

Due Diligence Report – Social Safeguards

December 2015

BAN: Third Urban Governance and Infrastructure Improvement (Sector) Project – Jessore Pourashava (Phase 1)

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) – Jessore Pourashava

Phase 1 Package Nr:

UGIIP-III-I/JESS/UT+DR/01/2015 (Lot-01, Lot-02)

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

Crore	–	10 million (= 100 lakh)
Ghat	–	Boat landing area along a river
Hat, hut, or haat	–	Market (bazaar) operating certain afternoons during the week when sellers establish temporary shops. There are also some permanent shops in a Hat. Markets usually represent a significant source of income for municipalities
Hartal	–	General strike
Khal	–	drainage ditch/canal
Khas or khash	–	land/property belonging to government
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 map	–	Cadastral map of mouza showing plots and their numbers
Nasiman	–	A 3-wheeler motorized vehicle
Parshad	–	Councilor
Pourashava or Paurashava	–	Government-recognized land area
Pucca or Puccha, 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 ²	–	square meter
mm	–	Millimeter
m ³	–	cubic meter

NOTES

- (i) In this report, “\$” refers to US dollars,
- (ii) BDT refers to Bangladeshi Taka

Disclaimer

This Sub-Project Appraisal Report (SPAR) of Jessore Pourashava 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 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) slaughter houses; (vi) markets, community centres / auditorium, bus and truck terminals and river ghats; (vii) public toilets; and (viii) others such as provision for street lighting and improvement of slums.

3. A sector-lending approach is being used for the project as it has been well established and successfully practiced in the UGIIP-I and II. 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 Social Impact Assessment Report has been prepared for Roads and Drainage Improvement subproject of Jessore pourashava taken up in phase-1. Package No. UGIIP-III-I/JESS/UT+DR/01/2015 (Lot-01+Lot-02). The subproject includes improvement of 16 existing roads and construction of 19 drains most of which are road side drains along the road edges without affecting any structure. After selection and completion of the designs of the proposed schemes, the safeguard team of the Management, Design and Supervision Consultants (MDSC) conducted resettlement and social impact assessments through thorough investigation of different social safeguard issues including land acquisition and resettlement requirements as per ADB's Involuntary Resettlement and Safeguard Policy Statement (SPS, 2009). The resettlement and social impact assessment report for Jessore 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/JESS/UT+DR/01/2015 (Lot-01+Lot-02) will be implemented on the existing alignment of roads and drains and due to the improvement/construction of the aforesaid roads and drains are not expecting to have neither any physical nor any economic displacement of any people. As a result, there is no possibility of land acquisition and no structure affected, none found to require relocation, and consequently no involuntary resettlement (IR) impact are anticipating thus the subproject is classified as Category C for IR. Under the circumstances, this report may be treated as due diligence report (DDR) with respect to social safeguard issues for the concern subproject.

B. Institutional Set-up

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

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

II. SUBPROJECT DESCRIPTION

9. **Location:** Jessore District is under Khulna division and located in the West of Bangladesh. It is bordered by the West Bengal state of India to the west. Jessore pourashava is located at the district headquarters. Jessore district is about 70 km away from Khulna divisional headquarters. The area of Jessore pourashava is about 14.72 sq.km. The rate of increase of population is 2.523% and density of population is 13709 per sq.km. 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.

10. **The Components:** Under the circumstances, this subproject has been proposed comprising improvement/ rehabilitation of 15 existing roads, construction /reconstruction of 13 drains. The components of the subproject will involve schemes (i) improvement/rehabilitation of construction of 7931 m = 7.931 kilometer (km) of existing roads, (ii) construction/reconstruction of 9622 m = 9.622 km of drainage in phase-1 at different locations of the pourashava. Table 1 shows the subproject components including ownership of land.

11. The subproject went through the process of meeting the selection criteria (general and technical), environment and land social safeguard screening and conforming to the municipal infrastructure development plan (PDP) and drainage master plan prepared by LGED for Jessore through Zulla Town project. Locations and sitting of the proposed infrastructures considered: (i) locating components on government-owned land and/or within existing right-of-way (ROW) to reduce acquisition of land, (ii) prioritizing rehabilitation/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 subproject 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 Jessore pourashava and Figure 2 shows the location of subproject's schemes (alignment of roads and drains proposed under the subproject). No roads and drains need resettlement, replacement or relocation. Strip maps of 1(one) road and 1 (one) drain are given as a sample in Figure 3a and 3b.

13. The 15 roads¹ proposed are all existing internal service roads. Out of 15 roads 8 roads will be improved with cement concrete (C.C), 1(one) with dense bituminous carpeting (DBC), 1 (one) with reinforcement cement concrete (R.C.C.), and the rest 5 roads with bituminous carpeting (B.C.) including one box culvert (PDP-385) and 1 (one) cross drain (PDP-123).

14. The subproject contains 13 drains all of which are roadside drains to be constructed along the edge of the roads. All the 13 drains will be constructed with reinforced cement concrete (R.C.C.) including 1 (one) connecting drain.

15. **Figure 4** provides photographs of some proposed roads and drains in the sub-projects

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

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

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 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 Jessore pourashava will cover 12-months period, and major works are advisable to take place between November 2015 and October 2016. A tentative time-schedule for implementation (only as an indication) is shown below in Figure 5 below for period July 2015 to December 2016.

1

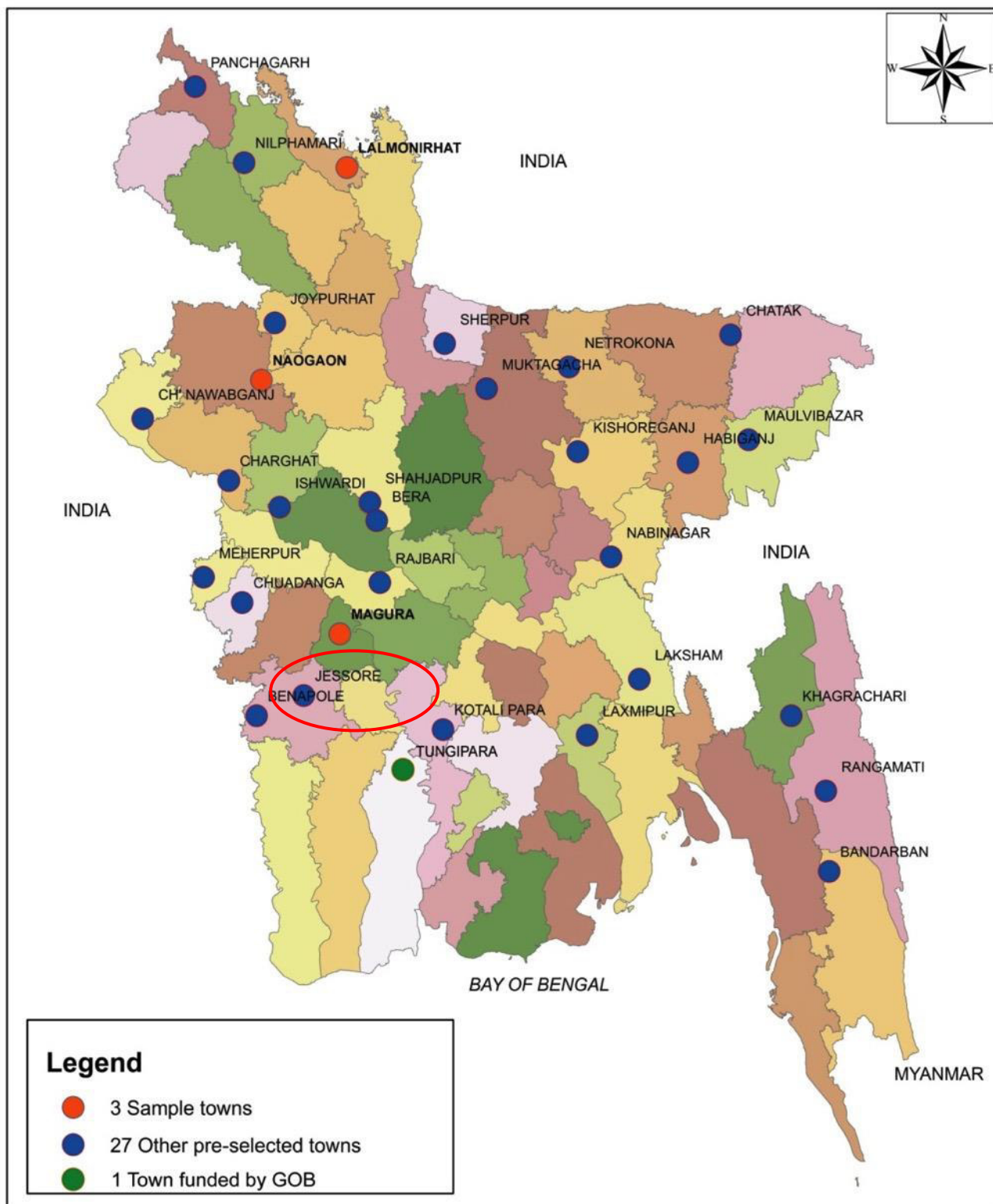


Figure 1: Location Map of Jessore Pourashava

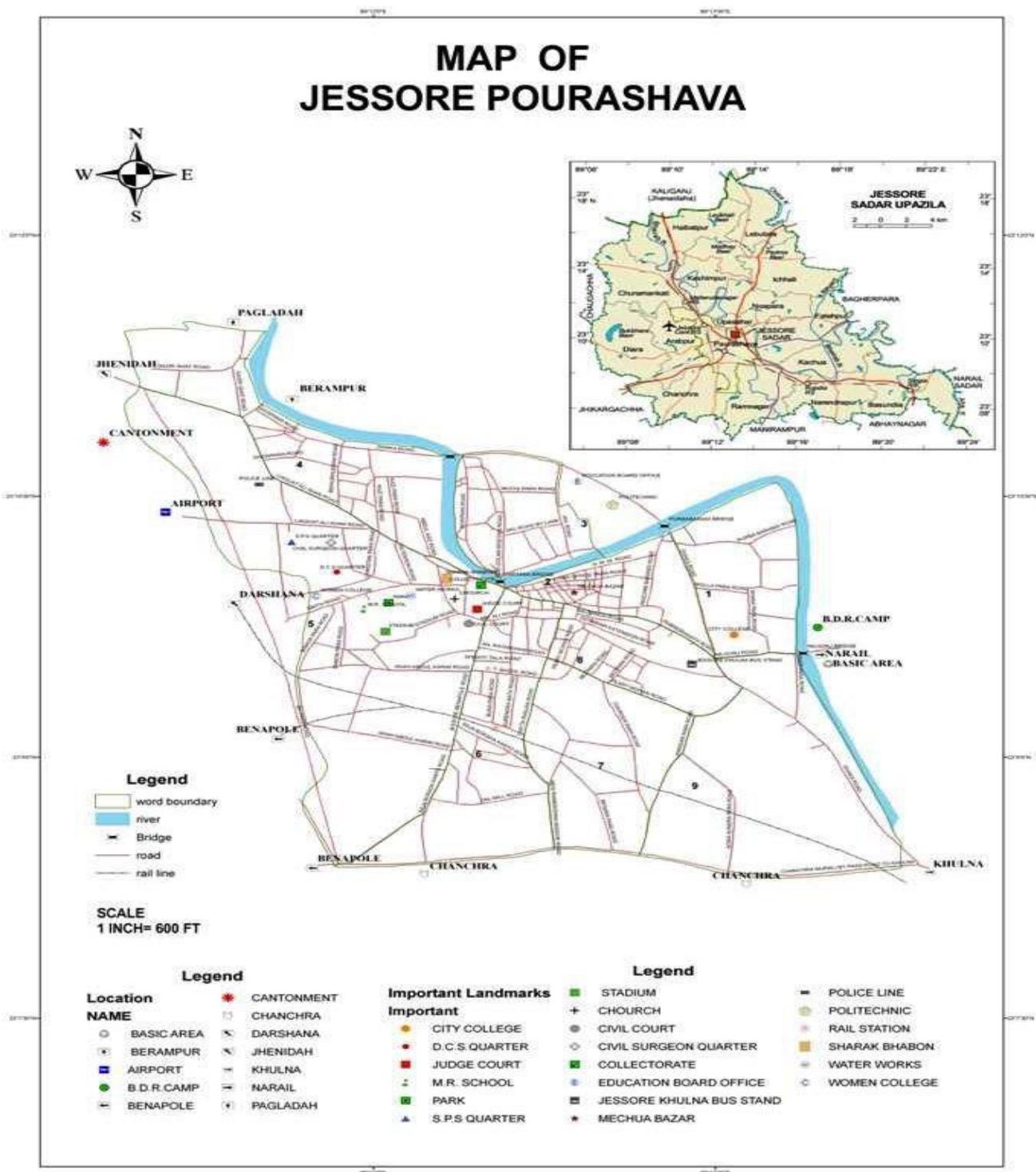


Figure 2: Proposed Roads and Drainage Improvement Subprojects

PACKAGE NO: UGIIP-III-I/JESS/UT+DR/01/2015

Name of Scheme: Improvement of Go-Hata road by CC from MK road to Meat Market. Ch.0+000 to Ch.0+135m) under Jessore Pourashava.

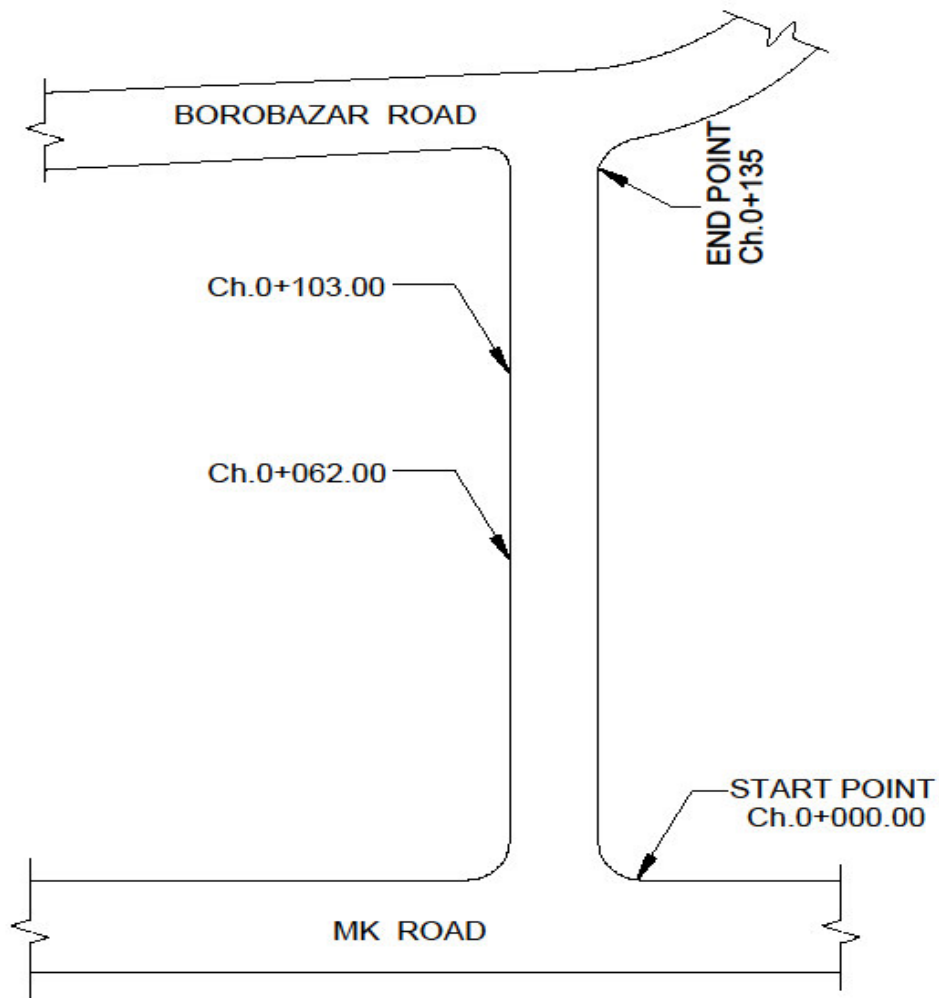


Figure 2a: Strip Maps of Subproject Road

PACKAGE NO: UGIIP-III-I/JESS/UT+DR/01/2015

Name of Scheme: Construction of RCC Drain at Chanchra dalmil road from New-Ramkrishno mission road to Mujib road ,Ch.0+0+000 to Ch.0+650m under Jessore Pourashava.

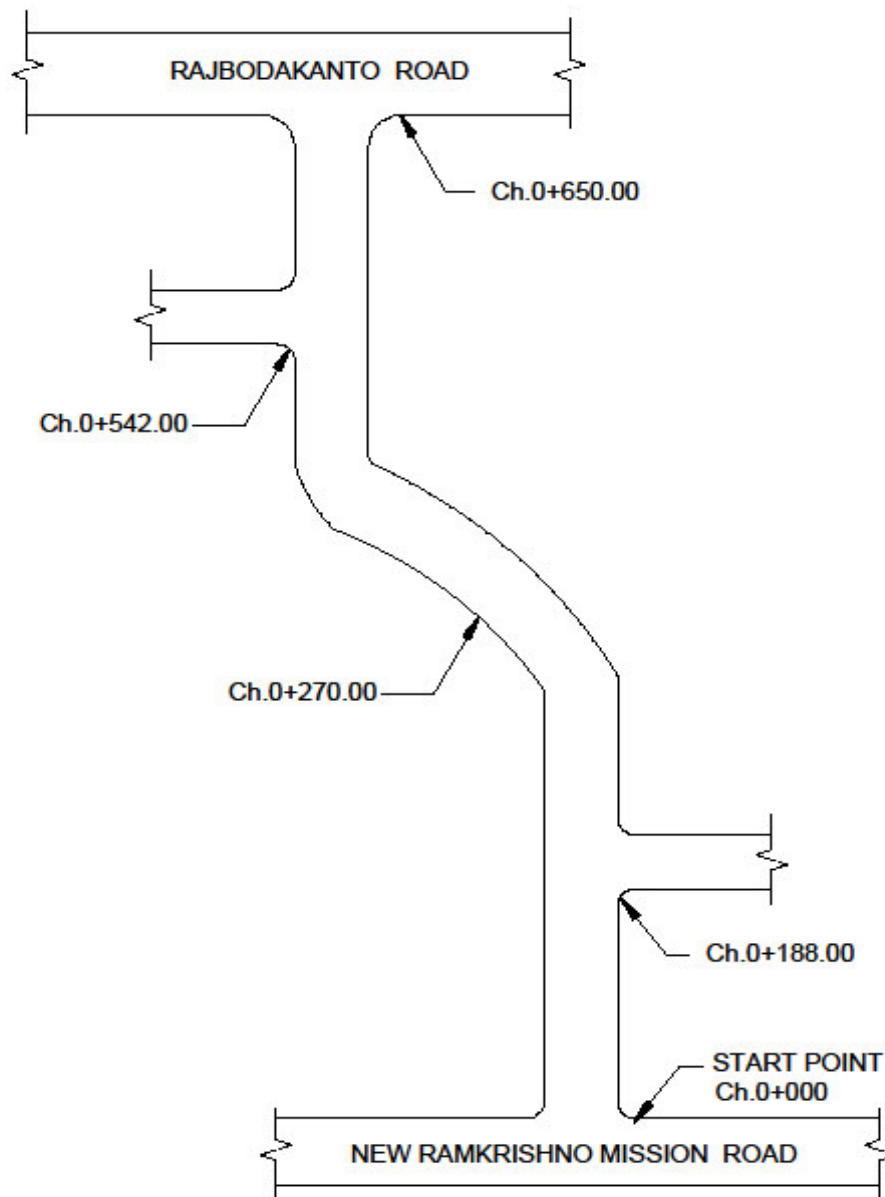


Figure 3b: Strip Maps of Subproject drain



Figure 4: Typical Photographs of sub-projects.

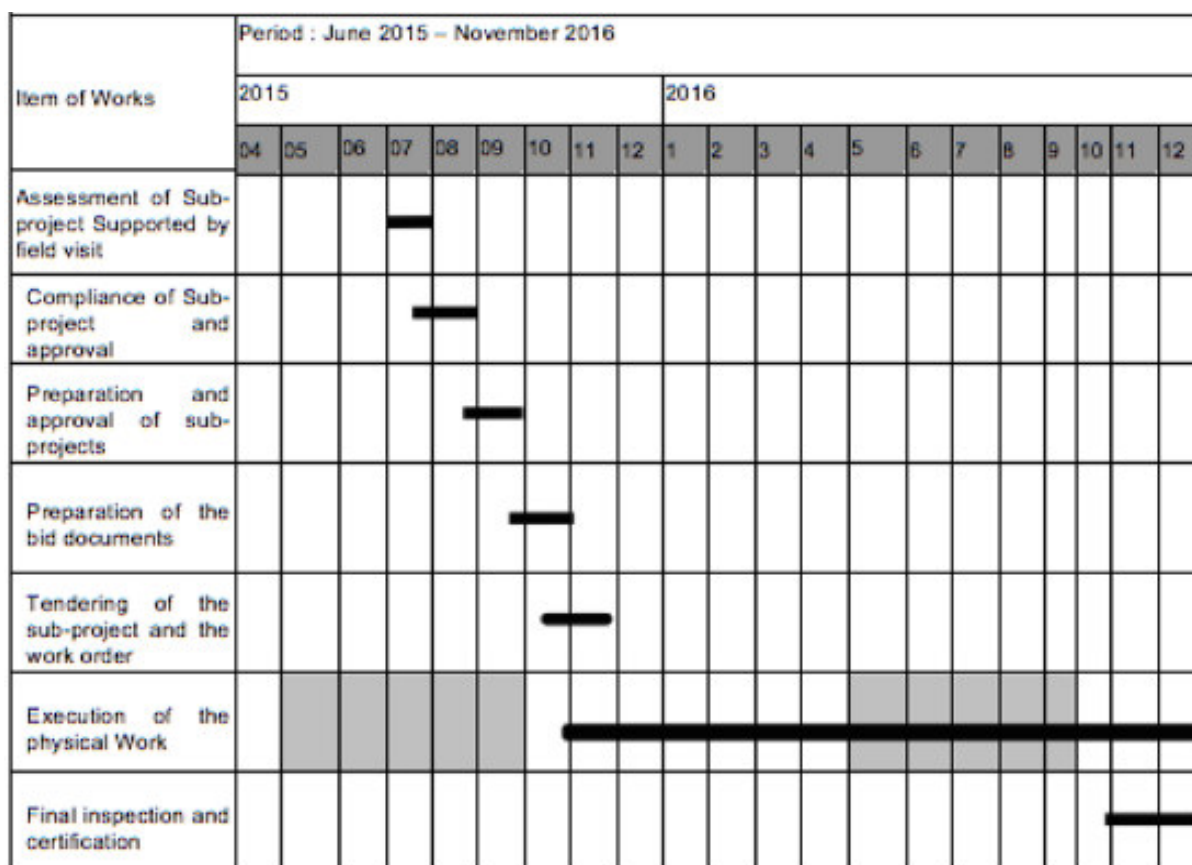


Figure 5: Implementation Work Schedule for Jessore Pourashava

19. Figure 6-8 shows the typical cross-section of roads and drains.

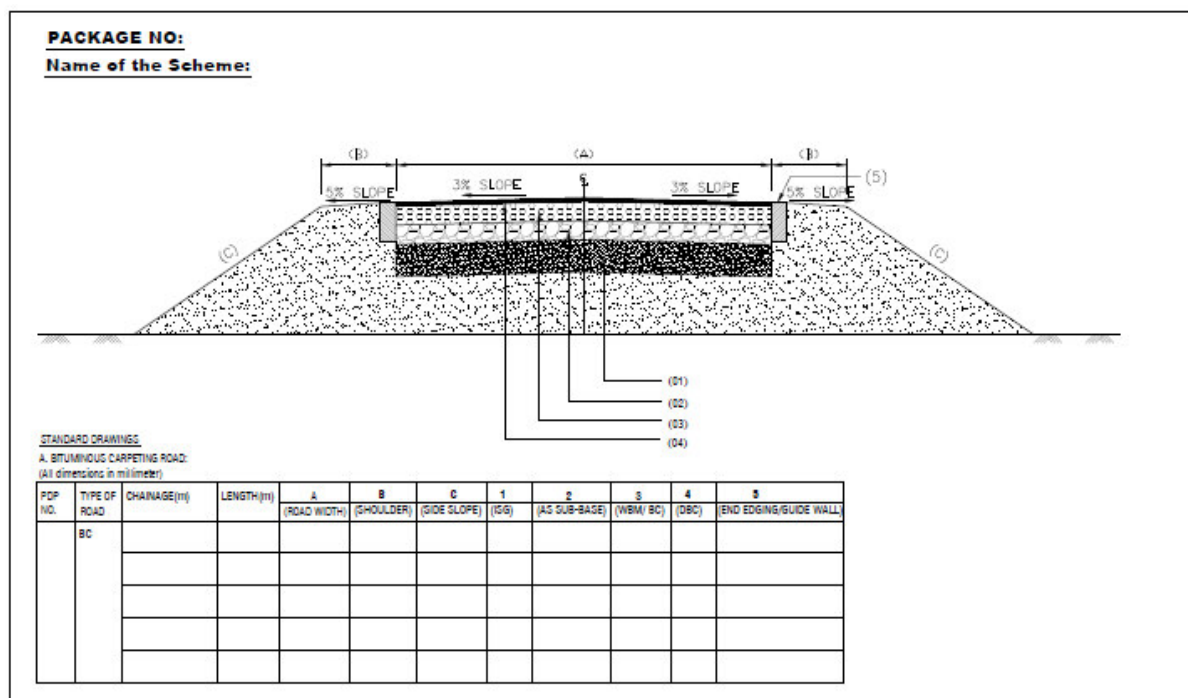


Figure 3: Typical Road Sections (Bituminous Carpeting Road)

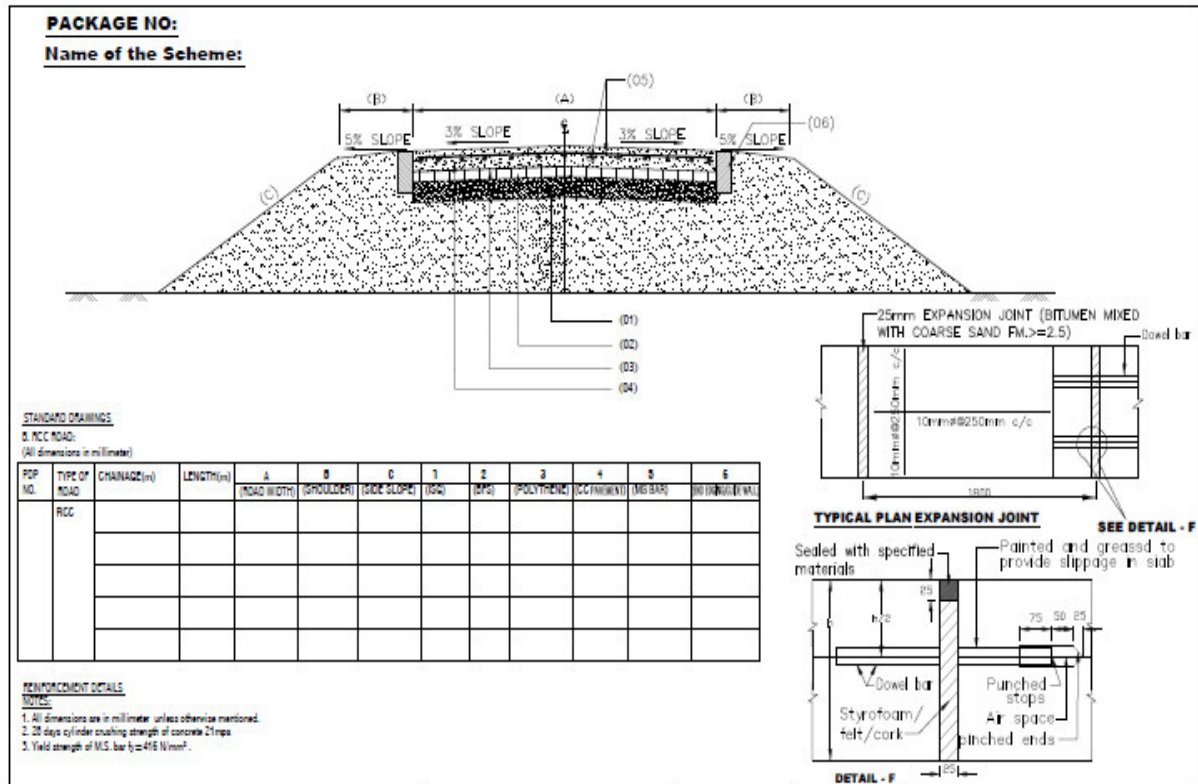


Figure 4: Typical Road Sections (Concrete Road)

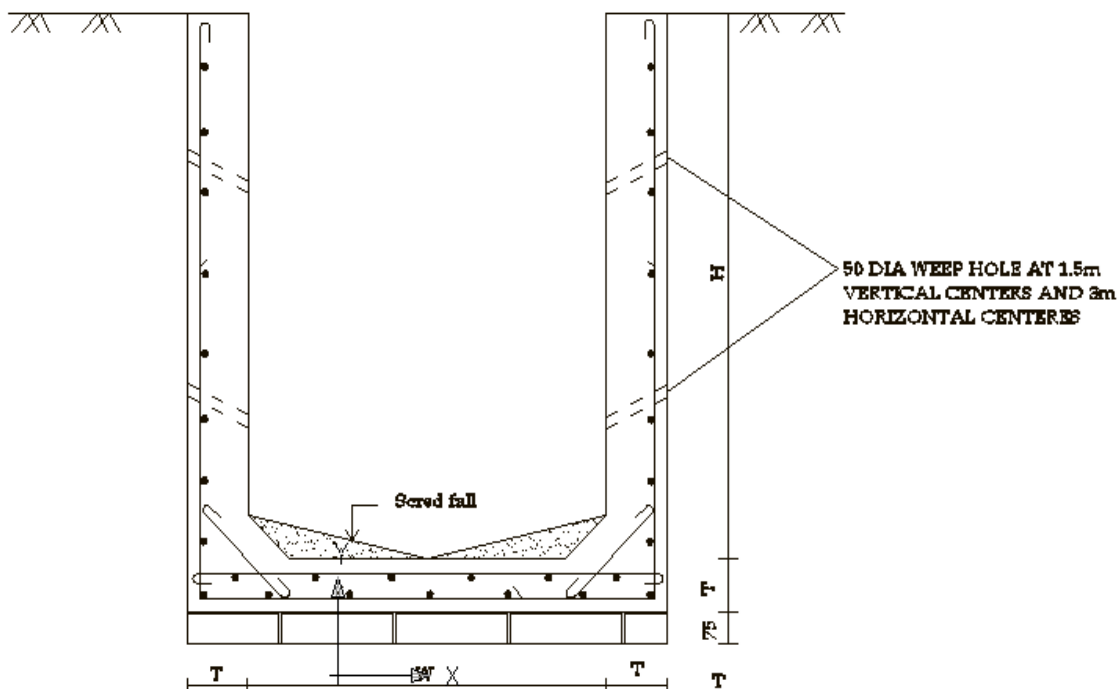


Figure 5: Typical Drain Cross Section

Table 1: Summary Information of IR Impacts of Sub Projects

Sub Project No: UGIIP-III-I/JESS/UT/01/2015 (Lot-01, Lot-02)

SL No.	PDP No/ Scheme NO.	Name of Schemes	Road/ Drain Length (m)	Proposed width Road/ Drain (m)	Possible Social Impact/ IR Impact	Presence of Indigenous People (IPS)	Type of Loss/ Affected	Land Ownership
R-1	01	Rehabilitation & widening of East Barandipara main road by DBC & CC from Jessore-Dhaka road to End of Poura area near Barandipara Lichutala Bridge. Ch.0+400 to Ch.1+100m, & Connecting Road at Ch.0+200 East Barandipara main road via Bow-Baazaz to Jessore-Dhaka road. Ch. 0+000 to Ch.0+370 m	1070	3.00	<ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not found	No loss reported	Pourashava
R-2	06	Improvement of East Barandipara Graveyard road by lane by CC from near by proposed Eidgah to Mondir via H/O Fasihur Rahman, Ch.0+000 to Ch.0+210m	210	5.00	<ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition 	Not found	No loss reported	Pourashava
R-3	122	(a) Rehabilitation & widening of West Barandipara main road from Jessore-Dhaka road to R.N road, Ch.0+0+00 to Ch.0+780m, (b) Connecting Road -01 Nathpara Mondir road from West Barandipara main road to khaldhar road, Ch.0+0+000 to Ch.0+230m, (c) Connecting Road -02 Kadam-Tala road from West Barandipara main road to Jessore-Dhaka road, Ch.0+000 to Ch.0+221m & (d) Connecting Road -03 Nikaripara road from West Barandipara main road to Khaldhar road ,Ch.0+0+000 to Ch.0+235m	1466	5.50	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period. 	Not found	No loss reported	Pourashava
R-4	123	Improvement & widening of Khaldhar road from HMM road near Ice-Factory to R.N road near	540	3.50	<ul style="list-style-type: none"> • No IR impacts • No requirement 	Not found	No loss reported	Pourashava

SL No.	PDP No/ Scheme NO.	Name of Schemes	Road/ Drain Length (m)	Proposed width Road/ Drain (m)	Possible Social Impact/ IR Impact	Presence of Indigenous People (IPS)	Type of Loss/ Affected	Land Ownership
		Sugercan Baazar, Ch.0+0+000 to Ch.0+540m & 01 no. cross drain at Ch. 316m on Khaldhar road.			for land acquisition • Temporary disturbance of the local people during construction period.			
R-5	124	Rehabilitation & widening by CC road at HMM road from Khaldhar road near Ice-Factory to East Bazaar neat Foot Bridge. Ch.0+000 to Ch.0+360m	360	4.00	• No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period	Not found	No loss reported	Pourashava
R-6	TLCC	Improvement of Go-Hata road by CC from MK road to Meat Market. Ch.0+000 to Ch.0+135m	135	4.00	• No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period	Not found	No loss reported	Pourashava
R-7	385	Rehabilitation & widening of Chanchra dalmil road from New-Ramkrishno mission road near BADC Godown to Mujib road, Ch.0+0+000 to Ch.0+650m & 01 no. Box Culvert at Ch. 650m on Mujib road.	650	3.00	• No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period	Not found	No loss reported	Pourashava
Road			4431.00		•			
D-1	01	Construction of RCC Drain at East Barandipara main road side drain from Jessore-Dhaka road to End of Pourashava near Barandipara	1200	.90	• No IR impacts • No requirement	Not found	No loss reported	Pourashava

SL No.	PDP No/ Scheme NO.	Name of Schemes	Road/ Drain Length (m)	Proposed width Road/ Drain (m)	Possible Social Impact/ IR Impact	Presence of Indigenous People (IPS)	Type of Loss/ Affected	Land Ownership
		Lichutala Bridge. Ch.0+400 to Ch.1+000m (Both side).			for land acquisition • Temporary disturbance of the local people during construction period			
D-2	02	Construction of RCC Drain at East Barandipara Amtala road West side from Existing Culvert near Nil-Ganj khal to Existing RCC Drain Ch.0+555 to Ch.0+075m, and Connecting Drain from proposed Eidgah to Mondir via H/O Fasihur Rahman, Ch.0+000 to Ch.0+240m	720	.90	• No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period	Not found	No loss reported	Pourashava
D-3	34	Construction of RCC Drain (Both side) from West Barandipara main road to Jessore-Dhaka road near Kadam tala Mosque, Ch.0+000 to Ch.0+221m	442	.8	• No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period.	Not found	No loss reported	Pourashava
D-4	25	Construction of RCC Drain from Khaldhar road near Ice-Factory to East Bazaar neat Foot Bridge. Ch.0+000 to Ch.0+360m(R/S) & Ch.0+000 to Ch.0+270m(L/S)	630	.90	• No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period	Not found	No loss reported	Pourashava
D-5	39	Construction of RCC Drain at Go-Hata road from MK road to Meat Market, Ch.0+000 to Ch.0+245m	245	.80	• No IR impacts • No requirement for land acquisition • Temporary disturbance of the	Not found	No loss reported	Pourashava

SL No.	PDP No/ Scheme NO.	Name of Schemes	Road/ Drain Length (m)	Proposed width Road/ Drain (m)	Possible Social Impact/ IR Impact	Presence of Indigenous People (IPS)	Type of Loss/ Affected	Land Ownership
					local people during construction period			
D-6	236	Construction of RCC Drain at Chanchra dalmil road from New-Ramkrishno mission road to Mujib road ,Ch.0+0+000 to Ch.0+650m	650	1.20	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period 	Not found	No loss reported	Pourashava
Drain			3887		•			
R-8	389	Rehabilitation of Shostitala Bunopara road by CC from PTI road infront of PTI to Rail-way Station road, Ch.0+000 to Ch.0+400m	400	8.00	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period 	Not found	No loss reported	Pourashava
R-9	380	Rehabilitation of Nil-Ratondhor/Vola Tank road from Mujib road infront of circute House to Rail road ,Ch.0+000 to Ch.0+510m	510	3.65	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period 	Not found	No loss reported	Pourashava
R-10	184	Improvement of Ghope Nowapara road By lane by CC from Ghope Nowapara road to Ghope Central road Connecting road, Ch.0+000 to Ch.0+300m	300	4.00	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during 	Not found	No loss reported	Pourashava

SL No.	PDP No/ Scheme NO.	Name of Schemes	Road/ Drain Length (m)	Proposed width Road/ Drain (m)	Possible Social Impact/ IR Impact	Presence of Indigenous People (IPS)	Type of Loss/ Affected	Land Ownership
					construction period			
R-11	233	Improvement of Gazir-Ghat Graveyard road by CC from Jessore-Jhenidah road near pal-Bari Mosque to Gazir-Ghat road near graveyard, Ch.0+000 to Ch.0+500m	500	4.00	<ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not found	No loss reported	Pourashava
R-12	310	Improvement of Abdul Matin road by CC from Mujib road near Circuit house to MSA Karim road near South-East gate of MM college, Ch.0+000 to Ch.0+570m	570	5.00	<ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not found	No loss reported	Pourashava
R-13	334	Improvement of Hazrat Borhan Sha road by lane by CC from Hazrat Borhan Sha road near H/o. Mr. Owadud to H/o. Mr.Shathi, Part-A: Ch.0+000 to Ch.0+050m, Part-B: Ch.0+000 to Ch.0+160m & part-C: Ch.0+000 to Ch.0+225m	435	2.75	<ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not found	No loss reported	Pourashava
R-14	467	Rehabilitation & widening of Tantipara road from Jessore-Narail road to Jessore-khluna road, Ch.0+000 to Ch.0+640m	640	6.10	<ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of 	Not found	No loss reported	Pourashava

SL No.	PDP No/ Scheme NO.	Name of Schemes	Road/ Drain Length (m)	Proposed width Road/ Drain (m)	Possible Social Impact/ IR Impact	Presence of Indigenous People (IPS)	Type of Loss/ Affected	Land Ownership
					Passerby and vehicle			
R-15	TLCC	Improvement of Raja Barada Kanto road by lane by RCC from Raja barada Kanto road near surjer-Hashi Clinic to Chanchra dail-Mill rmain road, Ch.0+000 to Ch.0+145m	3.00	3.00	<ul style="list-style-type: none"> No major IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle 	Not found	No loss reported	Pourashava
Road			3,500.00		•			
D-7	241	Construction of RCC Drain at Shostitala Bunopara road from PTI road infront of PTI to Rail-way Station road. Ch.0+292 to Ch.0+382m(L/S), Ch.0+252 to Ch.0+382m(L/S)	220	.90	<ul style="list-style-type: none"> No major IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle 	Not found	No loss reported	Pourashava
D-8	41	Construction of RCC Drain at Ghope Nowapara road from Jail road near Shador Hospital to Jessore-Jhenidah road near Babla Tala, Ch.0+000 to Ch.1+100m(R/S) & Ch.0+125 to Ch.1+030m(L/S)	1935	.90	<ul style="list-style-type: none"> No major IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle 	Not found	No loss reported	Pourashava
D-9	105	Construction of RCC Drain at Gazir-Ghat road from Jessore-Jhenidah road to Rowshon Ali road, Ch.0+000 to Ch.1+045m	1045	1.00	<ul style="list-style-type: none"> No major IR impacts No requirement for land acquisition 	Not found	No loss reported	Pourashava

SL No.	PDP No/ Scheme NO.	Name of Schemes	Road/ Drain Length (m)	Proposed width Road/ Drain (m)	Possible Social Impact/ IR Impact	Presence of Indigenous People (IPS)	Type of Loss/ Affected	Land Ownership
					<ul style="list-style-type: none"> • Temporary disturbance of Passerby and vehicle 			
D-10	106	Construction of RCC Drain at Rowshon Ali road from Gazir-Ghat road at Ch.0+850 to Jessore-Jhenidah road, Ch.0+000 to Ch.1+050m	1050	1.30	<ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not found	No loss reported	Pourashava
D-11	109	Construction of RCC Drain at Ch.0+300 of Gazir-Ghat Graveyard road to Gazir-Ghat main road, Ch.0+000 to Ch.0+260m	260	.90	<ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not found	No loss reported	Pourashava
D-12	169	Construction of RCC Drain at Abdul Matin road from Mujib road near Circit house to MSA Karim road near South-East gate of MM college, Ch.0+000 to Ch.0+570m(R/S) & Ch.0+000 to Ch.0+350m	790	.90	<ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not found	No loss reported	Pourashava
D-13	334	Construction of RCC Drain from Hazrat Borhan Sha road near H/o. Mr. Owadud to H/o. Mr.Shathi, Part-A: Ch.0+000 to Ch.0+050m,	435	1.20	<ul style="list-style-type: none"> • No major IR impacts • No requirement 	Not found	No loss reported	Pourashava

SL No.	PDP No/ Scheme NO.	Name of Schemes	Road/ Drain Length (m)	Proposed width Road/ Drain (m)	Possible Social Impact/ IR Impact	Presence of Indigenous People (IPS)	Type of Loss/ Affected	Land Ownership
		Part-B: Ch.0+000 to Ch.0+160m & part-C: Ch.0+000 to Ch.0+225m			for land acquisition • Temporary disturbance of Passerby and vehicle			
Drain			5735.00					

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;
- 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;
- 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 review, field visits to the proposed subprojects item and one-on-one interviews with stakeholders.

22. **Stakeholders and public consultations.** Comprehensive discussions with MDSC consultants, Jessore *pourashava officials*, community people living near by the proposed subprojects 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 Jessore Pourashava on 21-6-2015 and have a meetings with, Mayor, Executive Engineer, Assistant Engineer, Sub Assistant Engineers, councilors 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. 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 30th September 2015**. Appendix-1 shows the details of Consultation Meetings. at Jessore Pourashava.

24. As a part of Public consultation, relevant consultants and pourashava officials arranged meetings at pourashava office and at different roads and drains locations. 4(Four) formal meetings were arranged by the pourshava official with the stakeholders. The meeting sites were at (a) Purbo Barandi of ward no-1, (b) Lalkha Para of ward-.no-4, (c) Ashram Road of ward no-7, (d) Nazir Sankarpur Primary School of ward no-9. Near about 135 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 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 Jessore *pourashava engineering staff* conducted transect walks during June- 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 social safe guard team (MDSC) visited Jessore *pourashava* during June- August 2015to measure the widths of proposed roads and drains under Package No:UGIIP-III-I/JESS/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 adversely 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, UGIIP-III 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 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 roads and drainage components under Package Nr: UGIIP-III-I/JESS/UT+DR/01/2015 (Lot-01+Lot-02) will involve improvement of existing roads and drainage on existing alignments owned by Jessore 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 Jessore pourashava of the existing roads and required widths in the ROWs therefore no land acquisition is required. Land ownership certificate is shown in Appendix-5.

32. All drainage components under Package Nr: UGIIP-III-I/JESS/UT+DR/01/2015 (Lot-01+Lot-02) will be constructed on existing ROW widths of which are sufficient for the proposed components. MDSC together with PMO confirmed ownership and land records of Jessore pourashava of the drains ROWs therefore no land acquisition is required.

33. Ownership of land in Phase 1 (roads & drains) certificate given by pourashava authority has been shown with this report in Appendix 5.

34. The Social Safeguard Unit of MDSC for UGIIP-III further verified and checked the roads and drains through the questionnaire that is titled "Initial Evaluation Assessment Format". Through this format, the team members have organized consultation with road users and gathered feedback on the subprojects. There are no encroachers, squatters, mobile vendors and hawkers along the ROW of proposed drains and roads. For records and documentation purposes, the following are the socioeconomic 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.

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

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

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

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

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

39. 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.

40. **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. The IP Categorization form is attached as Appendix 3. The subproject has no IP impact and classified as Category C for IP.

41. **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.

42. **Cost.** Table 2 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	P I U
(ii) grievance redress mechanism	100,000	P I U
(iii) safeguards capacity building program	450,000	Under MDSC costs
(vi) materials for awareness raising and implementation of consultation and participation plan	3,30,000	Under GICDC costs
10% Contingency (to cover labor costs for shifting assistance, repair/compensation for damaged property, others not specified above)	Variable	

43. 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.

44. Sub-project 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.

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

46. 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 Subprojects
Package No: UGIIP-III-I/JESS/UT/01/2015 (Lot-01, Lot-02)

SL No.	PDP No/ Scheme NO.	Sub-Project Schemes	Type of Loss/ Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People
R-1	01	Rehabilitation & widening of East Barandipara main road by DBC & CC from Jessore-Dhaka road to End of Poura area near Barandipara Lichutala Bridge. Ch.0+400 to Ch.1+100m, & Connecting Road at Ch.0+200 East Barandipara main road via Bow-Baazaz to Jessore-Dhaka road. Ch. 0+000 to Ch.0+370 m	No loss reported	Not applicable	No major IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle	Not required	Not found
R-2	06	Improvement of East Barandipara Graveyard road by lane by CC from near by proposed Eidgah to Mondir via H/O Fasihur Rahman, Ch.0+000 to Ch.0+210m	No loss reported	Not applicable	No major IR impacts No requirement for land acquisition	Not required	Not found
R-3	122	(a) Rehabilitation & widening of West Barandipara main road from Jessore-Dhaka road to R.N road, Ch.0+0+00 to Ch.0+780m, (b) Connecting Road -01 Nathpara Mondir road from West Barandipara main road to khaldhar road, Ch.0+0+000 to Ch.0+230m, (c) Connecting Road -02 Kadam-Tala road from West Barandipara main road to Jessore-Dhaka road, Ch.0+000 to Ch.0+221m & (d) Connecting Road -03 Nikaripara road from West Barandipara main road to Khaldhar road ,Ch.0+0+000 to Ch.0+235m	No loss reported	Not applicable	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction period.	Not required	Not found
R-4	123	Improvement & widening of Khaldhar road from HMM road near Ice-Factory to R.N road near Sugercan Baazar, Ch.0+0+000 to Ch.0+540m & 01 no. cross drain at Ch. 316m on Khaldhar road.	No loss reported	Not applicable	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction period.	Not required	Not found
R-5	124	Rehabilitation & widening by CC road at HMM road from Khaldhar road near Ice-Factory to East Bazaar neat Foot Bridge. Ch.0+000 to Ch.0+360m	No loss reported	Not applicable	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during	Not required	Not found

SL No.	PDP No/ Scheme NO.	Sub-Project Schemes	Type of Loss/ Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People
					construction period		
R-6	TLCC	Improvement of Go-Hata road by CC from MK road to Meat Market. Ch.0+000 to Ch.0+135m	No loss reported	Not applicable	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction period	Not required	Not found
R-7	385	Rehabilitation & widening of Chanchra dalmil road from New-Ramkrishno mission road near BADC Godown to Mujib road, Ch.0+0+000 to Ch.0+650m & 01 no. Box Culvert at Ch. 650m on Mujib road.	No loss reported	Not applicable	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction period	Not required	Not found
Road							
D-1	01	Construction of RCC Drain at East Barandipara main road side drain from Jessore-Dhaka road to End of Pourashava near Barandipara Lichutala Bridge. Ch.0+400 to Ch.1+000m (Both side).	No loss reported	Not applicable	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction period	Not required	Not found
D-2	02	Construction of RCC Drain at East Barandipara Amtala road West side from Existing Culvert near Nil-Ganj khal to Existing RCC Drain Ch.0+555 to Ch.0+075m, and Connecting Drain from proposed Eidgah to Mondir via H/O Fasihur Rahman, Ch.0+000 to Ch.0+240m	No loss reported	Not applicable	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction period	Not required	Not found
D-3	34	Construction of RCC Drain (Both side) from West Barandipara main road to Jessore-Dhaka road near Kadam tala Mosque, Ch.0+000 to Ch.0+221m	No loss reported	Not applicable	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction period.	Not required	Not found
D-4	25	Construction of RCC Drain from Khaldhar road near Ice-Factory to East Bazaar neat Foot Bridge.	No loss reported	Not applicable	No IR impacts No requirement for land	Not required	Not found

SL No.	PDP No/ Scheme NO.	Sub-Project Schemes	Type of Loss/ Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People
		Ch.0+000 to Ch.0+360m(R/S) & Ch.0+000 to Ch.0+270m(L/S)			acquisition Temporary disturbance of the local people during construction period		
D-5	39	Construction of RCC Drain at Go-Hata road from MK road to Meat Market, Ch.0+000 to Ch.0+245m	No loss reported	Not applicable	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction period	Not required	Not found
D-6	236	Construction of RCC Drain at Chanchra dalmil road from New-Ramkrishno misson road to Mujib road ,Ch.0+0+000 to Ch.0+650m	No loss reported	Not applicable	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction period	Not required	Not found
Drain							
R-8	389	Rehabilitation of Shostitala Bunopara road by CC from PTI road infront of PTI to Rail-way Station road, Ch.0+000 to Ch.0+400m	No loss reported	Not applicable	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction period	Not required	Not found
R-9	380	Rehabilitation of Nil-Ratondhor/Vola Tank road from Mujib road infront of circute House to Rail road ,Ch.0+000 to Ch.0+510m	No loss reported	Not applicable	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction period	Not required	Not found
R-10	184	Improvement of Ghope Nowapara road By lane by CC from Ghope Nowapara road to Ghope Central road Conneting road, Ch.0+000 to Ch.0+300m	No loss reported	Not applicable	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction period	Not required	Not found

SL No.	PDP No/ Scheme NO.	Sub-Project Schemes	Type of Loss/ Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People
R-11	233	Improvement of Gazir-Ghat Graveyard road by CC from Jessore-Jhenidah road near pal-Bari Mosque to Gazir-Ghat road near graveyard, Ch.0+000 to Ch.0+500m	No loss reported	Not applicable	No major IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle	Not required	Not found
R-12	310	Improvement of Abdul Matin road by CC from Mujib road near Circit house to MSA Karim road near South-East gate of MM college, Ch.0+000 to Ch.0+570m	No loss reported	Not applicable	No major IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle	Not required	Not found
R-13	334	Improvement of Hazrat Borhan Sha road by lane by CC from Hazrat Borhan Sha road near H/o. Mr. Owadud to H/o. Mr.Shathi, Part-A: Ch.0+000 to Ch.0+050m, Part-B: Ch.0+000 to Ch.0+160m & part-C: Ch.0+000 to Ch.0+225m	No loss reported	Not applicable	No major IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle	Not required	Not found
R-14	467	Rehabilitation & widening of Tantipara road from Jessore-Narail road to Jessore-khluna road, Ch.0+000 to Ch.0+640m	No loss reported	Not applicable	No major IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle	Not required	Not found
R-15	TLCC	Improvement of Raja Barada Kanto road by lane by RCC from Raja barada Kanto road near surjer-Hashi Clinic to Chanchra dail-Mill remain road, Ch.0+000 to Ch.0+145m	No loss reported	Not applicable	No major IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle	Not required	Not found
D-7	241	Construction of RCC Drain at Shostitala Bunopara road from PTI road infront of PTI to Rail-way Station road. Ch.0+292 to Ch.0+382m(L/S), Ch.0+252 to Ch.0+382m(L/S)	No loss reported	Not applicable	No major IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle	ot required	ot found
D-8	41	Construction of RCC Drain at Ghope Nowapara road from Jail road near Shador Hospital to Jessore-Jhenidah road near Babla Tala, Ch.0+000 to Ch.1+100m(R/S) & Ch.0+125 to Ch.1+030m(L/S)	No loss reported	Not applicable	No major IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle	ot required	ot found

SL No.	PDP No/ Scheme NO.	Sub-Project Schemes	Type of Loss/ Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People
D-9	105	Construction of RCC Drain at Gazir-Ghat road from Jessore-Jhenidah road to Rowshon Ali road, Ch.0+000 to Ch.1+045m	No loss reported	Not applicable	No major IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle	Not required	Not found
D-10	106	Construction of RCC Drain at Rowshon Ali road from Gazir-Ghat road at Ch.0+850 to Jessore-Jhenidah road, Ch.0+000 to Ch.1+050m	No loss reported	Not applicable	No major IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle	Not required	Not found
D-11	109	Construction of RCC Drain at Ch.0+300 of Gazir-Ghat Graveyard road to Gazir-Ghat main road, Ch.0+000 to Ch.0+260m	No loss reported	Not applicable	No major IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle	Not required	Not found
D-12	169	Construction of RCC Drain at Abdul Matin road from Mujib road near Circuit house to MSA Karim road near South-East gate of MM college, Ch.0+000 to Ch.0+570m(R/S) & Ch.0+000 to Ch.0+350m	No loss reported	Not applicable	No major IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle	Not required	Not found
D-13	334	Construction of RCC Drain from Hazrat Borhan Sha road near H/o. Mr. Owadud to H/o. Mr. Shathi, Part-A: Ch.0+000 to Ch.0+050m, Part-B: Ch.0+000 to Ch.0+160m & part-C: Ch.0+000 to Ch.0+225m	No loss reported	Not applicable	No major IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle	Not required	Not found

V. FUTURE CONSULTATIONS AND DISCLOSURE

47. 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 Jessore *pourashava* and provided to members of TLCC and community representatives.

48. A consultation and participation plan is prepared for UGIIP-III; consultation activities will be coordinated by the PMO, PIU (Jessore 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, Jessore *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

49. 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.

50. **Grievance redress mechanism.** A project-specific grievance redress mechanism (GRM) will be established to receive, evaluate, and facilitate the resolution of AP's concerns, complaints, and grievances about the social and environmental performance at the level of the project. This is outlined in figure 7 below. The GRM will aim to provide a time-bound and transparent mechanism to voice and resolve social and environmental concerns linked to the project. The multi-tier GRM for the project is outlined below, each tier having time-bound schedules and with responsible persons identified to address grievances and seek appropriate persons' advice at each stage, as required. The PMO, MDSC safeguards team and GICDC team assist the PIU in establishing the GRM and building the capacity of the GRC members to address project related complaints/ grievances. Once contractors are mobilized, inform them of their role and responsibilities and procedures involved in the GRM.

51. 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.

52. 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:M-01712013213,01711313906 ph:0421-61934 and at accessible locations, by e-mail mayor.Jessorepourashava@yahoo.com, by post, or by writing in a complains register in PIU or Jessore *pourashava* office.

53. 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

1. **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 ²Panel 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. 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.

54. 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.

55. 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.

56. **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 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.

57. **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.

58. **Costs.** All costs involved in resolving the complaints (meetings, consultations, communication and reporting/information dissemination) will be borne by the concerned PIU at

² Grievance redress committees (GRC) has been formed at Jessor Pourashava. The GRC comprises of the Panel Mayor-1 as Chairperson, 1 female councilor, 1 Male Councilor, Executive Engineer, 1 NGO representative, and Secretary of the pourashava as members. In addition for the project related grievances representative of Affected Person's (APs), Community based organizations (CBOs), and eminent citizens will be invited as observers in GRC Meetings

pourashava-level; while costs related to escalated grievances will be met by the PMO. Cost estimates for grievance redress are included in Social Safeguard implementation cost estimates for affected persons if wishes.

GRM Diagram

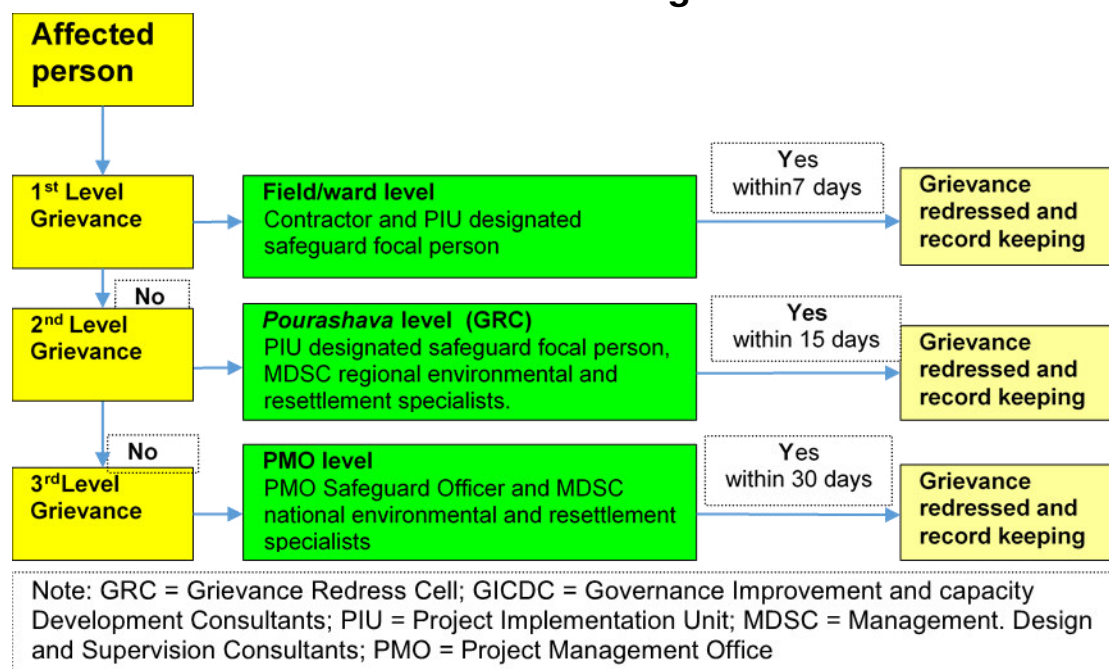


Figure 9: GRM Diagram

VI. MITIGATION OF SOCIAL CONCERNS

59. 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.

60. 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

61. 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) no roads need resettlement, dislocation or relocation. So only two strip maps are provided as a sample. (iii) there are no structures, houses, shops, trees or any other establishments on the ROWs of the proposed roads and drains alignments; (iv) as a result no dislocation, demolition of houses or structures will be required due the development activities; (v) the local people unanimously welcomed the project and showed positive attitude to the improvement of the proposed subproject. None was found to oppose the subproject; (vi) urban residents and the rural residents in surrounding hinterland will benefit from improvement of the proposed roads for creating better access to urban markets & social services provided in the project town; (vii) no potential negative impact could be identified and (ix) business or economic activities will not be impeded resulting losses in income or asset.

62. 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.

63. 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; (iii) complaints/grievance received, if any, and resolutions conducted; and (iv) unanticipated IR impacts during subproject implementation not included in this due diligence report.

64. Based on the findings presented in this due diligence report, the Jessore Subproject Package Nr: UGIIP-III-I/JESS/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, at Purbo barandi

Subproject :(PDP-R/123) Improvement & widening of khaldar road from HMM road near ice factory to R.N road near sugarcane bazaar, CH.0+0+000 to Ch.0+540 m & 01 no. cross drain at Ch.316 m on khaldar road.

Venue: Purbo barandi, ward no-01,

Date: 23/09/2015, Time: 4.00 PM,

No. of Participants: 37.

65. The public consultation meeting was presided over by Mr. Md. Maruful Islam, Mayor, Jessor pourashava, Mr. S.M. Sarif hasan, XEN, Mr. Ahasan habib, Assistance Engineer were present in the meeting. In the meeting road users, local elites, local govt. representative & business men, members of ward committees and representatives of local government agencies were also present.

66. The agenda of the meeting was advising on the planning, improvement, reconstruction, rehabilitation of ADB funded roads, drains of the Pourashava within the participant's area.

67. The Safeguard Officer Mr. S.M. Sarif hasan, the Executive engineer, and the Mayor of the Pourashava briefed the participants regarding the goals and objectives of the projects and safeguard issues relating to public disturbance during construction period and also probable mitigation measures highlighting that there will be no land acquisition or public donation of land for subproject implementation as the activities will be implemented inside the ROWs.

68. During open discussion session, participants raised following questions, queries and suggestions:

- ensure quality of the work and timely completion of construction activities.
- avoid land acquisition
- continuous communications with community and ensure public consultation
- Positive regarding the development activities through the proposed subprojects.
- The authority should not disturb livelihood of the poor income group of the Pourashava.
- Ensuring proper safety measures.

69. The issues raised have been addressed in this Due Diligence Report (DDR), noting these issues would not pose any significant constraint in the implementation of proposed sub-project.

70. The meeting concluded with thanks from the chair to the participants.



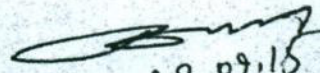
Public Consultation at Purbo barandi, Jessore Pourashava

Attendance Sheet of Participants

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

Name of the Pourashava: Jessore Venue: Purbobanandi Ward: 01
Date: 23.09.15 Time: 4:00
2 NO COLONY

Sl	Name of the Participant	Occupation	Signature
1	কাজনা সার্বজন	ব্যবসা	কাজনা
2	ভজিনা	ব্যবসা	ভজিনা
3	বাজিয়া	ভূমি	বাজিয়া
4	সিনথিয়া	ভূমি	সিনথিয়া
5	মুনোয়াবা	ভূমি	মুনোয়াবা
6	আনোয়াবা	ভূমি	আনোয়াবা
7	শিখিনি	ভূমি	শিখিনি
8	সাবিতা	ভূমি	সাবিতা
9	কোকসনা	ভূমি	কোকসনা
10	কাশানাডু	ভূমি	কাশানাডু
11	ব্রহ্ম	ভূমি	ব্রহ্ম
12	জাশানাবা	ভূমি	জাশানাবা
13	সোয়া	ভূমি	সোয়া
14	সার্থী	ভূমি	সার্থী
15	আনদুর আনী	ব্যবসা	আনদুর আনী
16	বোনি	ভূমি	বোনি
17	কোঃ অহিদুল ইসলাম	ছাত্র	অহিদুল


23.09.15
পরিচালক, পৌরসভা
জessore

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

Name of the Pourashava: Jessore Venue: Pirabo Bazar Ward: 01
 Date: 23/09/15 Time: 4:00 PM

Sl	Name of the Participant	Occupation	Signature
18	হুমায়ুন	হুমায়ুন	হুমায়ুন
19	মিস্ত্রি	চাকুরী	মিস্ত্রি
20	মাক	হুমায়ুন	মাক
21	হেনা	অর্থ ব্যবসা	হেনা
22	বিনা	চাকুরী	বিনা
23	মুফিজা	হুমায়ুন	মুফিজা
24	আমিনা	হুমায়ুন	আমিনা
25	বাসমা	হুমায়ুন	বাসমা
26	জাহিদুল	অর্থ ব্যবসা	জাহিদুল
27	হুমায়ুন	ব্যবসা	হুমায়ুন
28	আজিজ	চাকুরী	আজিজ
29	মিলন	চাকুরী	মিলন
30	মিলন	ব্যবসা	মিলন
31	আমিনা	হুমায়ুন	আমিনা
32	হুমায়ুন	বাড়ি-মিস্ত্রি	হুমায়ুন
33	মোঃ সুমন	হুমায়ুন	মোঃ সুমন
34	মারুয়াতুন্নাহ	ব্যবসা	মারুয়াতুন্নাহ
35	মারুয়াতুন্নাহ আরাম আলম	কাউন্সিলর	মারুয়াতুন্নাহ
36	মুফিজা হুমায়ুন	মহাবলি কাউন্সিলর	মুফিজা

উপস্থিত: আব্দুল মান্নান খান

মহাবলি প্রাঙ্গণ:
 মারুয়াতুন্নাহ

মারুয়াতুন্নাহ
 মারুয়াতুন্নাহ

23/09/15
 এম.এম. মাহবুবুল
 মারুয়াতুন্নাহ
 মারুয়াতুন্নাহ

Key Issues of Discussion

Sl. No.	Key issues	Major Findings
1.	Existing situation of the feeder road needs to be improved	The existing road condition is broken, narrow and some part is kacha, communication is not good. When heavy vehicles run side by side it sometimes causes destruction of household fences and causes further damage to the road already in bad shape/condition. 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.
2.	How the better road communication will bring better scopes for the community	The better road condition will greatly ease the pain of present suffering in movement on the road. Good road also is a sign of increasing business, education, and so will be the people's over all well being.
3.	Service use from Pourashava	The community informed that they pay Pourashava its holding tax. The community also bears the electricity cost for the street lamps and also development tax. The participants representing the community expressed their frustration with the Pourashava for its failure to provide humanitarian support to the poor in terms of warm clothes, during chilly winter days or cash or food In times of dire scarcity. They could only see Pourashava peoples' presence at the time of election for begging votes.
4.	Access to supply Water	People of this area wanted access to pure drinking water for the poor people and also for the slum people.
5.	Opinion of the local people regarding improvement of existing road and the area as a whole.	The local people of the area need road very much. There will not be any acquisition and requisition. Improved road will improve transportation and improved drain will remove water logging during wet season. No acquisition of land (private) will be during subproject implementation. The local people have expressed their willingness to support implementation of the project activities smoothly.
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.
7.	Local facilities and poor community to get access	Children of the locality go to the primary school, which is not far from the area. Even, if the roads are improved, the children, girls will get access to other educational institutions and the community people will have access to markets, health centres, Pourashava office and other facilities.
8.	Community's willingness to support pourashava	The community is very eager to extend their support for implementing the project. As they will be benefited by the proposed development and the project will create employment opportunities for poor people, they are very earnest to stand by the Pourashava with whatever support they could provide.

Public Consultation meeting 02, at Lal Khapara

Subproject PDP- (D/34): Construction of RCC drain (both side) from west barandipara main road to Jessore –Dhaka road near Lal Khapara, Ch.0+000 to Ch.0+221m

Vanue: Lal Khapara, Ward no.-04,

Date: 20/09/2015.**Time:** 4:00 PM,

No of Participants: 34.

71. The agenda of the meeting was advising on the planning, improvement, reconstruction, rehabilitation of ADB funded roads, drains of the Pourashava within the participant's area.

72. The Safeguard Officer Mr. S.M. Sarif hasan, the Executive engineer, and the Mayor of the Pourashava briefed the participants regarding the goals and objectives of the projects and safeguard issues relating to public disturbance during construction period and also probable mitigation measures highlighting that there will be no land acquisition or public donation of land for subproject implementation as the activities will be implemented inside the ROWs.

73. During open discussion session, participants raised following questions, queries and suggestions:

- ensure quality of the work and timely completion of construction activities.
- avoid land acquisition
- continuous communications with community and ensure public consultation
- Positive regarding the development activities through the proposed subprojects.
- The authority should not disturb livelihood of the poor income group of the Pourashava.
- Ensuring proper safety measures.

74. The issues raised have been addressed in this Due Diligence Report (DDR), noting these issues would not pose any significant constraint in the implementation of proposed sub-project.

75. The meeting concluded with thanks from the chair to the participants.

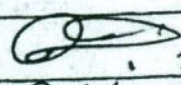
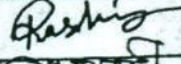
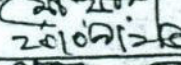


Public Consultation at Lal Khapara, Jessore Pourashav

Attendance Sheet of Participants

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

Name of the Pourashava: থাকোর Venue: মানখাদা Ward: ৪ নং ওয়ার্ড
Date: ২০/০৭/১৫ Time: ৮.০০ সন্ধ্যা

Sl	Name of the Participant	Occupation	Signature
1	হুমায়ুন কবীর	বসতিগত কর্মী ৪ নং ওয়ার্ড	 ২০/০৭/১৫
2	জিয়াউর রহমান	কাঠ কারখানা ২ নং ওয়ার্ড	
3	মোঃ আব্দুল মান্নান	সহকারী পুলিশ মাগুরা থানা	
4	হাজিরা আক্তার	গৃহিণী	হাজিরা আক্তার
5	আব্বাস আলী	দ	আব্বাস আলী
6	ব্রজা	দ	ব্রজা
7	জোহর রহমান	দ	জোহর
8	সাব্বীহা আক্তার	দ	সাব্বীহা
9	করিম	দ	করিম
10	আনোয়ার	দ	আনোয়ার
11	ব্রজেনা আলী	দ	ব্রজেনা
12	আব্বাস	দ	আব্বাস
13	মুন্না	দ	মুন্না
14	সাহিদা	গৃহিণী	সাহিদা
15	আব্বাস	দ	আব্বাস
16	হাসিনা	দ	হাসিনা
17	ব্রজা	দ	ব্রজা


20/07/15
এস.এম. সিরাজ হোসেন
সিনিয়র প্রকৌশলী
সেখের পৌরসভা, থাকোর।

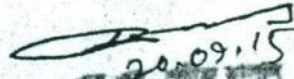
Third Urban Governance and Infrastructure Improvement (Sector) Project (UGIIP-III)

Local Government Engineering Department

Public Consultation & List of Participants

Name of the Pourashava: Jessorce Venue: Lalkhapa Ward: 09
Date: 20/09/15 Time: 4:00 PM

Sl	Name of the Participant	Occupation	Signature
18	মোহাম্মদুল ইসলাম	গৃহিণী	
19	আবদুল হকমান	হাফী	Ahmed Rahman
20	হাজিরা বেগম	গৃহিণী	হাজিরা
21	মোস্তাফা আকবর	হাফী	Moh
22	জাহাঙ্গীর বেগম	হাফী	Jannat
23	আবদুল রহমান	চাকুরীজীবী	আবদুল
24	মনি	গৃহিণী	মনি
25	মম্মা	h	মম্মা
26	মাবিনা	h	মাবিনা
27	মম্মা	গৃহিণী	মম্মা
28	মাবিনা	চাকুরী	M
29	মিনহাজা	গৃহিণী	মিনহাজা
30	আব্দুস	h	আব্দুস
31	বিনা	চাকুরী	বিনা
32	আবিনা সায়ীক	গৃহিণী	আবিনা
33	সুজিতা বাক	মহাকাঙ্ক্ষী	সুজিতা
34	সুজিতা বাক	মহাকাঙ্ক্ষী	সুজিতা


20/09/15
অস. প্রক. পরিচালক
সিটি প্রকল্প
স্বাস্থ্য সেবা, জেলা।

Key Issues of Discussion

Sl. No.	Key issues	Major Findings
1.	Existing situation of the feeder road needs to be improved	The existing road is narrow and some part is kacha, communication is not good. 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. Especially any festival and social gathering people suffer most, in the rainy season it won't be possible due to very bad shape/ condition of road.
2.	How the better road communication will bring better scopes for the community	The better road condition will greatly ease the pain of present suffering in movement on the road. Business, education, will be the people over all well being.
3.	Service use from Pourashava	The community informed that they pay Pourashava its holding tax. The community also bears the electricity cost for the street lamps. The participants representing the community expressed their frustration with the Pourashava for its failure to provide humanitarian support to the poor in terms of warm clothes, during chilly winter days or cash or food In times of dire scarcity. They could only see Pourashava peoples' presence at the time of election for begging votes.
4.	Access to supply Water	People of this area wanted access to pure drinking water for the poor people and also for the slum people.
5.	Opinion of the local people regarding improvement of existing road and the area as a whole.	The local people of the area need road very much. There will not be any acquisition and requisition. Improved road will improve transportation and improved drain will remove water logging during wet season. No acquisition of land (private) will be during subproject implementation. The local people have expressed their willingness to support implementation of the project a They strongly feel that there should be a powerful monitoring system to oversee the implementation process and quality of the work.
6.	Willingness to support the project	The community is very eager to extend their all kinds of support for implementing the project. Even with lot of suspicion and mistrusts, the community still pledged their all-out support and cooperation with the project.
7.	Local facilities and poor community to get access	If the roads are improved , the local poor people including children and women will get access to water supply, markets, health centres, schools.

Public Consultation meeting 03, at Ashorm Road

Subproject PDP- (D/241) : Construction of RCC drain at Shostitala Bunopara road from PTI road infront of PTI to rail way station road.Ch.0+292 to Ch.0+382m(L/S).Ch.0+252 to Ch.0+382m(L/S)

Vanue: Ashorm Road, Ward no: 7,

Date: 21/09/2015, **Time:** 4:00 PM,

NO of Participants: 35

76. The agenda of the meeting was advising on the planning, improvement, reconstruction, rehabilitation of ADB funded roads, drains of the Pourashava within the participant's area.

77. The Safeguard Officer Mr. S.M. Sarif hasan, the Executive engineer, and the Mayor of the Pourashava briefed the participants regarding the goals and objectives of the projects and safeguard issues relating to public disturbance during construction period and also probable mitigation measures highlighting that there will be no land acquisition or public donation of land for subproject implementation as the activities will be implemented inside the ROWs.

78. During open discussion session, participants raised following questions, queries and suggestions:

- ensure quality of the work and timely completion of construction activities.
- avoid land acquisition
- continuous communications with community and ensure public consultation
- Positive regarding the development activities through the proposed subprojects.
- The authority should not disturb livelihood of the poor income group of the Pourashava.
- Ensuring proper safety measures.

79. The issues raised have been addressed in this Due Diligence Report (DDR), noting these issues would not pose any significant constraint in the implementation of proposed sub-project.

80. The meeting concluded with thanks from the chair to the participants.



Public Consultation at Ashorm Road, Jessore Pourashava

Attendance Sheet of Participants

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

Local Government Engineering Department

Public Consultation & List of Participants

Name of the Pourashava: শাক্যাব Venue: আশ্রম বাড়ি Ward: ৭ নং ওয়ার্ড
 Date: ২০/০৭/১৫ Time: ৪:০০ বি.

Sl	Name of the Participant	Occupation	Signature
1	শ্রী: জুলিফার আলা	কার্জনিকার, পল্লী	শ্রী: জুলিফার আলা
2	শ্রী: মোহাম্মদ আরবান-জলি	আবাসিক কর্মসূচী	শ্রী: মোহাম্মদ আরবান-জলি
3	শ্রী: আমকায় আলা	স্বাস্থ্য	শ্রী: আমকায় আলা
4	সুমন	গৃহিণী	সুমন
5	সিদ্দিকা	গৃহিণী	সিদ্দিকা
6	শ্রী: আমুন আলা	চা বিক্রয়	শ্রী: আমুন আলা
7	আলুনা	গৃহিণী	আলুনা
8	সুমি	গৃহিণী	সুমি
9	শ্রী: সিনা	গৃহিণী	শ্রী: সিনা
10	শাহিদা	গৃহিণী	শাহিদা
11	সুবা	গৃহিণী	সুবা
12	জনজিলা	গৃহিণী	জনজিলা
13	শাহিনুর	গৃহিণী	শাহিনুর
14	সিদ্দিকা	গৃহিণী	সিদ্দিকা
15	রাহিয়া	দোকানদার	রাহিয়া
16	শাহিনুর	গৃহিণী	শাহিনুর
17	সুবা	গৃহিণী	সুবা

২০.০৭.১৫
 মো. রব. শাহীদ
 উপস্থিতি ও বৈধতা
 স্বাক্ষর ও সীলন

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

Local Government Engineering Department

Public Consultation & List of Participants

Name of the Pourashava: Jessore Venue: ASROM ROAD Ward: ০৭

Date: 21-9-15

Time: 4:00 PM

Sl	Name of the Participant	Occupation	Signature
18	সাবিত্রী সুন্দরী	গৃহিণী	সাবিত্রী
১৯	সাবিত্রী	গৃহিণী	সাবিত্রী
২০	সাবিত্রী	গৃহিণী	সাবিত্রী
২১	সাবিত্রী	গৃহিণী	সাবিত্রী
২২	সাবিত্রী	গৃহিণী	সাবিত্রী
২৩	সাবিত্রী	গৃহিণী	সাবিত্রী
২৪	সাবিত্রী	গৃহিণী	সাবিত্রী
২৫	সাবিত্রী	গৃহিণী	সাবিত্রী
২৬	সাবিত্রী	গৃহিণী	সাবিত্রী
২৭	সাবিত্রী	গৃহিণী	সাবিত্রী
২৮	সাবিত্রী	গৃহিণী	সাবিত্রী
২৯	সাবিত্রী	গৃহিণী	সাবিত্রী
৩০	সাবিত্রী	গৃহিণী	সাবিত্রী
৩১	সাবিত্রী	গৃহিণী	সাবিত্রী
৩২	সাবিত্রী	গৃহিণী	সাবিত্রী
৩৩	সাবিত্রী	গৃহিণী	সাবিত্রী
৩৪	সাবিত্রী	গৃহিণী	সাবিত্রী

৩৫. মোঃ আব্দুল হান্নান - অফিস প্রতিনিধি

21.09.15
জন.সং. পরিচালক
পরিচালক
স্বাস্থ্য ও পরিবার কল্যাণ

Key Issues of Discussion

Sl. No.	Key issues	Major Findings
1.	Existing situation of the feeder road needs to be improved	The existing road is narrow and some part is kacha, communication is not good. 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. Especially marriage ceremonies suffer most in the rainy season as visits of both parties won't be possible due to very bad shape/ condition of road.
2.	How the better road communication will bring better scopes for the community	Better road is essential for socio economic development of any area. The better road condition will greatly ease the pain of present suffering in movement on the road. Business, education, will be the people's over all well being. The road will be busier and so will be the lives of the people living on its two sides.
3.	Service use from Pourashava	The community informed that they pay Pourashava its holding tax. The community also bears the electricity cost for the street lamps.
4.	Access to supply Water	People of this area have to rely on tube well for their all water needs as the area is without any water supply service.
5.	Opinion of the local people regarding improvement of existing road and the area as a whole.	Earlier the community tried to get Pourashava's attention but failed. This time when it came to learn about this project, they can't believe it to really happen. They strongly feel that there should be a powerful monitoring system to oversee the implementation process, otherwise the minimum quality of the work could not be ensured due to their anticipated malpractices by the Pourashava.
6.	Willingness to support the project	The community is very eager to extend their support for implementing the project. Even with lot of suspicion and mistrusts, the community still pledged their all-out support and cooperation with the project.
7.	Local facilities and poor community to get access	Children of the locality go to the primary school, which is not far from the area. But the nearest college is too far from the locality for students to go there on every day without much hassle. The improved roads will ease the communication for the people of the communities including poor, children and women.

Public Consultation meeting 04, at Najir Sarkar Primary School

Subproject: PDP- (R/06): Improvement of Esat Barandipara Graveyard road by lane by CC from nearby proposed idgah to Mondir via H/O Fasihur Rahman, Ch.0+000 to Ch.0+210m

Vanue: Najir Sarkar Primary School, Ward no: 09

Date: 22/09/2015, **Time:** 4:00 PM,.

No of Participants: 29

81. The agenda of the meeting was advising on the planning, improvement, reconstruction, rehabilitation of ADB funded roads, drains of the Pourashava within the participant's area.

82. The Safeguard Officer Mr. S.M. Sarif hasan, the Executive engineer, and the Mayor of the Pourashava briefed the participants regarding the goals and objectives of the projects and safeguard issues relating to public disturbance during construction period and also probable mitigation measures highlighting that there will be no land acquisition or public donation of land for subproject implementation as the activities will be implemented inside the ROWs.

83. During open discussion session, participants raised following questions, queries and suggestions:

- ensure quality of the work and timely completion of construction activities.
- avoid land acquisition
- continuous communications with community and ensure public consultation
- Positive regarding the development activities through the proposed subprojects.
- The authority should not disturb livelihood of the poor income group of the Pourashava.
- Ensuring proper safety measures.

84. The issues raised have been addressed in this Due Diligence Report (DDR), noting these issues would not pose any significant constraint in the implementation of proposed sub-project.

85. The meeting concluded with thanks from the chair to the participants.



Public Consultation at Najir Sarkar Primary School, Jessore Pourashava

Attendance Sheet of Participants

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

Local Government Engineering Department

Public Consultation & List of Participants

Name of the Pourashava: Jessorje Venue: Najir Sankar Ward: 09
Pur Pur. School
 Date: 22.09.15 Time: 4:00 PM

Sl	Name of the Participant	Occupation	Signature
1	জাহাঙ্গীর (হামন)	হাও	জাহাঙ্গীর
2	সুমানিমা খাতুন	হাও	সুমানিমা
3	মাহবুব হামন	হাও	মাহবুব
4	ইমরুল হক সান্দর	হাও	ইমরুল হক
5	আবু হামন সান্দর	হাও	আবু হামন
6	মাহবুব সান্দর	হাও	মাহবুব
7	জাহাঙ্গীর (হামন)	হাও	জাহাঙ্গীর
8	মাহবুব সান্দর	হাও	মাহবুব
9	মাহবুব সান্দর	হাও	মাহবুব
10	মাহবুব সান্দর	হাও	মাহবুব
11	মাহবুব সান্দর	হাও	মাহবুব
12	মাহবুব সান্দর	হাও	মাহবুব
13	মাহবুব সান্দর	হাও	মাহবুব
14	মাহবুব সান্দর	হাও	মাহবুব
15	মাহবুব সান্দর	হাও	মাহবুব
16	মাহবুব সান্দর	হাও	মাহবুব
17	মাহবুব সান্দর	হাও	মাহবুব

22.09.15
 জাহাঙ্গীর, মাহবুব সান্দর
 মাহবুব সান্দর
 মাহবুব সান্দর, মাহবুব

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

Local Government Engineering Department

Public Consultation & List of Participants

Name of the Pourashava: Jessore Venue: Nagire Sankar Ward: 09
 Date: 22-09-2015 Time: 4-0 PM

Sl	Name of the Participant	Occupation	Signature
18	আব্দুলী বেগম	গৃহীনি	আব্দুলী
১৯	আমিরুন বেগম	এ)	আমিরুন
২০	নূরনাহার বেগম	এ)	নূরনাহার
২১	মতিয়া বেগম	এ)	মতিয়া
২২	আনিসা আক্তার	ছাত্রী	আনিসা
২৩	আশিরা বেগম	গৃহীনি	আশিরা
২৪	আলমাস বেগম	এ)	আলমাস
২৫	নূরুজ্জামান বেগম	এ)	নূরুজ্জামান
২৬	আশিরা মবদার	ব্যবসায়িক	আশিরা
২৭	নাজির আরশাদ খান	কাজে	নাজির
২৮	(অথবা) বাকি দাবী জন	সরকারি কর্মকর্তা	সরকারি
২৯	শ্রী: আব্দুল মান্নান	সরকারি কর্মকর্তা	সরকারি
১৩			
১৫			
১৬			
১৭			
১৮			

22.09.15
 জেলা ও.স. কর্মকর্তা
 জেলা ও.স. কর্মকর্তা
 জেলা ও.স. কর্মকর্তা

Key Issues of Discussion

Sl. No.	Key issues	Major Findings
1.	Existing situation of the feeder road needs to be improved	The existing road is not good. It is narrow, broken and some part is kacha, So, communication is not good also 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. Especially marriage ceremonies suffer most in the rainy season as visits of both parties won't be possible due to very bad shape/ condition of road.
2.	How the better road communication will bring better scopes for the community	The better road condition will greatly ease the pain of present suffering in movement on the road. Business, education, will be the people's over all well being.
3.	Service use from Pourashava	The community informed that they pay Pourashava its holding tax. The community also bears the electricity cost for the street lamps.
4.	Access to supply Water	People of this area have to rely on tube well for their all water needs as the area is without any water supply service.
5.	Opinion of the local people regarding improvement of existing road and the area as a whole.	Earlier the community tried to get Pourashava's attention but failed. This time when it came to learn about this project, they can't believe it to really happen. They strongly feel that there should be a powerful monitoring system to oversee the implementation process, otherwise the minimum quality of the work could not be ensured.
6.	Willingness to support the project	The community is very eager to extend their support for implementing the project. Even with lot of suspicion and mistrusts, the community still pledged their all-out support and cooperation with the project.
7.	Local facilities and poor community to get access	School and college going student will be benefited. Children of the locality go to the primary school. But the nearest college is too far from the locality for students to go there on every day without much hassle. The poor condition of the road causes the most of their sufferings.

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 name: Jessore
- b. Location: Jessore Pourashava
- c. Proposed scheme considered in this checklist: (check one)

☒ roads ☐ slaughterhouse
☒ drainages ☐ market
☐ water supply ☐ community center/auditorium
☐ solid waste management ☐ bus and truck terminals
☐ sanitation ☐ river *ghats*
 (toilets, septage management, etc.) ☐ Others (*please specify*)
☐ street lighting

C. Screening Questions for Involuntary Resettlement Impact ,

PDP (310):Improvement of Abdul Matin road by C.C. from Mujib road near circuit house Karim road near south-east gate of MM college (Ch.0+000 to Ch.0+570 m)

Involuntary Resettlement Impacts	Yes	No	Not Known	Remarks
Will the project include any physical construction work?	x			13 drain to be constructed
Does the proposed activity include upgrading or rehabilitation of existing physical facilities?	x			
A. Land (not applicable for public ROWs)				
1. Ownership of land known?	x			<i>(if yes, check appropriate)</i> <input type="checkbox"/> government <input type="checkbox"/> private <input type="checkbox"/> trust/community <input type="checkbox"/> traditional (IPs/tribal) <input checked="" type="checkbox"/> Others

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

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

D. Attachments

1. Subproject with land requirement: Not applicable

- a. Photograph/s of site/s: Not applicable
- b. Photograph/s of existing structure/s (permanent/semi-permanent): Not applicable

2. Subproject along ROWs:

- a. Photograph/s of each alignment (chainage-wise at least 200 meters): Not applicable
- b. Photograph/s of existing structure/s (permanent/semi-permanent): Not applicable
- c. Photograph/s of trees/crops: Not applicable

Prepared by: S.B.I.M.Safiq-ud-doula	Verified by: Md. Abdul Karim
Signature: Name: S.B.I.M.Safiq-ud-doula Position: Regional Resettlement Specialist UGIIP-III	Signature: Name: Md. Abdul Karim Position: Deputy Team Leader UGIIP-III
Date: 29 th October 2015	Date: 29 th October 2015

THIS PORTION IS FOR PMO AND MDSC SAFEGUARD TEAM USE ONLY

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

Assessed by: S.B.I.M.Safiq-ud-doula	Noted by: Md. Abdul Karim
Signature: Name: S.B.I.M.Safiq-ud-doula Position: Regional Resettlement Specialist UGIIP III	Signature: Name: Md. Abdul Karim Position: Deputy Team Leader UGIIP III
Date: 29 th October 2015	29 th October 2015

X. APPENDIX 3: INDEGENOUS PEOPLE CHECK LIST/SMALL ETHNIC COMMUNITIES (SEC) IMPACTS

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:* Jessore Pourashava

b. *Location (km):* About 70 km from Khulna Divisional Headquarters

c. *Civil work dates (proposed):* October 2015 to December 2016

d. *Technical description:* This subproject has been proposed comprising improvement/rehabilitation of 15 existing roads and construction of 13 drains under package no UGIIP-III-1/JESS/UT+DR/01/2015 (Lot -01+02), Out of 15 roads 8 roads with C.C.,1 (one) is dense bituminous carpeting (DBC) 5 roads to be bituminous carpeting (B.C).All the drains will be constructed with R.C.C. including one connecting drain.

Screening Questions for Indigenous People/SEC Impact

KEY CONCERNS (Please provide elaborations in the "Remarks" column)	YES	NO	NOT KNOWN	Remarks
A. Indigenous Peoples/SEC Identification				
1. Are there socio cultural 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"?		X		
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?			X	
3. Do such groups self-identify as being part of a distinct social and cultural group?			X	
4. Do such groups maintain collective attachments to distinct habitats or ancestral territories and/or to the natural resources in these habitats and territories?			X	
5. Do such groups maintain cultural, economic, social, and political institutions distinct from the dominant society and culture?			X	

KEY CONCERNS (Please provide elaborations in the "Remarks" column)	YES	NO	NOT KNOWN	Remarks
6. Do such groups speak a distinct language or dialect?			X	
7. Have such groups been historically, socially, and economically marginalized, disempowered, excluded, and /or discriminated against?			X	
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?			X	
B. Identification of Potential Impacts				
9. Will the project directly or indirectly benefit or target indigenous peoples?	Y			
10. Will the project directly or indirectly affect indigenous peoples' traditional socio cultural and belief practices (e.g. child-rearing, health, education, arts, and governance)?		X		
11. Will the project affect the livelihood systems of indigenous peoples (e.g., food production system, natural resource management, crafts and trade, employment status)?		X		
12. Will the project be in an area (land or territory) occupied, owned, or used by indigenous peoples, and/or claimed as ancestral domain?		X		
C. Identification of Special Requirements <i>Will the project activities include:</i>				
13. Commercial development of the cultural resources and knowledge of indigenous peoples?		X		
14. Physical displacement from traditional or customary lands?		X		
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?		X		
16. Establishing legal recognition of rights to lands and territories that are traditionally owned or customarily used, occupied, or claimed by indigenous peoples?		X		
17. Acquisition of lands that are traditionally owned or customarily used, occupied, or claimed by indigenous peoples?		X		

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.

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

Prepared by:	Verified by:
Signature:	Signature:
Name:	Name:
Position:	Position:

XI. APPENDIX 4: SAMPLE GRIEVANCE REGISTRATION FORM

To be Translated into Bangladesh

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

Thank you.

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

XII. APPENDIX 5: VARIFICATION OF POURASHAVA OWNERSHIP



JESSORE POURASHAVA OFFICE

(JESSORE MUNICIPALITY)
MUNSHI MEHERULLAH ROAD, JESSORE
ESTABLISHED : 1864

Memo No. 16.02.014.001.2014.2420

Date: 26/11/2015

Land Owner Certificate

This is to certify that the schemes of Third Urban Governance and Infrastructure Improvement (Sector) Project (UGIIP-III), Phase-01. This was submitted from Jessore Pourashava, District Jessore, all the land where implementation works will be done, the ownership of those lands are Jessore Pourashavas own land.


(Md. Maruful Islam)

Mayor
Jessore Pourashava
Jessore.

MD. MARUFUL ISLAM
Mayor
Jessore Pourashava

Phone : Office 68681, 63469, 633899, 63474 Fax : Office 0421-63899