pourashava	<p>The community informed that they pay Pourashava its holding tax ranging from 100 taka to 300 taka. Participants claimed that majority of the inhabitants pay this tax.</p> <p>They also pay the Pourashava the fine it charges against cattle for their mis chiefs. The community also bears the electricity cost for the street lamps.</p> <p>The participants representing the community expressed their frustration with the Pourashava for its failure to provide humanitarian support to the poor in terms of warm clothes during chilly winter days or cash or food in times of dire scarcity. They could only see pourashava peoples' presence at the time of election for begging votes.</p>
8	Local facilities and poor community to get access	<p>Children of the locality go to the primary school which is not far from the area. But the nearest college is too far from the locality for students to go there on every day without much hassle. The poor condition of the road causes the most of their sufferings.</p> <p>Compared to the past, present day children are much oriented toward education and their eagerness is bluntly suppressed by the bad shape of the road. Poor people cannot fulfill dream of educating their children.</p>

SL No.	Issues Discussed	Major Findings
9	Willingness to support the project	<p>Even with lot of suspicion and mistrusts, the community still pledged their all-out support and cooperation with the project.</p> <p>At some points the road is very narrow and at other points the bends and curves need to be straightened. People on both sides promised to sacrifice a part of their land to make the road wide and straight enough.</p> <p>If it is needed then some community leaders would talk with the concerned people to help them agree to donate a part of their land and other assets.</p>

List of Participants of the consultation meeting.

Third Urban Governance and Infrastructure Improvement (Sector) Project (UGIIP-III)

Local Government Engineering Department

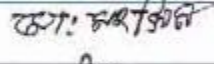
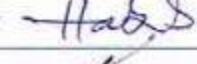
Public Consultation & List of Participants


Name of the Pourashava: Lakram Pourashava Venue: R-21, Rehabilitation (DBS) Rajghat bridge to Sreang Road via Muradargah (Ch-960.00

Word NO: 05

Date: 06.08.2015

Time: 3.00 PM.

Sl	Name of the Participant	Occupation	Signature
1	MD. Kabin Hossen	Auto driver	
2	MD. Akbar Ali	Business	
3	MD. Abul Hossen	Business	
4	MD. Mohosin	Business	
5	MD. Sobor	service.	
6	MD. Hossen Ahmed	Business	
7	MD. Rojikul Islam	Business	
8	MD. Abdul Karim	Business	
9	MD. Rohman	Business	
10		Business	
11	MD. Mosarof Hossen	Business	
12	Engr. A.T.M. Mohinuddin Khanodkar.	XEN Lakram Pourashava	
13	Engr. Md. Atul Masud	SAE Lakram Pourashava.	
14	Engr. Md. Habibullah	Municipal Engineer	
15	Shamol Chandra	AE Lakram Pourashava.	

16 | Shishir Acharyee | Doctor
Lakram Pourashava. | 

Consultation Meeting-4

Location/venue: N. F College Road at Ward No. - 6

Date : 06/08/2015

87. The public consultation meeting was presided over by Mr. Mr. ATM Mohiuddin Khandoker, Executive Engineer, Laksam Pourashava Md. Mostafizur Rahman, Assistant engineer and Social Safeguard Officer of the Pourashava, Consultants from Social Safeguard Unit of MDS, UGIIP-3 were present in the meeting. In the meeting, road users, beneficiaries of the drains, local elites, local government representatives, and businessmen were present.

88. During initial survey assessment, the Project follows a participatory approach involving parallel activities: stakeholder consultations, socio-economic surveys, and initiation of PDPs by means of open, facilitated sessions for Pourashava visioning or planning. A wide range of stakeholders were provided the opportunity to make substantive contributions concerning existing conditions and preferences. A project brief was prepared for each Pourashava that provided an overview of potential resettlement impacts and explained proposed entitlement for affected persons (APs). Consultations were also completed during the field visit in the month of July-August 2015 for 20- Pourashavas

89. Participants came from urban communities/road users/ drainage beneficiaries, members of ward committees, and representatives of local government agencies. Some issues were raised during public consultations that have been addressed in the (Resettlement Plan) RP, but these issues would not pose a significant constraint in the implementation of proposed sub-project.

90. The agenda of the meeting is the, planning, improvement, reconstruction, rehabilitation of ADB funded roads, drains and proposed dumping station of the pourashava under UGIIP-III.

91. The safeguard officer of the pourashava briefed the participants regarding the goals and objectives of the projects. And also briefed safeguard issues relating public disturbance during construction period and also probable mitigation measures in view of ADB guideline of safeguard.

92. The Local Participants raised the following issues for mitigation. During open discussion session, participants raised following questions, queries and/or suggestions:

- What are name of the subprojects under UGIIP-III?
- Most of the participants are happy to know the improvements of the subprojects
- Main concern of the participants is the quality of the construction work and they urged the authority not disturbing their livelihood any way and ensuring proper safety measures during construction period and alternative road arrangement of the passer-by
- When the construction will be started?
- Required maintenance and quality of the work
- Is there any compensation for Project affected Persons (PAPs)?

93. The meeting concluded with thanks from the chair for participating beneficiaries and users in the meeting.

Photograph of Consultation Meeting at N. F. College Road at Ward No. - 6



Consultation with local people



Consultation with local people

Key Issue Discussion

SL No.	Issues Discussed	Major Findings
1	Purpose of the consultation meeting and scope of subprojects under UGIIP-III. Project beneficiaries should be included for control monitoring work.	<p>The consultant describe the purpose the the consultation meeting. The main focus was improvement of roads and drains of different areas of the pourashava. The ADB is the main doner of the project. Project beneficiaries should be included for control monitoring work.</p> <p>The MDS consultants of UGIIP-III visited the all subprojects under UGIIP-III to physically observe is there any IR impacts existing with the ROW and other relevant activities as per doner requirements and ADB SPS 2009.</p>
2	Purpose of the visit to road & drainage schemes, Social Safeguard & IR issues.	To observed is there any IR impact existing with in the ROW of the submitted subprojects of the pourashva.
3	Local people opinions/feedback on different social issues & concerns, benefits etc.	It is necessary to required the support the local people during the construction to ensure the quality and monitoring of the works and inform to pourashava authority the progress of works and other relevant to the construction.

SL No.	Issues Discussed	Major Findings
4	Existing situation of the feeder road needs to be improved	<p>The existing road condition is broken, narrow and some part is kacha, communication is not good; in the rainy season vehicles cannot move along the road.</p> <p>The road is very narrow, so when heavy vehicles like tractors run side by side it sometimes causes destruction of household fences. Heavy vehicles are causing further damage to the road already in bad shape.</p> <p>In the rainy season, it gets worse and movement of vehicles come to a stop at some time when it rains heavily. Sometimes accidents happen. Emergency movement like taking patients to hospitals by ambulance cannot be possible.</p> <p>Especially marriage ceremonies suffer most in the rainy season as visits of both parties won't be possible due to very bad shape of road. .</p>
5	Service use from Pourashava	<p>The community informed that they pay Pourashava its holding tax ranging from 100 taka to 300 taka. Participants claimed that majority of the inhabitants pay this tax.</p> <p>They also pay the Pourashava the fine it charges against cattle for their mis chiefs. The community also bears the electricity cost for the street lamps.</p> <p>The participants representing the community expressed their frustration with the Pourashava for its failure to provide humanitarian support to the poor in terms of warm clothes during chilly winter days or cash or food in times of dire scarcity. They could only see pourashava peoples' presence at the time of election for begging votes.</p>
6	Information dissemination about the subproject & its scope	After construction of existing roads and widening of roads present situation will be changed.
7	Existing situation of the feeder road needs to be improved	The pourashava submitted 10 roads and 9 drains to LGED for improvement/reconstruction and rehabilitation works under different subprojects.
8	How the better road communication will bring better scopes for the community	The better road condition will greatly ease the pain of present suffering in movement on the road. Business, education and health will be highly benefited and so will be people's

SL No.	Issues Discussed	Major Findings
		<p>overall wellbeing.</p> <p>Poor women ponder over sunning their parboiled paddy on the medaled road and many poor men are planning to buy rickshaw or van to ply on the improved road and make a good fortune of its development.</p> <p>The road will be busier and so will be the lives of the people living on its two sides.</p>
9	Opinion of the local people regarding improvement of existing road and the areas as a whole	<p>The people feel that they are deprived of all supports for being members of the Hindu community and poor as well. No NGO operates in the area. They experience discrimination in every sphere of life. Their children, despite having good education, do not get jobs while with lesser education other people get jobs.</p> <p>They do not have any confidence in Pourashava's announcement of this project as it has been an age-old demand of the community but Pourashava paid no heed to it.</p>
10	Willingness to support the project	<p>Even with lot of suspicion and mistrusts, the community still pledged their all-out support and cooperation with the project.</p> <p>At some points the road is very narrow and at other points the bends and curves need to be straightened. People on both sides promised to sacrifice a part of their land to make the road wide and straight enough.</p>

List of Participants of the Consultation Meeting

Third Urban Governance and Infrastructure Improvement (Sector) Project (UGIIP-III)

Local Government Engineering Department

Public Consultation & List of Participants

Name of the Pourashava: Laksham Pourashava ^{R.25 Rehabilitation by DBC Laksham - Sreeang road}
 Venue: to N.F. College via B.N. Highschool (CA. 940.0m)
 word NO. 06

Date: 06.8.2015

Time: 10.00 AM

Sl	Name of the Participant	Occupation	Signature
1	MD. Saiful	Business	SHIFUL
2	MD. Hasan	Teacher	Hasan
3	MD. Shafiqul Islam	Square plater	Shafiq
4	MD. Delwar Hossain	Business	Delwar
5	MD. Sahel Mia	Driver	Sahel
6	MD. Mamun	Service	Mamun
7	MD. Hossain Kader	Business	Hossain
8	MD. Sakibul Islam	Student	Sakib
9	MD. Omar Faruque	Teacher	Omar
10	MD. Abdul Mannan	Teacher	Abdul Mannan
11	MD. Moinul Rahman	Business	Moinul Rahman
12	Engr. A.T.M. Mohiuddin Khondoker	XEN Laksham Pourashava	Engr. A.T.M. Mohiuddin Khondoker
13	Engr. Md. Habiburrahman Bhuiya	Municipal Engineer	Engr. Md. Habiburrahman Bhuiya
14	Sharmol Chandra	AE Laksham Pourashava	Sharmol Chandra
15	Mamun Mia	SAE Laksham Pourashava	Mamun Mia

16. Engr. Md. Ataul Masud.

SAE Laksham Pourashava

IX. APPENDIX 2: INVOLUNTARY RESETTLEMENT IMPACT ASSESSMENT CHECKLIST

Note: This is an expanded checklist based on ADB IR Impact Assessment Checklist. The modifications are indented to facilitate quick IR assessment by PIUs of a proposed subproject. The checklist may be modified as deemed necessary during project implementation

C. Introduction

Each subproject/component needs to be screened for any involuntary resettlement impacts which will occur or have already occurred. This screening determines the necessary action to be taken by the project team/design consultants.

D. Information on proposed scheme/sub-project:

- a. District/administrative name: Laksam/ Comilla
- b. Location: Laksam Pourashava
- c. Proposed scheme considered in this checklist: (check one)

<input checked="" type="checkbox"/> roads	<input type="checkbox"/> slaughterhouse
<input checked="" type="checkbox"/> drainages	<input type="checkbox"/> market
<input type="checkbox"/> water supply	<input type="checkbox"/> community center/auditorium
<input type="checkbox"/> solid waste management	<input type="checkbox"/> bus and truck terminals
<input type="checkbox"/> sanitation	<input type="checkbox"/> river ghats
(toilets, septage management, etc.)	<input type="checkbox"/> Others (<i>please specify</i>)
<input type="checkbox"/> street lighting	<input type="checkbox"/>

E. Screening Questions for Involuntary Resettlement Impact

Involuntary Resettlement Impacts	Yes	No	Not Known	Remarks
Will the project include any physical construction work?	x			drains and roads will be constructed/ rehabilitated/ improved on the existing alignment
Does the proposed activity include upgrading or rehabilitation of existing physical facilities?	x			
A. Land (not applicable for public ROWs)				
1. Ownership of land known?	n/a	n/a		(if yes, check appropriate) <input type="checkbox"/> government <input type="checkbox"/> private <input type="checkbox"/> trust/community <input type="checkbox"/> traditional (IPs/tribal) <input type="checkbox"/> Others (specify) <input type="checkbox"/>
2. Land purchase/acquisition (answer required even for land donation and/or negotiated land purchase)- Not applicable				
a. permanent (owner/s required to transfer ownership/rights to pourashava)		x		(if yes, provide purpose)

Involuntary Impacts	Resettlement	Yes	No	Not Known	Remarks
b. temporary (owner/s retain rights/ownership)			x		(if yes, provide purpose)
c. not required	x				(check appropriate) ___X___ land owned by pourashava ___ land owned by other government agency ___ proposal will not require land (scheme will be along right of way or existing facility)
3. Current usage of the land known?	x				if yes, check as appropriate: ___ agricultural ___ residential ___ commercial/business ___ community use ___ vacant/not used ___ private access road ___X___ others(<i>specify</i>)_roads & drains_____
4. Are there any non-titled people who live or earn their livelihood at the site/land?			x		(if yes, provide description)
5. Are there any existing structures on <u>land</u> ?			x		
(if yes, complete the following information)	Not applicable				
- Residential			x		(if yes, provide number)
- Business/shops/stalls			x		(if yes, provide number)
- Fences			x		(if yes, provide description – brick, bamboo, wired, etc.)
- Water wells			x		(if yes, provide number)
- Sanitation facility			x		(if yes, provide description)
- Others (specify) -electric pole	x				(if yes, provide description) 130 electric poles will need to be relocated
6. Are there any trees on land?			x		(if yes, provide number)
7. Are there any crops on land?			x		(if yes, provide if perennial or seasonal)
8. Will people lose access to:			x		
- any facility			x		(if yes, provide description)
- services			x		(if yes, provide description)
- natural resources			x		(if yes, provide description)
9. Will any social or economic activities be affected by land use-related changes?			x		
10. Are any of the affected			x		(if yes, provide description)

Involuntary Resettlement Impacts	Yes	No	Not Known	Remarks
persons (AP) from indigenous or ethnic minority groups?				
B. Linear Works				
1. Within public RoW?		x		
2. Structures on RoW? (applicable to full or partial parts, applicable to permanent/semi-permanent structures)		X		
- Residential		X		
- Commercial/business/stalls		X		
- Fence/boundary walls		X		
- Sanitation facility		X		
- Community facility		X		
- School/educational facility		X		
- Religious structure		X		
- Service provision (light poles, water wells, etc)		X		
- Others (specify)		X		
3. Any mobile vendors/hawkers using RoW?		X		
4. Will there be loss of agricultural plots?		X		
5. Will there be loss of trees?		X		
6. Will there be loss of crops?		X		
5. Will people lose access to:				
- any facility		X		(if yes, provide description)
- services		X		(if yes, provide description)
- natural resources		X		(if yes, provide description)
6. Are any of the affected persons (AP) from indigenous or ethnic minority groups?		X		(if yes, provide description)

D. Attachments

1. Subproject with land requirement: Not applicable
 - a. Photograph/s of site/s: not applicable
 - b. Photograph/s of existing structure/s (permanent/semi-permanent): not applicable
2. Subproject along ROWs:
 - a. Photograph/s of each alignment (chainage-wise at least 200 meters): see RP
 - b. Photograph/s of existing structure/s (permanent/semi-permanent): Not applicable
 - c. Photograph/s of trees/crops: Not applicable

Prepared by: MDS Team Consultant Signature:	Verified by:
Name: Md. Aktarul Islam Khan Position: Regional Resettlement Specialist	Signature: Name: Md. Abdul Karim Position: Deputy Team Leader
Date: 31st August 2015	Date: 31st August 2015

THIS PORTION IS FOR PMO AND MDSC SAFEGUARD TEAM USE ONLY

Date Checklist Received:	
Database/Record Number:	
Assigned category and further actions	<input checked="" type="checkbox"/> Category C <input type="checkbox"/> Category B (tentative) <input type="checkbox"/> for verification of land purchase/acquisition <input type="checkbox"/> for verification of land donation <input type="checkbox"/> for verification of non-land donation <input type="checkbox"/> for verification of voluntary resettlement <input type="checkbox"/> Category B

Assessed by: Signature: Name: Md. Aktarul Islam Khan Position: Regional Resettlement Specialist Date: 31st August 2015	Noted by: Signature: Name: Md. Abdul Karim Position: Deputy Team Leader Date: 31st August 2015
--	--

X. APPENDIX 3: INDIGENOUS PEOPLE/SMALL ETHNIC COMMUNITIES (SEC) IMPACTS SCREENING CHECKLISTS

F. Introduction

1. Each project/subproject/component needs to be screened for any indigenous people impacts which will occur or have already occurred. This screening determines the necessary action to be taken by the project team.

2. Information on project/subproject/component:

a. District/administrative name: Comilla/Laksam

b. Location (km): All sub projects of Package-1 Road and Drain(20.409 & 3.869km)

c. Civil work dates (proposed): _____

d. Technical description: The subproject components in Package Nr: UGIIP-III-I/LAKS/UT+DR/01/2015 (Lot-1 & 2) will involve (i) rehabilitation/upgrade/construction of road length-20.41m, (II) drainage improvement of 3.87 m. The package to be implemented went through the process of meeting the selection criteria

G. Screening Questions for Indigenous People/SEC Impact

KEY CONCERNS (Please provide elaborations in the "Remarks" column)	YES	NO	NOT KNOWN	Remarks
A. Indigenous Peoples/SEC Identification				
1. Are there sociocultural groups present in or using the project area who may be considered "tribes" (hill tribes, scheduled tribes, IP/SEC), "minorities" (ethnic or national minorities), or "indigenous communities"?		No		
2. Are there national or local laws or policies as well as anthropological researches/studies that consider these groups present in or using the project area as belonging to "ethnic minorities," scheduled tribes, IP/SEC, national minorities, or cultural communities?		No		
3. Do such groups self-identify as being part of a distinct social and cultural group?		N.A		
4. Do such groups maintain collective attachments to distinct habitats or ancestral territories and/or to the natural resources in these habitats and territories?		N.A		
5. Do such groups maintain cultural, economic, social, and political institutions distinct from the dominant society and culture?		N.A		
6. Do such groups speak a distinct language or dialect?		N.A		

KEY CONCERNS (Please provide elaborations in the "Remarks" column)	YES	NO	NOT KNOWN	Remarks
7. Have such groups been historically, socially, and economically marginalized, disempowered, excluded, and/or discriminated against?		N.A		
8. Are such groups represented as "indigenous peoples," "ethnic minorities," "scheduled tribes," or "IP populations" in any formal decision-making bodies at the national or local levels?		N.A		
B. Identification of Potential Impacts				
9. Will the project directly or indirectly benefit or target indigenous peoples?		N.A		
10. Will the project directly or indirectly affect indigenous peoples' traditional sociocultural and belief practices (e.g. child-rearing, health, education, arts, and governance)?		N.A		
KEY CONCERNS (Please provide elaborations in the "Remarks" column)	YES	NO	NOT KNOWN	Remarks
11. Will the project affect the livelihood systems of indigenous peoples (e.g., food production system, natural resource management, crafts and trade, employment status)?		N.A		
12. Will the project be in an area (land or territory) occupied, owned, or used by indigenous peoples, and/or claimed as ancestral domain?		N.A		
C. Identification of Special Requirements <i>Will the project activities include:</i>		N.A		
13. Commercial development of the cultural resources and knowledge of indigenous peoples?		N.A		
14. Physical displacement from traditional or customary lands?		N.A		
15. Commercial development of natural resources (such as minerals, hydrocarbons, forests, water, hunting or fishing grounds) within customary lands under use that would impact the livelihoods or the cultural, ceremonial, and spiritual uses that define the identity and community of indigenous peoples?		N.A		
16. Establishing legal recognition of rights to lands and territories that are traditionally owned or customarily used, occupied, or claimed by indigenous peoples?		N.A		
17. Acquisition of lands that are traditionally owned or customarily used, occupied, or claimed by indigenous peoples?		N.A		

H. Indigenous People/SEC Impact

After reviewing the answers above, executing agency/safeguard team confirms that the proposed subsection/ section/subproject/component (tick as appropriate):

☐ has indigenous people (IP)/SEC impact, so an SECDP or specific SEC action plan is required.

☒ has No IP/SEC impact, so no SECDP/specific action plan is required.

Prepared by: Aktarul Islam Khan	Verified by: Md. Abdul Karim
Signature: Name: Aktarul Islam Khan Position: Regional Resettlement Specialist	Signature: Name: Md. Abdul Karim Position: Deputy Team Leader

XI. APPENDIX 4: SAMPLE GRIEVANCE REGISTRATION FORM

(To Be available in Bangla and English)

The Project welcomes complaints, suggestions, queries and comments regarding project implementation. We encourage persons with grievance to provide their name and contact information to enable us to get in touch with you for clarification and feedback. Should you choose to include your personal details but want that information to remain confidential, please inform us by writing/typing ***(CONFIDENTIAL)*** above your name.

Thank you.

Date	Place of registration				
Contact Information/Personal Details					
Name		Gender	* Male * Female	Age	
Home Address					
Place					
Phone no.					
E-mail					
Complaint/Suggestion/Comment/Question Please provide the details (who, what, where and how) of your grievance below: 					
If included as attachment/note/letter, please tick here: How do you want us to reach you for feedback or update on your comment/grievance? 					
FOR OFFICIAL USE ONLY					
Registered by: (Name of Official registering grievance)					
Mode of communication: Note/Letter E-mail Verbal/Telephonic					
Reviewed by: (Names/Positions of Official(s) reviewing grievance)					
Action Taken:					
Whether Action Taken Disclosed:					
Yes () No ()					
Means of Disclosure:					

XII. APPENDIX-5: LANDOWNERSHIP CERTIFICATE



লাকসাম পৌরসভা কার্যালয়

লাকসাম, কুশিয়ারা।

Email: laksampanchayat@yahoo.com

ফোন : ০৮০০২-২১০৬২, ৮৮-৫১৪৬০, ফ্যাক্স : ০৮০০২-২১২২০

স্মারক নং-লাঃ পৌঃ/ ২০১৫/ ২১৪৬

তারিখ : ২৫/১১/২০১৫ইং

TO

প্রাপক : প্রকল্প পরিচালক Project Director

স্থানীয় সরকার একৌশল অধিদপ্তর (এলজিইডি) LGED.

তৃতীয় নগর পরিচালন ও অবকাঠামো উন্নতিকরণ প্রকল্প UGPIP-III

আগারগাঁও, শেরেবাংলা নগর Agargaon, Sher-e-Bangla Nagar

ঢাকা। Dhaka.

বিষয়ঃ UGPIP-III প্রকল্পের Phase-1 এর গৃহীত উন্নয়ন কাজের রাস্তা ও ড্রেনের জমির মালিকানা প্রসঙ্গে।

About ownership of land of Roads and Drains taken up in Phase-1 of UGPIP-III.

উল্লিখিত বিষয়ের আলোকে জানানো যাইতেছে যে, "তৃতীয় নগর পরিচালন ও অবকাঠামো উন্নতিকরণ (সেট্টার) "প্রকল্পের আওতায় গৃহীত লাকসাম পৌরসভার উন্নয়ন প্রকল্প সমূহ রাস্তা ও ড্রেন এর মালিকানা পৌরসভার এবং উক্ত উন্নয়ন প্রকল্প সমূহ বাস্তবায়নের জন্য ব্যক্তি মালিকানাধীন ভূমি অধিগ্রহণের প্রয়োজন হবে না।

বিষয়টি আপনার অবগতি ও প্রয়োজনীয় সদয় ব্যবস্থা জন্য প্রেরণ করা হইল।

In reference to above Subject. This is to inform that the ownership of Roads and Drains taken up for development/improvement under UGPIP-II is Laksam Panchayat and there will be no need for private land acquisition for implementation of the subproject in Phase-I

২১/১১/১৫

লাকসাম পৌরসভা

লাকসাম, কুশিয়ারা।

Muzar:

Laksam Panchayat.

Laksam Council.