

Due Diligence Report – Social Safeguards

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BAN: Third Urban Governance and Infrastructure Improvement (Sector) Project – Bandarban Pourashava Urban Transport and Drain Improvement Subproject (Phase 2)

Package Numbers: UGIIP-III-2/BAND/UT+DR/01/2016
UGIIP-III-2/BAND/UT+DR/02/2016
UGIIP-III-2/BAND/UT+DR/03/2016

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

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CURRENCY EQUIVALENTS

(as of 31 Aug 2016)

Currency Unit	=	Tk.
Tk1.00	=	\$ 0.0128
\$1.00	=	Tk.78.40

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
DMC	–	Developing Member Countries
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
Kutchra, katchha or kacca	–	Structures built without bricks and mortar or without concrete
Lakh or lac	–	100,000
Moholla or mohalla	–	Sub-division of a ward
Mouza map	–	Cadastral map of mouza showing plots and their numbers
Nasiman	–	A3-wheeler motorized vehicle
Parshad	–	Councilor
Pourashava or Paurashava	–	Government-recognized land area
Pucca or Puccha, puccha	–	Structures built partly with bricks and mortar or concrete
Thana	–	Police station
Upazila	–	Administrative unit below the district level. A district is called a Zila

WEIGHTS AND MEASURES

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

NOTES

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

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I. INTRODUCTION

A. Background

1. The Government of Bangladesh is developing Secondary towns to improve living standards, particularly in the poorer areas, and to provide an alternative destination for rural dwellers that would otherwise join the migration to larger metropolitan centres, through Third Urban Governance and Infrastructure Improvement (Sector) project (UGIIP-III). UGIIP-III is being implemented as a sector loan approach. After the successful implementation of Urban Governance and Infrastructure Improvement Projects (UGIIP I and II) in the selected Pourashavas, the Local Government Engineering Department (LGED) with the financial assistance of Asian Development Bank (ADB) have planned to implement a similar project (UGIIP-III) in pre-selected 31 Pourashavas (Figure-1) over a period of 6 years (2014 to 2020).
2. The impact will be improved living environment in project towns. The outcome will be improved municipal service delivery and urban governance in project towns. UGIIP-III will improve existing and provide new municipal infrastructures including (i) roads; (ii) Drainages; (iii) water supply system; (iv) solid waste management facilities; (v) slaughter houses; (vi) markets, community centres/auditorium, bus and truck terminals (vii) public toilets; and (viii) others such as provision for street lighting and improvement of slums.
3. A sector-lending approach is being used for the project as it has been well established and successfully practiced in the UGIIP-I and II. In accordance with ADB's Safeguard Policy Statement (SPS), 2009 requirements a Resettlement Framework (RF) have been prepared.
4. During project preparation, resettlement plans (RPs) were prepared for 3 sample Pourashavas covering roads, drainage, kitchen market and solid waste management sub-projects. The RPs concluded that the project will have only temporary impacts and therefore, UGIIP-III has been categorized as resettlement Category B as per ADB SPS 2009. As a basic development principle, significant resettlement impacts (for category-A sub-projects) should be avoided to the extent possible in future sub-projects. For any components, the social and resettlement assessments documents will be formulated and approved by ADB before any physical activities start.
5. 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.
6. This Resettlement and Social Impact Assessment Report has been prepared for roads and drains Improvement sub-project of Bandarban Pourashava taken up in Phase-2 under Package Nr: UGIIP-III-2/BAND/UT+DR/01/2016, UGIIP-III-2/BAND/UT+DR/02/2016 and UGIIP-III-2/BAND/UT+DR/03/2016. 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 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 Bandarban Pourashava has been prepared based on the feasibility study and detailed engineering designs.

7. During investigations, it was revealed that the road and drain sub-project proposed for Bandarban Pourashava under Package Nr: UGIIP-III-2/BAND/UT+DR/01/2016, UGIIP-III-2/BAND/UT+DR/02/2016 and UGIIP-III-2/BAND/UT+DR/03/2016 will be implemented on the Pouroshova's own land and it is expecting that the construction of the aforesaid road and drain sub-project will cause neither any physical nor any economic displacement of any kind. There is no possibility of land acquisition and no structure will be affected, none need to be relocated, and consequently no involuntary resettlement (IR) impact are anticipating and thus the sub-project 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 sub-project.

B. Institutional Set-up

8. 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 (M/O LGRD&C) and having 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 (IAs) with a project implementation unit (PIU)) 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.

II. SUB-PROJECT DESCRIPTION

9. **Location:** Bandarban Hill District is located in the south east part of Bangladesh under Chittagong division. It is located between 22°12' & 22°20' North Latitude and 92°13' & 92°21' East Longitude and at an elevation of 36 meters above sea level. Bandarban Pourashava is bordered by the Rangamati district to the north, Chittagong district to the west, Lama Upazila of Bandarban district to the south, and Rowangchhari Upazila of Bandarban district to the east. It is located at the district headquarters of Bandarban district and 75 km away from Chittagong. The pourashava is situated at the valley of the hills encircling Bandarban town. The pourashava experiences flush flood in most of the years due to rainwater from hills. The area of this Pourashava is 20.88sq.km and population is 73800. The rate of increase of population is 2.89%.

10. **The Components:** To cope with the demand of increasing population in the Pourashava area, rapid development of different civic facilities for the city dwellers has now become imperative. Under the circumstances, this sub-project has been proposed comprising improvement of 39 existing roads and construction of 19 drains under Package Nr: UGIIP-III-2/BAND/UT+DR/01/2016, UGIIP-III-2/BAND/UT+DR/02/2016 and UGIIP-III-2/BAND/UT+DR/03/2016. The components of the sub-project, shown in **Table-1** below will involve schemes (i) improvement/ construction of 14408m = 14.408 km of existing roads and construction of 4977m = 4.977km of drainage of Pourashava.

Table 1: Sub-project components and ownership of land,
Package Nr: UGIIP-III-2/BAND/UT+DR/01/2016, UGIIP-III-2/BAND/UT+DR/02/2016 and UGIIP-III-2/BAND/UT+DR/03/2016

Pkg. No.	Sl. No	PDP No./ TLCC	Name of Scheme	Road/ Drain Length (m)	Possible Social Impact / IR impact)	Presence of Indigenous People (IPS)	Type of loss /effect	Land Ownership
UGIIP-III-2/BAND/UT+DR/01/2016	1.	01	Part-A) Rehabilitation of Road starting from Balaghata Bazar to Lemuziri Bridge by DBC (Ch: 00-458m), Part-B) Construction of Connecting road starting from Purbo Balaghata Carpeting road to Mustafizur Rahaman House by CC (Ch: 00-450m), Part-C) Construction of Connecting Road Starting from Chandragona Road to Ex-ommissioner Md.Ahamed Shaiyad House by CC (Ch: 00-136m).	1044	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	2.	21	Rehabilitation of Road starting from Chandrogona Main Road to Buddha Sasan Road by DBC (Ch:-00-310m) and Connecting Road starting from Shahsan Main Road to Mahiudin house by DBC (Ch: 00-60m)	370	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Tree	Pourashava
	3.	9	Improvement of Road Starting from Chandragona Road to Tanchagya Hostel at Muruti Karbarii Para by DBC.(Ch: 00-340m)	340	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Tree	Pourashava
	4.	2	Improvement of Road Starting from Subas Das House to Hindu Shasan road (Remaining Portion) by CC.(Ch:0.00-200m).	200	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	5.	13	Improvement of Road Starting from Moulabi Abdul Khalak House to Islampur road by CC.(Ch:0.00-400m).	400	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in 	Not found	Not found	Pourashava

Pkg. No.	Sl. No	PDP No./ TLCC	Name of Scheme	Road/ Drain Length (m)	Possible Social Impact / IR impact)	Presence of Indigenous People (IPS)	Type of loss /effect	Land Ownership
					the sub-project environmental management plan (EMP)			
	6.	27	Improvement of Road Starting from Rowanchari Main Road to Labu Bagan Via Open University at Kalaghata by CC.(Ch:0.00-200m).	200	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	7.	28	Rehabilitation of Road Starting from(A) Rowanchari Main Road to Jalapara Via Mondir by DBC(Ch:0.00-709) and Connecting of Road (B) Kalaghata bazar to Primary School by DBC (Ch:-00-246m).	955	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	8.	40&47	Rehabilitation of Road Starting from (A) Chowdhury Market to Hily Market via Marma Bazar by DBC (Ch:0.00-1022m) and Connecting Road (B) Bisic office to Kasweaong Chairman by DBC (Ch:0.00-90m).	1112	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	9.	48	(A) Rehabilitation of Road Starting from Bat Tala More Road to Uzani Para Primari School by DBC (Ch:0.00-825m) and Connecting Road (B)Bandarban Girl School to Marma Bazar via JSS Goli by DBC (Ch:0.00-130m) and Connecting Road (C) Mongkyaching (Fokong) to Joni Babu house by DBC (Ch:0.00-75).	1030	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	10.	43	Construction of Road Starting from (A) Bazar Main Road (Nazim Store) to Shop of Hazi Electronics by DBC.(Ch:0.00-103m) and Connecting Road (B) Shop of Sazahan to Clasic Tailors by DBC. (Ch:0.00-100m),	793	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in 	Not found	Not found	Pourashava

Pkg. No.	Sl. No	PDP No./ TLCC	Name of Scheme	Road/ Drain Length (m)	Possible Social Impact / IR impact)	Presence of Indigenous People (IPS)	Type of loss /effect	Land Ownership
			Connecting Road(C) Shop of Amanat Store to Shop of Bimal by DBC. (Ch:0.00-150m), (D) Connecting Road Shop of Razas to Shop of Uzzal by DBC.(Ch:0.00-50m), (E) Connecting Road Chimbuk shop to Poura Toilet by CC.(Ch:0.00-150m), (F) Connecting Road Poura shopping Complex to Razes house by CC.(Ch:0.00-30m), (G) Connecting Road Shop of Pan to Fish Bazar by CC.(Ch.00-75), (H) Connecting Road Shop of Hazi Store to Fish Bazar by CC (Ch:0.00-65), (I) Connecting of main road to Nappi ghat Road by CC.(Ch:0.00-70)		the sub-project environmental management plan (EMP)			
	11.	45	Rehabilitation of Road from Puratan Balaghata Road to Purabi Super Market by DBC(Ch:0.00-250).	250	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	12.	49	(A)Construction of Road Starting from Uzanipara saw mill to Kalaghata Ghat by CC.(ch:0.00-137m) and (B) Connecting Road from Karitas office to Dr.Baching by CC.(Ch:0.00-100m).	237	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	13.	54	(A) Construction of Road Starting from Babul Marma house to Chinbai Aong by CC.(Ch:0.00-95m), (B) Construction Of Road from Uzanipara Main Road to Mangnuching house by CC.(Ch:0.0-70) and (C) Construction of Connecting Road from uzanipara saw mill Road to Upjatio Thikadar samitee office by CC.(ch:0.00-70m)	235	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava

Pkg. No.	Sl. No	PDP No./ TLCC	Name of Scheme	Road/ Drain Length (m)	Possible Social Impact / IR impact)	Presence of Indigenous People (IPS)	Type of loss /effect	Land Ownership
	14.	24	Improvement of Road Starting from Rowanchari Main Road to Rafik house(Idrise) via Karuna house at Kalaghata by HBB(Ch:0.00-150m)	150	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	15.	38	Construction of Road Starting from Madhyam Para (Taher Calani) Houq Tower to Late Lal Mohan house by CC.(Ch:0.00-130m).	130	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	16.	18	Construction of Road Connecting Walkway from Rowanchari Road to Monky Para & Jaila Para by CC.(Ch: 0.00-250m).	250	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	17.	53	Construction of Road Starting from Mongnue Prue house to Jam Jam Hotel by CC. (Ch: 0.00-95m).	95	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava

Pkg. No.	Sl. No	PDP No./ TLCC	Name of Scheme	Road/ Drain Length (m)	Possible Social Impact / IR impact)	Presence of Indigenous People (IPS)	Type of loss /effect	Land Ownership
	18.	11	Construction of Road Starting from Karunapur Biher Road (Nearby Chandragona Road) to Bimal Kanti Chakma At Chittasan Baidha Para by CC.(Ch: 0.00-100m)(Part-B).	100	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	19.	2	Construction of RCC Drain Starting from East Balaghata to Police line (Ch: 0.00-360m).	360	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	20.	43	Construction of RCC Drain Starting from Puratan Razbari Corner to Bat tala (Ch:0.00-375m).	375	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	21.	5	Construction of RCC Drain Starting from Hindu Mondir to Rakhal Chandra house (Ch:0.00-330m).	330	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava

Pkg. No.	Sl. No	PDP No./ TLCC	Name of Scheme	Road/ Drain Length (m)	Possible Social Impact / IR impact)	Presence of Indigenous People (IPS)	Type of loss /effect	Land Ownership
	22.	13	Construction of RCC Drain Starting from Jaisan Barua to Hazi para Drain (Ch:0.00-330)	330	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	23.	27	Construction of RCC Drain besides of Road Starting from Rowanchari Main Road to Labu Bagan Via Open University at Kalaghata. (Ch:0.00-210m).	210	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	24.	54	Part (A) Construction of RCC drain Besides of Road Starting from Babul Marma house to Chinbai Aong (Ch:0.00-95m), Part (B) Construction of drain besides of Road from Uchahla Banty Kyang to TCI Director Culvert via Mangnuching house (Ch:0.0-302m) and Part (C) Constructions of RCC Drain beside of Road from uzanipara saw mill Road to Upjatio Thikadar samitee office (ch:0.00-70m)	467	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	25.	53	Construction of RCC Drain beside of Road Starting from Mongnue Prue house to Jam Jam Hotel (Ch: 0.00-95m).	95	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava

Pkg. No.	Sl. No	PDP No./ TLCC	Name of Scheme	Road/ Drain Length (m)	Possible Social Impact / IR impact)	Presence of Indigenous People (IPS)	Type of loss /effect	Land Ownership
	26.	11	Construction of RCC drain beside of Road Starting from Karunapur Biher Road (Near by Chandragona Road) to Gyanaratana Budha Biher at Chittasan Baidha Para (Ch:0.00-340m)	100	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
UGIIP-III-2/BAND/UT+DR/02/2016	1.	TLCC	Part -A: Construction of Road Starting from Bidan Lala house to Sudir Das At Rowanchari Bus station Para by CC.(Ch: 0.00-60m), Part-B: Construction of walkway Starting from Bidan Lala house to Sangu River At Rowanchari Bus station Para by CC.(Ch: 0.00-70m)	130	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	2.	25	(Part-A) Improvement of Road Starting from Kalaghata Natun Sangu Bridge to Kalaghata Bazar road by HBB(Ch: 0.00-220m) and (Part-B) Improvement of Road Starting from Kalaghata Natun Para Existing Road to Bir Bahadur Nagar by HBB(Ch: 0.0-850m)	1070	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	3.	62	Construction of Road Starting from Notun para road to Kaching Para by CC.(Ch:0.00-340m).	340	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	4.	63	Construction of Road Starting from Notun para road to Arif nagar (Mohiuddin Side) by CC.(Ch:0.00-320m), including 150m RCC retaining wall & both side guide wall.	320	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava

Pkg. No.	Sl. No	PDP No./ TLCC	Name of Scheme	Road/ Drain Length (m)	Possible Social Impact / IR impact)	Presence of Indigenous People (IPS)	Type of loss /effect	Land Ownership
	5.	64	Construction of Road New Gulsan area Part (A) Starting from kaching gata road to Tripura Hostel by CC.(Ch:0.00-125m), Part (B) Starting from kaching gata road to H/O milon Borua by CC.(Ch:0.00-75m), Part (C) Starting from kaching gata road to H/O Basonta Borua by CC.(Ch:0.00-70m) and Part (D) Starting from Tripura Hostel to H/O Basonta Borua by CC.(Ch:0.00-75m).	345	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	6.	69	Construction of Road Starting from H/O Mitun to Mohoshin at Banarupa para by CC.(Ch:0.00-240m).	240	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Tree	Pourashava
	7.	72	Construction of Road New Gulsan area Starting from Kaching ghata road to H/O Chanda Das (monindra) by CC.(Ch:0.00-330m).	330	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	8.	73	Rehabilitation of Banarupa Para road Starting from Main road to H/O Kabir by DBC.(Ch:0.00-420m).	420	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	9.	83	Rehabilitation of Sera Bangla road Starting from Chimbuk road to H/O Bozlu Sikder by DBC.(Ch:0.00-115m).	115	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Tree	Pourashava

Pkg. No.	Sl. No	PDP No./ TLCC	Name of Scheme	Road/ Drain Length (m)	Possible Social Impact / IR impact)	Presence of Indigenous People (IPS)	Type of loss /effect	Land Ownership
	10.	85	Construction of Road Starting from K B road to H/O Md. Elias (Joynal) by CC.(Ch:0.00-100m).	100	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	11.	86	Rehabilitation of army para road Part (A) Starting from K B road to Membar Para by DBC.(Ch:0.00-250m), Part (B) Starting from Thana pond to H/O advocat Abul Kalam by DBC.(Ch:0.00-250m) and Part (C) Starting from SP Office to Membar Para (Thana Pond) by DBC.(Ch:0.00-220m).	720	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	12.	90	Rehabilitation of godar par road Starting from sangu school to H/O Md. Sharif by DBC.(Ch:0.00-400m).	400	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	13.	93	Rehabilitation of membar para road Part (A) Starting from H/O Kalu to H/O Mahabub Rahman by DBC.(Ch:0.00-120m), Part (B) Starting from membar para mosque to Army para road by DBC.(Ch:0.00-112m) and Part (C) Starting from H/O Abul Rahim to H/O Md. Zakir by DBC.(Ch:0.00-135m).	367	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	14.	107	Construction of Road Starting from BHDC (mosque) to H/O Abul Kashem by CC.(Ch:0.00-150m).	150	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	15.	25	Construction of RCC Drain Besides of Road from Kalaghata Natun Para Exiting drain(Kurshed Bagan)	150	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition 	Not found	Not found	Pourashava

Pkg. No.	Sl. No	PDP No./ TLCC	Name of Scheme	Road/ Drain Length (m)	Possible Social Impact / IR impact)	Presence of Indigenous People (IPS)	Type of loss /effect	Land Ownership
			to Sangu River(Ch: 75-225m)		<ul style="list-style-type: none"> • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 			
	16.	58	Construction of RCC Drain Starting from H/O Yonus House to H/O Nurul Amin (Box Culvert) at New Gulsan area & Kaching Ghata (Ch:0.00-230m)	230	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	17.	72	Construction of RCC drain at membar para Part (A) Starting from H/O Jashim to H/O Delif (Ch:0.00-210m), Part (B) Starting from H/O Jamal to H/O Jashim (Ch:0.0-175m), Part (C) Starting from H/O Shapon to H/O Yousuf Chairman (Ch:0.0-90m) and Part (D) Starting from H/O Mahabub to H/O Dula Molick(Ch:0.0-50m)	525	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	18.	76&86	Construction of RCC drain at Barishal para Part (A) Starting from gadar par road to H/O Nurjahan (Ch:0.00-150m), Part (B) Starting from gadar par road to H/O dalower (Ch:0.0-30m), Part (C) Starting from gadar par road to H/O dalower (Ch:0.0-20m) and Part (D) Starting from gadar par road to H/O habib (Ch:0.0-20m)	220	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	19.	93	Construction of RCC drain Part (A) Starting from H/O Kuddes Fakir to H/O Amin at Kasem para (Ch:0.00-145m) and Part (B) Starting from Akkha Mia to H/O Rubi Akter at Kasem para (Ch:0.0-140m)	285	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	20.	97	Construction of RCC Drain Starting from H/O Ibrahim to H/O Karim at Kasem para (Ch:0.00-120m)	120	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition 	Not found	Not found	Pourashava

Pkg. No.	Sl. No	PDP No./ TLCC	Name of Scheme	Road/ Drain Length (m)	Possible Social Impact / IR impact)	Presence of Indigenous People (IPS)	Type of loss /effect	Land Ownership
					<ul style="list-style-type: none"> • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 			
UGIIP-III-2/BAND/UT+DR/03/2016	1.	104	Construction of Road Starting from district Food Store to C&B Area (H/O Rafiq) by CC.(Ch:0.00-120m).	120	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	2.	112	Construction of Road Starting from K B road to sungu river at kabiraj para by CC.(Ch:0.00-120m).	120	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	3.	115	Construction of Road Starting from Joutokamar (K B road) to Nilachal residential Area by CC.(Ch:0.00-300m).	300	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	4.	68	Construction of Road Starting from Shilpokala to H/O Shudansu by CC.(Ch:0.00-180m).	180	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	5.	94	Construction of Road Starting from Chimbuk road to H/O Azahar Mia at Chandabaz Para by CC.(Ch:0.00-300m), including 300m RCC retaining wall & both side guide wall.	300	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in 	Not found	Not found	Pourashava

Pkg. No.	Sl. No	PDP No./ TLCC	Name of Scheme	Road/ Drain Length (m)	Possible Social Impact / IR impact)	Presence of Indigenous People (IPS)	Type of loss /effect	Land Ownership
					the sub-project environmental management plan (EMP)			
	6.	88	Construction of Road Starting from Barishal Para to Godar Par by CC. (Ch:0.00-200m).	200	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	7.	106	Improvement of TNT Para Road Starting from KB Road to TNT Para by DBC.(Ch:0.00-250m).	250	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	8.	75	Construction of RCC Drain Part (A) Starting from Ruma road (Thanjama) to Barishal para (Ch:0.00-120m) and Part (B) Starting from Ruma road (Thanjama) to Barishal para (Ch:0.00-90m)	210	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	9.	65	Construction of RCC Drain Starting from Hotel Purabi to hafezia madrasha (Ch:0.00-180m)	180	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	10.	73	Construction of RCC Drain Starting from chimbuk road to H/O dr. anowar (Ch:0.00-60m)	60	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava

Pkg. No.	Sl. No	PDP No./ TLCC	Name of Scheme	Road/ Drain Length (m)	Possible Social Impact / IR impact)	Presence of Indigenous People (IPS)	Type of loss /effect	Land Ownership
	11.	89	Construction of RCC Drain Starting from H/O Maherunecha to taher chow. at Kasem para (1st Part) (Ch:0.00-280m)	280	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava
	12.	66	Construction of RCC Drain Starting from Magistrate Colony to Army Para (Ch:0.00-450m)	450	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP) 	Not found	Not found	Pourashava

11. **The measure taken in selecting the components:** The sub-project 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 (PDP) and drainage master plan prepared for Bandarban in UGIIP-2. Locations and sitting of the proposed infrastructures considered: (i) locating components on government-owned land and/or within existing right-of-way (ROW) to reduce acquisition of land, (ii) prioritizing rehabilitation/ improvement over new construction; (iii) taking all possible measures in design and selection of sites to avoid resettlement impacts; (iv) avoiding where possible locations that will result in destruction/disturbance to historical and cultural places/values; (v) avoiding tree-cutting where possible; and (vi) ensuring all planning and design interventions and decisions are made in consultation with local communities and reflecting inputs from public consultation and disclosure for site selection.

12. The components of the 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. Participatory process, involving the stakeholders, has been adopted in selecting the sub-project components.

13. **Figure-1** shows the location of Bandarban Pourashava and **Figure-2** shows the location of sub-project's schemes (alignment of roads and drains proposed under the sub-project). None of the roads need resettlement, replacement or relocation. Strip diagram of two roads are given as a sample in **Figures 3a, 3b and 3c**

14. The 39 roads proposed are all existing internal service roads. Most of the roads are lower than the houses beside them. So, water from houses flow over the roads and as a result, the roads damage. There are low lying areas and ditches by the side of many roads needing retaining walls for protection of road embankments including shoulders. The Pourashava is subjected to flash flood and sometimes landslides.

15. The sub-project contains 19 drains. Most of the roadside drains to be constructed along the edge of the roads. The outfall of drains discharging to the Sangu River. All the 19 drains will be constructed with Reinforced Cement Concrete (RCC).

16. **Figure-4** provides photographs of proposed road and drains alignments of Bandarban Pourashava under Phase-2 of UGIIP-III.

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

- Early floods in April/May,
- Late floods in September/October,

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

18. 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.

19. Considering the above facts, it has been estimated that the implementation of **Phase-2** roads and drains of Bandarban Pourashava will cover 12-months period, and major works are advisable to take place between November, 2016 and November, 2017. A tentative time-schedule for implementation (only as an indication) is shown in **Figure-5** below for period July 2016 to December 2017.

Figure-6 shows the typical cross-sections of roads and drains.

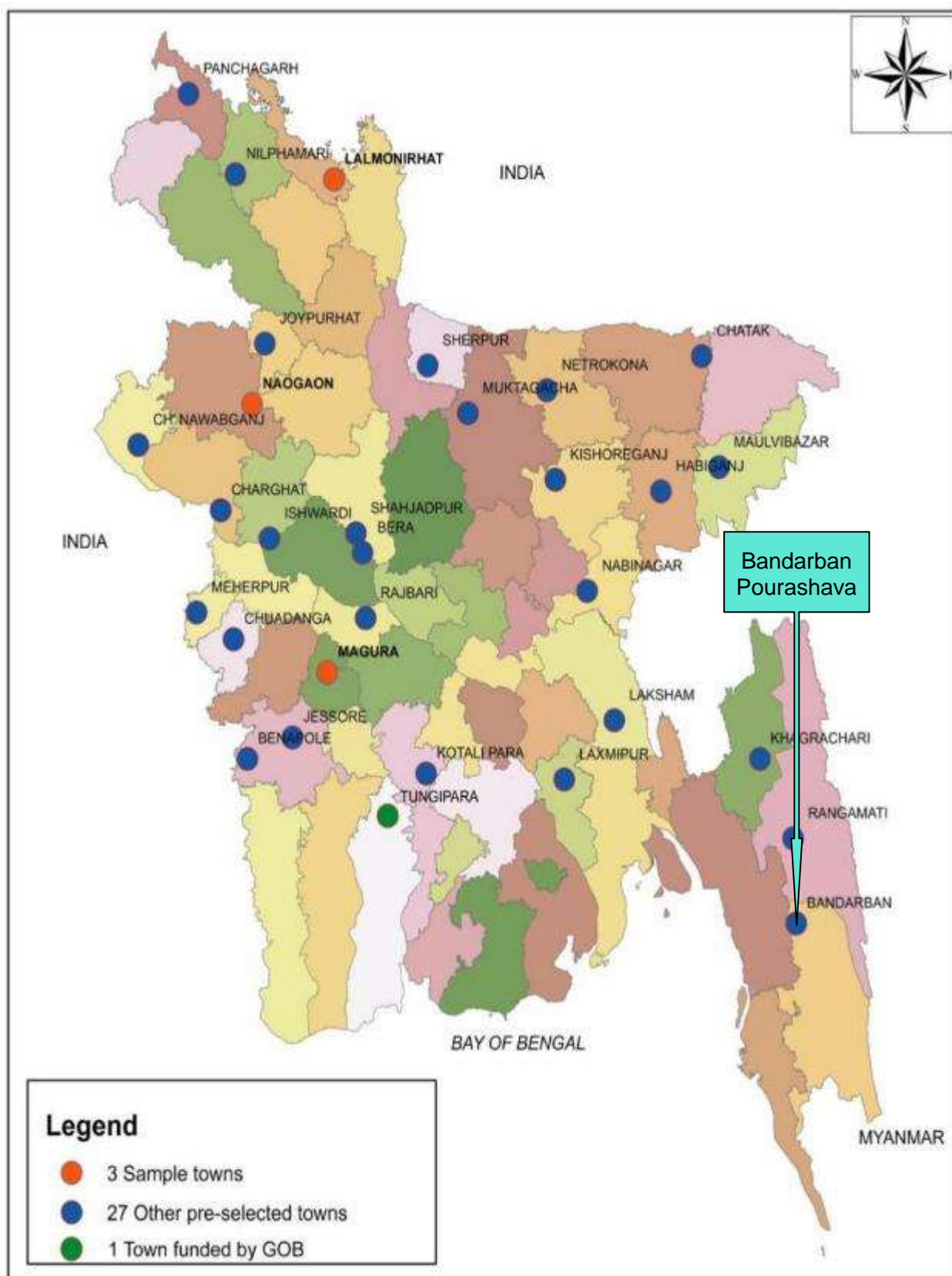
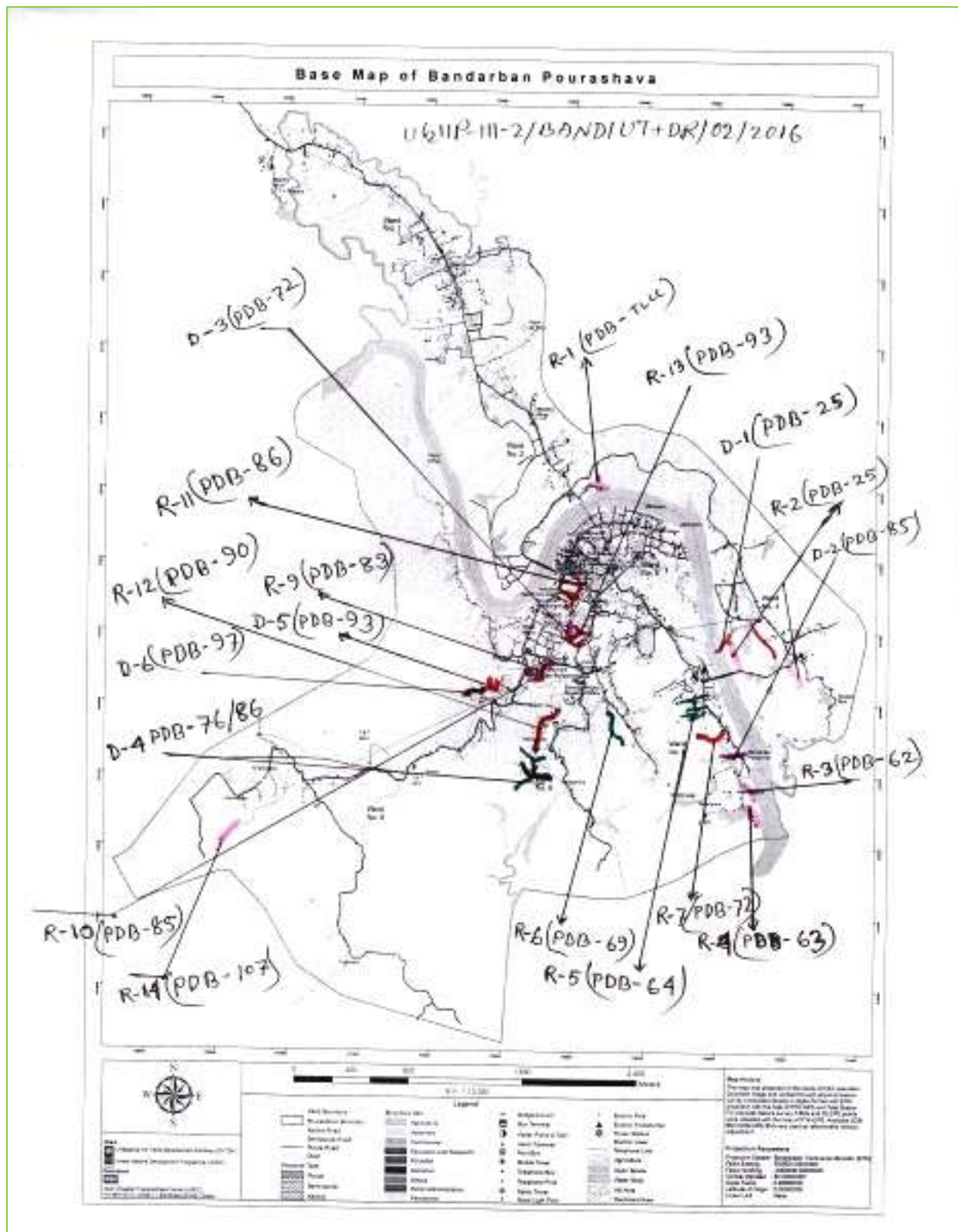


Figure 1: Location Map of Bandarban Pourashava

DDR for UT+Drain, Bandarban Pourashava





Package Nr: UGIIP-III-2/BAND/UT+DR/02/2016

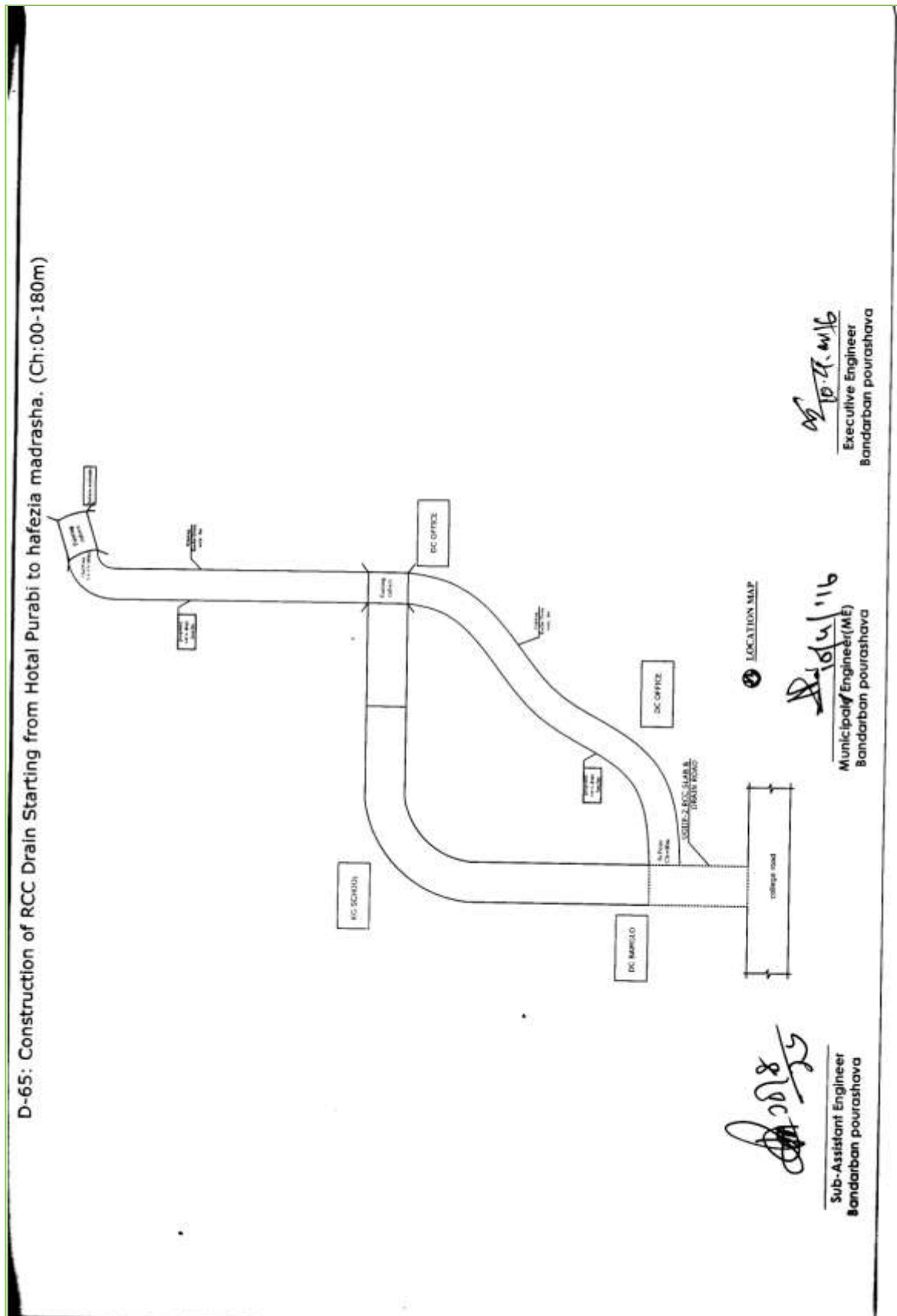


Figure 3a: Strip Map of Proposed Road, Bandarban Pourashava

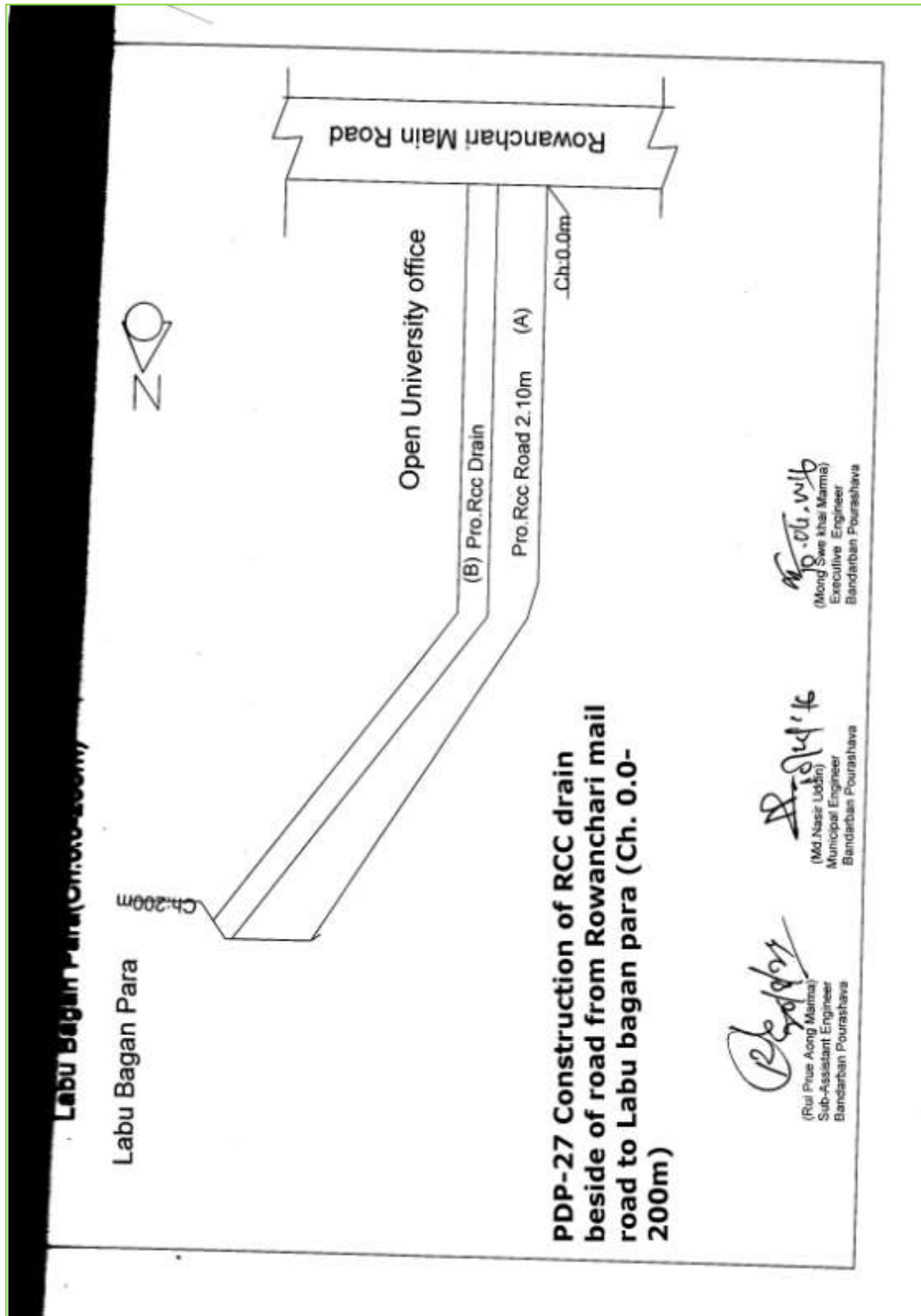


Figure 3c: Strip Map of Proposed Road and Drain, Bandarban Pourashava



Damaged road to be improved



Damaged road to be improved



R.C.C Drain proposed for development



Existing road proposed for development



Existing road proposed for development



Existing road proposed for development



Existing Katcha Drain proposed for R.C.C. construction

Figure 4: Photographs of some sub-project roads & drains

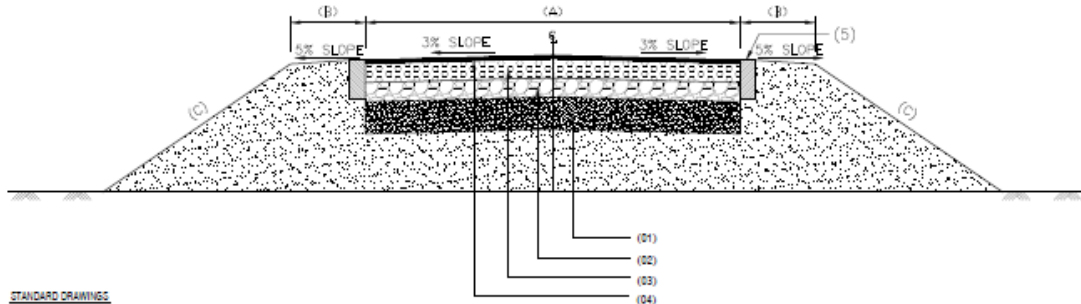
Subproject Implementation Schedule for Package Nr: UGIIP-III-2/BAND/UT+DR/01/2016, UGIIP-III-2/BAND/UT+DR/02/2016 and UGIIP-III-2/BAND/UT+DR/03/2016

Item of Works	Period : June 2016 – December 2017																							
	2016												2017											
	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12			
Assessment of the Sub-project Supported by field visit				■	■																			
Compliance of Sub-project and approval				■	■																			
Preparation and approval of sub-projects					■	■																		
--- Preparation of the bid documents						■	■	■																
-----Tendering of the sub-project							■	■	■															
Evaluation of Tender and Work Order								■	■															
Execution of physical Work									■	■	■	■	■	■	■	■	■	■	■	■	■	■		
Final inspection and certification																					■	■		

Figure 5: Implementation work Schedule

PACKAGE NO:

Name of the Scheme:



STANDARD DRAWINGS

A. BITUMINOUS CARPETING ROAD:

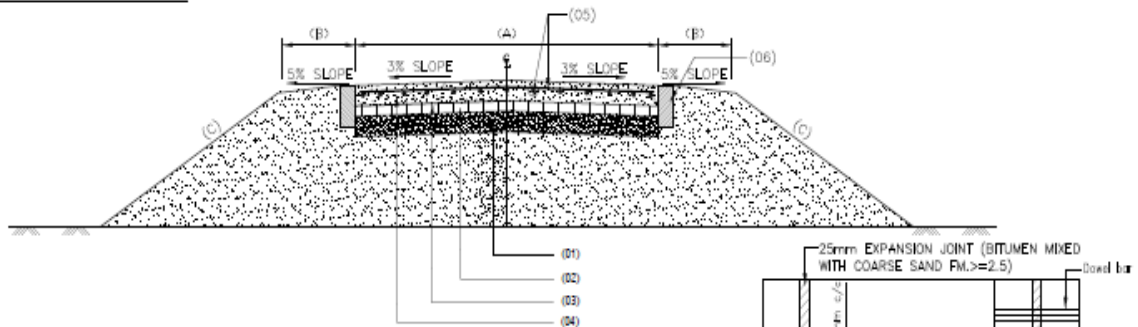
(All dimensions in millimeter)

PDP NO.	TYPE OF ROAD	CHAINAGE(m)	LENGTH(m)	A	B	C	1	2	3	4	5
				(ROAD WIDTH)	(SHOULDER)	(SIDE SLOPE)	(SG)	(AS SUB-BASE)	(WBM/BC)	(OBC)	(END EDGING/GUIDE WALL)
	BC										

Typical Road Sections (Bituminous Carpeting Road)

PACKAGE NO:

Name of the Scheme:



STANDARD DRAWINGS

B. RCC ROAD:

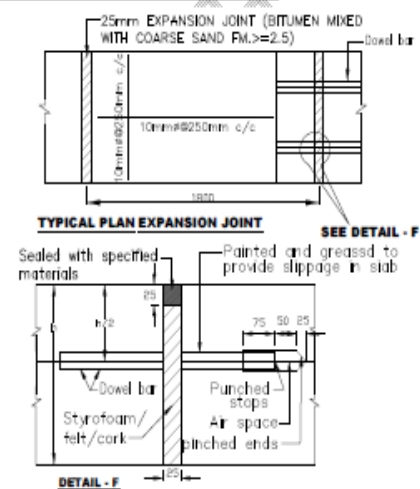
(All dimensions in millimeter)

PDP NO.	TYPE OF ROAD	CHAINAGE(m)	LENGTH(m)	A	B	C	1	2	3	4	5	6
				(ROAD WIDTH)	(SHOULDER)	(SIDE SLOPE)	(SG)	(SP)	(POLYTHENE)	(CC FINISH)	(RS BAR)	(REINFORCEMENT)
	RCC											

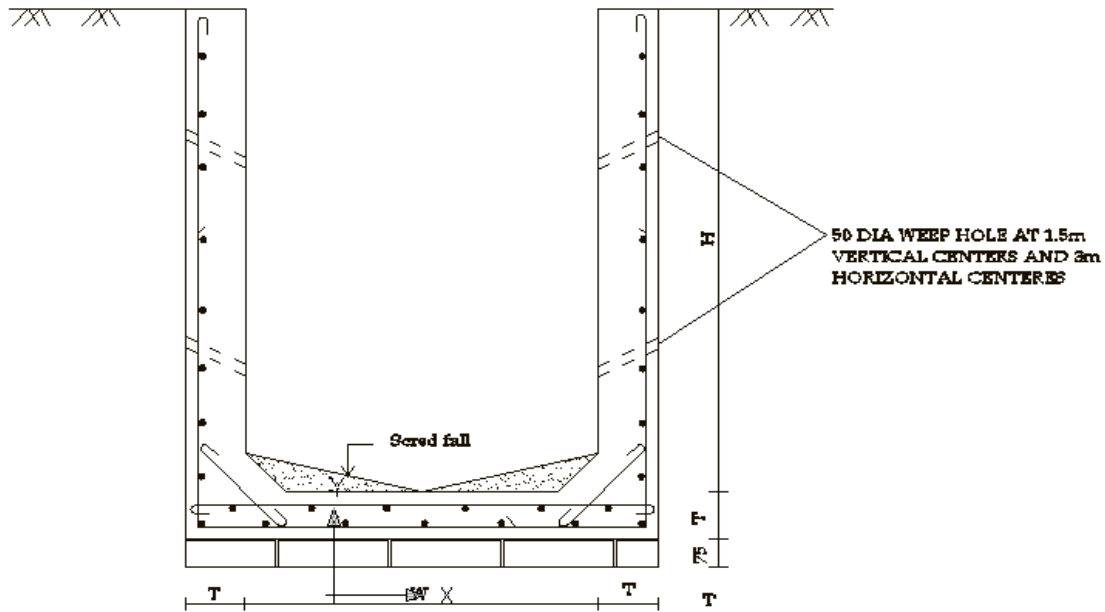
REINFORCEMENT DETAILS

NOTES:

1. All dimensions are in millimeter, unless otherwise mentioned.
2. 28 days cylinder crushing strength of concrete 25mpa.
3. Yield strength of M.S. bar is 415 N/mm².



Typical Road Section (Concrete Road)



Typical drain section

Figure-6: Sample drawing showing cross-sections of roads and drains

III. DUE DILIGENCE

A. Objectives of the Study/ Investigation

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

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

- to establish a framework for grievance redress mechanism for affected persons (APs);
- to describe the applicable national and local legal framework for the project, and define the IR policy principles applicable to the project; and
- to define entitlements of affected persons, and assistance and benefits available under the project;

B. Methodology used for Assessing Land Acquisition and Resettlement

21. **Data collection:** Necessary data regarding social, economic and gender information has been collected primarily through desk work, field visits to the proposed sub-project sites and one-on-one interviews with stakeholders.

22. **Consultation with Stakeholders and public:** Comprehensive discussions with MDSC, Bandarban Pourashava officials, community people living near by the proposed sub-projects schemes, public representatives and other stakeholders to identify different issues, problems/ constraints and prospects and feedback from the participants in connection to roads and drains construction under the sub-project. The consultation covers mainly information dissemination about the project/sub-project and its scope, possible positive and negative impacts, involvement of local people in different activities of the project and employment in project works, etc. The public participation process included (i) identifying interested parties (stakeholders); (ii) informing and providing the stakeholders with sufficient background and technical information regarding the proposed development ; (iii) creating opportunities and mechanisms whereby they can participate and raise their views (issues, comments, and concerns) with regard to the proposed development; (iv) giving the stakeholders feedback on process findings and recommendations; and (v) ensuring compliance to process requirements with regards to the environmental and related legislation.

23. The safeguard team of MDSC visited Bandarban Pourashava on 10 May, 2016 and had meetings with Executive Engineer, Assistant Engineer, Sub Assistant Engineers, councillors and Secretary of the Pourashava, community leaders, local public representatives and different stakeholders at Pourashava office and at sub-project areas with local people, community leaders, and local government's representatives. The purpose of these meetings was public consultations as outlined above. During field visits, the consultants investigated about the existing condition of the roads and drainage alignments and emphasized on the issues like land acquisition, resettlement and rehabilitation. The participants were also informed of the sub-project cut-off date of 29 September 2016.

24. As a part of public consultation, relevant consultants and Pourashava officials arranged meetings at Pourashava office and at different roads and drains locations. Two formal meetings were arranged by the Pourashava official with the stakeholders. The meeting sites were at Kechingpara Morr and Kasempara Govt. Primary School of Bandarban Pourashava on 10 May 2016. Near about 30 participants were present during the consultation. The main

agenda was improvement, rehabilitation and reconstruction of roads and drains. The potential affected persons (APs) who may suffer temporary access disruptions during construction activities and shopkeepers / businessmen from the sub-project area 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, Executive Engineer, 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 sub-project area.

25. During consultations and field visits, the issues and concerns raised were addressed by the Pourashava officials and MDSC safeguard team by informing the participants mainly that as per detailed designs private land would not be required. However, if in the course of sub-project implementation private land is needed to be acquired / purchased then the entitlement of the affected persons will follow the RF which has been developed based on government rules & laws and ADB safeguard policy. The participants were also informed that there would be no tree cutting, relocation of business, and mobile vendors/hawkers as the improvement works would be done on the existing ROWs. The pedestrian safety would be taken care of by the contractors during construction period by providing alternate roads, safety signs & 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. The participants were also informed that there would be local employment opportunity for skilled and unskilled labourers. Participation of women would be highly encouraged.

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

27. **Transect walks:** The MDSC Regional Resettlement Specialist together with Bandarban Pourashava engineering staff conducted transect walks on 10 May 2016 to do rapid appraisal of the proposed locations and alignments of sub-projects using a standard IR checklist annexed with this report as **Appendix-2**.

28. **Reconnaissance Survey:** The project MDSC social safeguard team visited Bandarban Pourashava during 10 May 2016 to measure the widths of proposed roads and drains under Package Nr: UGIIP-III-2/BAND/UT+DR/01/2016, UGIIP-III-2/BAND/UT+DR/02/2016 and UGIIP-III-2/BAND/UT+DR/03/2016, count the number of trees, structures, natural resources, mobile vendors/ hawkers, and other facilities, etc. along ROWs, conduct informal discussions with local communities, formal discussions with Pourashava engineers, and visual assessment of IR impacts. The output of the survey was

discussed with the design engineers of the project to incorporate into the designs to minimize the IR impacts.

29. **Census of affected persons and inventory of affected assets:** As nobody was found who may be affected by the sub-project activities, no structures to be removed/ relocated/ demolished, and no mobile hawkers/vendors in the sub-project alignments, the census was not required.

30. Social Safeguard Unit of MDSC has verified the roads and drains through the questionnaire that is titled “Initial Evaluation Assessment Format”. Through this format, the team members have organized consultation with road users and gathered feedback on the sub-projects. Finally, it has been concluded that there is no impacts on involuntary resettlement.

IV. FINDINGS

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

32. All road and drainage components under Package Nr: UGIIP-III-2/BAND/UT+DR/01/2016, UGIIP-III-2/BAND/UT+DR/02/2016 and UGIIP-III-2/BAND/UT+DR/03/2016 will involve improvement of existing roads owned by Bandarban 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 Bandarban 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**.

33. The Social Safeguard Unit of MDSC for UGIIP-III further verified and checked the roads and drains through the questionnaire that is titled “Initial Evaluation Assessment Format”. Through this format, the team members have organized consultation with road users and gathered feedback on the sub-projects. There are no encroachers, squatters, mobile vendors and hawkers along the ROW of proposed drains and roads. For recording and documentation purposes, the following are the socio-economic information and profile of survey participants:

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

34. 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 sub-project 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 sub-project on privately owned land/ assets has been fully eliminated, and correspondingly, no issues relating to involuntary resettlement will occur during implementation of the sub-project. **Thus, it has been concluded that there is no IR impact and the sub-project is classified as Category C for IR.**

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

36. Although concerned road and drainage schemes unlikely to have any IR or resettlement impact, however, the construction/ improvement of the sub-project 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. Workers at the vicinity of strong noise shall wear earplugs.

37. 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 sub-project's initial environmental examination report and environmental management plan (EMP).

38. **Table-2** below summarizes the findings of the data collection, field visits and surveys. If in the course of sub-project 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.

Table-2: Assessment of Social Safeguard Impacts of Sub-project

Package Nr: UGIIP-III-2/BAND/UT+DR/01/2016, UGIIP-III-2/BAND/UT+DR/02/2016 and UGIIP-III-2/BAND/UT+DR/03/2016

SL No.	PDP No/ TLCC	Sub-Project Schemes	Type of Loss/ Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Remarks
Package Nr: UGIIP-III-2/BAND/UT+DR/01/2016								
1	01	Part-A) Rehabilitation of Road starting from Balaghata Bazar to Lemuziri Bridge by DBC (Ch: 00-458m), Part-B) Construction of Connecting road starting from Purbo Balaghata Carpeting road to Mustafizur Rahaman House by CC (Ch: 00-450m), Part-C) Construction of Connecting Road Starting from Chandragona Road to Ex-ommissioner Md.Ahamed Shaiyad House by CC (Ch: 00-136m).	Not affected	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
2	21	Rehabilitation of Road starting from Chandragona Main Road to Buddha Sasan Road by DBC (Ch:-00-310m) and Connecting Road starting from Shahsan Main Road to Mahiudin house by DBC (Ch: 00-60m)	Not affected	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
3	9	Improvement of Road Starting from Chandragona Road to Tanchagya Hostel at Muruti Karbarii Para by DBC.(Ch: 00-340m)	Not affected	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
4	2	Improvement of Road Starting from Subas Das House to Hindu Shasan road (Remaining Portion) by CC.(Ch:0.00-200m).	Not affected	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
5	13	Improvement of Road Starting from Moulabi Abdul Khalak House to Islampur road by CC.(Ch:0.00-400m).	Not affected	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)

SL No.	PDP No/ TLCC	Sub-Project Schemes	Type of Loss/ Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Remarks
6	27	Improvement of Road Starting from Rowanchari Main Road to Labu Bagan Via Open University at Kalaghata by CC.(Ch:0.00-200m).	Not affected	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
7	28	Rehabilitation of Road Starting from(A) Rowanchari Main Road to Jalapara Via Mondir by DBC(Ch:0.00-709) and Connecting of Road (B) Kalaghata bazar to Primary School by DBC (Ch:-00-246m).	Not affected	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
8	40&47	Rehabilitation of Road Starting from (A) Chowdhury Market to Hily Market via Marma Bazar by DBC (Ch:0.00-1022m) and Connecting Road (B) Bisic office to Kasweaong Chairman by DBC (Ch:0.00-90m).	Not affected	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
9	48	(A) Rehabilitation of Road Starting from Bat Tala More Road to Uzani Para Primari School by DBC (Ch:0.00-825m) and Connecting Road (B)Bandarban Girl School to Marma Bazar via JSS Goli by DBC (Ch:0.00-130m) and Connecting Road (C) Mongkyaching (Fokong) to Joni Babu house by DBC (Ch:0.00-75).	Not affected	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
10	43	Construction of Road Starting from (A) Bazar Main Road (Nazim Store) to Shop of Hazi Electronics by DBC.(Ch:0.00-103m) and Connecting Road (B) Shop of Sazahan to Clasic Tailors by DBC. (Ch:0.00-100m), Connecting Road(C) Shop of Amanat Store to Shop of Bimal by DBC. (Ch:0.00-150m), (D) Connecting Road Shop of Razas to Shop of Uzzal by DBC.(Ch:0.00-50m), (E) Connecting Road Chimbuk shop to Poura	Not affected	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)

SL No.	PDP No/ TLCC	Sub-Project Schemes	Type of Loss/ Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Remarks
		Toilet by CC.(Ch:0.00-150m), (F) Connecting Road Poura shopping Complex to Razes house by CC.(Ch:0.00-30m), (G) Connecting Road Shop of Pan to Fish Bazar by CC.(Ch:0.00-75), (H) Connecting Road Shop of Hazi Store to Fish Bazar by CC (Ch:0.00-65), (I) Connecting of main road to Nappi ghat Road by CC.(Ch:0.00-70)						
11	45	Rehabilitation of Road from Puratan Balaghata Road to Purabi Super Market by DBC(Ch:0.00-250).	Not affected	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
12	49	(A)Construction of Road Starting from Uzanipara saw mill to Kalaghata Ghat by CC.(ch:0.00-137m) and (B) Connecting Road from Karitas office to Dr.Baching by CC.(Ch:0.00-100m).	Not affected	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
13	54	(A) Construction of Road Starting from Babul Marma house to Chinbai Aong by CC.(Ch:0.00-95m), (B) Construction Of Road from Uzanipara Main Road to Mangnuching house by CC.(Ch:0.0-70) and (C) Construction of Connecting Road from uzanipara saw mill Road to Upjatio Thikadar samitee office by CC.(ch:0.00-70m)	Not affected	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
14	24	Improvement of Road Starting from Rowanchari Main Road to Rafik house(Idrise) via Karuna house at Kalaghata by HBB(Ch:0.00-150m)	Not affected	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
15	38	Construction of Road Starting from Madhyam Para (Taher Calani) Houq Tower to Late Lal Mohan house by CC.(Ch:0.00-130m).	Not affected	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management

SL No.	PDP No/ TLCC	Sub-Project Schemes	Type of Loss/ Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Remarks
					Passerby and vehicle			plan (EMP)
16	18	Construction of Road Connecting Walkway from Rowanchari Road to Monkya Para & Jaila Para by CC.(Ch: 0.00-250m).	Not affected	Not applicable	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
17	53	Construction of Road Starting from Mongnue Prue house to Jam Jam Hotel by CC.(Ch: 0.00-95m).	Not affected	Not applicable	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
18	11	Construction of Road Starting from Karunapur Biher Road (Near by Chandragona Road) to Bimal Kanti Chakma At Chittasan Baidha Para by CC.(Ch: 0.00-100m)(Part-B).	Not affected	Not applicable	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
19	2	Construction of RCC Drain Starting from East Balaghata to Police line (Ch:0.00-360m).	Not affected	Not applicable	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
20	43	Construction of RCC Drain Starting from Puratan Razbari Corner to Bat tala (Ch:0.00-375m).	Not affected	Not applicable	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
21	5	Construction of RCC Drain Starting from Hindu Mondir to Rakhal Chandra house (Ch:0.00-330m).	Not affected	Not applicable	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
22	13	Construction of RCC Drain Starting from Jaisan Barua to Hazi para Drain (Ch:0.00-330)	Not affected	Not applicable	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project

SL No.	PDP No/ TLCC	Sub-Project Schemes	Type of Loss/ Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Remarks
					<ul style="list-style-type: none"> • Temporary disturbance of Passerby and vehicle 			environmental management plan (EMP)
23	27	Construction of RCC Drain besides of Road Starting from Rowanchari Main Road to Labu Bagan Via Open University at Kalaghata. (Ch:0.00-210m).	Not affected	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
24	54	Part (A) Construction of RCC drain Besides of Road Starting from Babul Marma house to Chinbai Aong (Ch:0.00-95m), Part (B) Construction of drain besides of Road from Uchahla Banty Kyang to TCI Director Culvert via Mangnuching house (Ch:0.0-302m) and Part (C) Constructions of RCC Drain beside of Road from uzanipara saw mill Road to Upjatio Thikadar samitee office (ch:0.00-70m)	Not affected	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
25	53	Construction of RCC Drain beside of Road Starting from Mongnue Prue house to Jam Jam Hotel (Ch:0.00-95m).	Not affected	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
26	11	Construction of RCC drain beside of Road Starting from Karunapur Biher Road (Near by Chandragona Road) to Gyanaratana Budha Biher at Chittasan Baidha Para (Ch:0.00-340m)	Not affected	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
Package Nr: UGIIP-III-2/BAND/UT+DR/02/2016								
1	TLCC	Part -A: Construction of Road Starting from Bidan Lala house to Sudir Das At Rowanchari Bus station Para by CC.(Ch: 0.00-60m), Part-B: Construction of walkway Starting from Bidan Lala house to Sangu River At Rowanchari Bus station Para by CC.(Ch: 0.00-70m)	130	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)

SL No.	PDP No/ TLCC	Sub-Project Schemes	Type of Loss/ Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Remarks
2	25	(Part-A) Improvement of Road Starting from Kalaghata Natun Sangu Bridge to Kalaghata Bazar road by HBB(Ch: 0.00-220m) and (Part-B) Improvement of Road Starting from Kalaghata Natun Para Existing Road to Bir Bahadur Nagar by HBB(Ch: 0.0-850m)	1070	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
3	62	Construction of Road Starting from Notun para road to Kaching Para by CC.(Ch:0.00-340m).	340	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
4	63	Construction of Road Starting from Notun para road to Arif nagar (Mohiuddin Side) by CC.(Ch:0.00-320m), including 150m RCC retaining wall & both side guide wall.	320	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
5	64	Construction of Road New Gulsan area Part (A) Starting from kaching gata road to Tripura Hostel by CC.(Ch:0.00-125m), Part (B) Starting from kaching gata road to H/O milon Borua by CC.(Ch:0.00-75m), Part (C) Starting from kaching gata road to H/O Basonta Borua by CC.(Ch:0.00-70m) and Part (D) Starting from Tripura Hostel to H/O Basonta Borua by CC.(Ch:0.00-75m).	345	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
6	69	Construction of Road Starting from H/O Mitun to Mohoshin at Banarupa para by CC.(Ch:0.00-240m).	240	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
7	72	Construction of Road New Gulsan area Starting from Kaching ghata road to H/O Chanda Das (monindra) by CC.(Ch:0.00-330m).	330	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)

SL No.	PDP No/ TLCC	Sub-Project Schemes	Type of Loss/ Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Remarks
8	73	Rehabilitation of Banarupa Para road Starting from Main road to H/O Kabir by DBC.(Ch:0.00-420m).	420	Not applicable	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
9	83	Rehabilitation of Sera Bangla road Starting from Chimbuk road to H/O Bozlu Sikder by DBC.(Ch:0.00-115m).	115	Not applicable	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
10	85	Construction of Road Starting from K B road to H/O Md. Elias (Joynal) by CC.(Ch:0.00-100m).	100	Not applicable	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
11	86	Rehabilitation of army para road Part (A) Starting from K B road to Membar Para by DBC.(Ch:0.00-250m), Part (B) Starting from Thana pond to H/O advocat Abul Kalam by DBC.(Ch:0.00-250m) and Part (C) Starting from SP Office to Membar Para (Thana Pond) by DBC.(Ch:0.00-220m).	720	Not applicable	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
12	90	Rehabilitation of godar par road Starting from sangu school to H/O Md. Sharif by DBC.(Ch:0.00-400m).	400	Not applicable	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
13	93	Rehabilitation of membar para road Part (A) Starting from H/O Kalu to H/O Mahabub Rahman by DBC.(Ch:0.00-120m), Part (B) Starting from membar para mosque to Army para road by DBC.(Ch:0.00-112m) and Part (C) Starting from H/O Abul Rahim to H/O Md. Zakir by DBC.(Ch:0.00-135m).	367	Not applicable	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)

SL No.	PDP No/ TLCC	Sub-Project Schemes	Type of Loss/ Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Remarks
14	107	Construction of Road Starting from BHDC (mosque) to H/O Abul Kashem by CC.(Ch:0.00-150m).	150	Not applicable	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
15	25	Construction of RCC Drain Besides of Road from Kalaghata Natun Para Exiting drain(Kurshed Bagan) to Sangu River(Ch: 75-225m)	150	Not applicable	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
16	58	Construction of RCC Drain Starting from H/O Yonus House to H/O Nurul Amin (Box Culvert) at New Gulsan area & Kaching Ghata (Ch:0.00-230m)	230	Not applicable	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
17	72	Construction of RCC drain at membar para Part (A) Starting from H/O Jashim to H/O Delif (Ch:0.00-210m), Part (B) Starting from H/O Jamal to H/O Jashim (Ch:0.0-175m), Part (C) Starting from H/O Shapon to H/O Yousuf Chairman (Ch:0.0-90m) and Part (D) Starting from H/O Mahabub to H/O Dula Molick(Ch:0.0-50m)	525	Not applicable	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
18	76&86	Construction of RCC drain at Barishal para Part (A) Starting from gadar par road to H/O Nurjahan (Ch:0.00-150m), Part (B) Starting from gadar par road to H/O dalower (Ch:0.0-30m), Part (C) Starting from gadar par road to H/O dalower (Ch:0.0-20m) and Part (D) Starting from gadar par road to H/O habib (Ch:0.0-20m)	220	Not applicable	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
19	93	Construction of RCC drain Part (A) Starting from H/O Kuddes Fakir to H/O Amin at Kasem para (Ch:0.00-145m) and Part (B) Starting from Akkha Mia to H/O Rubi Akter at	285	Not applicable	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition Temporary disturbance of 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management

SL No.	PDP No/ TLCC	Sub-Project Schemes	Type of Loss/ Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Remarks
		Kasem para (Ch:0.0-140m)			Passerby and vehicle			plan (EMP)
20	97	Construction of RCC Drain Starting from H/O Ibrahim to H/O Karim at Kasem para (Ch:0.00-120m)	120	Not applicable	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
Package Nr: UGIIP-III-2/BAND/UT+DR/03/2016								
1	104	Construction of Road Starting from district Food Store to C&B Area (H/O Rafiq) by CC.(Ch:0.00-120m).	Not affected	Not applicable	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
2	112	Construction of Road Starting from K B road to sungu river at kabiraj para by CC.(Ch:0.00-120m).	Not affected	Not applicable	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
3	115	Construction of Road Starting from Joutokamar (K B road) to Nilachal residential Area by CC.(Ch:0.00-300m).	Not affected	Not applicable	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
4	68	Construction of Road Starting from Shilpokala to H/O Shudansu by CC.(Ch:0.00-180m).	Not affected	Not applicable	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
5	94	Construction of Road Starting from Chimbuk road to H/O Azahar Mia at Chandabaz Para by CC.(Ch:0.00-300m), including 300m RCC retaining wall & both side guide wall.	Not affected	Not applicable	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
6	88	Construction of Road Starting from Barishal Para to Godar Par by CC.(Ch:0.00-200m).	Not affected	Not applicable	<ul style="list-style-type: none"> No IR impacts No requirement for land 	Not required	Not found	Temporary disturbance of passer-by and vehicles to be

SL No.	PDP No/ TLCC	Sub-Project Schemes	Type of Loss/ Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Remarks
					acquisition • Temporary disturbance of Passerby and vehicle			addressed in the sub-project environmental management plan (EMP)
7	106	Improvement of TNT Para Road Starting from KB Road to TNT Para by DBC.(Ch:0.00-250m).	Not affected	Not applicable	• No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
8	75	Construction of RCC Drain Part (A) Starting from Ruma road (Thanjama) to Barishal para (Ch:0.00-120m) and Part (B) Starting from Ruma road (Thanjama) to Barishal para (Ch:0.00-90m)	Not affected	Not applicable	• No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
9	65	Construction of RCC Drain Starting from Hotel Purabi to hafezia madrasha (Ch:0.00-180m)	Not affected	Not applicable	• No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
10	73	Construction of RCC Drain Starting from chimbuk road to H/O dr. anowar (Ch:0.00-60m)	Not affected	Not applicable	• No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
11	89	Construction of RCC Drain Starting from H/O Maherunecha to taher chow. at Kasem para (1st Part) (Ch:0.00-280m)	Not affected	Not applicable	• No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)
12	66	Construction of RCC Drain Starting from Megistrate Colony to Army Para (Ch:0.00-450m)	Not affected	Not applicable	• No IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle	Not required	Not found	Temporary disturbance of passer-by and vehicles to be addressed in the sub-project environmental management plan (EMP)

39. **Indigenous People (IP):** There is no identified IPs near by the road and drain sub-project of Bandarban Pourashava and as such no IP is affected by the sub-project activity. The IP Categorization form is attached as **Appendix-3**. As there is no identified indigenous people / ethnic minority (adivasi) communities on the vicinity of the proposed sub-project components, **the sub-project has no IP impact and has thus been classified as Category C for IP.**

40. **Others:** The sub-project 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 sub-project will have no potential impact on any female-headed household.



Consultation with local people at Bandarban Pourashava

41. **Cost:** **Table-3** below provides the costs and sources of funds to ensure social safeguards are considered in the sub-project implementation.

Table 3: Social safeguards cost relevant to sub-project implementation of Phase-2 in Bandarban Pourashava

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

42. Outcome of the Sub-project roads and drainage construction/ improvement under the project will improve transportation facilities and increase the capacity of receding waste water from industries, households, commercial premises, etc. The sub-project is expected to increase area coverage of drainage and improved road communication system and will

guarantee health condition and will reduce transport cost of goods and services including travelling cost of the residents of the town.

43. The outcome of the sub-project is improved transport and drainage system within the Pourashava area, which will improve communication facilities and will prevent water logging and unexpected flooding during monsoon.

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

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

46. Thus the sub-project implementation will bring economic gains to the local people in the form of increased employment and less spending on healthcare and transportation.

V. FUTURE CONSULTATIONS AND DISCLOSURE

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

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

49. The relevant information in this due diligence report together with following information on GRM will be translated to local language and disclosed to persons in the sub-project area. Documentation will be included during social safeguard monitoring report. The social safeguard officers (Executive Engineer) will disclose information.

50. PIU and governance improvement and capacity building consultants (GICDC) will conduct Pourashava wise awareness campaigns to ensure that people in the sub-project 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.

51. **Grievance Redress Mechanism:** A project-specific grievance redress mechanism (GRM) will be established to receive, evaluate, and facilitate the resolution of AP's concerns, complaints, and grievances about the social and environmental performance at the level of the project. This is outlined in **Figure-8** Below the GRM will aim to provide a time-bound and transparent mechanism to voice and resolve social and environmental concerns linked to the project. The multi-tier GRM for the project is outlined below, each tier having time-bound schedules and with responsible persons identified to address grievances and seek appropriate persons' advice at each stage, as required. The PMO, MDSC safeguards team and GICDC team will assist the PIU in establishing the GRM and building the capacity of the GRC members to address project-related complaints/grievances. Once contractors are mobilized, inform them of their role and responsibilities and procedures involved in the GRM.

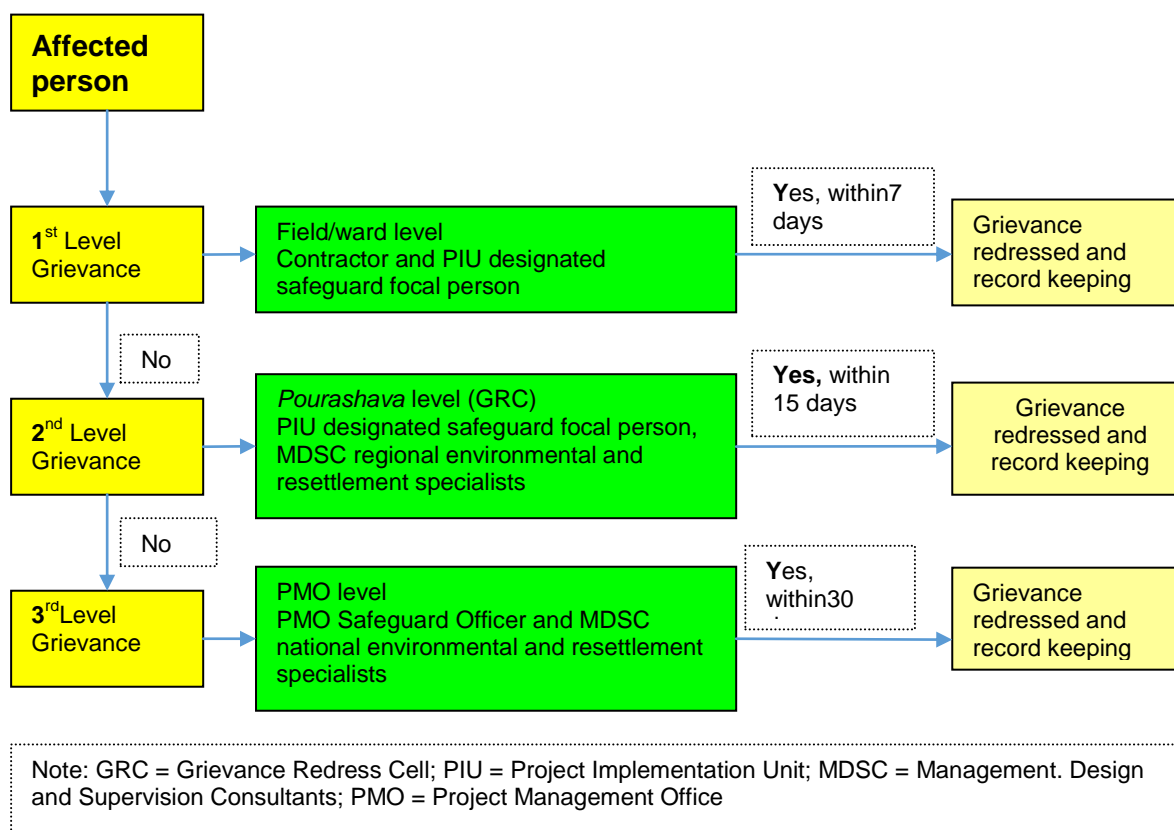


Figure-7: Project Grievance Redress Mechanism

52. Affected persons will have the flexibility of conveying grievances /suggestions by dropping grievance redress/suggestion forms in complaints/suggestion boxes that have already been installed by PIU or through telephone hotlines 01710939333 at accessible locations, by e-mail to bandarbanmunicipal@gmail.com, by post, or by writing in a complains register in PIU or Bandarban Pourashava office.

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

54. **Grievance redresses process:** In case of grievances that are immediate and urgent in the perception of the complainant, the contractor and MDSC on-site personnel will provide the most easily accessible or first level of contact for quick resolution of grievances. Contact phone numbers and names of the concerned PIU safeguard focal person and contractors; will be posted at all construction sites at visible locations. Sample of Grievance Registration Form has been given in **Appendix-4**

- (i) **1st Level Grievance:** The phone number of the PIU office should be made available at the construction site signboards. The contractors and PIU safeguard focal person can immediately resolve on-site in consultation with each other, and will be required to do so within 7 days of receipt of a complaint/grievance.
- (ii) **2nd Level Grievance:** All grievances that cannot be redressed within 7 days at field/ward level will be reviewed by the grievance redress cell (GRC) headed by Panel Mayor of the Pourashava with support from PIU designated safeguard focal person and MDSC regional environment and resettlement specialists. GRC will attempt to resolve them within 15 days.¹ 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.

55. 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.

56. 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

¹ Grievance redress committee (GRC) has been formed at Bandarban Pourashava. The GRC comprises of the Panel Mayor-1 as Chairperson, 1 female councilor, a PIU representative (Secretary of the pourashava), 1 NGO representative, as members and the complainant will also be included as member of the committee. For project related grievances, if arises, representatives of APs, Community based organizations (CBOs), eminent citizens, will be invited as observers.

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.

57. **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 affected 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.

58. **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.

59. **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.

VI. MITIGATION OF SOCIAL CONCERNS

60. Although the road and drainage schemes under the sub-project 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.

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

VII. CONCLUSIONS

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

63. A due diligence process was conducted for the sub-project 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 sub-project will be of straightforward construction on the existing ROWs. So, implementation of the sub-project 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 sub-project does not incur any land acquisition, resettlement or economic displacement.

64. The Project Director (PD) will carry out internal monitoring through the PMO and PIUs with the support of the MDSC. For this sub-project, 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 sub-project implementation not included in this due diligence report.

65. Based on the findings presented in this due diligence report, the Bandarban sub-project Package Nr: UGIIP-III-2/BAND/UT+DR/01/2016, UGIIP-III-2/BAND/UT+DR/02/2016 and UGIIP-III-2/BAND/UT+DR/03/2016 will not require land acquisition and will not cause involuntary resettlement impacts. There is also no IPs identified in the sub-project area. Thus it is concluded that the sub-project is **Category C for IR** and **Category C for IP** as per ADB SPS 2009.

APPENDIX- 1: RECORDS OF PUBLIC CONSULTATIONS IN BANDARBAN

Public Consultation-01

66. **Sub-project:** Package Nr: UGIIP-III-2/BAND/UT+DR/01/2016 and UGIIP-III-2/BAND/UT+DR/02/2016

Venue: At Kechingpara Morr

No of Participants: 15

Date: 10/05/2016, **Time:** 10:00 hrs.

Agenda: Consultation Meeting in Planning, Improvement, Reconstruction, Rehabilitation of roads and drains in Bandarban Pourashava in phase-2.

67. The public consultation meeting was held at Kechingpara Morr for the sub-project of Rehabilitation of the proposed roads and drains and was presided over by the Executive Engineer (XEN) of the Pourashava. In the meeting, road users, beneficiaries of the drains, local elites, local government representatives, and businessmen were present. Consultants from Social Safeguard Unit of MDSC, UGIIP-III were also present in the meeting

68. Among the participants, representatives of concerned communities, road users, drainage beneficiaries, members of ward committees, and representatives of local government agencies were the main.

69. A project brief was prepared for each Pourashava that provided an overview of potential resettlement impacts and explained proposed entitlement for affected persons (APs), were provided and explained to the participants.

70. The XEN advised that the proposed road and drains will not encroach on any private land as the roads will be implemented along the existing alignments and the drains along the edge of the roads and the ROWs of the existing roads belong to Pourashava. In fact no private land will be affected for the sub-project implementation. However, Pourashava will take a final explicit measurement of the land and if it is found that the proposed site of the road falls in a private land then the Pourashava will follow Compensations as per RP guidelines.

71. The Regional Resettlement Specialist, MDSC, UGIIP-III, briefed the participants regarding the goals and objectives of the projects and safeguard issues which may arise during construction period and also probable mitigation measures in view of ADB guideline of safeguard measures; highlighting that there will be no land acquisition for sub-project implementation as the activities will be implemented inside the ROW's and on the Pourashava owned land and also informed the meeting that no indigenous /tribal people will be affected.

72. The Pourashava officials, concerned councillors of the Pourashava, some beneficiaries and few community leaders representing the area participated in the discussion. Some issues were raised during public consultations that have been addressed in this Due Diligence Report (DDR) and public consultations, but these issues would not pose any significant constraint in the implementation of proposed sub-project.

73. The meeting concluded with thanks from the chair to the participants.
74. A list of participants and photograph of the meeting is given below:

List of Participants of Public Consultation:



Attendance sheet for Public Consultation/Meeting-Social Safeguard

Name of Pourashava : Bandarban

Name of Location : Kechingpara mouza.

Visit/Meeting date : 10.5.2016

Time: 10:00 AM

List of Participants

Sl.No.	Name	Address	Occupation	Signature
01	Anil Kanti Das	Kashinghata	Business	
02	Nur Hossain	"	Shopkeeper	
03	Md. Ibrahim	Siddiqueganj	Service	
04	Ramzan Ali	"	Student	
05	Farida Begum	Hazarimal	Housewife	
06	Nasirul Molliek	Kashinghata	Housewife	
07	Unneshe Rani	"	"	
08	Shapso Kumar Das	Membersganj	Service	
09	Munni Akhter	Hazarimal	Housewife	
10	Roshni Begum	Kashinghata	"	
11	Baby Akhter	"	"	
12	Md. Kalamia	Hazarimal	labourer	
13	Md. Mohsin	Nutanpara	Machanic	
14	Md. Abul Kalam	Kashinghata	labour	
15	Md. Babul	Nutanpara	labourer	

Photograph of the Public Consultation:



Public consultation along the proposed roads of Bandarban Pourashava

Key Issues of Discussion

Sl. No.	Key issues	Major Findings
1.	Purpose of the consultation meeting and scope of sub-projects under Phase-2.	The consultant describes the purpose the consultation meeting. The main focus was improvement of roads and drains of different areas of the Pourashava. The ADB is the main donor of the project. The MDS consultants visited the proposed schemes under Phase-2 to physically observe is there any IR impacts existing with the ROW and other relevant activities as per donor requirements.
2.	Existing situation of the feeder road needs to be improved	The existing roads condition is broken, narrow and some portion is Kacha. Bandarban is a Hilly area and prone to flush flood and landslides. In the rainy season it becomes very difficult for the people & transport to move. Heavy vehicles are causing further damage to the road already in bad shape/condition. In the rainy season, it gets worse and movements of vehicles come to a stop at some time when it rains heavily. Sometimes accidents happen. Emergency movement like taking patients to hospitals by ambulance cannot be possible.
3.	How the better road	The better road condition will greatly ease the pain of

Sl. No.	Key issues	Major Findings
	communication will bring better scopes for the community	present suffering in movement on the road. Business, education and health will be highly benefited and so, will be the people's overall well being. Poor women ponder over sunning their parboiled paddy on the metallic road and many poor men are planning to buy rickshaw/van to ply on the improved road and make a good fortune of its development. The road will be busier and so will be the lives of the people living on its two sides.
4.	Discussion regarding proposed drains.	Lack of proper drainage facility is causing water logging on the roadside hampering easy movement. The waste water sometimes finds its way up-to public road and creates hazards for the passers-by. The proposed drain will be great help for households to channel their waste water into it and this way the road will be saved from getting dirty and water-logged. There is sufficient space along ROWs to construct the proposed drains for Phase-2. It has been noted during the field visits that there are no existing residential/ commercial structures, no encroachers/ squatters, structures, and/ or mobile vendors/ hawkers along the proposed alignment of the drains.
5.	Information dissemination about the sub-project & its scope	After construction of existing roads and widening of roads present situation will be changed. As well as the situation of water logging will be improve.
6.	Service use from Pourashava	The community informed that they pay Pourashava its holding tax. Participants claimed that majority of the inhabitants pay this tax.
7.	Community's willingness to support Pourashava	The construction work of roads and drains will be along the existing ROW. Noting no land is needed for sub-project. The community is very eager to extend their all kinds of support for implementing the project. The community representatives will motivate the people for extending their support for the construction of the road and drainage system. Since this project would create employment opportunities for poor people, they are very earnest to stand by the Pourashava with whatever support they could provide.

Public Consultation-02

75. **Sub-project:** Package Nr: UGIIP-III-2/LALM/UT+DR/03/2016

Venue: Kasempara Govt Primary School, Bandarban

No of Participants: 15

Date: 10.05.2016, **Time:** 11:30 hrs.

Agenda: Consultation Meeting in Planning, Improvement, Reconstruction, Rehabilitation of roads and drains in Bandarban Pourashava in Phase-2.

76. The public consultation meeting was presided over by Executive Engineer of Bandarban Pourashava and consultants from Social Safeguard Unit of MDS, UGIIP-III were present in the meeting. The road users, beneficiaries of the drains, local elites, local government representatives, and businessmen were also present.

77. The Participants came from urban communities/road users/ drainage beneficiaries, members of ward committees, and representatives of local government agencies. Issues raised during public consultations have been addressed in this Due Diligence Report (DDR) noting these issues would not pose a significant constraint in the implementation of proposed sub-project.

78. The safeguard officer of the Pourashava briefed the participants regarding the goals and objectives of the project highlighting that there will be no land acquisition or public donation of land for sub-project implementation as the activities will be implemented inside the ROW's and also informed the meeting that no indigenous/tribal people will be affected and also briefed safeguard issues relating to public disturbance during construction period and also probable mitigation measures.

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

- Ensure quality work and timely completion of proposed road
- Avoid land acquisition and livelihood loss.
- Continuous communication with community and ensure public consultation.
- The authority should not disturbing livelihood of low income group of the Pourashava
- Ensuring proper safety measures during construction period

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

81. During the field visit consultants conducted some consultation meeting along the proposed roads and drains. List of participants and photograph of the consultation meeting is given below:

List of Participants of Public Consultation:

MDS Consultancy Services for Third Urban Governance & Infrastructure Improvement (Sector)
Project [UG/IIIP-III]



[ADB Loan: 3142 EAN (SF)]

Local Government Engineering Department

Attendance sheet for Public Consultation/Meeting-Social Safeguard

Name of Pourashava : Bandarban

Name of Location : Kashempara Govt. Primary School.

Visit/Meeting date : 10.5.2016

Time: 11:30 AM

List of Participants

Sl.No.	Name	Address	Occupation	Signature
01	মো: মাহীদুল ইসলাম	কাশেমপাড়া	ঘরুৱি	(Kehul)
02	মো: খানজাহাঙ্গীর রহমান	"	ড্রাম	Khabid
03	মো: হারুনুজ্জামান রহমান	"	আমির	হারুন
04	মো: মনির হারুন	"	আমির	মনির
05	মো: মাসুদুর রহমান	"	চাষ	মাসুদ
06	মো: মজিবুল ইসলাম	"	চাকুরী	ellauo
07	মাসুদুর রহমান রিয়াজ	"	চাষ	Rifat
08	মো: মাহমুদুল আলম	"	চাকুরী	মাহমুদ
09	মাহমুদা বেগম	"	মিস্ত্রি	Coen
10	উজ্জ্বল	"	মিস্ত্রি	উজ্জ্বল
11	কাজী নূরুজ্জামান	"	মিস্ত্রি	কাজী
12	আবদুল হক	"	"	আবদুল
13	হালিম	"	গৃহস্থী	হালিম
14	জাহেদা বেগম	"	"	জাহেদা
15	জাহেদা বেগম	"	"	জাহেদা

Photograph of the Public Consultation:



Consultation along proposed road of Bandarban Pourashava

Key Issues of Discussion

	Key issues	Major Findings
1	Purpose of the visit to road & drainage schemes.	To observe is there any IR impact existing within the ROW of the proposed sub-projects of the Pourashava.
2	Existing condition of the road and drainage situation needs to be improved	The existing condition of the road is not good and as a result the pedestrians have to suffer a lot. So, there is urgent need of improvement of the road. To create easy communication facilities the proposed roads should be improved as early as possible. The road improvement activities will not need land acquisition as all the development activities will be done on the existing ROWs and there will be no resettlement impact
3	Local people's opinions on improvement of the existing road and Drain system and land issues.	Local people of the area need road and drain very much. There will not be any acquisition and requisition. Improved road condition will improve transportation and improved drain will remove water logging during rainy season. No acquisition of land /private will be required during the sub-project implementation. The local people have expressed their willingness to support implementation of the project's activities smoothly.
4	Discussion regarding proposed drain.	Lack of drainage facility is causing water logging on the roadside hampering easy movement. The proposed drain will be great help for households to channel their waste water into it and this way the road will be saved from getting dirty and water-logged.
5	Community's willingness to support Pourashava	The community is willing to support the rehabilitation of the sub-project as no land is needed and all rehabilitation will be on existing ROWs where there are no houses, trees, shops and other structures, there is no indigenous people on the ROWs and so there will not be any livelihood loss and will not affect the indigenous people. However, some of the participants wanted to know about the scope of compensation if private land and assets are affected.

APPENDIX- 2: INVOLUNTARY RESETTLEMENT IMPACT 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 sub-project. The checklist may be modified as deemed necessary during project implementation

A. Introduction

Each sub-project/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/sub-project:

- a. District/administrative name: Bandarban of Bandarban district
- b. Location: Bandarban Pourashava, Bandarban
- c. Proposed scheme considered in this checklist: (check one)

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

C. Screening Questions for Involuntary Resettlement Impact

Involuntary Resettlement Impacts	Yes	No	Not Known	Remarks
Will the project include any physical construction work?	X			16 roads & 9 drains will be newly constructed
Does the proposed activity include upgrading or rehabilitation of existing physical facilities?	X			
A. Land (not applicable for public ROWs)				
1. Ownership of land known?	X			(if yes, check appropriate) X government(Rehabilitation of Existing works) ___ private ___ trust/community ___ traditional (IPs/tribal) ___ Others (specify) _X_ Pourashava
2. Land purchase/acquisition (answer required even for land donation and/or negotiated land purchase)- Not applicable				
a. permanent (owner/s required to transfer ownership/rights to Pourashava)		X		
b. temporary (owner/s retain rights/ownership)		X		
c. not required	X			(check appropriate) _X_ land owned by

Involuntary Resettlement Impacts	Yes	No	Not Known	Remarks
				Pourashava ___ land owned by other government agency ___ proposal will not require land (scheme will be along right of way or existing facility)
3. Current usage of the land known?	X			if yes, check as appropriate: ___ agricultural ___ residential ___ commercial/business ___ community use ___ vacant/not used ___ private access road _ X _ others specify) _Roads_ & Drains_____
4. Are there any non-titled people who live or earn their livelihood at the site/land?		X		
5. Are there any existing structures on land?		X		
(if yes, complete the following information)	Not applicable			
- Residential		X		
- Business/shops/stalls		X		
- Fences		X		
- Water wells		X		
- Sanitation facility		X		
- Others (specify) _____		X		
6. Are there any trees on land?		X		
7. Are there any crops on land?		X		
8. Will people lose access to:		X		
- any facility		X		
- services		X		
- natural resources		X		
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		
B. Linear Works				
1. Within the public RoW?				
2. Structures on RoW? (applicable to full or partial parts, applicable to permanent/semi-permanent structures)		X		
- Residential		X		

Involuntary Resettlement Impacts	Yes	No	Not Known	Remarks
- Commercial/business/stalls		X		
- Fence/boundary walls		X		
- Sanitation facility		X		
- Community facility		X		
- School/educational facility		X		
- Religious structure		X		
- Service provision (light poles, water wells, etc)		X		
- Others (specify)		X		
3. Any mobile vendors/hawkers using RoW?		X		
4. Will there be loss of agricultural plots?		X		
5. Will there be loss of trees?		X		
6. Will there be loss of crops?		X		
5. Will people lose access to:				
- any facility		X		
- services		X		
- natural resources		X		
6. Are any of the affected persons (AP) from indigenous or ethnic minority groups?		X		

D. Attachments

1. Sub-project 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. Sub-project along ROWs:
 - a. Photograph/s of proposed sub-project: Given below
 - b. Photograph/s of existing structure/s (permanent/semi-permanent): Not applicable
 - c. Photograph/s of trees/crops: Not applicable



Existing condition of the proposed road



Existing condition of the proposed road

Prepared by:	Verified by:
Signature: Name: Md. Iktiarul Islam Position: Regional Resettlement Specialist, MDSC, UGIIP-III	Signature: Name: Md. Abul Hashem Position: National Resettlement Specialist, MDSC, UGIIP-III
Date: 07/09/2016	Date: 08/09/2016

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:	Noted by:
Signature: Name: Md. Iktiarul Islam Position: Regional Resettlement Specialist, MDSC, UGIIP-III	Signature: Name: Robert Pigott Position: Team Leader, MDSC, UGIIP-III
Date: 07/09/2016	Date: 08/09/2016

APPENDIX- 3: INDIGENOUS PEOPLE/SMALL ETHNIC COMMUNITIES (SEC) IMPACTS

A. Introduction:

1. Each project/sub-project/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.

B. Information on project/sub-project/component:

- a. District/administrative name: Bandarban Pourashava of Bandarban district
- b. Location (km): Bandarban Pourashava about 75 km away from Chittagong
- c. Civil work dates (proposed): November 2016 to November 2017
- d. Technical description: the sub-projects contain 39 roads (14.408 km), 19 drains (4.977 Km) at different locations.

C. Screening Questions for Indigenous People/SEC Impact

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

10. Will the project directly or indirectly affect indigenous peoples' traditional socio-cultural and belief practices (e.g. child-rearing, health, education, arts, and governance)?		X		
KEY CONCERNS (Please provide elaborations in the "Remarks" column)				
11. Will the project affect the livelihood systems of indigenous peoples (e.g., food production system, natural resource management, crafts and trade, employment status)?		X		
12. Will the project be in an area (land or territory) occupied, owned, or used by indigenous peoples, and/or claimed as ancestral domain?		X		
C. Identification of Special Requirements Will the project activities include:				
13. Commercial development of the cultural resources and knowledge of indigenous peoples?		X		
14. Physical displacement from traditional or customary lands?		X		
15. Commercial development of natural resources (such as minerals, hydrocarbons, forests, water, hunting or fishing grounds) within customary lands under use that would impact the livelihoods or the cultural, ceremonial, and spiritual uses that define the identity and community of indigenous peoples?		X		
16. Establishing legal recognition of rights to lands and territories that are traditionally owned or customarily used, occupied, or claimed by indigenous peoples?		X		
17. Acquisition of lands that are traditionally owned or customarily used, occupied, or claimed by indigenous peoples?		X		

D. Indigenous People/SEC Impact

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

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

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

Prepared by: Signature: Name: Md. Iktiarul Islam Position: Regional Resettlement Specialist, MDSC, UGIIP-III	Verified by: Signature: Name: Robert Pigott Position: Team Leader, MDSC, UGIIP-III
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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 feed-back. 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 *	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:					

APPENDIX- 5: VERIFICATION OF POURASHAVA OWNERSHIP

	বান্দরবান পৌরসভা Bandarban Pourashava বান্দরবান পার্বত্য জেলা ফোন : ০৩৬১- ৬২৫৮৮ (অফিস), ০৩৬১-৬২৫৭৩ (বাসা), মুরোফোন : ০১৭১০৯৩৯৩৩৩
সূত্র :	তারিখ :
<u>Land Ownership Certificate</u>	
<p>This is to certify that the proposed schemes of municipal infrastructures including (i) roads; and (ii) drainages; taken up in Phase-II for implementation under UGIIP-III, LGED, financed by ADB/OFID/GOB, are on the Pourashava owned land.</p> <p>The scheme of Solid Waste Management is taken up/ implemented on acquired land of the Pourashava.</p>	
 Safeguard Officer Bandarban Pourashava Date: ০১.০৪.২০১৬	 Mayor Bandarban Pourashava Date: ০১/০৪/২০১৬
email : bandarbanmunicipal@gmail.com, Fax: 0361-62616	