

Due Diligence Report – Social Safeguards

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

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

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CURRENCY EQUIVALENTS

(as of 30/08/2015)

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

ABBREVIATIONS

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

GLOSSARY OF BANGLADESHI TERMS

Crone:	10 million (= 100 lakh)
Ghat:	Boat landing area along a river
Hat, hut, or haat:	Market (bazaar) operating certain afternoons during the week when sellers establish temporary shops. There are also some permanent shops in a Hat. Markets usually represent a significant source of income for municipalities
Hartal:	General strike
Khal:	drainage ditch/canal
Khas or khash:	land/property belonging to government
Kutchra, katchha or kacca:	structures built without bricks and mortar or without concrete
Lakh or lac:	100,000
Moholla or mohalla:	Sub-division of a ward
Mouza:	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
m2	–	square meter
mm	–	millimeter
m3	–	cubic meter

NOTES

- (i) In this report, "\$" refers to US dollars.
- (ii) —BDT refers to Bangladeshi Taka

Disclaimer

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

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I. INTRODUCTION

A. Background

1. After the successful implementation of the First and Second Urban Governance and Infrastructure Improvement Projects (UGIIP-1 and 2) in 77 selected Pourashavas, the Local Government Engineering Department (LGED) within the Ministry of Local Government, Rural Development and Cooperatives (MLGRDC) with the financial assistance of Asian Development Bank (ADB) have planned to implement the third phases of the project titled the Third Urban Governance and Infrastructure Improvement Project (UGIIP-III) in selected 31 Pourashavas over a period of 6 years (2014 to 2020).
2. The impact will be improved living environment in project towns. The outcome will be improved municipal service delivery and urban governance in project towns. Project towns are per-selected 31 towns to be supported in an integrated manner under the project.
3. A sector-lending approach will be used for the project as it has been well established and successfully practiced in the UGIIP-1 and 2.

B. Institutional Set-up

4. LGED and DPHE are the executing agencies of the project. Implementation activities will be overseen by a Project Management Office (PMO). The participating *Pourashavas* are the implementing agencies (IA), with a project implementation unit (PIU) within the *Pourashava* structure. Consultant teams¹ will provide support (during project implementation) for (i) detailed engineering design, contract documents preparation and safeguards facilitation; (ii) project management and administration support; (iii) assistance in supervising construction; and (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.

II. SUBPROJECT DESCRIPTION

5. **Components.** The subproject components in Package Nr: UGIIP-III-I/ISHW/UT+DR/01/2015 (Lot-1 & 2) will involve (i) rehabilitation/upgrade/construction of road length-18,674m, (II) drainage improvement of 2,272 m. The package to be implemented went through the process of meeting the selection criteria (General and Technical), environmental and social safeguard screening and conforming to the needs assessment done for Ishwardi Pourashava
6. The details of the subproject components in Package Nr: UGIIP-III-I/ISHW/UT+DR/01/2015 (Lot-1 & 2) are presented in Table 1 including ownership of lands and potential involuntary resettlement (IR) impacts. Figures 1 and 2 show the location of Ishwardi Pourashava and the alignments of roads and drainage as per detailed design. Figures 3 to 5, show the cross-sectional drawings of the proposed drains and roads improvements.
7. The subprojects went through the process of meeting the selection criteria (general and technical), environmental and social safeguard screening and conforming to the municipal infrastructure development plan and drainage need assessment for Ishwardi. To avoid IR impacts, locations and sitting of the proposed infrastructures considered: (i) locating components on government-owned land and/or within existing right-of-way (ROW) to reduce acquisition of land, (ii) prioritizing rehabilitation over new construction; (iii) taking all possible

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Consultant teams are composed of Management Design and Supervision Consultants (MDSC) and Governance Improvement and Capacity Development Consultants (GICDC).

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.

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

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

9. 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.

10. Considering the above facts, it has been estimated that the implementation of phase 1 roads and drains of Ishwardi Pourashava will cover 12-months period, and major works are advisable to take place between November, 2015 to October, 2016. A tentative time-schedule for implementation (only as an indication) is shown in Figure 6 for period June 2015 to December 2016

Table: 1: Proposed Phase 1 Components in Ishwardi Pourashava

SI No	PDP No./ Scheme No	Name of Scheme	Road/Drain Length (m)	Existing width(m)	Proposed Road Width	Remarks /IR impacts	Land Ownership
1	55	Rehabilitation & widening of College road starting from chad Ali More Thakur bari Mondir to Pabna Road Via Aronkola Hat by DBC (Ch-0+00-3+300m.) & one no. X-Drain at Ch 1000 m	3300	3.62-4.65	Width-5.65-10.00m*	No other IR impacts except 130 electric poles which will have to be relocated	Pourashava
2	101	Improvement of NarichaNotun Para connecting road starting from NowabShirajdoulla road to Islampur B.C road by DBC. (Ch. 0+00-0+505m)	505	2.50	Min. Width-2.50m	No IR impacts	Pourashava
3	138	Improvement & Rehabilitation of Valupara Madrasha road. (ch. 0+00-1+080m.) and connecting road starting from I.K road to main road ch. 280m.(ch. 0+00-0+232m.) by DBC. & six nos. X-Drain.	1312	3.00	Min. Width-2.60m (Ch.280-500,Ex-3m-pro-3m;Ch.500-1080 Ex-3.6,Pro-2.6m)	No IR impacts	Pourashava
4	58	Part-A: Improvement of connecting road by DBC starting from college road to Bongobondhu school road (ch. 0+00-0+260m)	260	3.10	Min. Width-3.1m Main road is connected	No IR impacts	Pourashava
5		Part-B: Improvement of connecting Road by DBC starting from Bongobondhu school (Betu House) to Mosuria Para road (ch. 0+00-0+305m)	305	2.50	Min. Width-2.50m road is connected	No IR impacts	Pourashava
6	105	Improvement of Rupnagor connecting road by CC Starting form College road to KhotKhoti Para BC Road (ch. 0+00-0+410m)	410	2.50	Min. Width-2.50m road is connected	No IR impacts	Pourashava
7	109	Part(A): Improvement of Madrasha connecting road by DBC starting from Idgha BC road to Ambagan BC road (ch. 0+00-0+145m)	145	2.50	Min. Width-2.75m road is connected	No IR impacts	Pourashava
8	109	Part(B): Improvement of Jona Kobiraj connecting road by CC starting from Ambagan road to Idgaha road. (ch. 0+00-0+116m)	116	2.50	Min. Width-2.50m road is connected	No IR impacts	Pourashava
9	58	Construction road side drain from college road to Mosuria para road via Bongobondhu school road (ch. 0+00-0+560m)	560	Not available	Connected to Ex. Drain	No IR impacts	Pourashava
10	52	Construction of R.C.C. Drain starting from Bokul More to Aronkola Khal. (ch. 0+00-1+038m)	1038	Not available	connected to Ex. Drain	No IR impacts	Pourashava
11	1	Improvement of Girls school road starting from girls school More to Nofel House Bottola via Moubaria Mondir by DBC (ch. 0+00-1+590m)	1590	3.30	Min. Width-3.20m	No IR impacts	Pourashava
12	21	Improvement of Connecting road by CC starting from Airport Road to Babu Para BC road via MohosinRiaji House (ch. 0+00-0+216m)	216	2.50	Min. Width-2.50m	No IR impacts	Pourashava
13	2	Construction of road starting from Shoylopara	515	3.00	Min. Width-3.00m	No IR impacts	Pourashava

SI No	PDP No./ Scheme No	Name of Scheme	Road/Drain Length (m)	Existing width(m)	Proposed Road Width	Remarks /IR impacts	Land Ownership
		Sugarcane perches center to airport boundary road by DBC (ch.0+00-0+515m)					
14	35	Rehabilitation of Tipu sultan Road starting from Rail Gate to Cement Mill by DBC. (ch.0+00-0+3000m).& one no. X-Drain at Ch 1800 m	3000	5.00	Min. Width-5.00m	No IR impacts	Pourashava
15	40	Rehabilitation of SharaGopalpur Moulobepara Road by DBC starting from Tipu sultan road to Culvert (ch.0+00-0+530m)	530	3.00	Min. Width-3.0m	No IR impacts	Pourashava
16	51	Rehabilitation of Piarakhali Majdia road by DBC starting from Mofiz (Bodor) House to the end of Pourashava Boundary (ch.0+00-0+500m.)	500	2.70	Min. Width-2.70m	No IR impacts	Pourashava
17	73	Rehabilitation & widening of Loco road from chad Ali More to Fotemohammadpur rail gate Via Fotamohammadpur Graveyard by DBC (ch.0+00-0+2085m)	2085	4.00	Min. Width-4m road is connected	No IR impacts	Pourashava
18	74	Rehabilitation connecting road starting from Loco road to Benaroshipolly BC road by DBC (ch. 0+00-0+500m.)	500	3.00	Min. Width-3.00m	No IR impacts	Pourashava
19	75	Improvement Loco Behari Bazar connecting road by CC starting from Faruk road to Loco main road (ch. 0-00-0+780m) & two nos. X-Drain at Ch 330m & 740m	780	2.50	Min. Width-2.50m	No IR impacts	Pourashava
20	140	Rehabilitation of Stadium Road by DBC starting from Shersha Road to Umirpurlsta road (ch. 0+00-2+442m)	2442	3.00	Road Length-2442m Min. Width-3.50m	No IR impacts	Pourashava
21	117	Improvement of connecting road by CC starting from Shersha Raod Near Gini House to Hospital road (ch. 0+00-0+163m)	163	2.50	Min. Width-2.50m road is connected	No IR impacts	Pourashava
22	73	Construction of road side drain at Loco road from chad Ali More to Fotemohammadpur rail gate Via Fotamohammadpur Graveyard (ch.0+636-0+779m) & one no. X-Drain	143	Not available	Connected to Ex. Drain	No IR impacts	Pourashava
23	117	Construction of road side connecting drain starting from Shersha Raod Near Gini House to Hospital road (ch. 0+00-0+156m)	156	Not available	Connected to Ex. Drain	No IR impacts	Pourashava
24	13	Construction of R.C.C. main Drain from S.M High School to Hospital road culvert. (ch. 3+215-3+312m), (ch. 3+697-3+835m) & (ch. 3+915-4+055m)	375	Not available	connected to Ex. Drain	No IR impacts	Pourashava

***Note:1.** Ch.0-1970, Exist. width 3.65m proposed width 5.65m, Ch. 1970-2000, Exist. width 3.65m proposed width 10.25m, Ch. 2000-2610 Exist. width 4.60m proposed width 10.00m, Ch. 2610-3160 Exist width 4.60m proposed width 10.00m, Ch. 2610-3300 Exist. width 4.62m proposed width 10.10m



Consultation meeting with the local people



Typical open area existing road condition



Typical local existing road condition



Typical open area existing road condition



Typical open area existing road condition



Typical town existing road condition

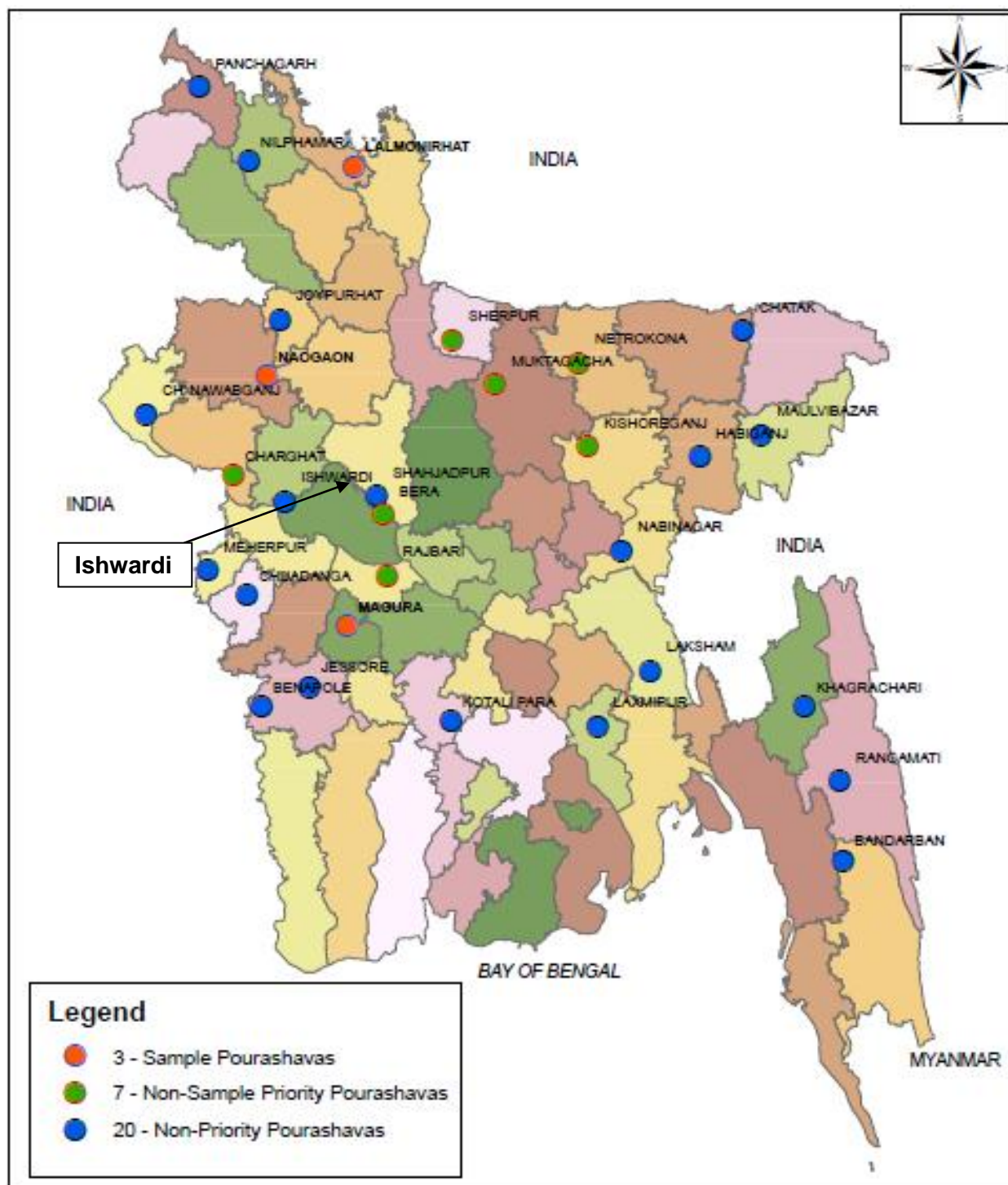


Figure 1: Location Map of Ishwardi Pourashava

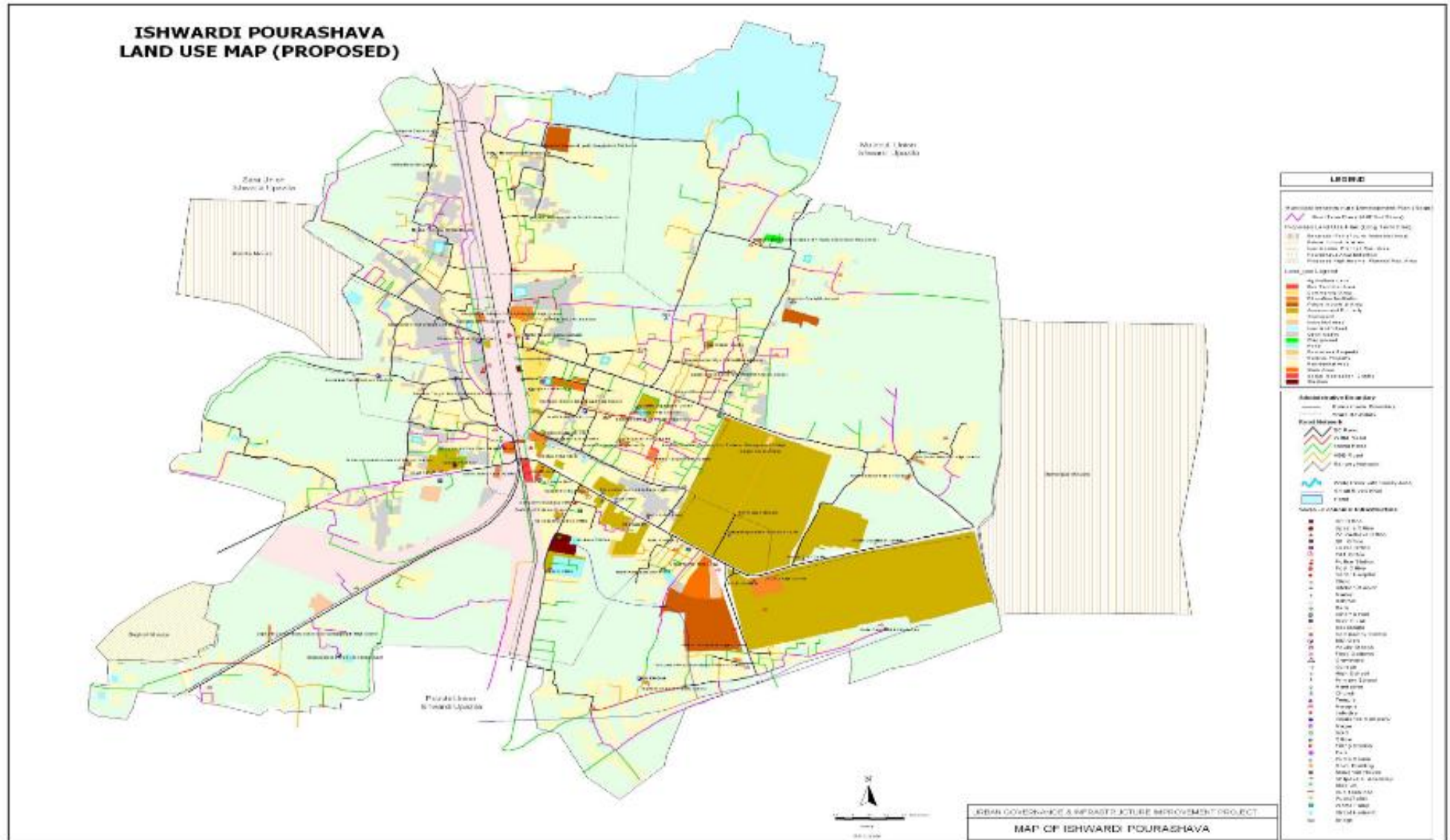


Figure 2: Proposed Roads and Drainage Improvement in Ishwardi Pourashava Under UGIIIP III

Figures 3 to 5: Sample drawings showing cross-section of roads and drains are given below:

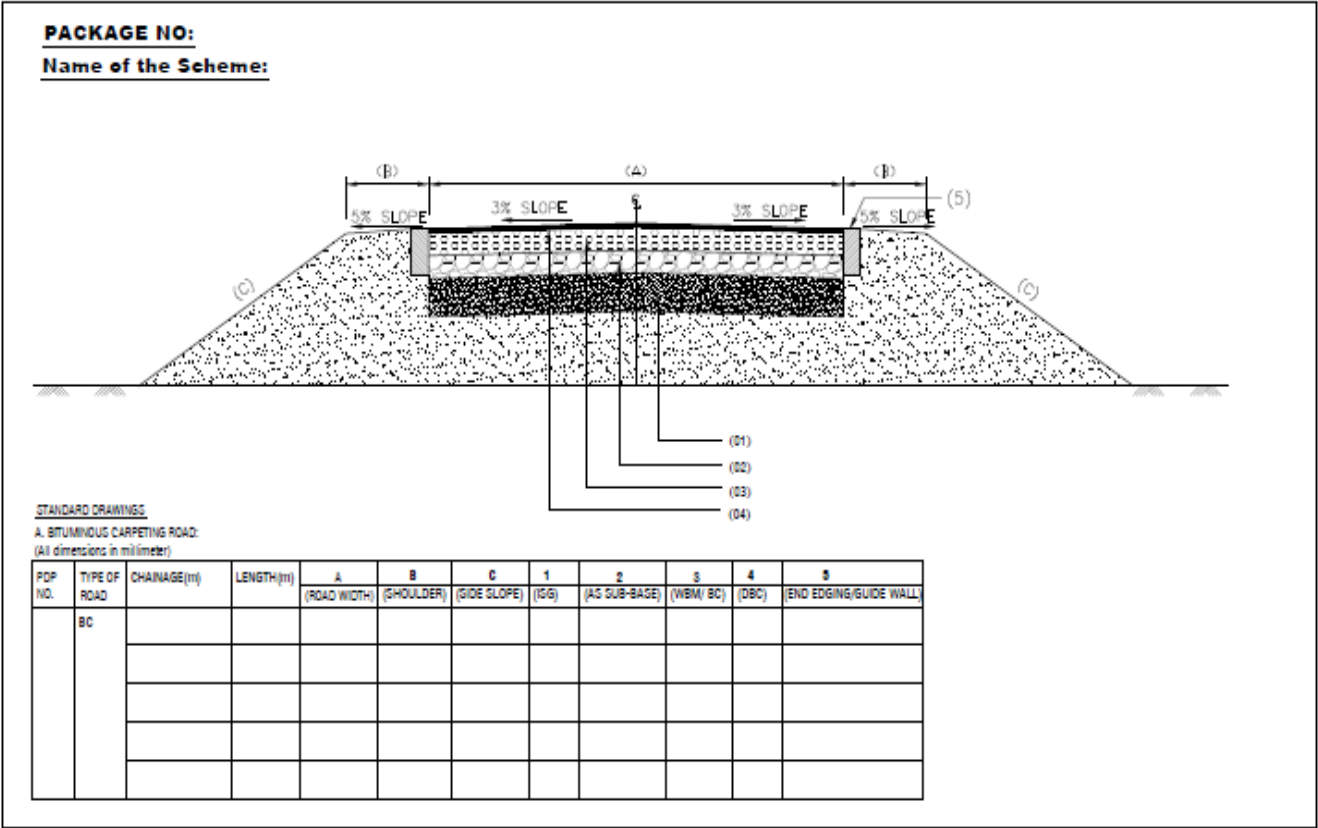


Figure 3: Typical Road Sections (Brick Road)

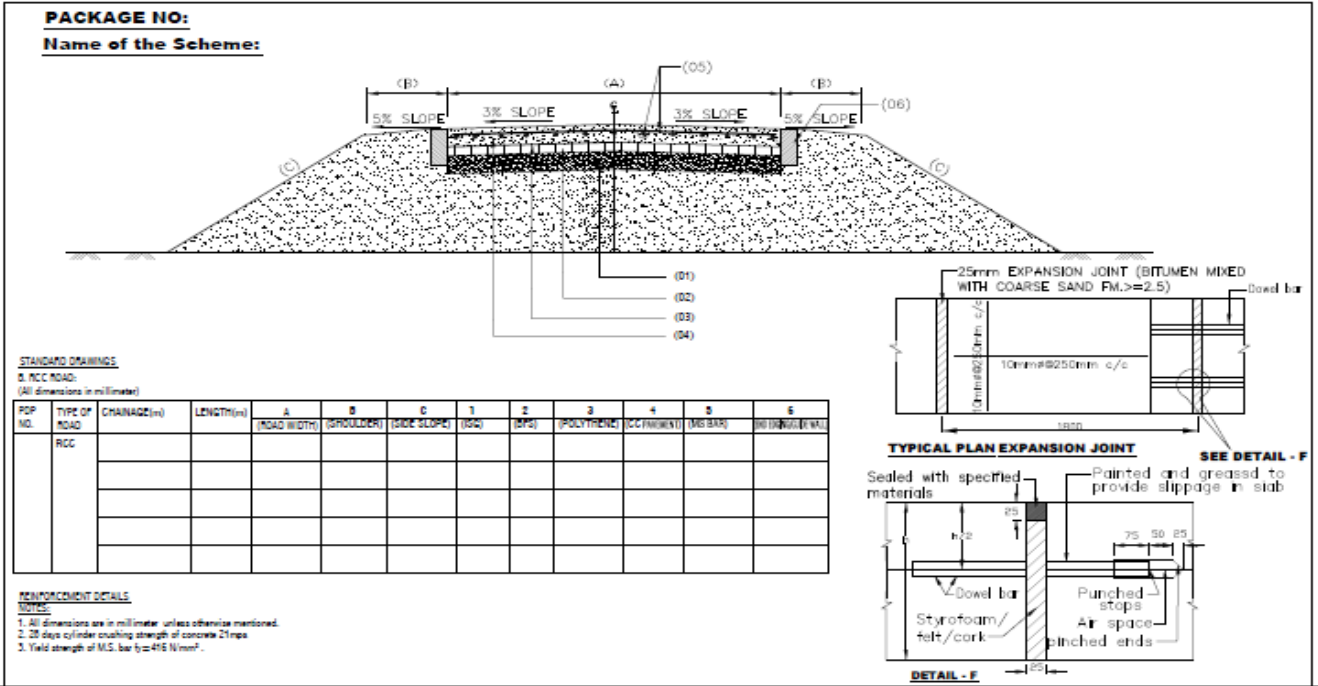


Figure 4: Typical Road Sections (Concrete Road)

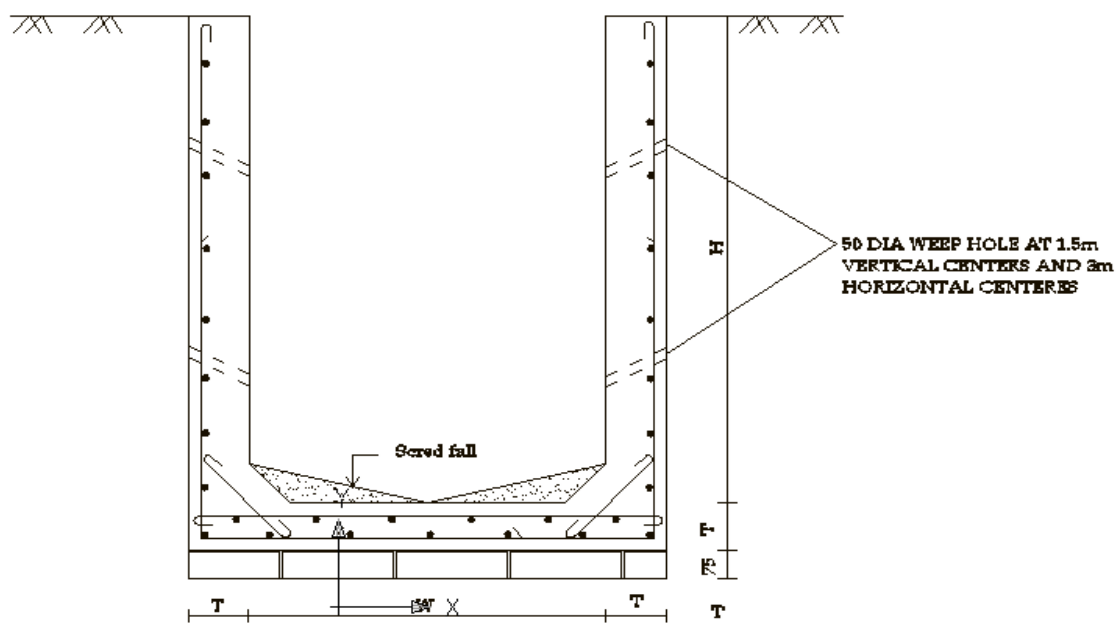


Figure 5: Typical Reinforced Concrete Drain Section

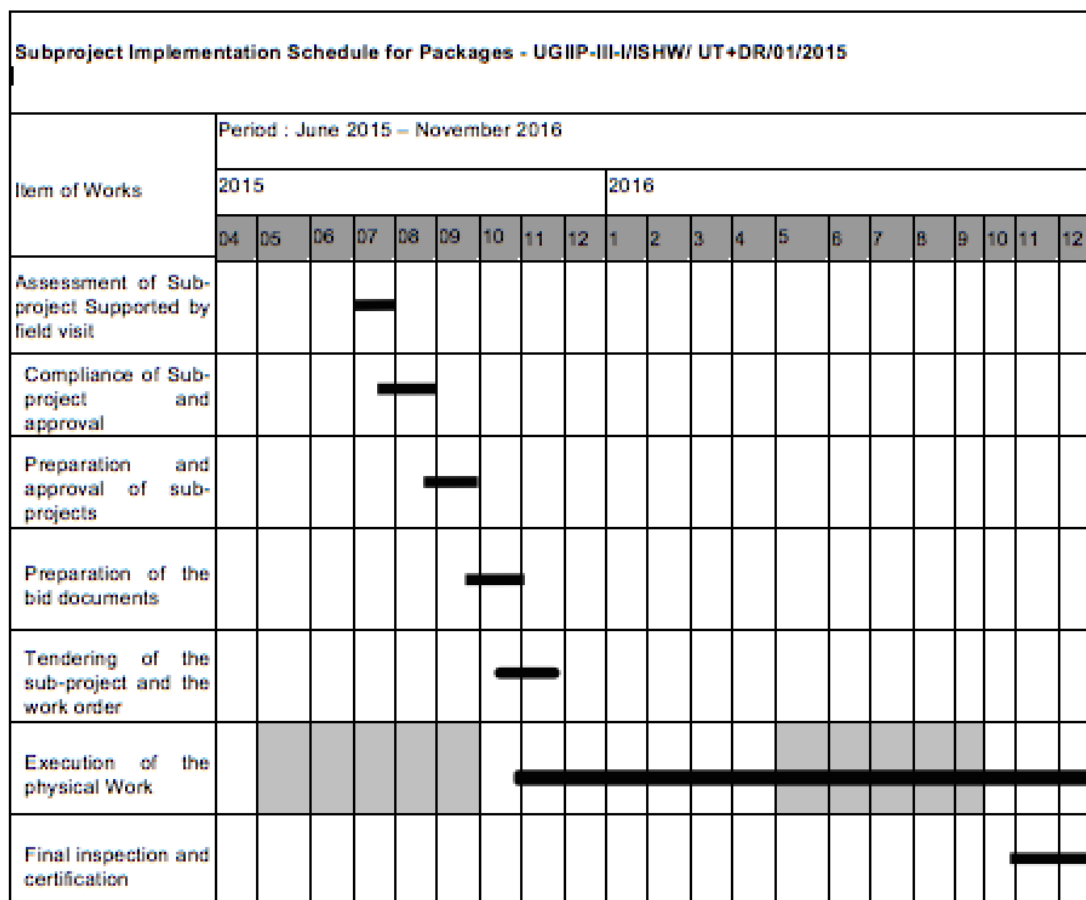


Figure 6: Phase 1 Draft Implementation Plan

III. DUE DILIGENCE

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

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

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

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

13. **Meeting with Pourashava engineers.** The MDSC social safeguard team visited Ishwardi *Pourashava* and have a meeting with Mayor, XEN, Sub-Assistant Engineer and Secretary on 11 June, 2015. Mayor has given the instruction to support for the assessment of roads and drains in the areas of *Pourashava*. The following officials were present in the meeting:

14. Mr. ; Md. Abdul Awwal; Executive Engineer

15. Mr. Khan Md. Mostafizur Rahman, Assistant Engineer:

16. Md. Jahurul Islam, Secretary of the *Pourashava*

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

18. **Public consultations.** As a part of public consultation, relevant consultants and *Pourashava* officials arranged meetings both in *Pourashava* office and in the different roads and drains location of the *Pourashava*. Four formal consultation meetings were arranged by the *pourshava* official with the stakeholders. The meeting sites were at Ward No -3 at Saragopalpur, Moubari Temple, Post Office More and Ward-5, Councilor office of the *Pourashava* on 23 August, 2015. Near about 100 participants were present during the consultation. The main agenda was improvement, rehabilitation and reconstruction of

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

- When the construction will be started?
- Required maintenance and quality of the work
- Is there any compensation for Project Affected Persons (PAPs)?
- What are names of schemes of the subprojects under UGIIP-III?
- Most of the participants were happy to know the improvements of the Pourashava roads and drains
- Main concern of the participants is the quality of the construction work and they urged the authority not disturbing their livelihood any way and ensuring proper safety measures including pedestrian safety during construction period and alternative road should be arranged for the passer-by
- Is there any opportunity for employment?

19. The issues and concerns raised were addressed by the Pourashava officials and MSDC team by informing the participants that as per detailed design, private land will not be required. However, if in the course of subproject implementation private land is to be acquired/purchased then the entitlement of affected persons will follow the RF which was developed based on government laws and rules and ADB safeguard policy. The participants were also informed of the subproject cut-off date of 31 August 2015 (completion of census survey). The participants expressed their happiness knowing that there will be no land acquisition, and tree cutting as the improvement works would be done on the existing ROWs, there will be no temporary relocation of business and mobile vendors/ hawkers during road and drainage construction as there is no encroachment of ROWs by the vendors/ hawkers, the pedestrian safety would be taken care of by the contractor during construction period by providing alternate roads, providing safety signs and boards, and providing speed breakers where required. Moreover, mitigation measures as specified in EMPs would also be implemented by the contractors which would be closely supervised by the Pourashava officials and consultants. The participants were also informed that there would be local employment opportunity for skilled and unskilled laborers. Participation of women would be highly encouraged. The participants were also informed that road closure is not anticipated during construction period. The contractor will be required to submit a traffic management plan which will be implemented in coordination with the *Pourashava* authority. Alternative routes, if required, will be communicated via public announcements, billboards and notices. Majority of participants' i.e more than 50% participants by show of hands in the meeting expressed their support and willingness to participate in the project. They have also scope to express individually their comments and suggestions in the meeting. The issues raised were communicated to the MDSC road and drainage experts to further fine tune the detailed design of the components. The details of records of issues discussed and feedback received along with dates, times, locations, and list of participants are given in **Appendix 1**.

20. **Transect walks.** The project preparation team (engineers and social safeguards team of MDSC together with Ishwardi Pourashava PIU conducted transect walks during August 2015 to do rapid appraisal of the proposed locations and alignments of subproject components. No transect walk sheets were prepared, only strip maps were prepared as a result of these field visits and surveys.

21. **Reconnaissance Survey.** The social safeguard team of the MDSC visited Ishwardi *Pourashava* on 23 August 2015 to measure the widths of drains and roads under Package Nr: UGIIP-III- I/ISHW/UT+DR/01/2015 (Lot-1 & 2), count the number of trees along ROWs,

informal discussions with local communities, formal discussions with *Pourashava* engineers, and visual assessment of IR impacts. The output of the survey was discussed with the design engineers of the project to incorporate into the designs to minimize the IR impacts.

22. **Census of affected persons and inventory of affected assets.** Complete census (100%) of affected households and assets using the form in the RF was NOT required nor used during the surveys in August 2015 as there are no identified affected people and assets.

IV. FINDINGS

23. **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.

24. All drainage components under Package Nr: UGIIP-III- I/ISHW/UT+DR/01/2015 (Lot-1 & 2) will be constructed on existing ROW widths of which are sufficient for the proposed components. MDSC together with PMO confirmed ownership and land records of Ishwardi Pourashava of the road ROWs therefore no land acquisition is required.

25. All road components under Package Nr: UGIIP-III- I/ISHW/UT+DR/01/2015 (Lot-1 & 2) will involve improvement of existing roads owned by Ishwardi *Pourashava*. No new road construction or change of alignment will be involved. Widening, if required will be on roads ROWs which widths of which are sufficient for the proposed components. MDSC together with PMO confirmed ownership and land records of Ishwardi Pourashava of the existing road and required widths in the ROWs therefore no land acquisition is required.

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

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

27. However, 130 electric poles currently placed on road ROW (along College Road) will need to be relocated. The electric poles are owned by Bangladesh Power Development Board PDB. The Pourashava authority already discussed with PDB authority about relocating the electric poles and Pourashava will bear the relocation costs as per PDB rate. Temporary power disruption may occur but will not impact any of the businesses in the area. The PDB will arrange alternative connection during this process. Ishwardi *Pourashava* is responsible for bearing the cost of the relocation of the electric poles. (PDB) has provided the estimated cost of Tk 2,918,545.50 for shifting of the poles and the Resident Engineer, BPDB has already written to the Mayor of Ishwardi Pourashava for depositing the cost of shifting of the poles.

28. 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).

29. Table 2 summarizes the findings of the data collection, field visits and surveys. Figures -7 to 10 provide the strip map for the 130 electric poles to be relocated. 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.

30. Indigenous People. There are no IPs in the area thus the subproject has no IP impact and classified as Category C for IP. Sample form to survey Indigenous People/ Small Ethnic Communities (SEC) Impacts has been given in **Appendix-3**

31. **Others.** The subproject will not (i) result in labour retrenchment or encourage child labor; or, (ii) directly or indirectly contribute to the spread of HIV/AIDS, human trafficking, or the displacement of girls and women.

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Table: 2: Summary of IR Impact of Sub-project of Ishwardi Pourashava

SL No	PDP No/ Scheme NO.	Sub-Project Schemes	Type of Loss/Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Remarks
1	55	Rehabilitation & widening of College road starting from chad Ali More Thakur bariMondir to Pabna road via Aronkola Hat by DBC (Ch-0+00-3+300m.) & one no. X-drain at Ch 1000 m	No loss reported	Not applicable	<ul style="list-style-type: none"> • No IR impacts except 130 electric poles which will need to be relocated. • No requirement for land acquisition • Temporary disturbance of Passerby and vehicle 	Not required	Not found	<p>130 electric pole will have to be relocated</p> <p>Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)</p>
2	101	Improvement of NarichaNotun Para connecting road starting from NowabShirajdoulla road to Islampur B.C road by DBC. (Ch. 0+00-0+505m)	No loss reported	Not applicable	<ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition 	Not required	Not found	
3	138	Improvement & Rehabilitation of ValuparaMadrasha road. (ch. 0+00-1+080m.) and connecting road starting from I.K road to main road ch. 280m.(ch. 0+00-0+232m.) by DBC. & six nos. X-Drain.	No loss reported	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition 	Not required	Not found	
4	58	Part-A: Improvement of connecting road by DBC starting from college road to Bongobondhu school road (ch. 0+00-0+260m)	No loss reported	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period. 	Not required	Not found	Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP
5	58	Part-B: Improvement of connecting road by DBC starting from Bongobondhu school (Betu House) to Mosuria Para road (ch. 0+00-0+305m)	No loss reported	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of 	Not required	Not found	Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be

SL No .	PDP No/ Scheme NO.	Sub-Project Schemes	Type of Loss/Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Remarks
					the local people during construction period			addressed in the subproject EMP
6	105	Improvement of Rupnagor connecting road by CC Starting from College road to KhotKhoti Para BC Road (ch. 0+00-0+410m)	No loss reported	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period 	Not required	Not found	Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP
7	109	Part(A): Improvement of Madrasa connecting road by DBC starting from Idgha BC road to Ambagan BC road (ch. 0+00-0+145m)	No loss reported	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period 	Not required	Not found	Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP
8	109	Part(B): Improvement of Jona Kobiraj connecting road by CC starting from Ambagan road to Idgaha road. (ch. 0+00-0+116m)	No loss reported	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period 	Not required	Not found	Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP
9	58	Construction road side drain from college road to Mosuria para road via Bongobondhu school road (ch. 0+00-0+560m)	No loss reported	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period 	Not required	Not found	Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP
10	52	Construction of R.C.C. drain starting from Bokul More to AronkolaKhal. (ch. 0+00-1+038m)	No loss reported	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition 	Not required	Not found	Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle

SL No .	PDP No/ Scheme NO.	Sub-Project Schemes	Type of Loss/Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Remarks
					<ul style="list-style-type: none"> • Temporary disturbance of the local people during construction period 			movements, etc) which will be addressed in the subproject EMP

Package No :UGIIP-III-I/ISHW/UT+DR/01/2015 (Lot-02)

11	1	Improvement of Girls school road starting from girls school more to Nofel House Bottola via Moubaria Mondirby DBC (ch. 0+00-1+590m)	No loss reported	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period 	Not required	Not found	Only carpeting road in housing area Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP
12		Improvement of connecting road by CC starting from Airport road to babu para BC road via Mohosin Rijai House (ch. 0+00-0+216m)	No loss reported	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period. 	Not required	Not found	Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP
13	2	Construction Shoylopara Sugarcane purchase centre to Airport canal road by D.B.C.(Ch.00+0—0+-515m)	No loss reported	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period 	Not required	Not found	Comparatively the adjacent areas low lying Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP
14	35	Rehabilitation of Tipu sultan road starting from Rail Gate to Taltola (Cement Mill) More by DBC. (ch.0+00-0+3000m.& one no. X-drain at Ch 1800 m	No loss reported	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during 	Not required	Not found	Adjacent area is comparatively low Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as

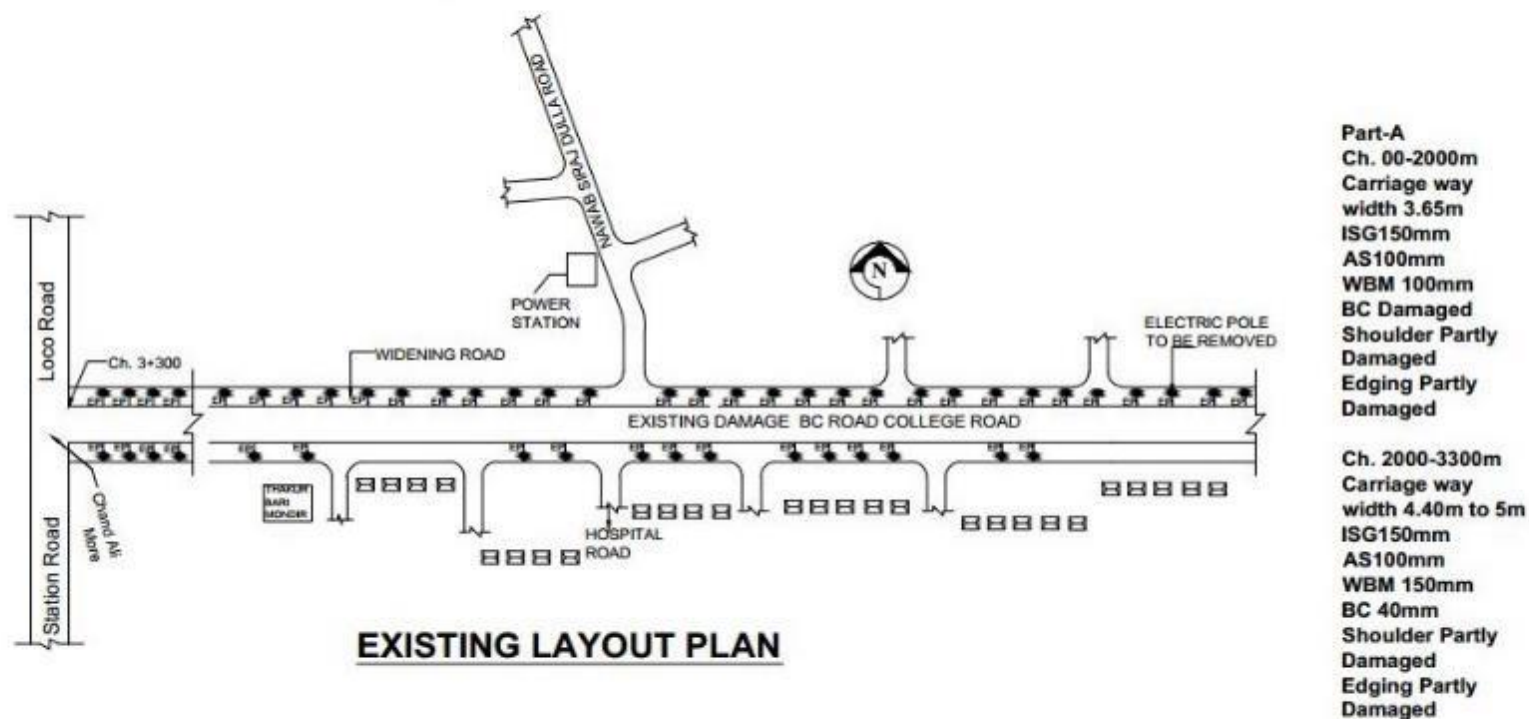
SL No .	PDP No/ Scheme NO.	Sub-Project Schemes	Type of Loss/Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Remarks
					construction period			increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP
15	40	Improvement of Shara Gopalpur Moulobe para road by DBC starting from Tipu sultan road to culvert (ch.0+00-0+530m)	No loss reported	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period 	Not required	Not found	Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP
16	51	Improvement of Piarakhali Majdia road by DBC starting from Mofiz (Bodor) House to the end of Pourashava Boundary (ch.0+00-0+500m.)	No loss reported	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period 	Not required	Not found	<p>Carpeting</p> <p>Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP</p>
17	73	Rehabilitation & widening of loco road from chad Ali More to Fotemohammadpur rail gate Via Fotamohammadpur Graveyard by DBC (ch.0+00-2+085m)	No loss reported	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period 	Not required	Not found	<p>Residential area, educational institution</p> <p>Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP</p>
18	74	Rehabilitation connecting road starting from Loco road to Benaroshipolly BC road by DBC (ch. 0+00-0+500m.)	No loss reported	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period 	Not required	Not found	Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP

SL No .	PDP No/ Scheme NO.	Sub-Project Schemes	Type of Loss/Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Remarks
19	75	Improvement Loco Behari Bazar connecting road by CC starting from Faruk road to Loco main road (ch. 0+00-0+780m) & two nos. X-Drain at Ch 330m & 740m	No loss reported	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period. 	Not required	Not found	Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP
20	140	Rehabilitation of Stadium Road by DBC starting from Shersha Road to Umirpurlsta road (ch. 0+00-2+442m)	No loss reported	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period. 	Not required	Not found	Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP
21	117	Improvement of connecting road by CC starting from Shersha Road Near Gini House to Hospital road (ch. 0+00-0+163m)	No loss reported	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period. 	Not required	Not found	Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP
22	73	Construction of road side drain at Loco road from chad Ali More to Fotemohammadpur rail gate Via Fotamohammadpur Graveyard (ch.0+636-0+779m) & one no. X-Drain	No loss reported	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period 	Not required	Not found	Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP
23	117	Construction of road side connecting drain starting from Shersha Road Near Gini House to Hospital road (ch. 0+00-0+156m)	No loss reported	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during 	Not required	Not found	Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP

SL No .	PDP No/ Scheme NO.	Sub-Project Schemes	Type of Loss/Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Remarks
					construction period			
24	13	Construction of R.C.C. main Drain from S.M High School to Hospital road culvert. (ch. 3+215-3+312m), (ch. 3+697-3+835m) & (ch. 3+915-4+055m)	No loss reported	Not applicable	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period 	Not required	Not found	<p>Only drain</p> <p>Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP</p>

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

Name of Scheme: PDP-55 (A): Rehabilitation & widening of College road starting from chad Ali More Thakur bari Mondir to Pabna Road Via Aronkola Hat by DBC (Ch-0+00-3+300m.) & One no. X-Drain at Ch.1+000m



ISHWARDI POURASHAVA

Figure-7. Strip Map of Phase-1 subproject PDP-55(A)(contd.)

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

Name of Scheme: PDP-55 (A): Rehabilitation & widening of College road starting from chad Ali More Thakur bari Mondir to Pabna Road Via Aronkola Hat by DBC (Ch-0+00-3+300m.) & One no. X-Drain at Ch.1+000m

Part-A
Ch. 00-2000m
Carriage way
width 3.65m
ISG150mm
AS100mm
WBM 100mm
BC Damaged
Shoulder Partly
Damaged
Edging Partly
Damaged

Ch. 2000-3300m
Carriage way
width 4.40m to 5m
ISG150mm
AS100mm
WBM 150mm
BC 40mm
Shoulder Partly
Damaged
Edging Partly
Damaged

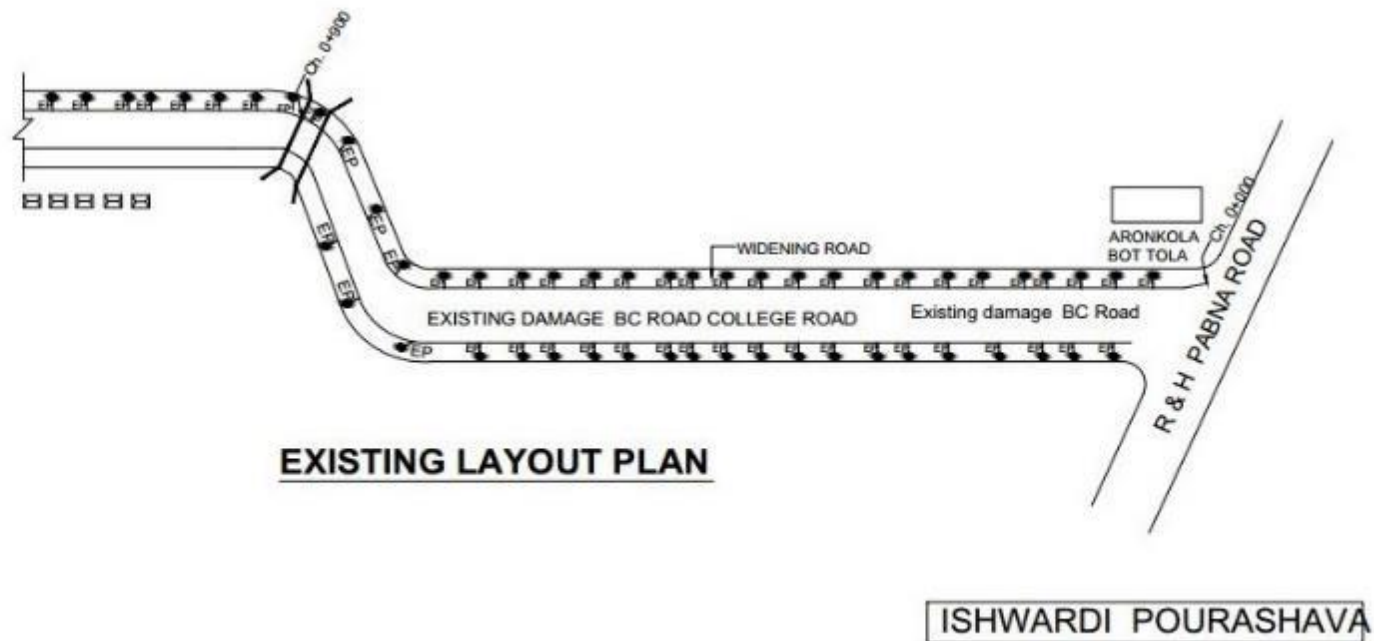


Figure-8. Strip Map of Phase-1 subproject PDP-55(A)(contd.)

PACKAGE NO:UGIIP-III-I/ISHW/UT+DR/01/2015(Lot-01)

Name of the Scheme: Part(A): Improvement of Madrasha connecting road by DBC starting from Idgha BC road to Ambagan BC road (ch. 0+00-0+145m)

Part(B): Improvement of Jona Kobiraj connecting road by CC starting from Ambagan road to Idgha road. (ch. 0+00-0+116m)

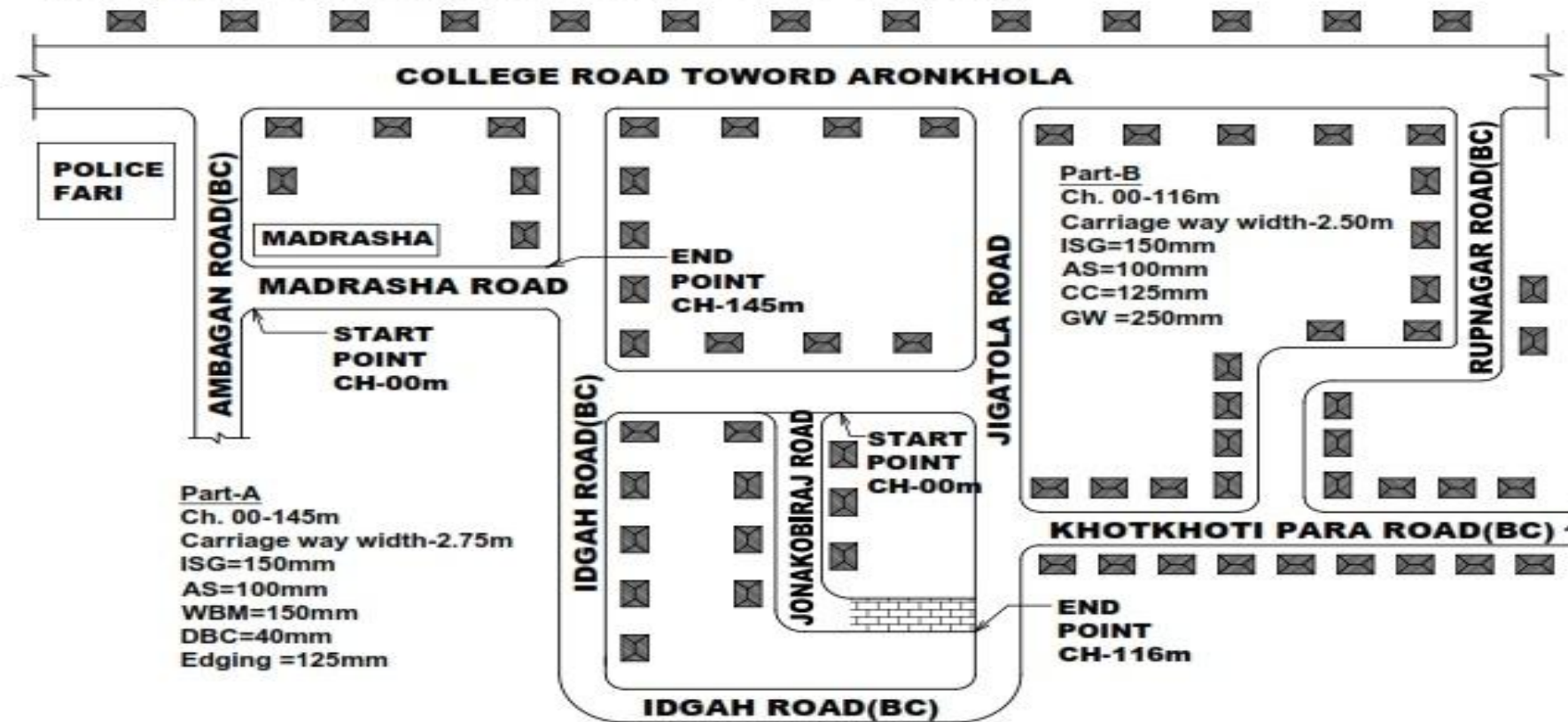


Figure-9. Strip Map of Phase-1 subproject PDP-109(Part-A+B)

PACKAGE NO:UGIIP-III-I/ISHW/UT+DR/01/2015(Lot-01)

Name of the Scheme: Construction of road starting from Shoylopara Sugar cane perches center to airport boundary road by DBC (Ch.0+00-0+515m)

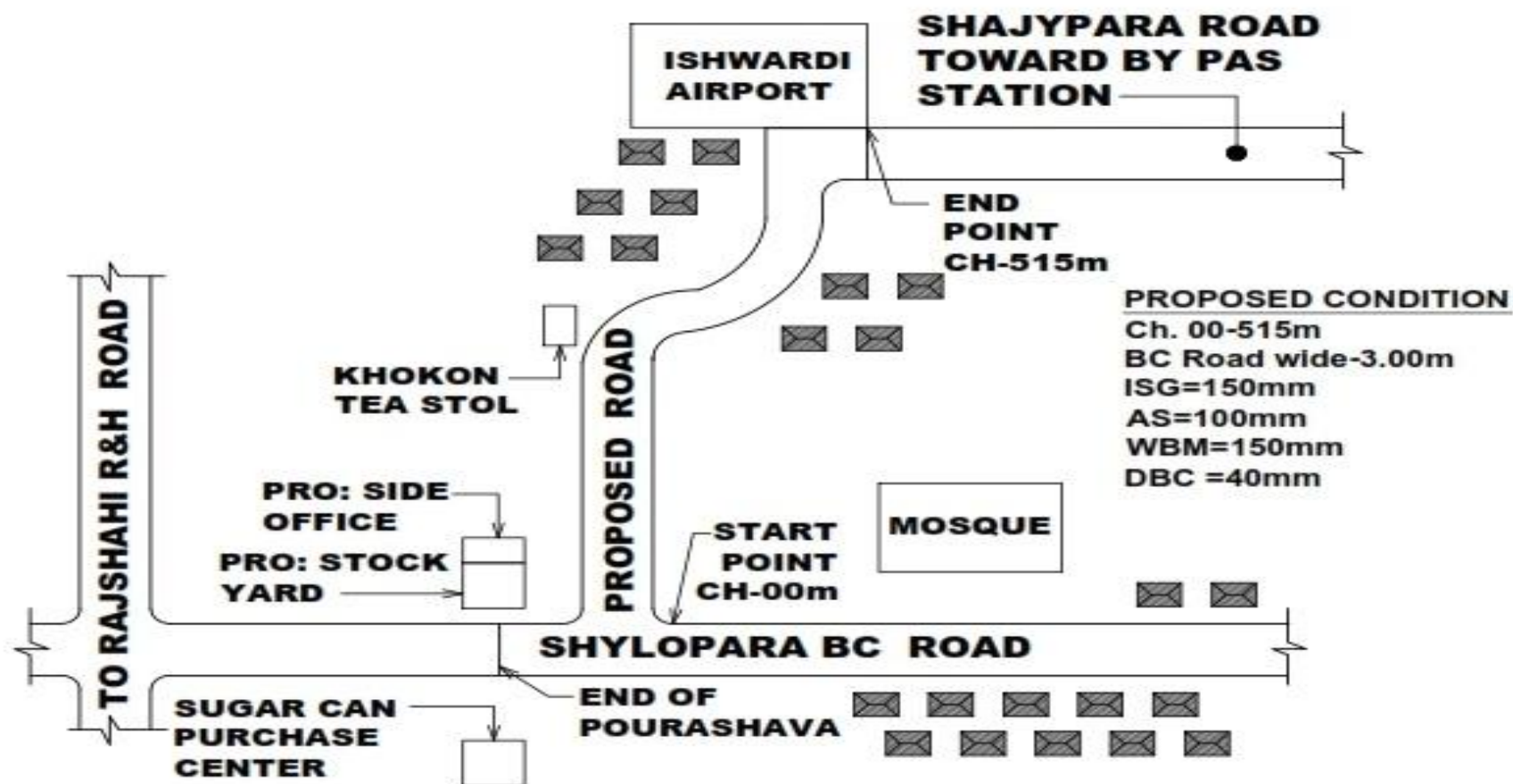


Figure-10. Strip Map of Phase-1 subproject PDP-2

32. **Costs.** In addition to the shifting of the 130 electrical posts, Table-3 provides the costs and sources of funds to ensure social safeguards are considered in the subproject implementation.

Table -3 : Social Safeguards Cost Relevant to Ishwardi 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	

V. FUTURE CONSULTATIONS AND DISCLOSURE

33. 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 Ishwardi *Pourashava* and provided to members of TLCC and community representatives.

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

35. 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.

36. **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. The PMO, MDSC safeguards team and GICDC team assist the PIU in establishing the GRM and building the capacity of the GRC members to address project-related complaints/grievances. Once contractors are mobilized, inform them of their role and responsibilities and procedures involved in the GRM. The 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.

37. 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.

38. 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:0172-6514050;0176-1712298 XXX) at accessible locations, by e-mail :abdulawalm@yahoo.com(XXX), by post, or by writing in a complains register in PIU or Ishwardi Pourashava office. Appendix -5 has the sample grievance registration form.

39. 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 redressed 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

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

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

41. 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.

42. 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.

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

²Grievance redress committee (GRC) has been formed at Ishwardi Pourashava. The GRC comprises of the Panel Mayor-1 as Chairperson, 1 male councilor, 1 female councilor, the pourashava Executive Engineer, pourashava Assistant Engineer, Sanitary Inspector, and Secretary of *pourashava* as members and Head Assistant 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.

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

45. **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.

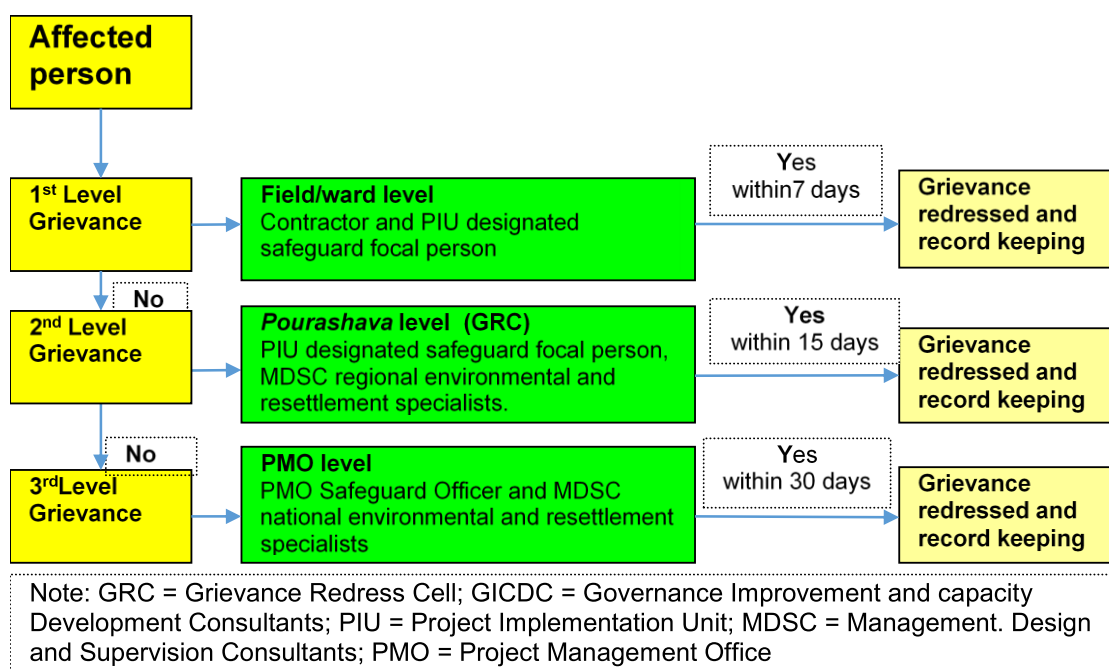


Figure 11: Project Grievance Redress Mechanism

VI. MITIGATION OF SOCIAL CONCERNS

46. 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.

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

VII. CONCLUSION

48. 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.

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

VIII. APPENDIX 1: RECORDS OF PUBLIC CONSULTATIONS IN ISHWARDI POURASHAVA

Consultation Meeting-01

50. Subproject: PDP 35- Rehabilitation of Tipu Sultan Road starting from Rail Gate to Taltola More by DBC (Ch.00- 0+3000 m) with I X-drain at Ch. 1800.

Venue: Sara Gopalpur, ward n0.3.

No of Participants: 16

Date: 23/08/2015, Time: 11.30 A.M.

51. The Rehabilitation of road and Construction of new drain has been proposed for better communication and drainage system in Saragopalpur. The drain with a measurement of 2 feet by 5 feet by 3 feet will be constructed in a pourashava land with no structure.

52. The Mayor and the councillors of Ishwardi Pourashava and few community leaders representing the area participated the discussion. The Mayor advised that the proposed road and drain will not encroach on any private land as the site falls in the ROW belonging to *Pourashava*. However, Pourashava will take careful measurement of the land and if it is found that the proposed site of the drain falls in a private land then the Pourashava will compensate for it.

53. The proposed drain and road in the area are essential because both roads and drains are in bad condition. Moreover, proposed drain will drain off rain water that gets stagnated causing water logging. Now, the rain water through natural flow falls into some ponds. But this constructed drain will take it to some low lying areas or water bodies. Mayor hopes that the proposed drainage system will create a better situation by reducing the water logging in the area. This system will also help the households to dispose its used up water without causing any health hazard. In case of concerned road, the condition of road is bad for long time and have not renovated. So, school going children and pedestrians face unbearable sufferings round the year, especially in the wet season. After renovation people will get easy access to the school and market.

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

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

56. The safeguard officer of the Pourashava briefed the participants regarding the goals and objectives of the projects. Also briefly explained safeguard issues relating public disturbance during construction period and also provided mitigation measures in view of ADB guideline on safeguard measures. Highlighting that there will be no need for land acquisition or public donation of land for subproject implementation as the activities will be implemented on the ROW's & also informed that no indigenous /tribal people will be affected.

57. The participants were very happy to know the development activities to be done under the project as those were their long felt demand. They expressed their gratitude to the pourashava authority for taking up their demanded roads and drains. The meeting concluded with thanks from the chair for participating beneficiaries and users in the meeting.



Photograph of the Consultation Meeting

Key Issues of Discussion

SL	Key issues	Major Findings
1.	Existing situation of the feeder road needs to be improved and drain to be renovated.	<p>The existing road condition is broken, narrow and some part is kacha, communication is not good; in the rainy season vehicles cannot move along the road.</p> <p>The road is very narrow, so when heavy vehicles like tractors run side by side are causing further damage to the road already in bad shape and creating traffic jam. In the rainy season, it gets worse and movements of vehicles come to a stop at some time when it rains heavily. Sometimes accidents happen. Emergency movement like taking patients to hospitals by ambulance cannot be possible.</p> <p>In case of rainfall water overflow the road due to non availability or narrow passage of existing drain. Propose reconstruction of drain will improve the situation of water logging.</p>
2.	How the better road communication will bring better scopes for the community	<p>Better road condition 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 people's overall wellbeing .</p>
3.	Service use from Pourashava	<p>The community informed that they pay Pourashava its holding tax ranging from 100 taka to 300 taka. Participants claimed that majority of the inhabitants pay this tax. The community also bears the electricity cost for the street lamps.</p> <p>The participants representing the community expressed their frustration with the Pourashava for its failure to provide humanitarian support to the poor in terms of warm clothes during chilly winter days or cash or food in times of dire scarcity. They could only see Pourashava peoples' presence at the time of election for begging votes.</p> <p>The participants criticize the Pourashava for lacking proper urban planning and continuing the development plan for maintaining narrow road and urging the Pourashava officials for making the city thriving habitat and for providing services worth for 21st century. Development of narrow road ultimately makes the Pourashava overcrowded and useless for habitat, they argued.</p> <p>This was noted by the Chairman and he remarked the Pourashava are now implementing planning standards as part of the ADB Loan Agreements and Project TOR.</p>
4.	Access to supply Water	<p>People of this area have to rely on tube well for their all water needs as the area is without any water supply service. They demanded access of drinking water for marginal people of the Pourashava.</p>
5.	Opinion of the local people regarding improvement of existing road and drain the area as a whole.	<p>The people feel that they are deprived of all supports for being members of the poor community Their children, despite having good education, do not get jobs while with lesser education other people get jobs.</p> <p>They do not have any confidence in Pourashava's announcement of this</p>

SL	Key issues	Major Findings
		project as it has been an age-old demand of the community but Pourashava paid no heed to it. The chairman advised that this community participation confirms the implementation of the schemes in the near future.
6.	Willingness to support the project	Even with lot of suspicion and mistrusts, the community still pledged their all-out support and cooperation with the project. At some points the road is very narrow and at other points the bends and curves need to be straightened. People on both sides promised to sacrifice a part of their land to make the road wide and straight enough. The road goes along the ROW areas belonging to the Government .No Residents at any locations are required to compromise their assets like trees and land for the sake of community interest.
7.	Local facilities and poor community to get access	Children of the locality go to the primary school which is not far from the area. But the nearest college is too far from the locality for students to go there on every day without much hassle. The poor condition of the road causes the most of their sufferings. In recent days rate of education has substantially increased, that's why, more children are going to school, the bad shape of the road has a major obstacle for school going children.. Poor people cannot fulfill dream of educating their children. Rehabilitation of the road and drain will be helpful for the community.
8.	Community's willingness to support Pourashava	The community is very eager to extend their all kinds of support for implementing the project. People expressed their willingness to participate in this project for their own interest. Pourashava The community representatives will motivate the people for extending their support for the construction of the road and drainage system. Since these project would create employment opportunities for poor people, they are very earnest to stand by the Pourashava with whatever support they could provide.

Consultation List of Participants

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

Name of the Pourashava: Saragopur Taluk Village: SARAGOPUR Taluk

Date: 23/8/15 Time: 11:30 Am

Sl	Name of the Participant	Occupation	Signature
1	Mr. Saragopur Taluk	Agar	[Signature]
2	Mr. Saragopur Taluk (Agar)	Agar	[Signature]
3	Mr. Saragopur Taluk (Agar)	Agar	[Signature]
4	Mr. Saragopur Taluk (Agar)	Agar	[Signature]
5	Mr. Saragopur Taluk (Agar)	Agar	[Signature]
6	Mr. Saragopur Taluk (Agar)	Agar	[Signature]
7	Mr. Saragopur Taluk (Agar)	Agar	[Signature]
8	Mr. Saragopur Taluk (Agar)	Agar	[Signature]
9	Mr. Saragopur Taluk (Agar)	Agar	[Signature]
10	Mr. Saragopur Taluk (Agar)	Agar	[Signature]
11	Mr. Saragopur Taluk (Agar)	Agar	[Signature]
12	Mr. Saragopur Taluk (Agar)	Agar	[Signature]
13	Mr. Saragopur Taluk (Agar)	Agar	[Signature]
14	Mr. Saragopur Taluk (Agar)	Agar	[Signature]
	Mr. Saragopur Taluk (Agar)	Agar	[Signature]

(Mr. Saragopur Taluk) [Signature]

Consultation Meeting-02

58. Subproject: PDP 1- Improvement of Girls' School road starting from Girls' School to Nofel House Bottala via Moubaria Mondir by DBC (Ch.00- 1+ 590 m).

Venue: Moubari Temple

No of Participants: 16

Date: 23/08/2015, Time: 2.00 PM

59. The public consultation meeting was presided over by Abul Kalam Azad, Councillor Ishwardi Pourashava. Md. Mostafizur Rahman, Assistant engineer and Social Safeguard Officer of the Pourashava, Consultants from Social Safeguard Unit of MDS, UGIIP-3 were present in the meeting. In the meeting, road users, beneficiaries of the drains, local elites, local government representatives, and businessmen, beneficiaries and other stakeholders were present.

60. 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.

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

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

63. The safeguard officer of the Pourashava briefed the participants regarding the goals and objectives of the projects and safeguard issues relating public disturbance during construction period and also probable mitigation measures in view of ADB guideline of safeguard measures. Highlighting that there will be no need for land acquisition or public donation of land for subproject implementation as the activities will be implemented on the ROW's & also informed that no indigenous /tribal people will be affected.

64. The participants were very happy to know the development activities to be done under the project as those were their long felt demand. They expressed their gratitude to the pourashava authority for taking up their demanded roads and drains. The meeting concluded with thanks from the chair for participating beneficiaries and users in the meeting.



Photographs of the Meeting

Key Issue discussion

SL	Key issues	Major Findings
1.	Existing situation of the feeder road	The existing road condition is broken, and some part is unpaved. Communication is not good; in the rainy season vehicles cannot move due to muddy and slippery during rainy season. At the same time two vehicles can't cross each other from both directions. During emergency time mechanized vehicles can't cross each other and can use the road. In case of rainfall water overflow the road due to non availability or narrow passage of existing drain. The Proposed reconstruction of drain will improve the situation of water logging.
2.	Employment Generation and improved living standard	Better road condition is the pre condition of development It can save time and ensure improved living standard and present suffering in traffic movement. Business, education and providing health facilities will be possible.
3.	Service use from Pourashava	The participants representing the community expressed their frustration with the Pourashava for its failure to provide urban facilities, housing, shelter, health facilities etc. Access of paved road to all urban people will have to be created from poor to rich as a part civic right, they reminded.
4.	Access to supply Water	Access to Tube well for the people of below poverty line indiscriminately.
5.	Opinion of the local people regarding improvement of existing road and drain the area as a whole.	The people feel that they are deprived of all supports for being members of the poor community Their children, despite having good education, do not get jobs while with lesser education other people get jobs. They do not have any confidence in Pourashava's announcement of this project as it has been an age-old demand of the community but Pourashava paid no heed to it.
6.	Willingness to support the project	If needed community will render all out support including land donation. But Pourashava officials confirmed no need of private for phase-1 subproject.
7.	Local facilities and poor community to get access	Children of the locality go to the primary school which is not far from the area. But the nearest college is too far from the locality for students to go there on every day without much hassle. The poor condition of the road causes the most of their sufferings. In recent days rate of education has substantially increased, that's why,

SL	Key issues	Major Findings
		more children are going to school, the bad shape/condition of the road is a major obstacle for school going children. Poor people cannot fulfill dream of educating their children. Rehabilitation of the road and drain will be helpful for the community.
8.	Community's Willing ness to support Pourashava	People expressed their willingness to participate in this project for their own interest. The Chairman noted all schemes are contained within the ROW and all ROW land belongs to the Pourashava.

Public Consultation List of Participants

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

Name of the Pourashava: Dehwardi Venue: MOUBARI Temple
Date: 22/8/15 Time: 2:00

Sl	Name of the Participant	Occupation	Signature
1	Pradeep Kumar Singh	Councilor	
2	अनिल कुमार	विकास	
3	रविंद्र	अध्यक्ष	रविंद्र
4	रवि	अध्यक्ष	रवि
5	अध्यक्ष	अध्यक्ष	अध्यक्ष
6	अध्यक्ष	अध्यक्ष	अध्यक्ष
7	अध्यक्ष	अध्यक्ष	अध्यक्ष
8	अध्यक्ष	अध्यक्ष	अध्यक्ष
9	अध्यक्ष	अध्यक्ष	अध्यक्ष
10	अध्यक्ष	अध्यक्ष	अध्यक्ष
11	अध्यक्ष	अध्यक्ष	अध्यक्ष
12	अध्यक्ष	अध्यक्ष	अध्यक्ष
13	अध्यक्ष	अध्यक्ष	अध्यक्ष
14	अध्यक्ष	अध्यक्ष	अध्यक्ष
15	अध्यक्ष	अध्यक्ष	अध्यक्ष
16	अध्यक्ष	अध्यक्ष	अध्यक्ष

Consultation Meeting-03

65. Subproject: PDP 117- Improvement of connecting road by CC starting from Shersah road near Guini House to Hospital Road (Ch.00-163 m).

Venue: Post office more

No of Participants: 16

Date: 23/08/2015, Time: 9.30 AM

66. As a part of public consultation meeting was held in Post Office More. The meeting was presided over by Md. Syed Hasan, Councillor Ishwardi Pourashava. Md. Mostafizur Rahman, Assistant engineer and Social Safeguard Officer of the Pourashava, Consultants from Social Safeguard Unit of MDS, UGIIP-3 were present in the meeting. In the meeting, road users, beneficiaries of the drains, local elites, local government representatives, and businessmen were present.

67. 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.

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

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

70. The safeguard officer of the Pourashava briefed the participants regarding the goals and objectives of the projects and safeguard issues relating public disturbance during construction period and also probable mitigation measures in view of ADB guideline of safeguard measures. Highlighting that there will be no land acquisition or public donation of land for subproject implementation as the activities will be implemented inside the ROW's and also informed the meeting that no indigenous /tribal people will be affected.

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

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

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



Photographs of the Consultation Meeting:

Key Issues of Discussion

	Key issues	Major Findings
1.	Existing situation of the feeder road needs to be improved	Two types improvement is expected by the local people. These are paving and widening. Road is very narrow, Proper widening of the existing road is very essential .In the rainy season, it gets worse and movement of vehicles comes to a stop at some time when it rains heavily. Sometimes accidents happen. Emergency movement like taking patients to hospitals by ambulance cannot be possible. Pourashava road should design in such a way as to fulfill the necessity of next 20 years demand.
2.	Improved road access to the urban community	Ensure road access to all city dwellers the in the urban areas irrespective of rich and poor.
3.	Service use from Pourashava	The community informed that they pay Pourashava its holding tax. Participants claimed that majority of the inhabitants pay this tax. So civic facilities is their civic right. The participants representing the community expressed their frustration with the Pourashava for its failure to provide humanitarian support during emergency time. Ensure health facilities, shelter and road lights etc.
4.	Access to supply Water	Ensure access of water for all city dwellers including slum people.
5.	Opinion of the local people regarding improvement of existing road and the area as a whole.	Poor people experience discrimination in every sphere of life. Their children, despite having good education, do not get jobs while with lesser education other people get jobs. They do not have any confidence in Pourashava's announcement of this project as it has been an age-old demand of the community but Pourashava paid no heed to it. Several times, the community tried to get Pourashava's attention but failed. This time when it came to learn about this project, they can't believe it to really done. The Chairman pointed out that this Consultation is part of the starting process and the works are being completed within the near future according to plans and schedules shown in the meeting.
6.	Willingness to support the project	Even with lot of suspicion and mistrusts, the community still pledged their all-out support and cooperation with the project. At some points the road is very narrow and at other points the bends and curves need to be straightened. People on both sides promised to sacrifice a part of their land to make the road wide and straight enough..
7.	Local facilities and poor community to get access	Children of the locality go to the primary school which is not far from the area. Participants expect students to go their institution on everyday without much hassle. The poor condition of the road causes the most of their sufferings.
8.	Community's willingness to support Pourashava	The community is very eager to extend their all kinds of support for implementing the project. Participants in the meeting assured the authority that the community representatives would motivate the people for extending their support for the construction of the road and drainage system. Since this project

	Key issues	Major Findings
		would create employment opportunities for poor people, they are very earnest to stand by the Pourashava with whatever support they could provide.

Public Consultation List of Participants

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

Name of the Pourashava: Shwardi Venue: Postoffice more
Date: 23/8/15 Time: 9:30 am

Sl	Name of the Participant	Occupation	Signature
1	মোঃ হামিদুর রহমান বিদ্যুৎ	ব্যবসা	[Signature]
2	মোঃ জিয়াউর রহমান	চাকরি	[Signature]
3	বাবুজান	কৃষক	[Signature]
4	মোঃ ইতিহাস আলী	ডাক: চাকরি	[Signature]
5	মোঃ আবদুল্লাহ আলী	অবসর	[Signature]
6	মোঃ আবদুল্লাহ আলী	অবসর	[Signature]
7	মোঃ আবদুল্লাহ আলী	অবসর	[Signature]
8	মোঃ আবদুল্লাহ আলী	অবসর	[Signature]
9	মোঃ আবদুল্লাহ আলী	অবসর	[Signature]
10	মোঃ আবদুল্লাহ আলী	অবসর	[Signature]
11	মোঃ আবদুল্লাহ আলী	অবসর	[Signature]
12	মোঃ আবদুল্লাহ আলী	অবসর	[Signature]
13	মোঃ আবদুল্লাহ আলী	অবসর	[Signature]
14	মোঃ আবদুল্লাহ আলী	অবসর	[Signature]
15	মোঃ আবদুল্লাহ আলী	অবসর	[Signature]
16	মোঃ আবদুল্লাহ আলী	অবসর	[Signature]
17	মোঃ আবদুল্লাহ আলী	অবসর	[Signature]

Consultation Meeting-04

73. Subproject: PDP 75-Improvement of Loco Behari Bazar Connecting Road by CC starting from Faruk Road to Loco Main Road (Ch.00-780 m) with 2 nos X-drain at Ch 330 and Ch 740.

Venue: 5 No Ward Councilor Office

No of Participants: 15

Date: Date: 23/08/2015, Time: 9.30 PM

74. As a part of public consultation a meeting was organized at Ward Councillor Office and presided over by Md. Anwar Hossain, Councillor Ishwardi Pourashava. Md. Mostafizur Rahman, Assistant engineer and Social Safeguard Officer of the Pourashava, Consultants from Social Safeguard Unit of MDS, UGIIP-3 were present in the meeting. In the meeting, road users, beneficiaries of the drains, local elites, local government representatives, and businessmen were present.

75. 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.

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

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

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

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

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

- Arrange modern planning for Pourashava development.
- Arrange play ground, park, road lights etc
- Take measure for slum development, toilet facilities
- Make the Pourashava beautiful and planned housing
- Before project planning arrange community meeting
- Project beneficiaries should be included for control monitoring work

- Avoid livelihood impact of footpath vendors
- Ensure proper safety management
- Main concern of the participants is the quality of the construction work and they urged the authority not disturbing their livelihood any way and ensuring proper safety measures during construction period and alternative road arrangement of the passerby.
- If livelihood is unavoidable, arrange income restoration
- Take proper suggestions from the grass root people to fulfil future demand

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



Photographs of the consultation meeting:

Key Issues of Discussion

	Key issues	Major Findings
1.	Narrow road for widening and regular maintenance of road	The road is very narrow, Proper widening of the existing road. In the rainy season, it gets worse and movement of vehicles comes to a stop at some time when it rains heavily. Sometimes accidents happen. Emergency movement like taking patients to hospitals by ambulance cannot be possible.
2.	Improved road access to the urban community	Ensure road access to all city dwellers the in the urban areas irrespective of rich and poor.
3.	Service use from Pourashava	The community informed that they pay Pourashava, its holding tax. In this connection, Pourashava is liable for improving tax payer's basic rights of living standard. Participants claimed that majority of the inhabitants pay this tax. So, improved civic facilities are their right. The participants representing the community expressed their frustration with the Pourashava for its failure to provide humanitarian support during emergency time. Ensure health facilities , shelter and road lights etc.
4.	Access to supply Water, sanitation and housing facilities for all	Ensure access of water, sanitation and housing for all city dwellers. The participants lamented, urban planning is lacking of basic needs of low income people. It should be rectified.
5.	Opinion of the local people regarding improvement of existing road and the area as a whole.	The people feel that they are deprived of all supports for being members' poor community .No NGO operates in the area. They experience discrimination in every sphere of life. Their children, despite having good education, do not get jobs while with lesser education other people get jobs. They do not have any confidence in Pourashava's announcement of this project as it has been an age-old demand of the community but Pourashava

	Key issues	Major Findings
		paid no heed to it. The Chairman remarked this meeting is proof of the startup.
6	Strong Monitoring for quality work	They strongly feel that there should be a powerful monitoring system to oversee the implementation process, otherwise the minimum quality of the work could not be ensured due to their anticipated malpractices by the Pourashava. They threatened that if Pourashava does not implement the project properly, the community will stop its support.
7.	Willingness to support the project	Even with lot of suspicion and mistrusts, the community still pledged their all-out support and cooperation with the project. At some points the road is very narrow and at other points the bends and curves need to be straightened. People on both sides promised to sacrifice a part of their land to make the road wide and straight enough. The community is very eager to extend their all kinds of support for implementing the project.
8.	Local facilities and poor community to get access	Children of the locality go to the primary school which is not far from the area but road access not good at all Compared to the past, present day children are much oriented toward education and their eagerness is praiseworthy. So, Pourashava should materialize the dream of the common people and make the population to human resources.

Public Consultation List of Participants

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

Pourashava: Shikharde Venue: 5 No Ward Councilor office
Date: 5 Time: 3:30

Name of the Participant	Occupation	Signature
शिवराज शिंदे	ग्राहक	शिवराज शिंदे
शिवराज शिंदे	"	Shinde
शिवराज	ग्राहक	शिवराज
शिवराज शिंदे	ग्राहक	(शिवराज शिंदे)
शिवराज शिंदे	ग्राहक	शिवराज
शिवराज शिंदे	ग्राहक	शिवराज
शिवराज शिंदे	ग्राहक	शिवराज शिंदे
शिवराज शिंदे	ग्राहक	शिवराज शिंदे
शिवराज शिंदे	ग्राहक	शिवराज शिंदे
शिवराज शिंदे	ग्राहक	SHARDE
शिवराज शिंदे	ग्राहक	शिवराज
शिवराज शिंदे	ग्राहक	शिवराज
शिवराज शिंदे	ग्राहक	शिवराज

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/sub-project:

- District/administrative name: Ishwardi, Pabna
- Location: Ishwardi Pourashava
- 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>
(toilets, septage management, etc.) <input type="checkbox"/>	Others (<i>please specify</i>) <input type="checkbox"/>
<input type="checkbox"/> street lighting	<input type="checkbox"/>

C Screening Questions for Involuntary Resettlement Impact

Involuntary Resettlement Impacts	Yes	No	Not Known	Remarks
Will the project include any physical construction work?	x			drains and roads will be constructed/ rehabilitated/ improved on the existing alignment
Does the proposed activity include upgrading or rehabilitation of existing physical facilities?	x			
A. Land (not applicable for public ROWs)				
1. Ownership of land known?	X	n/a		(if yes, check appropriate) X government ___ private ___ trust/community ___ traditional (IPs/tribal) ___ Others (specify) _____
2. Land purchase/acquisition (answer required even for land donation and/or negotiated land purchase)- Not applicable				
a. permanent (owner/s required to transfer ownership/rights to Pourashava)		x		(if yes, provide purpose)
b. temporary (owner/s retain rights/ownership)		x		(if yes, provide purpose)
c. not required	x			(check appropriate) ___ X land owned by Pourashava ___ land owned by other government agency ___ proposal will not require land (scheme will be along right of way or existing facility)
3. Current usage of the land known?	x			if yes, check as appropriate:

Involuntary Resettlement Impacts	Yes	No	Not Known	Remarks
				___ agricultural ___ residential ___ commercial/business ___ community use ___ vacant/not used ___ private access road ___ X others(<i>specify</i>)_roads & drains
4. Are there any non-titled people who live or earn their livelihood at the site/land?		x		(if yes, provide description)
5. Are there any existing structures on land?		x		
(if yes, complete the following information)	Not applicable			
- Residential		x		(if yes, provide number)
- Business/shops/stalls		x		(if yes, provide number)
- Fences		x		(if yes, provide description – brick, bamboo, wired, etc.)
- Water wells		x		(if yes, provide number)
- Sanitation facility		x		(if yes, provide description)
- Others (specify) -electric pole	x			(if yes, provide description) 130 electric poles will need to be relocated
6. Are there any trees on land?		x		(if yes, provide number)
7. Are there any crops on land?		x		(if yes, provide if perennial or seasonal)
8. Will people lose access to:		x		
- any facility		x		(if yes, provide description)
- services		x		(if yes, provide description)
- natural resources		x		(if yes, provide description)
9. Will any social or economic activities be affected by land use-related changes?		x		
10. Are any of the affected persons (AP) from indigenous or ethnic minority groups?		x		(if yes, provide description)
B. Linear Works				
1. Within public RoW?		x		
2. Structures on RoW? (applicable to full or partial parts, applicable to permanent/semi-permanent structures)		X		
- Residential		X		
- Commercial/business/stalls		X		
- Fence/boundary walls		X		
- Sanitation facility		X		
- Community facility		X		
- School/educational facility		X		
- Religious structure		X		
- Service provision (light poles, water wells, etc)		X		
- Others (specify)		X		
3. Any mobile vendors/hawkers using RoW?		X		
4. Will there be loss of agricultural plots?		X		
5. Will there be loss of trees?		X		
6. Will there be loss of crops?		X		
5. Will people lose access to:				

Involuntary Resettlement Impacts	Yes	No	Not Known	Remarks
- 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: Humayun Kabir Position: Regional Resettlement Specialist Date: 31st August 2015	Verified by: Signature: Name: Md. Abdul Karim Position: Deputy Team Leader Date: 31st August 2015
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THIS PORTION IS FOR PMO AND MDSC SAFEGUARD TEAM USE ONLY

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

Assessed by: Signature: Name: Humayun Kabir Position: Regional Resettlement Specialist Date: 31st August 2015	Noted by: Signature: Name: Md. Abdul Karim Position: Deputy Team Leader Date: 31st August 2015
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X. APPENDIX 3: INDIGENOUS PEOPLE/SMALL ETHNIC COMMUNITIES (SEC) IMPACTS

A. Introduction

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

B. Information on project/subproject/component:

a. District/administrative name: _____

b. Location (km): _____

c. Civil work dates (proposed): _____

d. Technical description: _____

B. Screening Questions for Indigenous People/SEC Impact

KEY CONCERNS (Please provide elaborations in the "Remarks" column)	YES	NO	NOT KNOWN	Remarks
A. Indigenous Peoples/SEC Identification				
1. Are there sociocultural groups present in or using the project area who may be considered "tribes" (hill tribes, scheduled tribes, IP/SEC), "minorities" (ethnic or national minorities), or "indigenous communities"?				
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?				
3. Do such groups self-identify as being part of a distinct social and cultural group?				
4. Do such groups maintain collective attachments to distinct habitats or ancestral territories and/or to the natural resources in these habitats and territories?				
5. Do such groups maintain cultural, economic, social, and political institutions distinct from the dominant society and culture?				
6. Do such groups speak a distinct language or dialect?				
7. Have such groups been historically, socially, and economically marginalized, disempowered, excluded, and/or discriminated against?				
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?				
B. Identification of Potential Impacts	YES	NO	NOT KNOWN	Remarks
9. Will the project directly or indirectly benefit or target indigenous peoples?				

10. Will the project directly or indirectly affect indigenous peoples' traditional sociocultural and belief practices (e.g. child-rearing, health, education, arts, and governance)?				
KEY CONCERNS (Please provide elaborations in the "Remarks" column)				
11. Will the project affect the livelihood systems of indigenous peoples (e.g., food production system, natural resource management, crafts and trade, employment status)?				
12. Will the project be in an area (land or territory) occupied, owned, or used by indigenous peoples, and/or claimed as ancestral domain?				
C. Identification of Special Requirements <i>Will the project activities include:</i>				
13. Commercial development of the cultural resources and knowledge of indigenous peoples?				
14. Physical displacement from traditional or customary lands?				
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?				
16. Establishing legal recognition of rights to lands and territories that are traditionally owned or customarily used, occupied, or claimed by indigenous peoples?				
17. Acquisition of lands that are traditionally owned or customarily used, occupied, or claimed by indigenous peoples?				

C. Indigenous People/SEC Impact

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

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

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

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

XI. APPENDIX 4: SAMPLE GRIEVANCE REGISTRATION FORM

(To Be available in Bangla and English Responsibility of the MDSC in conjunction with PIU to make freely available in the required localities)

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:					