

Due Diligence Report – Social Safeguards

December 2015

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

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

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Due Diligence Report – Social Safeguards

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BAN: Urban Governance and Infrastructure Improvement (UGIIP-III) – Moulvibazar
Pourashava

Phase 1 (Package Nr: **UGIIP-III-I/ MOUL/UT+DR/01/2015**)

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

CURRENCYEQUIVALENTS

(as of November 2015)

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

ABBREVIATIONS

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

GLOSSARY OF BANGLADESHI TERMS

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

WEIGHTS AND MEASURES

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

NOTES

1. In this report, “\$” refers to US dollars,
2. BDT refers to Bangladeshi Taka

Disclaimer

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

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I. INTRODUCTION

A. Background

1. The Government of Bangladesh is developing third towns to improve living standards, particularly in the poorer areas, and to provide an alternative destination for rural dwellers that would otherwise join the migration to larger metropolitan centres, through Third Urban Governance and Infrastructure Improvement (Sector) project (UGII-III). UGII-III is being implemented as a sector loan approach. After the successful implementation of Urban Governance and Infrastructure Improvement Projects (UGIIP I and II) in the selected Pourashavas, the Local Government Engineering Department (LGED) with the financial assistance of Asian Development Bank (ADB) have planned to implement a similar project (UGIIP-III) in pre-selected 31 Pourashavas (Figure 1) over a period of 6 years (2014 to 2020).

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

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

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

5. This Resettlement and Social Impact Assessment Report has been prepared for Roads and Drainage Improvement subproject of Moulvibazar *Pourashava* taken up in phase-1 Package No. UGIIP-III-I/ MOUL/UT+DR/01/2015. The subproject includes improvement of 21 existing roads without affecting any structure and 9 drains. After selection and completion of the designs of the proposed schemes, the safeguard team of the Management, Design and Supervision Consultants (MDSC) conducted resettlement and social impact assessments through thorough investigation of different social safeguard issues including land acquisition and resettlement requirements as per ADB's Safeguard Policy Statement (SPS, 2009). The resettlement and social impact assessment report for Moulvibazar 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/ MOUL/UT+DR/01/2015 will be implemented on the existing alignment of roads and drains and due to the improvement/ construction of the aforesaid roads are not expecting to have neither any physical nor any economic displacement of any people. As a result, there is no possibility of land acquisition and no structure affected, none found to require relocation, and consequently no involuntary

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

B. Institutional Set-up

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

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

II. SUB-PROJECT DESCRIPTION

9. **Location:** Moulvibazar Pourashava, as a district town is located in the north east part of Bangladesh under Sylhet division. It is bordered by Sylhet to the north, and Brahmanbaria district to the south and west, and across the border India is located to the east. The low lying Pourashava experiences flush flood in the pre monsoon and monsoon due to flood water from Surma- Kushiara-Manu river basin as low lying flood plain across the border of north-east region of India.

10. **The Components:** To cope with the demand of increasing population in the Pourashava area, rapid development of different civic facilities for the city dwellers has now become imperative. Under the circumstances, this subproject has been proposed comprising improvement of 21 existing roads, construction of 9 road side drains under Package No. UGIIP-III-I/ MOUL/UT+DR/01/2015. The components of the subproject, shown in Table 1 below will involve schemes (i) rehabilitation/upgrade/construction of road 21 roads length-15.367 km, (II) drainage improvement of 9 Drains of Length -3.710km. Table-1 shows the subproject components including ownership of land.

11. The subproject went through the process of meeting the selection criteria (general and technical), environmental and social safeguard screening and conforming to the municipal infrastructure development plan (PDP) and drainage master plan prepared for in UGIIP-2. Locations and sitting of the proposed infrastructures considered: (i) locating components on government-owned land and/or within existing right-of-way (ROW) to reduce acquisition of land, (ii) prioritizing rehabilitation/ improvement over new construction; (iii)

taking all possible measures in design and selection of sites to avoid resettlement impacts; (iv) avoiding where possible locations that will result in destruction/disturbance to historical and cultural places/values; (v) avoiding tree-cutting where possible; and (vi) ensuring all planning and design interventions and decisions are made in consultation with local communities and reflecting inputs from public consultation and disclosure for site selection.

12. The components of the sub-project seek to upgrade and expand the urban services. The roads and drains are located in different wards of the Pourashava. The proposal is concerned with activities, which address the most acute needs for better urban services and facilities to inhabitants of the town/Pourashava. Figure 1 shows the location of Moulvibazar Pourashava and Figure 2 shows the location of subproject's schemes (alignment of roads and drains proposed under the subproject). No roads need resettlement, replacement or relocation. Strip diagram of two roads are given as a sample in Figures 3a and 3b¹.

13. The 21 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 damage. There are low lying areas and ditches by the side of many roads needing retaining walls for protection of road embankments including shoulders. The Pourashava is subjected to flash flood. 21 roads will be improved by mostly bituminous surfacing; some portion of 4 roads have been proposed for Reinforced Concrete (RCC) pavement.

14. The subproject contains 9 drains which are all roadside drains to be constructed along the edge of the roads and ultimately will discharge to the main/ outfall drains. All the 9 drains will be constructed with Reinforced Cement Concrete (RCC).

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

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

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

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

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 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 diagram has been given as an example/ sample.

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

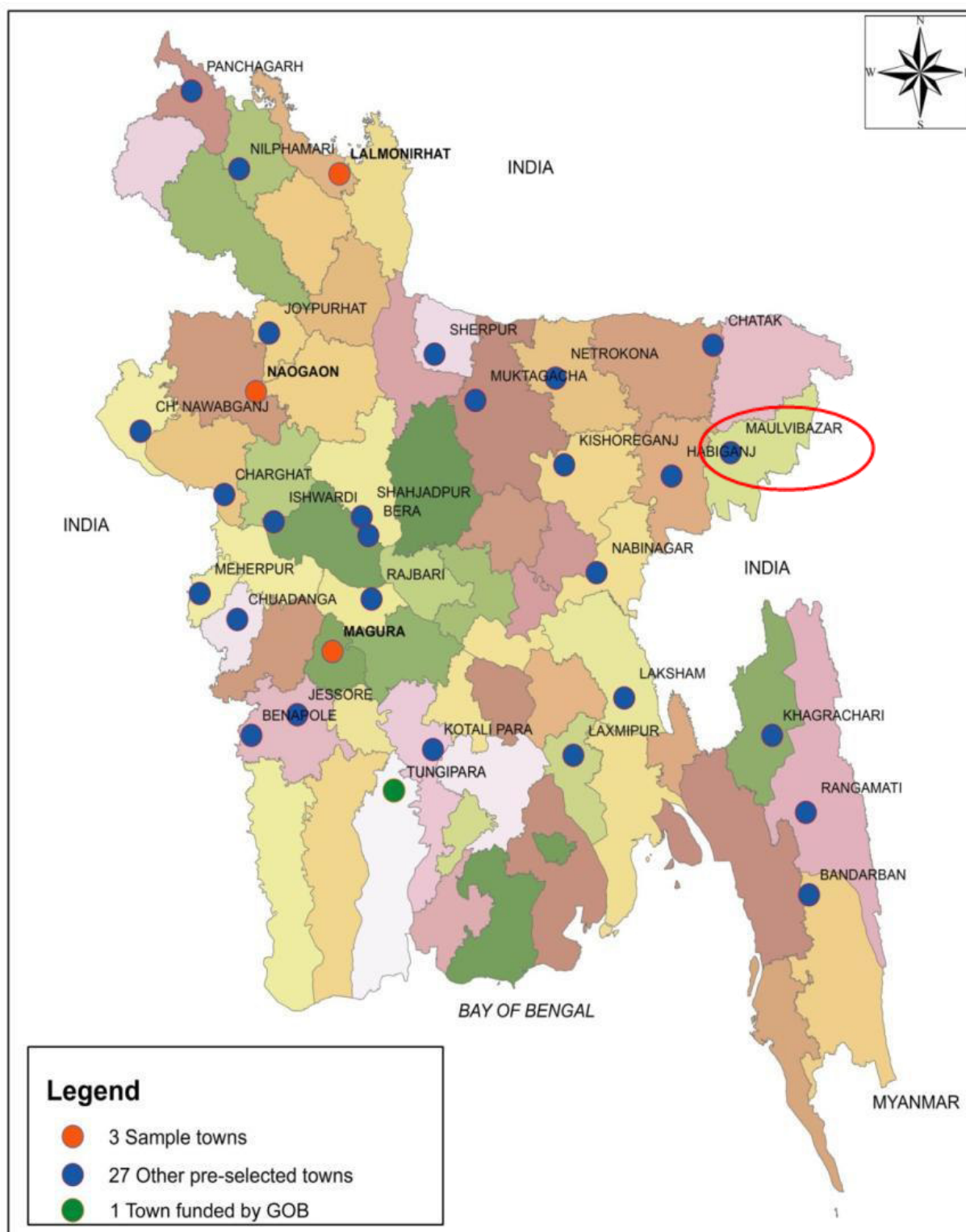


Figure 1: Location Map of Moulvibazar Pourashava

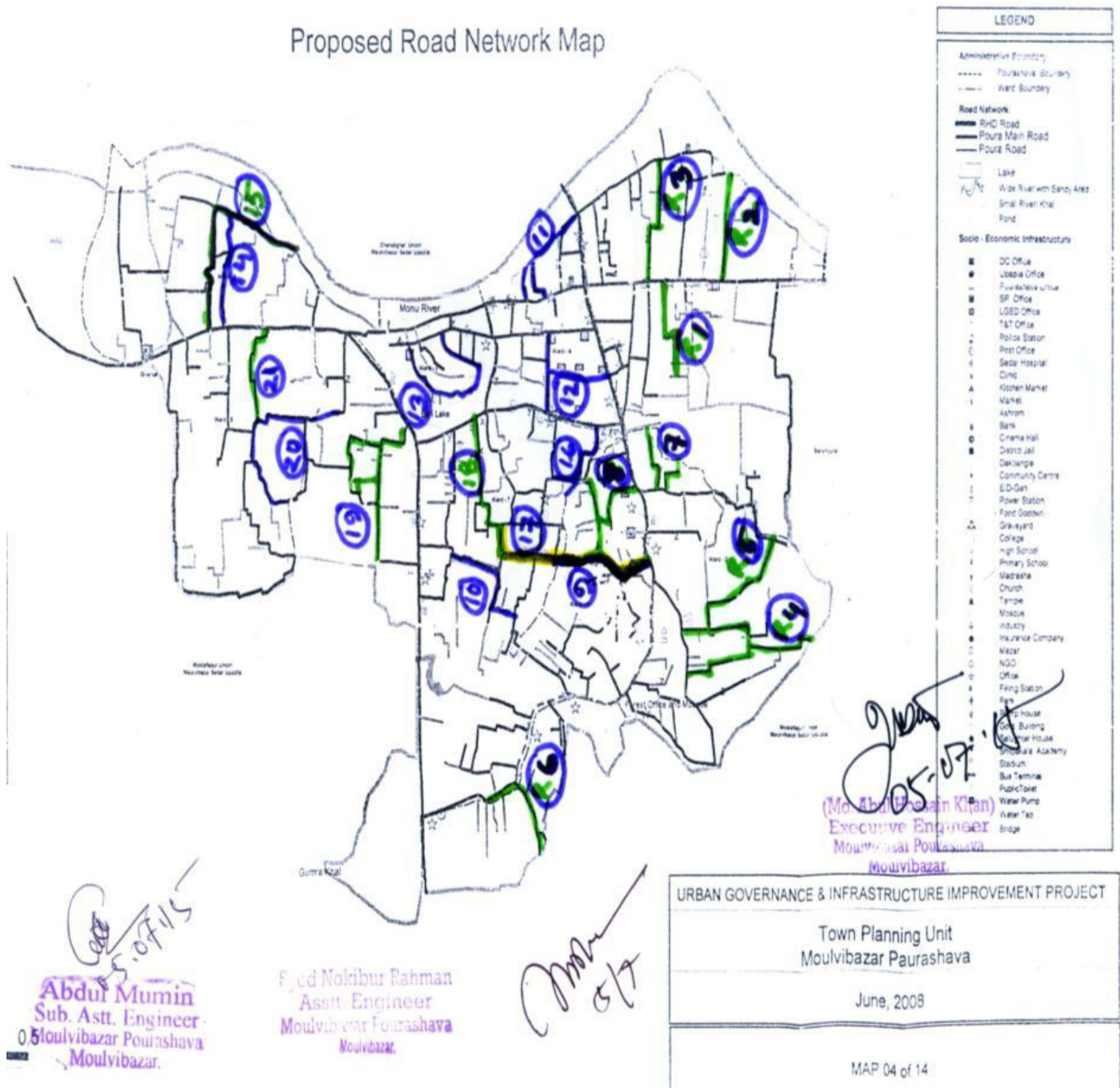


Figure 2: Map showing Proposed Roads Improvement in Moulvibazar

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

Name of Scheme: Shah Mostofa College Link Road, Total Length -730m

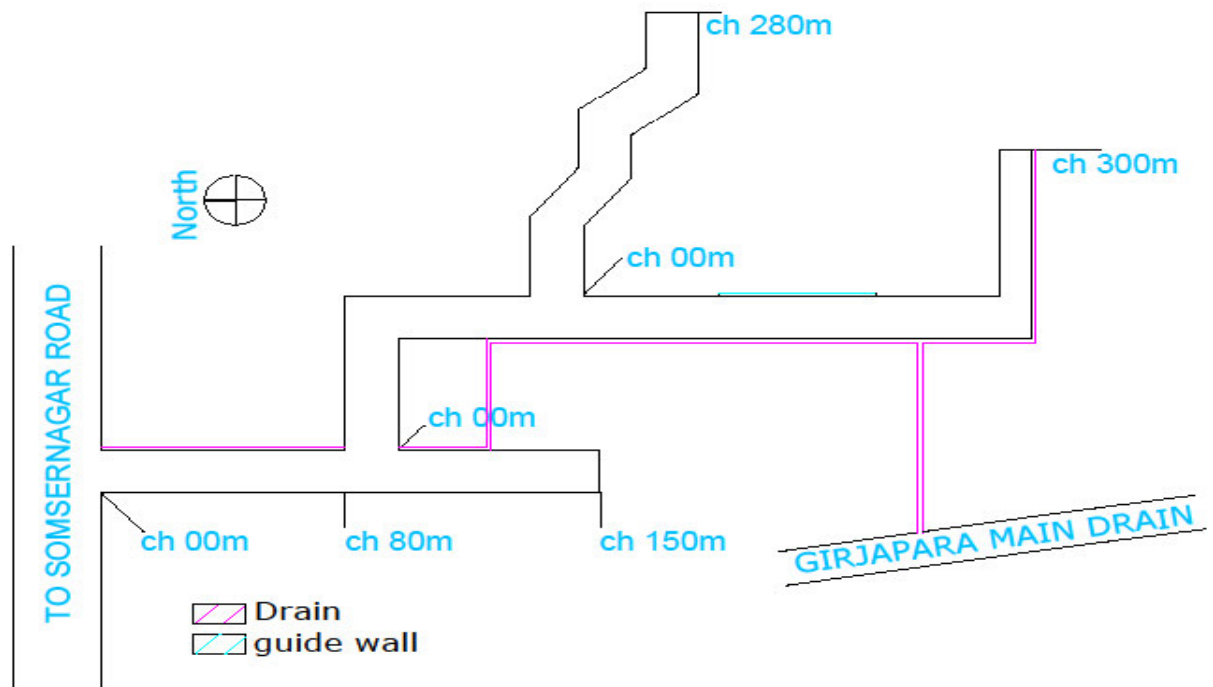


Figure 3a: Strip Map of Sub-project Roads PDP-75

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

Name of Scheme: Sapla Bhovan Road, Total Length -550m

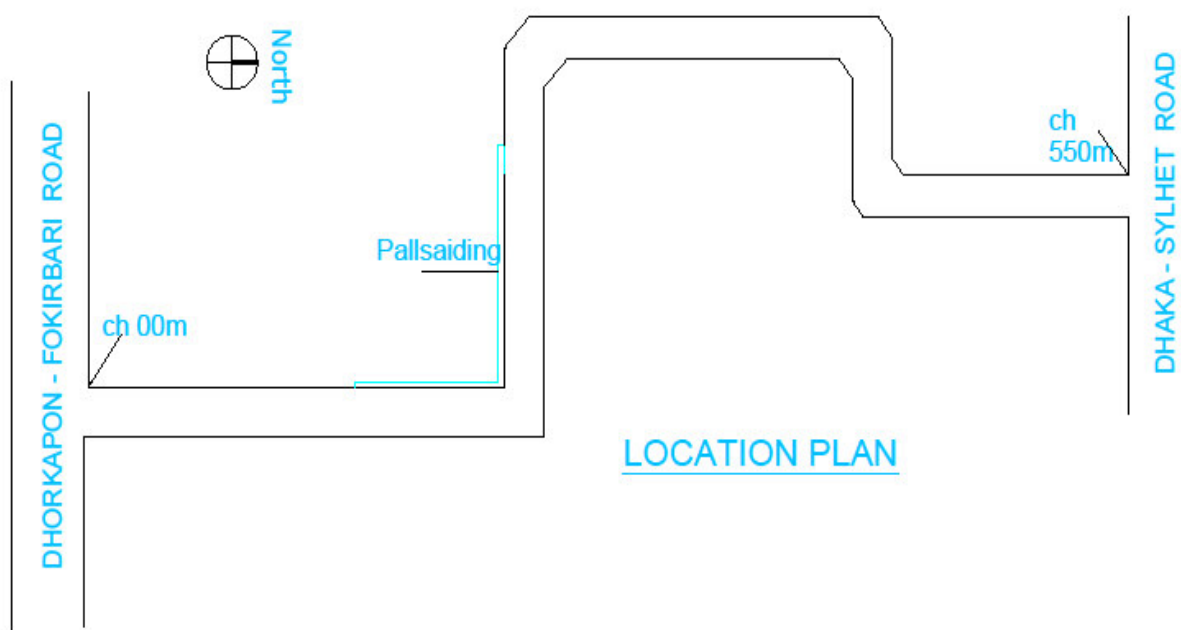


Figure 3b: Strip Map of Sub-project Road PDP 153



Existing Drain condition



Existing road condition



Existing Drain condition



Existing road condition

Figure 4: Typical Photographs of sub Project areas

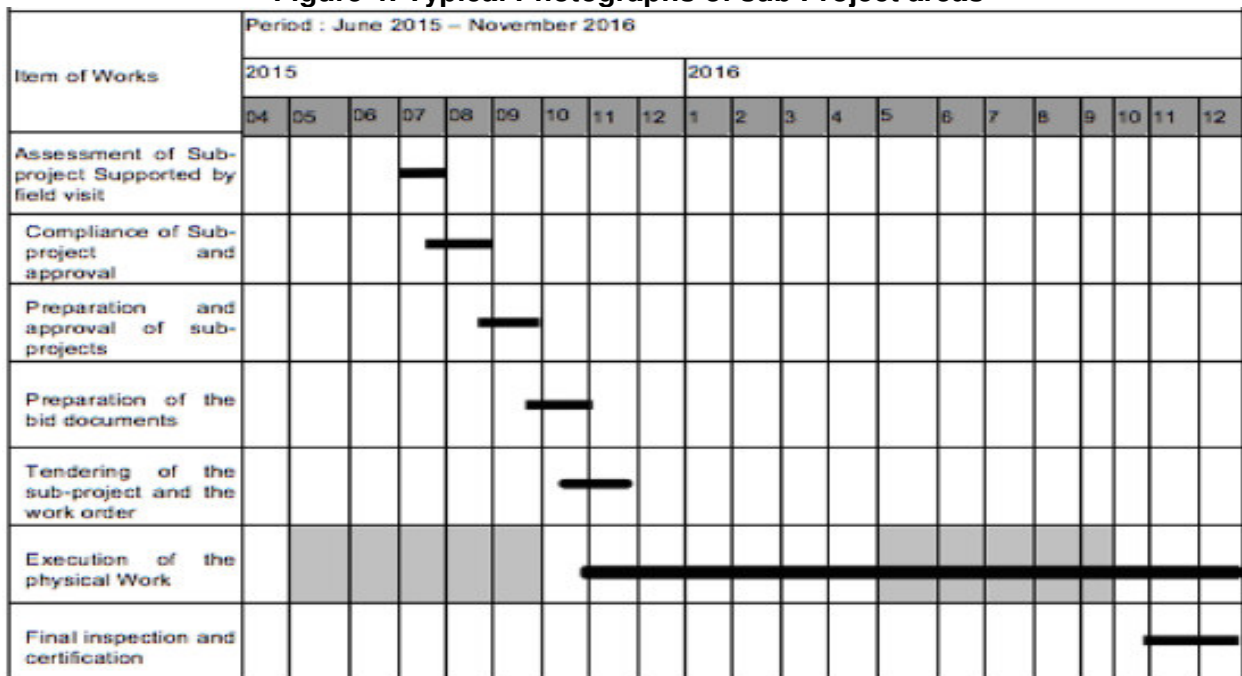


Figure 5: Implementation work Schedule

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

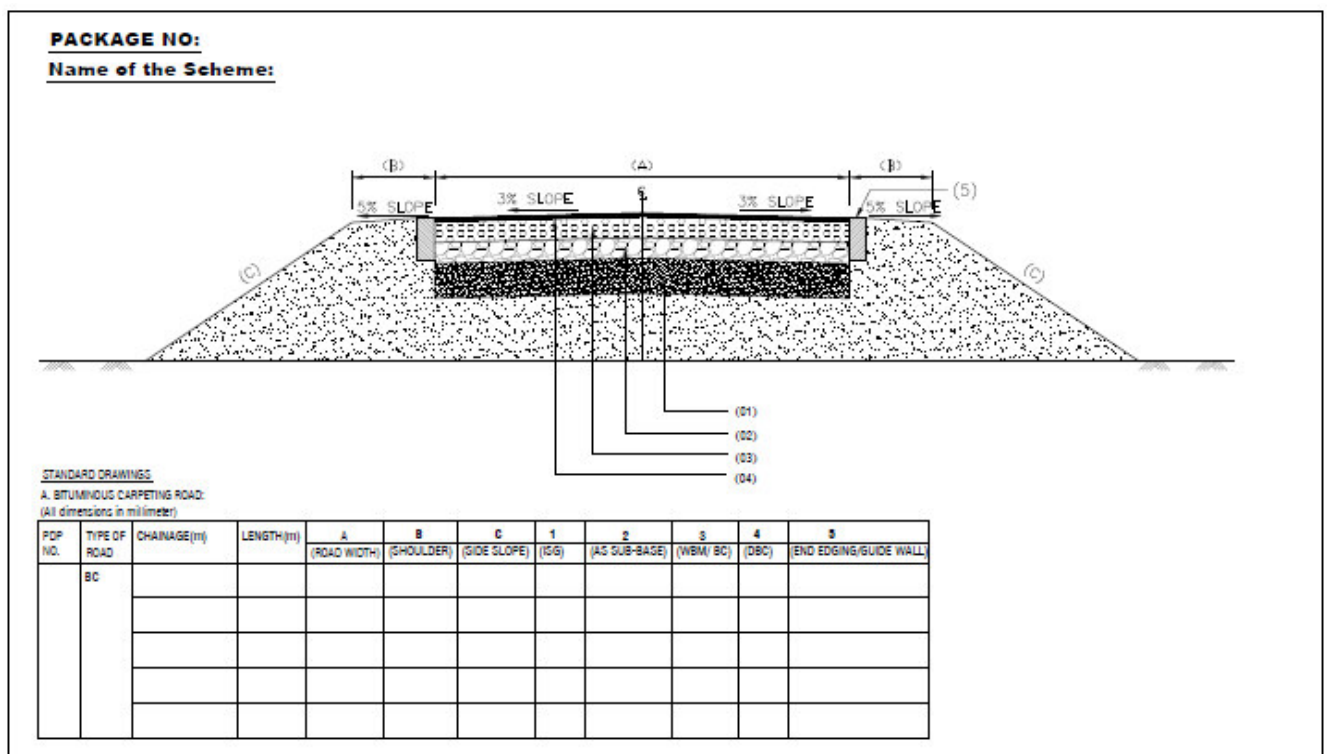


Figure 6: Typical Road Sections (Brick Road

Name of the Scheme:



Table 1: Proposed Phase 1 Components in Moulvibazar Pourashava

Package Nr: UGIIP-III-I/ MOUL/UT+DR/01/2015

SL. No	Scheme No/PDP No.	Sub-Project Schemes	Road Length/Drain Length (m)	Existing Road/Drain width	Proposed Road/Drain Width(m)	Ownership of the land	Remarks
1	1	Improvement of Shah Mostofa College Road starting from Shah Mostofa College to Girjapara Fatabil Road by BC. Ch 000+500m.*	500	3.00-4.00m	3.5-4.0	Pourashava	
2	15	Improvement of Riyasat Ullah Road starting from Shamsheer Nagar Road to Forest Office Road by BC. Ch 500.00m.	500	3.60-4.00	3.60-4.00	Pourashava	
3	2	Improvement of Syerpur Primary School Road Starting From Shamsheer Nagar Road To Forest Office Road by BC . Ch 000+592m	592	4.25	4.00-4.00	Pourashava	
4	34	Part-A: Improvement of Borobari Road starting from Moulvibazar govt. college to Sonapur road by BC. Ch.00-1190 Part-B: Rehabilitation of Borabari road starting from Mudaraba majar at Ch.600 to Chandnighat union road by BC.Ch.00-250.	1440	3.50	3.50-4.00	Pourashava	
5	35	Improvement of Tila bari Road starting from Govt. College Hostel to T B Hospital Road by BC. Ch 00+600m	600	3.00-3.50	3.00-3.50	Pourashava	
6	26	Improvement of Guyal bari Road starting from Court Road to Mostofapur Union Road by BC. Ch 000+450m	450	3.00-4.00	3.00-4.00	Pourashava	
7	37	Part-A: Improvement of Fatabil road starting from court road to (near Moulvibazar govt, College stadium) to existing Kudalichara foot bridge by RCC. Ch.00-215. Part-B:Improvement of circuit house back road to to Adv. Samsunnahar house via Kodalichara by BC, Ch.00-400	615	3.00-4.00	3.00-4.00	Pourashava	
8	49	Part-A: Improvement of North Kolimabad Road starting from Court road (near D.C office and banglo) to Kodalichara bridge by BC. Ch.00-500. Part-B: Rehabilitation of connecting road starting from North kolimabad at Ch. 270m towards south Kolimabad road by BC.Ch.00-200	700	3.00-5.50	3.00-5.50	Pourashava	
9	52	Part-A: Improvement of South Kolimabad Road starting from Court Road (near Moulvibazar govt. college) to Tikerbari Kodalichara Curvert by BC. Ch 000+450m Part-B:Rehabilitation of connecting road strating from south kollimabad road at ch.150 towards South Kolimabad link road by BC.(Ch.00-250m)	700	3.00-6.00	3.00-6.00	Pourashava	
10	55	Part-A: Improvement of Brick field Road. Starting From Cubra Road to Rogunondanpur Middle Road by BC. Ch 000+250m.	350	3.00	3.00	Pourashava	

SL. No	Scheme No/PDP No.	Sub-Project Schemes	Road Length/Drain Length (m)	Existing Road/Drain width	Proposed Road/Drain Width(m)	Ownership of the land	Remarks
		Part-B: Improvement of connecting road starting from Brick field road to Dhaka-Sylhet road by BC Ch.00-100m					
11	0073,74	Part-A:Improvement of Ireshlal Co-Operative Road starting from M Saifur Rahman Road Via Ali Amjad Govt. School to M Saifur Rahman Road by BC. Ch 000+750m. Part-B: Rehabilitation of connecting road starting from Ireshlal road at Ch. 300 to M.saifur Rahman road by BC. Ch.00-250.	1000	3.00-6.00	3.00-6.00	Pourashava	
12	75	Part-A:Improvement of K B Alauddin Road starting from Syed Mujtoba Ali Road to Shah Mostofa Road by BC. Ch 000+400m Part-B: Rehabilitation of Connecting road starting from K.B Alauddin road at Ch.200 to court road by BC (Ch.00-350)	750	3.50-4.00	3.60-4.00	Pourashava	
13	90	Rehabilitation of Gulbag Road by BC & RCC starting from Syed Mujtoba Ali Road Via Bari Elaka to Syed Mujtoba Ali Road by BC. Ch 000+900m	900	4.50	3.50-4.00	Pourashava	
14	106	Improvement of Borhat Madrasha Road starting from Dhaka-Sylhet Road to Borhat Old Gas office Road by BC. Ch 000+770m	770	3.50	3.50	Pourashava	
15	117	Improvement of Borhat Old Gas Office Road starting from Dhaka -Sylhet Road to Monu Embankment Road by BC. Ch 000+1000m	1000	3.50	3.50	Pourashava	
16	131	Improvement of East Sultanpur Road starting from Shah Mostofa Road to Kazir gaon Road by BC. Ch 000+600m	600	3.50-4.00	3.50-6.00	Pourashava	
17	122	Improvement of Kajir Goan Tablig Mosque Road. starting from South Kolimabad Road to Abu Tahir Road by BC. Ch 000+400m	400	3.50	3.50	Pourashava	
18	125	Improvement of Abu Tahir Road. Starting From Chubra Road Road Via Shake Kajim Elaka to Shah Mostofa Road by BC. Ch 000+1000m	1000	3.50-4.00	3.50-4.00	Pourashava	
19	154	Part-A: Improvement of Gobindrasree- Dharkapon Road starting from Dhaka-Sylhet road to Mostofapur road by BC. Ch.00-700m Part-B: Rehabilitation of connecting road starting from Gobindasree road to Dharkapon back road by BC.Ch.00-250 Part-C; Rehabilitation of Dhorkapor-Gobindasree road starting from main road to Dharkapor road by BC.Ch.00-100	1050	3.50-4.00	3.00-4.00	Pourashava	
20	155	Part-A:Improvement of Dharkapon- Fokir bari Road starting from Kushumbag -Mostofapur road near X- Pourashava Chairman	900	3.50-4.00	3.50-4.00	Pourashava	

SL. No	Scheme No/PDP No.	Sub-Project Schemes	Road Length/Drain Length (m)	Existing Road/Drain width	Proposed Road/Drain Width(m)	Ownership of the land	Remarks
		Putul Miah House to Dharkapon Mostofapur Road by BC Ch.000+700 Part-B: Improvement of connecting road starting from main road to Borkapor School road by RCC. Ch.00-200					
21	153	Improvement of Shapla Bhavon Road starting from Dharkapon Road to Dhaka – Sylhet Road by BC. Ch 000+550m	550	3.50	3.50	Pourashava	
22	D-1	Construction of RCC Road side Drain at shah Mostofa college road starting from Shah Mostofa College to Fatabil Main Drain (Out Fall) Ch 000+500m and link Ch00-90m	590	0.75, Outfall is connected to Ex drain	0.75	Pourashava	
23	D-34	Construction of RCC Road Side Drain at Boro Bari road. starting from Borobari Road to Kudali Chara Main Drain (Out Fall) Ch 000+300m	300	0.60	0.60	Pourashava	
24	D-36	Construction of RCC Road Side Drain at Tila Bari road. starting from Tila bari Road to Kudali Chara Main Drain (Out Fall) .Ch 0+100-0+200	100	0.60	0.60	Pourashava	
25	D-49	Construction of RCC Road side Drain at North Kolimabad road starting from Ch.0+200 to Kudali Chara Main Drain (Out Fall) Ch 00+200-0+300	100	0.60	0.60	Pourashava	
26	D-55	Part-A:Construction of RCC Road Side Drain at Brick Field road Starting From Chura to Kudali Chara Main Drain (Out Fall) Ch 000+250m Part-B: Construction of RCC road side drain starting from existing drain near Asraf ali school to Proposed Brick field drain.(Outfall).Ch.00-50	300	0.60	0.60	Pourashava	
27	D-75	Construction of RCC Road side Drain at K B Alauddin road. starting from- K B Alauddin Road side Drain to Court Road Main Drain (Out Fall) Ch.00-150m	150	0.60	0.60	Pourashava	
28	D-125	Part-A) Construction of RCC Road side Drain at Abu Tahi road. Starting from Existing Tablig Mosque drain to Cubra Main Drain.Ch00+300m Part-B) Construction of RCC Road side Drain at Abu Tahi road. Starting from Existing Shake Kajim drain to Shah Mostofa Main Drain.Ch700+800m	400	0.60	0.60	Pourashava	
29	D-155	Part-A) Construction of RCC Road Side Drain at Dharkapon – Fokir bari road Starting from X- Chirman Putul Miah House to Existing Main Drain Culvert Near Syed Moin Uddin House . Ch 000+800m	900	0.90	0.90	Pourashava	

SL. No	Scheme No/PDP No.	Sub-Project Schemes	Road Length/Drain Length (m)	Existing Road/Drain width	Proposed Road/Drain Width(m)	Ownership of the land	Remarks
		Part-B) Construction of RCC road side drain at Dharkapor-Fokirbari road Starting from Dharkapon Existing drain to Proposed Drain. Ch 000+100m					
30	D-218	Construction of RCC Road Side Drain at Gulbag road. Starting From Syed Mujtoba Ali road to Bari Khal (Out Fall) Ch 000+800m & outfall drain Ch.00-70	870	0.75	0.75	Pourashava	

III. DUE DILIGENCE

A. Objectives of the Study/ Investigation

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

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

B. Methodology used for Assessing Land Acquisition and Resettlement

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

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

22. The safeguard team of MDSC visited Moulvibazar Pourashava on 20 June, 2015 and had meetings with, Mayor, Executive Engineer, Assistant Engineer, Sub Assistant

Engineers, councillors and Secretary of the Pourashava, community leaders, local public representatives and different stakeholders at Pourashava office and at subproject areas with local people, community leaders, and local government's representatives. The purpose of these meetings were public consultations as outlined above.. During field visits, the consultants investigated about the existing condition of the roads and drainage alignments and emphasized on the issues like land acquisition, resettlement and rehabilitation. The participants were also informed of the subproject cut-off date of 30 September 2015 (date of completion of census survey).The consultant team also talked to the local people living nearby the subproject and nobody was found affected.

23. As a part of public consultation, relevant consultants and Pourashava officials arranged meetings at Pourashava office and at different roads and drains locations. Four formal meetings were arranged by the pourshava officials with the stakeholders. Also, consultations were held with the stakeholders during field visit of the consultantsThe meeting sites were at Sayerpur Primary School of Ward -1 and Barabari of Ward-2, Gulbagh of Ward-05 and Old Gas office of Ward no-06 on 6.10.2015- 7.10.2015. Pourashava officials and local stake holders attended the meeting. Near about 80 participants were present during the consultation. The main agenda was improvement, rehabilitation and reconstruction of roads and drains. The potential affected persons and local residents/ community leaders and other stakeholders were also consulted through group meetings and personal contract. During field visits, consultants physically visited the above mentioned scheme sites to verify the likely impacts on the people with respect to land acquisition & resettlement, and other social safeguard issues. During site visits, concern Pourashava councillor, Assistant Engineer, one Sub Assistant Engineer, and a surveyor of Pourashava accompanied the consultants to assist to identify the locations of roads & alignments of proposed drains and organized consultations/ meetings with the local representatives and people of the subproject area.

24. During discussions, the local people mentioned about the insufficiency of civic facilities, conditions of existing roads and coverage of drainage facilities, etc. The people expressed their happiness for getting project assistance for improvement of the Pourashava facilities. The roads and drains proposed under the subproject were a long felt demand of the people of the town. The records of public consultations have been shown in Appendix1.

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

26. **Reconnaissance Survey.** The project MDSC social safeguard team visited Moulvibazar *Pourashava* during June to August 2015 to measure the widths of proposed roads and drains under Package No. UGIIP-III-I/ MOUL/UT+DR/01/2015 , 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.

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

28. Social Safeguard Unit of MDSC has verified the roads and drains through the questionnaire that is titled" Initial Evaluation Assessment Format". Through this format, the team members have organized consultation with road users and gathered feedback on the

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

IV. FINDINGS

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

30. All road and drainage components under Package Nr: UGIIP-III-I/ MOUL/UT+DR/01/2015 will involve improvement of existing roads and drainage on existing alignments owned by Moulvibazar 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 Moulvibazar Pourashava of the existing road and required widths in the ROWs therefore no land acquisition is required. Land ownership certificate is given in Appendix 5.

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

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

32. 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.

33. 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).

34. 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.

35. 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).

36. 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.

37. **Indigenous People.** There is no identified IPs near by the PDP Roads affected as a distinctive group. The IP Categorization form is attached as Appendix 3

38. 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.

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

40. The subproject has no IP impact and classified as **Category C for IP**.

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

Table 2: Social Safeguards Cost Relevant to Moulvibazar Subproject Implementation

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

42. Outcome of the Sub-project roads and drainage construction/ improvement under the project is improved transport and drainage system within the Pourashava area. This will: improve transportation and communication facilities; will reduce transport cost of goods and services including travelling cost of the residents of the town; help prevent water logging and unexpected flooding during monsoon; increase the capacity of receding waste water from industries, households, commercial premises, etc. This overall support will help guarantee health condition increases.

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

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

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

Table 3: Assessment of Social Safeguard Impacts of Moulvibazar Pourashava Subproject

SL. No	Scheme No/PDP No.	Sub-Project Schemes	Type of Loss/ Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Remarks
1	1	Improvement of Shah Mostofa College Road starting from Shah Mostofa College to Girjapara Fatabil Road by BC. Ch 000+500m.*	No loss and no resettlement impact reported	None affected	No major IR impacts No requirement for land acquisition Temporary disturbance of Passerby and vehicle	Not required	Not found	
2	15	Improvement of Riyasat Ullah Road starting from Shamsher Nagar Road to Forest Office Road by BC. Ch 500.00m.	No loss and no resettlement impact reported	None affected	No major IR impacts No requirement for land acquisition	Not required	Not found	
3	2	Improvement of Syerpur Primary School Road Starting From Shamsher Nagar Road To Forest Office Road by BC . Ch 000+592m	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	
4	34	Part-A: Improvement of Borobari Road starting from Moulvibazar govt. college to Sonapur road by BC. Ch.00-1190 Part-B: Rehabilitation of Borabari road starting from Mudaraba majar at Ch.600 to Chandnighat union road by BC.Ch.00-250.	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction .	Not required	Not found	
5	35	Improvement of Tila bari Road starting from Govt. College Hostel to T B Hospital Road by BC. Ch 00+600m	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction .	Not required	Not found	
6	26	Improvement of Guyal bari Road starting from Court Road to Mostofapur Union Road by BC. Ch 000+450m	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction	Not required	Not found	
7	37	Part-A: Improvement of Fatabil road starting	No loss and	None	No IR impacts	Not required	Not found	

SL. No	Scheme No/PDP No.	Sub-Project Schemes	Type of Loss/ Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Remarks
		from court road to (near Moulvibazar govt, College stadium) to existing Kudalichara foot bridge by RCC. Ch.00-215. Part-B:Improvement of circuit house back road to to Adv. Samsunnahar house via Kodalichara by BC, Ch.00-400	no resettlement impact reported	affected	No requirement for land acquisition Temporary disturbance of the local people during construction			
8	49	Part-A: Improvement of North Kolimabad Road starting from Court road (near D.C office and bangle) to Kodalichara bridge by BC. Ch.00-500. Part-B: Rehabilitation of connecting road starting from North kolimabad at Ch. 270m towards south Kolimabad road by BC.Ch.00-200	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction	Not required	Not found	
9	52	Part-A: Improvement of South Kolimabad Road starting from Court Road (near Moulvibazar govt. college) to Tikerbari Kodalichara Curvert by BC. Ch 000+450m Part-B:Rehabilitation of connecting road starting from south kollimabad road at ch.150 towards South Kolimabad link road by BC.(Ch.00-250m)	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction	Not required	Not found	
10	55	Part-A:Improvement of Brick field Road Road. Starting From Cubra Road To Rogunondanpur Middle Road by BC. Ch 000+250m. Part-B: Improvement of connecting road starting from Brick field road to Dhaka-Sylhet road by BC Ch.00-100m	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction	Not required	Not found	
11	0073,74	Part-A:Improvement of Ireshlal Co-Operative Road starting from M Saifur Rahman Road Via Ali Amjad Govt. School to M Saifur Rahman Road by BC. Ch 000+750m. Part-B: Rehabilitation of connecting road starting from Ireshlal road at Ch. 300 to M.saifur Rahman road by BC. Ch.00-250.	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction	Not required	Not found	
12	75	Part-A:Improvement of K B Alauddin Road starting from Syed Mujtoba Ali Road to Shah Mostofa Road by BC. Ch 000+400m Part-B:	No loss and no resettlement	None affected	No IR impacts No requirement for land acquisition	Not required	Not found	

SL. No	Scheme No/PDP No.	Sub-Project Schemes	Type of Loss/ Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Remarks
		Rehabilitation of Connecting road starting from K.B Alauddin road at Ch.200 to court road by BC (Ch.00-350)	impact reported		Temporary disturbance of the local people during construction			
13	90	Rehabilitation of Gulbag Road by BC & RCC starting from Syed Mujtoba Ali Road Via Bari Elaka to Syed Mujtoba Ali Road by BC. Ch 000+900m	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction	Not required	Not found	
14	106	Improvement of Borhat Madrasha Road starting from Dhaka- Sylhet Road to Borhat Old Gas office Road by BC. Ch 000+770m	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction	Not required	Not found	
15	117	Improvement of Borhat Old Gas Office Road starting from Dhaka -Sylhet Road to Monu Embankment Road by BC. Ch 000+1000m	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction	Not required	Not found	
16	131	Improvement of East Sultanpur Road starting from Shah Mostofa Road to Kazir gaon Road by BC. Ch 000+600m	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction	Not required	Not found	
17	122	Improvement of Kajir Goan Tablig Mosque Road. starting from South Kolimabad Road to Abu Tahir Road by BC. Ch 000+400m	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction	Not required	Not found	
18	125	Improvement of Abu Tahir Road. Starting From Chubra Road Road Via Shake Kajim Elaka to Shah Mostofa Road by BC. Ch 000+1000m	No loss and no resettlement impact	None affected	No IR impacts No requirement for land acquisition Temporary disturbance	Not required	Not found	

SL. No	Scheme No/PDP No.	Sub-Project Schemes	Type of Loss/ Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Remarks
			reported		of the local people during construction			
19	154	Part-A: Improvement of Gobindrasree-Dharkapon Road starting from Dhaka-Sylhet road to Mostofapur road by BC. Ch.00-700m Part-B: Rehabilitation of connecting road starting from Gobindasree road to Dharkapon back road by BC.Ch.00-250 Part-C; Rehabilition of Dhorkapor-Gobindasree road starting from main road to Dharkapor road by BC.Ch.00-100	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction	Not required	Not found	
20	155	Part-A:Improvement of Dharkapon- Fokir bari Road starting from Kushumbag -Mostofapur road near X- Pourashava Chirman Putul Miah House to Dharkapon Mostofapur Road by BC Ch.000+700 Part-B: Improvement of connecting road starting from main road to Borkapor School road by RCC. Ch.00-200	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction	Not required	Not found	
21	153	Improvement of Shapla Bhavon Road starting from Dharkapon Road to Dhaka – Sylhet Road by BC. Ch 000+550m	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction	Not required	Not found	
22	D-1	Construction of RCC Road side Drain at shah Mostofa college road starting from Shah Mostofa College to Fatabil Main Drain (Out Fall) Ch 000+500m and link Ch00-90m	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction	Not required	Not found	
23	D-34	Construction of RCC Road Side Drain at Boro Bari road. starting from Borobari Road to Kudali Chara Main Drain (Out Fall) Ch 000+300m	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction	Not required	Not found	
24	D-36	Construction of RCC Road Side Drain at Tila	No loss and	None	No IR impacts	Not required	Not found	

SL. No	Scheme No/PDP No.	Sub-Project Schemes	Type of Loss/ Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Remarks
		Bari road. starting from Tila bari Road to Kudali Chara Main Drain (Out Fall) .Ch 0+100-0+200	no resettlement impact reported	affected	No requirement for land acquisition Temporary disturbance of the local people during construction			
25	D-49	Construction of RCC Road side Drain at North Kolimabad road starting from Ch.0+200 to Kudali Chara Main Drain (Out Fall) Ch 00+200-0+300	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction	Not required	Not found	
26	D-55	Part-A:Construction of RCC Road Side Drain at Brick Field road Starting From Chura to Kudali Chara Main Drain (Out Fall) Ch 000+250m Part-B: Construction of RCC road side drain straring from existing drain near Asraf ali school to Proposed Brick field drain.(Outfall).Ch.00-50	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction	Not required	Not found	
27	D-75	Construction of RCC Road side Drain at K B Alauddin road. starting from- K B Alauddin Road side Drain to Court Road Main Drain (Out Fall) Ch.00-150m	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction	Not required	Not found	
28	D-125	Part-A) Construction of RCC Road side Drain at Abu Tahi road.Starting from Existing Tablig Mosque drain to Cubra Main Drain.Ch00+300m Part-B) Construction of RCC Road side Drain at Abu Tahi road.Starting from Existing Shake Kajim drain to Shah Mostofa Main Drain.Ch700+800m	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction	Not required	Not found	
29	D-155	Part-A)Construction of RCC Road Side Drain at Dharkapon –Fokir bari road Starting from X- Chirman Putul Miah House to Existing Main Drain Culvert Near Syed Moin Uddin	No loss and no resettlement impact	None affected	No IR impacts No requirement for land acquisition Temporary disturbance	Not required	Not found	

SL. No	Scheme No/PDP No.	Sub-Project Schemes	Type of Loss/ Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Remarks
		House . Ch 000+800m Part-B) Construction of RCC road side drain at Dharkapor-Fokirbari road Starting from Dharkapon Existing drain to Proposed Drain. Ch 000+100m	reported		of the local people during construction			
30	D-218	Construction of RCC Road Side Drain at Gulbag road. Starting From Syed Mujtoba Ali road to Bari Khal (Out Fall) Ch 000+800m & outfall drain Ch.00-70	No loss and no resettlement impact reported	None affected	No IR impacts No requirement for land acquisition Temporary disturbance of the local people during construction	Not required	Not found	

V. FUTURE CONSULTATIONS AND DISCLOSURE

46. 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 Moulvibazar *Pourashava* and provided to members of TLCC and community representatives.

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

48. 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.

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

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

51. Affected persons will have the flexibility of conveying grievances /suggestions by dropping grievance redress/suggestion forms in complaints/suggestion boxes that have already been installed by PIU or through telephone hotlines, (mobile: 01711337358,01716418859) at accessible locations, by e-mail:mayorMoulvibazar Pourashava@gmail.com; nurazamsharif@gmail.com,by post, or by writing in a complains register in PIU or Moulvibazar *Pourashava* office.

52. 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

53. **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 Appendix4.

(i) **1st Level Grievance.** The phone number of the PIU office should be made available at the construction site signboards. The contractors and PIU safeguard focal person can immediately resolve on-site in consultation with each other, and will be required to do so within 7 days of receipt of a complaint/grievance.

(ii) **2nd Level Grievance.** All grievances that cannot be redressed within 7 days at field/ward level will be reviewed by the grievance redress cell (GRC) headed by Panel Mayor of the Pourashava with support from PIU designated safeguard focal person and MDSC regional environment and resettlement specialists. GRC will attempt to resolve them within 15 days.² The PIU designated safeguard focal person will be responsible to see through the process of redressal of each grievance.

(iii) **3rd Level Grievance.** The PIU designated safeguard focal person will refer any unresolved or major issues to the PMO safeguard officer and MDSC national environmental and resettlement specialists. The PMO in consultation with these officers/specialists will resolve them within 30 days.

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

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

56. **Record keeping.** Records of all grievances received, including contact details of complainant, date the complaint was received, nature of grievance, agreed corrective actions and the date these were effected and final outcome will be kept by PIU. The number of grievances recorded and resolved and the outcomes will be displayed/disclosed in the PMO

² Grievance redress committee (GRC) has been formed at Moulvibazar Pourashava. The GRC comprises of the Panel Mayor-1 as Chairperson, 1 female councilor of respective ward, 1 male councilor of respective ward, 1 NGO representative, affected person/ complainant as members and a PIU representative (Secretary of the pourashava) as member secretary. For project related grievances, if arises, representatives of Aps, Community based organizations (CBOs), eminent citizens, will be invited as observers.

office, *Pourashava* office, and on the web, as well as reported in monitoring reports submitted to ADB on a semi-annual basis.

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

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

Grievance redress process

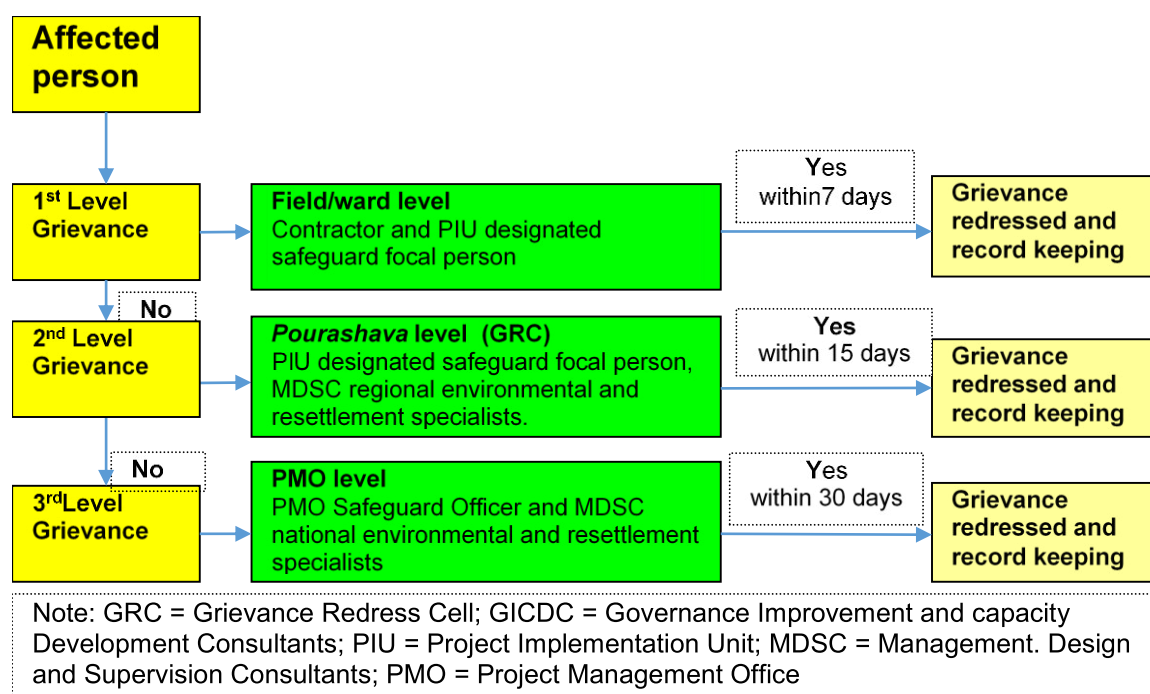


Figure 9: Project Grievance Redress Mechanism

VI. MITIGATION OF SOCIAL CONCERNS

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

- Informing all the residents, local households and traders about the nature and duration of works in advance, so that they can make necessary preparation to face the situation.
- Providing wooden walkways/ planks across trenches for pedestrians and metal sheets where vehicles access is required.
- Increasing the workforce and using the appropriate equipment to complete the work in a minimum timeframe.
- Suggest people to wear mask to protect from dust problem during construction.
- Other social concern, if any, shall be properly solved by the Grievance Redress Committee (GRC) under the Grievance Redress Mechanism (GRM) of the project to be formed by the PIU.
- Any other preventive measures to be adopted as required considering the situation during construction.

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

VII. CONCLUSIONS

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

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

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

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

VIII. APPENDIX 1: RECORDS OF PUBLIC CONSULTATIONS IN MOULVIBAZAR

Consultation Meeting No- 1

Subproject: PDP-2, Sairpur Primary School Road

Venue: Sairpur Primary School, Ward No-1,

Date: 6/10/2015, **Time:** 10am

No of Participants: 17

65. The Mayor and the councillors of Moulvibazar *Pourashava* and few community leaders representing the area participated the discussion. The Mayor thinks that the proposed drain will not encroach on any private land as the site falls in the ROW on both sides of the road belongs to *Pourashava*, the condition of road is bad for long time and have not renovated. So, school going children and pedestrians face unbearable sufferings round the year, especially in the wet season. After renovation people will get easy access to the school and market.

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

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

68. The safeguard officer of the *Pourashava* briefed the participants regarding the goals and objectives of the projects and issues relating to public disturbance during construction period and also probable mitigation measures.

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



Photograph of the Consultation Meeting with stakeholders,

Key Issues of Discussion

SL	Key issues	Major Findings
1.	Existing situation of the feeder road which needs to be improved	The existing road condition is broken, narrow and some part is kacha. Communication is not good. So in the rainy season vehicles cannot move along the road. When heavy vehicles run side by side are causing further damage to the road already in bad shape/ condition. In the rainy season, it gets worse and movements of rickshaw, van other vehicles come to a stop at some times when it rains heavily. Emergency movement like taking patients to hospitals by ambulance is not possible causing sufferings to the people..
2.	Need better road communication	Better road condition is the pre condition of development and expansion of business. It can save time and ensure improved living standard and reduce sufferings in traffic movement. Business, education and health will be highly benefited and so will be the people's overall wellbeing.
3.	Service use from Pourashava	The community informed that they pay Pourashava its holding tax. The community also bears the electricity cost for the street lamps. The participants representing the community expressed their frustration with the Pourashava for its failure to provide humanitarian support to the poor and equitable development for all section of people. The participants criticize the Pourashava for lacking proper urban planning and continuing the development plan for maintaining narrow roads.
4.	Opinion of the local people regarding improvement of existing road	The local people of the area need roads very much. They are happy to know that there will be no land acquisition. They feel that improved road condition will improve transportation; they will get access to health, education, markets, etc. and improved drain will remove water logging during wet season and there will be employment generation for the local poor people. They expressed their satisfaction for the development of proposed road.
5.	Willingness to support the project	They welcome the project implementation policy & would be happy to get employment during subproject implementation, if possible. Moreover, they are interested in to participate different project activities during implementation. Participants confirmed their all-out support and cooperation with the project.

List of Participants Public Consultation List of Participants

ଅନୁ. ଉପାଧି, (ନାମ) ନାମ, (ନାମ)
 ଶ୍ରୀମତୀ ମୁଖ୍ୟ ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
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ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ

- ୧। ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
- ୨। ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ ୦୧୫୨.୨୦୦୮୫
- ୩। ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ ୦୧୫୨.୨୦୦୮୫
- ୪। ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
- ୫। ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ ୦୧୫୨.୨୦୦୮୫
- ୬। ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ ୦୧୫୨.୨୦୦୮୫
- ୭। ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ ୦୧୫୨.୨୦୦୮୫
- ୮। ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ ୦୧୫୨.୨୦୦୮୫
- ୯। ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ ୦୧୫୨.୨୦୦୮୫
- ୧୦। ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ ୦୧୫୨.୨୦୦୮୫
- ୧୧। ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ ୦୧୫୨.୨୦୦୮୫
- ୧୨। ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ ୦୧୫୨.୨୦୦୮୫
- ୧୩। ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ ୦୧୫୨.୨୦୦୮୫
- ୧୪। ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ ୦୧୫୨.୨୦୦୮୫
- ୧୫। ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ ୦୧୫୨.୨୦୦୮୫
- ୧୬। ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ ୦୧୫୨.୨୦୦୮୫
- ୧୭। ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ ୦୧୫୨.୨୦୦୮୫
- ୧୮। ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ ୦୧୫୨.୨୦୦୮୫
- ୧୯। ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ ୦୧୫୨.୨୦୦୮୫
- ୨୦। ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ ୦୧୫୨.୨୦୦୮୫

Consultation Meeting-02**Subproject:** PDP-34**Venue:** Barabari, Ward No-2,**Date:** 6/10/2015, 4pm**No of Participants:** 18

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

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

72. Issues raised during public consultations have been addressed in the DDR, mentioning that the issues would not pose any significant constraint in the implementation of proposed sub-project.

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

74. The safeguard officer of the Pourashava briefed the participants regarding the goals and objectives of the projects and also issues relating to public disturbance during construction period and also probable mitigation measures.

- They raise the following issues for mitigation and clarification.
- ensure quality and timely completion of the works,
- avoid land acquisition,
- Continuous communication with community and ensure public consultation,
- The authority should not disturb the livelihood of low income group of the Pourashava,

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



Public Consultation Ward -2

Key Issues of Discussion

SL	Key issues	Major Findings
1.	Existing situation of the feeder road	The roads are very narrow, so they should be widened to allow heavy vehicle to move. In the rainy season, it gets worse and movement of vehicles come to a stop at some times when it rains heavily. Sometimes accidents happen. Emergency movement like taking patients to hospitals by ambulance cannot be possible.
2.	Better road communication will bring better scopes and income opportunity for the community	Better road condition is the pre condition of development. It can save time and ensure improved living standard and reduce suffering in traffic movement. Business, education and health will be highly benefited. Better planning will make the pourshava thriving and good habitat for local people of the town. During construction, there will be employment generation for the poor people of the locality.
3.	Service use from Pourashava	The community informed that they pay Pourashava its holding tax and development. The community also bears the electricity cost for the street lamps. The participants representing the community expressed their frustration with the Pourashava for its failure to provide humanitarian support to the poor and equitable development for all section of people. The participants criticize the Pourashava for lacking proper urban planning and continuing the development plan for maintaining narrow roads. The participants representing the community expressed their frustration with the Pourashava for its failure to provide humanitarian support to the poor in time of need. The participants criticize the Pourashava for lacking proper urban planning and continuing the development plan for maintaining narrow roads.

SL	Key issues	Major Findings
4.	Equitable development for all	The poor people feel that they are deprived of all supports for being members of the poor community. So they urged equitable development for slum area also.
5.	Willingness to support the project	They welcomed the project implementation policy & would be happy to get employment during subproject implementation. Moreover, they are interested in to participate different project activities during implementation.

Public Consultation List of Participants

୦୨ ନଂ ଓପାଡ଼, (ନିର୍ମାଣ) ଗ୍ରାମ, (ନାମ) —

ବଡ଼ ଗାଡ଼ି ଗାଡ଼ି ୦୫୧୧୮ ବିଲ୍ଡିଂ, ଅଞ୍ଚଳ ଗାଡ଼ି ଗାଡ଼ି
ଦଳ, ନାମ ଗାଡ଼ି — ଅନୁଷ୍ଠାନ ୨୫ ।

ବିଲ୍ଡିଂ ଗାଡ଼ି (ନାମ) ଗାଡ଼ି

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୨) Py — ୦୧୮୫୧୫୦୫୬୭

୩) ଗାଡ଼ି ଗାଡ଼ି ୦୧୨୩୮୫୫୫୫

୪) ଗାଡ଼ି ଗାଡ଼ି

୫) ଗାଡ଼ି ଗାଡ଼ି ୦୧୮୨୫୫୫୫୫

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୭) ଗାଡ଼ି ଗାଡ଼ି ୦୧୮୫୫୫୫୫୫

୮) ଗାଡ଼ି ଗାଡ଼ି ୦୧୮୫୫୫୫୫୫

୯) ଗାଡ଼ି ଗାଡ଼ି ୦୧୮୫୫୫୫୫୫

୧୦) ଗାଡ଼ି ଗାଡ଼ି ୦୧୮୫୫୫୫୫୫

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୧୨) ଗାଡ଼ି ଗାଡ଼ି ୦୧୮୫୫୫୫୫୫

୧୩) ଗାଡ଼ି ଗାଡ଼ି ୦୧୮୫୫୫୫୫୫

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୧୫) ~~Py~~ ୦୧୮୫୫୫୫୫୫

Consultation Meeting-03

Subproject: PDP, D-218, Road side drain at Gulbag road

Venue: Gulbag, Ward No-05,

Date: 7/10/2015, **Time:** 10 am

No of Participants: 12

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

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

78. Issues raised during public consultations have been addressed in the DDR, mentioning that the issues would not pose any significant constraint in the implementation of proposed sub-project.

79. The agenda of the meeting was planning, improvement, reconstruction, rehabilitation of ADB funded roads, drains and proposed dumping station of the Pourashava under UGIIP-III.

80. The safeguard officer of the Pourashava briefed the participants regarding the goals and objectives of the projects and also issues relating to public disturbance during construction period and also probable mitigation measures.

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

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



Photo of the Consultation Meeting

Key Issues of Discussion

SL	Key issues	Major Findings
1.	Existing situation of the feeder road	The roads are very narrow causing traffic congestion and restricting movement of heavy vehicles. When two vehicles move side by side they cause further damage to the road already in bad shape/ condition. In the rainy season, it gets worse and movements of vehicles come to a stop at some times when it rains heavily. Sometimes accidents happen. Emergency movement like taking patients to hospitals by ambulance cannot be possible.
2.	Better road communication will bring better scopes	Design should be optimum. Modern and better planning of the pourshava is the pre condition of development. It can save time and ensure improved living standard and present suffering in traffic movement. Business, education and health will be highly benefited and so will be their living conditions.
3.	Service use from Pourashava	The community informed that they pay Pourashava its holding tax and development. The community also bears the electricity cost for the street lamps. The participants representing the community expressed their frustration with the Pourashava for its failure to provide humanitarian support to the poor and equitable development for all section of people. The participants criticize the Pourashava for lacking proper urban planning and continuing the development plan for maintaining narrow roads. The participants representing the community expressed their frustration with the Pourashava for its failure to provide humanitarian support to the poor in time of need. The participants criticize the Pourashava for lacking proper urban planning and continuing the development plan for maintaining narrow roads

SL	Key issues	Major Findings
4.	Access to supply Water	They demanded access to drinking water for marginal people of the Pourashava.
5	Equitable development of poor	Development should be in such away so that both poor and rich get equitable benefit.
6.	Willingness to support the project	<p>The community pledged their all-out support and cooperation with the project.</p> <p>They welcomed the project implementation policy & would be happy to get employment during subproject implementation, if possible. Moreover, they are interested in to participate different project activities during implementation.</p>

Public Consultation List of Participants

ବନ ଓହାଡ଼ ଲୋକଙ୍କର ଶ୍ରଦ୍ଧା ଲାଭକରି—
 UGII P ପ୍ରାନ୍ତର ଶ୍ରମିକ— ବନ ଓହାଡ଼, ତାହା—
 ଅଭିଳାଷ, ଶ୍ରମିକ ଓ ଶ୍ରମିକ ଶ୍ରମିକ ଶ୍ରମିକ—
 ବିଦ୍ୟାବିତ୍ ମହାଶୟ ଶ୍ରମିକ

୧/ ଶ୍ରୀ: ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ . ମହାଶୟ . 01712286420
 ୨/ ଶ୍ରୀ: ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
 ୩/ ଶ୍ରୀ: ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ — 01739-404120
 ୪/ ଶ୍ରୀ: ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
 ୫/ ଶ୍ରୀ: ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
 ୬/ ଶ୍ରୀ: ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
 ୭/ ଶ୍ରୀ: ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
 ୮/ ଶ୍ରୀ: ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
 ୯/ ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ 01712124249
 ୧୦/ ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
 ୧୧/ ଶ୍ରୀ: ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
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Consultation Meeting-04

Subproject: PDP -117, Borhat Old Gas office road

Venue: Old Gas Office, Ward No-06,

Date: 7/10/2015, **Time:** 3pm

No of Participants: 17

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

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

84. Issues raised during public consultations have been addressed in the DDR, but the issues would not pose any significant constraint in the implementation of proposed sub- project.

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

86. The safeguard officer of the Pourashava briefed the participants regarding the goals and objectives of the projects. And also briefed safeguard issues relating public disturbance during construction period and also probable mitigation measures.

87. The participants raised the following issues for mitigation.

- Ensure modern planning for Pourashava development, widening of roads and quality works,
- Ensure safety measures and emergency needs,
- Arrange play ground, park, road lights, slum development, toilet facilities etc
- Make the Pourashava beautiful and planned housing
- Before project planning arrange community meeting and avoid livelihood impact of footpath vendors

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



Photo of the consultation meeting

Key Issues of Discussion

SL	Key issues	Major Findings
1.	Existing situation of the feeder road	Roads are narrow. When heavy vehicles run side by side are causing further damage to the road already in bad shape/ condition and creating traffic jam. In the rainy season, it gets worse and movements of rickshaw and other vehicles come to a stop at some times when it rains heavily. Sometimes accidents happen. Emergency movement like taking patients to hospitals by ambulance cannot be possible.
2.	Better road communication will bring better scopes	Better road communication is the pre condition of development and quality of life. It can save time and ensure improved living standard and present suffering in traffic movement. Business, education and health will be highly benefited and so will be people's overall wellbeing. The people wanted widening of roads.
3.	Service use from Pourashava	The community informed that they pay Pourashava its holding tax and development. The community also bears the electricity cost for the street lamps. The participants representing the community expressed their frustration with the Pourashava for its failure to provide humanitarian support to the poor and equitable development for all section of people. The participants criticize the Pourashava for lacking proper urban planning and continuing the development plan for maintaining narrow roads. The participants representing the community expressed their frustration with the Pourashava for its failure to provide humanitarian support to the poor in time of need. The participants criticize the Pourashava for lacking proper urban planning and continuing the development plan for maintaining narrow roads
4.	Access to supply Water	The people demanded access to drinking water for marginal people of the Pourashava. At the same time they urged quality water with affordable price.

IX. APPENDIX 2: INVOLUNTARY RESETTLEMENT IMPACT ASSESSMENT CHECKLIST

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

A. Introduction

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

B. Information on proposed scheme/subproject:

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

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

C. Screening Questions for Involuntary Resettlement Impact

Involuntary Resettlement Impacts	Yes	No	Not Known	Remarks
Will the project include any physical construction work?	x			
Does the proposed activity include upgrading or rehabilitation of existing physical facilities?				
A. Land (not applicable for public ROWs)				
1. Ownership of land known?	x			(if yes, check appropriate) <input type="checkbox"/> government <input type="checkbox"/> private <input type="checkbox"/> trust/community <input type="checkbox"/> traditional (IPs/tribal) <input type="checkbox"/> Others (specify)
2. Land purchase/acquisition (answer required even for land donation and/or negotiated land purchase)				
a. permanent (owner/s required to transfer ownership/rights to Pourashava)		Not applicable		(if yes, provide purpose)
b. temporary (owner/s retain)		Not		(if yes, provide purpose)

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

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

D. Attachments

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

c. Photograph/s of trees/crops: Not applicable

Prepared by: MDS Team Consultant Signature: Name: HumayunKabir Position: Regional Resettlement Specialist	Verified by: Signature: Name: Md. Abdul Karim Position: Deputy Team Leader
Date: 20 September, 2015	Date: 20 September, 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) _____ for verification of land purchase/acquisition _____ for verification of land donation _____ for verification of non-land donation _____ for verification of voluntary resettlement <input type="checkbox"/> Category B

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

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

A. Introduction

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.

B. Information on project/subproject/component:

- a. District/administrative name: Moulvibazar
- b. Location (km): For all subprojects (19.077 km) of Phase-1
- c. Civil work dates (proposed): _____
- d. *Technical description:* _____

C. Screening Questions for Indigenous People/SEC Impact

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

KEY CONCERNS (Please provide elaborations in the “Remarks” column)	YES	NO	NOT KNOWN	Remarks
7. Have such groups been historically, socially, and economically marginalized, disempowered, excluded, and/or discriminated against?		N.A		
8. Are such groups represented as "indigenous peoples," "ethnic minorities," "scheduled tribes," or "IP populations" in any formal decision-making bodies at the national or local levels?		N.A		
B. Identification of Potential Impacts				
9. Will the project directly or indirectly benefit or target indigenous peoples?		N.A		
10. Will the project directly or indirectly affect indigenous peoples' traditional sociocultural and belief practices (e.g. child-rearing, health, education, arts, and governance)?		N.A		
KEY CONCERNS (Please provide elaborations in the “Remarks” column)	YES	NO	NOT KNOWN	Remarks
11. Will the project affect the livelihood systems of indigenous peoples (e.g., food production system, natural resource management, crafts and trade, employment status)?		N.A		
12. Will the project be in an area (land or territory) occupied, owned, or used by indigenous peoples, and/or claimed as ancestral domain?		N.A		
C. Identification of Special Requirements Will the project activities include:		N.A		
13. Commercial development of the cultural resources and knowledge of indigenous peoples?		N.A		
14. Physical displacement from traditional or customary lands?		N.A		
15. Commercial development of natural resources (such as minerals, hydrocarbons, forests, water, hunting or fishing grounds) within customary lands under use that would impact the livelihoods or the cultural, ceremonial, and spiritual uses that define the identity and community of indigenous peoples?		N.A		
16. Establishing legal recognition of rights to lands and territories that are traditionally owned or customarily used, occupied, or claimed by indigenous peoples?		N.A		
17. Acquisition of lands that are traditionally owned or customarily used, occupied, or claimed by indigenous peoples?		N.A		

D. Indigenous People/SEC Impact

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

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

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

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

XI. APPENDIX 4: SAMPLE GRIEVANCE REGISTRATION FORM

(To Be available in Bangla and English)

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

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

XII. APPENDIX 5: LAND OWNERSHIP CERTIFICATE OF MOULVIBAZAR POURASHAVA, PHASE 1



The land ownership of under mention roads and drains of package No: UGTP-III-T/MOUL/UT-DR/01/2015 are as follows

Sl No	Name of road / drain	Length in m	Land ownership
1	Improvement of Shah Mostafa College Road starting from Shah Mustufa College to Gijapara Fatabil Road by BC. Ch 000+500m.	500	Moulvibazar Pourashava
2	Improvement of Riyasat Ullah Road starting from Shamsheer Nagar Road to Forest Office Road by BC. Ch 500.00 m.	500	Moulvibazar Pourashava
3	Improvement of Sverpur Primary School Road starting from Shamsheer Nagar Road To Forest Office Road by BC. Ch 000+592m	592	Moulvibazar Pourashava
	Part-A: Improvement of Barabari Road-starting from Moulvibazar govt. college to Sonapur road by BC. Ch.00+1190	1140	Moulvibazar Pourashava
	Part-B: Rehabilitation of Durban road starting from Mulla-aba maja. At Ch.600 to Chandnighat union road by BC.Ch.00+260		
4	Improvement of Tila ban Road starting from Govt. College Hostel to T.B. Hasnain Road by BC. Ch 00+600m	600	Moulvibazar Pourashava
5	Improvement of Goyal ban Road starting from Court Road to Magsorapur Union Road by BC. Ch 000+150m	450	Moulvibazar Pourashava
6	Part-A: Improvement of Fatabil road starting from court maid to (near Moulvibazar govt. College stadium) to existing Kudalichara foot bridge by RCC. Ch.00+215	615	Moulvibazar Pourashava
	Part B: Improvement of circuit house back road to to Acm. Samsurrahman house via Kudalichara by BC. Ch.00+100		
7	Part A:Improvement of North Kollimabad Road starting from Court road (near D.C. office and bangle) to Kudalichara bridge by BC. Ch.00+500	700	Moulvibazar Pourashava
	Part-B: Rehabilitation of connecting road starting from North kollimabad at Ch. 770m towards south Kollimabad road by BC.Ch.00+200		
8	Part-A: Improvement of South Kollimabad Road starting from Court Road (near Moulvibazar govt. college) to Tikarbari Kudalichara Culvert by BC. Ch 000+450m	700	Moulvibazar Pourashava
	Part B: Rehabilitation of connecting road starting from south kollimabad road at ch.150 towards South Kollimabad link road by BC.(Ch.00+250m)		
9	Part-A: Improvement of brick field road. Starting from Cubra Road To Raquondanpur Middle's Road by BC. Ch. 000+250m.	350	Moulvibazar Pourashava
	Part B: Improvement of connecting road starting from Brick field road to Dhaka-sylhet road by BC Ch.00+100m		
10	Part A: Improvement of Ireshial Co Operative Road starting from M Saifur Rahman Road Via All Amjad Govt. School to M Saifur Rahman Road by BC. Ch 000+750m.	1000	Moulvibazar Pourashava
	Part-b: Rehabilitation of connecting road starting from Ireshial road at Ch. 300 to M.Saifur Rahman		

23.11.15
 Md. Abul Hossein Khan
 Executive Engineer
 Moulvibazar Pourashava
 Moulvibazar.

23.11.15
 মোঃ আবুল হোসেন খান
 মৌলভীবাজার পৌরশাভা
 মৌলভীবাজার



Moulvibazar Pourashava

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11	road by BC. Ch.00-250. Part A: Improvement of K. B. Alauddin Road starting from Syed Mujtoba Ali Road to Shah Mostafa Road by BC. Ch.000+100m Part-B: Rehabilitation of Connecting road starting from K.B. Alauddin road at Ch.200 to court road by BC (Ch.00-350)	750	Moulvibazar Pourashava
12	Rehabilitation of Gulbag Road by PC & RCC starting from Syed Mujtoba Ali Road Via Bari Elaka to Syed Mujtoba Ali Road by BC. Ch.000+500m	900	Moulvibazar Pourashava
13	Improvement of Borhat Madrasa Road starting from Dhaka- Sylhet Road to Borhat Old Gas office Road by BC. Ch.000+770m	770	Moulvibazar Pourashava
14	Improvement of Borhat Old Gas Office Road starting from Dhaka- Sylhet Road to Main Embankment Road by BC. Ch.000+2000m	1000	Moulvibazar Pourashava
15	Improvement of East Sultanpur Road starting from Shah Mostafa Road to Kafir goan Road by BC. Ch.000+600m	600	Moulvibazar Pourashava
16	Improvement of Kajli Chan Tahir Mosque Road starting from South Kolinsabad Road to Abu Tahir Road by BC/Ch.000+400m	400	Moulvibazar Pourashava
17	Improvement of Abu Tahir Road starting from Chubra Road Via Dhaka Kajan Elaka to Shah Mostafa Road by BC. Ch.000+1000m	1000	Moulvibazar Pourashava
18	Part-A: Improvement of Gobind Senee Dharkapon Road starting from Dhaka-Sylhet road to Mostorapur road by BC. Ch.00-700m Part B: Rehabilitation of connecting road starting from Gobind Senee road to Dharkapon back road by BC/Ch.00-250 Part-C: Rehabilitation of Dharkapon-Gobind Senee road starting from main road to Dharkapon road by BC.Ch.00-100	1050	Moulvibazar Pourashava
19	Part-A: Improvement of Dharkapon Tukir Bari Road starting from Kushinang-Mostorapur road near X- Pourashava Chirman Kutul Misti House to Dharkapon Mostorapur Road by BC Ch.000+700 Part-B: Improvement of connecting road starting from main road to Borkapon School road by RCC. Ch.00-200	900	Moulvibazar Pourashava
20	Improvement of Shapla Bhavon Road starting from Dharkapon Road to Dhaka - Sylhet Road by BC. Ch.000+550m Total Length	550 15367	Moulvibazar Pourashava
1	Drains : DR Construction of RCC Road side Drain at Shah Mostafa college road starting from Shah Mostafa College to Fatahli Main Drain (Out Fall) Ch.000+500m and link Ch.00-90m	590	Moulvibazar Pourashava
2	Construction of RCC Road Side Drain at Boro Bar road starting from Boruban Road to Kudali Chare Main Drain (Out Fall) Ch.000+300m	300	Moulvibazar Pourashava
3	Construction of RCC Road Side Drain at Tila Bari road starting from Tila Bari Road to Kudali Chare Main Drain (Out Fall) Ch.0-100-0+200	300	Moulvibazar Pourashava

23.11.15
Md. Abul Hassein Khan
Executive Engineer
Moulvibazar Pourashava
Moulvibazar.

23/11/15
মৌলভীবাজার পৌরসভা
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4	Construction of RCC Road side Drain at North Kollmabad road starting from Ch 0+200 to Kudali Chera Main Drain (Out Fall) Ch 00+200-0+300	100	Moulvibazar Pourashava
5	Part-A: Construction of RCC Road Side Drain at Brick Field road Starting From Chura to Kudali Chera Main Drain (Out Fall) Ch 000+250m Part-B: Construction of RCC road side drain starting from existing drain near Asraf ali school to Proposed Brick field drain.(Outfall) Ch.00-50	300	Moulvibazar Pourashava
6	Construction of RCC Road side Drain at K B Alauddin road starting from- K B Alauddin Road side Drain to Court Road Main Drain (Out Fall) Ch.00-150m	150	Moulvibazar Pourashava
7	Part-A: Construction of RCC Road side Drain at Abu Tahil road,Starting from Existing Tablig Mosque drain to Gubra Main Drain,Ch 00+300m Part B: Construction of RCC Road Side Drain at Abu Tahil road,Starting from Existing Shaka Khatim drain to Shila Mosque Main Drain,Ch/00+600m	400	Moulvibazar Pourashava
8	Part-A: Construction of RCC Road Side Drain at Dharkapon Fokirbad road Starting from X4 Chirman Putul Miah House to Existing Main Drain Culvert Near Syed Main Uddin House Ch 600+800m Part-B: Construction of RCC road side drain at Dharkapon Fokirbad road Starting from Dharkapon Existing drain to Proposed Drain Ch 000+100m	900	Moulvibazar Pourashava
9	Construction of RCC Road Side Drain at Gulbag road Starting From Syed Mujibba Ali road to Pan Khat (Out Fall) Ch 000+800m & outfall drain Ch.00+70	870	Moulvibazar Pourashava
Total Length		3870	

Md. Abdul Khasem Khan
Executive Engineer
Moulvibazar Pourashava
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