

# Due Diligence Report – Social Safeguards

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December 2015

## BAN: Third Urban Governance and Infrastructure Improvement (Sector) Project – Nabinagar Pourashava

Prepared for the Local Government Engineering Department (LGED), Government of Bangladesh and for the Asian Development Bank.

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# Due Diligence Report – Social Safeguards

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BAN: Third Urban Governance and Infrastructure  
Improvement Sector Project (UGIIP-III)  
NabinagarPourashava  
Phase 1 Package:  
UGIIP-III-I/ NABI/UT+DR/01/2015

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

## CURRENCYEQUIVALENTS

(as of November 2015)

Currency Unit	=	Tk.
Tk1.00	=	\$0.0126
\$1.00	=	Tk. 79.15

## ABBREVIATIONS

ADB	–	Asian Development Bank
AP	–	affected person
ARIPO	–	Acquisition and Requisition of Immovable Properties Ordinance
CCL	–	Cash Compensation under Law
DC	–	Deputy Commissioner
DDR	–	Due Diligence Report
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

Creore:	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
Kutchha, katchha or kacca:	structures built without bricks and mortar or without concrete
Lakh or lac:	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	–	meter
m <sup>2</sup>	–	square meter
mm	–	Millimeter
m <sup>3</sup>	–	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 NabinagarPourashava under Third Urban Governance Infrastructure Improvement (Sector) Project (UGIIP-III) has been prepared under the guidance of Team Leader and Deputy Team Leader of MDS consultant. All the data used to prepare this Sub Project Appraisal Report (SPAR) 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. Using this Sub Project Appraisal Report (SPAR) except our project (UGIIP-III) or modifying it, is strictly prohibited.*

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## 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-III). UGIIP-III 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-III 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 terminal and river ghats; (vii) public toilets; and (viii) others such as provision for street lighting and improvement of slums.

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, resettlement 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-III 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 Nabinagar Pourashava taken up in phase-1 Package No. UGIIP-III-I/ NABI/UT+DR/01/2015. The subproject includes improvement of 16 existing roads 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 Nabinagar 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/ NABI/UT+DR/01/2015 will be implemented on the existing alignment of roads and drains and due to the improvement/ construction of the aforesaid roads 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 anticipated 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. **Location:** Nabinagar Pourashava, as an upazila town is located in the south east part of Bangladesh under Brahmanbaria district. It is bordered by Kishoreganj district to the north and Brahmanbaria Sadar upazila to the east, Comilla district to the south. The area is comparatively low lying beside the river Meghna and Titas as a flood plain low lying area, beside Pourashava remain inundated in the monsoon flood water from Meghna-Surma-Kushiara river basin.

10. **The Components:** To cope with the demand of increasing population in the Pourashava area, rapid development of different civic facilities for the city dwellers has now become imperative. Under the circumstances, this subproject has been proposed comprising improvement of 9 existing roads and 5 drains, under Package No. UGIIP-III-I/ NABI/UT+DR/01/2015. The components of the subproject, shown in Table 1 below will involve schemes (i) rehabilitation/upgrade/construction of road 9 roads length-6.792 km, (II) drainage improvement of 5 Drains of Length -3.069km and 1 box culvert. Table-1 shows the subproject components including ownership of land.

11. The subproject went through the process of meeting these selection criteria (general and technical), environmental and social safeguard screening and conforming to the municipal infrastructure development plan (PDP) and drainage master plan prepared for in UGIIP-2. Location and siting 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/ improvement 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 Nabinagar Pourashava and Figure 2 shows the location of subproject's schemes (alignment of roads and drains proposed under the subproject). No roads need resettlement, replacement or relocation. Strip diagram of two roads are given as a sample in Figures 3a and 3b<sup>1</sup>.

13. The 9 roads<sup>1</sup> 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 flood in most of the years. All the 9 roads will be improved Reinforced Concrete (RCC) pavement.

14. The subproject contains 5 roadside drains to be constructed along the edge of the roads and ultimately will discharge to the river Meghna. All the 5 drains will be constructed with Reinforced Cement Concrete (RCC). The subproject also contains construction of a box culvert which will be typical RCC construction.

15. **Figure 4** provides photographs of proposed road and drains alignments of Nabinagar Pourashava under Phase-1 of UGIIP-III.

16. **Implementation Schedule.** Substantial time is required spanning the continuum of subproject preparation, approval, survey, design & estimate, contract award and contract execution. Efforts need 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). The 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.

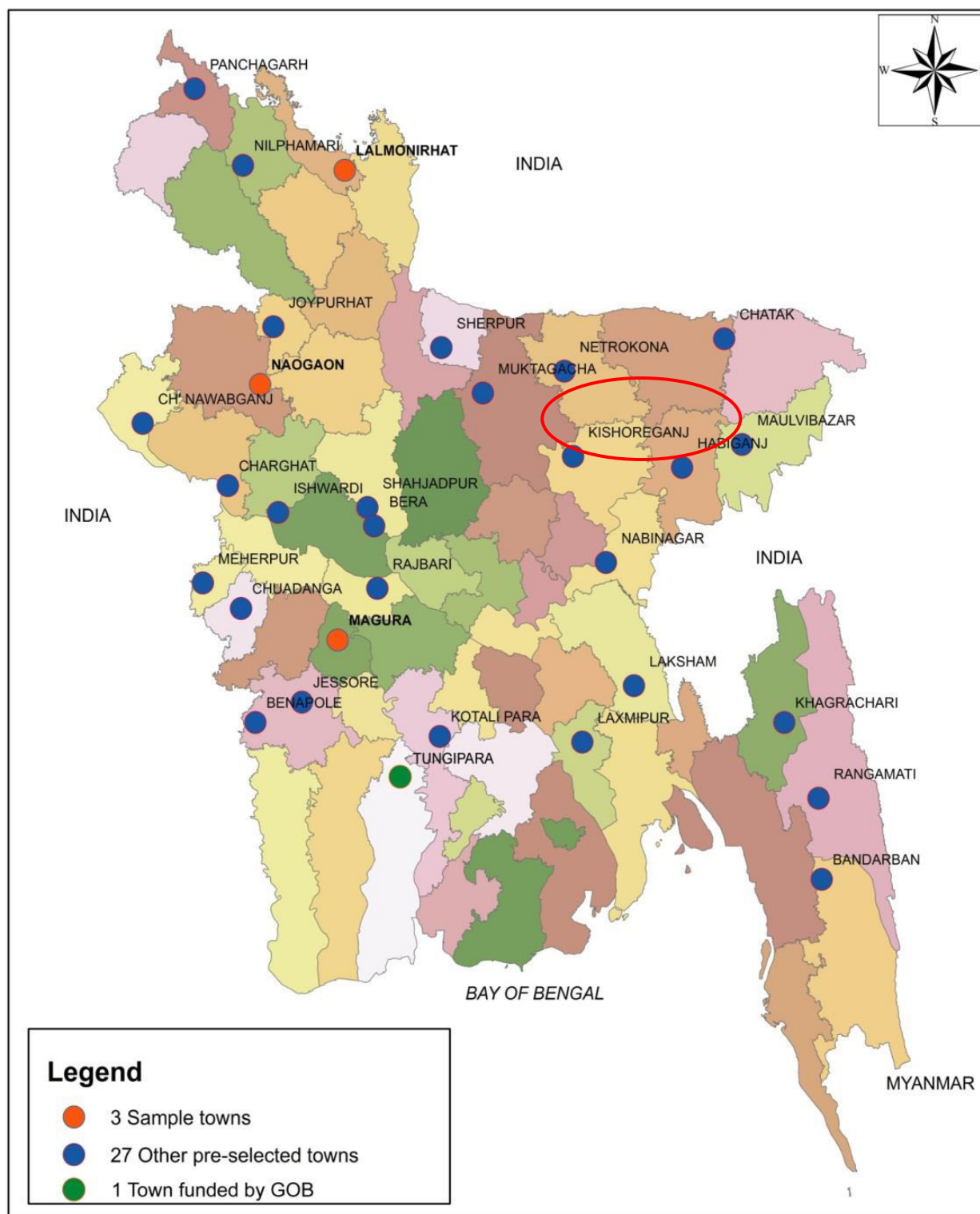
17. Normally, the best construction period is only for 6 months a year (October to March). The construction period is sometimes squeezed to 4 months due to natural calamities. However, sometimes, based on time constraint or expediency, construction work may even need to be carried out in the monsoon. Whenever possible, parallel activities can be

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<sup>1</sup>**Note:** Improvement of the sub-project roads and drains will be carried out on the existing alignments and will not require land acquisition; and (i) most of the drains will be constructed as road side drains along the edge of the roads and drains will be constructed on the katchha alignments; (ii) 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.

implemented and consequently, quantum of work can be maximized through efficient planning and adoption of best available practices.

18. Considering the above facts, it has been estimated that the implementation of phase 1 roads and drains of Nabinagar Pourashava will cover 12-months period, and major works are advisable to take place between November, 2015 and December, 2016. A tentative time-schedule for implementation (only as an indication) is shown in Figure 5 below for period July 2015 to December 2016



**Figure 1: Location Map of Nabinagar Pourashava**

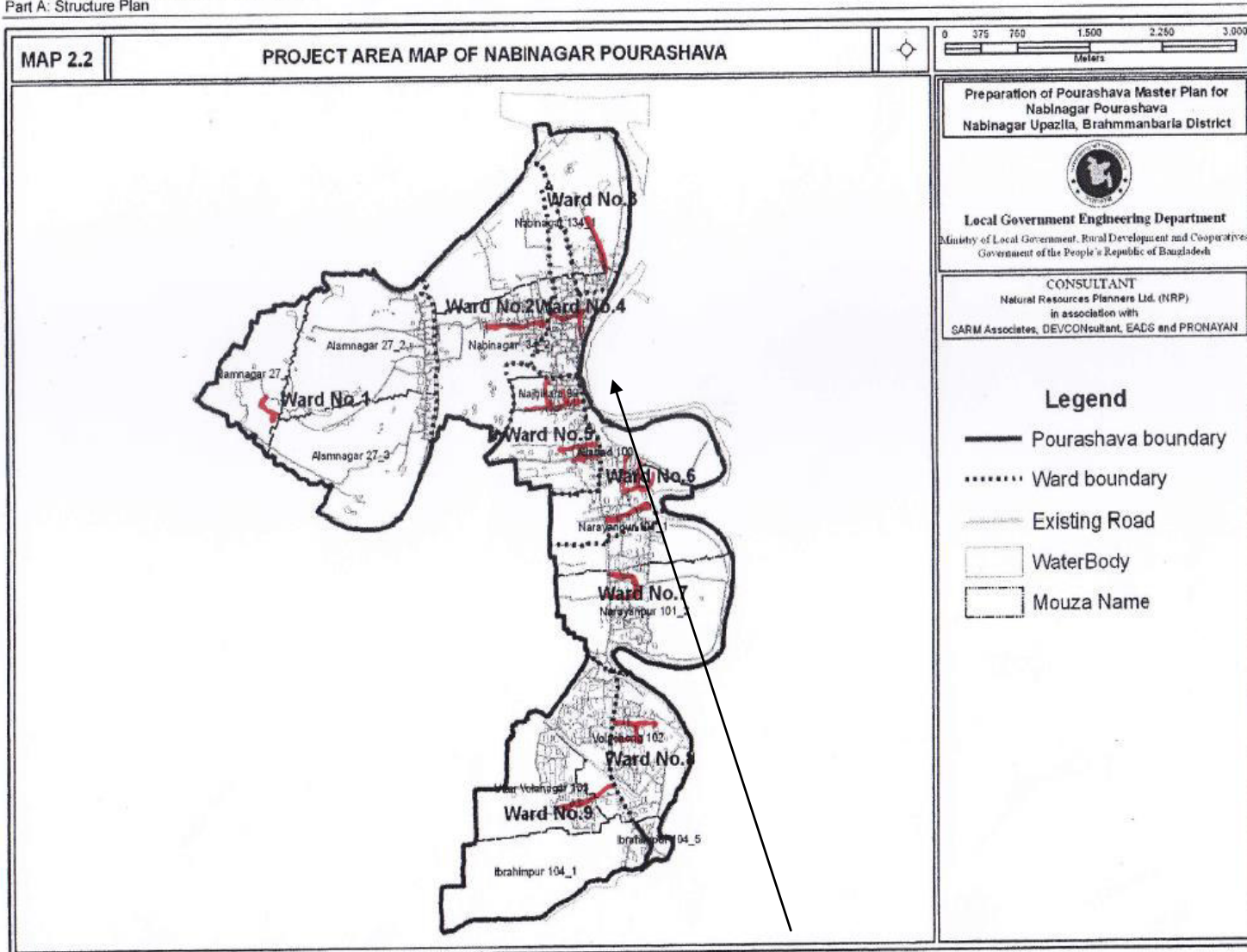


Figure 2:NabinagarPourashava map showing schemes of phase-1

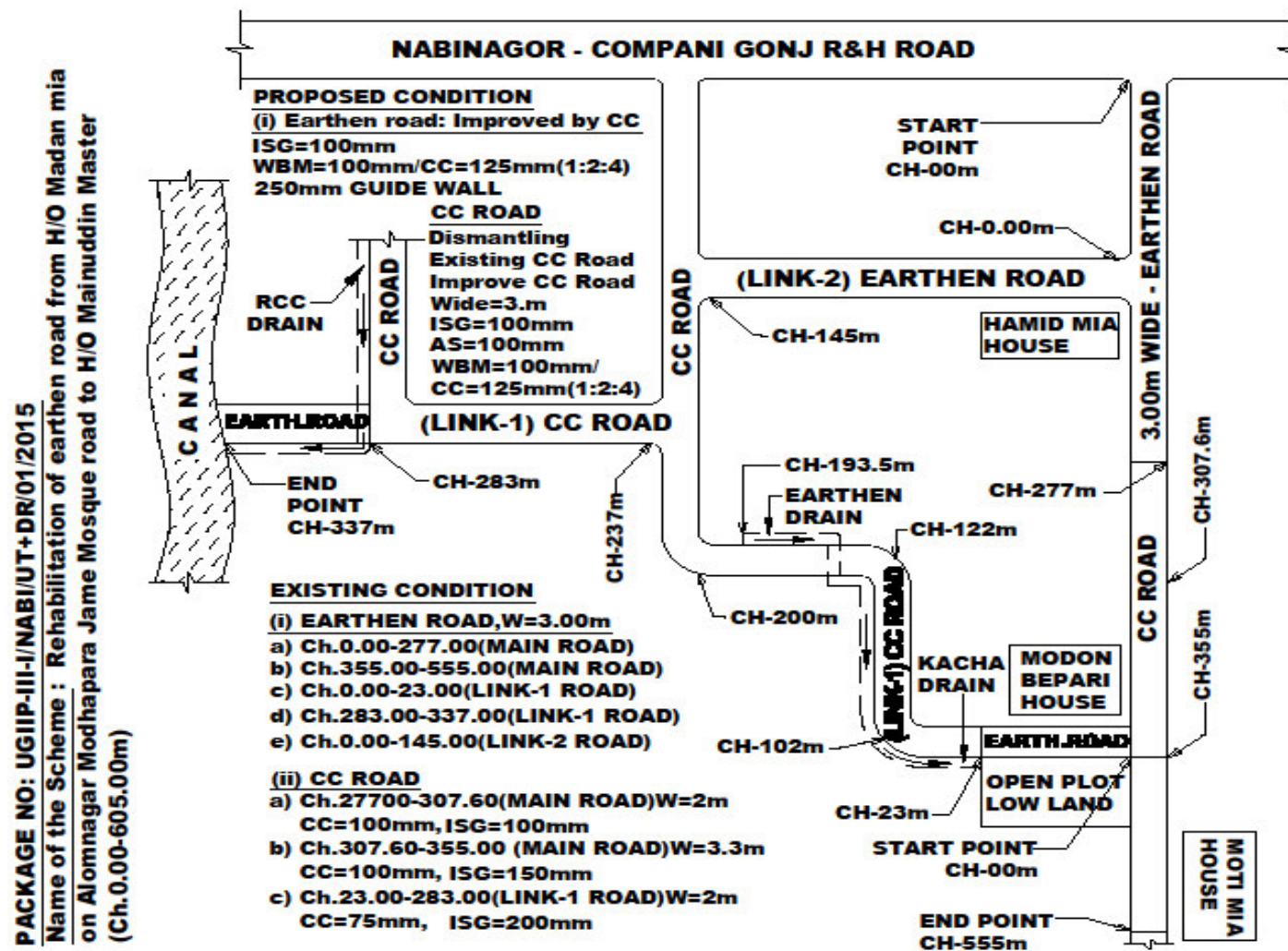


Figure 3a: Strip Map of Sub-project Roads (Nabinagar Pourashava)



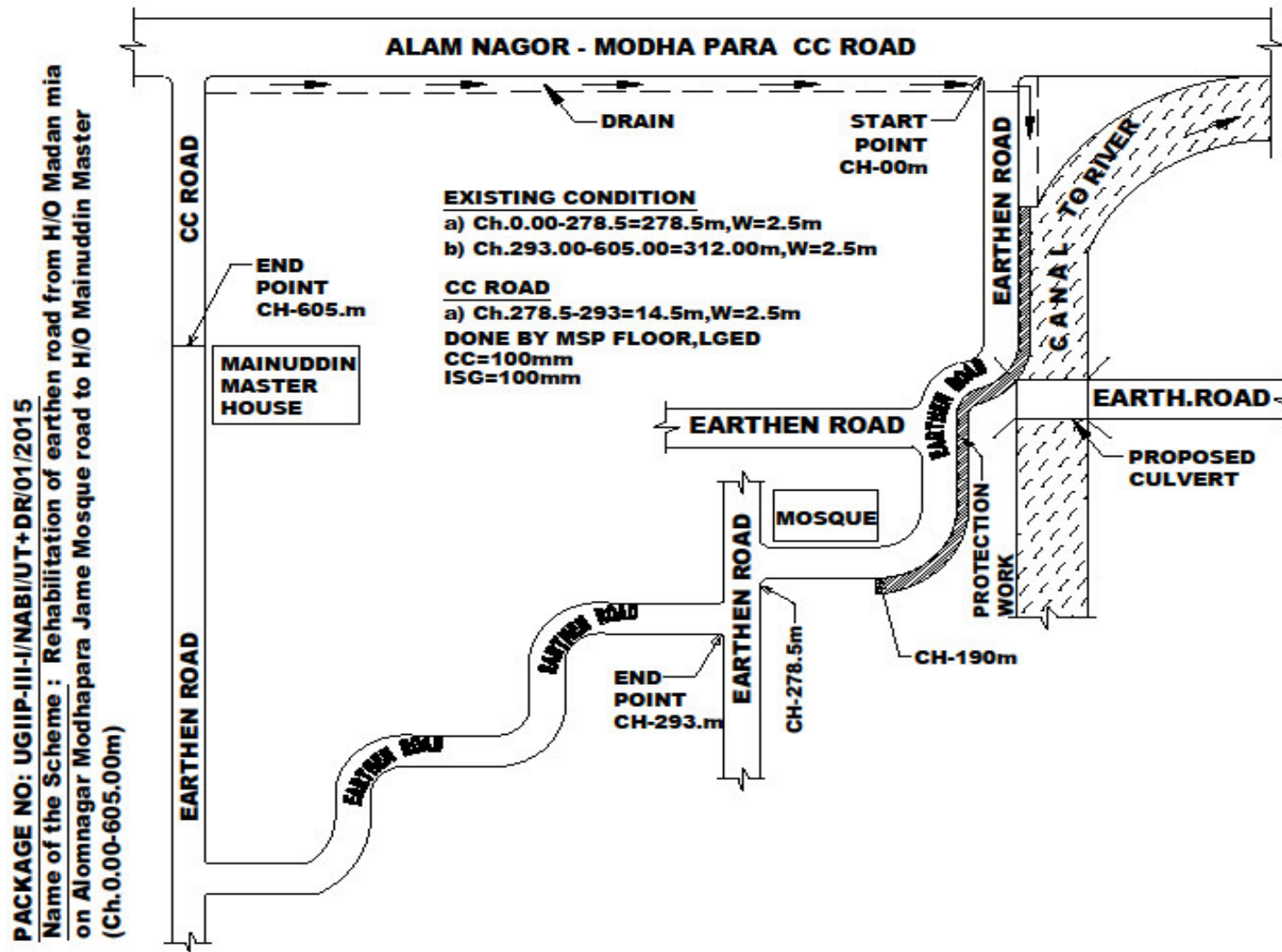


Figure 3b: Strip Map of Sub-project Roads ( NabinagarPourashava)



Existing road condition



Existing road condition



Existing road condition



Existing drain condition



Existing road condition



Existing drain condition

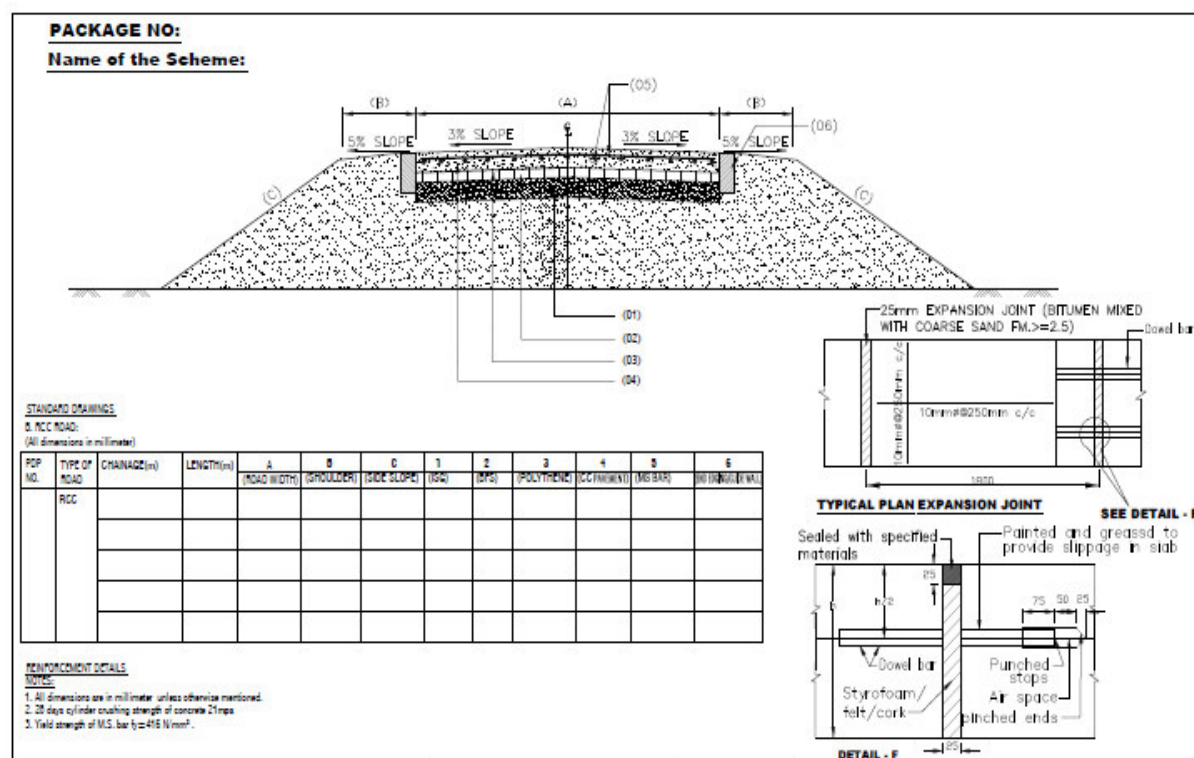
**Figure 4: Typical Photographs of sub Project areas**

19. Figures 6 and 7 below show sample drawings of cross-section of roads and drains.



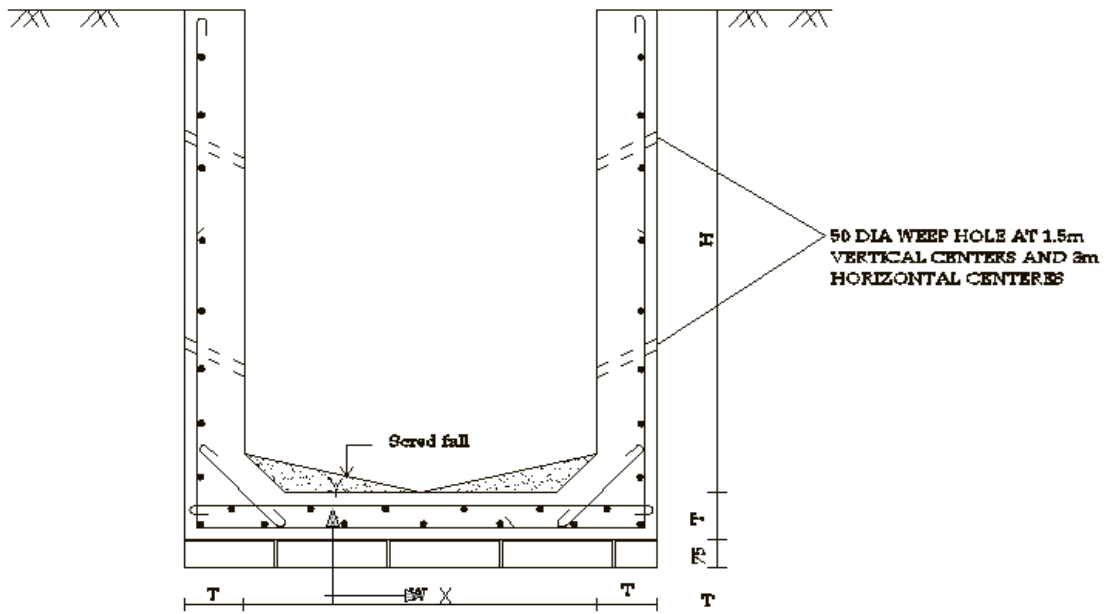
	Period : June 2015 – November 2016																							
Item of Works	2015												2016											
	04	05	06	07	08	09	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12			
Assessment of Sub-project Supported by field visit				■																				
Compliance of Sub-project and approval				■	■																			
Preparation and approval of sub-projects					■	■																		
Preparation of the bid documents						■	■																	
Tendering of the sub-project and the work order							■	■																
Execution of the physical Work		■	■	■	■	■		■	■	■	■	■	■	■	■	■	■	■	■	■	■	■		
Final inspection and certification																				■	■	■		

**Figure 5: Implementation work Schedule**



### Figure 6: Typical Road Sections (Concrete Road)





**Figure 7: Typical Drain Cross Section**

**Table 1: Proposed Phase 1 Components in Nabinagar Pourashava**

SL. No	Scheme No/PDP No.	Sub-Project Schemes	Road Length/ Drain Length (m)	Existing Road/Drain width(m)	Proposed Road/Drain Width(m)	Ownership of the land
		<b>Roads</b>				
1	17	Construction of road by CC from H/O Modon Mia on Alamnoger-Modhapara. Jame-e-Mosque road to H/O Moinuddin Master, ch (0+000 to 0+605m).	605	2.00	2.00	Pourashava
2	46	Construction of road by CC from CNG station on Companigong-Nobinogor road towards upto H/O Moti Mia. Ch (0+000 to 0+555m) & Connecting road -01 from main road ch 350m near H/O Modon Bapari to Aliabad khal in front of Nabinogor Govt. College, ch (0+000 to 0+337m) & Connecting road-02 from H/O Hamid Mia to CC road connecting towards Companigong-Nobinogor road ch (0+000 to 0+145m)	1037	2.50	2.50	Pourashava
3	49	Construction of road by CC from Aliabad-Bridge S/S to the H/O Aziz Bapari ch (0+00 to 0+440.6m) & Connecting road from main road to Companigong-Nobinogor road. ch (0+000 to 0+143m) at Aliabad-Bridge.	584	3.00	3.00-3.700	Pourashava
4	39	Rehabilitation of RCC road by CC from Manubabu Ghatla to the H/O Din Mohammed ch (0+000 to 0+465m) & a link road from H/O Habibmia to the Court of Assist Judge. ch (0+000 to 0+360m).	825	2.80-3.50	2.80-3.50	Pourashava
5	74	Construction of road by CC from Companigonj-Nabinogor road to again Companigonj-Nabinogor road, ch (0+00 to 1+125m).	1125	3.00	2.50-3.00	Pourashava
6	58	Construction of road by CC from Shippur-Radhikapur road H/O Shishu Mia to the H/O Abul Hossain on Shibpur Radhikapara road, ch (0+000 to 0+371m) & Connecting road from Kari-shah Mazar to the slop of Manik Mia on Shibpur-Radhikapur road ch (0+000 to 0+255m).	626		2.00-6.00	Pourashava
7	75	Rehabilitation of existing road by CC from H/O Jahangir on Companygonj-Nabinogor road, to the H/O of Chandana Rishich (0+468 to 0+255m). and Connecting road from main road H/O Satter Mis to the H/O Bachu Mia on Companygonj-	723	2.0-2.50	2.0-2.5	Pourashava

SL. No	Scheme No/PDP No.	Sub-Project Schemes	Road Length/ Drain Length (m)	Existing Road/Drain width(m)	Proposed Road/Drain Width(m)	Ownership of the land
		Nabinogor road. ch (0+000 to 0+255m).				
8	88	Construction of road by CC from Companygonj-Nabinogor road to the H/O Aziz Mia ch (0+050 to 0+672m)	672	3.0	3.0	Pourashava
9	TLCC	Construction of road by CC from Hasan Shah Mazar to Companygonj-Nabinogor road.ch (0+050 to 0+595m)	595.00	3.0	3.0	Pourashava
		<b>Drains</b>				
10	107	Construction of RCC drain from Issamoni girls high school to Mohila Madrasha. Ch (0+000 to 0+910m).	910	-	0.80-1.55	Pourashava
11	119	Construction of RCC drain from existing drain near T&T office beside Uturpara road to Gopinathpur khal ch (0+000 to 0+876m).	876	-	0.80-1.55	Pourashava
12	123	Construction of RCC drain from H/O Habib Mia to Manubabu Ghatla on Titas rivers. Ch (0+000 to 0+320m).	320	-	0.7-0.8	Pourashava
13	46	Construction of a RCC drain from H/O Modon Baparia to existing RCC drain ch (0+000 to 0+337m).	337	-	.85-.95	Pourashava
14	58	Construction of drain from Shippur-Radhikapur road H/O Shishu Mia to the H/O Abul Hossain on Shibpur Radhikapara road, ch (0+000 to 0+371m) & Connecting drain from Kari-shah Mazar to the slop of Manik Mia on Shibpur-Radhikapur road ch (0+000 to 0+255m).	626	-	0.85-.95	Pourashava
15	100	Construction of Box-culvert at ch (0+075m) on Alamnogor-Modhapara road	Size:2x3.0x3.0 sq.m	-	-	Pourashava

### III. DUE DILIGENCE

#### A. Objectives of the Study/ Investigation

20. 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

21. **Data collection.** Necessary data regarding 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.

22. **Stakeholders and public consultations.** Comprehensive discussions with MDSC, Nabinagar Pourashava officials, community people living nearby the proposed subproject schemes, public representatives and other stakeholders to identify different issues, problems/ constraints and prospects and feedback from the participants in connection to roads and drains construction under the subproject. The consultation covers mainly information dissemination about the project/subproject and its scope, possible positive and negative impacts, involvement of local people in different activities of the project and employment in project works, etc.. 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 views (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.

23. The safeguard team of MDSC visited Nabinagar Pourashava from, 16 September 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 consultant team also talked to the local people living nearby the subproject and nobody was found affected.

24. As a part of public consultation, relevant consultants and Pourashava officials arranged meetings at Pourashava office and at different roads and drains locations. Four formal meetings were arranged by the Pourashava officials with the stakeholders. Also, consultations were held with the stakeholders during field visit of the consultants. The meeting sites were at BOU Bazar, West Para of Ward -2 and Mazikhan CNG Station of Ward-5, Beside Aliyabad Bridge of Ward-05 and near Manik Shop of Ward no-06 on 28.09.2015-29.09.2015. Pourashava officials and local stake holders attended the meeting. Near about 80 participants were present during the consultation. The main agenda was improvement, rehabilitation and reconstruction of roads and drains. The potential affected persons and local residents/ community leaders and other stakeholders were also consulted through group meetings and personal contract. During field visits, consultants physically visited the above mentioned scheme sites to verify the likely impacts on the people with respect to land acquisition & resettlement, and other social safeguard issues. During site visits, concern Pourashava councillor, Assistant Engineer, one Sub Assistant Engineer, and a surveyor of Pourashava accompanied the consultants to assist to identify the locations of roads & alignments of proposed drains and organized consultations/ meetings with the local representatives and people of the subproject area.

25. During discussions, the local people mentioned about the insufficiency of civic facilities, conditions of existing roads and coverage of drainage facilities, etc. The people expressed their happiness for getting project assistance for improvement of the Pourashava facilities. The roads and drains proposed under the subproject were a long felt demand of the people of the town. The records of public consultations have been shown in Appendix 1.

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

27. **Reconnaissance Survey.** The project MDSC social safeguard team visited Nabinagar Pourashava during June to August 2015 to measure the widths of proposed roads and drains under Package No. UGIIP-III-I/ NABI/UT+DR/01/2015 (Lot-01+Lot-02), count the number of trees, structures, natural resources, mobile vendors/ hawkers, and other facilities, etc. along ROWs, conduct 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.

28. **Census of affected persons and inventory of affected 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.

29. 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. Finally, it has been concluded that there is no impacts on involuntary resettlement.

#### IV. FINDINGS

30. **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.

31. All road and drainage components under Package Nr: UGIIP-III-I/NABI/UT+DR/01/2015 (Lot-01+Lot-02) will involve improvement of existing roads and drainage on existing alignments owned by Nabinagar 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 Nabinagar 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.

32. The Social Safeguard Unit of MDSC for UGII-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. 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) along the proposed drains and roads alignment.

33. 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.**

34. 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).

35. 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.

36. 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).

37. 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.

38. **Indigenous People.** 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. There are no identified IPs near by the PDP Roads 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.

39. **Other Persons:** 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.

40. **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 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

Activities	Amount (Tk)	Source of Funds
(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	

41. The outcome of the subproject is improved transport and drainage system within the pourashava area, the sub-project roads and drainage construction/ improvement under the project will improve transportation facilities and increase the capacity of receding waste water from industries, households, commercial premises, etc which will improve communication facilities and will prevent water logging and unexpected flooding during monsoon. The subproject is expected to increase area coverage of drainage and improved road communication system and will guarantee health condition and will reduce transport cost of goods and services including travelling cost of the residents of the town.

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 bring economic gains to the local people in the form of increased employment and less spending on healthcare and transportation.



**Table 3: Assessment of Social Safeguard Impacts of Nabinagar Pourashava Subproject**

**Package No: Package No: UGIIIP-III-I/ NABI/UT+DR/01/2015**

SL. No	Scheme No/PDP No.	Sub-Project Schemes	Type of Loss/Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People
		<b>Roads</b>					
1	17	Construction of road by CC from H/O Modon Mia on Alamnagar-Modhapara. Jame-e-Mosque road to H/O Moinuddin Master, ch (0+000 to 0+605m).	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> <li>• No major IR impacts</li> <li>• No requirement for land acquisition</li> </ul>	Not required	Not found
2	46	Construction of road by CC from CNG station on Companigong-Nobinagar road towards upto H/O Moti Mia. Ch (0+000 to 0+555m) & Connecting road -01 from main road ch 350m near H/O Modon Bapari to Aliabad khal in front of Nabinagar Govt. College, ch (0+000 to 0+337m) & Connecting road-02 from H/O Hamid Mia to CC road connecting towards Companigong-Nobinagar road ch (0+000 to 0+145m)	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> </ul>	Not required	Not found
3	49	Construction of road by CC from Aliabad-Bridge S/S to the H/O Aziz Bapari ch (0+00 to 0+440.6m) & Connecting road from main road to Companigong-Nobinagar road. ch (0+000 to 0+143m) at Aliabad-Bridge.	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during construction.</li> </ul>	Not required	Not found
4	39	Rehabilitation of RCC road by CC from Manubabu Ghatla to the H/O Din Mohammed ch (0+000 to 0+465m) & a link road from H/O Habibmia to the Court of Assist Judge. ch (0+000 to 0+360m).	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during construction</li> </ul>	Not required	Not found
5	74	Construction of road by CC from Companigong-Nabinagar road to again Companigong-Nabinagar road, ch (0+00 to 1+125m).	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> </ul>	Not required	Not found

SL. No	Scheme No/PDP No.	Sub-Project Schemes	Type of Loss/Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People
					<ul style="list-style-type: none"> <li>• Temporary disturbance of the local people during construction</li> </ul>		
6	58	Construction of road by CC from Shippur-Radhikapur road H/O Shishu Mia to the H/O Abul Hossain on Shibpur Radhikapara road, ch (0+000 to 0+371m) & Connecting road from Kari-shah Mazar to the slop of Manik Mia on Shibpur-Radhikapur road ch (0+000 to 0+255m).	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during construction</li> </ul>	Not required	Not found
7	75	Rehabilitation of existing road by CC from H/O Jahangir on Companygonj-Nabinogor road, to the H/O of Chandana Rishich (0+468 to 0+255m). and Connecting road from main road H/O Satter Mis to the H/O Bachu Mia on Companygonj-Nabinogor road. ch (0+000 to 0+255m).	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during construction</li> </ul>	Not required	Not found
8	88	Construction of road by CC from Companygonj-Nabinogor road to the H/O Aziz Mia ch (0+050 to 0+672m)	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during construction</li> </ul>	Not required	Not found
9	TLCC	Construction of road by CC from Hasan Shah Mazar to Companygonj-Nabinogor road.ch (0+050 to 0+595m)	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during construction</li> </ul>	Not required	Not found
		<b>Drains</b>					
10	107	Construction of RCC drain from Issamoni girls high school to Mohila Madrasha. Ch (0+000 to 0+910m).	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of</li> </ul>	Not required	Not found

SL. No	Scheme No/PDP No.	Sub-Project Schemes	Type of Loss/Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People
					the local people during construction		
11	119	Construction of RCC drain from existing drain near T&T office beside Uturpara road to Gopinathpur khal ch (0+000 to 0+876m).	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during construction</li> </ul>	Not required	Not found
12	123	Construction of RCC drain from H/O Habib Mia to Manubabu Ghatla on Titas rivers. Ch (0+000 to 0+320m).	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during construction</li> </ul>	Not required	Not found
13	46	Construction of a RCC drain from H/O Modon Baparia to existing RCC drain ch (0+000 to 0+337m).	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during construction</li> </ul>	Not required	Not found
14	58	Construction of drain from Shippur-Radhikapur road H/O Shishu Mia to the H/O Abul Hossain on Shibpur Radhikapara road, ch (0+000 to 0+371m) & Connecting drain from Kari-shah Mazar to the slop of Manik Mia on Shibpur-Radhikapur road ch (0+000 to 0+255m).	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during construction</li> </ul>	Not required	Not found
15	100	Construction of Box-culvert at ch (0+075m) on Alamnogor-Modhapara road	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during construction</li> </ul>	Not required	Not found

## 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 Nabinagar*Pourashava* and provided to members of TLCC and community representatives.

46. A consultation and participation plan is prepared for UGII-III; consultation activities will be coordinated by the PMO, PIU (Nabinagar*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, Nabinagar*Pourashava* with assistance of consultant teams will conduct (i) public meetings with affected communities to discuss and plan work programs and allow issues to be raised and addressed once construction has started; and (ii) 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 and will ensure proper public consultations are held prior to start of civil works and during implementation. 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. **Grievanceredress mechanism.** Aproject-specific grievance redress mechanism (GRM) willbeestablished to receive, evaluate,and facilitate the resolution of AP'sconcerns,complaints,and grievancesabout the social and environmental performance at the level of the project. This is outlined in Figure 7 below. The GRM willaim toprovidea time-boundand 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,(mobile: 01711-248976) at accessible locations, by e-mail: nabinagarpauroshava@gmail.com; by post, or by writing in a complains register in PIU orNabinagar *Pourashava* office.by post, or by writing in a complains register in PIU orNabinagar*Pourashava* office.

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. Sample of Grievance Registration Form has been given in Appendix 4.

- (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.<sup>2</sup> 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. **Recordkeeping.** Records of all grievances received, including contact details of complainant, date the complaint was received, nature of grievance, agreed corrective actions and the date these were effected and final outcome will be kept by PIU. The number of

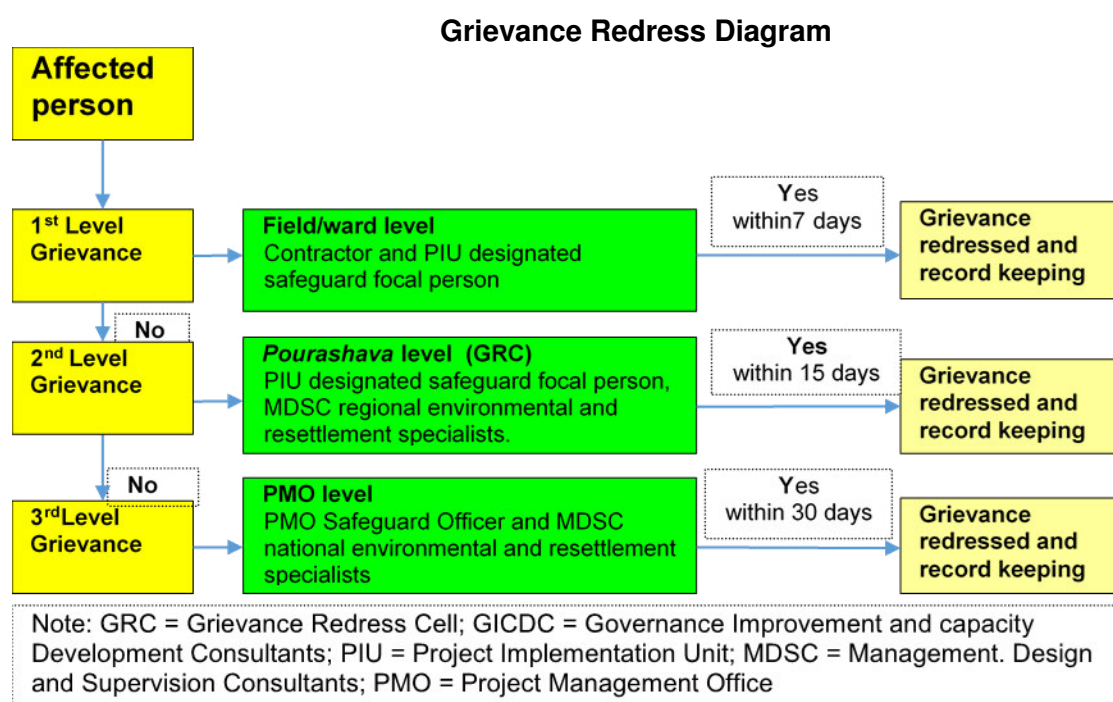
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<sup>2</sup> Grievance redress committees (GRC) has been formed at Nabinagar Pourashava. The GRC comprises of the Panel Mayor-1 as Chairperson, 2 councilors- 1 to be nominated by the Ps and 1 by the APs, 1 PIU representative, and 1 representative of APs, as members of the committee. For project related grievances, if arises, representatives of NGOs, Community based organizations (CBOs), eminent citizens, will be invited as observers.

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 8: Project Grievance Redress Mechanism**

## **VI. MITIGATION OF SOCIAL CONCERNS**

58. Although the road and drainage schemes under the subproject of UGIIP-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. CONCLUSIONS**

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 roads will be constructed along the existing carriageway; (iii) there are no structures, houses, shops, trees or any other establishments on the ROWs of the proposed road 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 Nabiagar Subproject Package Nr: UGIIP-III-I/ HABI/UT+DR/01/2015 (Lot-01+Lot-02) 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 2009.



## VIII. APPENDIX 1: RECORDS OF PUBLIC CONSULTATIONS

### Public Consultation Meeting 01

**Subproject:** PDP -107

**Venue:** West para Bou Bazar, Ward No-2,

**Date:** 28/9/2015, **Time:** 11am,

**No of Participants:** 19

64. The rehabilitation of the road has been proposed for better road facilities in Ward-2. The road with a width of the proposed road is 2.50 to 3.50m will be rehabilitated on the existing carriageway of Pourashava land with no structure.

65. The Mayor and the councillors of Nabinagar Pourashava and few community leaders representing the area participated the discussion. The Mayor thinks that the proposed drain will not encroach on any private land as the site falls in the ROW on both sides of the road belongs to Pourashava.

66. In case of concerned road, the condition of road is bad for long time and have not renovated. So, school going children and pedestrians face unbearable sufferings round the year, especially in the wet season. After renovation people will get easy access to the school and market.

67. 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 DDR, but the issues would not pose any significant constraint in the implementation of proposed sub-project.

68. The agenda of the meeting is the, planning, improvement, reconstruction; rehabilitation of ADB funded roads, drains of the Pourashava under UGIIP-III.

69. 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.

70. The participants raised the following issues for mitigation. During open discussion session, participants raised following questions, queries and suggestions:

- Expecting regular maintenance and quality of the work
- They want to know name of the subprojects under UGIIP-III and construction work should be at dry season.
- Most of the participants are happy to know the improvements of the subprojects

71. Main concern of the participants is the quality of the construction work and the livelihood issues during construction period and ensuring proper safety measures and suggested for alternative road arrangement of the passerby. They also suggested that local community should have access in monitoring construction work.

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



Consultation Meeting with stakeholders,(PDP-107)

### Key Issues of Discussion

SL	Key issues	Major Findings
1.	Existing needs to be improved	Narrow road should be widened. The existing road condition is broken, narrow and some part is kacha, communication is not good; so in the rainy season vehicles cannot move along the road, it gets worse and movements of rickshaw, van and other 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.
2.	Better road communication will bring better scopes for the community	For healthy urbanization, ensure all modern facilities for the urban people. Better road condition is the pre condition of development and expansion of business. So, authority should concentrate on the issues.
3.	Service use from Pourashava	The participants representing the community expressed their frustration with the Pourashava for its failure to provide humanitarian support to the poor and equitable development for all section of people. The participants criticize the Pourashava for lacking proper urban planning and continuing the development plan for maintaining narrow road and urging the Pourashava officials for making the Pourashava alternative development hub as the area is an industrial belt and ensuring all development needs.
4.	Access to supply Water and increase opportunity	They demanded access of drinking water for marginal people of the Pourashava.
5.	Opinion of the local people regarding improvement of existing road	The people feel that they are deprived of all supports for being members of the poor community. Their children, despite having good education, do not get jobs while with lesser education other people get jobs. They expressed their satisfaction for the development of proposed road.
6.	Willingness to support the project	They welcome the project implementation policy & would be happy to get employment during subproject implementation, if possible. Moreover, they are interested in to participate different project activities during implementation.

## List of Participants Public Consultation List of Participants

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

Local Government Engineering Department

Public Consultation & List of Participants

Name of the Paureshava : Nabinagar, Venue: Nabinagar West para Bou Bazar, Ward : 02

Date: 28/09/2015,

Time: 11:00 a.m

Sl	Name of the Participant	Occupation	Signature	Mobile no.
01	শ্রী: রুহেল	কাজমার	শ্রী: রুহেল	01720124600
02	শ্রী: রুহেল	কাজমার	শ্রী: রুহেল	
03	শ্রী: কাজিম আলী	কাজমার	শ্রী: কাজিম আলী	01916973215
04	শ্রী: রুহেল ইসলাম	কাজমার	শ্রী: রুহেল ইসলাম	
05	শ্রী: রুহেল ইসলাম	কাজমার	শ্রী: রুহেল ইসলাম	
06	শ্রী: কাজিম আলী	কাজমার	শ্রী: কাজিম আলী	
07	শ্রী: কাজিম আলী	কাজমার	শ্রী: কাজিম আলী	
08	শ্রী: কাজিম আলী	কাজমার	শ্রী: কাজিম আলী	
09	শ্রী: রুহেল	কাজমার	শ্রী: রুহেল	01912633698
10	শ্রী: কাজিম আলী	কাজমার	শ্রী: কাজিম আলী	01819681074
11	শ্রী: কাজিম আলী	কাজমার	শ্রী: কাজিম আলী	01974291540
12	শ্রী: কাজিম আলী	কাজমার	শ্রী: কাজিম আলী	01852678187
13	শ্রী: কাজিম আলী	কাজমার	শ্রী: কাজিম আলী	01758475611
14	শ্রী: কাজিম আলী	কাজমার	শ্রী: কাজিম আলী	01910511577
15	শ্রী: কাজিম আলী	কাজমার	শ্রী: কাজিম আলী	01681225808
16	শ্রী: কাজিম আলী	কাজমার	শ্রী: কাজিম আলী	01812831844
17	শ্রী: কাজিম আলী	কাজমার	শ্রী: কাজিম আলী	01915-742170
18	শ্রী: কাজিম আলী	কাজমার	শ্রী: কাজিম আলী	01926015828
19	শ্রী: কাজিম আলী	কাজমার	শ্রী: কাজিম আলী	01719712280

## **Public Consultation Meeting 02**

**Subproject: PDP -46**

**Venue:** Mazikara CNG Station, Ward No-05,

**Date:** 29/9/2015,

**No of Participants:** 17

73. The public consultation meeting was presided over by the SubAssistant Engineer and Social Safeguard Officer of the Pourashava Md. Mesbahuddin. The Secretary and other officials of Pourashava were present on the consultation meeting. In the meeting, road users, beneficiaries of the drains, local elites, local government representatives, and businessmen were present.

74. During initial survey assessment, the Project follows a participatory approach involving local stakeholders. That is why stakeholder consultations were held in getting opinion of the local people. In addition to that for identification of affected person and assessing their socio economic condition socio-economics surveys were carried out as a part of project planning and initiation of PDPs by means of open, facilitated sessions for Pourashava visioning or planning. A project brief was prepared for each Pourashava that provided an overview of potential resettlement impacts and explained proposed entitlement for affected persons (APs). Present consultation meeting is a part of that approach.

75. Among the participants representatives of concerned communities, road users drainage beneficiaries, members of ward committees, and representatives of local government agencies are important. Some issues were raised during public consultations that have been addressed in the DDR, but the issues would not pose any significant constraint in the implementation of proposed sub- project.

76. The agenda of the meeting is the, planning, improvement, reconstruction, rehabilitation of ADB funded roads, drains of the Pourashava under UGIIP-III.

77. 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.

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

- Participants urged the Pourashava officials to ensure quality of the work and want to know details of the project. Construction work must be completed in dry season
- Does the sub project have any acquisition, structure relocation or livelihood impact?
- Positive regarding the development activities through the proposed subprojects.
- They urged the authority not disturb any mobile vendors. If any disturbance of their livelihood any way, proper compensation and livelihood restoration.

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





Public Consultation at Ward -5

### Key Issues of Discussion

SL	Key issues	Major Findings
1.	Existing situation of the feeder road	The road is very narrow, so when heavy so it should be widened to meet the present needs.. In the rainy season, it gets worse and movements of vehicles come to a stop at some time when it rains heavily.
2.	Better scopes and income opportunity for the community	Create income opportunity in the urban area. Better road condition is the pre condition of development. It can save time and ensure improved living standard and present suffering in traffic movement.
3.	Service use from Pourashava	The participants representing the community expressed their frustration with the Pourashava for its failure to provide humanitarian support to the poor. The participants criticize the Pourashava for lacking proper urban planning and continuing the development plan for maintaining narrow road and urging the Pourashava officials for making the city as a substitute for not going to the capital.
4.	Access to supply Water	They demanded access of pure drinking water for marginal people of the Pourashava.
5.	Opinion of the local people regarding improvement of existing road	The people feel that they are deprived of all supports for being members of the poor community. Their children, despite having good education, do not get jobs while with lesser education other people get jobs. 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.
6.	Willingness to support the project	They welcome the project implementation policy & would be happy to get employment during subproject implementation, if possible. Moreover, they are interested in to participate different project activities during implementation.

**Public Consultation List of Participants**  
**Third Urban Governance and Infrastructure Improvement (Sector) Project (UGIP-III)**  
**Local Government Engineering Department**  
**Public Consultation & List of Participants**

Name of the Paurashava : Nabinagar, Venue: Mazikara CNG Station, Ward : 05  
 Date: 29/09/2015, Time: 11:00 a.m

Sl	Name of the Participant	Occupation	Signature	Mobile no.
01	শ্রী: আবু জাহিরুল হক	কারখানা	আবু জাহিরুল হক	01825502816
02	শ্রী: আবু নূর রশিদ	কারখানা	আবু নূর রশিদ	01957552634
03	শ্রী: সাদেক	চাকরি	সাদেক	01710105736
04	শ্রী: মুন	প্রাইভেট	শ্রী: মুন	01843443294
05	শ্রী: আব্দুর মিল	মালিক চাকর	আব্দুর	01950693398
06	আব্দুর	কারখানা	আব্দুর	01715425717
07	ইকরাম (আলম)	প্রাইভেট	ইকরাম	01828904202
08	শ্রী: কারিম	কারখানা	শ্রী: কারিম	01825632240
09	শ্রী: আব্দুর	ইলেকট্রিক	আব্দুর	01817318239
10	শ্রী: আব্দুর রহমান (আব্দুর)	চাকরি	আব্দুর	01818044705
11	শ্রী: আব্দুর মুন	কারখানা	শ্রী: আব্দুর মুন	01795026317
12	কারিম মুন	কারখানা	কারিম	01814492666
13	মুন মিল	কারখানা	মুন মিল	01800898409
14	শ্রী: আব্দুর রহমান (আব্দুর)	চাকরি	আব্দুর	01715874656
15	শ্রী: মুন (আব্দুর)	কারখানা	মুন	01710948799
16	শ্রী: মুন	ইতি	শ্রী: মুন	01819-151229
17	শ্রী: কারিম মিল	কারখানা	কারিম	07778662272
18				

**Public Consultation Meeting 03****Subproject:** PDP -49,**Venue:** Near Alyabad Bridge, Ward No-05,**Date:** 29/09/2015,**No of Participants:** 18

80. The public consultation meeting was presided over by the Sub Assistant Engineer and Social Safeguard Officer of the Pourashava Md. Mesbah Uddin. The Secretary and other officials of Pourashava were present on the consultation 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 including stakeholder consultations, socio-economic surveys. A project brief was prepared for each Pourashava that provided an overview of potential resettlement impacts and explained proposed entitlement for affected persons (APs).

82. Participants came from urban communities of the concerned sub project. Road user, drainage beneficiaries, members of ward committees, public representative and representatives of local government agencies representatives attended in the meeting. Some issues were raised during public consultations that have been addressed in the DDR, but the issues would not pose any 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. They raise the following issues for mitigation. During open discussion session, participants raised following questions, queries and suggestions:

- Ensure quality work and timely completion of the project
- Avoid land acquisition and livelihood loss, if loss is unavoidable pay proper compensation.
- Routine communication with community and meaningful public consultation.
- Ensuring proper safety measures during construction period

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



Photo of the Consultation Meeting

### Key Issues of Discussion

SL	Key issues	Major Findings
1.	Existing situation of the feeder road	Traffic congestion should be immediately removed. The road is very narrow causing traffic congestion and further damage to the road already in bad shape. In the rainy season, it gets worse and movements 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. Road should be wide enough which can ensure emergency needs like earthquake, flood, fire accidents, sufficient air and sunlight etc
2.	Better road communication will bring better scopes	Design should be optimum. Modern and better planning of the pourshava is the pre condition of development. It can save time and ensure improved living standard and present suffering in traffic movement. Business, education and health will be highly benefited.
3.	Service use from Pourashava	The participants criticize the Pourashava for lacking proper urban planning and continuing the development plan for maintaining narrow road and urging the Pourashava officials for making the city as a substitute regional town. Create health and education and job facilities for the poor, unemployed and young.
4.	Access to supply Water and housing facilities	They demanded access of drinking water and housing facilities for marginal people of the Pourashava.
5.	Equitable development of poor	Development should be in such way both poor and rich get equitable benefit.
6.	Willingness to support the project	Even with lot of suspicion and mistrusts, the community still pledged their all-out support and cooperation with the project.  They welcome the project implementation policy & would be happy to get employment during subproject implementation, if possible. Moreover, they are interested in to participate different project activities during implementation.



## Public Consultation List of Participants

### Third Urban Governance and Infrastructure Improvement (Sector) Project (UGIIP-III) Local Government Engineering Department Public Consultation & List of Participants

Name of the Paurashava : Nabinagar, Venue: Near the Aliyabad Bridge, Ward : 05  
Date: 29/09/2015, Time: 12:00 p.m.

Sl	Name of the Participant	Occupation	Signature	Mobile no.
01	ଅନୁ କୁମାର (ପୁଅ)	କାରଖାନା	A. S. S. S.	01813-044320
02	ରମେଶ	କାରଖାନା	HELAL	01895638021
03	ଅନୁ କୁମାର (ପୁଅ)	କାରଖାନା	ଅନୁ କୁମାର	01768559879
04	ଜୁନା	କାରଖାନା	ଜୁନା	01917639628
05	କେଶବ ମହା	କାରଖାନା	କେଶବ	01830340222
06	ଅନୁ କୁମାର (ପୁଅ)	କାରଖାନା	ଅନୁ କୁମାର	01688433707
07	ଅନୁ କୁମାର (ପୁଅ)	କାରଖାନା	ଅନୁ କୁମାର	01790986023
08	ଅନୁ କୁମାର	କାରଖାନା	ଅନୁ କୁମାର	01726974729
09	ଅନୁ କୁମାର	କାରଖାନା	ଅନୁ କୁମାର	01825176812
10	ଅନୁ କୁମାର	କାରଖାନା	ଅନୁ କୁମାର	
11	ଅନୁ କୁମାର	କାରଖାନା	ଅନୁ କୁମାର	01751461977
12	ଅନୁ କୁମାର	କାରଖାନା	ଅନୁ କୁମାର	
13	ଅନୁ କୁମାର	କାରଖାନା	ଅନୁ କୁମାର	01714348195
14	ଅନୁ କୁମାର	କାରଖାନା	ଅନୁ କୁମାର	01733902132
15	ଅନୁ କୁମାର	କାରଖାନା	ଅନୁ କୁମାର	01833472268
16	ଅନୁ କୁମାର	କାରଖାନା	ଅନୁ କୁମାର	01812322834
17	ଅନୁ କୁମାର	କାରଖାନା	ଅନୁ କୁମାର	01732229053
18	ଅନୁ କୁମାର	କାରଖାନା	ଅନୁ କୁମାର	01718205518

#### **Public Consultation Meeting 04**

**Subproject:** PDP-88,

**Venue:** In front of Manik Mia Shop at Jolla, Ward No-06,

**Date:** 30/09/2015, **Time:** 11am

**No of Participants:** 18

87. The public consultation meeting was presided over by the Sub Assistant Engineer and Social Safeguard Officer of the Pourashava Md. Mesbahuddin. The Secretary and other officials of Pourashava were present on the consultation 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 a project brief was prepared for each Pourashava that provided an overview of potential resettlement impacts and explained proposed entitlement for affected persons (APs).

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 DDR, but the issues would not pose any 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. They raise the following issues for mitigation. During open discussion session, participants raised following questions, queries and suggestions:

- As a district town ensuring modern planning for Pourashava development and quality work. They reminded the area is a remittance earning area. So, urbanisation is very rapid in this area. Without modern planning, widening of the road is very essential to make the city a good habitat for all.
- Ensure safety measures and emergency needs
- Arrange play ground, park, road lights, slum development, toilet facilities etc
- Make the Pourashava beautiful and planned housing
- Before project planning arrange community meeting and avoid livelihood impact of footpath vendors
- 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 passerby.
- If livelihood is unavoidable, arrange income restoration

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



Photo of the consultation meeting

### Key Issues of Discussion

SL	Key issues	Major Findings
1.	Existing situation of the feeder road	Road should be wide enough which can ensure emergency needs like earthquake, flood, fire accidents, sufficient air and sunlight etc. Narrow and curve road should be widened and straightened, so when heavy vehicles run side by side are causing further damage to the road already in bad shape and creating traffic jam. In the rainy season, it gets worse and movements of rickshaw and other vehicles come to a stop at some time when it rains heavily.
2.	Better road communication will bring better scopes	City dwellers are eagerly waiting for the development of the Pourashava under modern planning which will ensure long term needs. Better road planning is the pre condition of development and quality of life. It can save time and ensure improved living standard and prevent suffering in traffic movement. Business, education and health will be highly benefited and people's overall wellbeing.
3.	Service use from Pourashava	The participants need support from the Pourashava and criticize the Pourashava for lacking proper urban planning and modern planning.
4.	Access to supply Water	They demanded access of drinking water for marginal people of the Pourashava. At the same time they urged quality water with affordable price.
5.	Equitable development of poor	Development should be in such way both poor and rich get equitable benefit.
6.	Willingness to support the project but need development of all section of people	Even with a lot of suspicion and mistrust, the community confirmed their all-out support and cooperation with the project authority. They welcome the project implementation policy & would be happy to get employment during subproject implementation, if possible. Moreover, they are interested in to participate in different project activities during implementation.

## Public Consultation List of Participants

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

**Local Government Engineering Department (LGED)**

**Public consultation & List of participants**

Name of the Paurashava: Nabinagar, Venue: In front the shop of Manik Mia at Jolla, Ward: 06

Date: 30/09/2015,

Time: 11:00 am

Sl	Name of the Participant	Occupation	Signature	Mobile no.
01	শ্রী: রফিকুল মিয়া	কারখানা	রফিকুল মিয়া	01715889031
02	শ্রী: মাহেদুর রহমান	কারখানা	মাহেদুর রহমান	01952644189
03	মহম্মদ খান	দুলা	মহম্মদ খান	01914227809
04	মুজিব	দুলা	মুজিব	01934621260
05	শ্রী: রফিক	দুলা	রফিক	01331768107
06	বকুল	কারখানা	বকুল	01933711023
07	শ্রী: মানিক মিয়া	কারখানা	মানিক মিয়া	01792275163
08	আবদুল হক	দুলা	আবদুল হক	
09	শ্রী: আবদুল হক	কারখানা	আবদুল হক	01725466258
10	হাজী মোকাম্মদুল হক	কারখানা	হাজী মোকাম্মদুল হক	01913778274
11	শ্রী: মোহাম্মদুল হক	কারখানা	মোহাম্মদুল হক	01917933411
12	শ্রী: মোহাম্মদুল হক	কারখানা	মোহাম্মদুল হক	
13	আবদুল হক	দুলা	আবদুল হক	
14	আবদুল হক	কারখানা	আবদুল হক	
15	শ্রী: আবদুল হক	দুলা	শ্রী: আবদুল হক	01937557889
16	আবদুল হক	কারখানা	আবদুল হক	01981159510
17	শ্রী: আবদুল হক	কারখানা	শ্রী: আবদুল হক	01720195374
18	শ্রী: আবদুল হক	কারখানা	শ্রী: আবদুল হক	01972284457
	শ্রী: আবদুল হক	দুলা	শ্রী: আবদুল হক	0195264
	শ্রী: আবদুল হক	কারখানা	শ্রী: আবদুল হক	01981353063
	শ্রী: আবদুল হক	কারখানা	শ্রী: আবদুল হক	01859039502

## 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

### A. 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.

### B. Information on proposed scheme/subproject:

- a. District/administrative name: B. baria, /Nabinagar
- b. Location: Nabinagar 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 <i>ghats</i>
<input type="checkbox"/> (toilets, septage management, etc.)	<input type="checkbox"/> Others ( <i>please specify</i> )
<input type="checkbox"/> street lighting	_____

### C. Screening Questions for Involuntary Resettlement Impact

Involuntary Resettlement Impacts	Yes	No	Not Known	Remarks
Will the project include any physical construction work?	x			
Does the proposed activity include upgrading or rehabilitation of existing physical facilities?				
<b>A. Land (not applicable for public ROWs)</b>				
1. Ownership of land known?	x			(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) _____



Involuntary Resettlement Impacts	Yes	No	Not Known	Remarks
2. Land purchase/acquisition ( <i>answer required even for land donation and/or negotiated land purchase</i> )				
a. permanent ( <i>owner/s required to transfer ownership/rights to Pourashava</i> )		Not applicable		( <i>if yes, provide purpose</i> )
b. temporary ( <i>owner/s retain rights/ownership</i> )		Not applicable		( <i>if yes, provide purpose</i> )
c. not required				( <i>check appropriate</i> ) <input checked="" type="checkbox"/> land owned by Pourashava <input type="checkbox"/> land owned by other government agency <input type="checkbox"/> proposal will not require land (scheme will be along right of way or existing facility)
3. Current usage of the land known?				<i>if yes, check as appropriate:</i> <input type="checkbox"/> agricultural <input type="checkbox"/> residential <input type="checkbox"/> commercial/business <input type="checkbox"/> community use <input type="checkbox"/> vacant/not used <input type="checkbox"/> private access road <input checked="" type="checkbox"/> others ( <i>specify</i> ) existing carriageway and roadsidePourashava land
4. Are there any non-titled people who live or earn their livelihood at the site/land?		x		( <i>if yes, provide description</i> )
5. Are there any existing structures on <u>land</u> ?		x		
( <i>if yes, complete the following information</i> )				
- Residential				( <i>if yes, provide number</i> )
- Business/shops/stalls		x		( <i>if yes, provide number</i> )
- Fences		x		( <i>if yes, provide description – brick, bamboo, wired, etc.</i> )
- Water wells		x		( <i>if yes, provide number</i> )
- Sanitation facility		x		( <i>if yes, provide description</i> )
- Others (specify) _____				( <i>if yes, provide description</i> )
6. Are there any trees on land?		x		( <i>if yes, provide number</i> )
7. Are there any crops on land?		x		( <i>if yes, provide if perennial or seasonal</i> )
8. Will people lose access to:				
- any facility		x		( <i>if yes, provide description</i> )

<b>Involuntary Resettlement Impacts</b>	<b>Yes</b>	<b>No</b>	<b>Not Known</b>	<b>Remarks</b>
- services		x		<i>(if yes, provide description)</i>
- natural resources		x		<i>(if yes, provide description)</i>
9. Will any social or economic activities be affected by land use-related changes?		x		
10. Are any of the affected persons (AP) from indigenous or ethnic minority groups?		x		<i>(if yes, provide description)</i>
<b>B. Linear Works</b>				
1. Within public RoW?	X			<i>(if no, provide description and ensure answer questions on land)</i>
2. Structures on RoW? <i>(applicable to full or partial parts, applicable to permanent/semi-permanent structures)</i>		X		<i>(if yes, provide description)</i>
- 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)				
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		<i>(if yes, provide description)</i>
- services		X		<i>(if yes, provide description)</i>
- natural resources		X		<i>(if yes, provide description)</i>
6. Are any of the affected persons (AP) from indigenous or ethnic minority groups?		X		<i>(if yes, provide description)</i>

**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: Name: HumayunKabir Position: Regional Resettlement Specialist	Verified by:  Signature: Name: Md. Abdul Karim Position: Deputy Team Leader
Date: 20September, 2015	Date: 20September, 2015

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**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: HumayunKabir  Position: Regional Resettlement Specialist	Noted by:  Signature: Name: Md. Abdul Karim Position: Deputy Team Leader
Date: 20September, 2015	Date: 20September, 2015



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

### A. 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:* B baria/Nabinagar

*b. Location (km):* For all subprojects (9.861 km and 1 box culvert) of Phase-1

*c. Civil work dates (proposed):* \_\_\_\_\_

*d. Technical description:* \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

### B. Screening Questions for Indigenous People/SEC Impact

KEY CONCERNS (Please provide elaborations in the "Remarks" column)	YES	NO	NOT KNOWN	Remarks
<b>A. Indigenous Peoples/SEC Identification</b>				
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		

<b>KEY CONCERNS</b> (Please provide elaborations in the "Remarks" column)	<b>YES</b>	<b>NO</b>	<b>NOT KNOWN</b>	<b>Remarks</b>
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>B. Identification of Potential Impacts</b>				
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		
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		
<b>C. Identification of Special Requirements</b> <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		

**C. 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: HumayunKabir	Verified by: Md. Abdul Karim
Signature: Name: HumayunKabir 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					
<b>Complaint/Suggestion/Comment/Question</b> 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?					
<b>FOR OFFICIAL USE ONLY</b>					
<b>Registered by:</b> (Name of Official registering grievance)					
Mode of communication: Note/Letter E-mail Verbal/Telephonic					
<b>Reviewed by:</b> (Names/Positions of Official(s) reviewing grievance)					
Action Taken:					
Whether Action Taken Disclosed:					
Yes ()					
No ()					

Means of Disclosure:

**XII. APPENDIX 5: LAND OWNERSHIP CERTIFICATE OF NABINAGAR POURASHAVA**

**নবীনগর পৌরসভা**

ব্রাহ্মণবাড়িয়া।

**প্রত্যয়ন পত্র**

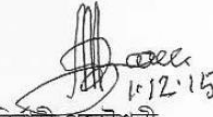
এই মর্মে প্রত্যয়ন করা যাইতেছে যে, UGHP-III এর নবীনগর পৌরসভার ১ম ধাপে নিম্নোক্ত প্রকল্পগুলো চূরান্ত করা হয়েছে এবং উক্ত প্রকল্পগুলোর জমির মালিক নবীনগর পৌরসভা।

SI No:	PDP	Name of Road	Total Length (m)
1	17	: R-1 Improvement of road by R.C.C. from H/O Modon Mia on Alamnagar Moddah Para Jame Mosque road to H/O Mainuddin Master Ch(0+000to0+605m)	605
2	46	: R-2 Construction of road from C.N.G. station on Companigong-Nabinagar road toward up to H/O Moti Mia Ch(0+555) & Connecting road 01 from Main road Ch- 356m near H/O Modan Bapari to Aliabad Khal in front of Nabinagar Gov. collage Ch(0+000to0+337m) & Connecting road 02 from H/O Hamid Mia to cc road Connecting towards companigang Nabinagar road Ch(0+000to0+145m)	1037
3	49	R-3 Construction of road from Aliabad Bridge S/S to the H/O Aziz Bapari Ch(0+000to0+440.6m & Connecting road from main road to Companigang-Nabinagar road Ch(0+000to0+143m) at Aliabad.	583
4	39	R-4 Rehabilitation of R.C.C. road from Manubabu Ghatla to the H/O Din Mohammad Ch(0-465m) link road from from H/O Habib Mia to the court of Assist judge Ch( 0-360m)	825
5	74	R-5 Construction of road from Companigong-Nabinagar road to again Companigang-Nabinagar road Ch(0+000to0+1125m) .	1125
6	58	R-6 Construction of road by C.C from Shippur- Radhica par road H/O Shishu Mia to the H/O Abul Hassain on Shippur –Radhica para road Ch(0+000to0+371m) & Connecting road from Kari Shab Mazar to the shop of Manik Mia on Shippur-Radhica road Ch(0+000to0+255m) .	626

7	75	: R-7 Rehabilitation of existing road from H/O Jahangir on Companigang-Nabinagar road to the H/O Charamdama Rishi Ch(0+000to0+468m) & Connecting road from main road H/O SattarMiato the H/O of Bachu Mia on companiganj –Nabinagar road Ch(0+000to0+255m) .	723
8	88	R-8 Construction of road from companiganj-Nabinagar road to the H/O Aziz Mia Ch(0+000 to 0+673m) .	673
9	-	: R-9 Construction of road from Hasan Shah Mazar to companiganj-Nabinagar road Ch(0+000 to 0+595m) .	595

SI No:	PDP	Name of Drain	Total Length (m)
1	107	: D- 1 Construction R.C.C. Drain from Issamoi Girls High School to Mohila Madrasha Ch(0+000 to 0+930m) .	930
2	119	D-2 Construction R.C.C. Drain from Existing drain near T&T office beside Uttar Para road to Gopinath Para Khal Ch(0+000 to 0+876m)	876
3	123	D-3 Construction R.C.C. Drain from H/O Habib Mia to Monubabu Ghatla on Titas River Ch(0+000 to 0+320m)	320
4	R-2:PDP SL No-46 এর অংশ	: D-4 Construction R.C.C. Drain from H/O Modon Bepari to existing R.C.C. drain Ch(0+000 to 0+237m)	237
5	PDP SL No-58 এর অংশ	D-5 Construction of R.C.C. Drain from Shippur-Radhikapur road to H/O Shishu Mia to the H/O Abul Hossain on Shoppur-Radhikapur road Ch(0+000 to 0+371m) & connecting drain from Kari Shab Mazar to the Shop of Manik Mia on Shippur- Radhikapur road Ch(0+000 to 0+255m)	626

SI No:	PDP	Name of Box-culvert	Total Length (m)
1	100	B-1 Construction of Box-culvert at Ch(0+075m) on Alamnagar Moddha Para road .	

  
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 নির্বাহী প্রকৌশলী  
 নবীনগর পৌরসভা  
 ব্রাহ্মণবাড়িয়া।

মেয়র  
 নবীনগর পৌরসভা  
 ব্রাহ্মণবাড়িয়া।