

Due Diligence Report – Social Safeguards

December 2015

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

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

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Due Diligence Report – Social Safeguards

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**BAN: Urban Governance and Infrastructure
Improvement (UGIIP-III) – Nilphamari Pourashava
Phase 1 (Package Nr: UGIIP-III-
I/NILP/UT+DR/01/2015 (Lot-01, Lot-02)**

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

CURRENCY EQUIVALENTS (as of October 2015)

| | | |
|---------------|---|----------|
| Currency Unit | = | Tk |
| Tk1.00 | = | \$0.0133 |
| \$1.00 | = | Tk79 |

ABBREVIATIONS

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

GLOSSARY OF BANGLADESHI TERMS

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

WEIGHTS AND MEASURES

| | | |
|----------------|---|--------------|
| km | – | kilometer |
| m | – | meter |
| m ² | – | square meter |
| mm | – | Millimeter |
| m ³ | – | cubic meter |

NOTES

- I. In this report, “\$” refers to US dollars,
- II. BDT refers to Bangladeshi Taka

Disclaimer

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

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I. INTRODUCTION

A. Background

1. The Government of Bangladesh is developing third towns to improve living standards, particularly in the poorer areas, and to provide an alternative destination for rural dwellers that would otherwise join the migration to larger metropolitan centers, through Third Urban Governance and Infrastructure Improvement (Sector) project (UGIIP-III). UGIIP-III is being implemented as a sector loan approach. After the successful implementation of Urban Governance and Infrastructure Improvement Projects (UGIIP I and II) in the selected pourashavas, the Local Government Engineering Department (LGED) with the financial assistance of Asian Development Bank (ADB) have planned to implement a similar project (UGIIP-III) in pre-selected 31 *pourashavas* over a period of 6 years (2014 to 2020).
2. The impact will be improved living environment in project towns. The outcome will be improved municipal service delivery and urban governance in project towns. UGIIP-III will improve existing and provide new municipal infrastructures including (i) roads; (ii) Drainages; (iii) water supply system; (iv) solid waste management facilities; (v) slaughter houses; (vi) markets, community centers / auditorium, bus and truck terminals and river *ghats*; (vii) public toilets; and (viii) others such as provision for street lighting and improvement of slums.
3. A sector-lending approach is being used for the project as it has been well established and successfully practiced in the UGIIP-I and II. In accordance with ADB's Safeguard Policy Statement (SPS), 2009 requirements a Resettlement Framework (RF) has been prepared.
4. During project preparation, resettlement plans (RPs) were prepared for 3 sample pourashavas covering roads, drainage, kitchen market and solid waste management subprojects. The RPs concluded that the project will have only temporary impacts and therefore, UGIIP-III has been categorized as resettlement Category B as per ADB SPS 2009. As a basic development principle, significant resettlement impacts (Category A type project) should be avoided to the extent possible in future subprojects. For any components, the social and resettlement assessments documents will be formulated and approved by ADB before any physical activities start.
5. This Resettlement & Social Impact Assessment Report has been prepared for Roads and Drainage Improvement subproject of Nilphamari pourashava taken up in phase-1 under Package No. UGIIP-III-I/NILP/ UT+DR/ 01/ 2015 (Lot-01+Lot-02). The subproject includes improvement of 20 existing roads and construction of 05 drains most of which are road side drains along the road edges without affecting any structure. After selection and completion of the designs of the proposed schemes, the safeguard team of the Management, Design and Supervision Consultants (MDSC) conducted resettlement and social impact assessments through thorough investigation of different social safeguard issues including land acquisition and resettlement requirements as per ADB's Involuntary Resettlement and Safeguard Policy Statement (SPS, 2009). The resettlement and social impact assessment report for Nilphamari pourashava has been prepared based on the feasibility study and detailed engineering designs.
6. During investigations, it was revealed that the roads and drains proposed for improvement under Package No. UGIIP-III-I/NILP/UT+DR/01/2015 (Lot-01+Lot-02) will be implemented on the existing alignment of roads and drains and due to the improvement/ construction of the aforesaid roads and drains are not expecting to have neither any physical nor any economic displacement of any people. . As a result, there is no possibility of land acquisition and no structure affected, none found to require relocation, and consequently no involuntary resettlement (IR) impact are anticipating thus the

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

B. Institutional Set-up

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

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

II. SUBPROJECT COMPONENT

9. Nilphamari District is located in the North-West corner of Bangladesh under Rangpur division. It is bordered by the West Bengal state of India (Jalpaiguri district). Nilphamari pourashava is located at the district headquarters of Nilphamari district about 40 km away from Rangpur divisional headquarters. The area of Nilphamari Pourashava is 24.50 sq.km. The rate of increase of population is 1.25% and density of population is 1,852 per sq.km. To cope with the demand of increasing population in the pourashava area, rapid development of different civic facilities for the city dwellers has now become imperative. Under the circumstances, this subproject has been proposed comprising improvement/ rehabilitation of 20 existing roads, construction /reconstruction of 05 drains. The components of the subproject shown in Table 1 below will involve schemes for improvement/rehabilitation of construction of 20,963 m = 20.963 kilometer (km) of existing roads, construction/reconstruction of 2,735 m = 2.735 km of drainage in phase-1 of UGIIP-III.

10. The subprojects went through the process of meeting the selection criteria (general and technical), environment and social safeguard screening and conforming to the municipal infrastructure development plan and drainage master plan prepared Zilla Town project by LGED for Nilphamari. Locations and sitting of the proposed infrastructures considered: (i) locating components on government-owned land and/or within existing right-of-way (ROW) to reduce acquisition of land, (ii) prioritizing rehabilitation over new construction; (iii) taking all possible measures in design and selection of sites to avoid resettlement impacts; (iv) avoiding where possible locations that will result in destruction/disturbance to historical and cultural places/values; (v) avoiding tree-cutting where possible;

and (vi) ensuring all planning and design interventions and decisions are made in consultation with local communities and reflecting inputs from public consultation and disclosure for site selection.

11. The components of the subproject seek to upgrade and expand the urban services. The roads and drains are located in different wards of the pourashava. The proposal is concerned with activities which address the most acute needs for better urban services and facilities to inhabitants of the town/pourashava. Figure 1 shows the location of Nilphamari pourashava and Figure 2 shows the location of subproject's schemes (alignment of roads and drains proposed under the subproject) and two strip maps of roads are given as sample in Figure 3 shows two subproject roads sample strip maps.

12. The 20 roads¹ proposed are all existing internal service roads. Most of the roads are lower than the houses beside them. So, water from houses flow over the roads and as a result, the roads dare amaged. The subproject also contains 5 (five) Reinforced Concrete (RCC). All drains are to be constructed along the edge of the roads.

13. Figure 4 shows some typical photographs of proposed roads and drains alignments of Nilphamari Pourashava under Phase 1 of UGIIP-III.

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

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

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

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

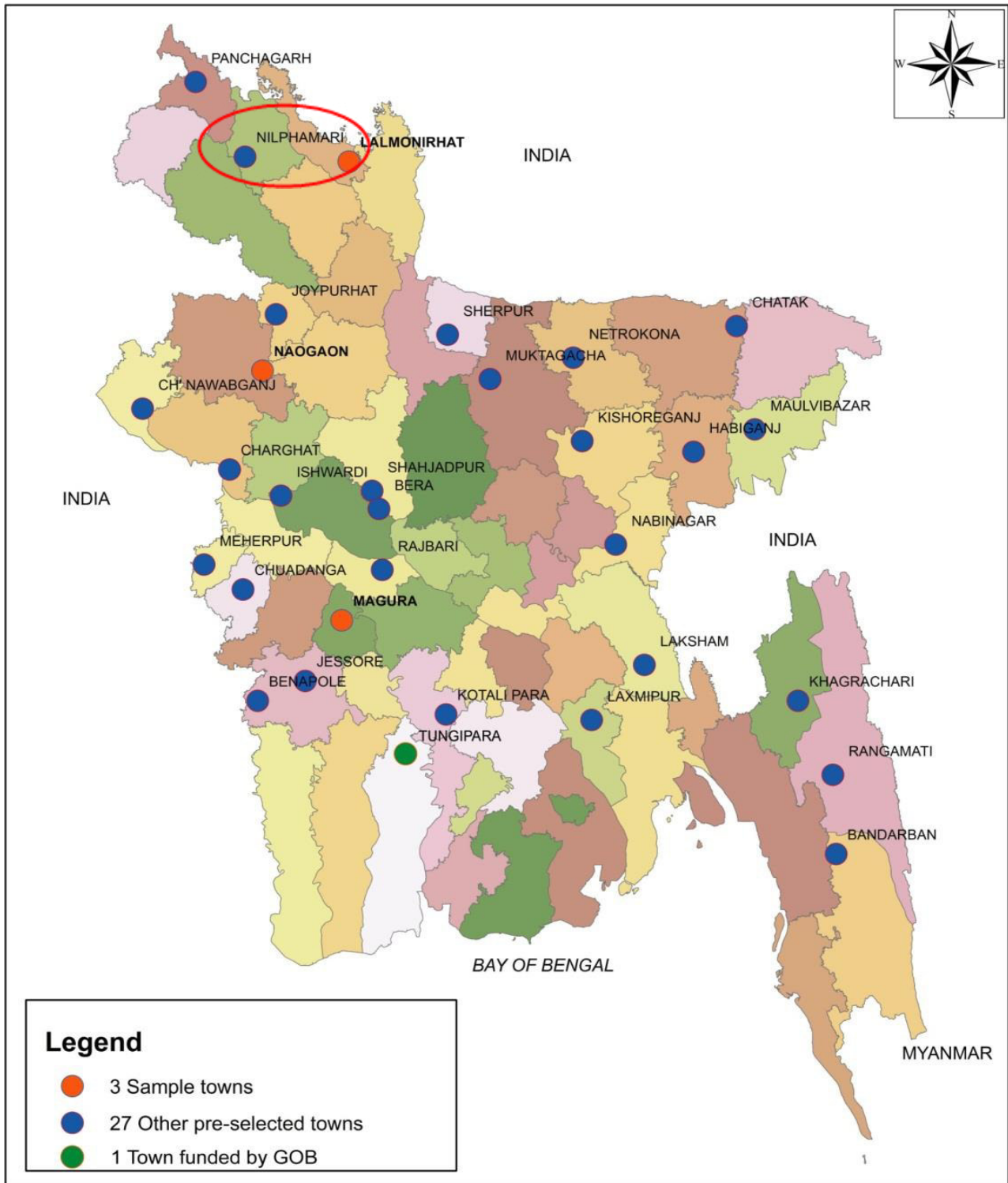


Figure 1: Location Map of Nilphamari Pourashava

Name of Scheme: PDP 196 - Rehabilitation of road starting from Natun Bazar Moor to Madhar Moor via Thana para, (Ch.0+000-0+869m) and two nos of connecting road (A). from main road (Ch0+393m) to RHD, length 0-50m) & (B). from main road Ch. 234m to Zillaparishad road, length 0-295m) and 20m approach road towards Thana road

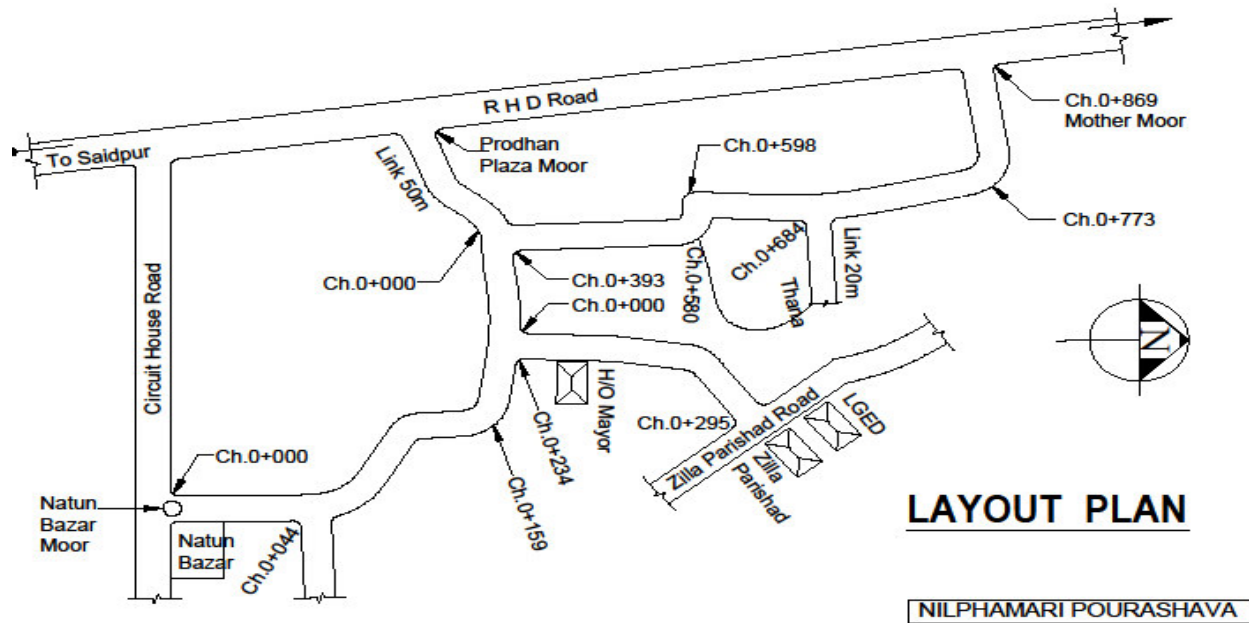


Figure 3a:Strip map of road sub-project

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

Name of Scheme: PDP 195 - Rehabilitation of road starting from Chowrangi moor to Panchmatha moor (Ch.0+000-1+570m)

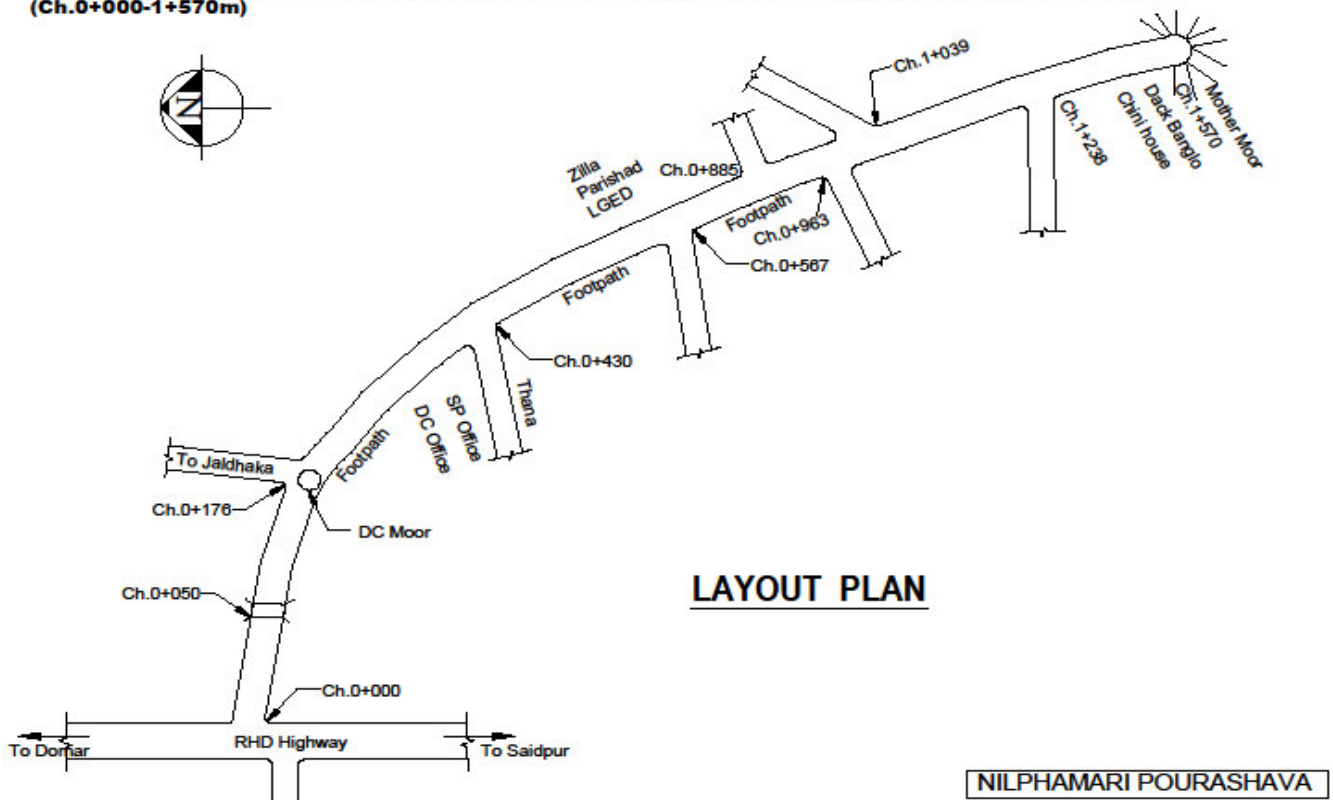


Figure 3b: Strip map of road subproject



Damaged road of Nilphamari Pourashava
(PDP 84)



Damaged Harua college station road at
Nilphamari Pourashava PDP (100)



Damaged Ramjangong road at Nilphamari
Pourashava (PDP 05)



Damaged road at Nilphamari Pourashava



Damaged road at Nilphamari Pourashava



Damaged road at Nilphamari Pourashava



: Damaged road at Nilphamari Pourashava



Damaged road at Nilphamari Pourashava



Damaged road at Nilphamari Pourashava



Damaged road at Nilphamari Pourashava
(PDP 100 (09))



Damaged road at Nilphamari Pourashava



: Damaged road at Nilphamari Pourashava



Water logging damaged road at Nilphamari
Pourashava

Figure 4: Typical Photographs of Sub-Project areas

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

Figure 5: Implementation work Schedule

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

[illegible]

Figure 6: Typical Road Sections (Brick Road

PACKAGE NO:
Name of the Scheme:

STANDARD DRAWINGS
B. RCC ROAD:
 (All dimensions in millimeter)

| POP NO. | TYPE OF ROAD | CHAINAGE(m) | LENGTH(m) | 1 (ROAD WIDTH) | 2 (SHOULDER) | 3 (SIDE SLOPE) | 4 (G.C.) | 5 (M.P.S.) | 6 (POLYETHYLENE) | 7 (C.C. FINISH) | 8 (M.S. BAR) | 9 (SHOULDER WALL) |
|---------|--------------|-------------|-----------|-------------------|-----------------|-------------------|-------------|---------------|---------------------|--------------------|-----------------|----------------------|
| | 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 fy=415 N/mm².

TYPICAL PLAN EXPANSION JOINT
SEE DETAIL - F

Sealed with specified materials
 Painted and greased to provide slippage in slab
 25
 75 50 25
 Punched stops
 Air space
 Punched ends
DETAIL - F

Figure 7: Typical Road Sections (Concrete Road)

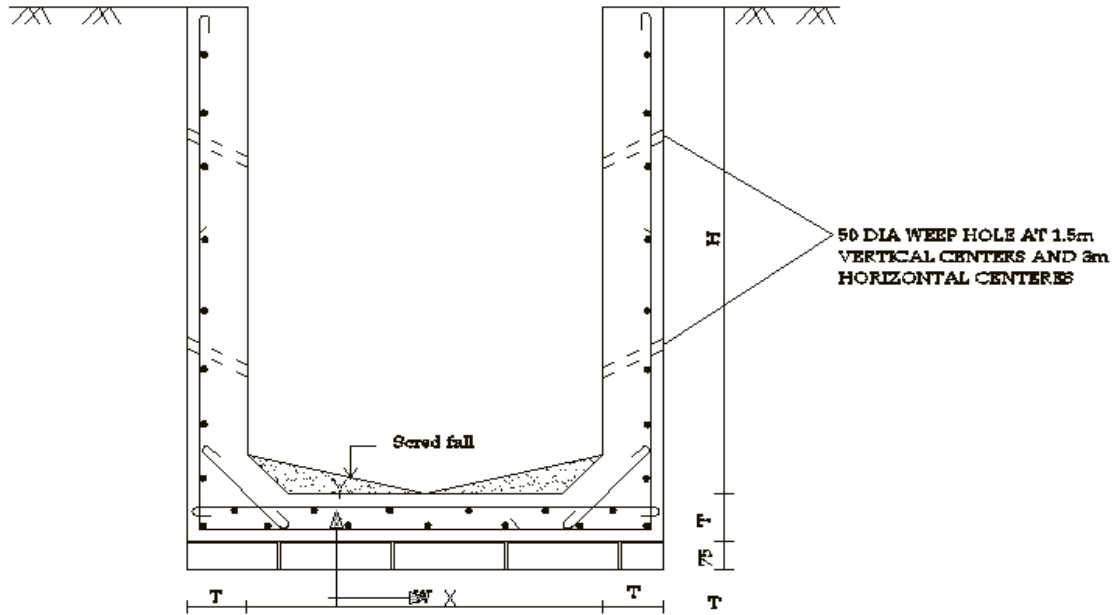


Figure 8: Typical Reinforced Concrete Drain Section

Table1: Proposed Subproject Component with Social Safeguard Impact
PACKAGE NO:UGIIP-III-I/NILP/UT+DR/01/2015 (Lot-01+Lot 02)

| SL No. | PDP No/ Scheme NO. | Sub-Project Schemes | Width Roads / Drains | | Type of Loss/ Affected | Possible Social Impact (IR Impact) | Land Ownership |
|--------|-----------------------|---|-------------------------|-----------------|---------------------------|---|-------------------|
| | | | Existing (m) | Proposed (m) | | | |
| 1. | 5 | Rehabilitation of road Starting from Highway Dalpatty moor to Nilphamari Ramgonj road Ch.0.00-910.00m. | 3.05 | 3.05 | No loss reported | <ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Pourashava |
| 2. | 13 | Construction of road starting from Munshipara Mashjid near Lutfar house to Monjer Mia house near RDRS office Ch.0.00-740.00m | 3.50 | 2.75 | No loss reported | <ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition | Pourashava |
| 3. | 26 | Rehabilitation work of road starting from Babupara road near Hasan Chairman house to Belaler moor via Moral Sangha moor Ch.0.00-616.00m | 2.6-3 | 2.6-3 | No loss reported | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period. | Pourashava |
| 4. | 41 | Rehabilitation work of road starting from School moor (Sarker Para) to Debir Danga Road Eid-gah Math Ch.0.00-1214.00m. | 3.00 | 3.00 | No loss reported | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period. | Pourashava |
| 5. | 43 | Rehabilitation of road starting from Debir Danga road to Gasbari moor via Milon Pally moor Ch.1090.00m | 2.75 | 2.75 | No loss reported | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period | Pourashava |
| 6. | 48 | Rehabilitation of road starting from Highway Dal Patty moor to Rail Line via Milon Pally moor Ch.00-520.00m | 3.1 | 3.1 | No loss reported | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period | Pourashava |
| 7. | 59 | Improvement of a road from Harowa Dhonipara road Ashraf house moor to Gurguri Pacca road Ch.0.00-425.00m | 3.00 | 3.00 | No loss reported | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period | Pourashava |
| 8. | 76 | Rehabilitation of road starting from Harowa | 3.05 | 3.05 | No loss | <ul style="list-style-type: none"> • No IR impacts | Pourashava |

| SL No. | PDP No/ Scheme NO. | Sub-Project Schemes | Width Roads / Drains | | Type of Loss/ Affected | Possible Social Impact (IR Impact) | Land Ownership |
|--------|-----------------------|--|-------------------------|-----------------|---------------------------|---|-------------------|
| | | | Existing (m) | Proposed (m) | | | |
| | | College Station road to SKB Brick Field road Ch.0.00-2885.00m | | | reported | <ul style="list-style-type: none"> • No requirement for land acquisition • Temporary disturbance of the local people during construction period | |
| 9. | 84 | Rehabilitation of Road starting from Fakirgonj road to hosue of Mr. Momtaj and Rail line Ch.00-459.00m | 2.75 | 2.75 | No loss reported | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period | Pourashava |
| 10. | 70 | Improvement of road starting from Harowa Debir Danga Bazar moor to Mohammad Ali Switch Gate road, via Munsipara Mosque Ch.0.00-1185.00m | 3.00 | 3.00 | No loss reported | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period | Pourashava |
| 11. | 100 | Rehabilitation of road starting from Chowrangir moor to Harowa College Station via Ukiler moor Ch.0.00-1610.00m | 4.6, 3.2 | 6.5, 5.20 | No loss reported | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period. | Pourashava |
| 12. | 102 | Rehabilitation work of road from Shanti Nagar moor BRAC Clinic to Staff Quarter Moor via Mr. Hannan house moor and Monir Uddin Shah moor Ch.0.00-1584.00m | 3.05, 3.20 | 3.10 | No loss reported | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period | Pourashava |
| 13. | 138 | Rehabilitation work of road starting from Fakirgonj road near Humaun house to Canal road (Kerapara Hafez house) Ch.986.00m | 3.10 | 3.10 | No loss reported | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period | Pourashava |
| 14. | 133 | Improvement of road starting from Kukhapara Canal Bridge to Sutipara road, via Kalirasthan house of Chini and house of Lokman Ch.0.00-890.00m | 3.05 | 2.75 | No loss reported | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period | Pourashava |
| 15. | 149 | Rehabilitation of road starting from Khansama road near house of Elem to Rail line, via house of Kaltu at Fakir Para Ch.0.00-505.00m | 2.50 | 2.50 | No loss reported | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period | Pourashava |

| SL No. | PDP No/ Scheme NO. | Sub-Project Schemes | Width Roads / Drains | | Type of Loss/ Affected | Possible Social Impact (IR Impact) | Land Ownership |
|--------|-----------------------|--|-------------------------|-----------------|---------------------------|--|-------------------|
| | | | Existing (m) | Proposed (m) | | | |
| 16. | 184 | Rehabilitation of road starting from Hospital road near Dr. Nipendranath Roy house to Upazilla Food Office road Ch 0.00-825.00m, and Connecting road at main road Ch.182.00m towards east upto Food Office road Ch.0.00-286.00m. | 2.75, 3.2 | 2.5, 2.75 | No loss reported | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period | Pourashava |
| 17. | 176 | Construction of RCC road starting from Jummapara road Upazilla Pond side to Shanti Nagar road house of Atiar Master via Nabi Hossain house Ch.0.00-507.00m | 2.75 | 2.75 | No loss reported | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period | Pourashava |
| 18. | 195 | Rehabilitation of road starting from Chowrangi moor to Panchmatha moor Ch.0.00-1570.00m | 3.0 | 3.6 | No loss reported | <ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Pourashava |
| 19. | 196 | Rehabilitation of road starting from Natun Bazar Moor to Madhar Moor via Thana para, Ch.0.00-869.00m and two nos of connecting road (A). from main road Ch.393m to RHD, length 0-50m) & (B).from main road Ch. 234m to Zillaparishad road, length 0-295m) and 20m approach road towards Thana road | 2.5, 3.0 | 3.0 | No loss reported | <ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Pourashava |
| 20. | 216 | Construction and Maintenance of road from RHD road Hotel Bonoful moor to Kukhapara Canal road Ch.0.00-922.00m | 2.5, 3.05 | 2.75, 3.05 | No loss reported | <ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Pourashava |
| 21. | 293 | Construction of Drain from Dr.Nipendronath House to Food office Moor via Dablu Shah House Ch.132.00-510.00m | | .70 | No loss reported | <ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Pourashava |
| 22. | 262 | Construction of Drain including Top Slab starting from Sabuj Para(Boro Moshjid) Moinul House to Alam House Ch.0.00-241.00m. | | .70 | No loss reported | <ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Pourashava |

| SL No. | PDP No/ Scheme NO. | Sub-Project Schemes | Width Roads / Drains | | Type of Loss/ Affected | Possible Social Impact (IR Impact) | Land Ownership |
|--------|-----------------------|---|-------------------------|-----------------|---------------------------|---|-------------------|
| | | | Existing (m) | Proposed (m) | | | |
| 23. | 282 | Construction of Drain starting from ShantiNagar Moor to Central Graveyard Moor via Mirza Villa Ch.0.00-880.00m. | | .70 | No loss reported | <ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Pourashava |
| 24. | 259 | (Part:A) Construction of RCC Drain starting from Baraipara H/O-Mr. Raza to Bamon Danga khal near Ahle Hadis Mosque, Ch.00-365m (Part:B) Construction of RCC drain from H/O Mr. Samsul to Bamondanga khal Ch.00-159m | | 1.125 .775 | No loss reported | <ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Pourashava |
| 25. | 318 | Construction of RCC Drain starting from Zilla Parishad Gate to BMDF Drain (Jamuneshwari Khal) Ch.570.00-1382.00m | | .90 | No loss reported | <ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Pourashava |

III. DUE DILIGENCE

A. Objectives of the Study/ Investigation

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

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

B. Methodology used for Assessing Land Acquisition and Resettlement

18. **Data collection.** Necessary data regarding social, economic and gender information has been collected primarily through desk work, field visits to the proposed subprojects item and one-on-one interviews with stakeholders.

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

20. The safeguard team of MDSC Visited Nilphamari Pourashava on 6th and 7th Oct 2015 and have a meetings with, Mayor, Executive Engineer, Assistant Engineer, Sub-Assistant Engineers, councilors and Secretary of the pourashava, community leaders, local public representatives and different stakeholders at pourashava office and at subproject areas with

local people, community leaders, and local governments representatives. During field visits, the consultants investigated about the existing condition of the roads and drainage alignments and emphasized on the issues like land acquisition, resettlement and rehabilitation. The participants were also informed of the subproject **cut-off date of 20th October 2015** (date of completion of census survey). Figure -6 shows the Road side Consultation at Nilphamari Pourashava.

21. As a part of public consultation, relevant consultants and pourashava officials arranged meetings at pourashava office and at different roads and drains locations. Four formal meeting were arranged by the pourashava official with the stakeholders. The meeting sites were at Milon Pally Moor ward no-03 (PDP no -43), Dagbangla Moor of ward-05 (PDP no 08,), Moniruddin Shah of ward no-05 (PDP-. 102) & Baria Para Moor of ward no - 01 (PDP- 05) at Nilphamari pourashava. Near about 35 participants were present during the consultation. The main agenda was improvement, rehabilitation and reconstruction of roads and drains. The potential affected persons and local residents/ community leaders and other stakeholders were also consulted through group meetings and personal contract. During field visits, consultants physically visited the above mentioned scheme sites to verify the likely impacts on the people with respect to land acquisition & resettlement, and other social safeguard issues. During site visits, concern pourashava councilor, Assistant Engineer, one Sub Assistant Engineer, and a surveyor of pourashava accompanied the consultants to assist to identify the locations of roads & alignments of proposed drains and organized consultations/ meetings with the local representatives and people of the subproject area.

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

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

24. **Reconnaissance Survey.** The project social safe guard team (MDSC) visited Nilphamari *pourashava* during June- August 2015 to measure the widths of proposed roads and drains under Package No:UGIIP-III-I/NILP/UT+DR/01/2015 (Lot-01,Lot-02), count the number of trees, structures, natural resources, mobile vendors/ hawkers, and other facilities, etc. along ROWs, conduct informal discussions with local communities, formal discussions with *pourashava* engineers, and visual assessment of IR impacts. The output of the survey was discussed with the design engineers of the project to incorporate into the designs to minimize the IR impacts.

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

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

IV. FINDINGS

27. **Involuntary Resettlement.** As per results of the data gathering, detailed survey of the sites and alignments together with review of land records, the subproject is considered as Category C, i.e., the subproject does not require temporary or permanent land acquisition, and there are no impacts involving the loss of land, structures, crops and trees, businesses or income.

28. All roads and drainage components under Package Nr: UGIIP-III-I/NILP/UT+DR/01/2015 (Lot-01+Lot-02) will involve improvement of existing roads and drainage on existing alignments owned by Nilphamari 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 Nilphamari pourashava of the existing road and required widths in the ROWs therefore no land acquisition is required. Land ownership certificate is shown in Appendix-5.

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

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

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

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

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

33. All the above measures will be taken by the contractors during construction as per conditions included in the contract documents. The contractors shall avoid congested areas and narrow roads for carrying construction materials and equipment to site and schedule

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

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

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

36. **Indigenous People.** There is no identified indigenous people/ethnic minority (adivasi) communities on the vicinity of the proposed subproject components. The components are located only within the urban area and no ethnic people will be affected by the subproject activities. **As there is no indigenous / Ethnic community person in Nilphamari Pourashava.** The IP Categorization form is attached as Appendix- 3. The subproject has no IP impact and classified as Category C for IP.

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

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

Table 2: Social Safeguards Cost Relevant to Nilphamari Subproject Implementation

| Activities | Amount (Tk) | Source of Funds |
|--|-------------|-------------------|
| (i) public consultation and disclosure | 300,000 | P I U |
| (ii) grievance redress mechanism | 100,000 | P I U |
| (iii) safeguards capacity building program | 450,000 | Under MDSC costs |
| (vi) materials for awareness raising and implementation of consultation and participation plan | 3,30,000 | Under GICDC costs |

39. **Outcome of the Subproject.** 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 subproject is expected to increase area coverage of drainage and improved road communication system and will guarantee health condition and will reduce transport cost of goods and services including travelling cost of the residents of the town.

40. The outcome of the subproject 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.

41. **Sub-project Benefits.** Improvement of roads and construction of drains proposed under the subproject is expected to bring various quantifiable benefits for the citizens of pourashava.. Road improvement will improve connectivity and as a result, vehicular movement will increase,

journey will be safer, quicker and comfortable. Transportation costs will be lower and movement will be easier which will bring new avenues for investment and consequently commercial activities will increase which will boost up economic development. Extended benefits will include employment opportunity for local people during construction and maintenance.

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

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



Figure 9: Road side Public Consultation

Table 3: Assessment of Social Safeguard Impacts of Subprojects

| SL No. | PDP No/ Scheme NO. | Sub-Project Schemes | Name of APs | Possible Social Impact (IR Impact) | Indigenous People | Resettlement required or not | Remarks |
|--------|-----------------------|---|----------------|---|-------------------|------------------------------|--|
| 26. | 5 | Rehabilitation of road Starting from Highway Dalpatty moor to Nilphamari Ramgonj road Ch.0.00-910.00m. | Not applicable | <ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Not found | Not required | Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP |
| 27. | 13 | Construction of road starting from Munshipara Mashjid near Lutfar house to Monjer Mia house near RDRS office Ch.0.00-740.00m | Not applicable | <ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Not found | Not required | Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP |
| 28. | 26 | Rehabilitation work of road starting from Babupara road near Hasan Chairman house to Belaler moor via Moral Sangha moor Ch.0.00-616.00m | Not applicable | <ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Not found | Not required | Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP |
| 29. | 41 | Rehabilitation work of road starting from School moor (Sarker Para) to Debir Danga Road Eid-gah Math Ch.0.00-1214.00m. | Not applicable | <ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of | Not found | Not required | Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP |

| SL No. | PDP No/ Scheme NO. | Sub-Project Schemes | Name of APs | Possible Social Impact (IR Impact) | Indigenous People | Resettlement required or not | Remarks |
|--------|-----------------------|---|----------------|---|-------------------|------------------------------|--|
| | | | | Passerby and vehicle | | | |
| 30. | 43 | Rehabilitation of road starting from Debir Danga road to Gasbari moor via Milon Pally moor Ch.1090.00m | Not applicable | <ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Not found | Not required | Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP |
| 31. | 48 | Rehabilitation of road starting from Highway Dal Patty moor to Rail Line via Milon Pally moor Ch.00-520.00m | Not applicable | <ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Not found | Not required | Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP |
| 32. | 59 | Improvement of a road from Harowa Dhonipara road Ashraf house moor to Gurguri Pacca road Ch.0.00-425.00m | Not applicable | <ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Not found | Not required | Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP |
| 33. | 76 | Rehabilitation of road starting from Harowa College Station road to SKB Brick Field road Ch.0.00-2885.00m | Not applicable | <ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Not found | Not required | Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP |

| SL No. | PDP No/ Scheme NO. | Sub-Project Schemes | Name of APs | Possible Social Impact (IR Impact) | Indigenous People | Resettlement required or not | Remarks |
|--------|-----------------------|---|----------------|---|-------------------|------------------------------|--|
| 34. | 84 | Rehabilitation of Road starting from Fakirgonj road to hosue of Mr. Momtaj and Rail line Ch.00-459.00m | Not applicable | <ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Not found | Not required | Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP |
| 35. | 70 | Improvement of road starting from Harowa Debir Danga Bazar moor to Mohammad Ali Switch Gate road, via Munsipara Mosque Ch.0.00-1185.00m | Not applicable | <ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Not found | Not required | Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP |
| 36. | 100 | Rehabilitation of road starting from Chowrangi moor to Harowa College Station via Ukiler moor Ch.0.00-1610.00m | Not applicable | <ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Not found | Not required | Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP |
| 37. | 102 | Rehabilitation work of road from Shanti Nagar moor BRAC Clinic to Staff Quarter Moor via Mr. Hannan house moor and Monir Uddin Shah moor Ch.0.00-1584.00m | Not applicable | <ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Not found | Not required | Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP |
| 38. | 138 | Rehabilitation work of road starting from Fakirgonj road | Not applicable | <ul style="list-style-type: none"> • No major IR impacts | Not found | Not required | Temporary disturbance of people are not due to displacement |

| SL No. | PDP No/ Scheme NO. | Sub-Project Schemes | Name of APs | Possible Social Impact (IR Impact) | Indigenous People | Resettlement required or not | Remarks |
|--------|-----------------------|--|----------------|---|-------------------|------------------------------|--|
| | | near Humaun house to Canal road (Kerapara Hafez house) Ch.986.00m | | <ul style="list-style-type: none"> • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | | | (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP |
| 39. | 133 | Improvement of road starting from Kukhapara Canal Bridge to Sutipara road, via Kalirathan house of Chini and house of Lokman Ch.0.00-890.00m | Not applicable | <ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Not found | Not required | Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP |
| 40. | 149 | Rehabilitation of road starting from Khansama road near house of Elem to Rail line, via house of Kaltu at Fakir Para Ch.0.00-505.00m | Not applicable | <ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Not found | Not required | Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP |
| 41. | 184 | Rehabilitation of road starting from Hospital road near Dr. Nipendranath Roy house to Upazilla Food Office road Ch 0.00-825.00m, and Connecting road at main road Ch.182.00m towards east upto Food Office road Ch.0.00-286.00m. | Not applicable | <ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Not found | Not required | Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP |
| 42. | 176 | Construction of RCC road starting from Jummapara road Upazilla Pond side to Shanti Nagar road house of Atiar | Not applicable | <ul style="list-style-type: none"> • No major IR impacts • No requirement for | Not found | Not required | Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in |

| SL No. | PDP No/ Scheme NO. | Sub-Project Schemes | Name of APs | Possible Social Impact (IR Impact) | Indigenous People | Resettlement required or not | Remarks |
|--------|-----------------------|--|----------------|---|-------------------|------------------------------|--|
| | | Master via Nabi Hossain house Ch.0.00-507.00m | | land acquisition • Temporary disturbance of Passerby and vehicle | | | noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP |
| 43. | 195 | Rehabilitation of road starting from Chowrangi moor to Panchmatha moor Ch.0.00-1570.00m | Not applicable | • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Not found | Not required | Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP |
| 44. | 196 | Rehabilitation of road starting from Natun Bazar Moor to Madhar Moor via Thana para, Ch.0.00-869.00m and two nos of connecting road (A). from main road Ch.393m to RHD, length 0-50m) & (B).from main road Ch. 234m to Zillaparishad road, length 0-295m) and 20m approach road towards Thana road | Not applicable | • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Not found | Not required | Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP |
| 45. | 216 | Construction and Maintenance of road from RHD road Hotel Bonoful moor to Kukhapara Canal road Ch.0.00-922.00m | Not applicable | • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Not found | Not required | Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP |
| 46. | 293 | Construction of Drain from Dr.Nipendronath House to Food office Moor via Dablu | Not applicable | • No major IR impacts • No requirement for | Not found | Not required | Temporary disturbance of people are not due to displacement (physically/economically but due to |

| SL No. | PDP No/ Scheme NO. | Sub-Project Schemes | Name of APs | Possible Social Impact (IR Impact) | Indigenous People | Resettlement required or not | Remarks |
|--------|-----------------------|---|----------------|---|-------------------|------------------------------|--|
| | | Shah House Ch.132.00-510.00m | | land acquisition • Temporary disturbance of Passerby and vehicle | | | construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP |
| 47. | 262 | Construction of Drain including Top Slab starting from Sabuj Para(Boro Moshjid) Moinul House to Alam House Ch.0.00-241.00m. | Not applicable | • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Not found | Not required | Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP |
| 48. | 282 | Construction of Drain starting from Shanti Nagar Moor to Central Graveyard Moor via Mirza Villa Ch.0.00-880.00m. | Not applicable | • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Not found | Not required | Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP |
| 49. | 259 | (Part:A) Construction of RCC Drain starting from Baraipara H/O-Mr. Raza to Bamon Danga khal near Ahle Hadis Mosque, Ch.00-365m (Part:B) Construction of RCC drain from H/O Mr. Samsul to Bamondanga khal Ch.00-159m | Not applicable | • No major IR impacts • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle | Not found | Not required | Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP |
| 50. | 318 | Construction of RCC Drain starting from Zilla Parishad Gate to BMDF Drain (Jamuneshwari Khal) Ch.570.00-1382.00m | Not applicable | • No major IR impacts • No requirement for land acquisition | Not found | Not required | Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) |

| SL No. | PDP No/ Scheme NO. | Sub-Project Schemes | Name of APs | Possible Social Impact (IR Impact) | Indigenous People | Resettlement required or not | Remarks |
|--------|-----------------------|---------------------|-------------|---|-------------------|------------------------------|---|
| | | | | <ul style="list-style-type: none"> • Temporary disturbance of Passerby and vehicle | | | which will be addressed in the subproject EMP |

V. FUTURE CONSULTATIONS AND DISCLOSURE

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

45. A consultation and participation plan is prepared for UGIIP-III; consultation activities will be coordinated by the PMO, PIU (Nilphamari 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, Nilphamari *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 also during implementation.

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

47. **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 10 below. The GRM will aim to provide a time-bound and transparent mechanism to voice and resolve social and environmental concerns linked to the project. The multi-tier GRM for the project is outlined below, each tier having time-bound schedules and with responsible persons identified to address grievances and seek appropriate persons' advice at each stage, as required. The PMO, MDSC safeguards team and GICDC team assist the PIU in establishing the GRM and building the capacity of the GRC members to address project-related complaints/ grievances. Once contractors are mobilized, inform them of their role and responsibilities and procedures involved in the GRM. The GRC of Nilphamari Pourashava has been formed which comprises with Mr. Badsha Alamgir, a councilor, as chairman, Mr. Golam Kibria, councilor, Mrs. Farhana Akhter, female councilor, and an NGO representative as members and Mr Afzal Hossain, cashier of the Pourashava as member secretary.

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

49. Affected persons will have the flexibility of conveying grievances /suggestions by dropping grievance redress/suggestion forms in complaints/suggestion boxes that have already been installed by PIU or through telephone hotlines 01782998791, 01716237996 and 01975327772 at accessible locations, by post, or by writing in a complains register in PIU or Nilphamari *pourashava* office.

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

51. **Grievance redresses process.** In case of grievances that are immediate and urgent in the perception of the complainant, the contractor and MDSC on-site personnel will provide the most easily accessible or first level of contact for quick resolution of grievances. Contact phone numbers and names of the concerned PIU safeguard focal person and contractors, will be posted at all construction sites at visible locations. 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 days². The PIU designated safeguard focal person will be responsible to see through the process of redressal of each grievance.
- (iii) **3rd Level Grievance.** The PIU designated safeguard focal person will refer any unresolved or major issues to the PMO safeguard officer and MDSC national environmental and resettlement specialists. The PMO in consultation with these officers/specialists will resolve them within 30 days.

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

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

54. **Recordkeeping.** Records of all grievances received, including contact details of complainant, date the complaint was received, nature of grievance, agreed corrective actions and the date these were 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.

² Grievance redress committees (GRC) has been formed at the 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.

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

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

GRM Diagram

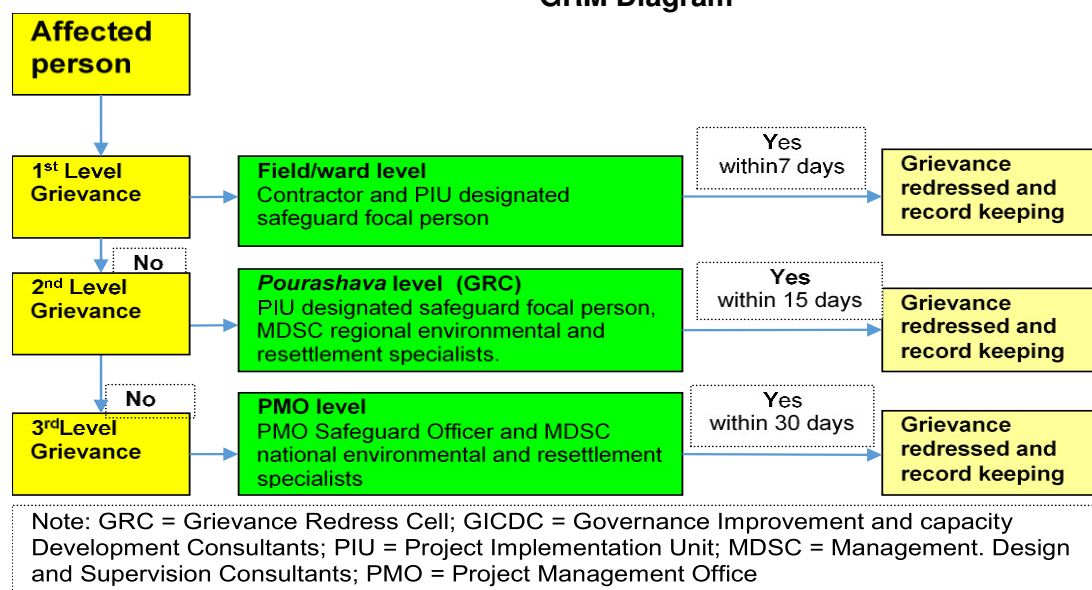


Figure 10: Project Grievance Redress Mechanism

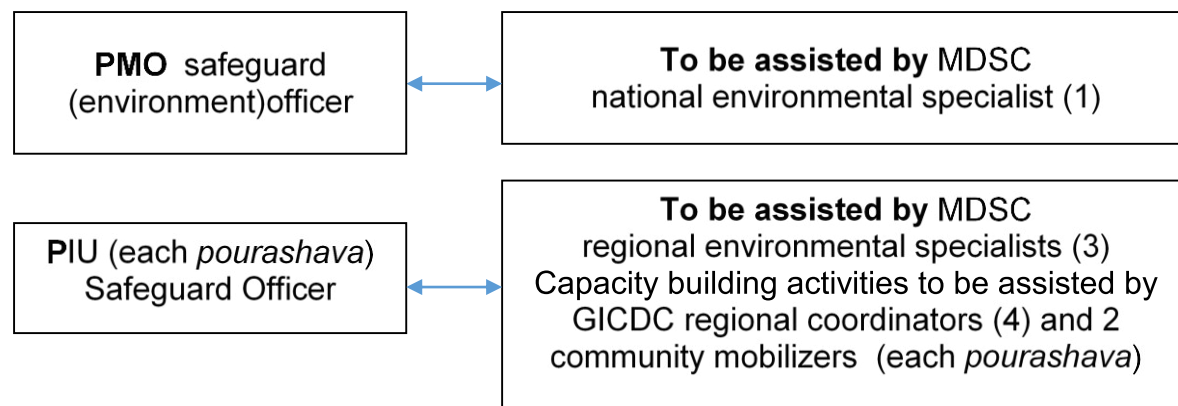


Figure 11: Safeguard Implementation Arrangement

VI. MITIGATION OF SOCIAL CONCERNS

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

- (i) 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.
- (ii) Providing wooden walkways/ planks across trenches for pedestrians and metal sheets where vehicles access is required.
- (iii) Increasing the workforce and using the appropriate equipment to complete the work in a minimum timeframe.
- (iv) Suggest people to wear mask to protect from dust problem during construction.
- (v) 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.
- (vi) Any other preventive measures to be adopted as required considering the situation during construction.

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

VII. CONCLUSIONS

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

project town; (viii) no potential negative impact could be identified and (ix) business or economic activities will not be impeded resulting losses in income or asset.

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

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

62. Based on the findings presented in this due diligence report, the Nilphamari pourashava Subproject Package Nr: UGIIP-III-I/NILP/UT+DR/01/2015 (Lot-01+Lot-02) will not require land acquisition and will not cause involuntary resettlement impacts. There are also no IPs identified in the subproject area. Thus it is concluded that the subproject **is Category C for IR and Category C for IP** as per ADB SPS 2009.

VIII.

APPENDIX 1: RECORDS OF PUBLIC CONSULTATIONS

1) Public Consultation at Milon pally moor

Subproject: PDP-043- Rehabilitation of a road starting from Debir danga road to Gasbari moor via milon pally moor (ch-1090.00m).

Ward-03

Venue: Milon pally moor,

Date: 06/10/2015,

Time: 3.30 PM, No of Participants:08

63. The public consultation meeting was held at Milon Pally moor for the subproject of “Rehabilitation of a road starting from Debir danga road to Gasbari moor via milon pally moor (ch-1090.00m)”. The public consultation meeting was presided over by Mr. Md. Dudu miah, Assistant engineer and Consultants from Social Safeguard Unit of MDS, UGIIP-III were present in the meeting. In the meeting, road users, beneficiaries of the roads & drains, local elites, local government representatives, and businessmen were present.

64. The agenda of meeting was advising on the planning, improvement, reconstruction, rehabilitation of ADB funded roads, drains of the Pourashava under UGIIP-III within the participant’s area.

65. Mr. Md. Dudu miah, the Assistant Engineer and Safeguard officer (In-charge) briefed the participants regarding the goals and objectives of the projects and safeguard issues relating to public disturbance during construction period and also probable mitigation measures highlighting that there will be no land acquisition or public donation of land for subproject implementation as the activities will be implemented inside the ROWs the land of which belongs to Pourashava and also informed the meeting that no indigenous / tribal people will be affected.

66. However Pourashava will take a final explicit measurement of the land and if it is found that the proposed site of the roads and drains fall in a private land then the Pourashava will follow Compensation and RP guidelines.

67. 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.

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. Some issues were raised during this 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.

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



Consultation at Milon Pally moor PDP-43 of Nilphamari Pourashava

Key Issues of Discussion

| | Key issues | Major Findings |
|----|---|--|
| 1. | Existing condition of the road situation needs to be improved | <p>The existing condition of the road is not good fully and as a result the pedestrians have to suffer a lot and there is problem of traffic jam on the road. So, there is urgent need of rehabilitation of the road.</p> <p>To create easy communication facilities, the proposed roads should be improved as early as possible.</p> |
| 2. | Local people's opinions on improvement of the existing road system and land issues. | <p>Local people of the area need road very much. Improved road condition will improve transportation and improved drain will remove water logging during wet season. Land acquisition will not be required for the subproject implementation. The local people have expressed their willingness to support implementation of the project's activities smoothly.</p> |
| 3. | Community's willingness to support <i>Pourashava</i> | <p>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 is 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/ tribal people. However, some of the participants wanted to know about the scope of compensation if private land and assets are affected.</p> |

Attendance Sheet of Participants

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

Name of the Pourashava: Mithamouri Venue: Miltonpoly Ward: 03 (Three)
Date: 06-10-2015 Time: 8:30 PM

| Sl | Name of the Participant | Occupation | Signature |
|----|-------------------------|-----------------------------|-----------|
| 1 | শ্রী: হুম্মি প্রা | চাকুরী | |
| 2 | শ্রী: অমিত্রা | চাকুরী | |
| 3 | শ্রী: সুমিত্রা | চাকুরী | |
| 4 | শ্রী: সুমিত্রা | চাকুরী | |
| 5 | শ্রী: সুমিত্রা | চাকুরী | |
| 6 | Md. Faridul Alam | Municipal Engg. Consultants | |
| 7 | শ্রী: সুমিত্রা | চাকুরী | |
| 8 | শ্রী: সুমিত্রা | চাকুরী | |
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2. Consultation at Dak Bangla moor , Ward -08

Subproject: PDP-195, Rehabilitation and widening of road work from Chowrangi moor to panchmatha moor. (ch.0.00-1570.00m)

Venue: Dak Bangla moor,

Date : 07.10.2015, Time:11:30 a.m.,

No of Participants: 11

70. The public consultation meeting was presided over by Mr. Md. Dudu miah, Assistant engineer and Consultants from Social Safeguard Unit of MDS, UGIIP-III were present in the meeting. In the meeting, road users, beneficiaries of the roads & drains, local elites, local government representatives, and businessmen were present.

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

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

73. Mr. Md. Dudu miah, the Assistant Engineer, and the Safeguard officer (In-charge) briefed the participants regarding the goals and objectives of the projects and safeguard issues relating to public disturbance during construction period and also probable mitigation measures highlighting that there will be no land acquisition or public donation of land for subproject implementation as the activities will be implemented inside the ROWs and also informed the meeting that no indigenous / tribal people will be affected.

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

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

75. The meeting concluded with thanks from the chair for participating beneficiaries and users in the meeting. During the field visit consultants conducted some consultation meetings for the proposed roads and drains.



Public consultation at Dak Bangla moor (PDP-195)

Key Issues of Discussion

| | Key issues | Major Findings |
|----|--|---|
| 1. | Existing situation of the feeder road needs to be improved | <p>The existing road condition is broken, narrow and some part is kacha, communication is not good; in the rainy season vehicles cannot move along the road. When heavy vehicles like tractors run side by side it sometimes causes destruction of household fences and causes further damage to the road already in bad shape/ condition. At times movement of vehicles come to a stop when it rains heavily.</p> <p>Sometimes accidents happen. Emergency movement like taking patients to hospitals by ambulance cannot be possible.</p> |
| 2. | How the better road communication will bring better scopes for the community | <p>The better road condition will greatly ease the pain of present suffering in movement on the road. Business, education and health will be highly benefited and so will be the people's overall wellbeing. Poor women ponder over sunning their parboiled paddy on the metaled road and many poor men are planning to buy rickshaw or van to ply on the improved road and</p> |
| 3. | Service use from Pourashava | <p>The community informed that they pay Pourashava its holding tax. The community also bears the electricity cost for the street lights.</p> |
| 4. | Opinion of the local people regarding improvement of existing road and the area as a whole | <p>The local people opined that they will be benefited if the roads and drains are improved. They also mentioned that land should not be acquired and the improvement should be done on the existing ROWs.</p> |
| 5. | Willingness to support the project | <p>Even with lot of mistrusts, the community s pledged their all-out support and cooperation with the project activities.</p> |
| 6. | Local facilities and poor community to get access | <p>Children of the locality go to the primary school which is not far from the area. But the nearest college is too far from the locality for students to go there on every day without much hassle. The poor condition of the road causes the most of their sufferings.</p> |
| . | Community's willingness to support pourashava | <p>The community is very eager to extend their support for implementing the project as they will be benefited by the project activities and the project will create employment opportunities for poor people.</p> |

Attendance Sheet of Participants

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

Name of the Pourashava: Hilphamari Venue: Deokhantola Ward: 08 (Eight)

Date: 07-10-2015

Time: 11:30 AM

| Sl | Name of the Participant | Occupation | Signature |
|----|-------------------------|------------------------------|----------------------|
| 1 | স্বাঃ চণ্ডীকান্ত বসু | স্বাঃ | স্বাঃ চণ্ডীকান্ত বসু |
| 2 | স্বাঃ সুনীল | স্বাঃ | স্বাঃ সুনীল |
| 3 | স্বাঃ চণ্ডীকান্ত বসু | স্বাঃ | স্বাঃ চণ্ডীকান্ত বসু |
| 4 | স্বাঃ সুনীল | স্বাঃ | স্বাঃ সুনীল |
| 5 | স্বাঃ সুনীল | স্বাঃ | স্বাঃ সুনীল |
| 6 | স্বাঃ সুনীল | স্বাঃ | স্বাঃ সুনীল |
| 7 | Md. Faridul Alam | Municipal Engrs. Consultants | Md. Faridul Alam |
| 8 | স্বাঃ সুনীল | স্বাঃ | স্বাঃ সুনীল |
| 9 | স্বাঃ সুনীল | স্বাঃ | স্বাঃ সুনীল |
| 10 | স্বাঃ সুনীল | স্বাঃ | স্বাঃ সুনীল |
| 11 | স্বাঃ সুনীল | স্বাঃ | স্বাঃ সুনীল |
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3. Consultation Meeting at Monir uddin shah Moor

Sub Project: PDP- 102, Rehabilitation work of a road work from Shanti Nagar moor BRAC clinic to Stuff quarter moor via Mr. Hannan house moor and Monir uddin shah moor, at (ch.0.00-1584.00m)

Date: 07/10/2015, Time: 04.00PM

Location/venue: Monir Uddin shah moor,

No of Participants: 10

76. The public consultation meeting was presided over Mr.Dudu mia, Assistant engineer and sub-assistant engineer. Social Safeguard Officer (in-charge) of the Pourashava,

Consultants from Social Safeguard Unit of MDS, UGIIP-III were present in the meeting. In the meeting, road users, beneficiaries of the drains, local elites, local government representatives, and businessmen were present.

77. The participating representatives of concerned communities, road users drainage beneficiaries, members of ward committees and representatives of local government agencies are important were represented.

78. The agenda of the meeting is advising on the planning, improvement, reconstruction, rehabilitation of ADB funded roads, drains of the Pourashava under UGIIP-III within the participant's area.

79. Mr. Md. Dudu miah, the Assistant Engineer and Safeguard officer (In-charge) briefed the participants regarding the goals and objectives of the projects and safeguard issues relating public disturbance during construction period and also probable mitigation measures highlighting that there will be no land acquisition or public donation of land for subproject implementation as the activities will be implemented inside the ROWs and also informed the meeting that no indigenous / tribal people will be affected.

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

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



Public consultation at Monir Uddin shah moor (PDP-102)

Key issues of Discussion

| | Key issues | Major Findings |
|----|---|---|
| 1. | Discussion with the community about the Proposed roads and drains. | <p>Lack of drainage facility is causing water logging on the road side hampering easy movement.</p> <p>As there is no system of disposing household waste water, accumulation of it causes a hygienic problem for the community. This waste water sometimes finds its way up-to public road and creates hazards for the passers-by.</p> <p>The proposed roads and drains will be a great help for households to channel their waste water into it and this way the road will be saved from</p> |
| 2. | Opinion of the local people to improve the Roads and Drains and Condition of the area | <p>Some people think owners of structures that come in the way of drain will voluntarily remove those things for an unobstructed construction of the roads and drains.</p> <p>However, some people think this removal would not be needed as there is sufficient room for the drain to go through.</p> <p>Participants said that the drain should be covered at important locations like Mandir, market place, where people move about most of the time.</p> <p>Most of the participants think the proposed drain could easily avoid private land and property in its line of alignment.</p> <p>Most of the participants are community leaders and educated persons. Although their land and property will not be affected but they think Pourashava's ward councilors and community leaders should motivate people to participate in the drain construction. It is mentioned here, no structures and private land will be affected for the Phase-1 sub projects.</p> |


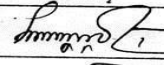
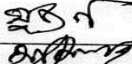
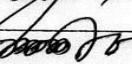
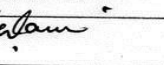
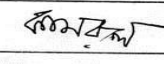
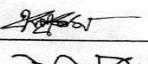
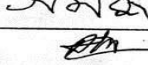
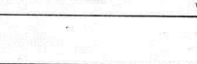
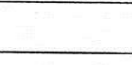
Attendance Sheet of Participants

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

Name of the Pourashava: Hilpanai Venue: Moniruddin Ward: 05

Date: 07-10-2015

Time: 4:00 PM

| Sl | Name of the Participant | Occupation | Signature |
|----|-------------------------|-----------------------------|---|
| 1 | শ্রী: সুজিত | চাকরি |  |
| 2 | শ্রী: মাসুম সাজ্জাদ | ব্যবসা |  |
| 3 | শ্রী: সুজন | চাকরি |  |
| 4 | শ্রী: মাসুম সাজ্জাদ | ব্যবসা |  |
| 5 | শ্রী: মাসুম সাজ্জাদ | চাকরি |  |
| 6 | Md. Faridul Alam | Municipal Engr. Consultants |  |
| 7 | Md. Kamrul Hasan | Job |  |
| 8 | Md. Asul Kasem | চাকরি |  |
| 9 | মাসুম সাজ্জাদ | |  |
| 10 | Dr. Rafiq Hossain | Private jobs |  |
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4. Consultation Meeting at Barai Para moor

Sub Project: PDP-05, Rehabilitation of a road from Highway Dalpatty moor to Ramgonj moor (Barai para road), Ch.0.00-910.00m., Ward -

Date and Time: 06/10/2015, 04.30 p.m.

Location/venue: Barai Para Moor , No of Participants:06

The public consultation meeting was presided over by Mr.Dudu mia, Assistant engineer and Mr. Masum Sazzad, sub-assistant engineer and Consultants from Social Safeguard Unit of MDS, UGIIP-III were present in the meeting. In the meeting, road users, beneficiaries of the drains, local elites, local government representatives, and businessmen were present.

82. The agenda of meeting is advising on the planning, improvement, reconstruction, rehabilitation of ADB funded roads, drains of the Pourashava under UGIIP-III within the participant's area.

83. Mr. Md. Dudu miah, the Assistant Engineer and Safeguard officer (In-charge) briefed the participants regarding the goals and objectives of the projects and safeguard issues relating public disturbance during construction period and also probable mitigation measures in view of ADB guideline of safeguard measures. Highlighting that there will be no land acquisition or public donation of land for subproject implementation as the activities will be implemented inside the ROWs and also informed the meeting that no indigenous / tribal people will be affected.

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

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



Public Consultation meeting Barai Para Moor

Key Issues of Discussion

| | Key issues | Major Findings |
|----|---|--|
| 1. | Existing condition of the road situation needs to be improved | <p>The existing road is not good fully. The pedestrians have to face a lot of sufferings due to bad condition of the road. As a business area, there is traffic jam in the road. So, there is urgent need of rehabilitation of the road.</p> <p>To create easy communication facilities this it could be improved on the existing road width needed and there will not be any resettlement</p> |

| | Key issues | Major Findings |
|----|---|--|
| 2. | Local people's opinions on improvement of the existing road system and land issues. | Local people of the area need road very much. There will not be any acquisition and requisition. Improved road condition will remove water logging during wet season Drainage system needs an outlet to another direction, not to end in the existing pond or private land. The alignment of the proposed drain will move toward the bridge and would not create any water pollution in the |
| 3. | 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 condition and livelihood loss. |

Attendance Sheet of Participants

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

Name of the Pourashava: Nildamra Venue: Food RDS Ward: 01 (one)

Date: 06-10-2015

Time: 4:30 PM

| Sl | Name of the Participant | Occupation | Signature |
|----|-------------------------|-----------------------------|-----------|
| 1 | জন: হুম্মা জিয়া | চাকুরী | |
| 2 | জন: আলেক | কৃষক | |
| 3 | জন: মোনায়েজা | ব্যবসায়ী | |
| 4 | মোস্তফিজ রহমত বকর | স্বাক্ষর | |
| 5 | Md. Faridul Alam | Municipal Engr. Consultants | |
| 6 | জন: আব্দুল আজাদ | চাকুরী | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
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IX. APPENDIX 2: INVOLUNTARY RESETTLEMENT IMPACT ASSESSMENT CHECKLIST

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

A. Introduction

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

B. Information on proposed scheme/subproject:

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

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

C. Screening Questions for Involuntary Resettlement Impact

PDP:R-506 :Rehabilitation of BC road from sadar road to DC complex(sarder para road.ch0.00-556.00m

| Involuntary Resettlement Impacts | Yes | No | Not Known | Remarks |
|---|-----|-----|-----------|---|
| Will the project include any physical construction work? | X | | | 5 RCC 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? | n/a | n/a | | (if yes, check appropriate) _____ government _____ private _____ trust/community _____ traditional (IPs/tribal) ___X___ Others Roads and Drain <u>Pourashava</u> |
| 2. Land purchase/acquisition (answer required even for land donation and/or negotiated land purchase)- Not applicable | | | | |

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

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

Attachments**1. Subproject with land requirement: Not applicable**

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

2. Subproject along ROWs:

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

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

THIS PORTION IS FOR PMO AND MDSC SAFEGUARD TEAM USE ONLY

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

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

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

A. Introduction

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

2. Information on project/subproject/component:

a. District name: Nilphamari Pourashava

b. Location (km): about 40 km form Rangpur Divisional Headquarters

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

d. Technical description: this subproject has been proposed comprising improvement/rehabilitation of 20 existing roads, construction /reconstruction of 6 drains. The components of the subproject will involve schemes (i) improvement/rehabilitation of construction of 20,963 m = 20.963 kilometer (km) of existing roads, construction/reconstruction of 2,735 m = 2.735 km of drainage in phase-1 of UGIIP-III

B. Screening Questions for Indigenous People/SEC Impact

| KEY CONCERNS (Please provide elaborations in the "Remarks" column) | YES | NO | NOT KNOWN | Remarks |
|--|-----|----|--------------|---------|
| A. Indigenous Peoples/SEC Identification | | | | |
| 1. Are there 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 | |

| KEY CONCERNS (Please provide elaborations in the "Remarks" column) | YES | NO | NOT KNOWN | Remarks |
|--|-----|----|--------------|---------|
| 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 | | | | |
| 9. Will the project directly or indirectly benefit or target indigenous peoples? | Y | | | |
| 10. Will the project directly or indirectly affect indigenous peoples' traditional socio cultural and belief practices (e.g.child-rearing, health, education, arts, and governance)? | | X | | |
| 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, | | X | | |

| KEY CONCERNS (Please provide elaborations in the "Remarks" column) | YES | NO | NOT KNOWN | Remarks |
|--|------------|-----------|----------------------|----------------|
| employment status)? | | | | |
| 12. Will the project be in an area (land or territory) occupied, owned, or used by indigenous peoples, and/or claimed as ancestral domain? | | X | | |
| C. Identification of Special Requirements <i>Will the project activities include:</i> | | | | |
| 13. Commercial development of the cultural resources and knowledge of indigenous peoples? | | X | | |
| 14. Physical displacement from traditional or customary lands? | | X | | |
| 15. Commercial development of natural resources (such as minerals, hydrocarbons, forests, water, hunting or fishing grounds) within customary lands under use that would impact the livelihoods or the cultural, ceremonial, and spiritual uses that define the identity and community of indigenous peoples? | | X | | |
| 16. Establishing legal recognition of rights to lands and territories that are traditionally owned or customarily used, occupied, or claimed by indigenous peoples? | | X | | |
| 17. Acquisition of lands that are traditionally owned or customarily used, occupied, or claimed by indigenous peoples? | | X | | |

C. Indigenous People/SEC Impact

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

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

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

Prepared by:

Signature:

Name:

Position:

| |
|--------------|
| Verified by: |
|--------------|

Signature:

Name:

Position:

XI.

APPENDIX 4: SAMPLE GRIEVANCE REGISTRATION FORM

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

TO BE TRANSLATED INTO BANGLADESH.

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

XII.

APPENDIX 5: LAND OWNERSHIP CERTIFICATE

FROM :DAILY NILPHAMARI BARTA

FAX NO. :055161990

22 Nov. 2015 6:20PM P1

Office of the Nilphamary Pourashava
নীলফামারী পৌরসভা কার্যালয় Nilphamary
নীলফামারী।

স্মারক নং- Nil.Pour/UGHP-III/2015-16/583

Date: 22-11-2015 ইং

-ঃ প্রত্যয়ন পত্র :- Certificate

প্রত্যয়ন করা যাচ্ছে যে, তৃতীয় নগর পরিচালন ও অবকাঠামো উন্নতিকরন (সেক্টর) প্রকল্প (UGHP-III) হতে উন্নয়নের

জন্য অত্র পৌরসভাধীন নিম্নে উল্লিখিত রাস্তা ও ড্রেনের জমির মালিকানা সত্তা নীলফামারী পৌরসভা, নীলফামারী নামীয়।

Certified that the following Roads & drains under UGHP-3 of this Pourashava are ownership of land recorded to Nilphamary Pourashava.

| Sl. No. | Name of Scheme |
|---------|---|
| 5 | Rehabilitation of road Starting from Highway Dalpatty moor to Nilphamari Ramgonj road Ch.0.00-910.00m. |
| 13 | Construction of road starting from Munshipara Mashjid near Lutfar house to Monjer Mia house near RDRS office Ch.0.00-740.00m. |
| 26 | Rehabilitation work of road starting from Babupara road near Hasan Chairman house to Belal moor via Moral Sangha moor Ch.0.00-616.00m. |
| 41 | Rehabilitation work of road starting from School moor (Sarker Para) to Debir Danga Road Sid-gah Math Ch.0.00-1214.00m. |
| 43 | Rehabilitation of road starting from Debir Danga road to Gasbari moor via Milon Pally moor Ch.1090.00m. |
| 48 | Rehabilitation of road starting from Highway Dal Patty moor to Rail Line via Milon Pally moor Ch.00-520.00m. |
| 59 | Improvement of a road from Harowa Dhoni para road Ashraf house moor to Gurguri Pacca road Ch.0.00-425.00m. |
| 76 | Rehabilitation of road starting from Harowa College Station road to SKB Brick Field road Ch.0.00-2885.00m. |
| 84 | Rehabilitation of Road starting from Fakirgonj road to hosue of Mr. Momtaj and Rail line Ch.00-459.00m. |
| 70 | Improvement of road starting from Harowa Debir Danga Bazar moor to Mohammad Ali Switch Gate road, via Munshipara Mosque Ch.0.00-1185.00m. |
| 100 | Rehabilitation of road starting from Chowrangj moor to Harowa College Station via Ukiler moor Ch.0.00 1610.00m. |
| 102 | Rehabilitation work of road from Shanti Nagar moor BRAC Clinic to Staff Quarter Moor via Mr. Hannan house moor and Monir Uddin Shah moor Ch.0.00 1584.00m. |
| 138 | Rehabilitation work of road starting from Fakirgonj road near Humau house to Canal road (Kerapara Hat house) Ch.986.00m. |
| 133 | Improvement of road starting from Kukhpara Canal Bridge to Sutipara road, via Kalirsthan house of Chini and house of Lokman Ch.0.00-890.00m. |
| 149 | Rehabilitation of road starting from Khansema road near house of Elem to Rail line, via house of Kaitu at Fakir Para Ch.0.00-505.00m. |
| 184 | Rehabilitation of road starting from Hospital road near Dr. Nipendranath Roy house to Upazilla Food Office road Ch.0.00-825.00m, and Connecting road at main road Ch.182.00m towards east upto Food Office road Ch.0.00-286.00m. |
| 176 | Construction of RCC road starting from Jummapara road Upazilla Pond side to Shanti Nagar road house of Atiar Master via Nabi Hossein house Ch.0.00-507.00m. |
| 195 | Rehabilitation of road starting from Chowrangj moor to Panchmatha moor Ch.0.00-1570.00m. |
| 196 | Rehabilitation of road starting from Natun Bazar Moor to Madhar Moor via Thana para, Ch.0.00-869.00m and two nos of connecting road (A). from main road Ch.393m to RHD, length 0-50m) & (B).from main road Ch. 234m to Zillaparishad road, length 0 295m) and 20m approach road towards Thana road. |
| 216 | Construction and Maintenance of road from RHD road Hotel Benoful moor to Kukhpara Canal road Ch.0.00-922.00m. |
| 203 | Construction of Drain from Dr.Nipendronath House to Food office Moor via Dablu Shah House Ch.132.00-510.00m. |
| 262 | Construction of Drain including Top Slab starting from Sabuj Para(Boro Moshjid) Moinul House to Alam House Ch.0.00-241.00m. |
| 282 | Construction of Drain starting from ShantiNagar Moor to Central Graveyard Moor via Mirza Villa Ch.0.00-880.00m. |
| 259 | (Part:A) Construction of RCC Drain starting from Baraipara H/O-Mr. Raza to Ramon Danga khal near Ahle Hadis Mosque, Ch.00-365m (Part:B) Construction of RCC drain from H/O Mr. Samsul to Bamondanga khal Ch.00-159m. |
| 318 | Construction of RCC Drain starting from Zilla Parishad Gate to BMDF Drain (Jamuneshwari Khal) Ch.570.00-1382.00m. |

(দেওয়ান কামাল আহমেদ)

মেয়র

নীলফামারী পৌরসভা

নীলফামারী।

মোবাইল নং- ০১৭১৫-৪১২৪৪৬

22.11.2015
Mayor 22.11.2015
Nilphamary Pourashava
M- 0175-412446