

Due Diligence Report – Social Safeguards

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**BAN: Urban Governance and Infrastructure
Improvement (UGIIP-3) – Laxmipur Pourashava
Phase 1 Package Nr: UGIIP-III-
I/LAXM/UT/01/2015 (Lot-01)**

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

CURRENCYEQUIVALENTS

(as of November 2015)

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

ABBREVIATIONS

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

GLOSSARY OF BANGLADESHI TERMS

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

Upazila: Administrative unit below the district level. A district is called a Zila

WEIGHTS AND MEASURES

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

NOTES

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

Disclaimer

This Sub-Project Appraisal Report (SPAR) of Laxmipur 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). 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-3 will improve existing and provide new municipal infrastructures including (i) roads; (ii) Drainages; (iii) water supply system; (iv) solid waste management facilities; (v) slaughterhouses; (vi) markets, community centres/auditorium, bus and truck terminals and river *ghats*; (vii) public toilets; and (viii) others such as provision for street lighting and improvement of slums.
3. A sector-lending approach is being used for the project as it has been well established and successfully practiced in the UGIIP-1 and 2. In accordance with ADB's Safeguard Policy Statement (SPS), 2009 requirements a Resettlement Framework (RF) has been prepared.
4. During project preparation, resettle plans (RPs) were prepared for 3 sample pourashavas covering roads, drainage, kitchen market and solid waste management subprojects. The RPs concluded that the project will have only temporary impacts and therefore, UGIIP-3 has been categorized as resettlement Category B as per ADB SPS 2009. As a basic development principle, significant resettlement impacts (Category A type project) should be avoided to the extent possible in future subprojects. For any components, the social and resettlement assessments documents will be formulated and approved by ADB before any physical activities start.
5. LGED will ensure that no physical displacement or economic displacement will occur until (i) compensation at full replacement cost has been paid to each displaced person, and (ii) other entitlements listed in the RPs have been provided.
6. This Resettlement and Social Impact Assessment Report has been prepared for Roads and Drainage Improvement subproject of Laxmipur *pourashava* taken up in phase-1 Package No. UGIIP-III-I/LAXM/UT/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 Laxmipur pourashava has been prepared based on the feasibility study and detailed engineering designs.
7. During investigations, it was revealed that the roads and drains proposed for improvement under Package No. UGIIP-III-I/LAXM/UT/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 anticipated thus the subproject is classified as Category C for IR. Under the circumstances, this report may be treated as due diligence report (DDR) with respect to social safeguard issues for the concern subproject.

B. Institutional Set-up

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

II. SUBPROJECT DESCRIPTION

9. **Location:** Laxmipur pourashava is located to the east side of Noakhali under Chittagong division. It is bordered by Noakhali and Comilla district. Laxmipur pourashava is located by the Noakhali - Comilla highway and at a distance of around 70 km. from the Dhaka-Chittagong Highway. The pourashava experiences flood in most of the years due to flood water from Mehna 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 of 14 roads 14.525 km under Package No. UGIIP-III-I/ LAXM/UT/01/2015 (Lot-01). The components of the subproject, shown in Table 1 below will involve schemes (i) improvement/ construction of 14 roads length-14.525 km of existing roads. **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 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 Laxmipur pourashava and **Figure 2** shows the location of subproject's schemes (alignment of roads proposed

under the subproject). No road needs resettlement, replacement or relocation. Strip diagram of two roads are given as a sample in Figures 3a and 3b¹

13. The 14 roads ¹proposed 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. 14 roads will be improved by bituminous surfacing.

14. The subproject contains no drains to be constructed. All are roads in the phase -1, as the area is low lying

15. **Figure - 4** provides photographs of two proposed road alignments of Laxmipur pourashava under Phase-1 of UGIIP-III.

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

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

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

18. Considering the above facts, it has been estimated that the implementation of phase 1 roads and drains of Laxmipur 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

¹**Note:** 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.

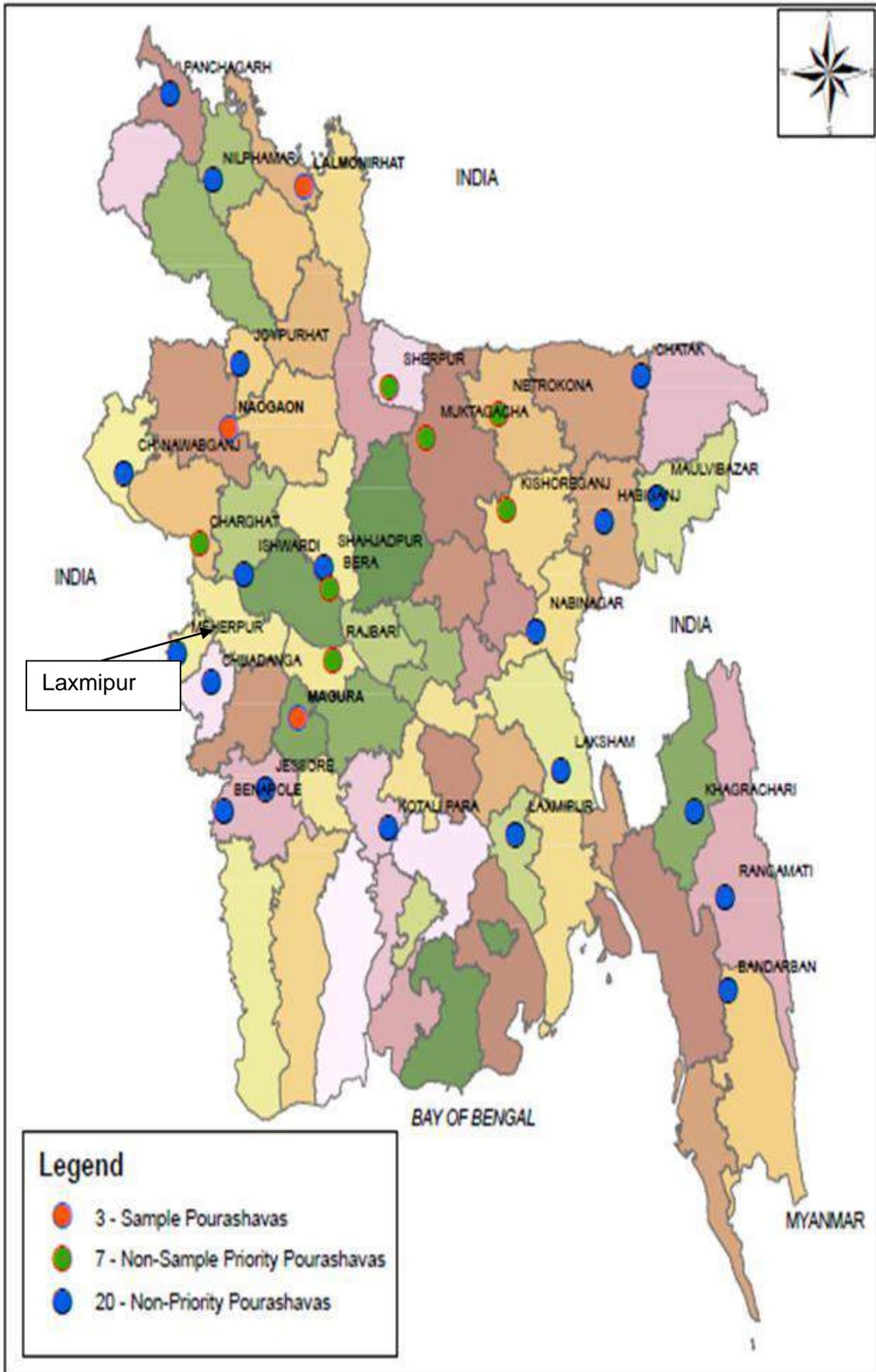


Figure 1: Location Map of Laxmipur Pourashava

PDP-NO. 14

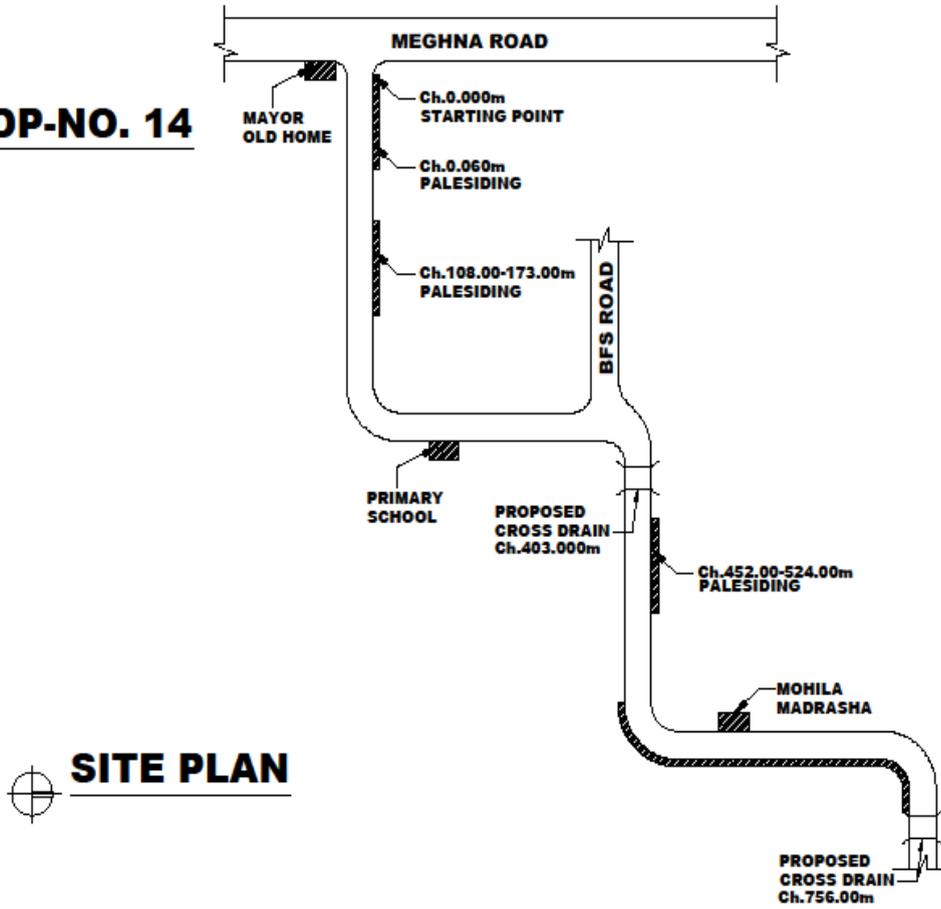


Figure 3a: Sample Strip Map of Laxmipur Pourashava

PDP-NO. 14

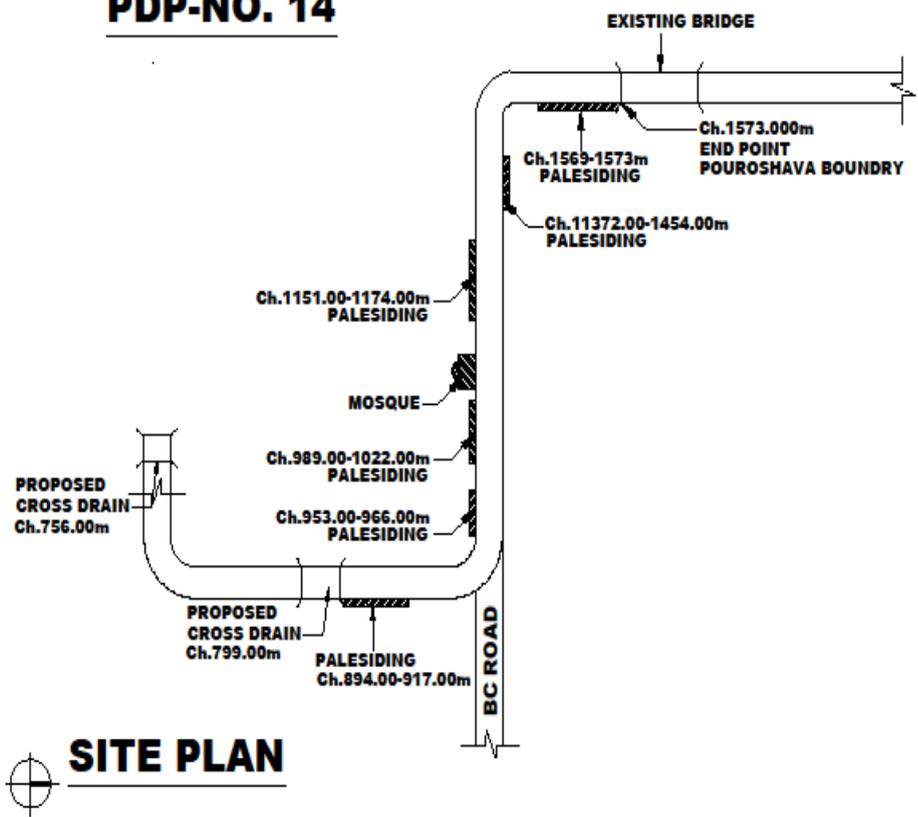


Figure 3b: Sample Strip Map of Laxmipur Pourashava



Figure 4: Typical Photographs of Sub Project Areas

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

Figure 5: Implementation work Schedule

Table 1: Proposed Phase 1 Components in Laxmipur Pourashava

| SL No | PDP / Scheme No. | Sub-Project Schemes | Road Length/ Drain Length (m) | Existing width (m) | Proposed Width(m) | Remarks /IR impacts | Land Ownership |
|-------|------------------|---|-------------------------------|--------------------|-------------------|--|----------------|
| 1 | 0003 | Rehabilitation of Madam to Sahapur road from Salam departmental store to Government Child Family School, length 1152 m. at ward no. | 1152 | 2.85 | 2.85 | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition | Pourashava |
| 2 | 004 | Rehabilitation of ShahidSmity School Road from Patoary Bari, length 755 m. at ward no.1 | 755 | 2.85 | 2.85 | <ul style="list-style-type: none"> • No major IR impacts • No requirement for land acquisition | Pourashava |
| 3 | 0026 | Rehabilitation of OstaKoralla Road from Rahim Box Bari to Monas father shop, length 639 m. at ward no.2 | 639 | 2.55 | 2.5-4.00 | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition | Pourashava |
| 4 | 0014 | Rehabilitation of Karalia road from Mayors old house to Pourashava Boundary, length 1573 m. at ward no 2. | 1573 | 3.00 | 0.60-3.00 | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition | Pourashava |
| 5 | 0025 | Rehabilitation of Sayed Earshad Road from Mizi Bari to Poura Boundary, length 454 m. at ward no.2 | 454 | 3.00 | 2.55 | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition | Pourashava |
| 6 | 0018 | Rehabilitation of Meher Kha road from M/S Onik Traders to Ideal College, length 1478 m. & one Drain at Ch. 1030 m. at ward no.2 | 1487 | 3.00 | 2.7-3.0 | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition | Pourashava |
| 7 | 0019 | Rehabilitation of Ex Bancharampur | 1230 | 2.85 | 2.7-2.85 | <ul style="list-style-type: none"> • No IR impacts | Pourashava |

| SL No | PDP / Scheme No. | Sub-Project Schemes | Road Length/ Drain Length (m) | Existing width (m) | Proposed Width(m) | Remarks /IR impacts | Land Ownership |
|-------|------------------|--|-------------------------------|--------------------|-------------------|--|----------------|
| | | Road from Abus shop to TaherPatoary Bari, length 1230 m. & one no. X-Drain at ch. 678 m. at ward no.2 | | | | <ul style="list-style-type: none"> • No requirement for land acquisition | |
| 8 | 0034 | Improvement of connecting road starting from EX Banchanagar road to Meher Kha road, length 657 m. at ward no.2 | 657 | 2.85 | 2.0-2.85 | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition | Pourashava |
| 9 | 0040 | Rehabilitation of Rahamania road starting from Advocate Bashes house to UosufChoail house, length 1381 m. at ward no.3 | 1381 | 2.85 | 2.85 | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition | Pourashava |
| 10 | 0042 | Rehabilitation of Kala Gazi School road starting from from Jalal Sowdagors shop to Baribundh road by DBC ch.0.00-1607 m & connecting road starting from main road ch. 710.00 to Kalagaz iPrimary school ch.0.00-133m. at ward no.3 | 1740 | 2.85 | 2.85 | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition | Pourashava |
| 11 | 0041 | Rehabilitation and Connection of road from Rahmania road to Kala Gazi road, length 395 m. at ward no.3 | 395 | 2.85 | 2.7-2.85 | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition | Pourashava |
| 12 | 0072 | Rehabilitation of Arob Ali Bhuyan road from Sowdagor Bari Mosque to Nahar house, length 727 m. at ward no.4 | 727 | 2.85 | 2.85 | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition | Pourashava |

| SL No | PDP / Scheme No. | Sub-Project Schemes | Road Length/ Drain Length (m) | Existing width (m) | Proposed Width(m) | Remarks /IR impacts | Land Ownership |
|-------|------------------|---|-------------------------------|--------------------|-------------------|--|----------------|
| 13 | 0071 | Rehabilitation of Danish Patoary road starting from Ex Councillor Kalam house to Bhola-Borisha road by DBC,CH.0.00- 333 m. at ward no.4 | 333 | 2.70 | 2.70 | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition | Pourashava |
| 14 | 0076 | Rehabilitation of Abdul Hakim road starting from Bazar main road to Bhola-Borishal road by DBC,ch. 0.00- 2002 m. at ward no.4 &5. | 2002 | 3.60 | 3.6-4.50 | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition | Pourashava |

III. DUE DILIGENCE

A. Objectives of the Study/ Investigation

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

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

B. Methodology used for Assessing Land Acquisition and Resettlement

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

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

comments, and concerns) with regard to the proposed development; (iv) giving the stakeholders feedback on process findings and recommendations; and (v) ensuring compliance to process requirements with regards to the environmental and related legislation.

21. The safeguard team of MDSC visited Laxmipur pourashava from 10 August, 2015 to 12 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.. 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.

22. As a part of public consultation, relevant consultants and pourashava officials arranged meetings at pourashava office and at different roads and drains locations. Two formal meetings were arranged by the pourashava official with the stakeholders. The meeting sites were at Near Shoudagor home at ward no. 4 and at Islam market at ward no.11 from August 10/08/2015 to 12/08/2015. Near about 65 participants were present during the consultation. The main agenda was improvement, rehabilitation and reconstruction of different roads. 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.

23. 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**

24. **Transect walks.** The MDSC Regional Resettlement Specialist together with Laxmipur *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**.

25. **Reconnaissance Survey.** The project MDSC social safeguard team visited Laxmipur *pourashava* during June to August 2015 to measure the widths of proposed roads and drains under Package No. UGIIP-III-I/LAXM/UT/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.

26. **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.

27. 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.

28. All road and drainage components under Package Nr: UGIIP-III-I/ LAXM/UT/01/2015 (Lot-01) will involve improvement of existing roads owned by Laxmipur 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 Laxmipur 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**.

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

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

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

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

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

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

34. **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.

35. **Indigenous People.** There are no identified IPs near by the PDP Roads affected as a distinctive group. .The IP Categorization form is attached as **Appendix- 3**. 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.. The subproject thus has no IP impact and classified as Category C for IP.

36. **Others:** 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.

37. **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 Laxmipur 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 |

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

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

40. 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.

41. 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.

42. 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-project of Laxmipur Pourashava

| SLNo | PDP / Scheme No. | Sub-Project Schemes | Type of Loss/Affected | Name of APs | Possible Social Impact | Resettlement required or not | Remarks |
|------|------------------|--|--------------------------------------|---------------|--|------------------------------|---|
| 1 | 0003 | Rehabilitation of Madam to Sahapur road from Salam departmental store to Government Child Family School, length 1152 m. at ward no. | No loss and no resettlement reported | None affected | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition | Not required | Existing Road. Drainage scheme has not proposed by the Pourashava |
| 2 | 004 | Rehabilitation of ShahidSmity School Road from Patoary Bari, length 755 m. at ward no.1 | No loss and no resettlement reported | None affected | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition | Not required | Existing Road. Drainage scheme has not proposed by the Pourashava |
| 3 | 0026 | Rehabilitation of OstaKoralla Road from Rahim Box Bari to Monas father shop, length 639 m. at ward no.2 | No loss and no resettlement reported | None affected | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition | Not required | Existing Road. Drainage scheme has not proposed by the Pourashava |
| 4 | 0014 | Rehabilitation of Karalia road from Mayors old house to Pourashava Boundary, length 1573 m. at ward no 2. | No loss and no resettlement reported | None affected | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition | Not required | Existing Road. Drainage scheme has not proposed by the Pourashava |
| 5 | 0025 | Rehabilitation of Sayed Earshad Road from Mizi Bari to Poura Boundary, length 454 m. at ward no.2 | No loss and no resettlement reported | None affected | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition | Not required | Mainly residential area. Drainage scheme has not proposed by the Pourashava |
| 6 | 0018 | Rehabilitation of Meher Kha road from M/S Onik Traders to Ideal College, length 1478 m. & one Drain at Ch. 1030 m. at ward no.2 | No loss and no resettlement reported | None affected | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition | Not required | Residential area road. Drainage scheme has not proposed by the Pourashava |
| 7 | 0019 | Rehabilitation of Ex Bancharampur Road from Abus shop to Taher Patoary Bari, length 1230 m. & one no. X-Drain at ch. 678 m. at ward no.2 | No loss and no resettlement reported | None affected | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition | Not required | Existing Road. Drainage scheme has not proposed by the Pourashava |
| 8 | 0034 | Improvement of connecting road starting from EX Banchanagar road to Meher Kha road, length 657 m. at ward no.2 | No loss and no resettlement reported | None affected | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition | Not required | Existing Road. Drainage scheme has not proposed by the Pourashava |

| SLNo | PDP / Scheme No. | Sub-Project Schemes | Type of Loss/Affected | Name of APs | Possible Social Impact | Resettlement required or not | Remarks |
|------|------------------|--|--------------------------------------|---------------|--|------------------------------|---|
| 9 | 0040 | Rehabilitation of Rahamania road starting from Advocate Bashers house to Uosuf Choail house, length 1381 m. at ward no.3 | No loss and no resettlement reported | None affected | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition | Not required | Existing Road. Drainage scheme has not proposed by the Pourashava |
| 10 | 0042 | Rehabilitation of Kala Gazi School road starting from from Jalal Sowdagors shop to Baribundh road by DBC ch.0.00-1607 m & connecting road starting from main road ch. 710.00 to Kalagaz iPromary school ch.0.00-133m. at ward no.3 | No loss and no resettlement reported | None affected | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition | Not required | Existing Road. Drainage scheme has not proposed by the Pourashava |
| 11 | 0041 | Rehabilitation and Connection of road from Rahmania road to Kala Gazi road, length 395 m. at ward no.3 | No loss and no resettlement reported | None affected | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition | Not required | Existing Road. Drainage scheme has not proposed by the Pourashava |
| 12 | 0072 | Rehabilitation of Arob Ali Bhuyan road from Sowdagor Bari Mosque to Nahar house, length 727 m. at ward no.4 | No loss and no resettlement reported | None affected | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition | Not required | Existing Road. Drainage scheme has not proposed by the Pourashava |
| 13 | 0071 | Rehabilitation of Danish Patoary road starting from Ex Councilor Kalam house to Bhola-Borisha road by DBC,CH.0.00- 333 m. at ward no.4 | No loss and no resettlement reported | None affected | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition | Not required | Existing Road. Drainage scheme has not proposed by the Pourashava |
| 14 | 0076 | Rehabilitation of Abdul Hakim road starting from Bazar main road to Bhola-Borishal road by DBC,ch. 0.00- 2002 m. at ward no.4 &5. | No loss and no resettlement reported | None affected | <ul style="list-style-type: none"> • No IR impacts • No requirement for land acquisition | Not required | Mainly residential area. Drainage scheme has not proposed by PS |

V. FUTURE CONSULTATIONS AND DISCLOSURE

43. 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 Laxmipur *pourashava* and provided to members of TLCC and community representatives.

44. A consultation and participation plan is prepared for UGIIP-III; consultation activities will be coordinated by the PMO, PIU (Laxmipur 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, Laxmipur 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.

45. 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.

46. **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.

47. PIU and governance improvement and capacity development 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.

48. 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: **01733687166; (0381-62877)** at accessible locations, by e-mail to **Laxmipurpourashava@gmail.com** by post, or by writing in a complains register in PIU or Laxmipur *pourashava* office.

49. 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

1. 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.

50. 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.

51. 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.

52. Recordkeeping. Records of all grievances received, including contact details of complainant, date the complaint was received, nature of grievance, agreed corrective actions and the date these were effected and final outcome will be kept by PIU. The number of grievances recorded and resolved and the outcomes will be displayed/disclosed in the PMO office, *pourashava* office, and on the web, as well as reported in monitoring reports submitted to ADB on a semi-annual basis.

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

53. **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.

54. **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.

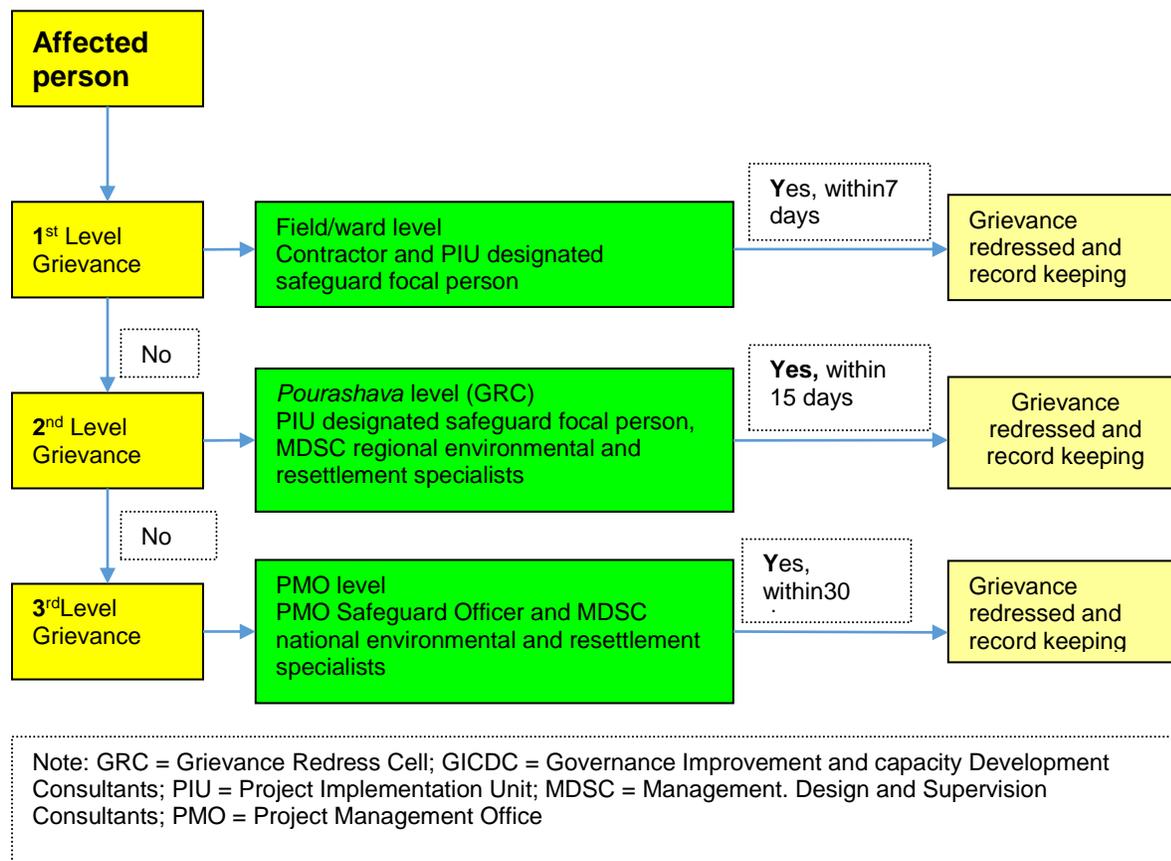


Figure 6: Project Grievance Redress Mechanism

VI. MITIGATION OF SOCIAL CONCERNS

55. 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.

56. 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

57. 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.

58. 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.

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

60. Based on the findings presented in this due diligence report, the Laxmipur Subproject Package Nr: UGIIP-III-I/LAXM/UT/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 IN LAXMIPUR POURASHAVA

61. As a part of public consultations several meetings were held in different sub projects of the pourashava under UGIIP-III. The public consultation meetings were presided over by concerned Councillors of Laxmipur Pourashava; Md.Mustafizur Rahman, Assistant engineer and Social Safeguard Officer of the Pourashava, Consultants from Social Safeguard Unit of MDS, UGIIP-3 were present in the meetings. In the meeting, road users, beneficiaries of the drains, local elites, local government representatives, and businessmen were also present.

62. 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 each 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 June-August 2015 for 20-Pourashavas.

63. 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 DDR, but the issues would not pose any significant constraint in the implementation of proposed sub- project.

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

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

- The participants wanted to know construction time and participation of local workers in the construction work
- They suggested to maintain quality of the works and timely completion of works
- Most of the participants are happy to know the improvements of the subprojects
- Main concern of the participants is the quality of the construction works
- They urged the authority not to disturb the livelihood of poor people and ensuring proper safety measures during construction period.

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

66. During the field visit consultant conducted some consultant meeting for the proposed road and drain.

Consultation Meeting-01

Location/venue: Near Shoudagor home, at ward No. 4

Date: 07/07/2015

Time: 11.00 AM, No of Participants: 8

67. The public consultation meeting was presided over by the Mayor of Laxmipur Pourashava. The Secretary, Assistant Engineer, Councillor and other official of Pourashava, and Social Safeguard Officer of the Pourashava, Consultants from Social Safeguard Unit of MDS, UGIIP-3 were present in the meeting. In the meeting, road users, local elites, local government representatives, and businessmen, members of the communities, local government agencies were also present.

68. The Panel Mayor and the councillors of Laxmipur *pourashava* and few community leaders representing the area participated in the discussion. The Mayor mentioned that the proposed roads will not encroach on any private land as the site falls in the ROW on both sides of the road which belongs to *pourashava*.

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

70. The agenda of the meeting was planning, improvement, reconstruction; and rehabilitation of the roads of the pourashava proposed under UGIIP-III.

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

72. 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
- avoid land acquisition and livelihood loss
- continuous communication with community and ensure public consultation
- Most of the participants are happy to know the improvements of the subprojects
- The authority should not disturb livelihood of low income group of the Pourashava
- Ensuring proper safety measures during construction period.

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



Photograph of the Consultation Meeting with stakeholders

Key Issues of Discussion

| SL | Key issues | Major Findings |
|----|---|---|
| 1. | Existing situation of the feeder road needs to be improved and drain to be renovated. | 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. It gets worse and movements of vehicles come to a stop sometimes when it rains heavily. Sometimes accidents happen. Emergency movement like taking patients to hospitals by ambulance hamper. |
| 2. | Better road communication will bring better scopes for the community | Better road condition is the pre condition of development. It can save time and ensure improved living standard and present suffering in traffic movement. Business, education and health will be highly benefited and so will be the people's overall wellbeing. |
| 3. | Service use from Pourashava | The community informed that they pay Pourashava its holding tax. The community also bears the electricity cost for the street lamps. The participants representing the community expressed their frustration with the Pourashava for its failure to provide humanitarian support to the poor in terms of warm clothes during chilly winter days or cash or food in times of dire scarcity. The participants criticize the pourashava for lacking proper urban planning and continuing the development and maintaining roads and drains regularly for making the city as a good habitat for citizen. They could only see Pourashava peoples' presence at the time of election for begging votes. |
| 4. | Access to supply Water | They demanded access to drinking water for marginal people of the pourashava. |

| SL | Key issues | Major Findings |
|----|--|--|
| 5. | Opinion of the local people regarding improvement of existing road | Some people think that owners of structures that may come on the way of roads will voluntarily remove those things for an unobstructed construction/ improvement of the roads. |
| 6. | Willingness to support the project | The community is very eager to extent their all kinds of support for implanting the project. The community representatives will motivate the people for extending their support for the construction of the roads. As this project would create employment opportunities for poor people, they are very earnest to stand by the Pourashava with whatever support they could provide. |

List of Participants Public Consultation List of Participants

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

Name of the Pourashava: ନିମ୍ନମୁକ୍ତ ଦଳୀୟ ଆଠା

Venue : ମହାନଦୀ ବହିର ମାଲ Ward No: ୦୮

Date: ୨୮/୦୬/୧୯ Time: ୨୦.୦୦

| Sl | Name of the Participant | Occupation | Signature |
|----|-------------------------|-------------|-----------|
| 1 | ନିମ୍ନମୁକ୍ତ ଦଳୀୟ | ରାଜ୍ୟ | |
| 2 | କାନ୍ତ କୁମାର | ସ୍ୱାଧିକାରୀ | |
| 3 | ନିମ୍ନମୁକ୍ତ | ନିମ୍ନମୁକ୍ତ | |
| 4 | ରାଜ୍ୟ | ରାଜ୍ୟ | |
| 5 | କାନ୍ତ କୁମାର | ରାଜ୍ୟ | |
| 6 | (କା: କାନ୍ତ କୁମାର) | କାନ୍ତ କୁମାର | |
| 7 | (କା: କାନ୍ତ କୁମାର) | କାନ୍ତ କୁମାର | |
| 8 | କାନ୍ତ କୁମାର | କାନ୍ତ କୁମାର | |
| 9 | | | |
| 10 | | | |
| 11 | | | |
| 12 | | | |
| 13 | | | |

Consultation Meeting-02

Location/venue: Islam Market, Ward No.11,

Date : 09/08/2015, Time: 11:30AM,

No of Participants: 9

74. The public consultation meeting was presided over by the XEN of Laxmipur Pourashava. The Secretary, Assistant Engineer, Councillor and other official of Pourashava, Consultants from Social Safeguard Unit of MDS, UGIIP-3 were present in the meeting. In the meeting, road users, local elites, local government representatives, and businessmen, local government representatives, community people were also present.

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

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

77. The agenda of the meeting was planning, improvement, reconstruction; rehabilitation of roads of the pourashava proposed under under UGIIP-III.

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

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



Public Consultation with the community

Key Issues of Discussion

| SL | Key issues | Major Findings |
|----|--|--|
| 1. | Existing situation of the feeder road | The road is very narrow, so when heavy vehicles run side by side they cause further damage to the road already in bad shape and creating traffic jam. In the rainy season, it gets worse and movements of vehicles come to a stop at some time when it rains heavily. Sometimes accidents happen. |
| 2. | Better road communication will bring better scopes | Better road communication is the pre condition of development. It can save time and ensure improved living standard and present suffering in traffic movement. Business, education and health will be highly benefited and so will be the people's overall wellbeing. |
| 3. | Service use from Pourashava | The community informed that they pay Pourashava its holding tax. The community also bears the electricity cost for the street lamps. The participants representing the community expressed their frustration with the Pourashava for its failure to provide humanitarian support to the poor 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. |
| 4. | Access to supply Water | They demanded access to drinking water for marginal people of the pourashava. |
| 5. | Opinion of the local people regarding improvement of existing road | The community people are happy to know the proposed roads would be improved. Some people think that owners of structures that may come on the way of roads will voluntarily remove those things for an unobstructed construction/ improvement of the roads. |
| 6. | Willingness to support the project | The community is very eager to extent their all kinds of support for implanting the project. The community representatives will motivate the people for extending their support for the construction of the roads. As this project would create employment opportunities for poor people, they are very earnest to stand by the Pourashava with whatever support they could provide. |

Public Consultation List of Participants

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

Name of the Pourashava: ଲକ୍ଷ୍ମୀ ସ୍ୱରାଜ୍ୟ ପୋଡ଼ାଘର

Venue: ଶ୍ରୀମତୀଙ୍କ ଘର

Ward No: ୧୨

Date: ୦୩/୦୮/୨୦୧୯

Time: ୧୨.୩୦

| Sl | Name of the Participant | Occupation | Signature |
|----|-------------------------|------------|-----------|
| 1 | ଅନିଲ କୁମାର | ଫେଲୋ | ଅନିଲ |
| 2 | ପ୍ରମୋଦ କୁମାର | ଗୃହାଧିକାରୀ | ପ୍ରମୋଦ |
| 3 | ପ୍ରମୋଦ କୁମାର | | ପ୍ରମୋଦ |
| 4 | ଅନିଲ କୁମାର | ଫାଇଟର | ଅନିଲ |
| 5 | ଅନିଲ କୁମାର | | |
| 6 | ପ୍ରମୋଦ କୁମାର | କମ୍ପ୍ୟୁଟର | ପ୍ରମୋଦ |
| 7 | ଅନିଲ କୁମାର | | ଅନିଲ |
| 8 | ଅନିଲ କୁମାର | | ଅନିଲ |
| 9 | ପ୍ରମୋଦ କୁମାର | ଅଧ୍ୟାପକ | ପ୍ରମୋଦ |
| 10 | | | |
| 11 | | | |
| 12 | | | |
| 13 | | | |

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: Laxmipur
 b. Location: Laxmipur 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 roadside pourashava 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 RoW? | | X | | |

| Involuntary Resettlement Impacts | Yes | No | Not Known | Remarks |
|--|-----|----|-----------|-------------------------------|
| 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):
 - b. Photograph/s of existing structure/s (permanent/semi-permanent): Not applicable
 - c. Photograph/s of trees/crops: Not applicable

| | |
|---|---|
| Prepared by: Md. Aktarul Islam Khan 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 |
|--|--|

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: *Laxmipur*

b. Location (km): *For all subprojects (12.968 km) of Phase-1*

c. Civil work dates (proposed): _____

d. Technical description: _____

B. Screening Questions for Indigenous People/SEC Impact

| KEY CONCERNS (Please provide elaborations in the "Remarks" column) | YES | NO | NOT KNOWN | Remarks |
|--|-----|-----|--------------|---------|
| A. Indigenous Peoples/SEC Identification | | | | |
| 1. Are there sociocultural groups present in or using the project area who may be considered "tribes" (hill tribes, scheduled tribes, IP/SEC), "minorities" (ethnic or national minorities), or "indigenous communities"? | | 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 | | N.A | | |

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

| | | | | |
|---|--|-----|--|--|
| 16. Establishing legal recognition of rights to lands and territories that are traditionally owned or customarily used, occupied, or claimed by indigenous peoples? | | N.A | | |
| 17. Acquisition of lands that are traditionally owned or customarily used, occupied, or claimed by indigenous peoples? | | N.A | | |

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: Md. Aktarul Islam Khan Signature: Name: Md. Aktarul Islam Khan Position: Regional Resettlement Specialist- 1 | Verified by: Md. Abdul Karim 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 |
| Home Address | Age | | |
| 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



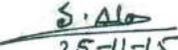
Office of Laxmipur Panchayat, Laxmipur
লক্ষ্মীপুর পৌরসভা কার্যালয়
লক্ষ্মীপুর।

Certificate of ownership of Land প্রত্যয়ন পত্র

এই মর্মে প্রত্যয়ন করা যাইতেছে যে, তৃতীয় নগর পরিচালন ও অবকাঠামো উন্নতি করন (সেটর) প্রকল্পের (UGIP-III) আওতাভুক্ত লক্ষ্মীপুর পৌরসভার Package no- 01 ও Package no- 02 যে সমস্ত রাস্তার কাজ বাস্তবায়ন করা হইবে, উক্ত রাস্তার ভূমির মালিক পৌরসভা। এই খানে প্রাইভেট কোন ল্যান্ড নাই। উল্লেখ্য Package no- 01 এর Road Lenth = 14525 মিটার এবং Package no- 02 এর Road Lenth = 14788 মিটার। উল্লেখ্য যে স্বীমসমূহ অন্য কোন প্রকল্পে অন্তর্ভুক্ত নহে।

This is to certify that owners of the land of schemes under pkg. 01 & 02 to be improved under UGIP-III is Panchayat. There is no private land here. Package-01: Road length: 14525m and Package-02: Road length is 14788m. Mentioned that the schemes are not included in other project.


25/11/15
সার্ভেয়ার
লক্ষ্মীপুর পৌরসভা
Surveyor
Laxmipur
Panchayat


25-11-15
উপ-সহঃ প্রকৌশলী
লক্ষ্মীপুর পৌরসভা
Sub-Assistant Engineer
Laxmipur Panchayat


25.11.15
সহকারী প্রকৌশলী
লক্ষ্মীপুর পৌরসভা
Assistant Engineer
Laxmipur Panchayat


25/11/15
নির্বাহী প্রকৌশলী
লক্ষ্মীপুর পৌরসভা
Executive Engineer
Laxmipur Panchayat


মেয়র
লক্ষ্মীপুর পৌরসভা
Mayor
Laxmipur Panchayat