

# Due Diligence Report – Social Safeguards

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## BAN: Third Urban Governance and Infrastructure Improvement Project (UGIIP-3) – Bandarban Pourashava Phase 1 (Package Nr: UGIIP-III-I/BAND/UT + DR/01/2015 (Lot-01+Lot-02))

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

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## CURRENCYEQUIVALENTS

(as of November 2015)

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

## ABBREVIATIONS

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

## GLOSSARY OF BANGLADESHI TERMS

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

### WEIGHTS AND MEASURES

km	–	kilometer
m	–	meter
m <sup>2</sup>	–	square meter
mm	–	Millimeter
m <sup>3</sup>	–	cubic meter

### NOTES

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

### **Disclaimer**

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

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## I. INTRODUCTION

### A. Background

1. The Government of Bangladesh is developing third towns to improve living standards, particularly in the poorer areas, and to provide an alternative destination for rural dwellers that would otherwise join the migration to larger metropolitan centres, through Third Urban Governance and Infrastructure Improvement (Sector) project (UGIIP-3). UGIIP-3 is being implemented as a sector loan approach. After the successful implementation of Urban Governance and Infrastructure Improvement Projects (UGIIP I and II) in the selected pourashavas, the Local Government Engineering Department (LGED) with the financial assistance of Asian Development Bank (ADB) have planned to implement a similar project (UGIIP-III) in pre-selected 31 pourashavas (Figure 1) over a period of 6 years (2014 to 2020).

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

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

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

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

6. This Resettlement and Social Impact Assessment Report has been prepared for Roads and Drainage Improvement subproject of Bandarban *pourashava* taken up in phase-1 Package No. UGIIP-III-I/BAND/UT+DR/01/2015 (Lot-01+Lot-02). The subproject includes improvement of 16 existing roads and construction of 16 drains most of which are road side drains along the road edges without affecting any structure. After selection and completion of the designs of the proposed schemes, the safeguard team of the Management, Design and Supervision Consultants (MDSC) conducted resettlement and social impact assessments through thorough investigation of different social safeguard issues including land acquisition and resettlement requirements as per ADB's Safeguard Policy Statement (SPS, 2009). The resettlement and social impact assessment report for Bandarban pourashava has been prepared based on the feasibility study and detailed engineering designs.

7. During investigations, it was revealed that the roads and drains proposed for improvement under Package No. UGIIP-III-I/BAND/UT+DR/01/2015 (Lot-01+Lot-02) will be implemented on the existing alignment of roads and drains and due to the improvement/construction of the aforesaid roads and drains are not expecting to have neither any physical

nor any economic displacement of any people. As a result, there is no possibility of land acquisition and no structure affected, none found to require relocation, and consequently no involuntary resettlement (IR) impact are anticipated thus the subproject is classified as Category C for IR. Under the circumstances, this report may be treated as due diligence report (DDR) with respect to social safeguard issues for the concern subproject.

## **B. Institutional Set-up**

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

## **II. SUBPROJECT DESCRIPTION**

9. **The Components:** Bandarban Hill District is located in the south east part of Bangladesh under Chittagong division. It is bordered by the Tripura state of India to the north, Cox's Bazar to the south, Myanmar to the east, and Chittagong district to the west. Bandarban pourashava is located at the district headquarters of Bandarban district 75 km away from Chittagong. The pourashava is situated at the valley of the hills encircling Bandarban town. The pourashava experiences flush flood in most of the years due to rainwater from hills. The rate of increase of population is 2.89%. To cope with the demand of increasing population in the pourashava area, rapid development of different civic facilities for the city dwellers has now become imperative. Under the circumstances, this subproject has been proposed comprising improvement of 16 existing roads, construction of 16 drains, 5 retaining walls and 3 box-culverts under Package No. UGIIP-III-I/BAND/UT+DR/01/2015 (Lot-01+Lot-02). The components of the subproject, shown in Table 1 below will involve schemes (i) improvement/ construction of 9,353 m = 9.35 kilometre (km) of existing roads, construction of 2,256 m = 2.256 km of drainage, 140 m retaining walls at five locations of pourashava, and 21m box culvert at three locations.

10. The subproject went through the process of meeting the selection criteria (general and technical), environmental and social safeguard screening and conforming to the municipal infrastructure development plan (PDP) and drainage master plan prepared for Bandarban in UGIIP-2. Locations and siting of the proposed infrastructures considered: (i) locating components on government-owned land and/or within existing right-of-way (ROW) to reduce acquisition of land, (ii) prioritizing rehabilitation/ improvement over new construction; (iii) taking all possible measures in design and selection of sites to avoid resettlement impacts; (iv) avoiding where possible locations that will result in destruction/disturbance to historical and cultural places/values; (v) avoiding tree-cutting where possible; and (vi) ensuring all planning and design interventions and decisions are made in consultation with local communities and reflecting inputs from public consultation and disclosure for site selection.

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

12. The 16 roads <sup>1</sup>proposed are all existing internal service roads. Most of the roads are lower than the houses beside them. So, water from houses flow over the roads and as a result, the roads damage. There are low lying areas and ditches by the side of many roads needing retaining walls for protection of road embankments including shoulders. The pourashava is subjected to flash flood and sometimes landslides. Out of 16 roads, 5 will be improved by bituminous surfacing, 2 with Herring bone Brick (HBB) pavements and the rest 9 with Reinforced Concrete (RCC) pavement.

13. The subproject contains 16 drains. 5 of which are roadside drains to be constructed along the edge of the roads, 9 drains are the extension of existing drains up to the nearby drains to act as the collector drains and 2 are outfall drains discharging to the river Sangu. All the 16 drains will be constructed with Reinforced Cement Concrete (RCC).

14. **Figure 4** provides photographs of proposed road and drains alignments of Bandarban pourashava under Phase-1 of UGIIP-III.

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

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

16. 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.

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

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

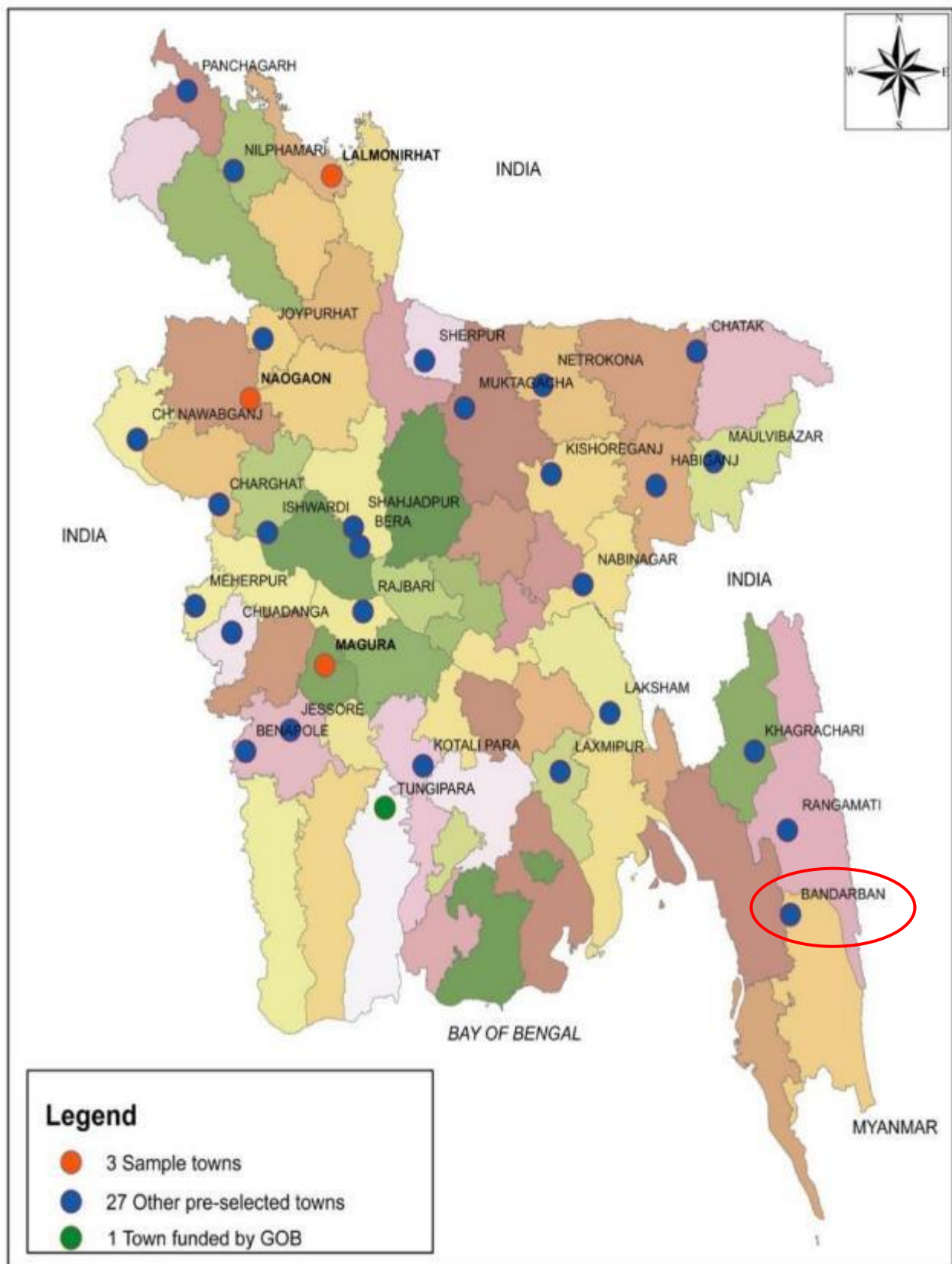
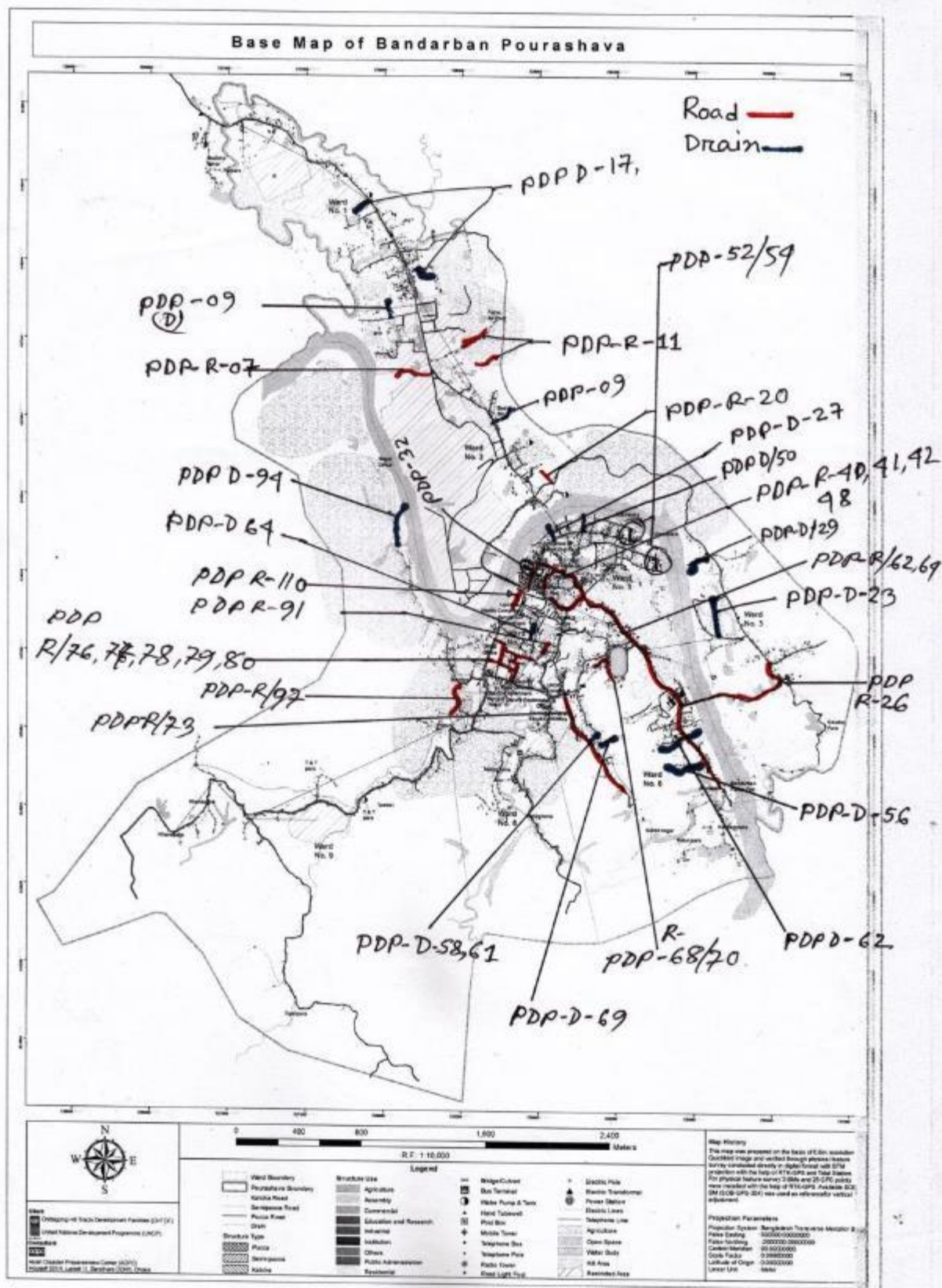
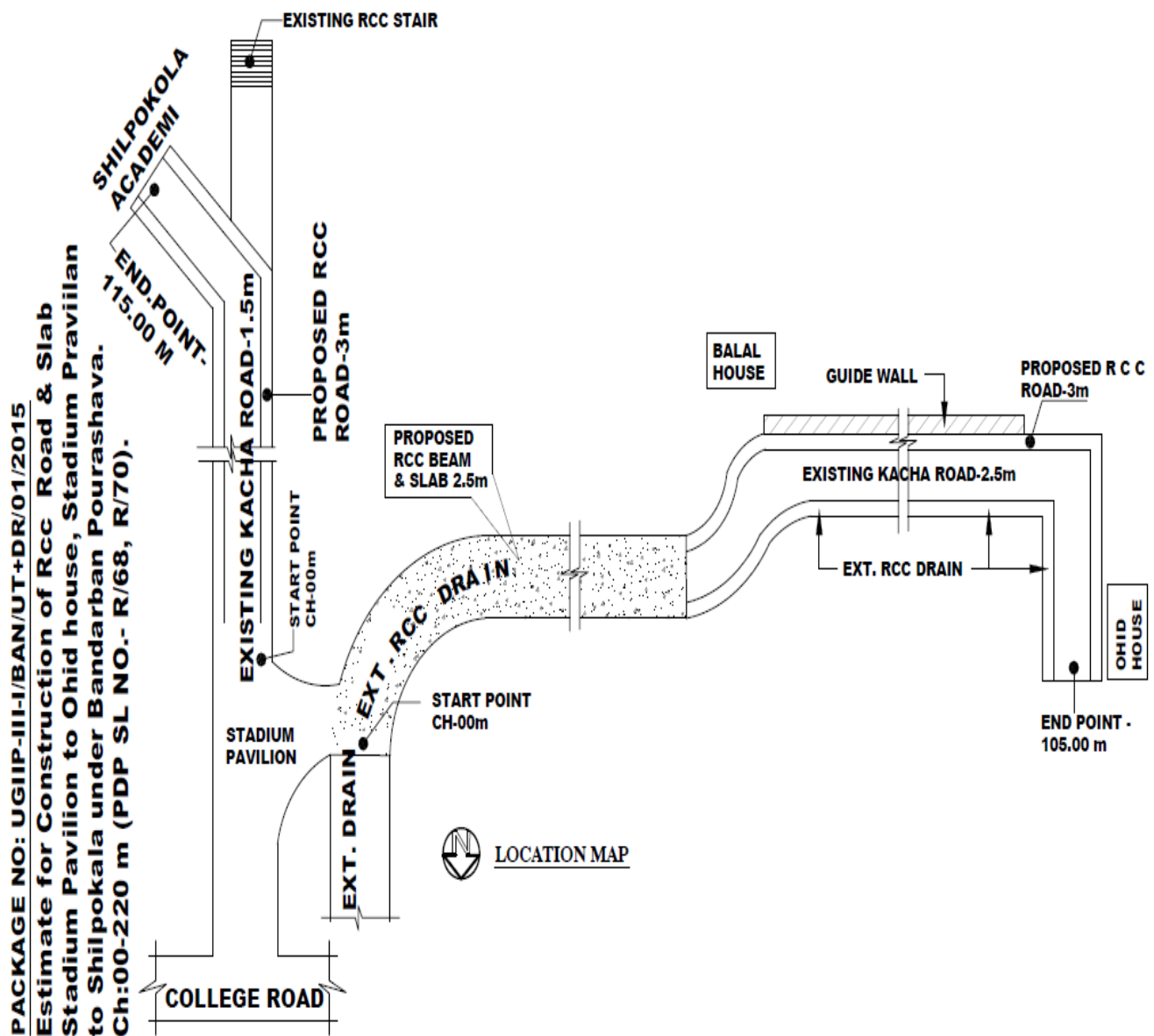


Figure 1: Location Map of Bandarban Pourashava





**Figure 2: Map showing Proposed Roads and Drainage Improvement Bandarban**



**Figure: 3a: Strip Map of Two Sub-project Roads (Bandarban Pourashava)**

PACKAGE NO: UGIIP-III-I/BAN/UT+DR/01/2015  
 Name of the Scheme : Rehabilitation of BC Road Obda Bridge to  
 Azziz habildar to Majad Comisionar to Army Para Mosque to  
 Gorothan Mosque to Hoshain House, Hotel Plaza to Bongabondu  
 Srity Songshad to Membar para to Mostafa House Under Bandarban  
 Pourashava. Ch:00- 1100m (PDP SLNo.-R/76,R/77,R/78,R/79,R/80)

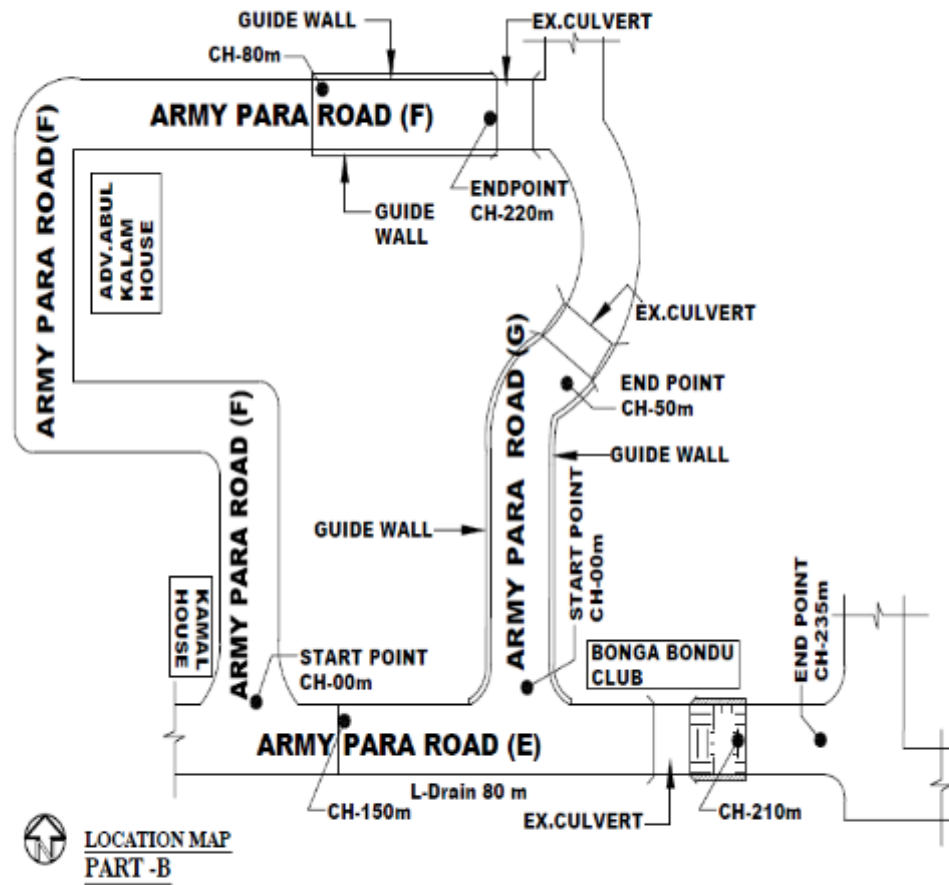


Figure 3b: Strip Map of two Sub-project Roads (Bandarban Pourashava)



Damage road of Bandarban Pourashava to be improved





Proposed R.C.C Drain of Bandarban



Existing road of Bandarban  
Pourashava



Existing Road of Bandarban Pourashava proposed for development



Existing Katchha Drain of Bandarban Pourashava proposed for R.C.C. drain which has a clear outfall as checked.

**Figure 4: Typical Photographs of sub Project areas**

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

Figure 5: Implementation work Schedule

**Table 1: Proposed SUBPROJECT Components in Bandanban Pourashava (PHASE 1)**  
**Road Sector Sub-Project Package (Lot-01,LOT-02)**

Lot No.	SI No	PDP No./ Scheme No.	Name of Scheme	Road/ Drain Length (m)	Proposed width Roads/ Drains (m)	Possible Social Impact / IR impact)	Presence of Indigenous People (IPS)	Type of loss /effect	Land Ownership
Lot-01	R-1	76, 77, 78, 79, 80	Rehabilitation of Army Para Road by DBC- (Part-A) From Chimbuk Road up to Ushif house (Ch:00-133)m. (Part-B) From Al Faroque School up to K B Road (Ch:00-200)m. (Part-C) From Wood Business House to Hotel Plaza (Ch:00-140)m. (Part-D) From Mazad Comesonar House to Aziz Habildar House(Ch:00-120)m. (Part-E)From Hotel Plaza to Membar Para (Ch:00-235)m. (Part-F) From Kamal House to Nojir Ahammed (Ch:00-220)m. (Part-G) From bonga Bondhu Club to Ex. Culvert (Ch:00-50)m.	1,100.00	4.5	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> </ul> Temporary disturbance of passer-by and vehicles to be addressed in the subproject environmental management plan (EMP)	Found but not affected	No loss reported	Pourashava
	R-2	73	Rehabilitation of Banarupa Para Road by DBC from H/O Amin to Siddik Nogar School (Ch:00-1050)m.	1,050.00	5	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> </ul> Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)	Not found	No loss reported	Pourashava
	R-3	68, 70	Construction of RCC Road (Part-A) from Stadium Pravilon to H/O Ohid House. (Ch:00-115)m. (Part-B) from Stadium Pravilon to Shilpokala. (Ch:00-105)m	220.00	3	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> </ul> Temporary disturbance of passerby and vehicles to be addressed in the subproject	Not found	No loss reported	Pourashava

Lot No.	SI No	PDP No./ Scheme No.	Name of Scheme	Road/ Drain Length (m)	Proposed width Roads/ Drains (m)	Possible Social Impact / IR impact)	Presence of Indigenous People (IPS)	Type of loss /effect	Land Ownership
						environmental management plan (EMP)			
	R-4	97	Construction of RCC Road from Kashem Para School to H/O Samsul Islam at Kashem Para. (Ch:00-180)m.	180.00	3	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> </ul> Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)	Not found	No loss reported	Pourashava
	R-5	110	Construction of RCC Road from Bandarban-Rangamati Road to H/O Anowar Begum at Mohammedpur. (Ch:00-120)m.	120.00	3	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> </ul> Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)	Not found	No loss reported	Pourashava
	R-6	91	Construction of RCC Road from Membar Para Road to H/O Salem at Membar Para. (Ch:00-65)m	65.00	3	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> </ul> Temporary disturbance of passerby and vehicles to be addressed in the subproject	Not found	No loss reported	Pourashava

Lot No.	SI No	PDP No./ Scheme No.	Name of Scheme	Road/ Drain Length (m)	Proposed width Roads/ Drains (m)	Possible Social Impact / IR impact)	Presence of Indigenous People (IPS)	Type of loss /effect	Land Ownership
						environmental management plan (EMP)			
	R-7	62, 64	Rehabilitation of Road by DBC from Young Star Club to Kaching Gata Bazar Via Bandarban Govt. College & Newgulsan (Ch:00- 2106)m.	2,106.00	7.5	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> </ul> Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)	Found but not affected	No loss reported	Pourashava
	D-1	62	Construction of RCC Drain starting from H/O Md Taher to Hospital Medicen Store. (Ch 00-250)m	250	1.00	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> </ul> Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)	Not found	No loss reported	Pourashava
	D-2	64	Construction of RCC Drain starting from H/O Kabir Membar to H/O Jashim. (Ch 00-80)m	80	0.80	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> </ul> Temporary disturbance of passerby and vehicles to be addressed in the subproject	Not found	No loss reported	Pourashava



Lot No.	SI No	PDP No./ Scheme No.	Name of Scheme	Road/ Drain Length (m)	Proposed width Roads/ Drains (m)	Possible Social Impact / IR impact)	Presence of Indigenous People (IPS)	Type of loss /effect	Land Ownership
						environmental management plan (EMP)			
	D-3	94	Construction of Drain starting from Langi Para Road to H/O Md. Sala. (Ch 00-50)m	50	0.80		Not found	No loss reported	Pourashava
	D-4	69	Construction of RCC Drain starting from H/O Delif to H/O of Tomal Bouda. (Ch 00-100)m	100	0.90	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> </ul> Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)	Not found	No loss reported	Pourashava
	D-5	56	Construction of RCC Drain starting from H/O Jibon Babu to DPHE Pump House. (Ch 00-350)m	350	0.95	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> </ul> Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)	Not found	No loss reported	Pourashava
	D-6	58, 61	Construction of Drain starting from Banarupa Para Main Road to Banarupa 02 No. Road. (Ch 00-60)m	60	1.35	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> </ul> Temporary disturbance of	Not found	No loss reported	Pourashava

Lot No.	SI No	PDP No./ Scheme No.	Name of Scheme	Road/ Drain Length (m)	Proposed width Roads/ Drains (m)	Possible Social Impact / IR impact)	Presence of Indigenous People (IPS)	Type of loss /effect	Land Ownership
						passerby and vehicles to be addressed in the subproject environmental management plan (EMP)			
	D-7	27	Construction of RCC Drain starting from Marma Bazar Main Road to Ahamed Colony. (Ch 00-110)m	110	1.00	<ul style="list-style-type: none"> <li>No IR impacts</li> <li>No requirement for land acquisition</li> </ul> Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)	Found but not affected	No loss reported	Pourashava
	R-8	R/40,41, 42,48	Rehabilitation of Bandorban Bazar Road by DBC (Part-A) from Young Star Club to Bandorban Govt. High School. (Ch:00-180)m. (Part-B) from Main Road to Chaul Bazar Goli. (Ch:00-90)m. (Part-C) from Traffic More to Chowdhury market (Ch:00-240)m. (Part-D) from Chowdhury market to Moyur Chatter Via Bat tala (Ch:00-425)m. (Part-E) from Traffic More to Young star Club. (Ch:00-90)m (Part-F) from H/o Moti Babur to TCL vaiya Sufimangil (Ch:00-240)m. (G) from Donbox School to H/O TCI Director (Ch:00-400)m.	1665	5	<ul style="list-style-type: none"> <li>No IR impacts</li> <li>No requirement for land acquisition</li> </ul> Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)	Not found	No loss reported	Pourashava
	R-9	26	Rehabilitation of Road by DBC from Natun Bridge to Barua Tack (Ch:00-946)m.	946	5.5	<ul style="list-style-type: none"> <li>No IR impacts</li> <li>No requirement for land acquisition</li> </ul> Temporary	Not found	No loss reported	Pourashava

Lot No.	SI No	PDP No./ Scheme No.	Name of Scheme	Road/ Drain Length (m)	Proposed width Roads/ Drains (m)	Possible Social Impact / IR impact)	Presence of Indigenous People (IPS)	Type of loss /effect	Land Ownership
						disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)			
	R-10	7	Construction of Road by HBB from Cantonment Public School Gate to Lal Miya Char at Balaghata (Ch:00-424)m.& Connecting Road Start from Cantonment gate to H/o Bam .(Ch:00-50)m	474	2.75	<ul style="list-style-type: none"> <li>No IR impacts</li> <li>No requirement for land acquisition</li> </ul> Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)	Not found	No loss reported	Pourashava
	R-11	11	Construction of Road by HBB from Fazar Ali Para to H/O Nihar Barua (Ch:00-150)m.& Connecting Road H/O Jabar to H/O Babul (Ch:00-152)m.(2nd Part).	302	3	<ul style="list-style-type: none"> <li>No IR impacts</li> <li>No requirement for land acquisition</li> </ul> Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)	Not found	No loss reported	Pourashava
	R-12	20	Construction of Road by HBB from Rowanchari Main Road to Green View Buddhist Society (Ch:00-100)m.	100	3	<ul style="list-style-type: none"> <li>No IR impacts</li> <li>No requirement for land acquisition</li> </ul> Temporary	Found but not affected	No loss reported	Pourashava

Lot No.	SI No	PDP No./ Scheme No.	Name of Scheme	Road/ Drain Length (m)	Proposed width Roads/ Drains (m)	Possible Social Impact / IR impact)	Presence of Indigenous People (IPS)	Type of loss /effect	Land Ownership
						disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)			
	R-13	27	Construction of RCC Road starting from Marma Bazar Main Road to Ahamed Coloney. (Ch 00-70)m	70	3	<ul style="list-style-type: none"> <li>No IR impacts</li> <li>No requirement for land acquisition</li> </ul> Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)	Found not affected	No loss reported	Pourashava
	R-14	29	Construction of HBB Road starting from H/O Forkan to H/O Milon. (Ch 00-90)m	90	3	<ul style="list-style-type: none"> <li>No IR impacts</li> <li>No requirement for land acquisition</li> </ul> Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)	Not found	No loss reported	Pourashava
	R-15	20	Construction of RCC road connecting walkway at H/O: Nurul Islam/ Chinu Das/ Nazurul Islam/ Gupal/ Kiron Barua(80m), North Kalaghata(30m), Ranichar(30m), Forkan,Kasem,saiful(150m),	635	1.21 walkway	<ul style="list-style-type: none"> <li>No IR impacts</li> <li>No requirement for land acquisition</li> </ul> Temporary	Not found	No loss reported	

Lot No.	SI No	PDP No./ Scheme No.	Name of Scheme	Road/ Drain Length (m)	Proposed width Roads/ Drains (m)	Possible Social Impact / IR impact)	Presence of Indigenous People (IPS)	Type of loss /effect	Land Ownership
			Asraf & Mongkya Para(50m) Surandra Tanchagya(95m), Ajahar Coloni Tanchangya Para(140m), Kamal Uddin(30m), Uzani Para Suzit Das(30m) at Bandarban Pourashava.			disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)			Pourashava
	R-16	50	Construction of RCC Road Starting From H/O Mong Cha Aong to H/O Dr.Manuranjan at Modhyam Para(Ch: 00-80)m	80	2.5	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> </ul> Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)	Found but not affected	No loss reported	Pourashava
	R-17	53	Construction of RCC Road Connecting Walkway from Umyaching House to Sangu River at Uzani Para( Ch:00-60)m	60	2.5	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> </ul> Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)	Found but not affected	No loss reported	Pourashava
	R-18	32	Construction of RCC Road Connecting Walkway beside The Nappi Bazar at Bandarban Bazar Area( Ch:00-40)m	40	1.2 Walkway	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> </ul> Temporary	Not found	No loss reported	Pourashava

Lot No.	SI No	PDP No./ Scheme No.	Name of Scheme	Road/ Drain Length (m)	Proposed width Roads/ Drains (m)	Possible Social Impact / IR impact)	Presence of Indigenous People (IPS)	Type of loss /effect	Land Ownership
						disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)			
	R-19	52	Construction of RCC Road Connecting Walkway from kya swe Aong Chairman House to Sangu River at Uzani Para( Ch:00-50)m	50	1.82 walkway	<ul style="list-style-type: none"> <li>No IR impacts</li> <li>No requirement for land acquisition</li> </ul> Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)	Not found	No loss reported	Pourashava
	<b>Road</b>			<b>4,512.00</b>					
	D-8	17	Construction of Drain starting (A) from Chandraghona Road to H/O Satyandranath . (Ch 00-100)m. (B) from H/O Fardosi Akter to H/O Chitta Babu . (Ch 00-60)m. (C) from Pruthowai Karbari Para H/O Chailau to Lemu Zeri road . (Ch 00-60)m	220	0.75 0.90 0.75	<ul style="list-style-type: none"> <li>No IR impacts</li> <li>No requirement for land acquisition</li> </ul> Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)	Not found	No loss reported	Pourashava
	D-9	23	Construction of Drain starting from Forest Office to Kalagata School at Tripura Para. (Ch 00-210)m	210	0.75	<ul style="list-style-type: none"> <li>No IR impacts</li> <li>No requirement for land acquisition</li> </ul>	Found but not affected	No loss reported	

Lot No.	SI No	PDP No./ Scheme No.	Name of Scheme	Road/ Drain Length (m)	Proposed width Roads/ Drains (m)	Possible Social Impact / IR impact)	Presence of Indigenous People (IPS)	Type of loss /effect	Land Ownership
						Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)			Pourashava
	D-10	29	Construction of RCC Drain starting from H/O Forkan to H/O Milon. (Ch 00-85)m	85	1.10	<ul style="list-style-type: none"> <li>No IR impacts</li> <li>No requirement for land acquisition</li> </ul> Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)	Not found	No loss reported	Pourashava
	D-11	50	Construction of RCC Drain starting from H/O Mong Cha Aong to H/O Dr. Manuranjan at Madhyam Para. (Ch 00-80)m	80	0.80	<ul style="list-style-type: none"> <li>No IR impacts</li> <li>No requirement for land acquisition</li> </ul> Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)	Found but not affected	No loss reported	Pourashava
	D-12	8	Construction of Drain Starting from Cantonment to Lal Miya Char(Ch:00-258)m & Shailashava drain.(Ch:00-113)m.	371	0.75	<ul style="list-style-type: none"> <li>No IR impacts</li> <li>No requirement for land acquisition</li> </ul>	Not found	No loss reported	

Lot No.	SI No	PDP No./ Scheme No.	Name of Scheme	Road/ Drain Length (m)	Proposed width Roads/ Drains (m)	Possible Social Impact / IR impact)	Presence of Indigenous People (IPS)	Type of loss /effect	Land Ownership
						Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)			Pourashava
	D-13	110	Construction of RCC Drain from Bandarban-Rangamati Road to H/O Anowar Begum at Mohammedpur. (Ch:00-80)m.	80	1.90	<ul style="list-style-type: none"> <li>No IR impacts</li> <li>No requirement for land acquisition</li> </ul> Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)	Not found	No loss reported	Pourashava
	D-14	52	Construction of RCC Out Fall drain From Kyasweaong Chairman to Sangu River at Uzani Para.(Ch 00-60)m	60	1.10	<ul style="list-style-type: none"> <li>No IR impacts</li> <li>No requirement for land acquisition</li> </ul> Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)	Found but not affected	No loss reported	Pourashava
	D-15	53	Construction of RCC Out Fall Drain From Slong Chu to Sangu River at Uzani Para.(Ch 00-60)m	60	1.10	<ul style="list-style-type: none"> <li>No IR impacts</li> <li>No requirement for land acquisition</li> </ul>	Found not affected	No loss reported	Pourashava



Lot No.	SI No	PDP No./ Scheme No.	Name of Scheme	Road/ Drain Length (m)	Proposed width Roads/ Drains (m)	Possible Social Impact / IR impact)	Presence of Indigenous People (IPS)	Type of loss /effect	Land Ownership
						Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)			
	D-16	26	Construction of Drain from Natun Bridge to Barua Tack (Ch:00-90)m	90	1.52	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> </ul> Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)	Not found	No loss reported	Pourashava
	17	112	Construction of RCC Retaining wall beside the Bimal Dey house(Rowachari Bus station L-15m), Omar Ali house( Hazi Para L-40m), Jalal house(ajahar coluni L-40m), Jarna Das house(Bazar L-20m), Bazar Forcaniya Senior Madrasha(60m), Langi Para road(L-25m). Total Length-200m	200		<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> </ul> Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)	Not found	No loss reported	Pourashava
	18	9	Construction of Box Culvert at Muruti Karbari Para Road near Tanchagya Hostel. Ward #2.(Box Culvert 2.1x2.4x7.0m) 03 Nos			<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> </ul>	Not found	No loss reported	

Lot No.	SI No	PDP No./ Scheme No.	Name of Scheme	Road/ Drain Length (m)	Proposed width Roads/ Drains (m)	Possible Social Impact / IR impact)	Presence of Indigenous People (IPS)	Type of loss /effect	Land Ownership
						Temporary disturbance of passerby and vehicles to be addressed in the subproject environmental management plan (EMP)			Pourashava

### III. DUE DILIGENCE

#### A. Objectives of the Study/ Investigation

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

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

#### B. Methodology used for Assessing Land Acquisition and Resettlement

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

- **Stakeholders and public consultations.** Comprehensive discussions with MDSC, Bandarban pourashava officials, community people living nearby the proposed subprojects schemes, public representatives and other stakeholders to identify different issues, problems/ constraints and prospects and feedback from the participants in connection to roads and drains construction under the subproject. The consultation covers mainly information dissemination about the project/subproject and its scope, possible positive and negative impacts, involvement of local people in different activities of the project and employment in project works, etc.. The public participation process included (i) identifying interested parties (stakeholders); (ii) informing and providing the ;

(iii) creating opportunities and mechanisms whereby they can participate and raise their views (issues, comments, and concerns) with regard to the proposed development; (iv) giving the stakeholders feedback on process findings and recommendations; and (v) ensuring compliance to process requirements with regards to the environmental and related legislation.. Records of public consultation has been annexed with the report as **appendix-1**.

20. The safeguard team of MDSC visited Bandarban pourashava from 10 Sept, 2015 to 22 Sept, 2015 and had meetings with, Mayor, Executive Engineer, Assistant Engineer, Sub Assistant Engineers, councillors and Secretary of the pourashava, community leaders, local public representatives and different stakeholders at pourashava office and at subproject areas with local people, community leaders, and local government's representatives. The purpose of these meetings were public consultations as outlined above.. During field visits, the consultants investigated about the existing condition of the roads and drainage alignments and emphasized on the issues like land acquisition, resettlement and rehabilitation. The participants were also informed of the subproject cut-off date of 30 September 2015 (date of completion of census survey).The consultant team also talked to the tribal people living nearby the subproject and nobody was found affected. Figure 6 shows the Road side Consultation with Indigenous/tribal people at Bandarban Pourashava.

21. As a part of public consultation, relevant consultants and pourashava officials arranged meetings at pourashava office and at different roads and drains locations. Four formal meetings were arranged by the pourashava official with the stakeholders. The meeting sites were at Kalaghata Borua teck of ward no-03 (PDP Scheme no-26), Army para of ward-07(PDP scheme no R/76, 77,78,79,80), Kashem para of ward no-09 (PDP-R/97) & Lalmai Char of ward no-02 (PDP-R/07) Bandarban pourashava on 20.09.15 to 22.09.15. Near about 90 participants were present during the consultation. The main agenda was improvement, rehabilitation and reconstruction of roads and drains. The potential affected persons and local residents/ community leaders and other stakeholders were also consulted through group meetings and personal contract. During field visits, consultants physically visited the above mentioned scheme sites to verify the likely impacts on the people with respect to land acquisition & resettlement, and other social safeguard issues. During site visits, concern pourashava councillor, Assistant Engineer, one Sub Assistant Engineer, and a surveyor of pourashava accompanied the consultants to assist to identify the locations of roads & alignments of proposed drains and organized consultations/ meetings with the local representatives and people of the subproject area.

22. During discussions, the local people mentioned about the insufficiency of civic facilities, conditions of existing roads and coverage of drainage facilities, etc. The people expressed their happiness for getting project assistance for improvement of the pourashava facilities. The roads and drains proposed under the subproject were a long felt demand of the people of the town.

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

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

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

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

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

#### IV. FINDINGS

1. **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.

27. All road and drainage components under Package Nr: UGIIP-III-I/BAND/UT+DR/01/2015 (Lot-01+Lot-02) will involve improvement of existing roads owned by Bandarban pourashava. No new road construction or change of alignment will be involved. Widening, if required will be on roads ROWs widths of which are sufficient for the proposed components. MDSC together with PMO confirmed ownership and land records of Bandarban pourashava of the existing road and required widths in the ROWs therefore no land acquisition is required.

28. 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.

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

30. 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).

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

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

33. Table 2 below summarizes the findings of the data collection, field visits and surveys. If in the course of subproject implementation land will be required and stakeholders are willing to donate any land, donation procedures will follow the RF and to be endorsed by an independent third party evaluator (e.g., civil society and non-ex officio representatives of the TLCC) to ensure there is no significant social and economic impact due to land donation.

34. **Indigenous People.** There are identified IPs near by the PDP Roads (76, 77, 78, 79, 80, 62, 64, 20, 27, 50, 53) and Drains (69, 27, 23, 50, 52, 53) but they are not affected as a distinctive group. . The IP Categorization form is attached as Appendix 3. The subproject has no IP impact and classified as Category C for IP. The subproject will not (i) result in labour retrenchment or encourage child labour; or, (ii) directly or indirectly contribute to the spread of HIV/AIDS, human trafficking, or the displacement of girls and women. The subproject will have no potential impact on any female-headed household.



**Figure 6: Road side Consultation with Indigenous/tribal people at Bandarban Pourashava**

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

**Table 2 | Social Safeguards Cost Relevant to Bandarban Subproject Implementation**

Activities	Amount (Tk)	Source of Funds
(i) public consultation and disclosure	300,000	PIU
(ii) grievance redress mechanism	100,000	PIU
(iii) safeguards capacity building program	50,000	Under MDSC costs
(vi) materials for awareness raising and implementation of consultation and participation plan	330,000	Under GICDC costs

36. Outcome of the Subproject roads and drainage construction/ improvement under the project will improve transportation facilities and increase the capacity of receding waste water from industries, households, commercial premises, etc. The subproject is expected to increase area coverage of drainage and improved road communication system and will guarantee health condition and will reduce transport cost of goods and services including travelling cost of the residents of the town.

37. The outcome of the subproject is improved transport and drainage system within the pourashava area, which will improve communication facilities and will prevent water logging and unexpected flooding during monsoon.

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

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

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

**Table 3: Assessment of Social Safeguard Impacts of Bandarban Pourashava Subproject**  
**Package No: Package No: UGIIP-III-I/BAND/UT+DR/01/2015 (Lot-01+Lot-02)**

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	R/76,77,78,79,80	Rehabilitation of Army Para Road by DBC- (Part-A) From Chimbuk Road up to Ushif house (Ch:00-133)m. (Part-B) From Al Faroque School up to K B Road (Ch:00-200)m. (Part-C) From Wood Business House to Hotel Plaza (Ch:00-140)m. (Part-D) From Mazad Comesonar House to Aziz Habildar House(Ch:00-120)m. (Part-E)From Hotel Plaza to Membar Para (Ch:00-235)m. (Part-F) From Kamal House to Nojir Ahammed (Ch:00-220)m. (Part-G) From bonga Bondhu Club to Ex. Culvert (Ch:00-50)m.	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of Passerby and vehicle</li> </ul>	Not required	Found but not affected	Temporary disturbance of passer-by and vehicles to be addressed in the subproject environmental management plan (EMP)
2	R/73	Rehabilitation of Banarupa Para Road by DBC from H/O Amin to Siddik Nogar School (Ch:00-1050)m.	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> </ul>	Not required	Not found	
3	R/68,70	Construction of RCC Road (Part-A) from Stadium Pravilon to H/O Ohid House. (Ch:00-115)m. (Part-B) from Stadium Pravilon to Shilpokala. (Ch:00-105)m	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> </ul>	Not required	Not found	
4	R/97	Construction of RCC Road from Kashem Para School to H/O Samsul Islam at Kashem Para. (Ch:00-180)m.	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during construction period.</li> </ul>	Not required	Not found	
5	R/110	Construction of RCC Road from Bandarban- Rangamati Road to H/O Anowar Begum at Mohammedpur. (Ch:00-120)m.	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the</li> </ul>	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
					local people during construction period			addressed in the subproject EMP
6	R/91	Construction of RCC Road from Membar Para Road to H/O Salem at Membar Para. (Ch:00-65)m	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during construction period</li> </ul>	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	R/62,64	Rehabilitation of Road by DBC from Young Star Club to Kaching Gata Bazar Via Bandarban Govt. College & Newgulsan (Ch:00- 2106)m.	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during construction period</li> </ul>	Not required	Found but not affected	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	D/62	Construction of RCC Drain starting from H/O Md Taher to Hospital Medicen Store. (Ch 00-250)m	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during construction period</li> </ul>	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	D/64	Construction of RCC Drain starting from H/O Kabir Membar to H/O Jashim . (Ch 00-80)m	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during construction period</li> </ul>	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	D/94	Construction of Drain starting from Langi Para Road to	No loss	Not	<ul style="list-style-type: none"> <li>• No IR</li> </ul>	Not required	Not found	Temporary disturbance of

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
		H/O Md. Sala. (Ch 00-50)m	reported	applicable	impacts <ul style="list-style-type: none"> <li>No requirement for land acquisition</li> <li>Temporary disturbance of the local people during construction period</li> </ul>			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
<b>1. Road &amp; Drain Sub-Project-(Lot-02)</b>								
<b>2. Part-A (Roads):</b>								
11	D/69	Construction of RCC Drain starting from H/O Delif to H/O Tomal Bouda. (Ch 00-100)m	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>No IR impacts</li> <li>No requirement for land acquisition</li> <li>Temporary disturbance of the local people during construction period.</li> </ul>	Not required	Found but not affected	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	D/56	Construction of RCC Drain starting from H/O Jibon Babu to DPHE Pump House. (Ch 00-350)m	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>No IR impacts</li> <li>No requirement for land acquisition</li> <li>Temporary disturbance of the local people during construction period</li> </ul>	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	D/58,61	Construction of Drain starting from Banarupa Para Main Road to Banarupa 02 No. Road. (Ch 00-60)m	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>No IR impacts</li> <li>No requirement for land acquisition</li> <li>Temporary disturbance of the local people during</li> </ul>	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

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			EMP
3. Part-B:Drains								
14	D/27	Construction of RCC Drain starting from Marma Bazar Main Road to Ahamed Colony. (Ch 00-110)m	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during construction period</li> </ul>	Not required	Found but not affected	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
15	R/40,41,42,48	Rehabilitation of Bandarban Bazar Road by DBC (Part-A) from Young Star Club to Bandarban Govt. High School. (Ch:00-180)m. (Part-B) from Main Road to Chaul Bazar Goli. (Ch:00-90)m. (Part-C) from Traffic More to Chowdhury market (Ch:00-240)m. (Part-D) from Chowdhury market to Moyur Chatter Via Bat tala (Ch:00-425)m. (Part-E) from Traffic More to Young star Club. (Ch:00-90)m (Part-F) from H/o Moti Babur to TCL vaiya Sufimangil (Ch:00-240)m. (G) from Donbox School to H/O TCI Director (Ch:00-400)m.	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during construction period</li> </ul>	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	R/26	Rehabilitation of Road by DBC from Natun Bridge to Barua Tack (Ch:00-946)m.	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during construction period</li> </ul>	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
17	R/07	Construction of Road by HBB from Cantontment Public School Gate to Lal Miya Char at Balaghata (Ch:00-424)m.& Connecting Road Start from Cantontment gate to H/o Bam .(Ch:00-50)m	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during</li> </ul>	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

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			EMP
18	R/11	Construction of Road by HBB from Fazar Ali Para to H/O Nihar Barua (Ch:00-150)m.& Connecting Road H/O Jabar to H/O Babul (Ch:00-152)m.(2nd Part).	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during construction period</li> </ul>	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
19	R/20	Construction of Road by HBB from Rowanchari Main Road to Green View Buddhist Society (Ch:00-100)m.	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during construction period</li> </ul>	Not required	Found but not affected	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	R/27	Construction of RCC Road starting from Marma Bazar Main Road to Ahamed Colony. (Ch 00-70)m	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during construction period</li> </ul>	Not required	Found but not affected	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	R/29	Construction of HBB Road starting from H/O Forkan to H/O Milon. (Ch 00-90)m	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during construction period</li> </ul>	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	R/20	Construction of RCC road connecting walkway at H/O: Nurul Islam/ Chinu Das/ Nazurul Islam/ Gupal/ Kiron	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>• No IR impacts</li> </ul>	Not required	Not found	Temporary disturbance of people are not due to

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
		Barua(80m), North Kalaghata(30m), Ranichar(30m), Forkan,Kasem,saiful(150m), Asraf & Mongkya Para(50m) Surandra Tanchagya(95m), Ajahar Coloni Tanchangya Para(140m), Kamal Uddin(30m), Uzani Para Suzit Das(30m) at Bandarban Pourashava.			<ul style="list-style-type: none"> <li>No requirement for land acquisition</li> <li>Temporary disturbance of the local people during construction period</li> </ul>			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	R/50	Construction of RCC Road Starting From H/O Mong Cha Aong to H/O Dr.Manuranjan at Modhyam Para(Ch: 00-80)m	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>No IR impacts</li> <li>No requirement for land acquisition</li> <li>Temporary disturbance of the local people during construction period</li> </ul>	Not required	Found but not affected	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
24	R/53	Construction of RCC Road Connecting Walkway from Umyaching House to Sangu River at Uzani Para( Ch:00-60)m	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>No IR impacts</li> <li>No requirement for land acquisition</li> <li>Temporary disturbance of the local people during construction period</li> </ul>	Not required	Found but not affected	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
25	R/32	Construction of RCC Road Connecting Walkway beside The Nappi Bazar at Bandarban Bazar Area( Ch:00-40)m	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>No IR impacts</li> <li>No requirement for land acquisition</li> <li>Temporary disturbance of the local people during construction period</li> </ul>	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
26	R/52	Construction of RCC Road Connecting Walkway from kya swe Aong Chairman House to Sangu River at Uzani Para( Ch:00-50)m	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>No IR impacts</li> <li>No requirement for land</li> </ul>	Not required	Not found	Temporary disturbance of people are not due to displacement (physically/economically but due

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
					acquisition • Temporary disturbance of the local people during construction period			to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP
27	D/17	Construction of Drain starting (A) from Chandragona Road to H/O Satyandranath . (Ch 00-100)m. (B) from H/O Fardosi Akter to H/O Chitta Babu . (Ch 00-60)m. (C) from Pruthowai Karbari Para H/O Chailau to Lemu Zeri road . (Ch 00-60)m	No loss reported	Not applicable	• 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
28	D/23	Construction of Drain starting from Forest Office to Kalagata School at Tripura Para. (Ch 00-210)m	No loss reported	Not applicable	• No IR impacts • No requirement for land acquisition • Temporary disturbance of the local people during construction period	Not required	Found but not affected	Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP
29	D/29	Construction of RCC Drain starting from H/O Forkan to H/O Milon. (Ch 00-85)m	No loss reported	Not applicable	• 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
30	D/50	Construction of RCC Drain starting from H/O Mong Cha Aong to H/O Dr. Manuranjan at Madhyam Para. (Ch 00-80)m	No loss reported	Not applicable	• No IR impacts • No requirement for land acquisition • Temporary disturbance of the	Not required	Found but not affected	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
					local people during construction period			addressed in the subproject EMP
31	D/08	Construction of Drain Starting from Cantonment to Lal Miya Char(Ch:00-258)m & Shailashava drain.(Ch:00-113)m.	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during construction period</li> </ul>	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
32	D/110	Construction of RCC Drain from Bandarban- Rangamati Road to H/O Anowar Begum at Mohammedpur. (Ch:00-80)m.	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during construction period</li> </ul>	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
33	D/52	Construction of RCC Out Fall drain From Kyasweang Chairman to Sangu River at Uzani Para.(Ch 00-60)m	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during construction period</li> </ul>	Not required	Found but not affected	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
34	D/53	Construction of RCC Out Fall Drain From Slong Chu to Sangu River at Uzani Para.(Ch 00-60)m	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>• No IR impacts</li> <li>• No requirement for land acquisition</li> <li>• Temporary disturbance of the local people during construction period</li> </ul>	Not required	Found but not affected	Temporary disturbance of people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP
35	D/26	Construction of Drain from Natun Bridge to Barua Tack	No loss	Not	<ul style="list-style-type: none"> <li>• No IR</li> </ul>	Not required	Not found	Temporary disturbance of

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
		(Ch:00-90)m	reported	applicable	impacts <ul style="list-style-type: none"> <li>No requirement for land acquisition</li> <li>Temporary disturbance of the local people during construction period</li> </ul>			people are not due to displacement (physically/economically but due to construction impacts such as increase in noise, dusts, vehicle movements, etc) which will be addressed in the subproject EMP
36	112	Construction of RCC Retaining wall beside the Bimal Dey house(Rowachari Bus station L-15m), Omar Ali house(Hazi Para L-40m), Jalal house(ajahar coluni L-40m), Jarna Das house(Bazar L-20m), Bazar Forcaniya Senior Madrasha(60m), Langi Para road(L-25m). Total Length-200m	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>No IR impacts</li> <li>No requirement for land acquisition</li> <li>Temporary disturbance of the local people during construction period</li> </ul>	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
37	09	Construction of Box Culvert at Muruti Karbari Para Road near Tanchagya Hostel. Ward #2.(Box Culvert 2.1x2.4x7.0m) 03 Nos	No loss reported	Not applicable	<ul style="list-style-type: none"> <li>No IR impacts</li> <li>No requirement for land acquisition</li> <li>Temporary disturbance of the local people during construction period</li> </ul>	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



41. There is no identified indigenous people/ethnic minority (adivasi) communities on the vicinity of the proposed subproject components. The components are located only within the urban area and no ethnic people will be affected by the subproject activities.

## V. FUTURE CONSULTATIONS AND DISCLOSURE

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

43. A consultation and participation plan is prepared for UGIIP-3; consultation activities will be coordinated by the PMO, PIU (Bandarban Pourashava) and consultant teams to ensure that the communities are fully aware of the activities at all stages of the project implementation. During construction phase, Bandarban Pourashava with assistance of consultant teams will conduct (i) public meetings with affected communities to discuss and plan work programs and allow issues to be raised and addressed once construction has started; and (ii) smaller-scale meetings to discuss and plan construction work with individual communities to reduce disturbance and other impacts, and to provide a mechanism through which stakeholders can participate in project monitoring and evaluation. The PIU will coordinate the schedule with the contractors will ensure proper public consultations are held prior to start of civil works. Documentation should be included in the social safeguards monitoring report.

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

45. **Grievance redress mechanism.** A project-specific grievance redress mechanism (GRM) will be established to receive, evaluate, and facilitate the resolution of AP's concerns, complaints, and grievances about the social and environmental performance at the level of the project. This is outlined in Figure 7 Below The GRM will aim to provide a time-bound and transparent mechanism to voice and resolve social and environmental concerns linked to the project. The multi-tier GRM for the project is outlined below, each tier having time-bound schedules and with responsible persons identified to address grievances and seek appropriate persons' advice at each stage, as required. The PMO, MDSC safeguards team and GICDC team 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.

46. 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.

47. 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 01550604913, 0361-62539 at accessible locations, by e-mail to mayorbandarban@gmail.com, by post, or by writing in a complains register in PIU or Bandarban *pourashava* office.

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

**2. 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.<sup>2</sup> The PIU designated safeguard focal person will be responsible to see through the process of redressal of each grievance.
- (iii) **3rd Level Grievance.** The PIU designated safeguard focal person will refer any unresolved or major issues to the PMO safeguard officer and MDSC national environmental and resettlement specialists. The PMO in consultation with these officers/specialists will resolve them within 30 days.

49. 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.

50. 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.

51. **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

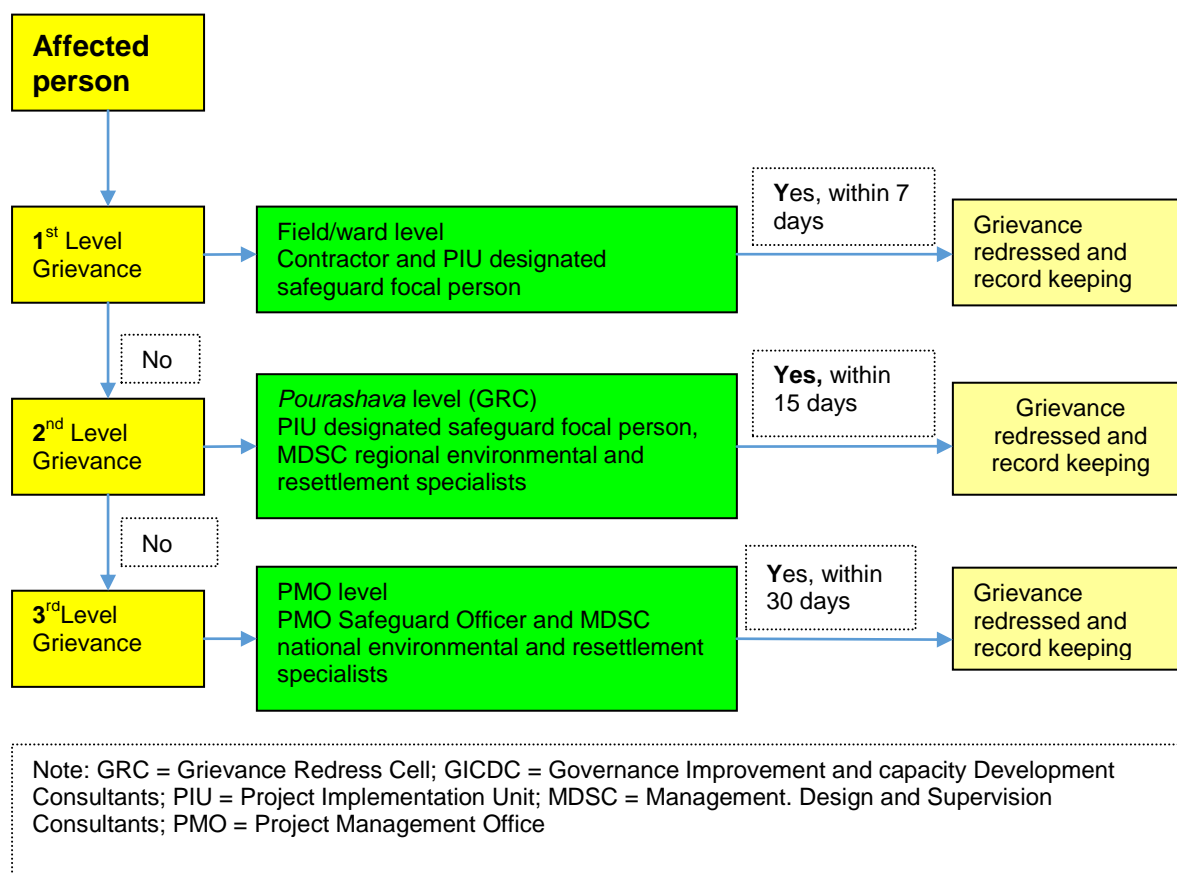
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<sup>2</sup> Grievance redress committees (GRC) has been formed at Bandarban Pourashava. The GRC comprises of the Panel Mayor-1 as Chairperson, 1 female councilor, a PIU representative (Secretary of the pourashava), 1 NGO representative, as members and the complainant will also be included as member of the committee. For project related grievances, if arises, representatives of Aps, Community based organizations (CBOs), eminent citizens, will be invited as observers.

grievances recorded and resolved and the outcomes will be displayed/disclosed in the PMO office, *pourashava* office, and on the web, as well as reported in monitoring reports submitted to ADB on a semi-annual basis.

52. **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.

53. **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 7: Project Grievance Redress Mechanism**

## VI. MITIGATION OF SOCIAL CONCERNS

54. 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.

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

## **VII. CONCLUSIONS**

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

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

58. 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.

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

## **VIII. APPENDIX 1: RECORDS OF PUBLIC CONSULTATIONS IN BANDARBAN**

### **Public Consultation Meeting 01**

60. Subproject: PDP 26- Rehabilitation of Road by DBC from Nutun Bridge to Borua Teck (Ch.00-9.46 m).

Venue: at Kalaghata borua teck, Ward no: 03

No of Participants: 12

Date: Date: 21/09/2015, Time: 9.00 AM

Agenda: Consultation Meeting in Planning, Improvement, Reconstruction, Rehabilitation of roads and drains in Bandarban Pourashava in phase-1.

61. The public consultation meeting was held at Kalaghata borua teck for the subproject of "Rehabilitation of, the length and width of the proposed road. It will be implemented through the ROW. There drain will have no land acquisition/public donation required during rehabilitation.

62. The pourashava officials, concerned councillors of the pourashava, some beneficiaries and few community leaders representing the area participated in the discussion. The Mayor advised that the proposed road will not encroach on any private land as the ROWs of the existing roads belong to pourashava. In fact no private land will be affected for the subproject implementation. However, pourashava will take a final explicit measurement of the land and if it is found that the proposed site of the road falls in a private land then the pourashava will follow Compensations and RP guidelines. .

63. 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.

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

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

66. 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.

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



Consultation at Kala ghata borua teck bandarban(PDP-26

## Key Issues of Discussion

	Key issues	Major Findings
1.	Existing condition of the road and drainage situation needs to be improved	<p>The existing condition of the road is not good and as a result the pedestrians have to suffer a lot and there is problem of traffic jam on the road. So, there is urgent need of rehabilitation of the road.</p> <p>To create easy communication facilities the proposed roads should be improved as early as possible.</p> <p>The road improvement activities will not need land acquisition as all the development activities will be done on the existing ROWs and there will be no resettlement impact</p>
2.	Local people's opinions on improvement of the existing road and Drain system and land issues.	<p>Local people of the area need road very much. There will not be any acquisition and requisition. Improved road condition will improve transportation and improved drain will remove water logging during wet season. No acquisition of land /private will be required during the sub-project implementation. The local people have expressed their willingness to support implementation of the project's activities smoothly.</p>
3.	Community's willingness to support <i>Pourashava</i>	<p>The community is willing to support the rehabilitation of the sub project as no land is needed and all rehabilitation will be on existing ROWs where there is no houses, trees, shops and other structures, there is no indigenous people on the ROWs and so <b>there will not be any livelihood loss and will not affect the indigenous/tribal people. However, some of the participants wanted to know about the scope of compensation if private land and assets are affected.</b></p>



## Attendance of Participants

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

Name of the Pourashava: Banbarbar Venue: Kalaghat Ward: 03  
Date: 21-09-2015 Time: 9-00 (AM)  
PDP-26

SL	Name of the Participant	Occupation	Signature
1.	ଉତ୍ତମ ଶର୍ମା	01828238359	ଉତ୍ତମ ଶର୍ମା
2.	ଉତ୍ତମ ଶର୍ମା		ଉତ୍ତମ ଶର୍ମା
3.	ନରାୟଣ	01828	ନରାୟଣ
4.	ଉତ୍ତମ ଶର୍ମା	01828 922544	ଉତ୍ତମ ଶର୍ମା
5.	ଉତ୍ତମ ଶର୍ମା	01871869976	ଉତ୍ତମ ଶର୍ମା
6.	ଉତ୍ତମ ଶର୍ମା	01812934936	ଉତ୍ତମ ଶର୍ମା
7.	ଉତ୍ତମ ଶର୍ମା	01554556051	ଉତ୍ତମ ଶର୍ମା
8.	ଉତ୍ତମ ଶର୍ମା		ଉତ୍ତମ ଶର୍ମା
9.	ଉତ୍ତମ ଶର୍ମା	01554554444	ଉତ୍ତମ ଶର୍ମା
10.	ଉତ୍ତମ ଶର୍ମା	01845779868	ଉତ୍ତମ ଶର୍ମା
11.	ଉତ୍ତମ ଶର୍ମା	01833766002	ଉତ୍ତମ ଶର୍ମା
12.	ଉତ୍ତମ ଶର୍ମା	01823868177	ଉତ୍ତମ ଶର୍ମା
13.			
14.			
15.			
16.			
17.			
18.			

## Consultation Meeting 02

68. Subproject: PDP 76, 77,78,79,80, Rehabilitation of Army Para Road by DBC (Part A) from Chimbuk Road to Ushif house (ch.00+000133)m and other roads from BangaBandhu Club to Ex- Culvert(PDP-80) (ch00+000+0.50)m, Total=1100m

Venue: at Army para, Ward -7

No of Participants: 20

Date: 22.09.2015, Time: 9.30 A.M.

Agenda: Consultation Meeting in Planning, Improvement, Reconstruction, Rehabilitation of roads and drains in Bandarban Pourashava in phase-1.

69. The public consultation meeting was presided over by Mr.Mong swe Khai marma. XEN, Mr. Tahidul Islam, secretary to the pourashava, Mr. Rui Praue aong Marma, Assistant engineer, .Consultants from Social Safeguard Unit of MDS, UGIIP-III were present in the meeting. The road users, beneficiaries of the drains, local elites, local government representatives, and businessmen were also present.

70. The Participants came from urban communities/road users/ drainage beneficiaries, members of ward committees, and representatives of local government agencies. Issues raised during public consultations have been addressed in this Due Diligence Report (DDR), noting these issues would not pose a significant constraint in the implementation of proposed subproject. 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. The safeguard officer of the Pourashava briefed the participants regarding the goals and objectives of the project. And also briefed safeguard issues relating to public disturbance during construction period and also probable mitigation measures.

72. 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

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



Consultation on PDP –R/76,77,78,79,80 at  
Army para Bandarban pourashava

### Key Issues of Discussion

Sl. No.	Key issues	Major Findings
1.	Existing situation of the feeder road needs to be improved	<p>The existing road condition is broken, narrow and some part is kacha, communication is not good. Bandarban is a Hilly area and prone to flush flood and landslides. In the rainy season it becomes very difficult for the people &amp; transport to move.</p> <p>The road is very narrow, so when heavy vehicles like tractors run side by side it sometimes causes destruction of household fences. Heavy vehicles are causing further damage to the road already in bad shape/condition.</p> <p>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. Especially marriage ceremonies suffer most in the rainy season as visits of both parties won't be possible due to very bad shape/ condition of road. .</p>
2.	How the better road communication will bring better scopes for the community	<p>The better road condition will greatly ease the pain of present suffering in movement on the road. Business, education and health will be highly benefited and so, will be the people's overall wellbeing. Poor women ponder over sunning their parboiled paddy on the metaled road and many poor men are planning to buy rickshaw or van to ply on the improved road and make a good fortune of its development. The road will be busier and so will be the lives of the people living on its two sides.</p>
3.	Service use from Pourashava	<p>The community informed that they pay Pourashava its holding tax. Participants claimed that majority of the inhabitants pay this tax. The community also bears the electricity cost for the street lamps. The participants representing the community expressed their frustration with the Pourashava for its failure to provide humanitarian support to the poor 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>
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. Only hundred meters down fresh water is available. So, every household has its own tube-well.</p>
5.	Opinion of the local people regarding improvement of existing road and the area as a whole.	<p>The people feel that they are deprived of all supports for being members of the Hindu community and poor as well. 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</p>

Sl. No.	Key issues	Major Findings
		<p>jobs.</p> <p>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.</p> <p>Earlier 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 happen. 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 work.</p> <p>Some young male participants asked whether or not the project would be implemented or this is only fake hope.</p>
6.	Willingness to support the project	<p>Even with lot of suspicion and mistrusts, the community still pledged their all-out support and cooperation with the project.</p> <p>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.</p> <p>The construction work of road will be along the existing ROW. Noting no land is needed for Phase -1 sub project.</p>
7.	Local facilities and poor community to get access	<p>Children of the locality go to the primary school, which is not far from the area. But the nearest college is too far from the locality for students to go there on every day without much hassle. The poor condition of the road causes the most of their sufferings.</p> <p>Compared to the past, present day children are much oriented toward education and their eagerness is obstructed by the bad shape of the road. Poor people cannot fulfill dream of educating their children.</p>
8.	Community's willingness to support pourashava	<p>The community is very eager to extend their all kinds of support for implementing the project.</p> <p>The community representatives will motivate the people for extending their support for the construction of the road and drainage system. Since this project would create employment opportunities for poor people, they are very earnest to stand by the pourashava with whatever support they could provide.</p>



# Attendance Sheet of Participants

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

Name of the Pourashava: Bardakhari Venue: Army Para Ward: 07 (Seven)

Date: 22/09/2015 Time: 9-30 AM

PDP-R/76,77,78,79,80,

SL	Name of the Participant	Occupation	Signature
1.	मानव संसाधन विकास अधिकारी	01556545757	मानव संसाधन
2.	डा. (मानव संसाधन)	01820412745	मानव
3.	डा. (मानव संसाधन)	01820409520	मानव संसाधन
4.	(मानव संसाधन)	01554246548	मानव
5.	डा. (मानव संसाधन)	01557573240	मानव संसाधन
6.	डा. (मानव संसाधन)	01931097608	मानव संसाधन
7.	डा. (मानव संसाधन)	01557573444	मानव संसाधन
8.	डा. (मानव संसाधन)	01861627119	मानव संसाधन
9.	डा. (मानव संसाधन)	01872180608	मानव संसाधन
10.	डा. (मानव संसाधन)	01835105412	मानव संसाधन
11.	डा. (मानव संसाधन)	01931383778	मानव संसाधन
12.	डा. (मानव संसाधन)	01919565796	मानव संसाधन
13.	डा. (मानव संसाधन)	01845880809	मानव संसाधन
14.	डा. (मानव संसाधन)	01556501521	मानव संसाधन
15.	डा. (मानव संसाधन)	01872382236	मानव संसाधन
16.	डा. (मानव संसाधन)	01824415670	मानव संसाधन
17.	डा. (मानव संसाधन)		मानव संसाधन
18.	डा. (मानव संसाधन)		मानव संसाधन
19.	डा. (मानव संसाधन)	01556740053	मानव संसाधन
20.	डा. (मानव संसाधन)	01820400123	मानव संसाधन

### **Consultation Meeting 03**

Subproject PDP-R/07), Construction of road by HBB from Cantonment Public school gate to Lal Miya Chor at Balaghata(424m) and connected road from Cantonment gate ,total=476m

Venue: Lalmiya char;Ward no-02

No of Participants: 20

Date: 10.09.2015, Time: 9.00 A.M.

Agenda: Consultation Meeting in Planning, Improvement, Reconstruction, Rehabilitation of roads and drains in Bandarban Pourashava in phase-1.

74. The public consultation meeting was presided over by Mr. Mong Swe Khai Marma,XEN, and Mr.Tahidul Islam,,Secretary to the pourashava, Consultants from Social Safeguard Unit of MDSC, UGIIP-III, road users, beneficiaries of the drains, local elites, local government representatives, and businessmen were present. A project brief was prepared for each Pourashava that provided an overview of potential resettlement impacts and explained proposed entitlement for affected persons (APs) & also informed that no land for acquisition /donation will be required for the implementation of the subproject.

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. Participants came from urban communities/road users/ drainage beneficiaries, members of ward committees, and representatives of local government agencies. The safeguard officer of the pourashava briefed the participants regarding the goals and objectives of the projects. And also briefed about the safeguard issues relating to public disturbance during construction period and also probable mitigation measures.

77. 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..

78. 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

79. Everybody present was happy to know about the development works to be done and nobody raised any objection.



**Consultation on PDP R/07 at Lalmia -R/07 at Lalmia, ward no. 2**

### **Key issues of Discussion**

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



# Attendance Sheet of Participants:-

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

Name of the Pourashava: Banderben Venue: Lalmiya Ward: 02 (Two)  
Date: 10-09-2015 Time: Char  
PDP - R/07 9:00 (AM)

SL	Name of the Participant	Occupation	Signature
1.	କ୍ରମ. ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ	01556581078	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ 21-9-15
2.	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ	01557108822	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
3.	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ	01556467240	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
4.	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ	01556499551	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
5.	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ	01556300803	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
6.	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ	0	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
7.	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ	01728612881	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
8.	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ		ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
9.	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ		ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
10.	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ		ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
11.	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ	01833108526	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
12.	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ	01838338304	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
13.	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ		ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
14.	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ	01743699606	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
15.	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ	01556467734	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
16.	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ	0	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
17.	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ		ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
18.	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ		ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
19.	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ	01556742704	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ
20.	ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ		ଶ୍ରୀମତୀ ଶ୍ରୀମତୀ



## Consultation Meeting 04

Subproject: PDP-R/97, Construction of road from Kashem para to H/O Shamsul Islam at Kashem para(ch 0+000 to 0+180)m

Venue: at Kashem para, ward 09

No of Participants: 20

Date: 20.09.2015, Time: 09.30 A.M.

Agenda: Consultation Meeting in Planning, Improvement, Reconstruction, Rehabilitation of roads and drains in Bandarban Pourashava in phase-1.

80. The public consultation meeting was presided over by Mr. Md. Osman Gani, Councilor Bandarban Pourashava. Mr. Mong Swe Khai Marma, XEN, Mr. Tahidul Islam, Secretary to the pourashava, Mr. Razib Majumder, SAE, Bandarban Pourashava, Social Safeguard Officer of the pourashava, Consultants from Social Safeguard Unit of MDS, UGIIP-III were present in the meeting. In the meeting, road users, beneficiaries of the drains, local elites, local government representatives, and businessmen were present.

81. 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.

82. The councillor informed the participants in the public consultation meeting that during the implement of subproject no public donation of land or acquisition would be required.

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

84. 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 guidelines, highlighting that there will be no land acquisition or public donation of land for subproject implementation as the activities will be implemented within the ROW's and also informed the meeting that no indigenous /tribal people will be affected.

85. 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

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



Consultation at Kashempara of Bandarban Pourashava

#### Key Issues of Discussion

Sl. No.	Key issues	Major Findings
1.	Existing condition of the road situation needs to be improved	The existing road is not good fully. The pedestrians have to face a lot of sufferings due to bad condition of the road. As a business area, there is traffic jam in the road. So, there is urgent need of rehabilitation of the road. To create easy communication facilities this it could be improved on the existing road width needed and there will not be any resettlement impact.
2.	Local people's opinions on improvement of the existing road system and land issues.	Local people of the area need road very much. There will not be any acquisition and requisition. Improved road condition will remove water logging during wet season Drainage system needs an outlet to another direction, not to end in the existing pond or private land. The alignment of the proposed drain will move toward the bridge and would not create any water pollution in the ponds.
3.	Community's willingness to support Pourashava	The community is willing to support the rehabilitation of the sub project as no land is needed and all rehabilitation will be on existing condition and livelihood loss. The construction work of road will be along the existing ROW. Noting no land is needed for Phase -1 sub project.
4.	Local facilities and poor community to get access	Children of the locality go the Kashempara school, which is near poor people can fulfill dream of educating their children. Local persons will be able to carry their commodities to sales center of the pourashava market easily & also carry their vehicles & using public transports.

# Attendance Sheet of Participants

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

Name of the Pourashava: Bondarban Venue: Kashempara Ward: 09 (Nine)  
Date: 22/09/2015, PDP-R/97 Time: 9-30(AM)

SL	Name of the Participant	Occupation	Signature
1.	মুহাম্মদ হুমায়ুন (মুহাম্মদ)	01823464706	NOOR ISLAM
2.	শ্রীম. এ. মাহবুব	01842- 333456	শ্রীম.
3.	শ্রী. জাহাঙ্গীর হোসেন	01929118627	জাহাঙ্গীর
4.	আবদুল হক মাহবুব	01553603479	হক
5.	মোহাম্মদ (মুহাম্মদ)	01856730663	মুহাম্মদ
6.	হুমায়ুন হুমায়ুন	0185336018	হুমায়ুন
7.	মাহবুব		মাহবুব
8.	মোহাম্মদ		মোহাম্মদ
9.	শ্রী. মাহবুব		শ্রী. মাহবুব
10.	মাহবুব		মাহবুব
11.	হুমায়ুন মাহবুব	01825801206	হুমায়ুন মাহবুব
12.	মাহবুব		মাহবুব
13.	মাহবুব (মাহবুব)		মাহবুব
14.	মাহবুব মাহবুব		মাহবুব
15.	মাহবুব মাহবুব		মাহবুব
16.	শ্রী. মাহবুব	01820430547	শ্রী. মাহবুব
17.	মাহবুব মাহবুব	01874872712	মাহবুব
18.	Abdul Mannan	01556447701	মাহবুব
19.	মাহবুব মাহবুব	01553297881	মাহবুব
20.	মাহবুব মাহবুব	01820406039	মাহবুব

## IX. APPENDIX 2: INVOLUNTARY RESETTLEMENT IMPACT CHECKLIST

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

### A. Introduction

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

### B. Information on proposed scheme/subproject:

- District/administrative name: **Bandarban Hill Tract**
- Location: Bandarban Pourashava, Bandarban Hill Tract.
- 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"/> street lighting	

### C. Screening Questions for Involuntary Resettlement Impact

PDP (62, 64): Rehabilitation of road by DBC from young club to kaching gate bazaar via Bandarban govt. college and new gulsan (ch:00-2106)m

Involuntary Resettlement Impacts	Yes	No	Not Known	Remarks
Will the project include any physical construction work?	X			12 roads & 16 drains will be newly constructed
Does the proposed activity include upgrading or rehabilitation of existing physical facilities?	X			
<b>A. Land (not applicable for public ROWs)</b>				
1. Ownership of land known?	X			(if yes, check appropriate) X government (Rehabilitation of Existing works) ___ private ___ trust/community ___ traditional (IPs/tribal) ___ Others (specify) ___ Pourashava
2. Land purchase/acquisition (answer required even for land donation and/or negotiated land purchase)- Not applicable				
a. permanent (owner/s required to transfer ownership/rights to pourashava)		X		(if yes, provide purpose)
b. temporary (owner/s retain)		X		(if yes, provide purpose)

Involuntary Resettlement Impacts	Yes	No	Not Known	Remarks
<i>rights/ownership)</i>				
c. not required	X			<i>(check appropriate)</i> ___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			<i>if yes, check as appropriate:</i> ___ agricultural ___ residential ___ commercial/business ___ community use ___ vacant/not used ___ private access road ___ others <i>specify</i> )_Roads_ & Drains_____
4. Are there any non-titled people who live or earn their livelihood at the site/land?		X		<i>(if yes, provide description)</i>
5. Are there any existing structures on land?		X		
<i>(if yes, complete the following information)</i>	Not applicable			
- Residential		X		<i>(if yes, provide number)</i>
- Business/shops/stalls		X		<i>(if yes, provide number)</i>
- Fences		X		<i>(if yes, provide description – brick, bamboo, wired, etc.)</i>
- Water wells		X		<i>(if yes, provide number)</i>
- Sanitation facility		X		<i>(if yes, provide description)</i>
- Others (specify) _____		X		<i>(if yes, provide description)</i>
6. Are there any trees on land?		X		<i>(if yes, provide number)</i>
7. Are there any crops on land?		X		<i>(if yes, provide if perennial or seasonal)</i>
8. Will people lose access to:		X		
- any facility		X		<i>(if yes, provide description)</i>
- services		X		<i>(if yes, provide description)</i>
- natural resources		X		<i>(if yes, provide description)</i>
9. Will any social or economic activities be affected by land use-related changes?		X		
10. Are any of the affected persons (AP) from indigenous or ethnic minority groups?		X		<i>(if yes, provide description)</i>
<b>B. Linear Works</b>				
1. Within public RoW?	X			
2. Structures on RoW? <i>(applicable to full or partial parts, applicable to permanent/semi-permanent structures)</i>		X		
- Residential		X		
- Commercial/business/stalls		X		
- Fence/boundary walls		X		
- Sanitation facility		X		
- Community facility		X		



Involuntary Resettlement Impacts	Yes	No	Not Known	Remarks
- School/educational facility		X		
- Religious structure		X		
- Service provision (light poles, water wells, etc)		X		
- Others (specify)		X		
3. Any mobile vendors/hawkers using RoW?		X		
4. Will there be loss of agricultural plots?		X		
5. Will there be loss of trees?		X		
6. Will there be loss of crops?		X		
5. Will people lose access to:				
- any facility		X		(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): Given below
  - b. Photograph/s of existing structure/s (permanent/semi-permanent): Not applicable
  - c. Photograph/s of trees/crops: Not applicable



Rehabilitation of road by DBC from young club to kaching gata bazaar via Bandarban govt college and new gulsan(ch:00-2106)m



Damaged road of Bandarban PDP (62,64) chainage-wise alignment

Prepared by: S.B.I.M.Safiq-ud-doula	Verified by: Md.Abdul Karim
Signature: Name: S.B.I.M.Safiq-ud-doula Position: Regional Resettlement Specialist, UGIIP-III	Signature: Name: Md. Abdul Karim Position: Deputy Team Leader, UGIIP-III
Date: 12/11/ 2015	Date: 17/11/ 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:	Noted by: WR Matthews
Signature: Name: Position:	Signature: Name: William R Matthews Position: UGIIP-III- Team Leader MDSC
Date:	Date: 18/11/2015

## 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: Bandanban
- b. Location (km): about 75 km from Chittagong Divisional
- c. Civil work dates (proposed): November 2015 to December 2016
- d. Technical description: the subprojects contains 16 Roads (9.35km), 16 drains (2.25Km) 5 retaining walls(140) at 5 different locations 3 box culverts (21m)at 3 different locations.\_

### B. Screening Questions for Indigenous People/SEC Impact

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



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

### C. Indigenous People/SEC Impact

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

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

required.

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

Prepared by: S.B.I.M.Safiq-ud-doula	Verified by: Md.Abdul Karim
Signature: Name: S.B.I.M.Safiq-ud-doula Position: Regional Resettlement Specialist, UGIIP-III	Signature: Name: Md. Abdul Karim Position: Deputy Team Leader, UGIIP-III

## XI. APPENDIX 4: SAMPLE GRIEVANCE REGISTRATION FORM

(To Be available in Bangla and English)

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

Date	Place of registration				
Contact Information/Personal Details					
Name		Gender	* Male * Female	Age	
Home Address					
Place					
Phone no.					
E-mail					
<b>Complaint/Suggestion/Comment/Question</b> 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?					
<b>FOR OFFICIAL USE ONLY</b>					
<b>Registered by:</b> (Name of Official registering grievance)					
Mode of communication: Note/Letter E-mail Verbal/Telephonic					
<b>Reviewed by:</b> (Names/Positions of Official(s) reviewing grievance)					
Action Taken:					
Whether Action Taken Disclosed:					
Yes (   )					
No (   )					
Means of Disclosure:					

## XII. APPENDIX 5: VERIFICATION OF POURASHAVA OWNERSHIP

FROM :

FAX NO. : 2859627

18 Nov. 2015 3:19PM P1

**বান্দরবান পৌরসভা**  
**BANDARBAN POURASHAVA**



Bandarban hill District  
Phone : 0361-62588(off.)  
62573 (Res.)  
Mobile : 01555002294

Ref: Translation: This is to certify that, the following Sub-projects of Bandarban Pourashava, under UGIP-III are under on the Bandarban Pourashava occupied LAND. And there is no right on those land of any individual "প্রত্যয়ন পত্র" on N.G.O.

এই মর্মে প্রত্যয়ন করা যাচ্ছে যে, তৃতীয় মণ্ডল পরিচালনা ও অবকাঠামো উন্নয়ন (সেক্টর) প্রকল্প (UGIP III)-এর আওতায় উন্নয়ন কাজের জন্য ধৃত নিম্ন বর্ণিত উপ-প্রকল্পসমূহ বান্দরবান পৌরসভার স্বত্বাধীন ভূমির উপর। এতে কোন ব্যক্তি/কেন্দ্রকারি প্রতিষ্ঠানের কোন মালিকানা বা দখল নেই। বর্ণিত উপ-প্রকল্পসমূহের উন্নয়ন কাজ বাস্তবায়নের নিমিত্তে সার্বিক সহযোগিতা করার জন্য সর্বশ্রমী সকলকে অনুরোধ করা হল।

UGIP-III-I / BAND / UT+DR / 01 / 2015	Lot-1 (UT+DR) : Roads	
	R-76	Rehabilitation of Army Para Road by DBC- (Part-A) From Chimbuk Road up to Ushif house (Ch:0+000 to 0+133)m,
	R-77	(Part-B) From Al Farouque School up to K B Road (Ch:0+000 to 0+200)m,
	R-78	(Part-C) From Wood Business House to Hotel Plaza (Ch:0+000 to 0+140)m,
	R-79	(Part-D) From Mazed Comersnar House to Aziz Habldar House (Ch:0+000 to 0+120)m, (Part-E) From Hotel Plaza to Member Para (Ch:0+000 to 0+235)m,
	R-80	(Part-F) From Kamal House to Najar Ahammed (Ch:0+000 to 0+220)m, (Part-G) From bonga Bondhu Club to Ex. Culvert (Ch:0+000 to 0+050)m,
	R-73	Rehabilitation of Banarupa Para Road by DBC from H/O Amin to Siddik Nogar School (Ch:0+000 to 1+050)m.
	R-88	Construction of RCC Road (Part-A) from Stadium Pavilion to H/O Ohid House. (Ch:0+000 to 0+115)m, (Part-B) from Stadium Pavilion to Shilpakala (Ch:0+000 to 0+105)m
	R-97	Construction of RCC Road from Kashem Para School to H/O Samsul Islam at Kashem Para (Ch:0+000 to 0+180)m.
	R-110	Construction of RCC Road from Bandarban- Rangamali Road to H/O Anwar Begum at Muhammedpur (Ch:0+000 to 0+120)m.
	R-91	Construction of RCC Road from Member Para Road to H/O Salem at Member Para (Ch:0+000 to 0+065)m
	R-62	Rehabilitation of Road by DBC from Young Star Club to Kaching Gata Bazar Via
	R-64	Bandarban Govt. College & Newgulsan (Ch:0+000 to 2+106)m. D
	Lot-1 (UT+DR) : Drains	
	D-62	Construction of RCC Drain starting from H/O Md. Taher to Hospital Medican Store (Ch 0+000 to 0+250)m
	D-64	Construction of RCC Drain starting from H/O Kabir Member to H/O Jashim (Ch 0+000 to 0+060)m
	D-94	Construction of Drain starting from Langi Para Road to H/O Md. Sala (Ch 0+000 to 0+050)m
	D-69	Construction of RCC Drain starting from H/O Delfi to H/O Tomal Bouda (Ch 0+000 to 0+100)m
	D-56	Construction of RCC Drain starting from H/O Jibon Babu to DPHE Pump House (Ch 0+000 to 0+350)m
	D-58	Construction of Drain starting from Banarupa Para Main Road to Banarupa 02 No. Road (Ch 0+000 to 0+060)m
	D-61	Construction of RCC Drain starting from Marma Bazar Main Road to Ahamed Colony (Ch 0+000 to 0+110)m

40

Email : moushahandhan@gmail.com

Fax : 0361-62616

# বান্দরবান পৌরসভা BANDARBAN POURASHAVA



Bandarban hill District  
Phone : 0361-62688(off.)  
82573 (Res.)  
Mobile : 01555002294

Ref:

Date: 18/11/2015

Page # 2

Lot-2 (UT+DR) : Roads	
R-40	Rehabilitation of Bandarban Bazar Road by DBC (Part-A) From Young Star Club to Bandarban Govt. High School (Ch:0+000 to 0+180)m, (Part-B) From Main Road to Chaul Bazar Goll (Ch:0+000 to 0+090)m, (Part-C) from Traffic More to Chowdhury market (Ch:0+000 to 0+240)m, (Part-D) from Chowdhury market to Moyur Chatter Via Bat tala (Ch:0+000 to 0+425)m, (Part-E) from Traffic More to Young star Club (Ch:0+000 to 0+090)m, (Part-F) from H/o Moll Babur to TCL vaiya Sufimangil (Ch:0+000 to 0+240)m, (Part-G) from Donbox School to H/O TCI Director (Ch:0+000 to 0+400)m.
R-26	Rehabilitation of Road by DBC from Natun Bridge to Barua Tack (Ch:0+00 to 0+946)m.
R-7	Construction of Road by HBB from Cantonment Public School Gate to Lal Miya Char at Balaghata (Ch:0+00 to 0+424)m.& Connecting Road Start from Cantonment gate to H/o Bari (Ch:0+000 to 0+050)m.
R-11	Construction of Road by HBB from Fazar Ali Para to H/O Nihar Barua (Ch:0+000 to 0+150)m.& Connecting Road H/O Jaber to H/O Debul (Ch:0+000 to 0+152)m (2nd Part).
R-21	Construction of Road by HBB from Rowanchari Main Road to Green View Buddha Society (Ch:0+00 to 0+100)m.
R-27	Construction of RCC Road starting from Manna Bazar Main Road to Ahmed Colony (Ch:0+000 to 0+070)m
R-29	Construction of HBB Road starting from H/O Forkan to H/O Milon (Ch:0+000 to 0+090)m
R-20	Construction of RCC road connecting walkway at H/O: Nurul Islam/ Chiru Das/ Nazurul Islam/ Gupai/ Kiron Barua(80m), North Kalaghata (10m), Ranichar (30m), Forkan,Kasem,saful (150m), Araf & Musukya Para (50m) Surandeh Tanchagya (95m), Ajahar Coloni Tanchangya Para (140m), Kamal Uddin (30m), Uzani Para Sazit Das (30m) at Bandarban Pourashava.
R-50	Construction of RCC road starting from H/O Meng Cha Aong to H/O Dr. Manjurenjan at Mudhyam para (ch:00 - 80 m).
R-53	Construction of RCC Road Connecting Walkway from Umyaching House to Sangu River at Uzani Para( Ch:0+060)
R-32	Construction of RCC Road Connecting Walkway beside The Nappi Bazar at Bandarban Bazar Area( Ch:0+040)
R-52	Construction of RCC Road Connecting Walkway from kya swe Aong chairman House to Sangu River at Uzani Para( Ch:0+050)



# বান্দরবান পৌরসভা

## BANDARBAN POURASHAVA



Bandarban hill District  
Phone : 0361-62588(off.)  
62573 (Res.)  
Mobile : 01555002294

Ref:

Date : 17/11/2015

Page # 3

Lot-2 (UT+DR) : Drains	
D-17	Construction of Drain starting (A) from Chandragona Road to H/O Satyandranath (Ch 0+000 to 0+100)m, (B) from H/O Fardosi Akter to H/O Chitta Babu (Ch 0+000 to 0+060)m, (C) from Pruthowai Karbari Para H/O Chailau to Lemu Zerl road (Ch 0+000 to 0+060)m
D-23	Construction of Drain starting from Forest Office to Kalagata School at Tripura Para (Ch 0+000 to 0+210)m
D-29	Construction of RCC Drain starting from H/O Forkan to H/O Milon (Ch 0+000 to 0+085)m
D-50	Construction of RCC Drain starting from H/O Mong Cha Aong to H/O Dr. Manuranjan at Madhyam Para (Ch 0+000 to 0+080)m
D-8	Construction of Drain Starting from Cantonment to Lal Miya Char (Ch:0+000 to 0+258)m & Shailashava drain (Ch:0+000 to 0+113)m.
D-110	Construction of RCC Drain from Bandarban- Rangamati Road to H/O Anowar Begum at Mohammedpur (Ch:0+000 to 0+080)m.
D-52	Construction of RCC Out Fall drain From Kyaswesong Chairman to Sangu River at Uzani Para (Ch 0+000 to 0+060)m
D-53	Construction of RCC Out Fall Drain From Slong Chu to Sangu River at Uzani Para (Ch 0+000 to 0+060m)
D-26	Construction of Drain from Natun Bridge to Barua Tack (Ch:0+00 to 0+90m)
D-112	Construction of RCC Retaining wall beside the Bimal Dey house(rowachari Bus station L-15m), Omar Ali house( Hazi Para L-40m), Jalal house(ajahar colunt L-40m), Jarna Das house(Bazar L-20m), Bazar Forcaniya Senior Madrasha(60m), Langi Para road (L-25m) Total Length-200m.
D-9	Construction of Box Culvert at Muruti Karbari Para Road near Tanchagya Hostel Ward #2.(Box Culvert 2.1x2.4x7.0m) 03 Nos.

১৭.১১.১৫

(মঃ সুই খই মার্খা)  
নির্বাহী প্রকৌশলী  
বান্দরবান পৌরসভা।

Executive Engineer  
17/11/2015

১৭.১১.১৫

(তৌহিদুল ইসলাম)  
প্রধান নির্বাহী কর্মকর্তা (সঃপ্রঃ)  
বান্দরবান পৌরসভা।

Chief Executive Officer  
17/11/2015

১৭.১১.১৫

(মোহাম্মদ জায়েদ রেজা)  
মেয়র  
বান্দরবান পৌরসভা।

Mayor  
17/11/2015

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