

Due Diligence Report – Social Safeguards

September 2015

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

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

CURRENCY EQUIVALENTS

(as of 30/08/2015)

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

ABBREVIATIONS

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

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

WEIGHTS AND MEASURES

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

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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-3). UGIIP-3 is being implemented as a sector loan approach. After the successful implementation of Urban Governance and Infrastructure Improvement Projects (UGIIP I and II) in the selected Pourashavas, the Local Government Engineering Department (LGED) with the financial assistance of Asian Development Bank (ADB) have planned to implement a similar project (UGIIP-III) in pre-selected 31 Pourashavas (Figure 1) over a period of 6 years (2014 to 2020).

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

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

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

5. This Resettlement & Social Impact Assessment Report has been prepared for Roads and Drainage Improvement subproject of Kotaliparai pourashava taken up in phase-1 under Package No. UGIIP-III- I/ KOTA/UT+DR/01/2015(Lot-1& Lot-2). The subproject includes improvement of 16 existing roads and construction of 16 drains most of which are road side drains along the road edges without affecting any structure. After selection and completion of the designs of the proposed schemes, the safeguard team of the Management, Design and Supervision Consultants (MDSC) conducted resettlement and social impact assessments through thorough investigation of different social safeguard issues including land acquisition and resettlement requirements as per ADB's Safeguard Policy Statement (SPS, 2009). The resettlement and social impact assessment report for Rangamati 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/ KOTA/UT+DR/01/2015(Lot-1& Lot-2) will be implemented on the existing alignment of roads and drains and due to the improvement/ construction of the aforesaid roads and drains are not expecting to have neither any physical nor any economic displacement of any people. As a result, there is no possibility of land acquisition and no structure affected, none found to require relocation, and consequently no involuntary resettlement (IR) impact are anticipating thus the subproject is classified as

Category C for IR. Under the circumstances, this report may be treated as due diligence report (DDR) with respect to social safeguard issues for the concern subproject.

B. Institutional Set-up

7. The Local Government Engineering Department (LGED) and the Department of Public Health Engineering (DPHE), both under the Local Government Division (LGD) of the Ministry of Local Government, Rural Development and Cooperatives (MLGRD&C) and having extensive experience in managing urban and water supply projects financed by ADB, are the executing agencies of the project. The participating Pourashavas are the implementing agencies (IA) with a project implementation unit (UNIT) within the Pourashava structure. Implementation activities will be overseen by a Project Management Office (PMO). Management, Design and Supervision Consultants (MDSC) and Governance Improvement and Capacity Development Consultants (GICDC) teams will provide support for (i) detailed engineering design, contract documents preparation and safeguards facilitation; (ii) project management and administrative support; (iii) assistance in supervising construction; (iv) awareness raising on behavioral 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:** Kotalipara pourashava is under Gopalganj District under Dhaka division in the south west part of Bangladesh. It is bordered by Madaripur to the north, Barsal to the south - east, and Gopalganj district headquarter to the west. of Kotalipara Pourashava. It is located on the Faidpur- Madaripur –Barisal Highway at a distance of around 30 km from the district headquarters. The pourashava experiences flood in most of the years due to flood water from Meghna river basin as low lying flood plain.

1. Components. To cope with the demand of increasing population in the Pourashava area, rapid development of different civic facilities for the city dwellers has now become imperative. Under the circumstances, this subproject has been proposed comprising improvement of existing roads, construction of drains. The complete indicative list of subprojects in Kotalipara Pourashava is summarized in Table-1. The subproject components in Package Nr: UGIIP-III- I/ KOTA/UT+DR/01/2015(Lot-1& Lot-2) will involve (i) rehabilitation/upgrade/construction of road 16 roads length 12.968 km. The package to be implemented went through the process of meeting the selection criteria (General and Technical), environmental and social safeguard screening and conforming to the needs assessment done for Kotalipara Pourashava. Table-1 shows the subproject components including ownership of land.

10. The details of the subproject components in Package Nr: UGIIP-III- I/ KOTA/UT+DR/01/2015 are presented in Table 1 including ownership of lands and potential involuntary resettlement (IR) impacts. Figures 1 and 2 show the location of Kotalipara pourashava and the alignments of roads and drainage as per detailed design (alignment of roads and drains proposed under the subproject). Figures 3 to 5 show the strip maps and typical photographs and implementation, while Figures 6 to 7, show the cross-sectional drawings of the proposed drains and roads improvements.

11. These components of the sub-project seek to upgrade and expand the urban services. The roads and drains are located in different wards of the Pourashava. The proposal is concerned with activities, which address the most acute needs for better urban

services and facilities to inhabitants of the town/Pourashava and requirements including implementation of project's grievance redress mechanism. No road requires resettlement, replacement or relocation. Strip diagram is given as a sample in Figure 3¹.

12. The 16 roads proposed are all existing internal service roads within the ROW corridor. Most of the roads are lower than the adjacent houses. Normally, rain water from houses flow over the roads and as a result, the roads damage. There are low lying areas and ditches by the side of many roads needing retaining walls for protection of road embankments including shoulders. The pourashava is subjected to flash floods. Roads will be improved by 3 methods depending on location, bituminous surfacing, Herring bone Brick (HBB) pavements and Reinforced Concrete (RCC) pavement. The subproject contains roadside drains to be constructed along the edge of the roads, drains that are the extension of existing drains up to the nearby drains to act as the collector drains and outfall drains discharging to the river All the drains will be constructed with Reinforced Cement Concrete (RCC).

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

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

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

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

16. Considering the above facts, it has been estimated that the implementation of phase 1 roads and drains of Kotalipara pourashava will cover 12-months period, and major works are advisable to take place between November, 2015 to October, 2016. A tentative time-

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

schedule for implementation (only as an indication) is shown in Figure 5 for period June 2015 to December 2016

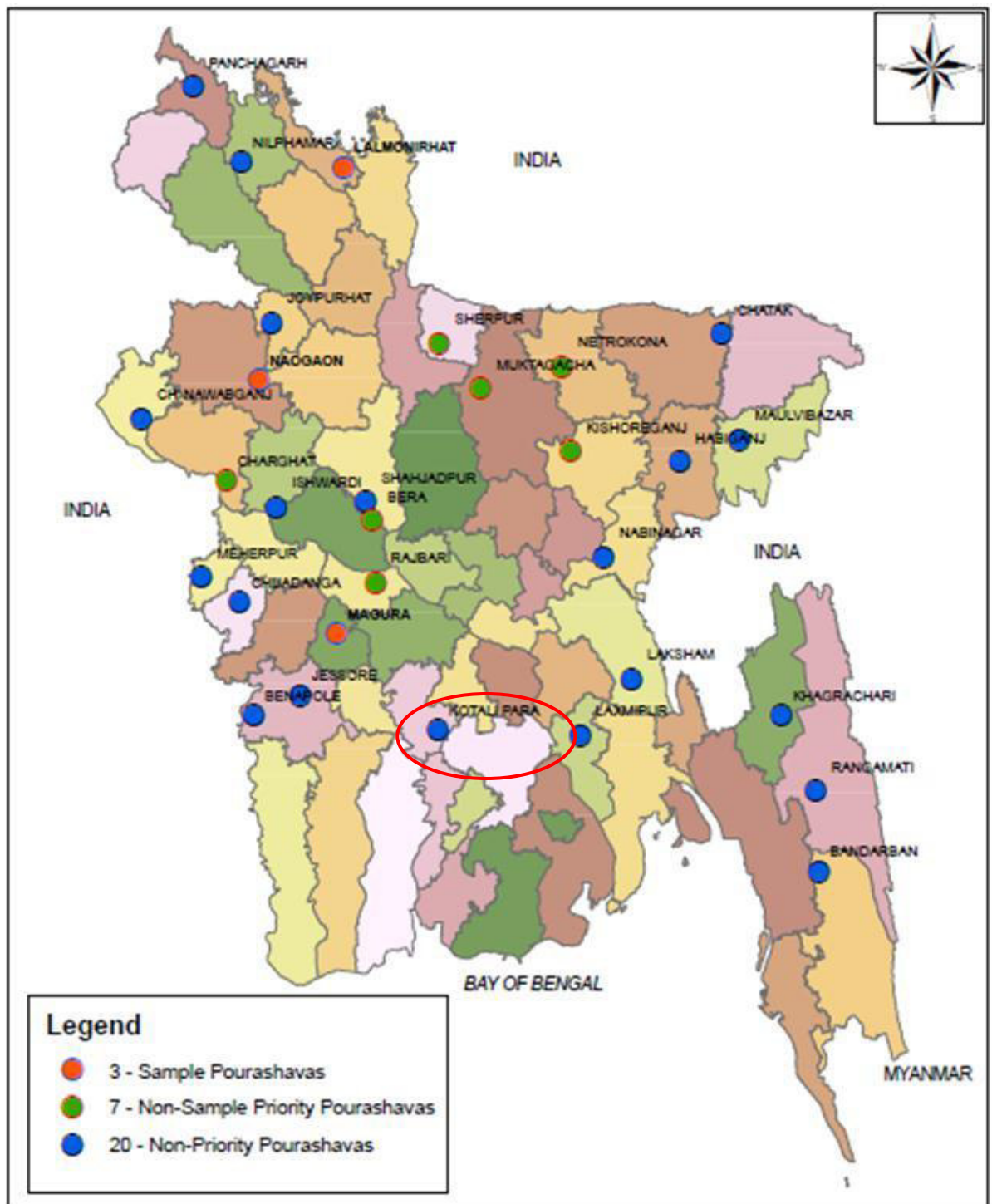


Figure 1: Location Map of Kotalipara Pourashava

PACKAGE NO: UGIIP-III-I/KOTA/UT+DR/01/2015
MOUZA MAP (KOTALI PARA POURASHAVA)

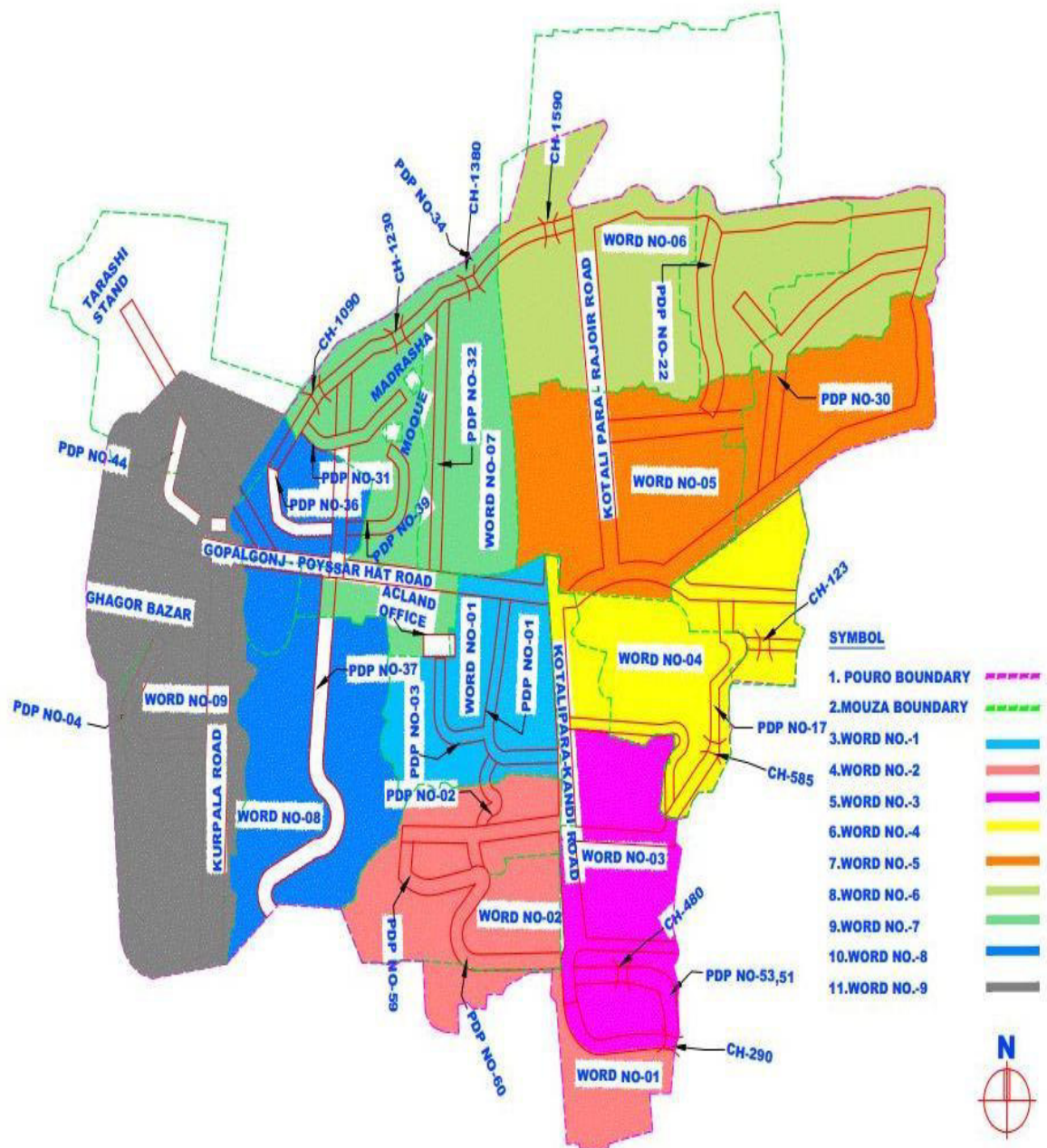
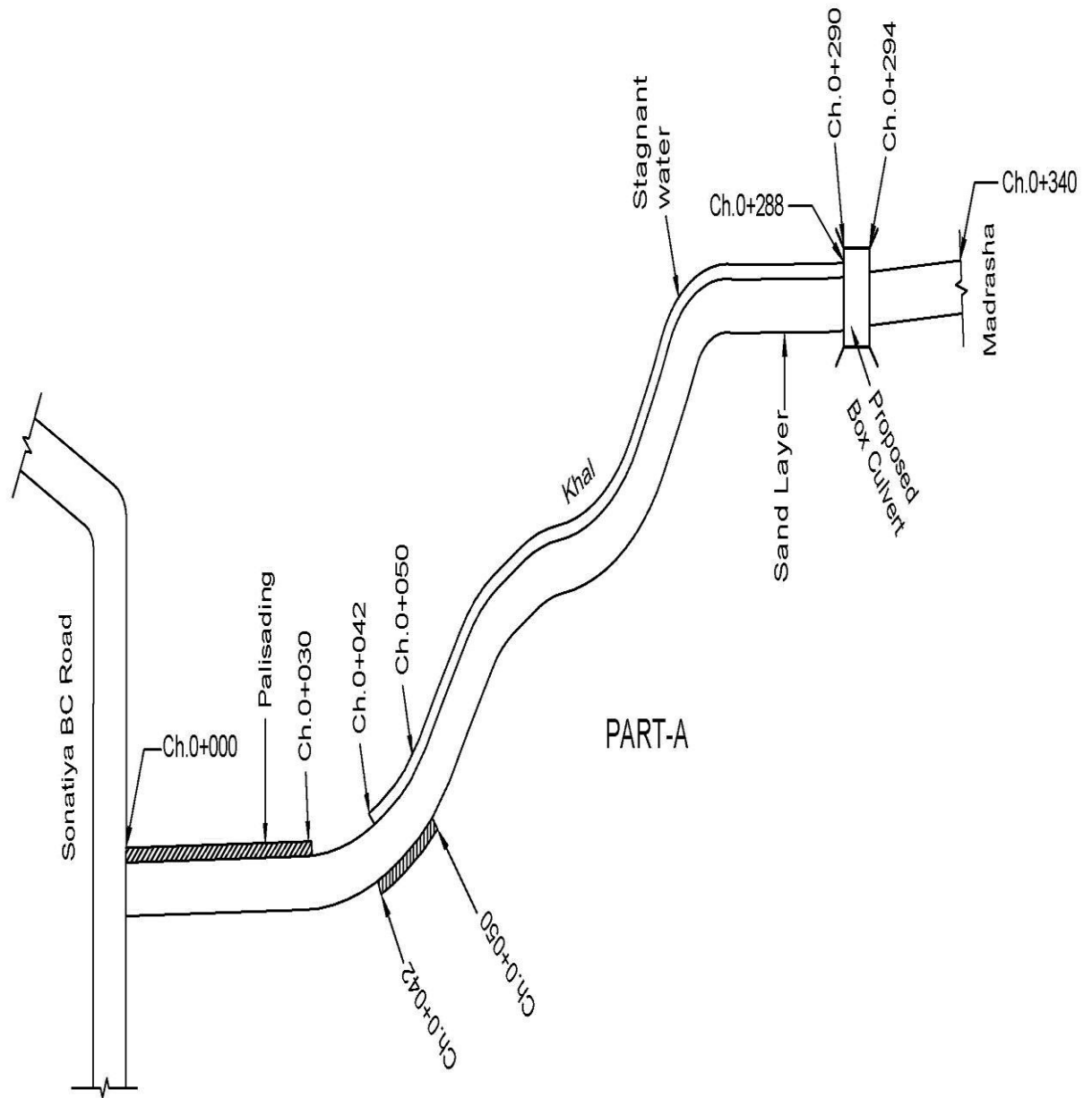


Figure 2: Proposed Roads and Drainage Improvement in Kotalipara Pourashava



KOTALIPARA POURASHAVA

Figure 3a. Sample Strip Map of Phase-1 subproject

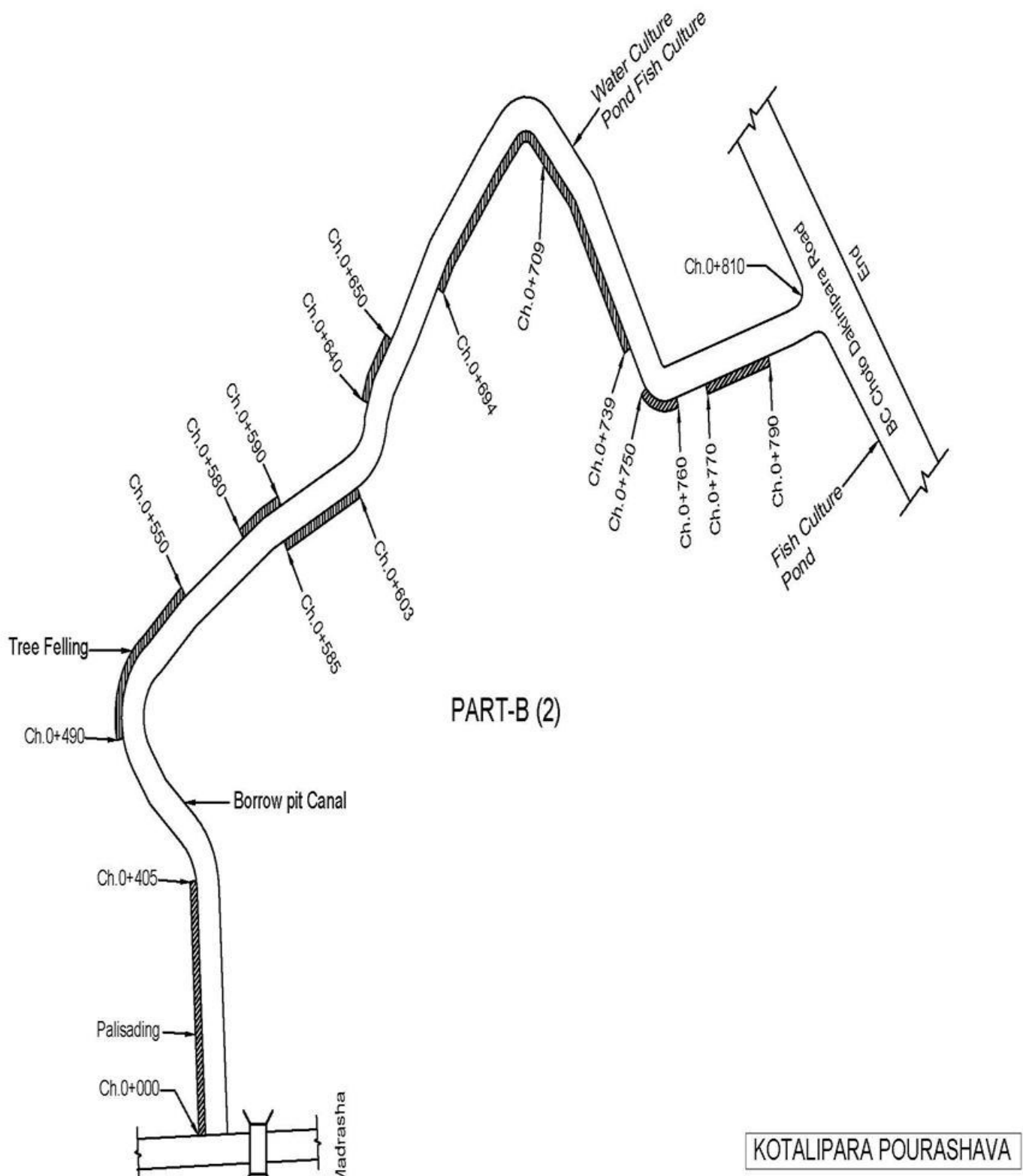


Figure 3. Sample Strip Map of Phase-1 subproject



Existing road condition



Existing road condition



Existing road condition



Existing drain condition



Existing road condition



Existing road condition

Figure 4: Typical Photographs of Sub Project Areas

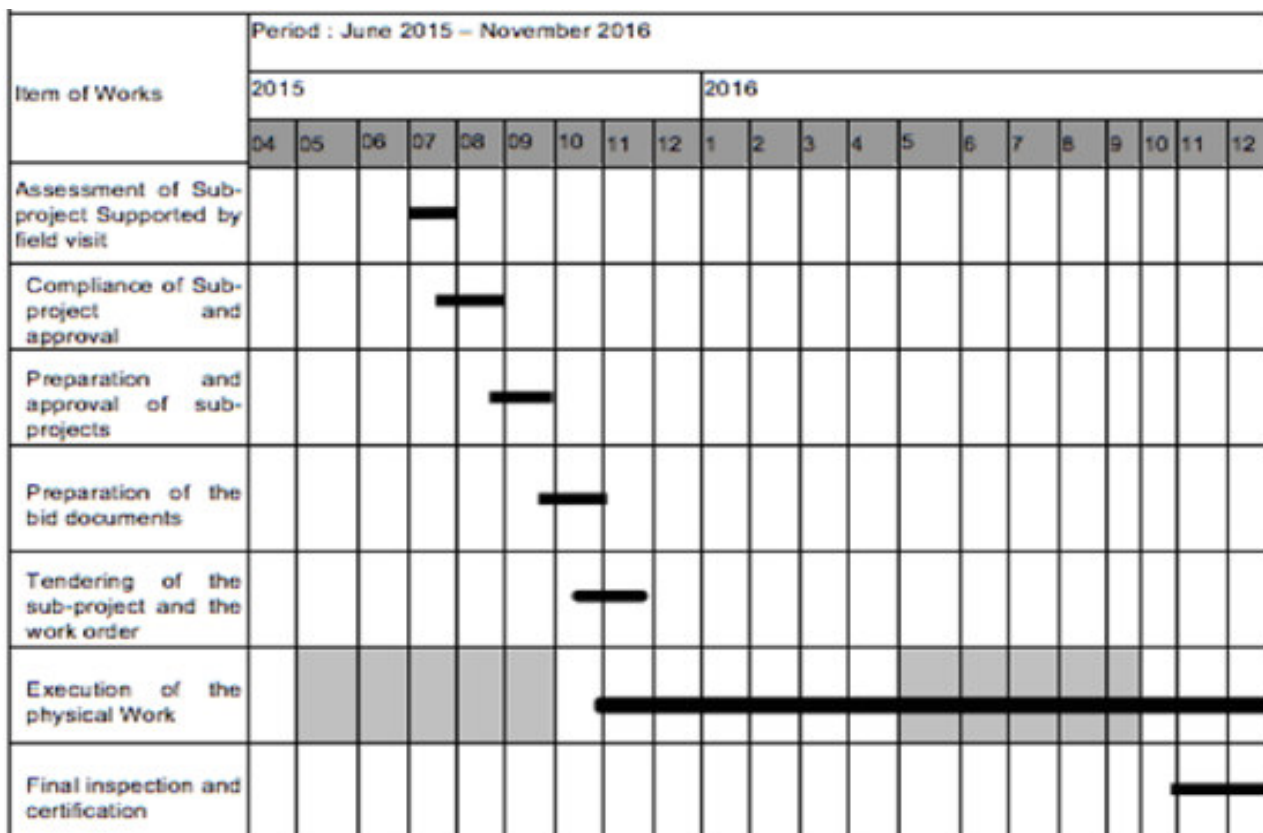


Figure5: Gantt chart Implementation Schedule

Figures 6 to 8: Sample drawings showing cross-section of roads and drains are given below:

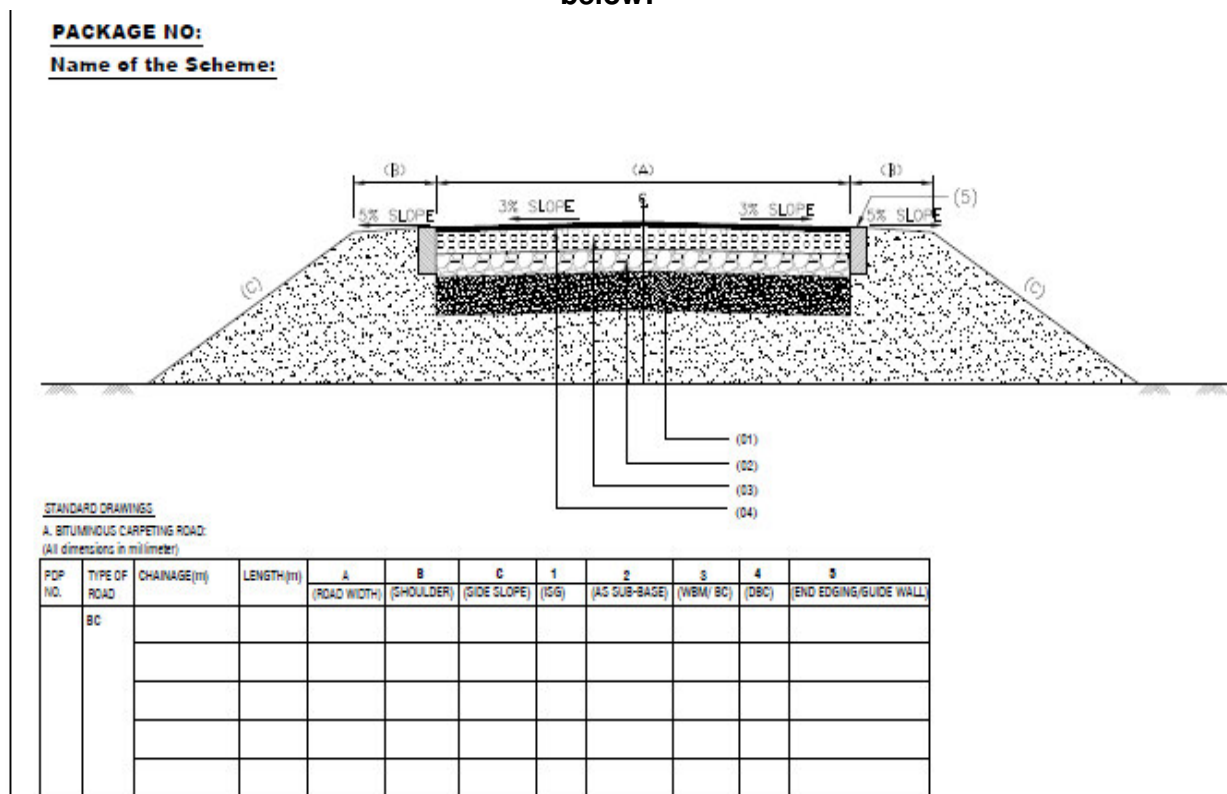


Figure 6: Typical Road Sections (Brick Road)

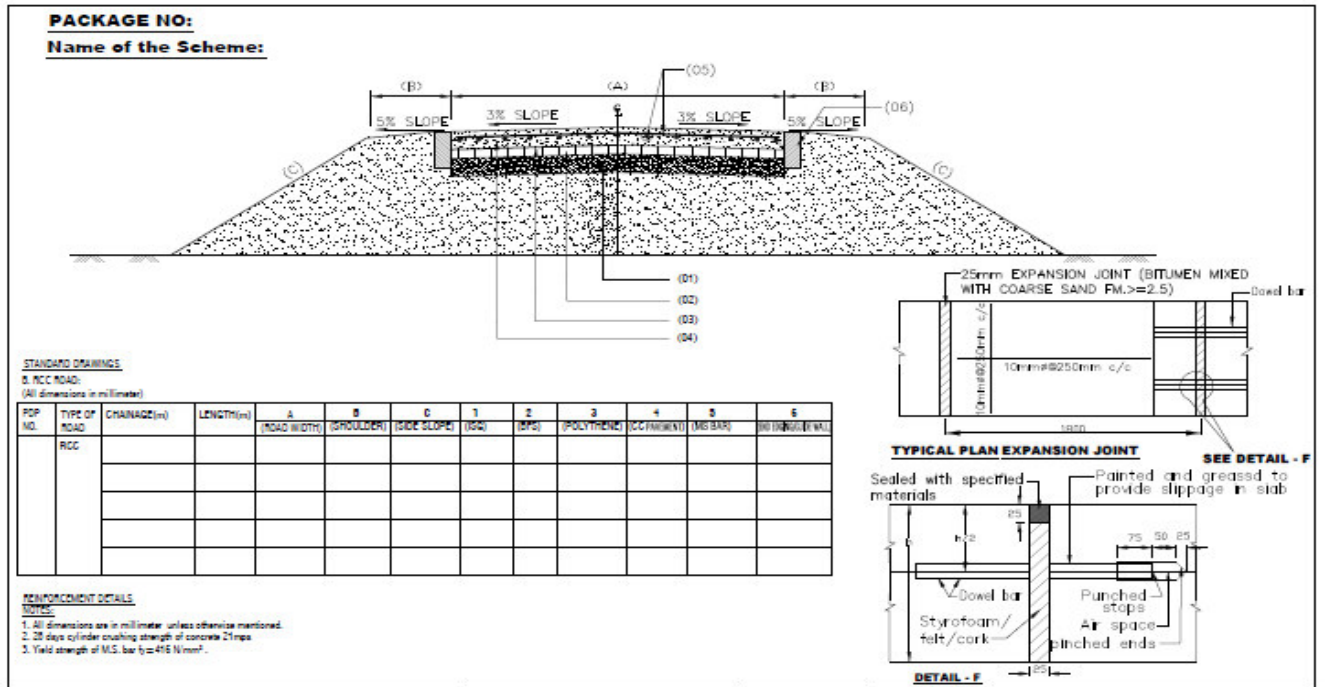


Figure 7: Typical Road Sections (Concrete Road)

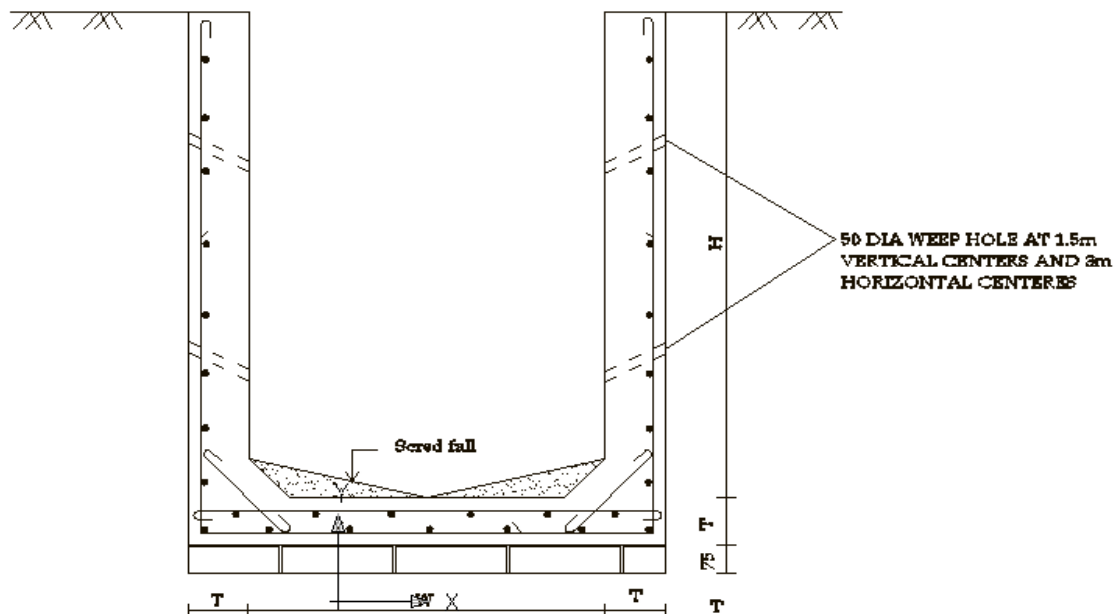


Figure 8: Typical Reinforced Concrete Drain Section

Table 1: Proposed Phase 1 Components in Kotalipara Pourashava

SL. No	Scheme No/PDP No.	Sub-Project Schemes	Road Length/Drain Length (m)	Existing Road/Drain width(m)	Proposed Road/Drain Width(m)	Ownership of the land	Remarks
		Roads, Lot-1					
1	0032	Improvement of Road by HBB from north side of Bridge in front of Pourashava office Via Rarir Bill & H/O Amor Ratno upto Parkona Mondieur Roads. Ch.00-1360m .	1360	1.50	2.50	Pourashava	
2	030	Improvement of Road by DBC from the Sikir Bazar School BC Road Via H/O Achahak Member upto Parkona-Boluher Road . Ch.00-785m, Connecting Road from H/O Kamal Kha to Ishaque Member Ch. 00-288m.	1073	2.5	2.5	Pourashava	
3	0022	Improvement of Road by DBC from the BC Road in front of Karitas office upto H/O Profullaw Gharami. Ch.00-565m.	565	1.35-3.00	1.35-3.00	Pourashava	
4	51,53	Part A : Improvement of Road by HBB starting from Sonatiya BC Road in front of H/O Habib Shah upto Choto Dakhinpara Madrasha. (Ch. 00.0 m to Ch.340.0 m). Part B : Improvement of Road by HBB starting from Choto Dakhinpara road via Rokon Hazra upto Madanpara Deghi (Ch. 00.0 m to Ch.470.0 m). Part C : Construction of 1 * 3.00 m * 3.00 m single vent RCC Box Culvert & 2 * 3.50 m * 4.00 m double vent RCC Box Culverts.	810	2.50	2.50	Pourashava	
5	0059	Improvement of Road by HBB from Sarder Bari CC Road Via H/O Taieb Sarder upto HBB Road in front of Riajul Munshi. Ch.00-635m	635	2.50	2.50	Pourashava	
6	0040	Rehabilitation of Road by CC & HBB from the Kurpala road Via H/O Kazi Firoz East Side of Ghagor River upto Ghatla of main Bazar Road. Ch.00-575m & Connecting road main road Ch 108 to existing HBB road. Ch. 00-106m	681	2.20	2.50-2.70	Pourashava	

SL. No	Scheme No/PDP No.	Sub-Project Schemes	Road Length/Drain Length (m)	Existing Road/Drain width(m)	Proposed Road/Drain Width(m)	Ownership of the land	Remarks
7	0036	Improvement of Road by HBB from the North Boundary of Pourashava Via H/O Mokbul mullah & Koykha Bridge upto H/O Anu mollah.Ch.00-955m	955	2.50	2.50	Pourashava	
8	0039	Improvement of Road by HBB from the Koykha Madrasha Road Adjacent to Sanko Via H/O Haji Abdul Hakimi upto H/O Abul kalam azad. Ch.00-325m, & Connecting road upto Mosque-Ch 00-35m	360	2.50	2.50	Pourashava	
		Roads, Lot-2					
9	0060	Improvement of Road by HBB from the CC Road In Front of H/O Akub Ali Via Daharpara Jameh Mosque upto BC Road. Ch.00-400m	400	2.50	2.50	Pourashava	
10	0003	Improvement of Road by CC starting from the AC Land Office Road Via Seba Clinic upto Mosque. Ch.00-144m & Connecting road start Seba Clinic to Main road. Ch.00-47m	191	2.20	2.70	Pourashava	
11	0034	Part A : Improvement of Road by HBB From the Sawmill of Khalek Chairman Up to Parkona Shashanghat (Rajoir-kotalipara road). Ch. 00-1900.0 m. Part B : Construction of 1 * 2.50 m * 2.50 m single vent Box Culvert (2 Nos.). Part C: Construction of 2 * 3.50 m * 4.00 m double vent RCC Box Culverts at the Ch. 1090.0 m, 1230.0 m, 1380.0 m & 1590.0 m	1900	2.50	2.50	Pourashava	
12	0001	Part-A: Rehabilitation of Road by DBC from the Gopalganj – Poisarhat Road adjacent to Mukktijhodda office upto Sarder Bari Road. Ch.00-700m. Part-B: Rehabilitation of road from Main road Ch 382 to Kotalipara – Kandi Road. Ch.00-140m, &connecting to Clinic. Ch. 00-65m	905	2.50-3.00	2.50-3.00	Pourashava	
13	0002	Improvement of Road by HBB in front of BC Road (H/O Mosarraf Counsilor) up to Sarder Bari CC	325	2.10	2.50	Pourashava	

SL. No	Scheme No/PDP No.	Sub-Project Schemes	Road Length/Drain Length (m)	Existing Road/Drain width(m)	Proposed Road/Drain Width(m)	Ownership of the land	Remarks
		Road.Ch.00-325m					
14	0017	Part A : Improvement of Road by DBC from Gopalganj-Paissarhat Sarak upto Munsur Tahshilder Sarak.Ch. 00-1015m & Connecting Road upto Kabi Sukanto Road. Ch. 00-160m . Part B : Construction of 1 * 3.00 m * 3.00 m single vent Box Culvert (2 Nos)	1175	2.30	2.50	Pourashava	
15	0037	Improvement of Road by DBC from Ferdhara Primary School Via Kalimondir upto South boundary of Pourashava. Ch.00-1148m.	1148	2.50	2.50	Pourashava	
16	0044	Rehabilitation of Road by DBC from Tarashi Bazar (Bus Stand) upto Kheaghat / Food Godown. Ch.00-485m	485	3.50	3.50	Pourashava	

III. DUE DILIGENCE

A. Objectives of the Study/ Investigation

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

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

A. Methodology Used in Assessing Land Acquisition and Involuntary Resettlement Impacts

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

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

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

19. Meeting with *pourashava* engineers. The MDSC social safeguard team visited Kotalipara *Pourashava* and have a meeting with Mayor, XEN, Sub-Assistant Engineer and

Secretary on 4 August, 2015. Mayor has given the instruction to support for the assessment of roads and drains in the areas of Pourashava. The following officials were present in the meeting:

1. Mr. H.M Ohidul Islam, Mayor
2. Mr.NasirUddin, Assistant Engineer
3. Mr.Mazharul Islam, Sub Assistant Engineer
4. Mr.Mahmudul Islam, Sub Assistant Engineer

20. Afterwards, Social Safeguard Team members started the social safeguard and resettlement impacts assessment on the roads and drains. Most of the *pourashava* roads are around 3 m in width, in some cases even lower. These roads are incapable of accommodating the generated traffic during peak flow. As such, traffic congestion is a common scenario in municipal area. Appropriate road design may not have been followed in most of the cases at the time of earlier road improvement. These roads remain vulnerable to damage/decay well before normal desired design-life. The absence of proper road-side drainage result in stagnation/water logging, affecting the shearing parameters of these roads due to the infiltration of water into the sub-grade with a consequent shortening of the life of the roads.

21. Public consultations. As a part of Public consultation, relevant consultants and pourashava officials arranged meetings both pourashava office and in the different roads and drains location of the pourashava. Four formal meetings were arranged by the pourshava official with the stakeholders. The meeting sites were at Ward No-1, 2, 5 and 8 at Daharpar Jame Mosque, Upazila Land Office, Primary school and Ansar VDP Club respectively from 20.09.2015 to 21.09.2015. Near about 70 participants were present during the consultation.

22. 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

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

- Main query was actual time of construction work
- Regarding compensation for project affected persons (PAPs) if any
- Most of the participants were happy to know the improvements of the pourashava roads and drains
- Main concern of the participants is the quality of the construction work and they urged the authority not disturbing their livelihood any way and ensuring proper safety measures including pedestrian safety during construction period and alternative road should be arranged for the passer-by
- Is there any opportunity for employment?

24. The issues and concerns raised were addressed by the pourashava officials and MSDC team by informing the participants that as per detailed design, private land will not be required. However, if in the course of subproject implementation private land is to be acquired/purchased then the entitlement of affected persons will follow the RF which was developed based on government laws and rules and ADB safeguard policy. The participants were also informed of the subproject cut-off date of 20 September 2015 (completion of census survey).

25. The participants expressed their happiness knowing that there will be no land acquisition, and tree cutting as the improvement works would be done on the existing ROWs, there will be no temporary relocation of business and mobile vendors/ hawkers during road and drainage construction as there is no encroachment of ROWs by the vendors/ hawkers, the pedestrian safety would be taken care of by the contractor during construction period by providing alternate roads, providing safety signs and boards, and providing speed breakers where required. Moreover, mitigation measures as specified in EMPs would also be implemented by the contractors which would be closely supervised by the pourashava officials and consultants.

26. The participants were also informed that there would be local employment opportunity for skilled and unskilled laborers. Participation of women would be highly encouraged. The participants were also informed that road closure is not anticipated during construction period. The contractor will be required to submit a traffic management plan which will be implemented in coordination with the *pourashava* authority. Alternative routes, if required, will be communicated via public announcements, billboards and notices.

27. The Majority of participants' i.e more than 50% participants in the meeting expressed their support and willingness to participate in the project. They had also scope to express individually their comments and suggestions in the meeting. The issues raised were communicated to the MDSC road and drainage experts to further fine tune the detailed design of the components. The details of records of issues discussed and feedback received along with dates, times, locations, and list of participants are given in Appendix 1.

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

29. **Reconnaissance Survey.** The social safeguard team of the MDSC visited Kotalipara *pourashava* on 16 September 2015 to measure the widths of drains and roads under Package Nr: UGIIP-III- I/ KOTA/UT+DR/01/2015(Lot-1 & Lot-2), count the number of trees along ROWs, informal discussions with local communities, formal discussions with *pourashava* engineers, and visual assessment of IR impacts. The output of the survey was discussed with the design engineers of the project to incorporate into the designs to minimize the IR impacts.

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

IV. FINDINGS

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

31. All road and drainage components under Package Nr: UGIIP-III-I/KOTA/UT+DR/01/2015(Lot-1& Lot-2) will involve improvement of existing roads owned by Kotalipara *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 Kotalipara *pourashava* of the existing road and required widths in the ROWs therefore no land acquisition is required. Land ownership certificate is given in Appendix 5.

32. The Social Safeguard Unit of MDSC for UGIIP-3 further verified and checked the roads and drains through the questionnaire that is titled "Initial Evaluation Assessment Format". Through this format, the team members have organized consultation with road users and gathered feedback on the subprojects. There are no encroachers, squatters, mobile vendors and hawkers along the ROW of proposed drains and roads. Thus, **it has been concluded that there is no IR impact and the subproject is classified as Category C for IR.** For recording and documentation purposes, the following are the socio-economic information and profile of survey participants:

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

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

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

35. Although concerned road and drainage schemes unlikely to have any IR or resettlement impact, however, the construction/ improvement of the subproject components may cause minor temporary disturbances limited to dust and noise, movement of people, etc. which will be limited to the construction period only, and can easily be mitigated by quick and timely completion of works, taking dust suppression measures, removal of debris regularly, providing alternate roads and access to houses during construction, erecting different road furniture, where required, to make the vehicular movement safe and to minimize road accidents. For mitigating noise pollution, brick crushing yards, bituminous hot mix plants and concrete batching plants shall be located sufficiently away from habitation (at least 1km). Workers at the vicinity of strong noise shall wear earplugs.

36. All the above measures will be taken by the contractors during construction as per conditions included in the contract documents. The contractors shall avoid congested areas

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

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

38. **Indigenous People.** There is no identified indigenous people/ethnic minority (adivasi) communities on the vicinity of the proposed subproject components. The components are located only within the urban area and no ethnic people will be affected by the subproject activities near by the PDP Roads and Drains nor affected as a distinctive group. The IP Categorization form is attached as Appendix 3. The subproject has no IP impact and classified as Category C for IP.

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

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

Table 2 Social Safeguards Cost Relevant to Bandarban Subproject Implementation

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

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

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

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

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

SL. No	Scheme No/PDP No.	Sub-Project Schemes	Type of Loss/Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Remarks
		Roads, Lot-1						
1	0032	Improvement of Road by HBB from north side of Bridge in front of Pourashava office Via Rarir Bill & H/O Amor Ratno upto Parkona Mondiar Roads. Ch.00-1360m .	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition 	Not required	Not found	
2	030	Improvement of Road by DBC from the Sikir Bazar School BC Road Via H/O Achahak Member upto Parkona-Boluher Road . Ch.00-785m, Connecting Road from H/O Kamal Kha to Ishaque Member Ch. 00-288m.	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition 	Not required	Not found	
3	0022	Improvement of Road by DBC from the BC Road in front of Karitas office upto H/O Profullaw Gharami. Ch.00-565m.	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction 	Not required	Not found	
4	51,53	Part A : Improvement of Road by HBB starting from Sonatiya BC Road in front of H/O Habib Shah upto Choto Dakhinpara Madrasha. (Ch. 00.0 m to Ch.340.0 m). Part B : Improvement of Road by HBB starting from Choto Dakhinpara road via Rokon Hazra upto Madanpara Deghi (Ch. 00.0 m to Ch.470.0 m). Part C : Construction of 1 * 3.00 m * 3.00 m single vent RCC Box Culvert & 2 * 3.50 m * 4.00 m double vent RCC Box Culverts.	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction 	Not required	Not found	
5	0059	Improvement of Road by HBB from Sarder Bari CC Road Via H/O Taieb Sarder upto	No loss and no	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land 	Not required	Not found	

SL. No	Scheme No/PDP No.	Sub-Project Schemes	Type of Loss/Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Remarks
		HBB Road in front of Riajul Munshi. Ch.00-635m	resettlement impact reported		acquisition <ul style="list-style-type: none"> • Temporary disturbance of the local people during construction 			
6	0040	Rehabilitation of Road by CC & HBB from the Kurpala road Via H/O Kazi Firoz East Side of Ghagor River upto Ghatla of main Bazar Road. Ch.00-575m & Connecting road main road Ch 108 to existing HBB road. Ch. 00-106m	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction 	Not required	Not found	
7	0036	Improvement of Road by HBB from the North Boundary of Pourashava Via H/O Mokbul mullah & Koykha Bridge upto H/O Anu mollah.Ch.00-955m	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction 	Not required	Not found	
8	0039	Improvement of Road by HBB from the Koykha Madrasha Road Adjacent to Sanko Via H/O Haji Abdul Hakimi upto H/O Abul kalam azad. Ch.00-325m, & Connecting road upto Mosque-Ch 00-35m	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction 	Not required	Not found	
		Roads, Lot-2						
9	0060	Improvement of Road by HBB from the CC Road In Front of H/O Akub Ali Via Daharpara Jameh Mosque upto BC Road. Ch.00-400m	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction 	Not required	Not found	
10	0003	Improvement of Road by CC starting from the AC Land Office Road Via Seba Clinic upto Mosque. Ch.00-144m & Connecting road start Seba Clinic to Main road. Ch.00-47m	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during 	Not required	Not found	

SL. No	Scheme No/PDP No.	Sub-Project Schemes	Type of Loss/Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Remarks
					construction			
11	0034	Part A : Improvement of Road by HBB From the Sawmill of Khalek Chairman Up to Parkona Shashanghat (Rajoir-kotalipara road). Ch. 00-1900.0 m. Part B : Construction of 1 * 2.50 m * 2.50 m single vent Box Culvert (2 Nos.). Part C: Construction of 2 * 3.50 m * 4.00 m double vent RCC Box Culverts at the Ch. 1090.0 m, 1230.0 m, 1380.0 m & 1590.0 m	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction 	Not required	Not found	
12	0001	Part-A: Rehabilitation of Road by DBC from the Gopalganj – Poisarhat Road adjacent to Mukttijhodka office upto Sardar Bari Road. Ch.00-700m. Part-B: Rehabilitation of road from Main road Ch 382 to Kotalipara – Kandi Road. Ch.00-140m, &connecting to Clinic. Ch. 00-65m	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction 	Not required	Not found	
13	0002	Improvement of Road by HBB in front of BC Road (H/O Mosarrafa Counsilar) up to Sardar Bari CC Road.Ch.00-325m	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction 	Not required	Not found	
14	0017	Part A : Improvement of Road by DBC from Gopalganj- Paissarhat Sarak upto Munsur Tahshilder Sarak.Ch. 00-1015m & Connecting Road upto Kabi Sukanto Road. Ch. 00-160m . Part B : Construction of 1 * 3.00 m * 3.00 m single vent Box Culvert (2 Nos)	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction 	Not required	Not found	
15	0037	Improvement of Road by DBC from Ferdhara Primary School Via Kalimondir upto South boundary of Pourashava. Ch.00-1148m.	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during 	Not required	Not found	

SL. No	Scheme No/PDP No.	Sub-Project Schemes	Type of Loss/Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Remarks
					construction			
16	0044	Rehabilitation of Road by DBC from Tarashi Bazar (Bus Stand) upto Kheaghat / Food Godown. Ch.00-485m	No loss and no resettlement impact reported	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction 	Not required	Not found	

V. FUTURE CONSULTATIONS AND DISCLOSURE

44. 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 Kotalipara *pourashava* and provided to members of TLCC and community representatives.

45. A consultation and participation plan is prepared for UGIIP-3; consultation activities will be coordinated by the PMO, PIU (Kotalipara 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, Kotalipara *pourashava* with assistance of consultant teams will conduct (a) public meetings with affected communities to discuss and plan work programs and allow issues to be raised and addressed once construction has started; and (b) smaller-scale meetings to discuss and plan construction work with individual communities to reduce disturbance and other impacts, and to provide a mechanism through which stakeholders can participate in project monitoring and evaluation.

46. 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.

47. **Grievances redress mechanism.** A project-specific grievance redress mechanism (GRM) will be established to receive, evaluate, and facilitate the resolution of AP's concerns, complaints, and grievances about the social and environmental performance at the level of the project. The GRM will aim to provide a time-bound and transparent mechanism to voice and resolve social and environmental concerns linked to the project. The multi-tier GRM for the project is outlined below, each tier having time-bound schedules and with responsible persons identified to address grievances and seek appropriate persons' advice at each stage, as required.

48. 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.

49. Affected persons will have the flexibility of conveying grievances /suggestions by dropping grievance redress/suggestion forms in complaints/suggestion boxes that have already been installed by PIU or through telephone hotlines (mobile: 01710-861868;01711-025833) at accessible locations, by e-mail:mayor_kotali.poura@yahoo.com ;engr.nasiruddin@gmail.com; by post, or by writing in a complains register in PIU or Kotalipara *pourashava* office. Appendix 4 has the sample grievance registration form.

50. 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

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

- (i) **1st Level Grievance.** The phone number of the PIU office should be made available at the construction site signboards. The contractors and PIU safeguard focal person

can immediately resolve on-site in consultation with each other, and will be required to do so within 7 days of receipt of a complaint/grievance.

- (ii) **2nd Level Grievance.** All grievances that cannot be redressed within 7 days at field/ward level will be reviewed by the grievance redress cell (GRC) headed by Panel Mayor of the pourashava with support from PIU designated safeguard focal person and MDSC regional environment and resettlement specialists. GRC will attempt to resolve them within 15 days.² The PIU designated safeguard focal person will be responsible to see through the process of redressal of each grievance.
- (iii) **3rd Level Grievance.** The PIU designated safeguard focal person will refer any unresolved or major issues to the PMO safeguard officer and MDSC national environmental and resettlement specialists. The PMO in consultation with these officers/specialists will resolve them within 30 days.

52. 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.

53. 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.

54. **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.

55. **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.

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

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

GRM Diagram

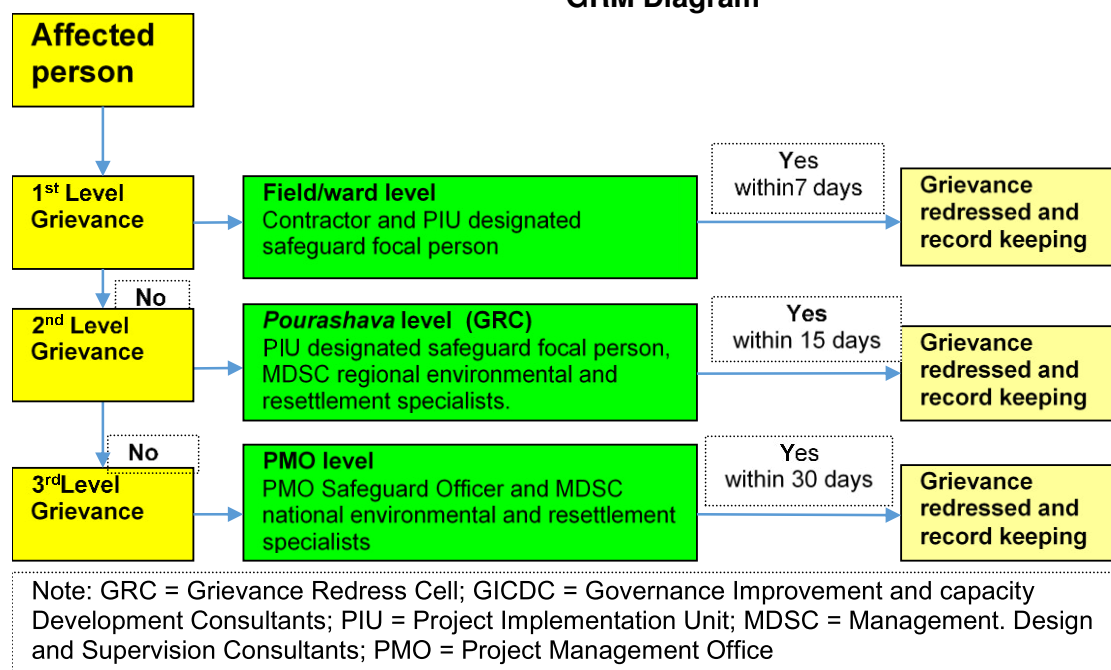


Figure 9: Affected Person Grievance Redress System

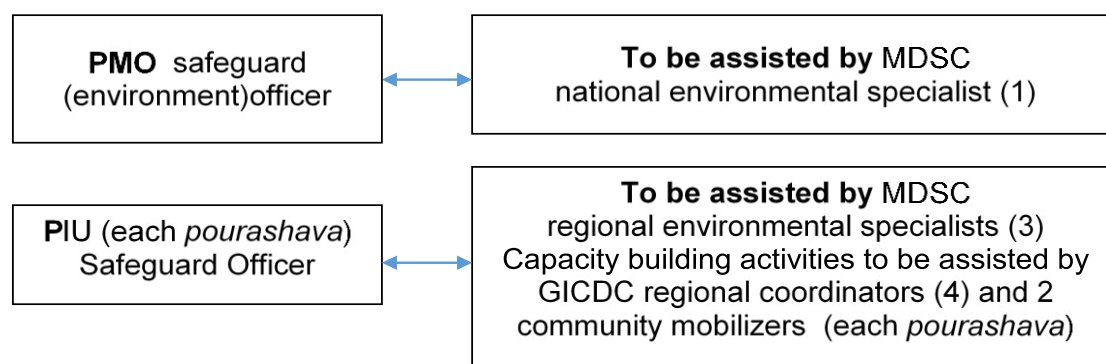


Figure 40: Safeguards Implementation Arrangement

VI. MITIGATION OF SOCIAL CONCERNS

57. 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.

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

VII. CONCLUSION

59. Important findings of the study in connection to social safeguard issues are (i) improvement of the roads will be carried out on the existing alignments and will not require land acquisition; (ii) most of the drains will be constructed as road side drains along the edge of the roads and only 2 drains will be constructed on the katchha alignments; (iii) there are no structures, houses, shops, trees or any other establishments on the ROWs of the proposed roads and drains alignments; (iv) as a result no dislocation, demolition of houses or structures will be required due the development activities; (v) the local people unanimously welcomed the project and showed positive attitude to the improvement of the proposed subproject. None was found to oppose the subproject; (vi) urban residents and the rural residents in surrounding hinterland will benefit from improvement of the proposed roads for creating better access to urban markets & social services provided in the project town; (viii) no potential negative impact could not be identified and (ix) business or economic activities will not be impeded resulting losses in income or asset.

60. 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.

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

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

VIII. APPENDIX 1: RECORDS OF PUBLIC CONSULTATIONS

63. As a part of public consultations several meetings were held in different sub projects of the pourashava under UGIIP-III. The public consultation meetings were presided over by concerned Councillors of Kotalipara Pourashava; Md.Nasir Uddin, Assistant engineer and Social Safeguard Officer of the Pourashava, Consultants from Social Safeguard Unit of MDS, UGIIP-3 were present in the meetings. In the meeting, road users, beneficiaries of the drains, local elites, local government representatives, and businessmen were also present.

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

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

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

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

- They want to know actual time of the construction and routine of the subprojects.
- Regarding livelihood loss and relevant compensation if any.
- Most of the participants are happy to know the improvements of the subprojects
- Main concern of the participants is the quality of the construction work and they urged the authority not disturbing their livelihood any way and ensuring proper safety measures during construction period and alternative road arrangement of the passer-by and requesting completing all work within the dry season.

67. The meeting concluded with thanks from the chair for participating beneficiaries and users in the meeting. During the field visit consultant conducted some consultant meeting for the proposed road and drain.

Consultation Meeting No- 1
Subproject: PDP Road-60,51&52
Venue: Doharpara Jame Mosque, Ward No-02,
Date:20/9/2015, Time:3pm; No of Participants: 14

68. The rehabilitation of the road has been proposed for better road facilities in Ward-6. The road with a width of the proposed road is 3.1 to 3.6m will be rehabilitated on the existing carriageway of pourashava land with no structure.

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

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

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

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

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

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

- Required maintenance and quality of the work
- Is there any compensation for project affected persons (PAPs)?
- What are name of the subprojects under UGIIP-III?
- Most of the participants are happy to know the improvements of the subprojects
- Main concern of the participants is the quality of the construction work and the livelihood issues during construction period and ensuring proper safety measures and suggested for alternative road arrangement of the passer by. They also suggested that local community should have access in monitoring construction work.

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



Photograph of the Consultation Meeting with stakeholders,(PDP-60,51,52)

Key Issues of Discussion

SL	Key issues	Major Findings
1.	Existing condition of the feeder road and people's necessity	The existing road condition is in bad shape,broken, narrow and some part is kacha, waterlogging in some places. Emergency movement like taking patients to hospitals by ambulance cannot be possible. The situation is causing immense suffering for the city dwellers.
2.	Good road communication will bring better scopes for the community	The area is low lying. In wet season people remain marooned. So,better road condition is very much essential and also a criteria of development and expansion of business. It can save time and ensure improved living standard and present suffering in traffic movement..
3.	Service use from Pourashava	The participants representing the community expressed their frustration with the Pourashava for its failure to provide timely support to the poor and equitable development for all section of people. The participants criticize for lacking proper urban planning and continuing the development plan for maintaining narrow road.
4.	Access to supply pure drinking Water	They demanded access of drinking water for marginal people of the pourashava.
5.	Opinion of the local people regarding improvement of existing road	The people feel that they are deprived of all supports for being members of the poor community Their children, despite having good education, do not get jobs while with lesser education other people get jobs. They expressed their satisfaction for the development of proposed road.
6.	Willingness to support the project	They welcomed the project implementation policy & would be happy to get employment during subproject implementation. Poor people want construction workers will be hired from local people. Moreover, they are interested in to participate different project activities during implementation.

List of Participants Public Consultation

Office of the Kotalipara Pourashava
Kotalipara, Gopalgonj.

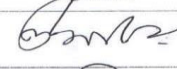
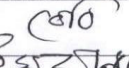
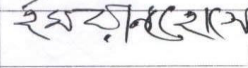
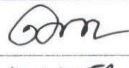
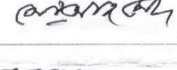
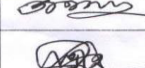
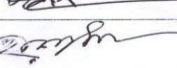
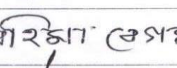
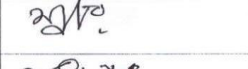
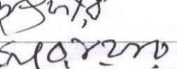
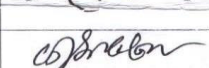
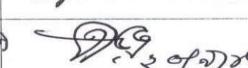
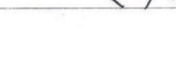

PDP No - 37
60 251, 53
Ward No - 02

Third Urban Governance and Infrastructure Improvement (Sector) Project (UGIIP-III)
Local Government Engineering Department

Public Consultation & List of Participants

Name of Pourashava: Kotalipara Pourashava, Venue: in front of Dafarpara Jameh Mosque, Ward: 02

Date: 20/09/2015 Time: 3:00 PM

Sl	Name of the participant	Occupation	Signature
1	ইমামুল করিম	কাউন্সিলর	
2	বরির বেগম	শিক্ষিকা	
3	ইমদান হোসেন	ইমাম	
4	আবুদাদ হোসেন	অ্যাডভোকেট	
5	আবুদাদ হোসেন	গন্য মান্য ব্যক্তি	
6	শরিফুল হকমান রাজা	অ্যাডভোকেট	
7	আবুদাদ হোসেন	অ্যাডভোকেট	
8	শরিফুল হকমান মুকুন	শিক্ষক	
9	শ্রীমা বেগম	অ্যাডভোকেট	
10	মুহাম্মদ ইমদান রাজা	অ্যাডভোকেট	
11	মুহাম্মদ হোসেন	অ্যাডভোকেট	
12	আবুদাদ হোসেন	অ্যাডভোকেট	
13	কাউন্সিলর ইমদান হোসেন	অ্যাডভোকেট	
14	আ: শরিফুল হোসেন	গণকণা প্রকল্প	

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Consultation Meeting-02
Subproject: PDP -22
Venue: Ansar VDP Club , Ward No-05,
Date: 21/9/2015, Time-4pm
No of Participants: 14

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

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

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

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

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

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

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

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



Public Consultation with the community

Key Issues of Discussion

SL	Key issues	Major Findings
1.	Existing situation of the feeder road	The road is very narrow, so it should be widened to meet the present needs.. In the rainy season, it gets worse and movements of vehicles come to a stop at some time when it rains heavily. Sometimes accidents happen. Emergency movement like taking patients to hospitals by ambulance cannot be possible.
2.	Better road communication will bring better scopes and income opportunity for the community	Good road can save time and ensure improved living standard and present suffering in traffic movement. Business, education and health access will be highly benefited
3.	Service use from Pourashava	The participants representing the community expressed their frustration with the Pourashava for its failure to provide humanitarian support to the poor .The participants criticize the pourashava for lacking proper urban planning and continuing the development plan for maintaining narrow road and urging the pourashava officials for making the city as a substitute for not going to the capital.
4.	Access to supply Water	They demanded access of pure drinking water for marginal people of the pourashava.
5.	Opinion of the local people regarding improvement of existing road	The people feel that they are deprived of all supports for being members of the poor community Their children, despite having good education, do not get jobs while with lesser education other people get jobs. They do not have any confidence in Pourashava's announcement of this project as it has been an age-old demand of the community but Pourashava paid no heed to it.
6.	Willingness to support the project	They welcome the project implementation policy & would be happy to get employment during subproject implementation, if possible. Moreover, they are interested in to participate different project activities during implementation.

Public Consultation List of Participants

Office of the Kotalipara Pourashava
Kotalipara, Gopalganj.

POPKO-22
wardko-05

Third Urban Governance and Infrastructure Improvement (Sector) Project (UGIIP-III)
Local Government Engineering Department

Public Consultation & List of Participants

Name of Pourashava: Kotalipara Pourashava, Venue: Ambar-VDP Club Ward:05
Date: 21/09/2015 Time: 4.00 P.M.

Sl	Name of the participant	Occupation	Signature
1	কৃষ্ণ চন্দ্র (ন)	কাজেকর	কৃষ্ণ
2	অমল চন্দ্র (ন)	সিএলসি	am
3	কৃষ্ণ কান্ত চন্দ্র	"	কৃষ্ণ
4	সিআরএম কুমার	আফগানিস্তান	Sim
5	সুখান্তর সীতা	ফার্ম(সিএম)	সুখান্তর
6	আবদুল হক	সিএলসি	আবদুল
7	সিআরএম সীতা	ফার্ম	সিআরএম
8	সুখান্তর	ফার্ম	সুখান্তর
9	সুখান্তর (সিএম)	"	সুখান্তর
10	আবদুল হক	ফার্ম	আবদুল
11	সুখান্তর	ফার্ম	সুখান্তর
12	সুখান্তর	ফার্ম	সুখান্তর
13	সিআরএম সীতা	ফার্ম	সিআরএম
14	সুখান্তর	ফার্ম	সুখান্তর

Consultation Meeting-03**Subproject: PDP -36, 37;****Venue: In front of Ferdhara Government Primary School, Ward No-08,****Date: 21/09/2015, Time: 11:30am****No of Participants: 14**

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

81. During initial survey assessment, the Project follows a participatory approach including stakeholder consultations, socio-economic surveys. A project brief was prepared for each Pourashava that provided an overview of potential resettlement impacts and explained proposed entitlement for affected persons (APs).

82. Participants came from urban communities of the concerned sub project. Road user, drainage beneficiaries, members of ward committees, public representative and representatives of local government agencies representatives attended in the meeting. Some issues were raised during public consultations that have been addressed in the DDR, but the issues would not pose any significant constraint in the implementation of proposed sub- project.

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

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

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

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

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



Photo of the Consultation Meeting

Key Issues of Discussion

SL	Key issues	Major Findings
1.	Existing situation of the feeder road	The road is very narrow causing traffic congestion and further damage to the road already in bad shape. In the rainy season, it gets worse and movements of vehicles come to a stop at some time when it rains heavily. Emergency movement like taking patients to hospitals by ambulance cannot be possible. Road should be wide enough which can ensure emergency needs like earthquake, flood, fire accidents, sufficient air and sunlight etc
2.	Better road communication will bring better scopes	Design should be optimum. Modern and better planning of the pourshava is the pre condition of development. It can save time and ensure improved living standard and present suffering in traffic movement. Business, education and health will be highly benefited.
3.	Service use from Pourashava	The participants criticize the pourashava for lacking proper urban planning and continuing the development plan for maintaining narrow road and urging the pourashava officials for making the city as a substitute regional town. Create health and education and job facilities for the poor, unemployed and young.
4.	Access to supply Water and sanitation	They demanded access of drinking water for marginal people of the pourashava.
5	Equitable development of poor	Development should be in such way both poor and rich get equitable benefit.
6.	Willingness to support the project	Even with lot of suspicion and mistrusts, the community still pledged their all-out support and cooperation with the project. They welcome the project implementation policy & would be happy to get employment during subproject implementation, if possible. Moreover, they are interested in to participate different project activities during implementation.

Public Consultation List of Participants

Office of the Kotalipara Pourashava
Kotalipara, Gopalganj.

PDP No - 37236
Ward No - 08

Third Urban Governance and Infrastructure Improvement (Sector) Project (UGIIP-III)
Local Government Engineering Department

Public Consultation & List of Participants

Name of Pourashava: Kotalipara Pourashava, Venue: front of Fardara Govt. pri
school, Ward: 08

Date: 21/09/2015 Time: 11:30 AM

Sl	Name of the participant	Occupation	Signature
1	অনন্য ক্রিয়াকর্মী	কর্মসূচী	
2	শ্রী: আমন মাস্তী	কর্মসূচী	শ্রী: আমন মাস্তী
3	শ্রী: অজিত ক. বরুয়া (কর্মসূচী)		অজিত ক.
4	শ্রী: নিতাই রায়	কর্মসূচী	নিতাই রায়
5	শ্রী: অজিত ক. বরুয়া (কর্মসূচী)	কর্মসূচী	অজিত ক. বরুয়া
6	শ্রী: অমল রায়	কর্মসূচী	অমল রায়
7	শ্রী: অমল রায়	কর্মসূচী	অমল রায়
8	শ্রী: অমল রায়	কর্মসূচী	অমল রায়
9	শ্রী: অমল রায়	কর্মসূচী	অমল রায়
10	শ্রী: অমল রায়	কর্মসূচী	অমল রায়
11	শ্রী: অমল রায়	কর্মসূচী	অমল রায়
12	শ্রী: অমল রায়	কর্মসূচী	অমল রায়
13	শ্রী: অমল রায়	কর্মসূচী	অমল রায়
14	শ্রী: অমল রায়	কর্মসূচী	অমল রায়

Consultation Meeting-04

Subproject: PDP -01,

Venue: In front of upazila land office, Ward No-01,

Date: 20/09/2015, Time: 11am

No of Participants: 13

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

88. During initial survey assessment, the Project follows a participatory approach involving a project brief was prepared for each Pourashava that provided an overview of potential resettlement impacts and explained proposed entitlement for affected persons (APs).

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

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

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

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

- As a district town ensuring modern planning for pourashava development and quality work. They reminded the area is a remittance earning area. So, urbanisation is very rapid in this area. Without modern planning, widening of the road is very essential.
- Ensure safety measures and emergency needs
- Arrange play ground, park, road lights, slum development, toilet facilities etc
- Make the pourashava beautiful and planned housing
- Before project planning arrange community meeting and avoid livelihood impact of footpath vendors
- Main concern of the participants is the quality of the construction work and they urged the authority not disturbing their livelihood any way and ensuring proper safety measures during construction period and alternative road arrangement of the passer by.
- If livelihood is unavoidable, arrange income restoration

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



Photo of the consultation meeting

Key Issues of Discussion

SL	Key issues	Major Findings
1.	Existing situation of the feeder road	Narrow and curve road should be widened and straightened In the rainy season, it gets worse and movements of rickshaw and other vehicles come to a stop at some time when it rains heavily. Sometimes accidents happen. Emergency movement like taking patients to hospitals by ambulance cannot be possible. Road should be wide enough which can ensure emergency needs like earthquake, flood, fire accidents, sufficient air and sunlight etc
2.	Better road communication will bring better scopes	Better road planning is the pre condition of development and quality of life. It can save time and ensure improved living standard and present suffering in traffic movement. Business, education and health will be highly benefited and people's overall wellbeing .
3.	Service use from Pourashava	The participants needs of support from the pourashava and criticize the pourashava for lacking proper urban planning and modern planning
4.	Access to supply Water	They demanded access of drinking water for marginal people of the pourashava. At the same time they urged quality water with affordable price
5	Equitable development of poor	Development should be in such way both poor and rich get equitable benefit.
6.	Willingness to support the project but need development of all section of people	Even with lot of suspicion and mistrusts, the community confirmed their all-out support and cooperation with the project authority. They welcome the project implementation policy & would be happy to get employment during subproject implementation, if possible. Moreover, they are interested in to participate different project activities during implementation.

Public Consultation List of Participants

Office of the Kotalipara Pourashava
Kotalipara, Gopalganj.

POPNR-01
WARDNR-01

Third Urban Governance and Infrastructure Improvement (Sector) Project (UGIIP-III)
Local Government Engineering Department

Public Consultation & List of Participants

Name of Pourashava: Kotalipara Pourashava, Venue: *In front of Upazila Land Office*, Ward: *01*

Date: *20/09/2015* Time: *11:00 AM*

Sl	Name of the participant	Occupation	Signature
1	স্বাঃ মোঃ আব্দুল হাফিজ	কন্সট্রাক্টর ৩ন, ওয়ার্ড	<i>[Signature]</i>
2	স্বাঃ আব্দুল ওয়াদুদ (স্বাঃ)	কৃষক	<i>[Signature]</i>
3	স্বাঃ আব্দুল ওয়াদুদ		<i>[Signature]</i>
4	স্বাঃ বাকুলী হোসেন	ইমাম	<i>[Signature]</i>
5	কামরান		<i>[Signature]</i>
6	বাকুলী দাস		<i>[Signature]</i>
7	স্বাঃ আব্দুল হাফিজ		<i>[Signature]</i>
8	স্বাঃ আব্দুল হাফিজ		<i>[Signature]</i>
9	স্বাঃ মিজবান (স্বাঃ)		<i>[Signature]</i>
10	স্বাঃ আব্দুল হাফিজ		<i>[Signature]</i>
11	স্বাঃ মালিক (স্বাঃ)		<i>[Signature]</i>
12	স্বাঃ কামরান		<i>[Signature]</i>
13			
14	স্বাঃ মোঃ জিওর্জ উদ্দিন	আইসিটি সিস্টেম	<i>[Signature]</i>

IX. APPENDIX 2: INVOLUNTARY RESETTLEMENT IMPACT ASSESSMENT CHECKLIST

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

A. Introduction

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

B. Information on proposed scheme/subproject:

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

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

C. Screening Questions for Involuntary Resettlement Impact

Involuntary Resettlement Impacts	Yes	No	Not Known	Remarks
Will the project include any physical construction work?	x			
Does the proposed activity include upgrading or rehabilitation of existing physical facilities?				
A. Land (not applicable for public ROWs)				
1. Ownership of land known?	x			(if yes, check appropriate) <input type="checkbox"/> government <input type="checkbox"/> private <input type="checkbox"/> trust/community <input type="checkbox"/> traditional (IPs/tribal) <input type="checkbox"/> Others (specify)
2. Land purchase/acquisition (<i>answer required even for land donation and/or negotiated land purchase</i>)				
a. permanent (<i>owner/s required to transfer ownership/rights to pourashava</i>)		Not applicable		(if yes, provide purpose)
b. temporary (<i>owner/s retain rights/ownership</i>)		Not applicable		(if yes, provide purpose)
c. not required				(check appropriate) <input checked="" type="checkbox"/> land owned by pourashava <input type="checkbox"/> land owned by other government agency <input type="checkbox"/> proposal will not require land (scheme will be along right of way or existing facility)
3. Current usage of the land known?				if yes, check as appropriate: <input type="checkbox"/> agricultural <input type="checkbox"/> residential

Involuntary Resettlement Impacts	Yes	No	Not Known	Remarks
				___ commercial/business ___ community use ___ vacant/not used ___ private access road ___x others (specify) ___ existing carrigeway and roadside pourashava land
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 land?		x		
(if yes, complete the following information)				
- Residential				(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) _____				(if yes, provide description)
6. Are there any trees on land?		x		(if yes, provide number)
7. Are there any crops on land?		x		(if yes, provide if perennial or seasonal)
8. Will people lose access to:				
- 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			(if no, provide description and ensure answer questions on land)
2. Structures on RoW? (applicable to full or partial parts, applicable to permanent/semi-permanent structures)		X		(if yes, provide description)
- Residential		X		
- Commercial/business/stalls		X		
- Fence/boundary walls		X		
- Sanitation facility		X		
- Community facility		X		
- School/educational facility		X		
- Religious structure		X		
- Service provision (light poles, water wells, etc)		X		
- Others (specify)				
3. Any mobile vendors/hawkers using RoW?		X		
4. Will there be loss of agricultural plots?		X		
5. Will there be loss of trees?		X		
6. Will there be loss of crops?		X		
5. Will people lose access to:				
- any facility		X		(if yes, provide description)

Involuntary Resettlement Impacts	Yes	No	Not Known	Remarks
- services		X		(if yes, provide description)
- natural resources		X		(if yes, provide description)
6. Are any of the affected persons (AP) from indigenous or ethnic minority groups?		X		(if yes, provide description)

D. Attachments

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

Prepared by: MDS Team Consultant Signature: Name: Humayun Kabir Position: Regional Resettlement Specialist Date: 20 September, 2015	Verified by: Signature: Name: Md. Abdul Karim Position: Deputy Team Leader Date: 20 September, 2015
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THIS PORTION IS FOR PMO AND MDSC SAFEGUARD TEAM USE ONLY

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

Assessed by: Signature: Name: Humayun Kabir Position: Regional Resettlement Specialist Date: 20 September, 2015	Noted by: Signature: Name: Md. Abdul Karim Position: Deputy Team Leader Date: 20 September, 2015
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X. APPENDIX 3: INDIGENOUS PEOPLE/SMALL ETHNIC COMMUNITIES (SEC) IMPACTS SCREENING CHECKLISTS

A. Introduction

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

2. Information on project/subproject/component:

a. District/administrative name: *Gopalganj/Kotalipara*

b. Location (km): *For all subprojects (12.968 km) of Phase-1*

c. Civil work dates (proposed): _____

d. Technical description: _____

B. Screening Questions for Indigenous People/SEC Impact

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

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

C. Indigenous People/SEC Impact

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

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

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

Prepared by: Humayun Kabir	Verified by: Md. Abdul Karim
Signature: Name: Humayun Kabir Position: Regional Resettlement Specialist	Signature: Name: Md. Abdul Karim Position: Deputy Team Leader



XI. APPENDIX 4: SAMPLE GRIEVANCE REGISTRATION FORM

(To Be available in Bangla and English)

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

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

**XII. APPENDIX 5: LAND OWNERSHIP CERTIFICATE OF PHASE 1
SUBPROJECTS**

	কোটালীপাড়া পৌরসভা কার্যালয় কোটালীপাড়া, গোপালগঞ্জ। ফোন নং- ০২৬৬৫১২৬৭ (অফিস), ০২৬৬৫১৩২৫ (বাসা) ফ্যাক্স : ০২৬৬৫১২৬৭ E-mail : mayor_kotali.poura@yahoo.com
সূত্র : কম্পো/Phase-1/2024/049/2	তারিখ : ৩০/১০/২০২৪
প্রেরকঃ মেয়র কোটালীপাড়া পৌরসভা গোপালগঞ্জ।	
✓ প্রাপকঃ প্রকল্প পরিচালক তৃতীয় নগর পরিচালন ও অবকাঠামো উন্নতিকরণ (সেক্টর) প্রকল্প স্থানীয় সরকার প্রকৌশল অধিদপ্তর আগারগাঁও, শেরে বাংলা নগর ঢাকা-১২০৭।	
বিষয়ঃ UGIIP-III প্রকল্পের আওতায় বিনিয়োগ পরিকল্পনায় phase-1 উল্লেখিত sub-project(রাস্তা, ড্রেন ও কালভার্ট) এর জমির মালিকানা প্রসঙ্গে।	
উপরোক্ত বিষয়ের আলোকে আপনার সদয় অবগতির জন্য জানানো যাইতেছে যে, কোটালীপাড়া পৌরসভা কর্তৃক দাখিলকৃত বিনিয়োগ পরিকল্পনায় phase-1 এ উল্লেখিত sub-project (রাস্তা, ড্রেন ও কালভার্ট) এর জমি সরকারী খাস মালিকানা এবং পৌরসভার নিয়ন্ত্রনাধীন রহিয়াছে। উন্নয়নমূলক কাজ বাস্তবায়নে জমি নিয়ে কোন প্রকার সমস্যা হওয়ার সম্ভাবনা নাই।	
 (এইচ এম অহিদুল ইসলাম) মেয়র কোটালীপাড়া পৌরসভা গোপালগঞ্জ।	