

Due Diligence Report – Social Safeguards

Document stage: Final
Project number: 39295
December 2015

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

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

CURRENCY EQUIVALENTS

(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

I core	–	10 million (= 100 lakh)
Ghat	–	Boat landing area along a river
Hat, hut, or haat	–	Market (bazaar) operating certain afternoons during the week when sellers establish temporary shops. There are also some permanent shops in a Hat. Markets usually represent a significant source of income for municipalities
Hartal	–	General strike
Khal	–	drainage ditch/canal
Khas or khash	–	land/property belonging to government
Kutchha, katchha or kaccha	–	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 ²	–	square meter
mm	–	Millimeter
m ³	–	cubic meter

NOTES

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

Disclaimer

This Sub-Project Appraisal Report (SPAR) of Chuadanga 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-III is being implemented as a sector loan approach. After the successful implementation of Urban Governance and Infrastructure Improvement Projects (UGIIP I and II) in the selected pourashavas, the Local Government Engineering Department (LGED) with the financial assistance of Asian Development Bank (ADB) have planned to implement a similar project (UGIIP-III) in pre-selected 31 pourashavas (Figure 1) over a period of 6 years (2014 to 2020).

2. The impact will be improved living environment in project towns. The outcome will be improved municipal service delivery and urban governance in project towns. UGIIP-III will improve existing and provide new municipal infrastructures including (i) roads; (ii) Drainages; (iii) water supply system; (iv) solid waste management facilities; (v) 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-III has been categorized as resettlement Category B as per ADB SPS 2009. As a basic development principle, significant resettlement impacts (Category A type project) should be avoided to the extent possible in future subprojects. For any components, the social and resettlement assessments documents will be formulated and approved by ADB before any physical activities start.

5. This Resettlement and Social Impact Assessment Report has been prepared for Roads and Drainage Improvement subproject of Chuadanga *pourashava* taken up in phase-1 Package No. UGIIP-III-I/ CHUA/UT+DR/01/2015 (Lot-01). The subproject includes improvement of 16 existing roads 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 Chuadanga *pourashava* has been prepared based on the feasibility study and detailed engineering designs.

6. During investigations, it was revealed that the roads and drains proposed for improvement under Package No. UGIIP-III-I/ CHUA/UT+DR/01/2015 (Lot-01) will be implemented on the existing alignment of roads and drains and due to the improvement/ construction of the aforesaid roads are not expecting to have neither any physical nor any economic displacement of any people. As a result, there is no possibility of land acquisition and no structure affected, none found to require relocation, and consequently no involuntary

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

B. Institutional Set-up

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

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

II. SUBPROJECT DESCRIPTION

9. **Location:** Chuadanga pourashava is located in the south west part of Bangladesh under Khulna division. It is bordered by Meherpur to the north, Jhenaidah to the south and east. Chuadanga pourashava is located on the Chuadanga - Meherpur– Kustia Highway and at a distance of around 45 km. from the district headquarters of Chuadanga. The pourashava experiences flood in most of the years due to flood water from Bhairab river basin as low lying flood plain.

10. **The Components:** To cope with the demand of increasing population in the pourashava area, rapid development of different civic facilities for the city dwellers has now become imperative. Under the circumstances, this subproject has been proposed comprising improvement/ construction of 15 roads and 11 drains under Package No. UGIIP-III-I/ CHUA/UT+DR/01/2015 (Lot-01). The components of the subproject, shown in Table 1 below will involve schemes (i) improvement/ construction of 15 roads length-19.878 km of existing roads and 11 drains length 6.118 km and 2 street light (2 roads length 3.90 m). Table 1 shows the subproject components including ownership of land.

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

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

12. The components of the sub-project seek to upgrade and expand the urban services. The roads and drains are located in different wards of the pourashava. The proposal is concerned with activities, which address the most acute needs for better urban services and facilities to inhabitants of the town/pourashava. Figure 1 shows the location of Chuadanga 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 3b¹

13. The 15 roads¹ proposed are all existing internal service roads. Most of the roads are lower than the houses beside them. So, water from houses flow over the roads and as a result, the roads damage. There are low lying areas and ditches by the side of many roads needing retaining walls for protection of road embankments including shoulders. The pourashava is subjected to flood. All the 15 roads will be improved by bituminous surfacing.

14. The subproject contains 11 drains to be constructed along the edge of the roads. All the drains will be constructed with RCC except 1 which will be a brick drain.

15. **Figure 4** provides photographs of proposed road and drains alignments of Chuadanga pourashava under Phase 1 of UGIP-III.

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

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

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

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

¹Note: Improvement of the sub-project roads will be carried out on the existing alignments and will not require land acquisition; (ii) most of the roads will be constructed existing carriageway 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.

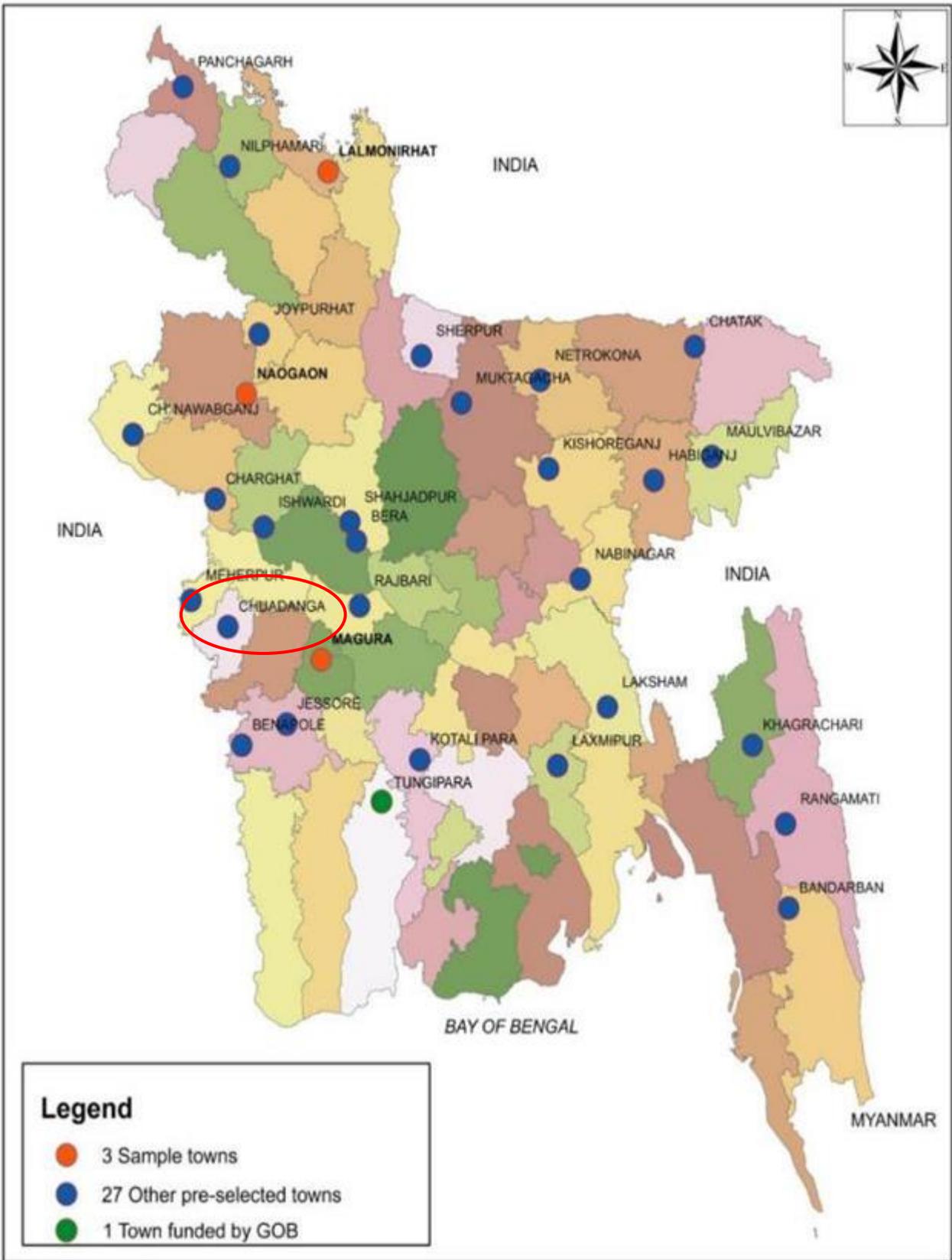


Figure 1: Location Map of Chuadanga Pourashava

CHUADANGA MUNICIPAL AREA

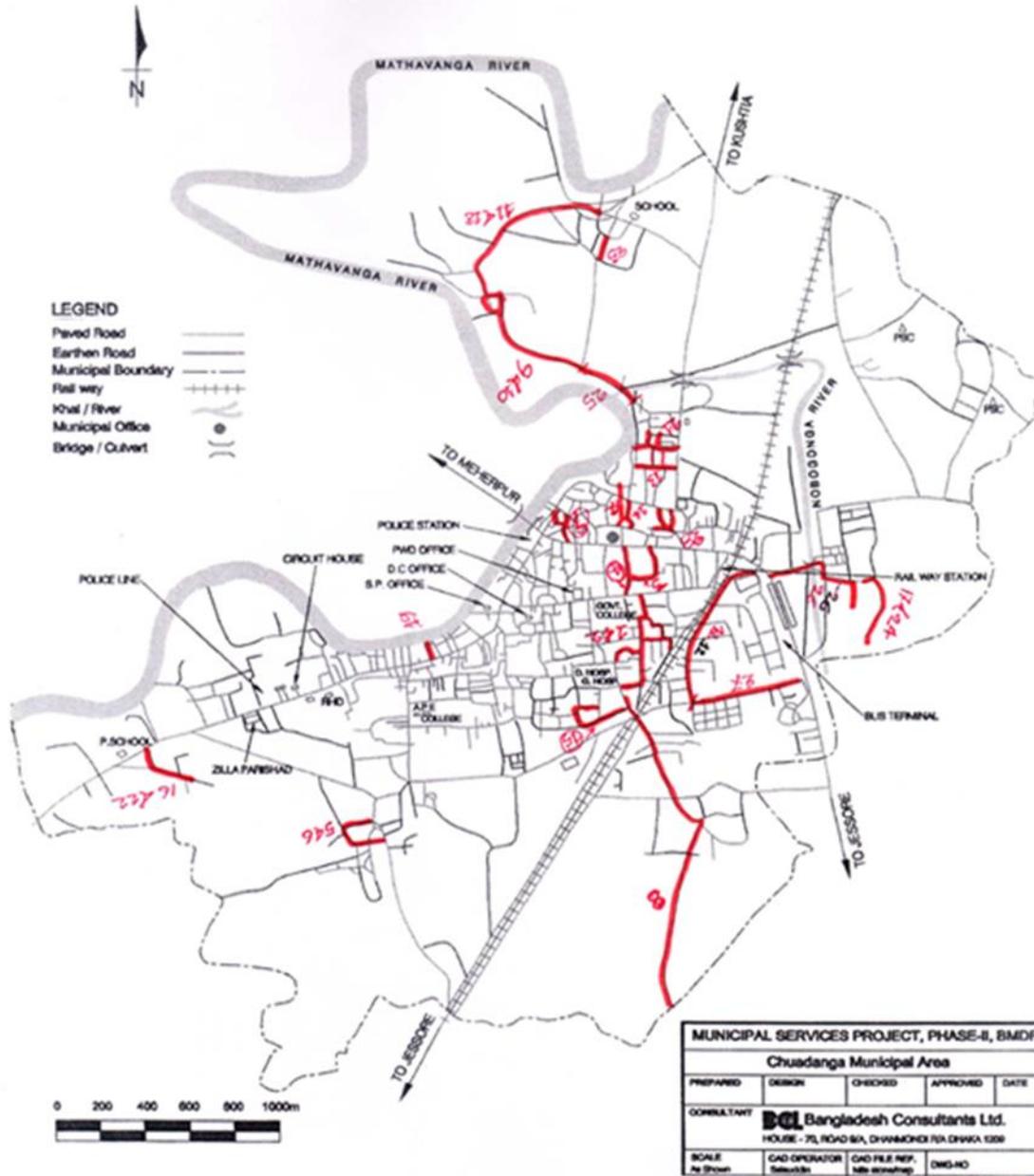


Figure 2: Map showing Proposed Roads & drain Improvement

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

Rehabilitation of Road From (A). Sakhra Tola More to Poura College More Via Islam Para More.(Ch.00-850.00m), (B). Alamdanga (R&H)Road to Old Graveyard More(Ch.00-350.00m), (C). Bagan Para Old Graveyard Link Road at Ch.300.00m to Islam Para Pump More(Ch.00-250.00m), (D). Bagan Para Old Graveyard Link Road at Ch.200.00m Bakka Para More to Poura College Road(Ch.00-150.00m), Under Chuadanga Pourashava.

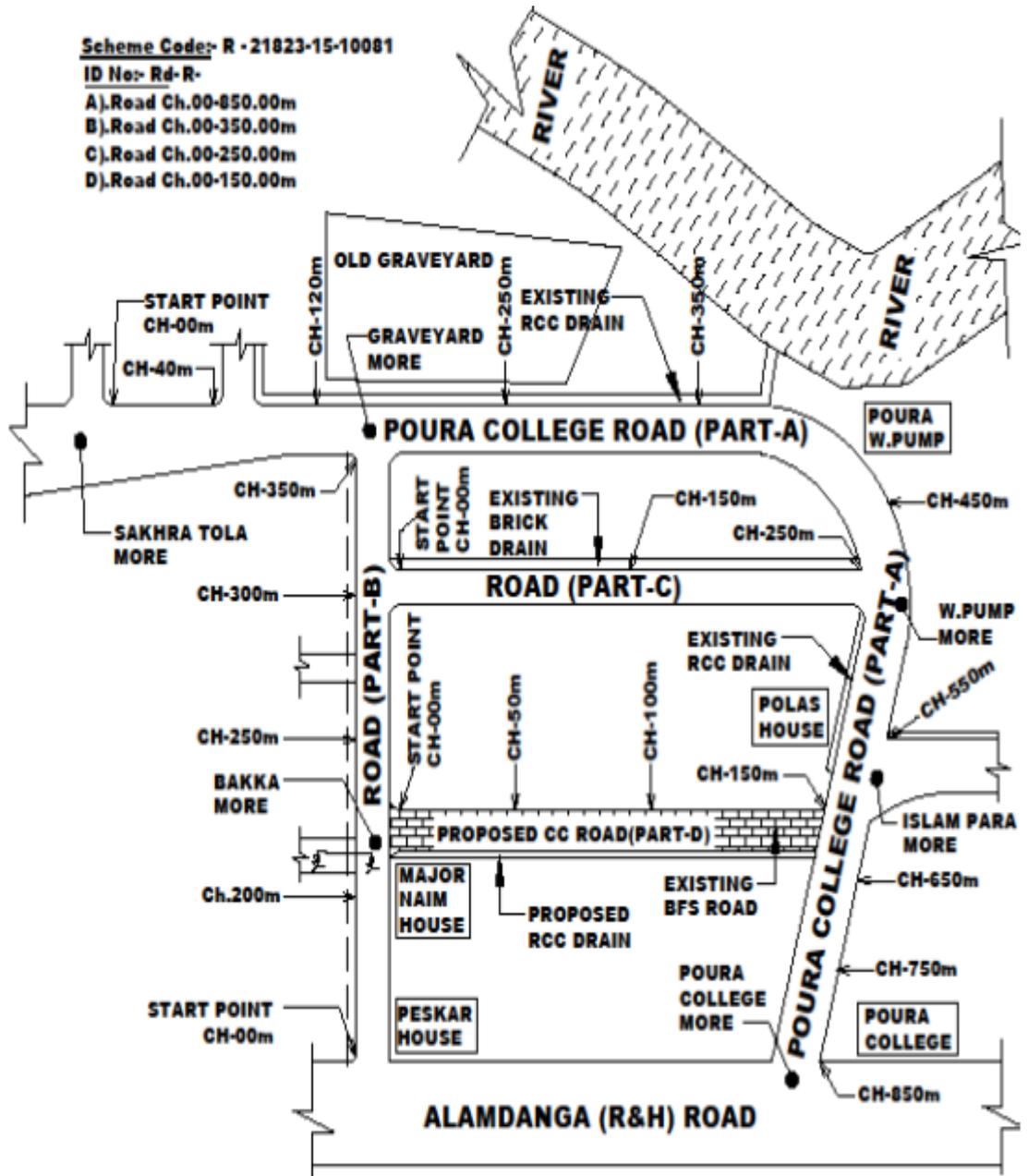


Figure 3a: Strip Map shows Sub-project Roads and drains

PACKAGE NO: UGIP-III-1/CHUA/UT+DR/01/2015
Name of the Scheme: Improvement & Rehabilitation of Road Work From Buzrukgori Madrasha Feroj Road to Nila More via Masjid More at Buzrukgori. (Ch.00-990.00m)

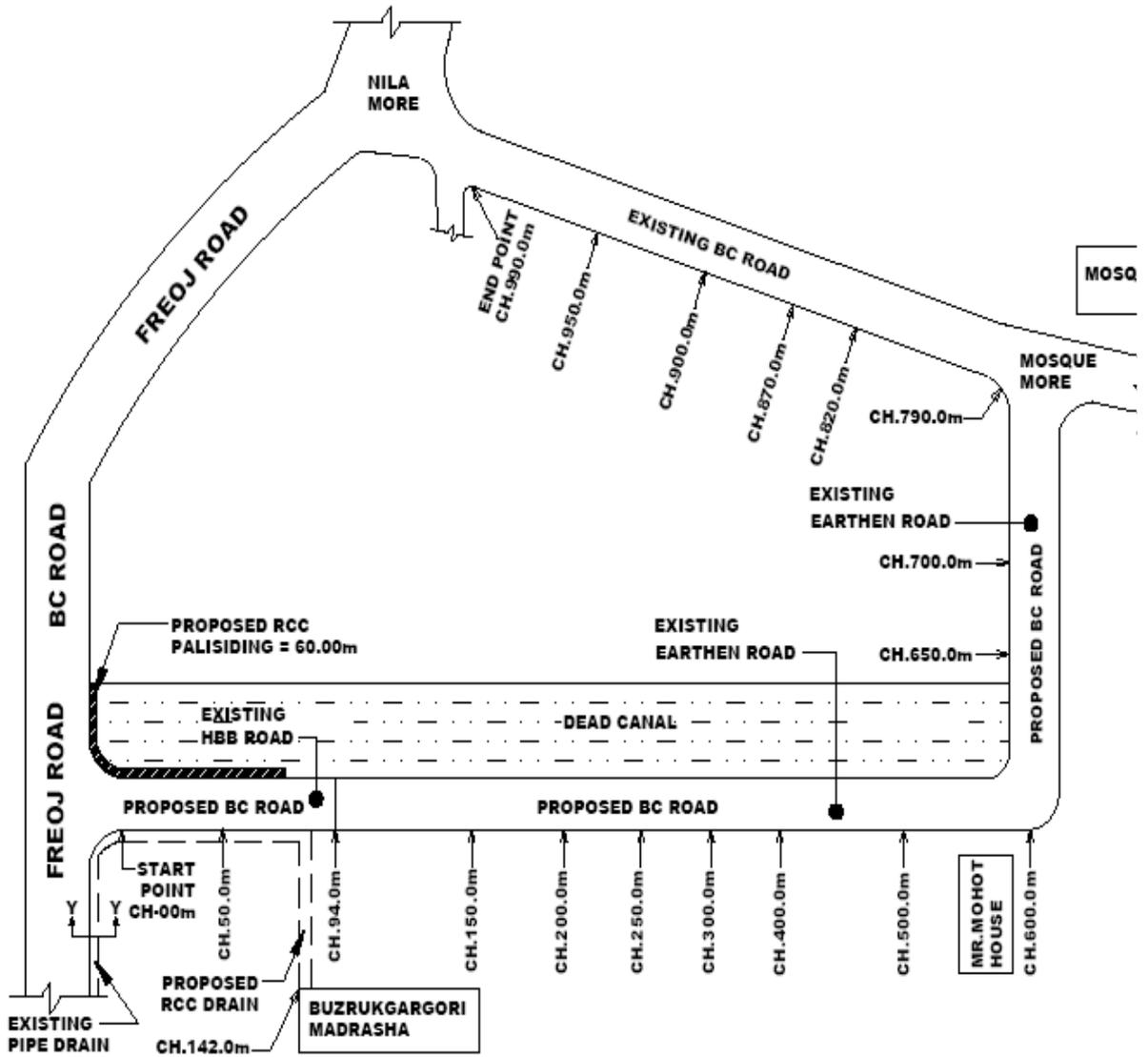


Figure 3b: Strip Map shows Sub-project Roads and Drains



Existing damaged road



Present damaged road



Present damaged road



Water logging on proposed UGIP road

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

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

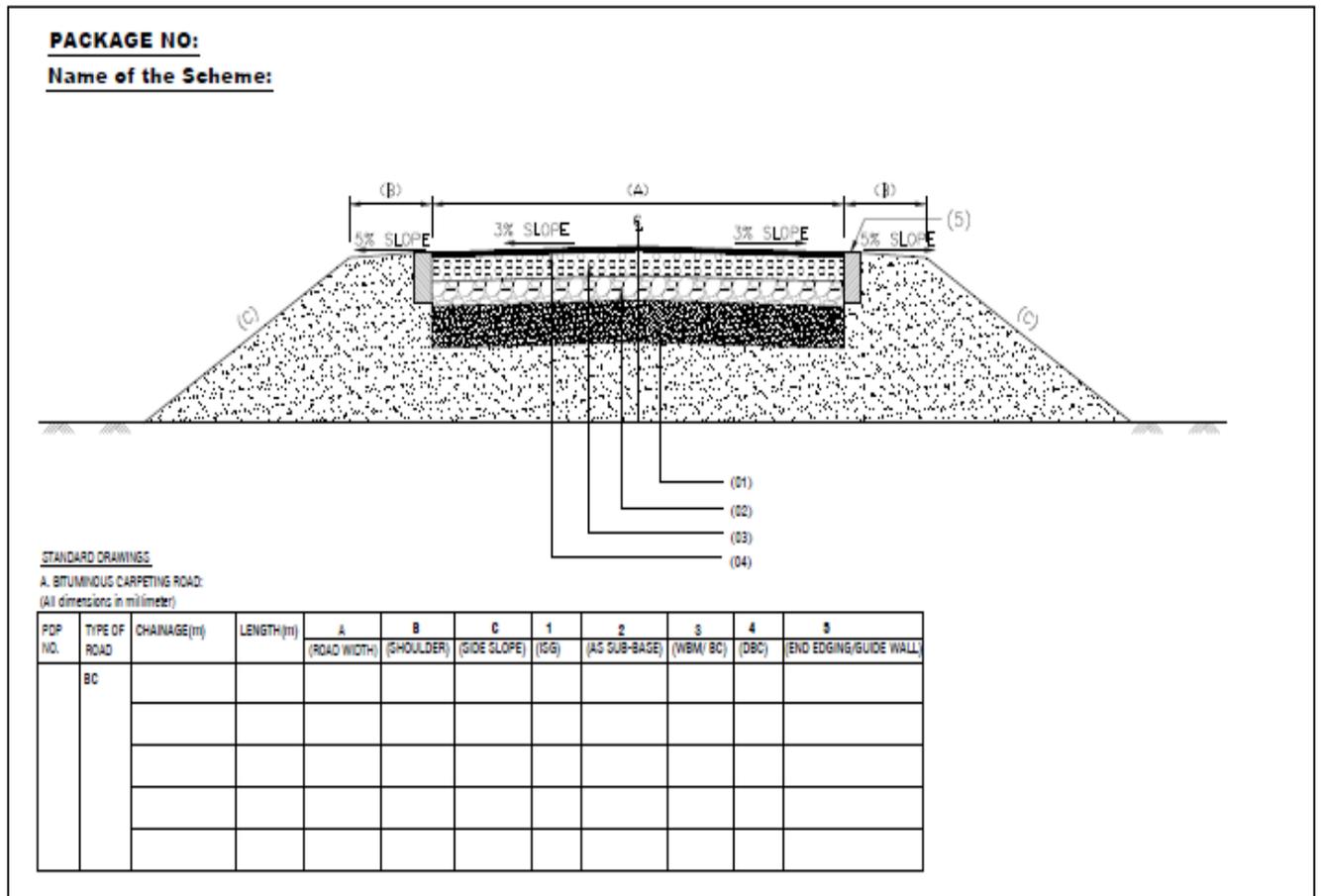


Figure 6: Typical Road Sections Bituminous Surfacing (Brick Road)

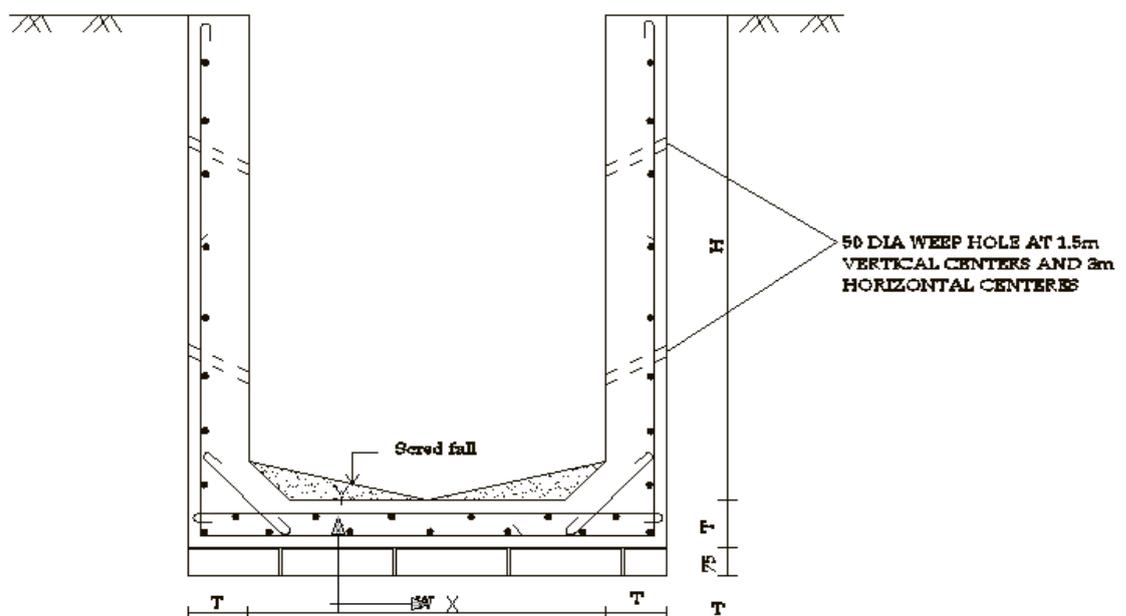


Figure 7: Typical Reinforced Concrete Drain Section

Table 1: Proposed Phase 1 Components in Chuadanga Pourashava

Name of PS	Name of Package	Lot No.	SI No	PDP No./ Scheme No.	Name of Scheme	Guideline (Road)		Road Length (m)	MDS Recommend (Y/N)	Drain Length (m)	Ownership of land			
						5C (Y/N)	600 HFL (Y/N)							
Chuadanga Pourashava	UGIIP-III-/CHUA/UT+DR/01/2015(Lot-01)	Lot-01	R-1	16	Rehabilitation of Eidga Para Road by DBC & CC (Part-A) from Gov. Collage (R&H) Road Eidga More to Hospital Road via Poura Eidga & Upazala Godawn(Ch.00-960.00m), (Part-B) from Eidga Road at Ch.400.00m to East Side Rail Line More Via 3-Khamba More(Ch.00-410.00m)	Y	N/A	1,370.00	Y		Pourashava			
			R-2	TLCC	Rehabilitation of Kobori Road by DBC from Shohid Abul Kashem (R&H) Road to Animal Hospital More at Aram Para (Ch.00-360.00m)	Y	N/A	360.00	Y		Pourashava			
			R-3	12	Improvement & Rehabilitation of Road by DBC from Buzrukgorori Madrasa Feioj Road to Nila more Via Mosjid More at Buzrukgorori (Ch.00-990.00m)	Y	N/A	990.00	Y		Pourashava			
			R-4	140	Rehabilitation of Road by DBC (Part-A) from Srimonto Town Hall to Puja-tola More(Ch.00-223), (Part-B) from Boro Bazar to Puja-tala Road at Ch.100m Near Mr.Babu house(Ch.00-205.00), (Part-C) Over lay by C.C from Mezile Mill to Mastar Para Road at Bazar Para (Ch.00-245.00m).	Y	N/A	673.00	Y		Pourashava			
			R-5	202	Rehabilitation of Road by from Upazala More to End of Poura Area Via Belgasi Rail Gate (Ch.00-1850.00m)	Y	N/A	1,850.00	Y		Pourashava			
			R-6	22	Rehabilitation of Road by DBC (Part-A) from Poshur Hat More to Tal-tala Ferighat via Gajon-Tala More, Tatul-Tala More (Ch.00-1880.00m), (Part-B) from Tatul-tala More to Golap More (Ch.00-180.00m) at Tal-Tala	Y	N/A	2,060.00	Y		Pourashava			
			R-7	191	Rehabilitation of Road DBC from Tal-tola Gajon Tola More to Hajrahati Sahan more via Hajrahati Salam More & Hajrahati Shahin More at Tal-tola.(Ch.00-2100.00m)	Y	N/A	2,100.00	Y		Pourashava			
			Road								9403.00		0	
			D-1	147	Construction of Eidga Road RCC drain (Part-A) from Gov. College (R&H) Road Eidga More to Belgasi Rail gate Via Hospital Road Poura Eidga & Upazala Godown (Ch.00-1100.00m), (Part-B) from Ch. 100m of Part-C to Poura Eidga 1no Gate (Ch.00-340.00m), (Part-C) from Eidga Road at Ch.400.00m to East Side of Rail Line 3-Khamba More via H/O Dalim (Ch.00-410.00m), (Part-D) from Eidga Road at Ch.500.00m to Hospital Road Upazala More(Ch.00-270.00m)	Y	N/A				Y	2120	Pourashava	

Name of PS	Name of Package	Lot No.	SI No	PDP No./ Scheme No.	Name of Scheme	Guideline (Road)		Road Length (m)	MDS Recommend (Y/N)	Drain Length (m)	Ownership of land
						5C (Y/N)	600 HFL (Y/N)				
			D-2	28	Construction of RCC drain from Shohid Abul Kashem (R&H) Road Poura Town Ball Field East Side to Kobori Road Dist. Agrculture Office at Aram Para (Ch00-478.00)	Y	N/A		Y	478	Pourashava
			D-3	TLCC	Construction of Brick Drain from Feroj Road to Buzrukgorori Madrasha at Buzrukgorori.(Ch.00-145.00m)	Y	N/A		Y	145	Pourashava
			D-4	184	Construction of RCC Drain from Gajon-tola More to Golap More Via Tatul-tola More at Taltala (Ch00-515.00m) & 2 Nos.Cross-drain	Y	N/A		Y	530	Pourashava
			D-5	74	Construction of RCC Drain from Bagan Para Main Road at Ch.100.00m to North Side Old Graveyard Road.(Ch.00-270.00m)	Y	N/A		Y	270	Pourashava
			D-6	163	Construction of RCC Drain from Back Side of Pourashava near Shajan Member More to Sakhra Tola More (Ch.00-370.00m)	Y	N/A		Y	370	Drain Length-370
Drain										3,913.00	
Sub-Total(Lot-01)								9,403.00		3,913.00	
Chudadanga Pourashava	UGIIP-II/CHUA/UT+DR/01/2015(Lot-02)	Lot-02	R-8	146	Rehabilitation of Road by DBC (Part-A) from BADC More R&H Road to Proposed By-Pass road Coloni Para More Via Old Stadium & Rail Station at Fram Para(Ch.00-1300.00m), (Part-B) from main Road Ch.100.0m to North Side BADC Gate at Jhenaidha Old Bus stand Para(Ch.00-205.00m)	Y	N/A	1505	Y		Pourashava
			R-9	98	Rehabilitation of Bagan Para Road by DBC (Part-A) from Sakhra Tola More to Poura College More Via Islam Para More(Ch.00-850.00m), (Part-B) from Alamdanga (R&H)Road to Old Gradeyard More(Ch.00-350.00m) & by CC (Part-C) from Bagan Para Old Graveyard Link Road at Ch.300.00m to Islam Para Pump More(Ch.00-250.00M), (Part-D) from Bagan Para Old Graveyard Link Road at Ch.300.00m Bakka More to Poura College Road(Ch.00-150.00m),	Y	N/A	1600	Y		Pourashava
			R-10	186	Rehabilitation of Road by DBC (Part-A) from Vimrullah Old Mosjid Para Asadul More to New Jaikhana at Vimrullah(Ch.00-470.00m), (Part-B) from Old Mosjid Para Link Road Indhara More to R & H High Way (Ch.00-250.00m),	Y	N/A	720	Y		Pourashava
			R-11	192	Rehabilitation of Road by DBC from Govt. Primary School More to Moshal More at Hajrahati (Ch.00-500.00m).	Y	N/A	500	Y		Pourashava

Name of PS	Name of Package	Lot No.	SI No	PDP No./ Scheme No.	Name of Scheme	Guideline (Road)		Road Length (m)	MDS Recommend (Y/N)	Drain Length (m)	Ownership of land
						5C (Y/N)	600 HFL (Y/N)				
			R-12	164	Rehabilitation of Road by DBC from Kulchara Brick Field More to Digri Domchara Road at Digri (Ch.00-1750.00m).	Y	N/A	1750	Y		Pourashava
			R-13	112	Rehabilitation of Road by DBC from Islam Para More to Poshur-hat More at Islam Para.(Ch.00-1300.00m)	Y	N/A	1300	Y		Pourashava
			R-14	159	Rehabilitation of Road by DBC (Part-A) from Jhinadah Bus-Stand to Satgari Puraton Para Bot Tola More Via School More(Ch.00-1800.00m), (Part-B) Rehabilitation of Eatim Khana Road (Ch.00-480.00m).	Y	N/A	2280	Y		Pourashava
			R-15	98	Rehabilitation of Bagan Para Road by DBC (Part-A) from Bagan Para Main Road R&H Alamdanga Road to Sakra Tala More (Ch.00-300.00m) & by CC (Part-B) from Bagan Para road at Ch.100.00m to North Side Old Graveyard Road (Ch.00-270.00m), by DBC (Part-C) from Bagan Para road at Ch.200.00m to North Side Old Graveyard Road (Ch.00-250.00m)	Y	N/A	820	Y		Pourashava
			Road					10,475.00		-	
			D-7	71	Construction of RCC Drain from Alamdanga Road-Old graveyard Link Road Bakka More to Poura College Road (Ch.00-150.00m)	Y	N/A		Y	150	Pourashava
			D-8	79	Construction of RCC Drain from Vimrullah Old Mosque Para Asadul More to New Jalkhana at Vimrullah (Ch.00-470.00m)	Y	N/A		Y	470	Pourashava
			D-9	130	Construction of RCC Drain from Thana Road Moholdar Godwon to Mathavanga River at Puraton Hospital (Ch.00-155.00)	Y	N/A		Y	155	Pourashava
			D-10	26	Construction of RCC Drain From Belgasi Rail Gate More to Dokkhin Hospital Para More at Dokkhin Hospital Para (Ch.00-500.00m)	Y	N/A		Y	500	Pourashava
			D-11	15	Construction of RCC Drain from Farm-Para Main Drain to R&H Road Bridge Scale at Jhenaidha Bus Stand Para (Ch.00-930.00m)	Y	N/A		Y	930	Pourashava
			Drain							2,205.00	
			SL-1	Sector-6	Improvement & Installation of Street Light for Security Purpose of Urban Dewelers from Kulchara Vata More to Digri Muslim Para More Via Digri Solgari More,Ward No-07, (Ch.00-2500m)	Y	N/A		Y	2500	

Name of PS	Name of Package	Lot No.	SI No	PDP No./ Scheme No.	Name of Scheme	Guideline (Road)		Road Length (m)	MDS Recommend (Y/N)	Drain Length (m)	Ownership of land
						5C (Y/N)	600 HFL (Y/N)				
			SL-2	Sector-6	Improvement & Installation of Street Light for Security Purpose of Urban Dwellers from Taltola Golap More to Hajrahati Salam More.at tal-tola & Hajrahati, Ward no-06, (Ch.00-1400.00m)	Y	N/A		Y	1400	
Street Light								0.00		3,900.00	
Sub-Total(Lot-02)								10,475.00		3,900.00	
Grant-Total(Lot-01+02)								19,878.00		10,018.00	

III. DUE DILIGENCE

A. Objectives of the Study/ Investigation

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

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

B. Methodology used for Assessing Land Acquisition and Resettlement

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

22. Stakeholders and public consultations. Comprehensive discussions with MDSC, Chuadanga 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..

23. The public participation process included (i) identifying interested parties (stakeholders); (ii) informing and providing the stakeholders with sufficient background and technical information regarding the proposed development; (iii) creating opportunities and mechanisms whereby they can participate and raise their views (issues, comments, and concerns) with regard to the proposed development; (iv) giving the stakeholders feedback on process findings and recommendations; and (v) ensuring compliance to process requirements with regards to the environmental and related legislation.

24. The safeguard team of MDSC visited Chuadanga pourashava from 4 August, 2015 to 5 August, 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.

25. During field visits, the consultants investigated about the existing condition of the roads and drainage alignments and emphasized on the issues like land acquisition, resettlement and rehabilitation. The participants were also informed of the subproject cut-off date of 30 September 2015 (date of completion of census survey). The consultant team also talked to the local people living nearby the subproject and nobody was found affected.

26. 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 Srimonto Town Hall More at ward no.-5, at Baro Bazar to Puja Tola Road More at ward no. -4, at Pouro College More at ward no. 6 and Old Graverard More at ward no. 9 from 04/08/2015 to 05/08/2015. Near about 80 participants were present during the consultation. The main agenda was improvement, rehabilitation and reconstruction of different roads.

27. 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.

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

29. **Transect walks.** The MDSC Regional Resettlement Specialist together with Chuadanga *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.

30. **Reconnaissance Survey.** The project MDSC social safeguard team visited Chuadanga *pourashava* during June to August 2015 to measure the widths of proposed roads and drains under Package No. UGIIP-III-I/ CHUA/UT+DR/01/2015 (Lot-01), 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.

31. **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.

32. 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

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.

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

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

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

35. 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.**

36. 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).

37. 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.

38. 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).

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

40. **Indigenous People.** There is no identified indigenous people/ethnic minority (adivasi) communities on the vicinity of the proposed subproject components. The components are located only within the urban area and no ethnic people will be affected by the subproject activities. There are no identified IPs near by the PDP Roads 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.

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

42. **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 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

Activities	Amount (Tk)	Source of Funds
10% Contingency (to cover labor costs for shifting assistance, repair/compensation for damaged property, others not specified above)	Variable	

43. The outcome of the subproject is improved transport and drainage system within the pourashava area, the sub-project roads and drainage construction/ improvement under the project will improve transportation facilities and increase the capacity of receding waste water from industries, households, commercial premises, etc which will improve communication facilities and will prevent water logging and unexpected flooding during monsoon. 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.

44. **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.

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

46. Thus the 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: Summary of IR Impact of Sub Projects

SL No	PDP /Scheme no	Name of Scheme	Type of Loss/Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Land Ownership
R-1	16	Rehabilitation of Eidga Para Road by DBC & CC (Part-A) from Gov. Collage (R&H) Road Eidga More to Hospital Road via Poura Eidga & Upazala Godawn(Ch.00-960.00m), (Part-B) from Eidga Road at Ch.400.00m to East Side Rail Line More Via 3-Khamba More(Ch.00-410.00m)	No shops and structures on the ROW	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition 	Not required	Not found	Pourashava
R-2	TLCC	Rehabilitation of Kobori Road by DBC from Shohid Abul Kashem (R&H) Road to Animal Hospital More at Aram Para (Ch.00-360.00m)	No shops and structures on the ROW	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition 	Not required	Not found	Pourashava
R-3	12	Improvement & Rehabilitation of Road by DBC from Buzrukgorori Madrasa Feioj Road to Nila more Via Mosjid More at Buzrukgorori (Ch.00-990.00m)	No shops and structures on the ROW	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition 	Not required	Not found	Pourashava
R-4	140	Rehabilitation of Road by DBC (Part-A) from Srimonto Town Hall to Puja-tola More(Ch.00-223), (Part-B) from Boro Bazar to Puja-tala Road at Ch.100m Near Mr.Babu house(Ch.00-205.00), (Part-C) Over lay by C.C from Mezile Mill to Mastar Para Road at Bazar Para (Ch.00-245.00m).	No shops and structures on the ROW	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition 	Not required	Not found	Pourashava
R-5	202	Rehabilitation of Road by from Upazala More to End of Poura Area Via Belgasi Rail Gate (Ch.00-1850.00m)	No shops and structures on the ROW	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition 	Not required	Not found	Pourashava
R-6	22	Rehabilitation of Road by DBC (Part-A) from Poshur Hat More to Tal-tala Ferighat via Gajon-Tala More, Tatul-Tala More (Ch.00-1880.00m), (Part-B) from Tatul-tala More to Golap More (Ch.00-180.00m) at Tal-Tala	No shops and structures on the ROW	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition 	Not required	Not found	Pourashava
R-7	191	Rehabilitation of Road DBC from Tal-tola Gajon Tola More to Hajrahati Sahan more via Hajrahati Salam More & Hajrahati Shahin More at Tal-tola.(Ch.00-2100.00m)	No shops and structures on the ROW	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition 	Not required	Not found	Pourashava
D-1	147	Construction of Eidga Road RCC drain (Part-A)	No shops and	None	<ul style="list-style-type: none"> • No IR impacts 	Not required	Not found	Pourashava

SL No	PDP /Scheme no	Name of Scheme	Type of Loss/Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Land Ownership
		from Gov.Collage (R&H) Road Eidga More to Belgasi Rail gate Via Hospital Road Poura Eidga & Upazala Godown (Ch.00-1100.00m), (Part-B) from Ch. 100m of Part-C to Poura Eidga 1no Gate (Ch.00-340.00m), (Part-C) from Eidga Road at Ch.400.00m to East Side of Rail Line 3-Khamba More via H/O Dalim (Ch.00-410.00m), (Part-D) from Eidga Road at Ch.500.00m to Hospital Road Upazala More(Ch.00-270.00m)	structures on the ROW	affected	<ul style="list-style-type: none"> No requirement for land acquisition 			
D-2	28	Construction of RCC drain from Shohid Abul Kashem (R&H) Road Poura Town Ball Field East Side to Kobori Road Dist. Agrculture Office at Aram Para (Ch00-478.00)	No shops and structures on the ROW	None affected	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition 	Not required	Not found	Pourashava
D-3	TLCC	Construction of Brick Drain from Feroj Road to Buzrukgorori Madrasha at Buzrukgorori.(Ch.00-145.00m)	No shops and structures on the ROW	None affected	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition 	Not required	Not found	Pourashava

DRAIN SUBPROJECT- 1

D-4	184	Construction of RCC Drain from Gajon-tola More to Golap More Via Tatul-tola More at Taltala (Ch00-515.00m) & 2 Nos.Cross-drain	No shops and structures on the ROW	None affected	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition 	Not required	Not found	Pourashava
D-5	74	Construction of RCC Drain from Bagan Para Main Road at Ch.100.00m to North Side Old Graveyard Road.(Ch.00-270.00m)	No shops and structures on the ROW	None affected	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition 	Not required	Not found	Pourashava
D-6	163	Construction of RCC Drain from Back Side of Pourashava near Shajan Member More to Sakhra Tola More (Ch.00-370.00m)	No shops and structures on the ROW	None affected	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition 	Not required	Not found	Pourashava
R-8	146	Rehabilitation of Road by DBC (Part-A) from BADC More R&H Road to Proposed By-Pass road Coloni Para More Via Old Stadium & Rail Station at Fram Para(Ch.00-1300.00m), (Part-B) from main Road Ch.100.0m to North Side BADC Gate at Jhenaidha Old Bus stand Para(Ch.00-205.00m)	No shops and structures on the ROW	None affected	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition 	Not required	Not found	Pourashava

SL No	PDP /Scheme no	Name of Scheme	Type of Loss/Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Land Ownership
R-9	98	Rehabilitation of Bagan Para Road by DBC (Part-A) from Sakhra Tola More to Poura College More Via Islam Para More(Ch.00-850.00m), (Part-B) from Alamdanga (R&H)Road to Old Gradeyard More(Ch.00-350.00m) & by CC (Part-C) from Bagan Para Old Graveyard Link Road at Ch.300.00m to Islam Para Pump More(Ch.00-250.00M), (Part-D) from Bagan Para Old Graveyard Link Road at Ch.300.00m Bakka More to Poura College Road(Ch.00-150.00m),	No shops and structures on the ROW	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition 	Not required	Not found	Pourashava
R-10	186	Rehabilitation of Road by DBC (Part-A) from Vimrullah Old Masjid Para Asadul More to New Jaikhana at Vimrullah(Ch.00-470.00m), (Part-B) from Old Masjid Para Link Road Indhara More to R & H High Way (Ch.00-250.00m),	No shops and structures on the ROW	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition 	Not required	Not found	Pourashava
R-11	192	Rehabilitation of Road by DBC from Govt. Primary School More to Moshal More at Hajrahati (Ch.00-500.00m).	No shops and structures on the ROW	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition 	Not required	Not found	Pourashava
R-12	164	Rehabilitation of Road by DBC from Kulchara Brick Field More to Digri Domchara Road at Digri (Ch.00-1750.00m).	No shops and structures on the ROW	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition 	Not required	Not found	Pourashava
R-13	112	Rehabilitation of Road by DBC from Islam Para More to Poshur-hat More at Islam Para.(Ch.00-1300.00m)	No shops and structures on the ROW	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition 	Not required	Not found	Pourashava
R-14	159	Rehabilitation of Road by DBC (Part-A) from Jhinadah Bus-Stand to Satgari Puraton Para Bot Tola More Via School More(Ch.00-1800.00m), (Part-B) Rehabilitation of Eatim Khana Road (Ch.00-480.00m).	No shops and structures on the ROW	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition 	Not required	Not found	Pourashava
R-15	98	Rehabilitation of Bagan Para Road by DBC (Part-A) from Bagan Para Main Road R&H Alamdanga Road to Sakra Tala More (Ch.00-300.00m) & by CC (Part-B) from Bagan Para road at Ch.100.00m to North Side Old Graveyard Road (Ch.00-270.00m), by DBC (Part-C) from Bagan Para road at Ch.200.00m to North Side Old Graveyard Road (Ch.00-250.00m)	No shops and structures on the ROW	None affected	<ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition 	Not required	Not found	Pourashava

SL No	PDP /Scheme no	Name of Scheme	Type of Loss/Affected	Name of APs	Possible Social Impact	Resettlement required or not	Indigenous People	Land Ownership
D-7	71	Construction of RCC Drain from Alamdanga Road-Old graveyard Link Road Bakka More to Poura College Road (Ch.00-150.00m)	No shops and structures on the ROW	None affected	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition 	Not required	Not found	Pourashava
D-8	79	Construction of RCC Drain from Vimrullah Old Mosque Para Asadul More to New Jalkhana at Vimrullah (Ch.00-470.00m)	No shops and structures on the ROW	None affected	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition 	Not required	Not found	Pourashava
D-9	130	Construction of RCC Drain from Thana Road Moholdar Godwon to Mathavanga River at Puraton Hospital (Ch.00-155.00)	No shops and structures on the ROW	None affected	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition 	Not required	Not found	Pourashava
D-10	26	Construction of RCC Drain From Belgasi Rail Gate More to Dokkhin Hospital Para More at Dokkhin Hospital Para (Ch.00-500.00m)	No shops and structures on the ROW	None affected	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition 	Not required	Not found	Pourashava
D-11	15	Construction of RCC Drain from Farm-Para Main Drain to R&H Road Bridge Scale at Jhenaidha Bus Stand Para (Ch.00-930.00m)	No shops and structures on the ROW	None affected	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition 	Not required	Not found	Pourashava
SL-1	Sector-6	Improvement & Installation of Street Light for Security Purpose of Urban Dwellers from Kulchara Vata More to Digri Muslim Para More Via Digri Solgari More, Ward No-07, (Ch.00-2500m)	No shops and structures on the ROW	None affected	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition 	Not required	Not found	Pourashava
SL-2	Sector-6	Improvement & Installation of Street Light for Security Purpose of Urban Dwellers from Taltola Golap More to Hajrahati Salam More.at tal-tola & Hajrahati, Ward no-06, (Ch.00-1400.00m)	No shops and structures on the ROW	None affected	<ul style="list-style-type: none"> No IR impacts No requirement for land acquisition 	Not required	Not found	Pourashava

V. FUTURE CONSULTATIONS AND DISCLOSURE

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

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

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

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

51. 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.

52. Affected persons will have the flexibility of conveying grievances /suggestions by dropping grievance redress/suggestion forms in complaints/suggestion boxes that have already been installed by PIU or through telephone hotlines, mobile: 017111168041; (0761-62866) at accessible locations, by e-mail to ayubxen@yahoo.com by post, or by writing in a complains register in PIU or Chuadanga *pourashava* office.

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

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

- (i) **1st Level Grievance.** The phone number of the PIU office should be made available at the construction site signboards. The contractors and PIU safeguard focal person can immediately resolve on-site in consultation with each other, and will be required to do so within 7 days of receipt of a complaint/grievance.
- (ii) **2nd Level Grievance.** All grievances that cannot be redressed within 7 days at field/ward level will be reviewed by the grievance redress cell (GRC) headed by Panel Mayor of the pourashava with support from PIU designated safeguard focal person and MDSC regional environment and resettlement specialists. GRC will attempt to resolve them within 15 days.² The PIU designated safeguard focal person will be responsible to see through the process of redressal of each grievance.
- (iii) **3rd Level Grievance.** The PIU designated safeguard focal person will refer any unresolved or major issues to the PMO safeguard officer and MDSC national environmental and resettlement specialists. The PMO in consultation with these officers/specialists will resolve them within 30 days.

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

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

57. **Recordkeeping.** Records of all grievances received, including contact details of complainant, date the complaint was received, nature of grievance, agreed corrective actions and the date these were effected and final outcome will be kept by PIU. The number of

²Grievance redress committees (GRC) has been formed at Chuadanga Pourashava. The GRC comprises of the 1 councilor as Chairperson, 1 female councilor, 2 male councilors, office assistant, Pourashava, and 1 representative from APs as members. For project related grievances, if arises, representatives of NGO, 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.

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

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

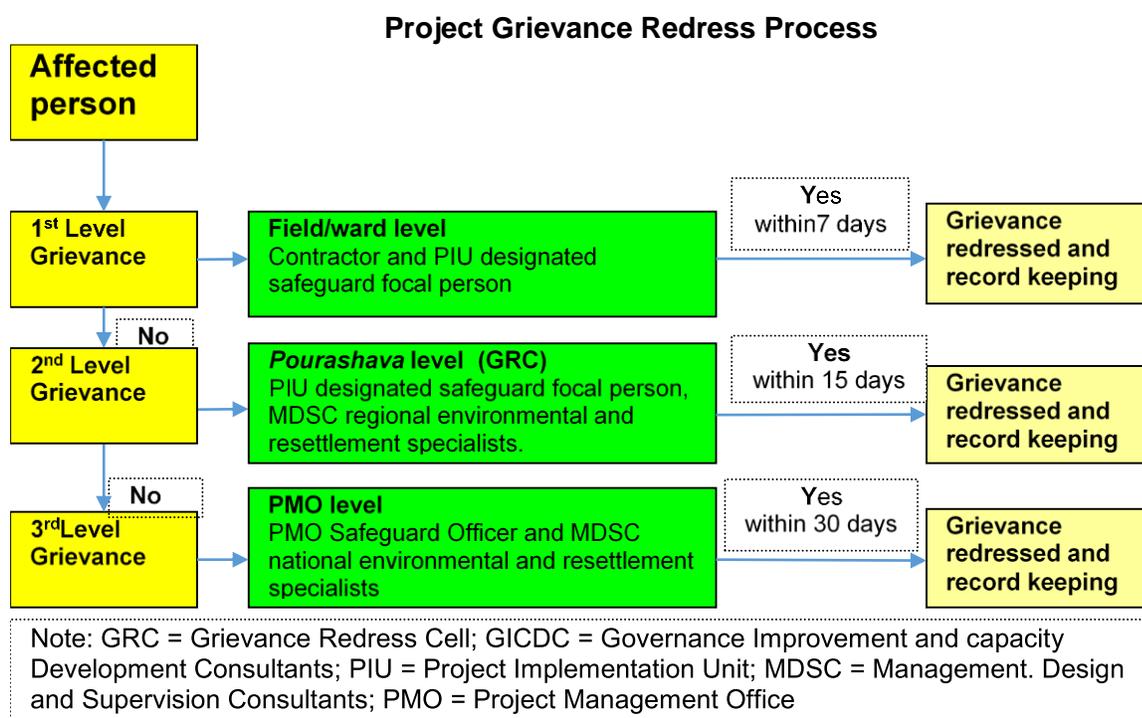


Figure 8 Project Grievance Redress Mechanism

VI. MITIGATION OF SOCIAL CONCERNS

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

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

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

VII. CONCLUSIONS

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

63. A due diligence process was conducted for the 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.

64. 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; (iii) complaints/grievance received, if any, and resolutions conducted; and (iv) unanticipated IR impacts during subproject implementation not included in this due diligence report.

65. Based on the findings presented in this due diligence report, the Chuadanga Subproject Package Nr: UGIIP-III-I/ CHUA/UT+DR/01/2015 (Lot-01) 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

66. During the field visit, consultant conducted some consultation meeting for the proposed roads and drains the following text is a typical of agendas and discussions, specific consultations are address in each meeting below

67. The public consultation meeting was held on different Subproject areas (Roads and Drain) at –Srimonto Town Hall More at Ward No.5, Baro Bazar to Puja Tala Road More at ward No.-4, Pouro College More at Ward No.-6 , and At Alamdanga (R7H) Road to Old Graveyard More at Ward No. -9, during the field visit by the Resettlement Specialist of UGIIP-III from 04/08/2015 to 05/08/2015.

68. The public consultation meeting was presided over by Md. Aiub Ali, Executive Engineer, Assistant Engineer /Social Safeguard Officer, Secretary of Pourashava, Municipal Engineer of UGIIP-III of Chuadanga 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.

69. During initial survey assessment, the Project follows a participatory approach involving parallel activities: stakeholder consultations, socio-economic surveys, and initiation of PDPs by means of open, facilitated sessions for Pourashava visioning or planning. A wide range of stakeholders were provided the opportunity to make substantive contributions concerning existing conditions and preferences. A project brief was prepared for Pourashava that provided an overview of potential resettlement impacts and explained proposed entitlement for affected persons (APs). Consultations were also completed during the field visit in the month of August 2015.

70. 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 the (Due Diligence report) DDR, but these issues would not pose a significant constraint in the implementation of proposed sub-project.

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

72. The safeguard officer of the pourashava briefed the participants regarding the goals and objectives of the projects. And also briefed safeguard issues relating to public disturbance during construction period and also probable mitigation measures. They raise the following issues for mitigation. During open discussion session, participants raised following questions, queries and suggestions:

- ensure quality and timely completion of the works
- the authority should not disturb the livelihood of the poor people without any compensation.
- What are name of the subprojects under UGIIP-III?
- Most of the participants are happy to know the improvements of the subprojects

48. All meetings concluded with thanks from the chair for participating beneficiaries and users in the meeting.

Consultation Meeting 01

Venue: Srimonto Town Hall More at Ward No.- 5

Date: 04/08/2015

73. The public consultation meeting was presided over by Mr. Aiub Ali, Executive Engineer, Chuadanga 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.

Photograph of Consultation Meeting at Srimonto Town Hall More at ward no. – 5



Consultation with Mayor, XEN and others



Consultation with local people



Consultation with local people



Proposed dumping station for SW

Key Issue Discussion

SL No.	Issues Discussed	Major Findings
1	Purpose of the consultation meeting and scope of subprojects under UGIIP-III.	<p>The consultant describe the purpose the the consultation meeting. The main focus was improvement of roads and drains of different areas of the pourashava. The ADB is the main doner of the project. Project beneficiaries should be included for control monitoring work during the construction.</p> <p>The MDS consultants of UGIIP-III visited the all subprojects under UGIIP-III to fhysically observe is there any IR impacts existing with the ROW and other relevant activities as per doner requirements and ADB SPS 2009.</p>
2	Service use from pourashava Possible positive and negative impacts	Positive side is when the roads and drains construction will be completed all people will be benefited.
3	Access to supply Water	People of this area have to rely on tubewell 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 tubewell.
4	Local facilities and poor community to get access	Some people asked is there any scope of local labour or any supply works during the construction period.
5	How the better road communication will bring better scopes for the community	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 if required to make the road wide and straight enough.
6	Scope of employment in project works	Local people asked during the construction phase if there is any scope of local people recruitment.
7	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 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 Poulosahva paid no heed to it.</p>

List of the attendance list are given below.

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

Name of the Pourashava: Chudanga Venue :----- Ward: 05

Date:----- Time:-----

Sl	Name of the Participant	Occupation	Signature
1	শ্রী: সানাম্বর	সহকারী শিক্ষক	
2	শ্রী: রিপালাকর সানাম্বর	ছাত্র	
3	শ্রী: সিদ্দিক হোসেন	ছাত্র	
4	শ্রী: সানাম্বর সানাম্বর	সহকারী	সানাম্বর
5	সানাম্বর সানাম্বর	বিবাহ	সানাম্বর
6	শ্রী: সানাম্বর	শিক্ষক	সানাম্বর
7	শ্রী: ইমরান আলি	বাণিজ্যিক	শ্রী: ইমরান আলি
8	শ্রী: সানাম্বর সানাম্বর	কর্মসিদ্ধি	সানাম্বর
9	শ্রী: সানাম্বর সানাম্বর	ছাত্র	
10	শ্রী: সানাম্বর সানাম্বর	ছাত্র	শ্রী: সানাম্বর সানাম্বর
11	শ্রী: সানাম্বর সানাম্বর	ছাত্র	শ্রী: সানাম্বর সানাম্বর
12	শ্রী: সানাম্বর সানাম্বর	ছাত্র	শ্রী: সানাম্বর
13	শ্রী: সানাম্বর সানাম্বর	ছাত্র	শ্রী: সানাম্বর
15	শ্রী: সানাম্বর সানাম্বর	ছাত্র	শ্রী: সানাম্বর
16	শ্রী: সানাম্বর সানাম্বর	ছাত্র	শ্রী: সানাম্বর
17	শ্রী: সানাম্বর সানাম্বর	ছাত্র	শ্রী: সানাম্বর
18			

Public Consultation Meeting 02

Location/venue: Baro Bazar to Puja Tala Road More at Ward No. - 4

Date: 04/08/2015

74. The public consultation meeting was presided over by Mr. Aiub Ali, Executive Engineer, Chuadanga 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.

Photograph of consultation meeting of Bank Road at ward No. - 4



Consultation with councillor and other



Consultation with local people



Proposed Road under UGIIP-III



Proposed Road under UGIIP-III

Key Issue Discussion

SL No.	Issues Discussed	Major Findings
1	Purpose of the consultation meeting and scope of subprojects under UGIIP-III. Project beneficiaries should be included for control monitoring work.	<p>The consultant describe the purpose the the consultation meeting. The main focus was improvement of roads and drains of different areas of the pourashava. The ADB is the main doner of the project. Project beneficiaries should be included for control monitoring work during the construction.</p> <p>The MDS consultants of UGIIP-III visited the all subprojects under UGIIP-III to fhysically observe is there any IR impacts existing with the ROW and other relevant activities as per doner requirements and ADB SPS 2009.</p>
2	Avoid livelihood impact of footpath vendors	The road is very narrow, so when heavy vehicles like tractors run side by side it sometimes causes destruction of household fences.
3	Ensure proper safety management	In the rainy season, it gets worse and movement of vehicles come to a stop at some time when it rains heavily. Some times accidents happen.
4	Main concern of the participants is the quality of the construction work and they urged the authority not disturbing their livelihood any way and ensuring proper safety measures during the construction period and alternative road arrangement of the passerby.	The Pourashava authority ensure that the quality of works will be closely monitored by the Pourashava and quality will be ensured for the better communication of householders.
5	Take proper suggestions from the grass root people to fulfil future demand	Some people raised the question that during the selection of road and drain improvement local people priorities does not follow the Pourashava.
6	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 people's overall wellbeing.</p> <p>Poor women ponder over sunning their parboiled paddy on the medaled 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.</p> <p>The road will be busier and so will be the lives of the people living on its two sides.</p>
7	Service use from Pourashava	The community informed that they pay Pourashava its holding tax ranging from 100 taka to 300 taka. Participants claimed that majority of the inhabitants pay this tax.

SL No.	Issues Discussed	Major Findings
		<p>They also pay the Pourashava the fine it charges against cattle for their mis chiefs. The community also bears the electricity cost for the street lamps.</p> <p>The participants representing the community expressed their frustration with the Pourashava for its failure to provide humanitarian support to the poor in terms of warm clothes during chilly winter days or cash or food in times of dire scarcity. They could only see pourashava peoples' presence at the time of election for begging votes.</p>
8	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 bluntly suppressed by the bad shape of the road. Poor people cannot fulfill dream of educating their children.</p>
9	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 road almost goes along the ROW with some deviation at some points. Residents at those locations are ready to compromise their assets like trees and land for the sake of community interest.</p> <p>If it is needed then some community leaders would talk with the concerned people to help them agree to donate a part of their land and other assets.</p>

Public Consultation Meeting 03

Location/venue: Pouro College More at Ward No. - 6

Date : 05/08/2015

75. The public consultation meeting was presided over by Mr. Aiub Ali, Executive Engineer, Chuadanga 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.

Photograph with XEN and Pouro College More at Ward No. - 6



Consultation with XEN and others



Consultation with local people

Key Issue Discussion

SL No.	Issues Discussed	Major Findings
1	Purpose of the consultation meeting and scope of subprojects under UGIIP-III. Project beneficiaries should be included for control monitoring work.	<p>The consultant describe the purpose the the consultation meeting. The main focus was improvement of roads and drains of different areas of the pourashava. The ADB is the main doner of the project. Project beneficiaries should be included for control monitoring work during the construction.</p> <p>The MDS consultants of UGIIP-III visited the all subprojects under UGIIP-III to physically observe is there any IR impacts existing with the ROW and other relevant activities as per doner requirements and ADB SPS 2009.</p>
2	Service use from pourashava	At present Pourashava dwellers are not happy about the service facilities of Pourashava. 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 if required to make the road wide and straight enough.
3	Access to supply Water	People of this area have to rely on tubewell 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 tubewell.
4	Local facilities of employment Scope in project works and poor community to get access	Some people asked if there any scope of local labour or any supply works during the construction period

SL No.	Issues Discussed	Major Findings
5	Possible positive and negative impacts	Positive side is when the road and drains construction completed then the people will be benefited.
6	How the better road communication will bring better scopes for the community	After the construction of road the community will benefited in communication and improvement of drainage system.
7	Existing situation of the feeder road needs to be improved	<p>The existing road condition is broken, narrow and some part is kacha, communication is not good; in the rainy season vehicles cannot move along the road.</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.</p> <p>In the rainy season, it gets worse and movement of vehicles come to a stop at some time when it rains heavily. Sometimes accidents happen. Emergency movement like taking patients to hospitals by ambulance cannot be possible.</p> <p>Especially marriage ceremonies suffer most in the rainy season as visits of both parties won't be possible due to very bad shape of road.</p>
8	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 road almost goes along the ROW with some deviation at some points. Residents at those locations are ready to compromise their assets like trees and land for the sake of community interest.</p> <p>If it is needed then some community leaders would talk with the concerned people to help them agree to donate a part of their land and other assets.</p>

List of Participants are as follows:

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

Name of the Pourashava: Chudanga Venue :----- Ward: 09

Date:----- Time:-----

Sl	Name of the Participant	Occupation	Signature
1	Md. Shairif Shukkat	অসহায়	
2	Md. Abdul Gafiq	Retd. SAE LGED.	
3	শ্রী: অমরেন্দ্র চন্দ্র	স্বতন্ত্র	
4	শ্রী: অমরেন্দ্র চন্দ্র	স্বতন্ত্র	
5	শ্রী: অমরেন্দ্র চন্দ্র	অসহায়	শ্রী:
6	শ্রী: অমরেন্দ্র চন্দ্র	স্বতন্ত্র	শ্রী:
7	শ্রী: অমরেন্দ্র চন্দ্র	স্বতন্ত্র	শ্রী:
8	Md. Rafiqul Karim	অসহায়	
9	শ্রী: অমরেন্দ্র চন্দ্র	অসহায়	শ্রী:
10	MD. ASADUZZAMAN	Repator	Asadul,
11	MD Abdul. Rashid	অসহায়	
12	শ্রী: অমরেন্দ্র চন্দ্র	অসহায়	
13	MD. Shohel	অসহায়	Shohel
15	শ্রী: অমরেন্দ্র চন্দ্র	অসহায়	
16	শ্রী: অমরেন্দ্র চন্দ্র	অসহায়	
17	শ্রী: অমরেন্দ্র চন্দ্র	অসহায়	Asadul
18	শ্রী: অমরেন্দ্র চন্দ্র	অসহায়	

Public Consultation Meeting 04

Location/venue: Old Graveyard More at Ward No. - 9

Date: 05/08/2015

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

77. The public consultation meeting was presided over by Mr. Aiub Ali, Executive Engineer, Chuadanga 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.

Photograph of Consultation Meeting at N Old Graveyard More at Ward No. - 9



Consultation with local people



Proposed road under UGIIP-III

Key Issue Discussion

SL No.	Issues Discussed	Major Findings
1	Purpose of the consultation meeting and scope of subprojects under UGIIP-III. Project beneficiaries should be included for control monitoring work.	<p>The consultant describe the purpose the the consultation meeting. The main focus was improvement of roads and drains of different areas of the pourashava. The ADB is the main doner of the project. Project beneficiaries should be included for control monitoring work.</p> <p>The MDS consultants of UGIIP-III visited the all subprojects under UGIIP-III to physically observe is there any IR impacts existing with the ROW and other relevant activities as per doner requirements and ADB SPS 2009.</p>
2	Purpose of the visit to road & drainage schemes, Social Safeguard & IR issues.	To observed is there any IR impact existing with in the ROW of the submitted subprojects of the pourashva.
3	Local people opinions/feedback on different social issues & concerns, benefits etc.	It is necessary to required the support the local people during the construction to ensure the quality and monitoring of the works and inform to pourashava authority the progress of works and other relevant to the construction.
4	Existing situation of the feeder roadneeds to be improved	<p>The existing road condition is broken, narrow and some part is kacha, communication is not good; in the rainy season vehicles cannot move along the road.</p> <p>The road is very narrow, so when heavy vehicles like tractors run side by side it sometimes causes destruction of</p>

SL No.	Issues Discussed	Major Findings
		<p>household fences. Heavy vehicles are causing further damage to the road already in bad shape.</p> <p>In the rainy season, it gets worse and movement of vehicles come to a stop at some time when it rains heavily. Sometimes accidents happen. Emergency movement like taking patients to hospitals by ambulance cannot be possible.</p> <p>Especially marriage ceremonies suffer most in the rainy season as visits of both parties won't be possible due to very bad shape of road.</p>
5	Service use from Pourashava	<p>They also pay the Pourashava the fine it charges against cattle for their mis chiefs. The community also bears the electricity cost for the street lamps.</p> <p>The participants representing the community expressed their frustration with the Pourashava for its failure to provide humanitarian support to the poor in terms of warm clothes during chilly winter days or cash or food in times of dire scarcity. They could only see pourashava peoples' presence at the time of election for begging votes.</p>
6	Information dissemination about the subproject & its scope	<p>After construction of existing roads and widening of roads present situation will be changed.</p>
7	Existing situation of the feeder road needs to be improved	<p>The pourashava submitted 10 roads and 9 drains to LGED for improvement/reconstruction and rehabilitation works under different subprojects.</p>
8	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 people's overall wellbeing.</p> <p>Poor women ponder over sunning their parboiled paddy on the medaled 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.</p>
9	Opinion of the local people regarding improvement of existing road and the areas 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 jobs.</p> <p>They do not have any confidence in Pourashava's announcement of this project as it has been an age-old</p>

SL No.	Issues Discussed	Major Findings
10	Willingness to support the project	<p>demand of the community but Pouroshava paid no heed to it.</p> <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>
11	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>This participation could be in the form of breaking a part of their walls or cutting the trees or removing the structures without any reluctance. People shared such commitment during census.</p>

List of Participants at Old Graveyard More at Ward No. - 9

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

Name of the Pourashava: Chudanga - Venue : ----- Ward: 09

Date: ----- Time: -----

Sl	Name of the Participant	Occupation	Signature
1	Md. Sharif Shukkat	অসহায়	
2	Md. Abdul Latif	Retd. SAE	
3	কাজ: অসহায়	লগেড	
4	শ্রীমতী সত্যজিৎ দেবী	শ্রীমতী	
5	কাজ: অসহায়	অসহায়	
6	কাজ: অসহায়	অসহায়	
7	কাজ: অসহায়	অসহায়	
8	Md. Rafiqul Karim	এলিমেন্টরি	
9	কাজ: অসহায়	অসহায়	
10	MD. ASADUZZAMAN	রেপেটর	
11	MD Abdul. Rashid	অসহায়	
12	কাজ: অসহায়	অসহায়	
13	MD. Shalab	স্টাডেন্ট	
15	কাজ: অসহায়	অসহায়	
16	কাজ: অসহায়	অসহায়	
17	কাজ: অসহায়	অসহায়	
18	কাজ: অসহায়	অসহায়	

IX. APPENDIX 2: INVOLUNTARY RESETTLEMENT IMPACT ASSESSMENT CHECKLIST

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

A. Introduction

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

B. Information on proposed scheme/subproject:

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

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

C. Screening Questions for Involuntary Resettlement Impact

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

Involuntary Resettlement Impacts	Yes	No	Not Known	Remarks
				existing facility)
3. Current usage of the land known?				<i>if yes, check as appropriate:</i> ___ agricultural ___ residential ___ commercial/business ___ community use ___ vacant/not used ___ private access road ___ x others (<i>specify</i>) ___ existing carrigeway and roadsidepourashava land_____
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>				
- Residential				<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) _____				<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:				
- 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. Linear Works				
1. Within public RoW?	X			<i>(if no, provide description and ensure answer questions on land)</i>
2. Structures on RoW? (<i>applicable to full or partial parts, applicable to permanent/semi-permanent structures</i>)		X		<i>(if yes, provide description)</i>
- Residential		X		
- Commercial/business/stalls		X		
- Fence/boundary walls		X		
- Sanitation facility		X		
- Community facility		X		
- School/educational facility		X		
- Religious structure		X		
- Service provision (light poles, water wells, etc)		X		
- Others (specify)				
3. Any mobile vendors/hawkers using		X		

Involuntary Resettlement Impacts	Yes	No	Not Known	Remarks
RoW?				
4. Will there be loss of agricultural plots?		X		
5. Will there be loss of trees?		X		
6. Will there be loss of crops?		X		
5. Will people lose access to:				
- any facility		X		(if yes, provide description)
- services		X		(if yes, provide description)
- natural resources		X		(if yes, provide description)
6. Are any of the affected persons (AP) from indigenous or ethnic minority groups?		X		(if yes, provide description)

D. Attachments

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

Prepared by: MDS Team Consultant Signature: Name: Md. Aktarul Islam Khan Position: Regional Resettlement Specialist-1	Verified by: Signature: Name: Md. Abdul Karim Position: Deputy Team Leader
Date: 20 September, 2015	Date: 20 September, 2015

THIS PORTION IS FOR PMO AND MDSC SAFEGUARD TEAM USE ONLY

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

Assessed by: Signature: Name: Md. Aktarul Islam Khan Position: Regional Resettlement Specialist-1 Date: 20 September, 2015	Noted by: Signature: Name: Md. Abdul Karim Position: Deputy Team Leader Date: 20 September, 2015
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X. APPENDIX 3: INDIGENOUS PEOPLE/SMALL ETHNIC COMMUNITIES (SEC) IMPACTS SCREENING CHECKLISTS

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:* Gopalganj/Chuadanga
- b. *Location (km):* For all subprojects (12.968 km)of Phase-1
- c. *Civil work dates (proposed):* July 15015 to Dec 2016
- d. *Technical description:* The subproject is the improvement/ construction of 15 roads and 11 drains under Package No. UGIIP-III-I/ CHUA/UT+DR/01/2015 (Lot-01).

B. Screening Questions for Indigenous People/SEC Impact

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

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

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

XI. APPENDIX 4: SAMPLE GRIEVANCE REGISTRATION FORM

(To Be available in Bangla and English)

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

Thank you.

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

XII. APPENDIX 5: LAND OWNERSHIP CERTIFICATE



CHUADANGA PAURASHAVA

Shahid Abul Kashem Sarak, Chuadanga-7200

Ref No-Chua.pau/2015/1423

Date: 23/11/2015

TO HOME IT MAY CONCERN

This is to certify that Chuadanga Pourashava area is 37.39 Sq.km consist of 9 (nine) word. There are 263.00 km. kacha pucca road, 50.00 km.Kacha pucca drain in Pourashava area. Also certify that owner of land of all the sub-project has been taken under Package No. UGIIP-III-i/CHUA/UT+DR/01/2015 is Chuadanga Pourashava


Reajul Islam Joarder
Mayor
Chuadanga Pourashava

সময়মত পৌরকর এবং পানির বিল পরিশোধ করুন। আপনার শিশুকে টিকাদিন। আপনার শহর পরিচ্ছন্ন রাখুন

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