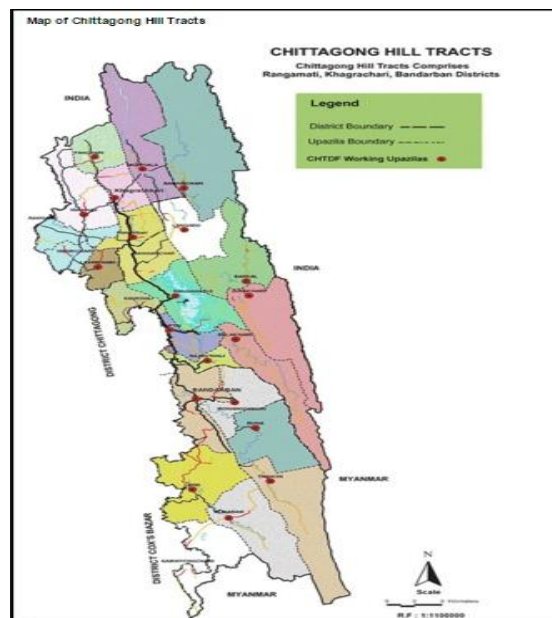




GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH

Consultancy Services for Feasibility, Detailed Survey and Design of Chittagong Hill Tracts Connectivity Connecting Thegamukh and Chittagong Port

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SOCIAL SCREENING AND SCOPING REPORT

Project: Consultancy services for Feasibility, Detailed Survey and Design of Chittagong Hill Tracts (CHT) Connectivity Connecting Thegamukh and Chittagong Port.

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Executive Summary

As per desire of the Government of the People's Republic of Bangladesh, for developing effective connectivity from Thegamukh to Chittagong Port, a study was carried out for selecting two alignments, one road alignment from among 4 road alignment options and one multimodal alignment from among 4 road-water alignment options.

Finally, using those selection criteria, from among the road alignments, road no.1 from Rajosthali-Bilaichari-Juraichari-Barkal-Thegamukh scored the highest 67.68. And from among the multimodal M-1Rangamati-Chhotoharina connected by waterway and Thegamukh by road have got highest scores of 64.93 have been selected. In view of having highest weight these two routes have been selected for further feasibility study.

The feasibility study has been carried out through Community Consultation in regard to social aspect and issues throughout and along the selected route alignments in order to carry out in-depth assessment for starting the actual construction works. Public Consultation along the selected alignments was carried out with different stakeholders to assess different opportunities, threats and cost effectiveness for re-settlements works. And also was conducted to gather knowledge and experience of local people relevant to identifying social and environmental issues and to find out appropriateness of selected alignments.

The selected road Alignment-1 that starts from Rajosthali has the connectivity with approach road with surrounding districts which are Chittagong, Banderban, Coxes Bazar, Khagrachari, etc., and easily can establish connectivity with the Upazilas thereof. It has road connection with some Upazilas of Rangamati district and can be connected with other Upazilas and network of whole CHT area. Rajosthali would ease the communication problem of Farua, Belaichari, Juraichari, Barkal and Thegamukh which was long awaited desire of the local people and if the project is materialized properly then entire Rangamati District including the remote places of it will be developed considerably. Besides that this route would be less risky compared to other alignment options. Multimodal-1 is suitable for inter-Upazila connectivity.

The field facilitators conducted the public consultation and FGDs where they covered the Upazila Officials, Upazila Chairmen, Headman, Karbaries, etc., including the common people along the alignments. Following the same method they also carried out the Multimodal selected route no.1, starting from Rangamati – Chotohorina along waterway and land up to Thegamukh. The field team conducted 52 public consultations covering all Upazila Headquarters throughout the road alignment and carried out 36 public consultations in and along multimodal alignment. The facilitators prepared the list of the respondents with detailed address, phone numbers and key responses. A stakeholder consultation meeting was organized by the project at Rangamati where 67 participants from different professional groups attended the meeting. Among the participants there were World Bank representatives, Additional Police Super, UNO-Barkal, Director, Chamber of commerce, Journalists, NGO representatives, UP Chairmen, Headman, Karbai and representatives of different business communities. The meeting was lively and participatory one.

From the public consultation it was found that for Road Alignment -1, land acquisition has to be done roughly of 114 acres, cost of which would be around BDT: 80.00 million. As such in 1 km land acquisition will be approximately 1 acre/km and the cost of which would be around BDT: 0.55 million/km. Study reveals that around 564 HHs will be affected due to implementation of the Road Alignment-1. All of them will need to be re-settled to another suitable place so that they can live there comfortably as before. Some 157 HHs will lose business structures, 241 HHs will lose



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gardens (mainly Teak), and a suitable compensation plan has to be prepared to recover loss of the affected persons. The Resettlement Action Plan (RAP) and the work will be done following the World Banks OP-4.12, and OP/BP 4.10 since there will be some involuntary resettlement and impacts to some indigenous people.

Under social assessment gender issues were given due consideration. From public consultation, it revealed that if communication facilities are improved women would have access to all sorts of facilities like-education, health services, job opportunities, etc.

Settlement pattern has serious implications for resettlement. Since the area is a hilly terrain settlement pattern is completely different from the rest part of Bangladesh. Tribal people follow three types of settlement pattern in that area where some people live in the bottom of the hill, another group live in the middle of the hill and one more group live in the top of the hill. Again, some tribal like Tripura live one family in one hill, Chakma live one or more than one in one hill and Marma also live one family in one hill. The reason for such pattern of settlement is related to their water use and livelihood pattern as reported by them. Tribals who are using water extensively in the everyday life used to live very close to their water source mainly at the bottom of the hill. They also used to rear cattle for which they prefer to live close the river or stream or lake. In total eleven ethnic minorities will be impacted which include Chakma, Marma, Tanchangya, Tripura, Pankua, Lushi, Khiang, Murang, Rakhain, Chak, Bowm, and Khumi.

Hot Spots in 2 selected alignments have been identified and shown in a tabular form in the report.

From the respondents of the consultation it was revealed that average poverty situation of the area has been reducing considerably compared to BBS data of 2010. As a proof of their observation they mentioned some criteria like living standard, food intake, use of luxury items, electricity, etc.

CHAPTER 1

Overall Condition of CHT Area

1.1 Local Government in the Region

Large number of institutions is there in the region, apart from many Government Departments and other agencies operating in the region as in the rest of the country. Institutions which are special to the area include CHTD Board, Hill District Councils and Regional Council. The MoCHT Affairs and Regional Council are the latest addition in the scenario. The HD Councils have also undergone substantial transformation following the historic Peace Agreement.

There are very old and traditional institutions like the Circle Chief-Headmen-Karbari network. The web of local government is distinctive in the CHT. With the existence of many organizations in the region an over-lap in functioning and confusion about the activities of some of the institutions occurs frequently.

New Institutions Creation of a new Ministry for CHTA is an evidence of the appreciation by the Government of giving special importance to socio-economic development of the people of the region. The Government is now in a position to take up intensive care of the problems and needs of the people of the region. It is also enabling increasing the resource allocation for the region through the various agencies.

Establishment of RC is a positive step towards strengthening local self-Government in the region. The RC can strengthen its mandatory functions of supervision and coordination of development activities of the region with the support of the Government. Experts feel that RC needs support with proper manpower, logistics and financial resources. Increased mutual trust and confidence between the RC and the Government is considered essential for effectiveness functioning of the RC.

Like other parts of Bangladesh various line Departments and other autonomous corporations and agencies of the Government have their district level offices in the three districts of CHT. These offices generally follow their highly centralized guidelines given from Dhaka. Top-down thinking prevails there but what is needed is a participatory approach to be followed for solving local level problem.

The traditional institution of Circle Chiefs (Rajas) and Headmen is important in the region. Effectiveness of Headman is gradually declining because of inadequate facilities. They may discharge their functions related to land management and local revenue administration better if they are given enhanced incentives.

1.2 Political Development in CHT Area

Indigenous people of CHT have a long history of struggle for realizing their some demands for improving their objectives economic conditions and some rights. Following that line of thought they had a long arms struggle in the CHT region. The struggle was ceased upon signing a peace accord in December 1997 what is called CHT Accord which was hailed by all. Both national and international community considered that as a breakthrough in resolving the decades-long conflicts in the region. It brought widespread optimism among all that the region will finally see peace and stability, giving a chance to pursue socio-economic development. However, the subsequent years produced a far-more complicated situation for the region. The Accord, almost immediately after its signing found itself embroiled into polemics with the two signatory parties – the government

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and the PCJSS – both accusing each other over the status of its implementation. At present, nearly after two decades of its signing, if one takes stock of things, the outcome is decidedly mixed. The government has been truthful in setting up the decentralized institutional framework in the region. The 3 Hill District Councils (HDCs) have been set up by separate acts of parliaments with expanded mandate. The Regional Council has been similarly set up, as also the Land Dispute Resolution Commission and as well as the Refugee Task Force.

Despite all those good initiatives, none witness their logical conclusion. The HDCs are yet to be empowered with their full authority as envisaged in their respective acts and Accord. The CHTRC remains a weak institution devoid of any real authority as outcome of the government's steady attempt to fully handing over its power. The Land Commission is still to be fully functional. Similarly, the CHT Refugee Task Force also could not achieve anything significant due to disagreement over the identification of the internally displaced persons. Finally, the CHT Development Board continues to function as a parallel institution, out of the domain of the CHT Regional Council.

The Accord has yet to achieve much-coveted full peace and stability in the region. Immediately after the signing of the Peace Accord, a faction of the PCJSS rejected it, claiming the Accord as not fulfilling the aspirations of the CHT peoples. They later formed a separate political party, called United Peoples' Democratic Front (UPDF) to press their demands. However, from the very beginning having conflicting view over the accord issue, the two parties remain at loggerhead, regularly clashing one against another. Further, during the past Caretaker Government period, the PCJSS split into two factions where one group formed another political party, known as PCJSS-MN Larma. The three groups now fight each other often with fatal outcomes.

The region also experienced intensification of the settlers where they too consider the CHT Accord as hostile to the interests of the Bengalee residents of the region. With that view, they grouped under an organizational platform, ostensibly called 'Sama Odhikar Andolan' (Equal Rights Movement), demanding more rehabilitation of settlers and annulment of the Peace Accord. The ERM, in recent years have appeared as a formidable force in support of the settlers lobby, and often accused of creating communalism in the region, sparking several communal riots in the recent years. Meantime, the withdrawal of the armed forces also has not happen as envisaged. Therefore, a mixed political situation is there where some mistrust and political unrest is still persisting there despite on-going efforts for establishing full peace in the region.

1.3 Land Rights of Indigenous People

Landownership is more complex issue as many villagers used to have customary rights to land. Originally IP settled wherever they found enough land but gradually the land area reduced over the last century. Land of the region was divided into private property, Khas land, Reserve Forests, Protected Forests and Unclassified State Forests (USF). Initially in USF the IP were allowed to practice Juming and to extract forest produce to meet their requirements. With the elapse of time, more and more people settled there where land were occupied by private persons for agriculture and horticulture, making those as private property. A study reveals that a Bengali or a Tripura household owns 1.5 acres of land while a Chakma household owns 2 acres and Mro and Marma owns to 3 acres. Only about 40% of the indigenous peoples have some sort of land titles, (either deposited to the Headmen and not registered with the Land Record Office under the DC or registered formally).

Although people have even land rights in reserve and protected forests, these are not normally recorded and claimed as IPs are not aware of the procedure of the government office. People in



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such situations enjoy land use but not be able to do or claim anything in case the land is confiscated for other government use. In case of Reserve Forest locally residing people can become forest labourers or can plant trees and also do their Jum crops. However, in the case of any extraction of forest products they face serious legal consequences.

A broad institutional set up is there who are involved in the land administration such as Headman, Karbari and Circle Chief. In addition to that Deputy Commissioner along with ADC and the Land Record Office also do other land record management works. However, with the establishment of the HDCs in late 1980s particularly with the resulting administrative and governance framework of the Peace Accord, they currently enjoy a reduced power. Nevertheless, they still are the ‘final authority’ with regard to acquisition, sale or transfer of land titles/ownership.

There are different types of land which include Reserve Forests (24% of the region); Protected Forests (1% of the region) and Unclassed State Forests (no accurate statics are available but this category of land constitute the major chunks and also are the most contentions; claimed as ‘khas land’ by the government where as the region’s indigenous peoples counter-claiming these as their ‘common/communal lands’

1.4 Issues Related to Gender

Gender is an important issue in the CHT area where it was observed that the women are more active and hardworking compared to their counterpart male partners. They carry out most of the domestic works and also get involved in farm production activities. Among the ethnic minorities women have no decision-making role in household affairs. They have no parental rights over their children. The male also allow their women to go out to work more often. The family norms are patriarchal. During public consultation impacts of the project on the women population were investigated.

With the increased communication facilities women will get the following benefits:

- Increase access to education
- Increase access to health Services
- Increase job opportunity
- Increase empowerment
- Improve Livelihood situation
- Maternal mortality rate will reduce
- Reduce work load of women
- Pregnant mothers will get health services
- Get fare price of their products
- Women will get all sorts of other benefits
- Reduce infant and child mortality

Indeed, women folk of remote CHT areas are deprived from above facilities and services. Deprivation of those occurred due to lack of effective communication facilities within the districts and Upazilas. If the internal Upazila connectivity/communication system is improved then the above problems will be reduced considerably.

It was also observed that the tribal women are poverty stricken and are vulnerable to their basic needs compared to others. Women carry their farm production to market places for selling and purchase household commodities for consumption of the families. Along with their domestic works, they get involved in cultivation, production of food and non food crops such as rice, potato, corn, mustard seed, cotton, mango, jackfruit, banana, pineapple, litchi, black berry, etc.



CHAPTER 2

Community Consultation for Feasibility Study for Road Alignment-1

2.1 Community Consultation for Feasibility Study for Road Alignment-1

2.1.1 Introduction:

This Feasibility study has been carried out through Community Consultation in regard to Social Aspect and issues throughout and along the selected route alignments in order to carry out in-depth assessment for the feasibility of the alignments before starting the actual construction works. For the feasibility survey, a well-structured questionnaire/checklist was prepared by the concerned authority to follow it as guideline for Public Consultation. And a 5-membered team was formed for conducting the field level Survey. In the checklist there was scope of writing four respondents' names and address. The Government of Bangladesh has the aim to develop remote areas of Chittagong Hill Districts and make trade connectivity from Chittagong Port to Thegamukh to Eastern states of India and other countries of eastern Asia and for the purpose initial pre-feasibility studies on 4 proposed Road Alignments and 4 Multimodal Alignments were held in order to select 1 Road Alignment and 1 Multimodal Alignment from among the proposed routes. From the pre-feasibility survey-ratings Road Alignment -1 and Multimodal Route Alignment-1 was tentatively selected. And as part -2 of the Phase 1, feasibility study through effective Public Consultation along the selected alignments was carried out with different stakeholders to assess different opportunities, threats and cost effectiveness for re-settlements works. And Public Consultations also was conducted to gather knowledge and experience of local people's opinion relevant to identifying social and environmental issues and ensuring the appropriateness and viability of selected alignments.

2.1.2 Objectives:

The objective of the consulting service is to carry out the study to identify most viable transportation routes from Chittagong Port to remote area of Chittagong Hill Tracts Districts of Bangladesh that may lead to the development of cross-border transit corridors to North Eastern states of India, particularly through Thegamukh. The routes will be selected in consideration of quick benefits achieved in the short-term and sustainable project effectiveness in the longer-term for designed life cycle cost of the project. The identification of the routes shall be based on technical, environmental and social screening of the probable routes in order to select the preferred road alignment, and combination waterways and roads, leading to the detailed feasibility study of one road option and one multimodal option. The identified two best options will then be further reviewed for preferred connectivity and decided through a national level consultation workshop.

Once the preferred route is selected for further investment based on the findings of the detailed feasibility study, the employer may activate or contract for Phase II of the consulting service to carry out a survey, detailed engineering design, cost estimating and preparation of bid documents for the construction of the selected road.

Selected route alignments:

Road Alignment-1:

Rajosthali ---Belaichhari---Juraichhari---Barkal---Thegamukh—114.750 km

Multimodal Alignment-1:

Rangamati---Chotohorina--- Thegamukh---70.987= 63 waterway+7.987 land.

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2.1.3 Justification:

Among the 4 land Road Alignments, Alignment-1: Rajosthali ---Belaichhari---Juraichhari---Barkal---Thegamukh was selected considering different socio-technical criteria and ratings. Among the 4 road alignment options, Alignment-1 that starts from Rajosthali has the connectivity with approach road with surrounding districts which are Chittagong, Banderban, Coxes Bazar, Khagrachari, etc., and easily can establish connectivity with the Upazilas thereof. It has road connection with some Upazilas of Rangamati district and can be connected with other Upazilas and network connectivity would take place with the whole CHT area. Rajosthali would ease the communication problem of Farua, Belaichhari, Juraichhari, Barkal and Thegamukh which was long awaited desire of the local people and if the project is materialized properly then entire Rangamati District including the remote places of it will be developed considerably. Besides that this route would be less risky compared to other options.

2.1.4 Methodology:

For feasibility study of Road Alignment-1 and Multimodal Alignment -1, a 5- member team was formed with one team leader and 4 field Investigators. The team was engaged to carry out the task of Public Consultation along the alignments. Four investigators were divided into two sub-groups and started field level Public Consultation and data collection from different areas of the Alignments. The responsibility of the Team Leader was monitoring and supervision of survey team works and data collection of the public consultation to keep the task on the right track. The Public Consultation was done on the purposive selection basis along the selected 123.546 km long road alignment. The field team conducted 52 Public Consultations throughout the road alignment. The team adopted participatory assessment method for both the alignments. The investigators conducted the public consultation and FGDs where they covered the Upazila Officials, Upazila Chairmen, Headmen, Karbaries, etc., including the common people along the alignment. No. of consultations were different at different places of the alignments because of the density of the population and problems of movement at different places, mainly for forests and hills tracts. For passing through the Road Alignment, the investigators sometimes had to hire boat, motorcycle and Guide to make out and figure out the Alignment and conduct PC where they found people in and around. Following the same method they also carried out the Multimodal selected route no.1, starting from Rangamati – Cotohorina along waterway and land up to Thegamukh. The investigators carried out 36 Public Consultation in and along that alignment.

Road Alignment followed by Investigators:

The Road Alignment that followed by the investigators from Rajosthali - Thegamukh and the places that they touched; and conducted the Public Consultation most of which have been mentioned below:

Rajosthali - Ginda - Amcharapara - Ghilachhari - Naraichhari - Mitengachhari - Agapara - 5 No Bolypara - Farua - Amkatachhra - Jambil - Aguchachari - Guainchhari - Taktanala - Downbridge - Bilaichhari - Belaicharibazar - Banggalkata - Moinpara - Duggachar - Nalchhari - Fakirachhara - Hanjachari - Shilchhari Bazar - Gilatali - Samirapara - Jurachari Bazar - Moshachari - Jameschhari - Samiramukh - Barkal - Dhamaipara - Bamapanchari - Danapanchari - Aimachara - Sakrachari - Bhudchhari - Latibashchhari - Sukripatachhari - Bairagipara - Kalabuniapara - Goroshan - Arabuniabazar - Bhushanchharabazar - Chotohorinabazar - Amtala - Dhanubag - Nangol Abdu - Gongadhanchari - Thegamukh.

Constraints and problems faced during survey:

- The Alignment was not demarcated clearly in the route maps supplied, so, it was troublesome to locate the exact location of the Alignment.



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- Mouza map would be helpful if available for identification of route alignment and locating other necessary point for land demarcation. And mouza also would help to move along the routes.
- On 02/12/2015 ethnic minorities celebrated the 18 year of Peace Agreement Act and Public Consultation could not be done properly on that Day.
- On weekly Hat Day /Bazar Day, it was difficult to find people for the purpose of Public Consultation.
- It was difficult to pass through deep forest and high hills by walking and find desired number and categories of people for Public Consultation.
- Some people have been living in forest owned land for years together, they have occupation rights, some took lease for living purpose, making of houses and gardens on the land and some are living on the recorded lands, verification of which is very much time consuming.

2.2 Upgrading Key Poverty Situation and Social Impacts and Mitigation Measures:

The average poverty situation of the Upazilas through which the alignments pass, has been compiled here. That poverty data was generated by BBS in 2010. Average poverty situation of 2010 by alignments has been noted below¹:

Alignment no.	Upazila, the alignment passed through	% of extreme poor (lower poverty line)	% of poor (upper poverty line)
Road Alignment no.1	Rajasthali, JuraiChhari,BelaiChhari and Barkal	9.1	25.1
Multimodal Alignment no.1	Rangarnati-Chhotoharina connected by waterway (63 Km) and Thegamukh by road (about 7.987 km) Total: 70.987 Km	3.3	16.9

But, 5 years later, during the feasibility study carried out from 29/11/2015 to 15/12/2015 in all 52 public consultations along road alignment-1 and 36 public consultations of Multimodal alignment-1, the respondents reported that the poverty situation has considerably **reduced** during the 5 years period. Following parameters have been observed during Feasibility study:

1. Rate of education increased and enrolment in schools has also been increased
2. Condition of living house structure improved
3. Increased use of sanitary latrines
4. Food intake in terms of quantity and quality has improved
5. Using solar panel, some Upazila got electricity connection
6. Use of TV, mobile and motorbike increased
7. Movement to other districts increased
8. Job opportunity increased
9. Increased employment in local government offices
10. Increased entrepreneurship

2.3 Issues Related to Ethnic Minority People:

From the Public Consultation, it came out that 90% of the affected people are Ethnic Minority at Road Alignment-1. Upazila wise their positions have been given below:

¹Poverty data for last five years were not available from any Government or non-government organizations/ offices in the proposed project area.



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Ethnic Minority People living along the Alignment-1

Name of Alignment	Name of Upazila	% of Ethnic Minority people	% of Bangalees
Road Alignment-1: Rajosthali ---Belaichhari---Juraichhari--- Barkal---Thegamukh---123.546 km	Rajosthali	80%	20%
	Belaichhari	100%	00
	Juraichhari	100%	00
	Barkal	70%	30%

Most of the potential affected Ethnic Minority households were involved in fruit and timber gardening, producing turmeric and ginger, livestock rearing, trading, fishing and operating boat on rent basis.

In the PC, it came out that the affected Ethnic Minority population need to be re-settled in their own original profession, which they consider would be the best option for them. Besides that they are also interested in Income Generating activities (IGA), Alternative Livelihood Options (ALO) and Small & Medium Enterprises (SMEs). Some of them mentioned about training on motor driving.

However, it was found that they were interested both for financial and technical support. Options for support they mentioned include:

- Support for making fruit garden;
- Support for buying boat for fishing;
- Support for starting small business;
- Arrange well-resourced IGA training;

They tentatively estimated BDT 50,000 for IGA for each affected Ethnic Minority household.

Land use pattern of Road Alignment-1

Alignment	Alignments	Land use pattern		
1	Rajosthali-Bilaichhari- Juraichhari-Barkal- Thegamukh- 114.750 km	Class Name	Area in Sq	Area in Ac
		Dense forest	1133.592	0.28
		Fallow/Agriculture/Jhum	244587.597	60.439
		Low dense forest	1602750.321	396.048
		Medium dense forest	123866.743	30.608
		Road Network	286091.427	70.695
		Settlement	305166.563	75.408
		Waterbody	90654.943	22.401
		Total	2654251.186	655.879

Participation in Land Route Construction Work:

During Public Consultation people opined that if the road construction is done with the help of machine that would be better instead of doing it manually. They also informed that 100% cooperation will be available from the local people in all respect in regard to implementation of the road. Ethnic Minority women as labour force for construction work may not be available at all the sites of the alignment.

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2.4 Key Socio –economic Findings:

Following Table highlighted the Socio-economic findings of the Road Alignment-1

Road Alignment-1: Road Alignmen1; Rajosthali ----Belaichhari---Juraichhari---Barkal---Thegamukh—114.750 km

Length Covered	Chain age	N0. 0f public-consultation	land to acquire (approx) in acres	Amount reqd. in BDT(in crores)	No. of household affected	Cost of household in BDT	No. of Commercial structure	Cost of Commercial structure (BDT.)	Agri-affected* ¹	Cultural Structure Affected* ²	Water bodies Affected* ²
Rajosth-ali to Naraichar Agapara = 8.40 km	Ch 8400	6	8	4	16 HH	8 lac	36	36 lac	19 gardens	1 mosque 1 temples	3 ponds
Naraichari Agapara to Beplaichari= 40 km	Ch 48400	11	10	1	135HH	68 lac	12	12 lac	88 gardens	2 school 1 temple	1 pond
Bilaichari to Mondirachara = 15.7 km	Ch 64100m	6	15	0.5	20 HH	10 lac	2	2 lac	15 gardens	00 school	1 pond
Mondiracha to Juraichai= 14.4 km	Ch 78500m	14	25	1.25	105 HH	52 lac	10	10 lac	64 gardens	1 school	16 pond
Juraichai to Chotohorin = 28.25 km	Ch 106750m	10	40	0.75	251 HH	125 lac	75	75 lac	35 gardens	1 school 2 mosque 1 temple	10 pond
Chotohorina To Thegamukh 8km	Ch 114750m	5	16	0.5	37 HH	18 lac	22	22 lac	20 gardens	00	1 pond
Total = 114.75km		52	114 acres	8.00 crore	564 HH	2.81crore	157	1.57 crore	241	3mosque 3temples 4schools	32 ponds
Per km			1acre/km	552868/km	5HH/km	194194/km		136878/km	2/km		

Note 1: Compensation for mosque and temple has not been included here as that can be avoided though designs and if not that has to be replaced by the constructing the same at site.

Note 2: During PC, they told that one garden may lose 30 trees, and one tree will cost at least Tk. 10,000, so 2 gardens in one km will cost Tk. 6, 00,000.



SOCIAL SCREENING AND SCOPING REPORT

2.5 Land Acquisition and Re-settlement:

So, for 1 Km. Total re-settlement rough estimated cost would be as follows:

Name of item/km	Rough estimated cost for re-settlement/km in BDT
Land acquisition	5,52,868
HH re-settlement	1,94,194
Commercial structure	1,36,878
Agri, affected (Trees)	6,00,000
Total	BDT/km = 14,83,940

From the Public Consultation and feasibility study data, it was found that for Road Alignment -1, Land Acquisition has to be done roughly 114 acres. The cost of which would be around BDT: 8.00 Crores. As such in 1 km Land Acquisition will be approximately 1 acre/km and the cost of which would be around BDT: 5.5 lac/km. And from the Feasibility Study Data, it reveals that around 564 HHs will be affected due to implementation of the Road Alignment-1. All of them will need to be re-settled to another suitable place so that they can live there comfortably as before. Some 157 HHs will lose business structures, 241 HHs will lose gardens (mainly Teak), and a suitable plan has to be made to recover their loss through paying properly calculated compensation to the affected persons.

2.6 Hot Spot

Following places have been considered as Hot Spot

- 1 : a place of more than usual interest, activity, or popularity
- 2 : a place in the upper mantle of the earth at which hot magma from the lower mantle upwells to melt through the crust usually in the interior of a tectonic plate to form a volcanic feature; *also*: a place in the crust overlying a hot spot
- 3 : an area of political, military, or civil unrest usually considered dangerous

SOCIAL SCREENING AND SCOPING REPORT

Hotspot Location (For Social and Environmental Aspect): Road Alignment-1:

Route 1: Rajosthali-Bilaichari-Juraichari-Barkal-Thegamukh (114.751 Km)(Existing)

Chainage (Existing)	Location	Infrastructure					Agriculture/ Aquaculture	Forest (Reserve/Protected area)
		Building	Bridge/ Culvert	Sharp Turn	Vertical Slope/ Longitudinal gradient	Water Structure		
0-200	Rajosthali Bazar	Houses, Buildings. Shop Shed	Culvert		-	-	Pond	-
263-310				Sharp Turn				
410-434				Sharp Turn				
500-800	-	Mosque, House, Buildings, Shops, Buddhist Temple,	-	Sharp Turn	-	-	Pond	-
800-1000	-	House, Buildings, Shops, Buddhist Temple,	-		-	-	-	Forest
1000-2000	-	Houses	-		-	-	-	Forest
2000-3400	-	-	-		-	-	-	Forest
3400-5000	Ghilamukh	Houses, Shop Shed	-		Avg. Gradient Upto 8%	-	Chhara	-
5000-6000	Mubachhara	Houses, Shop Shed, School	Bridge		Avg Gradient Upto 8%		Chhara	Forest
6000-8000	Chabochhara	Houses, Buddhist Temple,	-		Avg. Gradient Upto 8%	-	-	-
8000-9000	Naraicori Agapara	Houses	Bridge	8000-8100 (sharp Turn)	Avg Gradient greater than 8%		Chhara	Forest
9000-11700	-	-	-		Avg Gradient greater than 8%	-	-	Forest
11700-14000	Mitingachhary	Houses	Bridge		Avg Gradient greater than 8%	-	Chhara	Forest
14000-16000	-	-	-		Avg Gradient greater than 8%	-	-	Forest
16000-18200	-	-	-	17741-18041(sharp Turn)	Avg Gradient greater than 8%	-	-	Forest



SOCIAL SCREENING AND SCOPING REPORT

Chainage (Existing)	Location	Infrastructure					Agriculture/ Aquaculture	Forest (Reserve/Protected area)
		Building	Bridge/ Culvert	Sharp Turn	Vertical Slope/ Longitudinal gradient	Water Structure		
18200-19000	Angaboshura	-	-		-	-	Paddy Field	Forest
19000-20000	Angaboshura	Houses	Culvert		-	-	Chhara	Forest
20000-20800	-	Houses	-		-	-	Paddy Field	Forest
20800-21100	-	-	Culvert		-	-	-	-
21100-21800	-	-	Culvert		-	-	Paddy Field, Chhara	Forest
21800-22700	-	Houses	-		Avg Gradient Upto 8%	-	Paddy Field	Forest
22700-23500	Laittochhary	Houses, School	Culvert		Avg Gradient Upto 8%	-	Paddy Field, Chhara	Forest
23500-25000	-	-	-		Avg Gradient Upto 8%	-	-	Forest
25000-26200	-	-	-	25631-25836(sharp Turn)	Avg Gradient Upto 8%	-	-	Forest
26200-27000	-	House	-		-	-	-	Forest
27000-27800	Taktanala	Taktanala Tample,Shed,School,House	-		Avg Gradient Upto 8%	-	Paddy Field	Forest
27800-30000	-	-	-	29000-29100 (sharp Turn/zigzag road)	-	-	-	Forest
30000-33300	-	-	-	30500-30600 (sharp Turn) 31500-32500 (sharp Turn/zigzag road)	Avg Gradient Upto 8%	-	-	Forest
33300-35000	Alikhong	House	Bridge		-	-	Paddy Field, Chhara	Forest
35000-39400	-	-	-	38000-38200(sharp Turn) 38300-38400(sharp Turn)	Avg Gradient greater than 8%	-	Paddy Field	Forest
39400-41000	-	Houses, Buddhist Temple,	Bridge		-	-	Ditch	Forest
41000-43200	-	-	-	41100-41600 (sharp Turn/zigzag road)	Avg Gradient up to 8%	-	Jhum Cultivation	Forest



SOCIAL SCREENING AND SCOPING REPORT

Chainage (Existing)	Location	Infrastructure					Agriculture/ Aquaculture	Forest (Reserve/Protected area)
		Building	Bridge/ Culvert	Sharp Turn	Vertical Slope/ Longitudinal gradient	Water Structure		
				42300-42900 (sharp Turn/zigzag road)				
43200-43400	-	-	-		Avg Gradient up to 8%	-	Jhum Cultivation	Forest
43400-46600	-	-	-		-	-	-	Forest
46600-48000	Degholchhari	Primary School,House	Bridge	46900-47100 (sharp turn) 47500-48200 (sharp Turn/zigzag road)	-	-	Raaing khong river	Forest
48000-48600	Bilaichhari	Upazila Parishad,House	Bridge		Avg Gradient up to 8%	-	Raaing khong river	Forest
48600-50000	Bilaichhari	Upazila Bhaban,House	-		Avg Gradient up to 8%	-	-	Forest
50000-57000	-	House shed	Culvert Bridge	51000-54000 (sharp Turn/zigzag road) 52500-53200 (sharp Turn/zigzag road)	Avg Gradient greater than 8%	-	Chhara,Paddy Field	Forest
57000-60900	-	House shed,Jameshari Boiddho Bihar	Culvert		Avg Gradient up to 8%	-	Paddy Field Chhara	Forest
60900-62100	-	House,Hazachari Temple	-		-	-	Ditch	Forest
62100-62800	-	House	Culvert		-	-	Paddy Field Chhara	Forest
62800-64000	-	House	Culvert		-	-	Paddy Field Chhara	Forest
64000-64700	-	House,School	Culvert		Avg Gradient up to 8%	-	Paddy Field Chhara	Forest
64700-65300	-	House,Brick Field	-		-	Water Tank,Pucc a Drain	Paddy Field Chhara	Forest
65300-66700	Barabaine	House	Culvert Bridge	65400-65900 (sharp Turn/zigzag road)	Avg Gradient up to 8%	-	Paddy Field Chhara	Forest
66700-68800	-	House	Culvert		-	-	Paddy Field	Forest



SOCIAL SCREENING AND SCOPING REPORT

Chainage (Existing)	Location	Infrastructure					Agriculture/ Aquaculture	Forest (Reserve/Protected area)
		Building	Bridge/ Culvert	Sharp Turn	Vertical Slope/ Longitudinal gradient	Water Structure		
68800-70100	-	House	Bridge	69100-69500 (sharp Turn/zigzag road)	Avg Gradient up to 8%	-	Paddy Field Chhara	Forest
70100-72200	-	House	Culvert	70000-72700 (sharp Turn/zigzag road)	-	-	Paddy Field Chhara	Forest
72200-77000	-	House	Bridge	73700-737509(Sharp turn) 75700-75900(sharp turn)	Avg Gradient up to 8%	-	Paddy Field Chhara	Forest
77000-77200	-	-	Culvert		Avg Gradient up to 8%	-	Chhara	-
77200-77900	Juraichhari	House,Building ,School	Bridge		Avg Gradient up to 8%		Paddy Field,Pond	-
77900-78800	-	House,Food Godown,Post office,Mosque	Culvert		Avg Gradient up to 8%	-	Paddy Field,Pond, Chhara	-
78800-81000	-	Shed	Culvert Bridge Bridge Bridge	79400-81000 (sharp Turn/zigzag road)	Avg Gradient greater than 8%	-	Paddy Field, Chhara	Forest
81000-84500	-	Shed	Bridge	82000-82500 (sharp Turn/zigzag road)	Avg Gradient up to 8%	-	Chhara	Forest
84500-85100	-	Building	Bridge		-	-	Paddy Field, Chhara	-
85100-86000	Barkal	-	Bridge		-	-	Karnofuli, river,Paddy field	Forest
86000-86800	-	Shed House	-		-	-	Paddy field	Forest
86800-88000	-	-	Culvert		-	-	Paddy Field, Chhara	-
88000-90000	-	-	Culvert Bridge Bridge		-	-	Karnofuli river,Paddy field	-
90000-92200	-	-	Culvert Bridge Bridge Bridge		-	-	Chhara	-



SOCIAL SCREENING AND SCOPING REPORT

Chainage (Existing)	Location	Infrastructure					Agriculture/ Aquaculture	Forest (Reserve/Protected area)
		Building	Bridge/ Culvert	Sharp Turn	Vertical Slope/ Longitudinal gradient	Water Structure		
			Bridge					
92200-94000	-	House	-		-	-	Paddy field	Forest
94000-95000	Kalabunia	Shed,Mosque,School,Graveyard,Pri mary School	-		-	-	Kalabunia Chhara	Forest
95000-97200	Bamland	Shed House, Health Complex,School,Mosque	Bridge Bridge Bridge		-	-	Paddy Field	-
97200- 101500	Arabunia	School,Community Hospital,House	Bridge Bridge	100200-100400 (sharp turn)	Avg Gradient up to 8%	-	Karnofuli river,Paddy field,Pond	-
101500- 104500	Bhusonchhara	Madrasha,House,Mosque	Bridge Bridge Bridge Bridge Bridge	102100-103200 (sharp Turn/zigzag road)	Avg Gradient up to 8%	-	Pond, Paddy Field, Chhara	-
104500- 105500	-	House,	Culvert Bridge		-	-	Paddy Field, Chhara	-
105500- 106700	Amtala	House,Mosque	Bridge	105600-106500(sharp turn)	Avg Gradient up to 8%	-	Paddy Field	-
106700- 108200	Chotoharona	Shop,Shed House,School.Buddhist Temple	Bridge		-	-	addy Field, Chhara	Forest
108200- 110600	-	-	-		-	-	Chhara	Forest
110600- 114751	Thegamukh	House,Sheed,BGB Camp,Community Clinic,School	Bridge Bridge		-	-	Ditch, Paddy Field	Forest



ANNEXURES

Some Suggestions from the PAPs:

- In the PC people opined that the Road Construction should be done by the LGED or other similar organization.
- The present proposed Road alignment is supposed to pass through Jurachuri Sadar, then it would need to remove all establishments of Upazila and oher buildings. So, the people opined that the alignment should be changed to save those establishments. They proposed that if the route passes by the Upazila Police station-LabourPara–Kalika Para-Barkal then the upazila establishments will be saved and road length would be shortened by 4-5 km.
- If the Road Alignment follows the old KPM road that passes through Farua, Akuzzapara, Taktanala, and Alikhong to downbridge, then it would be cost effective and a lot of houses and buildings would be saved from acquisition.
- For preparing Road Alignment Maps, important locations should be demarcated on the maps. And at the same time during consultation, investigators should be advised to use Mouza Maps to find out the exact alignment locations and would easily point out the position of the possession to locate.
- It would be very much fruitful, if there would be one day small workshop for review of the design and alignment in each of the four Upazilas, through which the road alignment has been passing with the presence of Headmen, Karbari, UNO, UP Chairmen, UP members, Upazila Chairman, Vice-Chairman, etc. These workshops would help the project to do re-settlement works easily.

CHAPTER 3

Community Consultation for Feasibility Study for Multimodal Alignment

3.1 Community Consultation for Feasibility Study for Multimodal alignment-1

Multimodal route Alignment-1:

Rangamati---Chotohorina--- Thegamukh---70.987= 63 waterway+7.987 lands

3.1.1 Introduction:

This Feasibility study of the Multimodal Alignment has been carried out through Community Consultation in regard to Social Aspect and issues throughout and along the selected connectivity alignment route in order to further in depth assessing the feasibility of the alignment before starting the operational activities. Feasibility study of the selected Multimodal Alignment was done by the same team of the Road Alignment. Feasibility survey was done following same guideline as prepared by the concerned authority. The GoB has the aim to develop remote areas of Chittagong Hill Districts and make trade connectivity from Chittagong Port to Eastern states of India and other countries and for the purpose during pre-feasibility studies one Multimodal Route was selected considering the ratings as done for selecting Road Alignment -1 comparing to other options. And as a part -2 of phase 1 of the pre-feasibility studies, this Public Consultation was conducted to assess different opportunities, threats and cost effectiveness of different aspects taking in account the public opinion on the selection alignment compared to other options.

3.1.2 Objectives:

The objective of this study is:

- To ascertain the viability of the Multimodal Alignment compared to other Multimodal options;
- To involve local people and public representatives to gain ownership with the Multimodal Alignment like the Road Alignment;
- To learn necessity of resettlement of the people at Multimodal Alignment area;
- To know the necessity of Dredging at the Multimodal Alignment and where to drop the soil of dredging;

3.1.3 Methodology:

Feasibility study of Multimodal Alignment route -1 was done by sub-group-2. The team adopted participatory assessment method for the alignments. The investigators conducted the public consultation where they covered the unions, bazaar, etc., situated on the lake and the with the people who have been living at coastal areas along and around the route. The Public Consultations was done with Upazila Officials, Upazila Chairmen, Headmen, Karbaries, etc., including the general public along the alignment. No. of consultations were different at different place of the alignments because of the density of the population and movement problems at different place. mainly for forests and hills. For passing through the Multimodal Alignment, the investigators to hire engine boat for movements.

Name of the places where the investigators conducted the PC at Kaptai lake area and Karnafuli river along Multimodal Alignment-1 from Rangamati to Chotohorina.

Rangamati Reseve Bazar Launchghat—Rangamali Fishariesghat—1st point of Barkal Upazila—Shubhalong College Para—Chilardhak Dokanghat—Kiching Para Balukhali—Bagachala



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Nadirpar Barkal—Beganachari Schoolghat Barkal—BRDB Officers' office—Barkal UP Office—Barkal Upazila—Nolbunia Schoolghat—Natonbazar Maischhari—Shunhalong—Shunhalong Bazar—Shunhalong Launchghat—Barkal Bazar—Barkal BDR Camp—Bhudchara Nadirpar—Latibshchara Mandir—Baratalipar Barkal—Aimachara Nadirpar—Kalabunia Bazar—Gorosthan Bazar—Arabunia Bazar—Bhushanchara Nadirghat—Chotoharina Nadirghat—Chotoharina Bazar

3.2 Upgrading Key Poverty Situation and Social Impacts and Mitigation Measures:

The poverty situation previously was considered by alignment taking up average data of the Upazila, through which the alignment passes. The source of the data was provided by BBS in 2010. Average poverty situation of Multimodal Alignment-1 at that time was as follows:

Alignment no.	Upazila, the alignment passed through	% of extreme poor (lower poverty line)	% of poor (upper poverty line)
Multimodal Alignment no.1	Rangarnati-Chhotoharina connected by waterway (63 Km) and Thegamukh by road (about 7.987 km) Total: 70.987 Km	3.3	16.9

During the recent feasibility study conducted from 29/11/2015 to 15/12/2015, through 36 public consultations from Multimodal-1 alignment, all respondents told that the poverty has **reduced** considerably during the last 5 years period. Following indicators they indicated during the survey period and those are almost same as the Road Alignment:

1. Rate of education increased and enrolment in schools has increased;
2. Condition of living house improved;
3. Using sanitary latrines increased;
4. Food intake quantity increased and quality improved;
5. Using Solar panel, Some Upazila got electricity;
6. Use of TV, Mobile increased;
7. Mobility to other districts, country increased;
8. Job Opportunity increased;

Land Use Pattern of Multimodal Alignment-1:

Alignment	Alignment route length	Land Use Pattern	
		Landuse type	Area(acr)
Multimodal Alignment-1	Rangarnati-Chhotoharina connected by waterway and Thegamukh by road-70.987.	Agriculture	22.83026835
		Education	0.152654
		Forest	21.34024284
		Religious	0.017299828
		Road Network	0.568949403
		Settlement	1.91346366
		Waterbody	1.20716395
		Total	48.03004203

3.3 Issues Related to Ethnic Minority People:

In Multimodal Alignment-1, Ethnic Minority families have been living scatteredly on the hills of the lake. They are involved in fruit gardening, agriculture for producing Turmeric, Ginger,

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Livestock rearing, etc., some are involved in making local garments; some are involved in Fishing and boat renting business. The people living nearer to this alignment will not be affected as learned from the Public Consultation. If the route is in operation then the income of the people of the area will increase as their business of the farming items will be enhanced.

3.4 Hotspots:

Multimodal Alignment-1

Route 1: Rangamati to Chhotohorina waterway (63Km) and Chhotohorina to Thegamukh Road way (8.089Km). Existing Rangamati to Chhotohorina waterway (63Km) (Hotspot)

Location
Rangamati Sadar
Shovolong
Barkal
Chottohorina

Chhotohorina to Thegamukh Road way (8.089Km) (Hotspot)

Chainage (Existing)	Location	Infrastructure					Agriculture/ Aquaculture	Forest Type Reserve/ VCF
		Building	Bridge/ Culvert	Sharp Turn/Zigzag Road	Vertical Slope/ Longitudinal gradient	Water Structure		
0-1000	Chhotohorina Bazar	House, Sheed, BGB Camp, Community Clinic, School, Buddhist Temple	-		Avg L.Gradient greater than 8%	-	Ditch, Paddy Field	Forest
1000- 2000	-	-	-	Zigzag Road	-	-	-	Forest
2000- 3000	-	-	-		-	-	-	Forest
3000- 4000	-	-	-	Zigzag Road	Avg L.Gradient up to 8%	-	-	Forest
4000- 5000		Sheed	-		-	-	-	Forest
5000- 6000	Morathega	-	-		-	-	Paddy field.Chara	Forest
6000- 7000	-	-	Bidge		-	-	Paddy field.Chara	Forest
7000- 8089	Thegamukh	House, Sheed, BGB Camp, Community Clinic, School	Bidge				Paddy field.Chara	Forest

Landing Facilities/Water Structures

From Rangamati to Chottohorina via Barkal the places of traffic importance are:

- (i) Rangamatisadar
- (ii) Shovolong
- (iii) Barkal
- (iv) Chottohorina
- (v) Thagamukh

(I) Rangamatisadar

(i) One R.C.C Jetty (straight 30 m+ sloping 43.55 m)



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	(ii) One 19.50 m Pontoon (iii) 2 Steel spuds (iv) One Tertminal Building (v) One Transit shed of 10m * 5 m (vi) Tube-well (vii) Electric Connection
(II) Shovolong	(i) One 14.60 m Pontoon including 2 wooden planks
(III) Barkal	(i) One R.C.C Jetty (straight 30 m+ sloping 43.55 m) (ii) One 19.50 m Pontoon (iii) 2 Steel spuds (iv) One Tertminal Building (v) One Transit shed of 10m * 5 m (vi) Tube-well (vii) Electric Connection
(IV) Chottohorina	(i) One R.C.C Jetty (straight 30 m+ sloping 43.55 m) (ii) One 19.50 m Pontoon (iii) 2 Steel spuds (iv) One Tertminal Building (v) One Transit shed of 10m * 5 m (vi) Tube-well (vii) Electric Connection
(V) Thegamukh	Land customs will build the necessary structures under their project

Besides the above important launch stations, there are also some launch stations namely:

1. Bhushionchara, 2. Arabunia, 3. Bamland, 4. Kala bunia,
5. South Kalabunia, 6. Bhutchara, 7. Baraitala, 8. Nutun Bazar.

In each of the landing stations, at least one 14.63 m pontoon may be provided with supply of two wooden planks as shore connection from pontoon to shore.

Other 8 Stations: (i) 8 pontoons

Typical drawing of R.C.C jetty, Pontoon, Spud, are provided in volume III. Details will be worked out during detailed design phase.

Survey duration: 29-11-2015 to 15-12-2015

3.5 Key Socio –economic Findings:

Multimodal Alignment-1: Rangamati---Chotohorina--- Thegamukh---70.987= 63 waterway+7.987 lands

Length Covered	No. of Public consultation	Land to acquire	Amount for Acquisition	No. of families affected	Amount for Re-settlement	Business Structure affected	Tentative Expenses for shops	Agri-affected	Cultural Structure affected	Water bodies affected
Rangamati to Sbhalong Beganachari = 20 km	11	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Barkal to Sbhalong = 22 km	09	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A



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Length Covered	No. of Public consultation	Land to acquire	Amount for Acquisition	No. of families affected	Amount for Re-settlement	Business Structure affected	Tentative Expenses for shops	Agri-affected	Cultural Structure affected	Water bodies affected
Barkal to Chotohorina = 21km	16	N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A
Chotohorina to Thegamukh=7.987	The land part has been done along with the Road Alignment	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total = 70.987 km	36	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

3.6 Land Acquisition and Re-settlement:

In Multimodal Alignment -1, 63Km are waterway that starts from Rangamati to Chotohorina, this part will not need any land acquisition and would not need any Re-settlement. Chotohorina to Thegamukh is about 8km is a land way and this part will be needed to acquire about 4 acres of land and some re-settlement may require. But, this land part has been counted with Road Alignment as this part: Chotohorina to Thegamukh is common to both Road and Multimodal Alignments. So we shall not repeat counting this land part along with the Multimodal Alignment - 1 for land acquisition, re-settlement and other social aspects. For Land Acquisition and Re-settlement directives of World Bank and Bangladesh has to be followed.

Dredging of Alignment:

During Public Consultation for feasibility assessment, on a question regarding the dredging of the Multimodal Alignment-1, the respondents told that this was their long awaited desire so that during the whole year boats can ply on the lake and that would help their travelling and business. They also told that none would be affected during dredging. They also told that there are lots of suitable spaces for dropping the soil of dredging.

CHAPTER-4

The Details of Stakeholders' Meeting

4.1 The details of Stakeholder Meeting on proposed alignment

4.1.1 Public consultation

Public consultation is a regulatory process by which the public's input on matters affecting them is sought. Its main goals are improving the efficiency, transparency and public involvement in large-scale projects or laws and policies. It usually involves consultation (a two-way flow of information and opinion exchange) as well as participation. It is a commonly used tool of social assessment for understanding different levels of community participation in consultation.

4.1.2 Methodology:

For feasibility study of Road Alignment-1 and Multimodal Alignment-1, a 5- member team was formed with one team leader and 4 field Investigators. The team was engaged to carry out the task of Public Consultation along the alignments. Four investigators were divided into two sub-groups for quickening and easy performance of work, and started field level Public Consultation and data collection from different areas of the Alignments. The responsibility of the Team Leader was monitoring and supervision of survey team works and data collection of the public consultation to keep the task on the right track. The Public Consultation was done on the purposive selection basis along the selected 114.751 km long road alignment. The field team conducted 52 Public Consultations throughout the road alignment. The team adopted participatory assessment method for both the alignments. The investigators conducted the public consultation and FGDs where they covered the Upazila Officials, Upazila Chairmen, Headmen, Karbaries, etc., including the common people along the alignment. Number of consultations was different at different places of the alignments because of the density of the population and problems of movement at different places, mainly for forests and hills. For passing through the Road Alignment, the investigators sometimes had to hire boat, motorcycle and Guide to make out and figure out the Alignment and conduct PC where they found people in and around. Following the same method they also carried out the Multimodal selected route no.1, starting from Rangamati – Chotohorina along waterway and land up to Thegamukh. The investigators carried out 36 Public Consultations in and along that alignment. Public Consultations and KII were done initially for screening, later on for feasibility study.

A brief description covering all information of public consultation with the names of the facilitators, consultation dates and locations, address of the respondents with their comments in short have been stated below:

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4.1.3 Public Consultations of Road Alignment-1:

SL	Date	Interview location	Name of the respondents	Profession/designation	Facilitator	Participants				Key issues discussed (Bullets)
						Tribal		Non-Tribal		
						Male	Female	Male	Female	
01	01-12-2015	Sadar Upazila, Rajosthali	Md. HannanKhandakar, Ahammad Hossain, Md. Ali Akbar Milon and Varatmoni Tripura	Contractor, LGED job, farmer.	Md. Shahadat, Hossain	1		3		01. They demand tk. 100000 for acquisition of 1.0 decimal land and for their rehabilitation they demanded tk. 100000. 02. For economic development of Ethnic Minority people the project should create tree garden because of Ethnic minority people. For creating a 60 decimal garden it needs tk. 50000. 03. All people will be benefited by the project
02	01-12-2015	UP Chairman Office, Rajosthali	UthinsinMarma, Rupomoy Tongchuna, Haradhan Karmakar,	UP chairman, Karbari Journalist,	Md. Shahadat, Hossain	4				01. Business opportunities for affected people will be created. The affected people demand tk. 100000 for starting a business. 02. By using modern machineries the project work should be done. 03. It is better to work by using latest machineries rather than using local worker.

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03	01-12-2015	Ghilachori Union Parishd, Rajosthali	Dipomoy Talukdar, Sekh Aahammad, Mongai Marma and Uday Tongchunga.	Local leader, Farmer, Business.	Md. Shahadat, Hossain	3		1		<p>01. 1 tank may be damaged by Project work.</p> <p>02. It is better to work by using latest machineries rather than using local worker.</p> <p>03. People of every sector will support this project.</p>
04	02-12-2015	Gilamukh, Rajosthali	Ratrimohon Tongchunga, Chobi Kumar, Joy mala and Jothisna tongchunga	Farmer and Business.	Md. Shahadat, Hossain	2	2			<p>01. It will be better to use latest machineries rather than to use local labor.</p> <p>02. Businessman will be more benefited by this project.</p> <p>03. Ethnic Minorityman and women will work in this project.</p>
05	02-12-2015	Gilamukh Rajosthali	Adi Chandra Tongchunga, Dharma Raj Tongchunga, Rajjochen Tongchunga	Farmer	Md. Shahadat, Hossain	3				<p>01. Business opportunities for affected people will be created. The affected people demand tk. 100000 for starting a business.</p> <p>02. For their economic development fruit garden may be made for them.</p> <p>03. Ethnic Minority people are largely affected by this project.</p>

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06	02-12-2015	Naraychori, Rajosthali	KishoreTongchung Suponto Tongchonga RonchonaTongchonga	Farmer	Md. Shahadat, Hossain	2	1			01. The price of 1.5 decimal land in Gialmukh is tk. 6000 only. 02. Compensation will must be provided to the affected people. To make a 60 decimal garden needs tk. 50000 only. 03. Some Ethnic Minoritypeople will be affected by this project.
07	03-12-2015	Mitingachori, Rajosthali	Purnachandra Tripura, Baromoni Tripura, MonjuTongchung, Purno Chandra	Karbari Business, Farmer Farmer	Md. Shahadat, Hossain	4				01. Hill land price is tk.8000 per 1.5 decimal and cultivable land price is tk.5000 per 1.5 decimal in Naraychori to Mitingachori. 02. Ethnic Minoritypeople will be more affected by this project. 03. People will be economically benefitted by this project.
08	03-12-2015	Bolipara, Rajosthali	Khudiram, Purnoram Tripura, Shadhu Chandra Tripura, Mohon Tripura.	Farmer, Farmer UP Member Farmer		4				01. Hill land price is 6000 taka per 1.5 decimal and cultivable land price is 5000 taka per 1.5 decimal in Mitingachori to Bolipara. 02. For rehabilitation of every affected people need 50000 taka only. 03. Ethnic Minoritypeople will be economically benefited by this project.

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09	03-12-2015	Amkatachora, Bilaichari	Ultafu, Sukramon Chakam, Sujjo Kumar Tonchungu, Ratan Karbari	Headman, Farmer Farmer Karbari	Md. Shahadat, Hossain	4				<p>01. The land price is tk.5000 only from Bolipara to Amkathachora.</p> <p>02. No home will be affected in this area by this project.</p> <p>03. Poverty rate decreased in last 5 years in this project area.</p>
10	03-12-2015	Jambil Para Bilaichari	Ranjoy Chakma, Ronjit Chakma, RanguTongchungu, Sommo Kumar Tongchungu	Farmer Farmer Farmer Farmer	Md. Shahadat, Hossain	4				<p>01. The land price is tk. 5000 only from Amkathachora to Jambil.</p> <p>02. 180 decimal land accusation for project in Amkathachora to Jambil will require.</p> <p>03. Probably 85% people will cooperate in this project.</p>
11	04-12-2015	AgujjaChori Para, Belaichari	Jibon BikasTangchungu, SumullaTangchungu, Ratan Kumar tangchungu, Sumita Devi Tangchungu	UP Member, Headman Karbari UP Member	Md. Shahadat, Hossain	3	1			<p>01. For development of affected people, job, business and farm must be created by the project.</p> <p>02. Their living condition has been developed during last 5 years but not sufficient for education and health.</p> <p>03. 22 shops, 2-3 fruit gardens will be affected by the project in this area.</p>

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12	04-12-2015	Farua Bazar, Bilaichari	PrioRanjonTanchunga, Shubrato Tongchunga, Su-mullaTangchunga, Diponkar Chanda	Headman UP Member Headman Karbari	Md. Shahadat, Hossain	4				<p>01. The land price is tk.5000 only per 1.5 decimal land from Jambil to Agujachori</p> <p>02. The Ethnic Minority people do like gardening. The affected people demand tk. 5 lakh for starting a business, and tk. 5-6 lakh for making fruit garden.</p> <p>03. 95% Ethnic Minority people of this area will be affected by this project.</p>
13	04-12-2015	Head man house, ToktanalaDokhin para. Belaichari	Ching Begaiu Marma, Din ChokraTongchunga, Udhar joy Tongchunga, Jubo Kumar Tongchonga	UP Member, Head man, Farmer Farmer	Md. Shahadat, Hossain	4				<p>01. The land price is tk.7000 only per 1.5 decimal land from Agujachori to Toktanala.</p> <p>02. 3-4.5 acre garden land will be affected by this project.</p> <p>03. It will be better to use latest machineries rather than to use local labor.</p>
14	05-12-2015	DownbridgePara Bilaichari	Roma kanto, Anil Karbari, Liloy Pankua, Sundar RanjanTongchunga	Headman Farmer UP Member Farmer	Md. Shahadat, Hossain	4				<p>01. The land price is tk.5000 only per 1.5 decimal land from Toktanala to Daun Bridge.</p> <p>02. It will be better to use latest machineries rather than to use local labor.</p> <p>03. 7 gardens will be affected by this project in this area. The compensation for each garden is tk. 300000 only.</p>

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15	05-12-2015	UNO office, Bilaichari	ShuvoMongal Chakma, SujonChowdhuri, TejendrolalTongchong	Upazila Chairman, UNO Belaichari	Md. Shahadat, Hossain	2		1	01. Hill land price is tk. 10000-15000 per 1.5 decimal and Upazila land price is tk. 50000 per 1.5 decimal from Bilaychori to Daun Bridge. 02. Poverty rate has been decreased during last 5 years. 03. 3% Ethnic Minoritypeople will be affected by this project in this area.
16	05-12-2015	Upozila Bazar, Belaichari	Uttam Kumar Tongchunga, Tarun Kanti Tongchunga, Aungsupru Maram.	Ex-upazila vice- chairman Headman Karbari	Md. Shahadat, Hossain	3			01. 30 business shops will be affected in this area. 02. 2% Ethnic Minoritypeople may be affected by this project. 03. People of this area will be benefited by this project.
17	05-12-2015	Upozila Health Complex. Belaichari	Progga Joyti Chakma, Arjun Moni Chakma, Vhodrosen Chakma.	Gov. Jjob Service UP Member	Md. Shahadat, Hossain	3			01. 30 houses and 25 shops will be affected by this project. The potential victim people demanded tk. 50000 for each house and 1-2 lakh taka for each shop. 02. 25 businessmen of this area will be affected by this project. 03. 99% people of this area participated in this project.

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18	06-12-2015	Dupachar, Bilaichari	Tui Pru Marma, Ratna Marma, Sui Chi Mong Marma, AungmaChingMarma.	Karbai Farmer Farmer Farmer	Shimul Chakma and HasanSeli m	4				01. People will get transportation benefits. 02. 30 families of this area will lose their accommodation. 03. Chakma and Marma people of this area will mostly be affected by this project.
19	06-12-2015	Belaichori Post Office,Belaichari	Abdul Aziz, Kajol Barua, Md. Harun, Eton Chakma	Business, Farmer Business, Business,	Shimul Chakma and HasanSeli m	2		2		01. The project will be benefited for businessman. 02. No man will be affected by the project in this area. 03. 30 trees of this area may be affected by this project.
20	06-12-2015	Rajdhon Chora Belaichori	NiharKanti Chakma, Sumoti Ronjon Chakma, Shukro Raj Chakma, Tri sankar Chakma	Business, farmer	Shimul Chakma and HasanSeli m	4				01. Poverty rate has decreased during last 5 years. 02. The farmer will get the proper price for their goods. 03. 25 Ethnic Minorityfamilies of this area will be affected by this project.
21	07-12-2015	Bangal para Belaichari	Geda Chakma, Dhonmoni Chakma, Chimbodhon Chakma, Champa Chakma	Farmer, Business Business, Business,	Shimul Chakma and HasanSeli m	3	1			01. People's educational condition will improve. 02. The income of general people will increase. 03. It will be better to use latest machineries rather than to use local labor.

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22	07-12-2015	Bangalkata, Belaichari	Satta Kumar Talukdar, Probhat Chandra chakma, Milon Santi Chakma, Sudulal Tanchunga.	Farmer Farmer Farmer Karbari	Shimul Chakma and HasanSeli m	4				01. Transportation system, educational system and health condition will be developed by this project. 02. Poverty rate has decreased in last 5 years. 03. 5 gardens may be affected by the project in this area.
23	07-12-2015	Fokir Chora, Jurachori	Ratan Jit Chakma, Doyal Kanti Chakma, Biganda Chakma, Supayan Chakma.	Farmer Farmer Farmer Farmer	Shimul Chakma and HasanSeli m	4				01. Development will take place in education and health sectors. 02. Ethnic Minority people of this area will be affected. 03. All people in this area will support the project work.
24	08-12-2015	FokiraChora Bazar, Jurachori	Somrat Chakma, Sunil Bihari Chakma, DoyaMohon Chakma, Kalu Nanda Chakma.	Headman, Farmer Farmer Farmer	Shimul Chakma HasanSelin	4				01. People will get proper prize for their goods. 02. To reduce the loss of affected people different types of technical measures may be taken up. 03. Economic development of local people will be made by this project.

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25	08-12-2015	FokiraChora Bazar, Jurachori	Dhononjoy Chakma, Jugol Chandra Chakma, Meya Ram Chakma, DayaDhon Chakma.	Farmer Farmer Farmer Farmer	Shimul Chakma HasanSelin	4				01. For the development of transport system the income level of the people will be increased. 02. Nobody will be affected by this project. 03. It will be better to use latest machineries rather than to use local labor.
26	08-12-2015	FokiraChora Bazar, Jurachori	SadhonaNanda Chakma, TridibKarbari, Dhononjoy Chakma, Pores Chakma.	Head man, Farmer Farmer Farmer	Shimul Chakma HasanSelin	3	1			01. Economic and educational condition of the project area people will improve due to this project. 02. Nobody of this area will be affected by this project. 03. 5 garden of this area will be affected by this project.
27	09-12-2015	FokiraChora Bazar, Jurachori	Kinadhon Chakma, Rupendu Chakam, BijoyJit Chakma, Ananda Chakma.	Farmer Farmer Farmer Farmer	Shimul Chakma HasanSelin	4				01. The income level of the project area people will improve due to this project. 02. 10 families' income may decrease due to this project in this area. 03. It will be better to use latest machineries rather than to use local labor.

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28	09-12-2015	Hajachori Para, Jurachori	Chichimoni Chakma, AggolalChakma, Chirojib Chakma, Amar Bikas Chakma.	Farmer Farmer Farmer Farmer	Shimul Chakma HasanSelin	3	1			01. Poverty rate of this area has been decreased in the last 5 years. 02. Technical steps may reduce the loss. 03. Ethnic Minoritymale and female will work for this project.
29	09-12-2015	Shilchori Bazar, Jurachori	Dhononjoy Chakma, CharuBikas Chakma, Nakko Chakma, Amrito Chakma.	Farmer Farmer Farmer Farmer	Shimul Chakma HasanSelin	3	1			01. Income level of local people will increase due to this project. 02. They will get all transport benefits. 03. To solve all problems which will be created by the project may be solved by taking up some measures: Income generating activities and expansion of working opportunities.
30	10-12-2015	Shilchori, Jurachori	Chigon Morot karbari Bijoy Chandra Chakma Bijumoni Chakma Chigon Chan Chakma	Karbari Farmer, Business Farmer	Shimul Chakma HasanSelin	4				01. Poverty rate will decrease. 02. For the development of transport system the income level of the people will increase. 03. Ethnic Minoritypeople may be affected by this project.

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31	10-12-2015	Gilatoli, Jurachori	Santos Dewan, Kaladhon Chakma, Monoskor Dewan, Protap Dewan	Headman Farmer Farmer Farmer	Shimul Chakma HasanSelin	4				01. Transportation system, educational system and health condition will be devolved by this project. 02. Poverty rate decreased in last 5 years. 03. It will be better to use latest machineries rather than to use local labor.
32	10-12-2015	Samira Para, Jurachari	Nibaron Chakma, Sadhon Kumar Chakma, Jibon Chakma, RidoyChakam	UP Member Farmer Farmer Farmer	Shimul Chakma HasanSelin	4				01. The project will be benefited for businessman. 02. No man will be affected by the project in this area. 03. Economic condition of general people will be improved by this project.
33	10-12-2015	Durachori UP office, Jurachari	Menon Chakma, Mollika Chakma, Anil Raman Chakma, LokhindraChkma	UP Chairman\	Shimul Chakma HasanSelin	3	1			01. Transportation system, education system and health condition will improve due to this project. 02. Poverty rate decreased in last 5 years. 03. 3-4 gardens may be affected by the project in this area.

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34	10-12-2015	Dhamai Para Bihar, Jurachari	Binod Kumar karbari, Birongalal Chakma, KaminiRanjon Chakma, LokhiMoni Chakma	Karbari Farmer UP Member UP Member	Shimul Chakma HasanSelin	2	2			01. The income level of the project area people will increase due to this project. 02. 10 families' income may decrease for this project. 03. It will be better to use latest machineries rather than to use local labor.
35	11-12-2015	BamePanchori, Jurachai	Dhonmohon Chakma, Mui Chakma, Ronika Chakma, Monira Chakma	Farmer Farmer Farmer Farmer	Shimul Chakma HasanSelin	2	2			01. People's educational condition will develop. 02. The income of general people will increase. 03. It will be better to use latest machineries rather than to use local labor.
36	11-12-2015	Choto Pan Chori, Jurachori	Gunodhon Chakma, Nibaron Chakma, Santimoy Chakma, Aoshini Kumar Chakma	Farmer	Shimul Chakma HasanSelin	3	1			01. For development of affected people, job opportunities, business opportunities and farms must be created by the project. 02. Their living condition improved during the last 5 years but not sufficiently developed in the education and health sectors. 03. 5 Shegun gardens will be affected by the project in this area.

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37	11-12-2015	Barkal Bazar, Barkal	Bhubanesher Chakma, Dhonratan Chakma, Sujon Chakma, Monobhadro Chakma	Business, Farmer Farmer Farmer	Shimul Chakma HasanSelin	4				01. Economic condition of general people will be improved by this project. 02. For the development of transport system the income level of the people will increase. 03. No man will be affected by the project in this area.
38	11-12-2015	Barkal Bazar, Barkal	Chandilal Chakma, BinoyKrisno Chakma, Anurudro Chakma, Priomoy Chakma	Farmer, Business Farmer Farmer	Shimul Chakma HasanSelin	4				01. People will get transportation benefits. 02. 30 families of this area will lose their home in this area. 03. Chakma and Marma people of this area will mostly be affected by this project.
39	11-12-2015	Bhushanchara, Barkal	Monni Bikas Chakma, Laxmijan Chakma, PaddaShova Chakma, Tarabanu Chakma.	Farmer Farmer Farmer Farmer	Shimul Chakma HasanSelin	1	3			01. All people will be economically benefited. 02. Poverty rate decreased in the last 5 years. 03. It will be better to use latest machineries rather than to use local labor.

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40	12-12-2015	Bhushanchara, Barkal	Guanlal Chakma, Surjoy Chakma, Jibito Chakma, Shawpan Chakma	Farmer Farmer Farmer Farmer	Shimul Chakma HasanSelin	4				01. Development will take place in education and health sectors. 02. Ethnic Minority people of this area will be affected. 03. All people in this area will help in the project work.
41	12-12-2015	ShukripataChora Bhushanchara, Barkal,	Ratan Chakma, Behola Chakma, Sunika Chakma, Sumit Chakma	Farmer	Shimul Chakma HasanSelin	3	1			01. Socioeconomic development will be seen in this area. 02. People of this area will get all transportation benefits. 03. 3 Garden of this area may be affected by this project.
42	12-12-2015	Kolabunia Bazar Barkal	Sunder Kanto Chakma, Binoy Chakma, Alabi Chakma, Kalindi Rani Chakma.	Farmer Farmer Farmer Farmer	Shimul Chakma HasanSelin	3	1			01. Economic and educational condition of the project area people will be improved by this project. 02. Nobody of this area will be affected by this project. 03. 4 garden of this area will be affected by this project.
43	12-12-2015	Kolabunia Bazar Barkal	Md. Abu Saleh, Md. Fayzur Gazi, Md. Nazim Uddin, Md. Ali Hossain	UP Member Business, Business Business,	Shimul Chakma HasanSelin			4		01. People's educational condition will develop. 02. The income of general people will increase. 03. It will be better to use latest machineries rather than to use local labor.

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44	12-12-2015	Kolabunia Bazar	Md. Nurul Haque, Md. Alam Jamader, Md. Robiul Islam, Md. Jurmat Morol	Ex-up chairman Business, Farmer Ex-upmember	Shimul Chakma HasanSelin			4		01. The income level of general people will increase due to this project. 02. Bangalee people of this area will be more affected by this project. 03. It will be better to use latest machineries rather than to use local labor.
45	13-12-2015	Erabunia Bazar, Barkal	Md. Emdadul Haque, Md. Edris Ali, Md. Ahat Sheik, Md. Monir Hossain	Business, Farmer Business, Business,	Shimul Chakma HasanSelin			4		01. The project will be beneficial to the businessman. 02. Bengali people of this area will be more affected due to this project. 03. The income of general people will increase.
46	13-12-2015	Bhushanchora Bazar, Barkal	Abdu Mojid, Md. Abu Salek, Md. Rafikul Islam, Md. Ajmol Hossain	Ex up member, Business Business Business	Shimul Chakma HasanSelin			4		01. Bengali people of this area will be more affected by this project. 02. The income level of the project area people will increase. 03. Transportation system, education system and health condition will improve due to this project.

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47	13-12-2015	Bhushanchora , Barkal	Md. Badruzzaman Md. Mostofa Kamal, Md. Abdul Karim, KABir leader	Business Business Business Member	Shimul Chakma HasanSelin			4		01. Poverty rate will decrease. 02. For the development of transport system the income level of the people will increase. 03. 100% Bengali people will be affected due to this project
48	14-12-2015	Dhonu Bagpara Barkal	Santi Kumar Chakma, Kesoerilal Chakma, Mrigosita Chakma, JotonMoni Chakma.	Farmer Farmer Farmer Farmer	Shimul Chakma HasanSelin	3	1			01. Development will take place in education and health sectors. 02. Ethnic Minoritypeople of this area will be affected. 03. It will be better to use latest machineries rather than to use local labor.
49	14-12-2015	Naggel Adam, Bhushanchora , Barkal	Deuti Ranjon Chakma, PunnoDhon Chakma, Chidong Chkma, Birching Chakma.	Farmer Farmer Farmer Farmer	Shimul Chakma HasanSelin	4				01. Transportation system, education system and health condition will improve due to this project. 02. The farmer will get proper price for their goods. 03. 100% Ethnic Minoritypeople will be affected by this project.

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50	14-12-2015	Bhushanchora , Barkal	Shuprio Chakma, Anil Chakma, Badi Chakam, Dalim Chakma	Farmer Farmer Farmer Farmer	Shimul Chakma HasanSelin	4				01. Income level of local people will increase due to this project. 02. They will get all transport benefits. 03. Income generating activities and work opportunity will increase
51	14-12-2015	Tega Bazar Bhushanchora , Barkal	RatanBikas Chakma, KolpoRanjon Chakma, Suniti Chakma, Kala Tukendu Chakma	Farmer	Shimul Chakma HasanSelin	4				01. People will get proper price of their products. 02. To reduce the loss of affected people different types of technical measures may be take up. 03. Economic development of local people will take place due to this project.
52	14-12-2015	Bhushanchora, , Barkal	Md. Masum Hasan Md. Lalchand Hossain Md. Delwar Hossain Md. Hanif	Business Business Business Business						

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4.1.4 Public Consultations of Multimodal alignment-1**Number of Public Consultation Respondents
Chittagong Port to Thegamukh Project****Public Consultations of Multimodal Alignment-1**

SL	Date	Interview location	Name of the respondents	Profession/designation	Facilitator	Participants				Key issues discussed (Bullets)
						Tribal		Non-Tribal		
						Male	Female	Male	Female	
01	01-12-2015	Riserv Bazar Lonch Ghat, Rangamati	Md. Kamrul Islam, Ashraful Islam, Md. Jewel Rana, Md. Nurul Islam	Student, Business	Md. Shahadat Hossain			4		01. All people will be benefited by this project. 02. Income source will increase due to this project. 03. Ethnic Minoritypeople will not be affected by this project.
02	01-12-2015	Rangamati Fishsarighat, Rangamati	Md. Azizul Haque, Md. Ajgor Ali, Abdul Roshid	Business, Road man	Md. Shahadat Hossain			3		01. Personal land will not be affected by this project. 02. Bengali and Ethnic Minorityboth people will be affected by this project. 03. Dredged soil may be kept outside the town.
03	01-12-2015	Fishari Ghat, Rangamati	Md. Jafar Iqbal, Md. Jasim Uddin, Md. Azad, Md. MasudurRasid	Fish Trader Business Business Business	Md. Shahadat Hossain			4		01. Poverty rate will decrease. 02. For the development of transport system income of the people will increase. 03. 100% Bengali people will be affected by this project
04	02-12-2015	Shuvolong, Barkal Upazila	BadsaFoysal, Bimol Chakma, Harun, Md.	Business, Business Business	Md. Shahadat Hossain	2		2		01. Economic condition of general people will improve due to this project.

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			MonirMollik.	Labor						02. For the development of transport system income level of the people will increase. 03. No man will be affected by the project in this area.
05	02-12-2015	Headman House College Para., Barkal	Rabindralal Chakma, Dijendralal Chakma, Elora Chakma, Porno Kumar Chakma.	Headman, Farmer housewife, Farmer	Md. Shahadat Hossain	3	1			01. Robbery, theft may increase in this area. 02. All people in this area may be affected by this project. 03. Dredge soil may be kept beneath the mountain.
06	02-12-2015	ChilarDhakDokan Ghat, Barkal	Jogonath Chakma, Chitto Ronjon Chakma, BimolKranti Chakma, Lokhi Debi Chakma.	Fisherman, Farmer, business Farmer	Md. Shahadat Hossain	3	1			01. Fisherman, Farmers may be affected by this project. 02. 95% people of this area will participate in this project. 03. The proposed project does not have any long term negative effect on local community.
07	03-12-2015	Kiching Para, Rangamati	Bishawnath Chakma, Karbari Chakma, Aroti Chakma, ChondraMoni Chakma.	Karbari Farmer Housewife,	Md. Shahadat Hossain	3	1			01. There will be no negative effect on local community. 02. All people will be benefited by this project. 03. Poverty rate decreased in the last 5 years
08	03-12-2015	Bagachola river, Barkal	Prodip Kumar Chakma, Edris Mia, Mohibi Marma, SujonTalukdar	Farmer, Business Farmer, Farmer,	Md. Shahadat Hossain	2		2		01. All people will be benefited by this project. 02. Income source will increase. 03. Ethnic Minoritypeople will not be affected by this project.
09	03-12-2015	Bagachola river, Barkal	SamBikasTalukdar, TonotnaBiakas Chakma, Jinkumi Chakma, BodiPrio Chakma	Fisherman Fisherman Fisherman Fisherman	Md. Shahadat Hossain	4				01. Development will take place in education and health sectors. 02. Ethnic Minoritypeople of this area will be affected. 03. All people in this area will

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										support the project work.
10	04-12-2015	Beganachori School, Barkal	Biju Chakma, Himel Dewan, Siku Chakma, Kripon Chakma	Farmer Farmer Farmer Farmer	Md. Shahadat Hossain	4				01. The project will be useful for businessman. 02. No man will be affected by the project in this area. 03. Economic condition of general people will improve due to this project.
11	04-12-2015	Beganachori School, Barkal	Ridoy Ronjon Chakma, Shusonka Chakma, Rupayn Chakma, Dukkinkor Chakma	Farmer Farmer Farmer Farmer	Md. Shahadat Hossain	4				01. Personal land will not be affected by this project. 02. Bengali and Ethnic Minority both people will be affected by this project. 03. Dredge soil may be kept outside of the town.
12	05-12-2015	Bhushanchara Barkal	Tapan Bikas Chakma, Lendu Chakma, Sujit Krisa	Local leader, business, Service	Md. Shahadat Hossain	3				01. Bengali people of this area will be more affected by this project. 02. The income level of the project area people will increase. 03. Transportation system, education system and health condition will improve.
13	05-12-2015	BRDB office, Barkal	Md. Mohiuddin Sharif, Prodip Chandra Chakma, Md. Imran Ali, Pakhir Dewan	BRDB Officer, Service Service Service	Md. Shahadat Hossain	1		3		01. The project will be useful to the businessman. 02. Bengali people of this area will be more affected by this project. 03. The income of general people will increase.
14	05-12-2015	Borokal UP office, Barkal	Provat Kumar Chakma, Shusil Jibon Chakma, Putul Chakma	UP Chairman, Headman, Karbari	Md. Shahadat Hossain	2	1			01. Robbery, theft may increase in this area. 02. All people in this area may be affected. 03. Dredge soil may be kept beneath the hill.

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15	06-12-2015	Bhushanchara, Barkal	Lolini Kumar Chakma, RatnaRani, Sur lal Chakma	Karbari Ex-member Farmer	Md. Shahadat Hossain	2	1			01. Fisherman, Boat Owner may be affected by this project. 02. 1500 boatmen and 1000 fishermen may be affected by this project of this area. 03. 95% people of this area will support the project work.
16	06-12-2015	Nolbunia School, Barkal	Nilmohon Chakma, Suniti Bikash Chakma, Binanda Chakma, Doyamoy Chakma.	Business, Farmer Farmer Farmer	Md. Shahadat Hossain	4				01. Personal land will not be affected by this project. 02. Bengali and Ethnic Minority both people will be affected by this project. 03. Dredged soil may be kept outside of the town.
17	06-12-2015	Natun Bazar Barkal	Bindumoy Chakma, Joshi Kusum, Nomita Chakma, Sumitra Chakma	School Teacher, Farmer, Housewife, Business	Md. Shahadat Hossain	4				01. Many people will lose their farming land. 02. 100-150 business men may be affected by this project. 03. 80% Ethnic Minority people may be affected by this project.
18	07-12-2015	Shuvalong' Barkal	Torun Joti Chakma, Dr.SujonShil, BidurBorua	UP Chairman, Shuvalong, Physician, Bbusiness	Md. Shahadat Hossain	2		1		01. Fishermen, Farmers may be affected by this project. 02. 98% people of this area will participate in this project. 03. The proposed project will not have any long term negative effect on local community.
19	07-12-2015	Shuvalong Bazar, Barkal	Santimoy Chakma, Md. Abul Hossain, Suchitra Chakma	Business, Fishbusiness Businessr	Md. Shahadat Hossain	2	1			01. Economic condition of general people will improve by this project. 02. For the development of transport system the income level of the people will increase. 03. No man will be affected by the project in this area.

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20	08-12-2015	Suvolong , Barkal	Md. Didar Alam, Md. Atar Ali, Md .Moslem Ali, Md. Mojammel Haque	Business Business Business Business	Md. Shahadat Hossain			4		01. The project will be beneficial to the businessmen. 02. Bengali people of this area will be more affected by this project. 03. The income of general people will increase.
21	08-12-2015	Barkal Bazar Barkal	Bhubonesher Chakma, Dhono Ronjon Chakma, Sumon Chakma, Mono Bhodra Chakma.	Business, Farmer Farmer Farmer	Md. Shahadat Hossain	4				01. Income of general people will increase but boatmen and fishermen may be affected by this project. 02. Boatmen and Ethnic Minority people will be more affected by this project. 03. Dredged soil may be kept outside of the town.
22	08-12-2015	Borokal Bazar (BDR camp) Barkal	Protimoy Chakma, Chandrilal Chakma, Anurudro Chakma, Priomoy Chakma	Teacher Farmer Farmer Farmer	Md. Shahadat Hossain	4				01. Robbery, theft may increase in this area. 02. All people in this area may be affected by this project. 03. Dredged soil may be kept beneath the hill.
23	09-12-2015	Bhudchora Barkal	Monirika Chakma, Lokhi Jan Chakma, Paddo Shova Chakma, Tara Banu Chakma.	Student, Farmer Farmer Housewife	Md. Shahadat Hossain		4			01. Bengali people of this area will be more affected by this project. 02. The income level of the project area people will increase. 03. Transportation system, education system and health condition will develop due to this project.
24	09-12-2015	Loti Baschora Mondir, Barkal	Surojoy Chakma, Anit Chakma, Ganolal Chakma, Jibit Chakma	Farmer Farmer Farmer Farmer	Md. Shahadat Hossain	4				01. Poverty rate will decrease. 02. For the development of transport system the income level of the people will increase. 03. 100% Bengali people will be

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										affected by this project
25	10-12-2015	Borotoli Para	Sunil Kanti Chakma, Lokhidebi Chakma, Kinki Chakma	Farmer, Farmer, Housewife	Md. Shahadat Hossain	1	2			01. People's educational condition will develop. 02. The income of general people will increase. 03. It will be better to use latest machineries rather than to use local labor.
26	10-12-2015	Aimachora, Barkal	Md. Riaz Uddin, Md. Nojrul Islam, Krisno Joy Chakma	UP Member Boat man, Business. Farmer	Md. Shahadat Hossain	1		2		01. For the development of transport system the income level of the people will increase. 02. Nobody will be affected by this project. 03. It will be better to use latest machineries rather than to use local labor.
27	11-12-2015	Boraigipara River wharf	Md. Mostofa, Hori Narayon Dhor, Shymol Chandra Das, Md. Kobirhossain	Farmer Business, Farmer	Md. Shahadat Hossain			4		01. Fisherman, Boat Owner may be affected by this project. 02. 100% Bengali people will be affected by this project. 03. Income of general people will be increase but boatmen and fishermen may be affected by this project.
28	11-12-2015	Kalabunia Bazar, Barkal	Md. Nurul Haque, Md. Abu sale, Md. Golam Rosul, Md. Robiul Islam	Ex-up chairman, UP-Member Business. Farmer	Md. Shahadat Hossain			4		01. Development will take place in education and health sectors. 02. Ethnic Minority people of this area will be affected. 03. All people in this area will help in project work.
29	12-12-2015	Kalabunia Bazar, Barkal	Md. Moniruzaman, Md. Jahangir Alam, Md. Sohikul Islam, Md. Josim	Farmer, Business Business Business	Md. Shahadat Hossain			4		01. Bengali people will be more affected by this project rather than Ethnic Minority people of this area.

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			Uddin							02. Economic condition of general people will improve by this project. 03. For the development of transport system the income level of the people will increase.
30	12-12-2015	Kalabunia Bazar, Barkal	Md. Hamid ali, PolasChakma, NilumoniChakma, Md. Sogir	Fisherman, Farmer Business	Md. Shahadat Hossain	1		3		01. The project will be beneficial to businessman. 02. Bengali people of this area will be more affected by this project. 03. The income of general people will increase.
31	13-12-2015	Gurusthan Barkal	Mos. Nurunnahar, Md. Delowar Hossain, Md. Lal Chad Hossain, Md.MamunHasan	Housewife, Farmer Farmer Farmer	Md. Shahadat Hossain			3	1	01. Economic and educational condition of the project area people will improve by this project. 02. Nobody of this area will be affected by this project. 03. It will be better to use latest machineries rather than to use local labor.
32	13-12-2015	Erabunia bazaar Barkal	Md. Abdul Motaleb, Abdul AwalSikdar, Md.,Sohidul Islam, Md. Hasan	UP Member, Business, Farmer Business	Md. Shahadat Hossain			4		01. Economic condition of general people will be improved by this project. 02. For the development of transport system the income level of the people will increase. 03. No man will be affected by the project in this area.
33	13-12-2015	Bhusonchora Barkal	Abdul Aziz, Md. Rofikul Islam, Md. Ajmol Hossain, Md. Abu Salhe Islam	UP Member Business Business Business	Md. Shahadat Hossain			4		01. Robbery, theft may increase in this area. 02. All people in this area may be affected by this project. 03. Dredged soil may be kept beneath the bill.

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34	14-12-2015	ChotoHorina Barkal	Md. SofiulAlam, PritiChakma, Md. SofiulAlam, MitulChakma	Business, Business Business\Business	Md. Shahadat Hossain		2	2		01. The project will be useful to businessman. 02. Bengali people of this area will be more affected by this project. 03. The income of general people will increase.
35	14-12-2015	ChotoHorina Bazar, Barkal	Md. Mustofa Mohiuddin, Md. Nasir, \ Md. Anwar Hossain	Business, Business Business Business	Md. ShahadatHossain	1		3		01. There will be no negative effect on local community by this project. 02. All people will be benefited by this project. 03. Poverty rate decreased in the last 5 years
36	14-12-2015	ChotoHorina Bazar, Barkal	Md. Korban Uddin, Ibrahim Khan, Hazi Md. Alamgir, SolemanSowdagor	Bazar Committee Member, Chotohorina Business Business	Md. Shahadat Hossain			4		01. The project will be useful to businessman. 02. Bengali people of this area will be more affected by this project. 03. The income of general people will increase.

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List of Key Informants Interviewed

01.	Mr. Runel Chakma	Director	Small Ethnic Groups Cultural Institute	01556704045
02.	Mr. Kamal Hossain	TNO	TNO, Sadar	0155176176
03.	Mr. Shamsul Azam	CFO	Forest Department	01761494656
04.	Mr. Yahia Mahmud	Scientific Officer	Bangladesh Fisheries Research Institute, Rangamati.	
05.	Mr. AKM Saiful Islam	Scientific Officer	Bangladesh Fisheries Research Institute, Rangamati	
06.	Mr. Atish Kumar Barua	Director	CHT Development Authority	01712-768192
07.	Mr. Adnan Aktarul Alam	XEN, LGED	LGED, Rangamati	01818-216629
08.	Md. Liakat Ali	UNO	Juraichori Upazila, Rangamati	01717-123978
09.	Mr. Lal Pankua	Executive Director	Green Hill	01730-086303

Relevant Photographs of Public Consultation are given below:



Venue: Barkal, District: Rangamati



Program: Public Consultation, Date 29-11-2015

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Venue : Bilaichari, District: Rangamati

Program: Public Consultation, Date: 01-12-2015

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Venue : Rangamati, District: Rangamati

Program: Public Consultation, Date: 04-12-2015



Venue: Department of Forest, CFO office, Rangamati



Program: Public Consultation, Date: 27-12-2015

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Location: Chief Analyst, BFRI, Rangamati



Program: Public Consultation, Date: 27-12-2015



Location: CHTDB, Rangamati



Program: Public Consultation, Date: 27-12-2015

4.2 Stakeholders Consultation Meeting held at Rangamati

4.2.1 Stakeholders' Mapping

	Stakeholder	Involvement
A	Government Departments:	
1.	Local government Engineering Department (LGED)	LGED is responsible provide technical support to the rural and the urban local government institutions (LGIs), planning and implementation of infrastructure development projects in the rural and urban areas like road, markets, river jetties, etc. to improve communication and transport network.
2.	Bangladesh Inland Water Transport Authority (BIWTA)	BIWTA is the authority who controls the inland water transport in Bangladesh. It is also responsible for managing development and maintenance of inland water transport system.

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3.	Bangladesh Land Port Authority (BLPA)	The Bangladesh Land Port Authority (BLPA) is to facilitate export-import of the country through land routes. It is responsible for infrastructure development, efficient cargo handling, improvement of storage facilities, fostering public-private partnership for effective and better service delivery.
4.	Department of Forest (FD)	The Forest Department (FD) is responsible for taking care of the total forest land of about 1.48 million hectares (ha) that covers both natural and plantation forests. About 0.72 million ha of land are designated as unclassified state forests under the control of the Ministry of Land. Actual forest cover is approximately only 6% of the total land area. The forest, concentrated in CHT, covers about 0.72 m ha of land, which is about 29% of the total forest land of Bangladesh.
5.	Department of Fisheries (DoF)	The Department of Fisheries is responsible for the formulation and implementation of policies that promote best practice in the case of conservation and utilization of fishery resources. The department drives this through coordination, consultation and in partnership with resource owners, communities, private sector, government agencies, Non-Governmental Organizations, Regional and International Agencies.
6.	Road and Highways (RHD)	RHD is responsible for communication and maintenance of the major road and bridge network of Bangladesh. It has to provide a safe, cost effective and well maintained road network. Currently the department has to maintain a network of 21,302.08 Km.
7.	Police, BGB, and Army	The police force is responsible to enforce laws, control crimes and protect property in the country. The Border Guard Bangladesh (BGB) is the paramilitary force in the country which is responsible for ensuring boarder security of the country. The Bangladesh Army is responsible for national security and defense of the nation's territorial integrity against external attack. In addition to that the Army is also constitutionally obligated to assist the civilian government during times of national emergency.
8.	Administrative Department (DC, ADCs, AC Land, TNO)	Execute all administrative aspects in their Jurisdiction including land record management, transfer of land, land revenue collection, acquisition and requisition of land, etc. Also look after law and order in their administrative area on behalf of the central government.
B.	Local Government Authority	
1.	Local Government Authority (Zila Parishad, Upazila Parishad)	Local government is of three tiers: (i) Zila Paishad; (ii) Upazila Parishad; (iii) Union Parishad. Local Governments are responsible for a wide range of services for their local communities which include waste disposal, road development and maintenance, water supply and sanitation, recreation and parklands, etc.
C.	Other Bodies	
1.	NGOs (Green Hill, Tagya, CIPD, SAS, Shining Hill, CCDDR, Haimanti, etc)	Most of the NGOs provide services for the have-nots group where they work for socio-economic development of the poor and marginalized groups. Mostly NGOs supplement and compliment the government development programs. Many of them are also involved in micro-credit services with a reasonable service-charge.
2.	Local press	Used to collect information and news which they arrange to publish

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		through different print and electronic media.
3.	Launch, Bus, Cargo, Truck owners associations	Launch, Bus, Cargo, and Truck Owners Association are the important actors for land and water transport of the country. They are main road and water way network users of the country.
4.	Launch, Bus, Cargo, and Truck operators	Launch, Bus, Cargo, and Truck Operators are also important actors in the transport operation system. They are mainly the operators and the loading –unloading labour of those transports.
5.	Headman, Karbari	Headman is the chief of a mouza in the CHT area. Apart from her/his role as revenue collector within the Mouza ,he/she also plays vital roles in matters related to customary laws, resolving local level disputes and maintaining of law and order inside the Mouza. Karbari operates at the bottom level of the tier who is the head of a village/community. S/he assists the Headman in all relevant matters. S/he also arbitrates (along with other village leaders) disputes among the communities.
6.	Local Business organization	Local businesspersons are also involved in business where they undertake commercial or industrial activities for the purpose of generating cash flow and sales.
7.	Regional, District, Local Councils, institutions	These are the organizations and institutions which look after the welfare of the local people, local environment and advocate for the welfare of CHT area. They also plan and implement some development programs in the area.
8.	School, College teachers	They are also road and water way users. Also aware of communication problems of the area.
9.	Bangladesh Legal Aid and Services Trust (BLAST)	BLAST works on making the legal services accessible to the poor and the marginalized groups. It works for ensuring the rule of law where every individual, including the poor, marginalized and excluded, in particular women, children, peoples with disabilities, adivasis, and dalits, have access to justice and in which their human rights are respected and protected.
10.	Religious Leaders	Looks after the interest of the religious institutions during the implementation of the project and also see that no religious properties are damaged by any development work and can assist to think alternatives of that.

4.2.2 Preparation and Mobilization:

The Stakeholders Consultation Meeting was organized at Rangamati which was held on 16/05/2016 at Ashika Conference Room, New Market. For the conference all the pre-listed stakeholders were invited with a formal letter containing date and place of workshop and a short note on feasibility study covering social and environmental findings. This was a pre-informed workshop organized as per requirement of the project. Two persons from the consultants' team worked for one week to organize the workshop where they not only distributed the invitation but also physically visited to the stakeholders as maximum as possible to make them understand about the importance of the consultation meeting.

4.2.3 Methodology:

The invitees of the consultation meeting were of different level of stakeholders and professional group, who were very much concerned with communication and connectivity of the CHT districts and can provide feedbacks on the feasibility findings on the selected alignments. The selection of participants was done on a purposive basis. The selected invitees were from NGOs, Local Journalists, GoB officials, representatives from businessmen, UP Chairman, Members, Upazila

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Chairman, Vice-chairman, Headmen and Karbaries including women. All necessary equipments for recording the presentations and feedbacks were ready from the organizers' side.

4.2.4 List of Stakeholders Invited in the Meeting

Sl.No.	Stakeholders	No of Participants
1	NGO Representatives (Male & Female)	
	UNDP	1
	SAS	1
	tangya	1
	Green Hill	1
	CIPD	1
	CCDR	1
	Himawanti	1
	Maleya Foundation	1
	PAHRA	1
	Shining Hill	1
2	Launch owners association (Male)	1
3	Truck owners association (Male)	3
4	Bus owners association (Male)	2
5	Fishers Association (Male)	2
6	Transport Operator Association	2
7	Journalists (Male & Female)	4
8	Forest Department	1
9	Roads & Highway Department (R&HD)	1
10	Department of Fisheries(DoF)	1
11	Local Government Engineering Department, LGED	9
12	Rangamati Hill District Council	1
13	CHT Regional Council	1
14	Chittagong Hill Tract Development Board (CHTDB)	1
15	Rangamati Culture Center	1
16	Rangamati Chamber of Commerce & Industries	1
17	Upazila Chairmen	4
18	UNO	4
19	Chakma Royal Kingdom	2
20	Rangamati Bar Council	1
21	Bangladesh Legal Aid and Services Trust (BLAST)	1
22	Headmen (Male & Female)	10
23	Karbari (Male & Female)	7
24	College Principal (Male & Female)	3
25	Headmaster / Headmistress	2
26	College and School Teachers (Male & Female)	3
27	Local Businessman	5
28	Hill Women Federation	1
29	UP Chairman	5
30	UP Members	4

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Sl.No.	Stakeholders	No of Participants
31	Religious persons	2
32	CHTRDP II Representative	1
33	DC OFFICE, Rangamati	
	ADC General	1
	ADC Revenue	1
	ADM	1
34	Additional SP	1
35	Prakriti Ranjan Chakma X-Deputy Secretary	1
36	Saktipada Tripura President ,CHT Headmen Network	1
37	Professor Mongshanu Chhowdhury	1
38	Santi Bijay Dewan General Secretary, CHT Headmen Network	1
39	Thowaiwary Marma Headmen	1
40	Goutam Dewan President,CHT Movement for the Conservation of Land and Forests	1
	Total	106
**	Consultant Team	6
	Grand Total	112

Out of estimated 112 invitees 67 attended the consultation meeting. The list of the participants with their designations, address, and telephone numbers were recorded properly and attached as annexure.

4.2.5 List of Stakeholders Attended the Meeting

Sl. No.	Name of stakeholder	Designation	Address	Mobile No.
1	Momin Mojibul Haq Shamaji	Project Director	LGED Head Office	01711-976061
2	Adnan Aktarul Alam	Executive Engineer	LGED Rangamati	01818-216629
3	Kirti Nishan Chakma	Consultant World Bank	Dhaka	01755578273
4	Dr. Mostofa M. Kamal	Environment Specialist	BETS, Dhaka	01819143666
5	Abdul Quayum Khandakar	Sociologist	BETS, Dhaka	01916158148
6	Tuku Talukder	Executive Director, Himawanti	Champak Nagar, Rangamati	01558883127
7	Shimul Chakma	BETS, Rangamati	South Kalindipur, Rangamati	01556541219
8	Satrang Chakma	Staff Reporter, Dainik Samakal	Banarupa, Rangamati	01550608276
9	Adv. Jewel Dewan	Coordinator, BLAST	Rangamati	01550608276
10	Jagatjoti rmoy	Businessman	Thegamukh Bazar	01875117122
11	Sakka Mitra Tanchunga	Businessman	Rajasthali	01557434097
12	Nanda Kumar Talukder	Headmen	Barkal	01820305061

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Sl. No.	Name of stakeholder	Designation	Address	Mobile No.
13	Jadu Chandra Tripura	Member	Rajasthali	01859764807
14	Udayan Tanchunga	Member	Rajasthali	01557585377
15	Taktachan Tanchunga	Karbari	Rajasthali	01557344794
16	Md. Golam Rasul	Sub-Assistant Engineer, LGED	Juraichori, Rangamati	01867063599
17	Md. Moniruzzaman	Work Assistant, LGED	Jurachori, Rangamati	01557794712
18	Gan Talukder	Businessman	Master Para, Barkal Sadar, Rangamati	01553756896
19	Upanabda Das	Principal	Rajasthali, Rangamati	01820041485
20	Susmita Chakma	CHT Nagorik Committee, Rangamati	Bonorupa, Rangamati	01715752898
21	Santi Bijoy Chakma	Headmen, 124 Naraichori	Bilaichori Upazila	01820302154
22	Monghulamant	PC (CHTWCA) Project	Chakma Circle, Roy Bari, Rangamati	01558455631
23	Shushil Bikash Chakma	Field Coordinator, CHTWCA Project	Chakma Circle, Rajbari	01556778470
24	Thoai Aung Marma	Headmen & Joint Secretary	119 Kaptai, Rangamati District Headmen Association	01819616045 01556980715
25	Dipen Dewan	Headmen	4 Bhushanchora, Chotohorina, Barkal	01813666997
26	Bablu Chakma	Information Officer Maleeya Foundation	Rajbari Road, Rangamati	01554332624
27	Dipujjal Khisha	Coordinator, Maleeya Foundation	Rajbari Road, Rangamati	01826162707
28	Lalit K. Chakma	ED-SAS	Kallanpur, Rangamati	01712276408
29	Himel Chakma	Journalist	Rangamati Sadar	01755624583
30	Biplob Chakma	Executive Director	Taungya, Kalyanpur	01732921151
31	Barun Talukder	3 Up Chairman, Jurachuri	Jurachori, Rangamati	01553123898
32	Mayananda Dewan	Headmam, Jurachori	145 Kushumchori, Jurachori	01553249895
33	Deepomoy Talukder	Chairman Up 1no. Gilachori, Rajostholi	Rajostholi, Rangamati	01811460777
34	Haji Zahir Ahmed Saudagar	Businessman	Tabalchori, Rangamati	0155060751
35	Kaygm Bancee	Sub-Asstt Eng, LGED Rangamati	Rajosthali, Rangamati	01550601818
36	Kasaf Chakma	Up Member	Barkal Sadar	01851940832
37	Provat Bindu Chakma	Headmaster, Barkal Model High School	Barkal Master para	01552371769
38	Sayam Ratan Chakma	Up Chairman, Aimachara	Barkal	01553292711
39	Adv, Vobotosh Dewan	Headmen, 106 Kabilachori	106 Kabilachori, Rangamati Sadar	01732350652
40	Santimoy Chakma	Asst, Teacher, Bhuvan Joy Gov. High School	Jurachori	01556558852
41	Md. Abdus Shobur	Sub Division Engineer	Road Division- 2, Rangamati	01913429334
42	M M Mahbubur Rahman	Upazila Engineer	Borkol, Rangamati	01720458303

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Sl. No.	Name of stakeholder	Designation	Address	Mobile No.
43	Md. Ashraful Islam Bhuiyan	Upazila Engineer	Bilaicchori, Rangamati	01734766777
44	Hari Kishor	Staff Correspondent	Rangamati	01550609304
45	Hitler Dewan	Headmen	105 no, jibtali,mouja, Rangamati	01556549547
46	Moni Chakma	Chairman	Borkol upazila parishad	01556534231
47	Shuvo Madal Chakma	Chairman	Upazila Parishad	01550605517
48	Prokriti Ranjan Chakma	Ret. Sub Secretary	Ram bahadur road, Rangamati	01825027876
49	Uday Joy Chakma	Chairman	Upazila parishad, Juracchori	01553117532
50	Shaktipad Tripura	Vice Chairman	Rangamati	0184335857
51	Ranjan Chakma	Karbory, 158 No. Vosonchhora, Moja	Vusonchhora	01851364932
52	Munindra Lal Talukder	Headmen	Aimachara	01557069465
53	Riko Khisa	Program Co-Ordinator, Green Hill	Rangamati	01730086360
54	Md. Mainuddin	Upazila Engineer	Juracchari , Rangamati	01557889712
55	Onuching Marma	Vice Chairman, Upazila Parishad	Rajasthali	01832156606
56	Muhammad Subedar Islam	Division Forest	Jhum controller division, banrupa, rangamati	01712221004
57	Md. Kabir Hossain Asu	Corpo.,		01718977779
58	Md. Shaid Ullah			01730336137, 01730336139
59	Md. Jahidul Alam	Executive Director CCDR	Swarnatilla	01733072484
60	Iqbal Ahmed	Environment Specialist	World bank	
61	Abbas Uddin Chowdhury	ED PARA	Kathaltuli	01876085700
62	Kamrul Hassan	Jr. Engineer	BETS, Dhaka	01723251490
63	M Azam Ali	Office Secretary, Truck Mini-Truck Owners' Association	Pouro Truck Terminal	01814401759
64	Mohammad Mahabub Alam	UNO Barkal	UNO Office Barkal	01721835904
65	Mohammad Moniruzzaman Mohshin	Director, Rangamati Chamber of Commerce&Industry	Rangamati	01715163160
66	Rabindranath Mondal	UFO Naniar Char, Rangamati	District Fisheries Department	01723523847
67	Arifur Rahman	LGED Rangamati	TNT Area,Rangamati	01556603055

4.2.6 Start of Stakeholders' Consultation meeting:

The meeting started at 10:00 am in an informal way. At the beginning the participants introduced themselves to the house. After formal introduction, the Project Director, Mr. Momin Mojibul Haq Shamaji welcomed all the participants in the Consultation meeting. He also facilitated very

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enthusiastically the whole meeting from the beginning to the end. During the welcome address he elaborated the background, purpose and objective of the stakeholder Consultation meeting. He added that the professionals' presentation would highlight the findings of the feasibility study so far have been progressed and ask for their opinion, feedback and suggestions. He informed the house that the two alignments have been selected through comparative study with specific criteria analysis: The alignments are:

Selected route alignments:

Road Alignment-1:

Rajosthali ----Belaichhari---Juraichhari---Barkal---Thegamukh—114.546 km

Multimodal Alignment-1:

Rangamati---Chotohorina--- Thegamukh---70.987= 63 waterway+7.987 lands.

How the alignments were selected through multi-criteria analysis have been shown in the following table:

Proposed Route										
Sl No	Criteria	No of Points	Road Route				Multimodal Route			
			R-1 (Length =123.54 Km)	R-2 (Length=50.25 Km)	R-3 (Length=97.17 Km)	R-4 (Length=106.12 Km)	M-1 (Length=70.98 Km)	M-2 (Length=66.80 Km)	M-3 (Length=94.11 Km)	M-4 (Length=97.60 Km)
1	Technical and Engineering Feasibility	10	6.81	7.92	7.37	6.95	7.25	6.26	6.66	7.26
2	Adverse Environmental Impact	10	4.5	3.5	1.25	4.25	6.75	5.75	5.75	6.75
3	Social Impact	10	1.5	3	5.5	2.75	5.5	2.75	3	5.25
4	Poverty	10	7.5	10	7.5	5	5	5	5	5
5	Present Inaccessibility to reach the road head	10	9.37	9.49	9.63	9.74	7.13	2.15	1.83	6.82
6	Travel time saving after construction from origin of proposed Route to Thegamukh	5	4.5	4.41	4.38	4.5	1.24	3.15	2.59	0.95
7	Less improvement required to existing road to Chittagong	10	8.22	6.59	6.42	8.77	7.79	7.79	7.21	7.21
8	Less time of travel between Chittagong to Thegamukh	10	3.28	2.16	0	4.43	1.97	3.69	1.67	0
9	Population served per Km of connectivity within zone of Influence	5	2	5	3	4	5	5	2	2
10	Length of the road covered by spending US\$ 1 million project	10	10	4.37	6.98	9.30	7.30	6.18	8.67	10
11	Disliking for the Project	10	10	3	3	3	10	10	10	10
	Total Score	100	67.68	59.44	55.03	62.69	64.93	57.72	54.38	61.24

Above noted findings reveal that from among the road alignments, road no.1 that goes from Rajosthali-Bilaichari-Juraichari-Barkal-Thegamukh scored the highest 67.68 marks. And from

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among the multimodal routes, the route M-1Rangamati-Chhototharina connected by waterway and Thegamukh by road have got highest marks of 64.93. In view of having highest weight these two routes are selected for further feasibility study.

These two alignments have been selected through a multi-criteria analysis- that includes a matrix of 11 points and the following judgments:

- Technical judgment
- Social Judgment
- Environment Judgment; and
- Economic Judgment

He also informed the participants that the purposes of selection of these two alignments are:

1. Maximum people will get benefit out of it
2. Social and environmental affect will be minimum
3. Minimum people will be affected and need resettlement
4. Minimum properties will be damaged.

He added that the objective of the Consultation Meeting was to have feedback from the participants on the alignments and on the findings of the Professionals and incorporate the addressable feedbacks in the engineering design which was in a preliminary stage.

Then he asked the Professionals to present their findings to the audience.

Presentation of Consultants:

Before presentation, the consultants distributed printed copies of their presentations to the participants, so that they can know about findings well ahead. This was given for their feedbacks and suggestions.

The Environment Specialist, Dr. Mostafa Kamal presented his environmental findings on the alignments. He detailed all aspects of environment that have to be taken care of during construction of the selected road. He also clarified the questions raised by the participants.

Then the Sociologist, Khandakar Abdul Quayum who was physically involved in conducting whole social assessment at the field level, presented the paper in the house and highlighted the major findings of the feasibility study on social aspects. It was aimed to getting feedback and suggestions from the participants that might be incorporated in the final feasibility report.

After the presentations of the professionals, question- answer session started. Many questions were raised by the participants where most of them were answered by the Project Director and by the relevant consultants. Some participants tried to raise questions at the time of presentation, but they were requested to ask questions at the end of presentation.

Questions and Answer session:

Issue: Alignments selection process

Ans: The alignments have been selected through a procedure approved by the World Bank. They have been shown a matrix with 11 points, based on the matrix, parameter and a

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multi-criteria analysis. The alignment that got the highest score was selected. Before going for implementation and construction of the road an environment management plan would be made. It will follow the World Bank safeguard policies and criteria so that environment was saved considerably. In this project LGED shall strictly follow the World Bank's involuntary resettlement operation policy strictly.

Issue: Safeguard policy of the World Bank for indigenous people

Ans: For indigenous people World Bank has separate resettlement policy, it is detailed in OP 4.10, where it is mentioned that if for constructing a project loss of shelter, loss of property, loss of income or any other loss occurs that have to be compensated. In addition to that an Indigenous People Development Plan (IPDP) to be made.

Issue: Safeguard for whom

Ans: Safeguard for all. Safeguard policy for best practices for the people.

Issue: World Bank changed its safeguard policy or not

Ans: The World Bank has changed its safeguard policy that incorporated future safeguard including participation and transparency of the affected people.

Issue: Monitoring process of the project

Ans: Our assessment is in a very preliminary stage. We have selected the alignment where no big change will be needed. When we shall for detail assessment we shall engage one team for Social assessment, one team for environment assessment, government has a policy for that and World Bank has 10 operation policies. Besides that government and World Bank will have separate team to oversee the work.

Issue: All positive things came out from your presentation, you should also highlight the negative aspects like-increase of trafficking, stones from the roadside will be taken away. What would be the impact on the religious and cultural aspects?

Ans: Obviously we shall highlight the negative points during our next study and incorporate safeguard to get rid of those problems in order to do away with those negative aspects.

Issue: The three districts have regional council, in policy making whether they have any participation

Ans: Hill District Council people were invited, perhaps somehow they could not manage time for this meeting. However, we shall invite them in our next program and obviously we shall get their feedback at that time.

Issue: The affected people for the Kaptai Lake were not resettled properly; whether this time

for this project the affected people will be taken care of for resettlement as per policy?

Ans: We have to discard the bitter experience of Kaptai Lake, we shall take care all important issues so that such thing doesn't happen again and that is why this consultation meeting with you people to have to get your feedback.

Issue: In October-November Kaptai lake gets filled up with water hyacinth which affects movement of the people.

Ans: If that route is developed under this project, then we have to take care of it.

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Issue: If dredging is done where shall you deposit soil, if soil is deposited on the hills, it will come down to lake during rainy seasons, what measure would you like to take?

Ans: When we shall work on multimodal route, we shall consult with the experts and go for a detail feasibility study.

Issue: Instead of making new road, if existing roads are renovated, that will be better for movement for local people.

Ans: Actually we are doing that, the alignments selected, that is on the existing road and maximum people will be benefitted from that.

Issue: We have the observation that when there is a new road or new connectivity, environment is damaged in different ways, forest is damaged, if this happens for your alignment, what would be the measure?

Ans: In order to save the environment and biodiversity, we shall make an environment management plan and following the environment safeguard policy of World Bank we shall go ahead.

Issue: Before starting construction, if you consult with the local institutions, that would be better.

Ans: Yes, we shall go for that during our next meeting.

Issue: How and with whom the public consultation was done?

Ans: Public consultation was done in an informal way. The facilitation team moved along the selected alignment, where they got some people, they did consultation, they recorded the names, address and phone numbers of the people they consulted. They were UP Chairmen, Headmen, Karbari and general people in those consultation meetings.

Conclusion:

The consultation meeting was attended by a lot of respected persons. They were thanked for giving their valuable time and made the meeting successful. For a road construction this type of consultation meeting is a rare incident and for the first time it has taken place in that area. The stakeholder consultation meeting was also attended by the World Bank representatives, Additional Police Super, UNO-Barkal, Director, Chamber of commerce, Journalists, NGO representatives, UP Chairmen, Headmen, Karbari and representatives of different business communities. The meeting was concluded at 1:30pm.

Stakeholder Consultation Meeting Video Program, Photograph & Attendance Sheet are presented in Compact Disk (7 Set) in Volume IV

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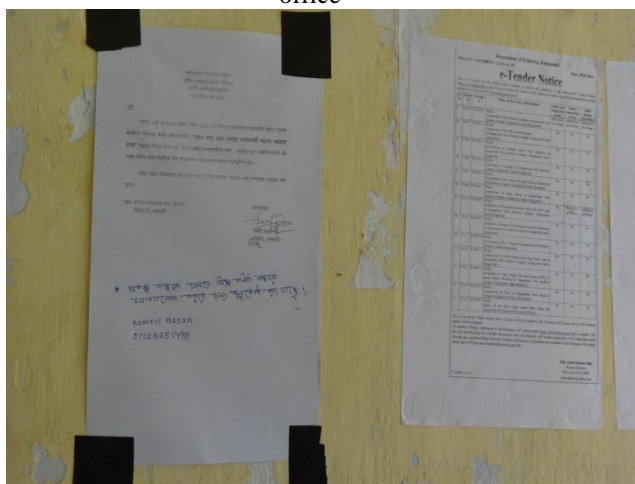
Stakeholder Consultation Meeting photographs are given bellow:



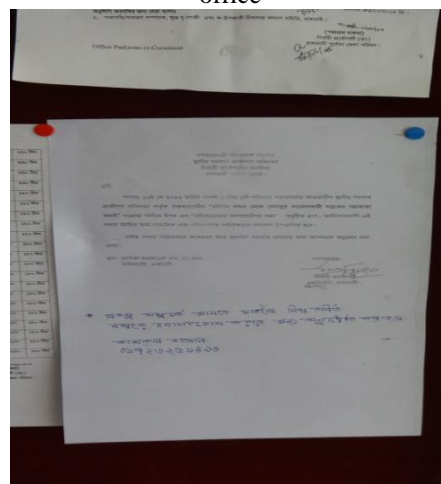
Invitation letter hanging on Chakma Royal Kingdom office



Invitation letter hanging on CHT Hill District Council office



Invitation letter hanging on Department of Fisheries



Invitation letter hanging on CHT Hill District Council office



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Venue: Asika Conference Room, Rangamati



Program: Stakeholder Consultation Meeting, Date: 16-05-2016

CHAPTER 5

Terms of Reference (TOR) for Resettlement Action Plan (RAP)

I. INTRODUCTION AND OBJECTIVES

1. The Government of Peoples Republic of Bangladesh is in the process of developing transport Corridor Connectivity Routes from Chittagong Port to Thegamukh through improving Road and Multimodal Alignments of the District of Rangamati. The aim of the project is to improve remote areas of CHT transport networks by improving road conditions and capacity and waterway upto Thegamukh that would work as corridor for bi-lateral trade activities between Bangladesh and India.
2. Based on the results of the techno-economic feasibility studies together with environmental and Social Impact Assessments, final selection of two connectivity routes were determined. The selection was done based on detailed rankings and required criteria, GOB has selected one road alignment: Rajostholi to Bilaichari to Juraichari to Barkal to Chottohorina to Thegamukh: 114.751Km and one multimodal alignment-1, Rangamati-Chottohorina-Thegamukh to materialize the connectivity project.
3. Where the project will necessitate acquisition of land, structures and other assets, and/or cause displacement or loss of assets within the public Right Of Way (ROW), the section on Relocation in the Government of Bangladesh's Environmental Guidelines for Rail/Road/Highway projects applies. The project is under consideration for World Bank financing, and must therefore be in compliance with the World Bank's policy on Involuntary Resettlement as described in OP 4.12 and OP 4.20 on Gender.
4. It is the responsibility of the Borrower to prepare a plan which complies with the Government of Bangladesh and the World Bank's policy guidelines and directives on land acquisition and involuntary resettlement. This plan is referred to as a Resettlement and Rehabilitation Action Plan (RAP). Presentation of a RAP satisfactory to the Government of Bangladesh and the World Bank is a pre-condition for Bank appraisal of the project. The RAP will be prepared in two phases. The Government of Bangladesh and the World Bank will first agree on an appropriate Entitlement Framework, on the basis of which a detailed RAP will be developed.
5. The RAP has three main objectives:
 - (a) to present the project area and the impacts of land acquisition for project civil works on the people who own properties to be acquired; live on the land to be acquired; and/or derive their income from the land or enterprises operating on the land to be acquired;
 - (b) to present the entitlement policy for compensation and assistance to people affected by the project;
 - (c) to present an action plan for delivery of the compensation and assistance outlined in the policy, to the persons identified as entitled to such assistance.
6. Government of Bangladesh and World Bank policy is based on the principle that the population affected by the project should receive benefits from it, or at the very least not be worse off than before. Acquisition of land and other assets, both of private holdings and within the ROW, are integral parts of project design and implementation. Undertaking a social impact assessment and preparing a RAP should be incorporated as part of the project design from the start, and undertaken in close coordination with the Environmental Analysis, the Environmental Action Plan, and the engineering designs and implementation.
7. The World Bank policy emphasizes that involuntary resettlement should be avoided or minimized where possible by exploring other alternative project designs. Therefore, the

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- initial screening for social and environmental impacts should be part of the feasibility studies to determine the final selection of roads to be included in the project.
8. In cases where displacement, loss of assets, or other negative impacts on people are unavoidable, the project should assist the Project Affected Persons (PAPs) with the means to improve their former living standards, income earning capacities, production levels or at least maintain the previous standards of living of those suffering losses.
 9. Since a key principle is that no civil works should be undertaken on any stretch of road before land acquisition has been completed and compensation or assistance carried out according to the RAP, it is essential that the planning and implementation of civil works be coordinated with the RAP.
 10. Preparation of a RAP requires thorough understanding of social, economic and cultural factors influencing the lives of the adversely affected people. Detailed baseline studies need to be conducted, and a participatory approach through consultation with potentially affected persons and other stakeholders such as local NGOs, municipal authorities, etc. is essential. Appropriate skills and experience to coordinate and implement this must be available within the responsible agencies.
 11. In cases of impacts on indigenous communities, the World Bank's Operational Directive 4.20 also applies. In such cases, the TOR requires the consultants to prepare the plans mandated by this directive, in addition to the other elements of the RAP. This planning will specifically include consultation with and informed participation of the Ethnic Minority population. The outcome of the consultation process should be the formulation of either an Indigenous People's Development Plan (IPDP) or a specific strategy to ensure that the affected Ethnic Minority population benefits from the project activities. In the case of an IPDP, the information guidelines mandated by OD 4.20 should be followed.
 12. The Terms of Reference for the work undertaken may be modified according to local contexts, subject to approval by the Bangladesh Government and the World Bank.

II. SCOPE OF WORK**A. Social Impact Assessment**

13. The objectives of the Social Impact Assessments are:
 - (a) to provide information on social impacts of the selected road and multi-modal;
 - (b) to verify the legal boundaries of the Right of Way, document existing structures, land plots, and other physical assets within the ROW to establish a cut-off date for entitlements in accordance with the policy to be developed;
 - (c) to provide the socio-economic baseline information required for preparation of the entitlement framework.
14. Preliminary Screening. The consultants shall make initial visits to all the different stretches of road(s) under consideration for the project. An assessment shall be made of the potential magnitude of social impacts. Any major social impact issue such as large scale resettlement, dense urban clusters, and Ethnic Minority populations shall be identified. Stretches with no or minor social impacts shall be identified, and given priority in the selection of roads to be improved.
15. Following the selection of road stretches to be included in the project, undertake a verification exercise. The verification shall establish the legal boundaries of the Right of Way, and identify current usage of the land in terms of squatters, land encroachments, fixed and movable structures, trees and ponds, etc. This shall be jointly verified by the representatives from Roads and Highways/LGED, department of forest / agriculture extension, PWD and the Department of Revenue of the Government of Bangladesh in the field. The information gathered should be reflected in maps and records, jointly verified by

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signatures of the responsible senior RBD and Revenue officials. The following guidelines shall be followed:

- (a) Where it is likely that dislocation of people will be required, suitable resettlement sites of government owned land in close proximity to the current locations of the affected persons should be recorded;
 - (b) All encroachments within the Public Right of Way, as well as private holdings of land and other assets in areas where it is probable that the corridor of impact will go (see below) shall be documented;
 - (d) Assets both within and outside of the ROW such as structures, land holdings, trees and ponds, etc. shall be recorded on strip maps, and be numbered in each named settlement and administrative unit;
 - (e) The information gathered shall be recorded on strip maps, and if possible computerized. Photography and/or video recordings should be used to document existing structures and land holdings, and circumstances for identification and planning. The use of aerial photography should be considered, if approval can be obtained from the relevant authorities;
16. Following this a public notification of the intent to undertake a project shall be issued, in accordance with the legal requirements of the country. This represents the cut-off date for entitlements under the project. Only those people with land or other assets identified as existing prior to this date will be entitled to support under the project. This is to prevent land invasions, erection of new structures for speculation purposes, and other attempts at false claims. The consultants shall assist the appropriate authorities in undertaking this work.
 17. Socio-economic baseline information. This will be collected by means of a sample socio-economic survey, of the pre-selected road. The survey shall gather information on the various categories of losses and other adverse impacts likely to take place under the project. The losses shall be categorized according to types. These losses will vary based on the local context. They may include but not be limited to:
 - (a) loss of land and other productive resources such as trees
 - (b) loss of structures, temporary or fixed, within or outside the ROW
 - (c) loss of access to public services (roads, water supply, schools, medical facilities, shops)
 - (d) loss of customers and supplies
 - (e) loss of fishing, grazing, or forest areas
 - (f) loss of access to common property resources
 - (g) disruption of social, cultural, religious, or economic ties and networks
 18. Furthermore, the sample socio-economic survey shall identify potentially affected populations, with special attention to vulnerable groups such as Ethnic Minority populations, scheduled castes, Dalits, landless households, and women-headed households. It shall include but not be limited to:
 - (a) demographic characteristics (age, sex, numbers, and categories of affected people);
 - (b) ethnic/caste composition of the population, and settlement pattern by ethnic/caste groups;
 - (c) main forms of livelihood including specification of the resource base, seasonal and permanent use of resources including land based or salaried employment for different household members; labor mobility; the importance of informal networks and labor exchange patterns and the potential impact of disrupting these patterns;
 - (d) if any persons have already been displaced, information on them should be collected for two time periods: at the time of displacement, and at present.
 19. As part of the sample socio-economic survey, an assessment shall also be made of what the likely replacement value of the various assets lost is, based on the following considerations:

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- (a) entitlements to affected persons shall be based on replacement value rather than registered land prices, etc, which tend to be undervalued;
 - (b) this assessment is also important as a means of preventing inflated claims to compensation;
 - (c) as part of this assessment, consultations and discussions shall be held with a representative number of the different categories of affected persons, to assess their views on what constitutes fair compensation or assistance, their preferences for resettlement actions, and reactions towards the project;
 - (d) a suitable methodology shall be developed to classify different types of assets, and the measurements taken to determine quantities of losses, i.e. different types of land, trees, crops, structures, businesses, etc., and the unit of measurement such as area of land, number of trees, floor area or other measurements for houses, etc.
20. The sample survey shall form the basis for the full baseline socio-economic survey to be undertaken subsequently of all PAPs. By conducting it first for a sample population, it may be modified and improved prior to undertaking the full survey.
21. Reporting. The findings from the Social Impact Assessment shall be presented in a report. This shall include:
- (a) assessment of current land acquisition practices, their appropriateness and potential impacts for this project;
 - (b) estimates of the types of losses expected as a result of the project, broken up in categories of cultivated, homestead, enumeration of structures, trees, and other assets;
 - (c) identification of the categories of affected persons, based on the identified losses, and estimates of their numbers;
 - (d) it is important to analyze the data in such a way that the report captures the likelihood that some persons may lose different kinds of assets. Therefore, the numbers under each category are not mutually exclusive, and in identifying different persons' losses and entitlements, provisions must be made for recording and compensating for more than one kind of loss;
 - (e) the status of squatters and encroachers within the public Right of Way.
22. Based on this information, the consultants shall prepare a Draft Entitlement Framework, which will form part of the agreement between the Government of Bangladesh and the Bank. The following considerations are essential:
- (a) the framework will be adopted as policy for this project, and will have as an objective to provide a basis for development of a more general, sectoral policy for social impacts and resettlement within the state highway sector;
 - (b) the entitlement framework shall be prepared by the consultants. However, it is essential that this will be done in close consultation with the agencies responsible for the subsequent implementation of the Resettlement Action Plan, to ensure full understanding and agreement on the issues;
 - (c) the framework should be placed within the legal context of Bangladesh and CHT, and the Bank's Operational Directive 4.30 must be adhered to. If there is a divergence between domestic law and practice, and the World Bank's Directives, this should be clearly identified and analyzed before the framework is finalized. If necessary, consultations between the Bank and the Bangladesh authorities should be held to arrive at a framework acceptable to both;
 - (d) a key consideration should be to develop a methodology to document to what extent the objectives are achieved. Indicators should be developed which can be used for systematic monitoring and comparison with the baseline data over time;

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- (e) as a general principle, there ought to be more than one option offered to PAPs within each category of impact. The entitlement framework should analyze these options, the risks and benefits of each, and how to implement the various programs in a transparent manner;
- (f) wherever possible, land for land ought to be a priority. Cash compensation should only be undertaken when it can be clearly documented that land for land or other types of assistance are not available. Experience shows that cash compensation is rarely effective in restoring livelihoods or lost assets. If cash payments are made, special arrangements should be made to assist the most vulnerable in making productive use of the money. The entitlement framework should also describe how payments can be made in a transparent manner, for example, by doing it publicly with independent verification;
- (g) the entitlement framework shall specify the period of notification about acquisition of assets, and establish that no civil works may start on a stretch of road before the Resettlement Action Plan has been implemented there. This is a key principle, and must be taken into account of when awarding contracts for civil works. Improper or delayed implementation of the RAP may lead to costly delays in civil works. Because the project will work in different areas at different times, the framework and RAP should be prepared in such a way that people's assets are not acquired many months or years before actual work starts. The framework should, therefore, also contain provisions for how the compensation and assistance levels may be re-evaluated and adjusted in case of price increases. Such reassessment should be done at least on an annual, ideally on a six-monthly basis.

23. The framework shall be presented in a tabular form:

Typers of loss	Entitled person	Entitlement	Implementation issues/ Guidelines	Organizations Responsible

B. Preparation of Resettlement Action Plan

24. The information collected during the Social Impact Assessment shall form the basis for preparing a Resettlement and Rehabilitation Action Plan. The RAP should contain at a minimum the following sections:
- (a) summary findings from the Social Impact Assessment
 - (b) entitlement framework
 - (c) data on expected impacts and numbers and categories of affected persons
 - (c) development of resettlement sites, if required
 - (d) institutional arrangements
 - (e) implementation procedures
 - (f) consultation and participation arrangements, of PAPs and other stakeholders, including grievance procedures
 - (g) budget and costs
 - (h) timetable of activities, with Gantt charts showing the various elements of the plan, coordination of land acquisition with road design, contracting, and construction
 - (i) monitoring and evaluation of land acquisition and resettlement.
25. In preparing the RAP, the likely alignment and corridor of impact for the roads to be improved shall be determined. This shall be done as a joint exercise, coordinating the various design aspects of the project (engineering, environmental, socio-economic). The corridor of impact is defined as the width required for the improved road and the civil works

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necessary to construct it, including the new pavements, shoulders, support slopes, and necessary safety zone. People who live or have assets outside of this corridor of impact and who will not be affected by the project, will not be considered as PAPs, and will not be entitled to compensation or other forms of assistance. The following considerations are important:

- (a) The identification of the corridor of impact shall be undertaken as a joint exercise between the planners responsible for engineering design, environmental assessment, and social impact and R&R planning;
 - (b) Public consultation shall be undertaken, to determine what local people consider to be the best alignment for the improved road;
 - (c) The corridor of impact will normally fall within the existing Right of Way, but the study shall assess where private land acquisition may be required;
 - (d) It is likely that the exact road alignment and therefore the corridor of impact may shift following detailed engineering designs. The purpose of this early estimate is to get as complete a picture as possible of the expected scope of land acquisition required, number of PAPs, categories and entitlements, and budgets and timeframe required for the implementation of the Resettlement Action Plan. However, this shall be updated and corrected as required, following the final engineering designs;
 - (e) Along with engineering, economic, and environmental considerations, the principle of avoiding resettlement or loss of assets to people shall be used in determining the corridor of impact. In minimizing land acquisition, the following measures should be considered:
 - (i) the land acquired should be the minimum needed to improve and upgrade the existing road alignments to the defined technical standard;
 - (ii) lower value land should be acquired where possible;
 - (iii) wherever possible, the alignment should be designed so as to avoid acquiring buildings in which permanent businesses operate;
 - (iv) re-alignments should only be done where it is necessary for safety reasons or when it is preferable for environmental reasons or because it has less asset acquisition impact.
26. Based on the agreed-upon entitlement framework, the full baseline socio-economic survey and a joint on-site verification shall take place for the total length of highways to be improved. The baseline socio-economic survey shall be conducted within the corridor of impact.
 27. The survey shall be a full census of all entitled persons and a baseline socio-economic survey. It shall uniquely identify all entitled persons under the policy. The survey shall use the methodology developed for the sample survey undertaken earlier, and provide the data for an overall estimate of total numbers of people affected, assets to be acquired by the project, and scope of resettlement and rehabilitation measures to be taken. The joint on-site verification will determine the precise nature and quantity of assets to be acquired and the losses to be compensated.
 28. Both can take place concurrently. The consultants shall advise the project authorities about the best way to coordinate this. The following considerations are important:
 - (a) the survey and verification should be done jointly by representatives of the project authorities and the PAPs, and other authorities such as local revenue officials, as appropriate based on local rules;
 - (b) during this survey, the PAPs shall be explained the likely impact of the project, and presented with a copy of the entitlement framework in his/her local language;

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- (c) the assets to be acquired shall be tabulated, bearing in mind that each PAP may have losses in more than one category. The compensation or assistance he/she is entitled to shall be clearly explained, as well as the likely timetable for when the acquisition is likely to take place;
 - (d) Where different options have been developed, these shall be explained along with the likely risks involved. Wherever possible, the principle of high vulnerability / low risk should be followed; i.e. those among the PAPs identified as particularly vulnerable should be encouraged to choose the assistance or compensation that offers the least risk. This choice shall not be made on the spot. Provision should be made in the RAP for further consultation, and sufficient time should be given to the PAPs to make their choices. Where possible, provision should also be made to allow people to change their mind about the entitlements opted for, within reason;
 - (e) the table of likely losses and types of entitlements shall be verified by the three parties present, and signed by each of them. The PAP shall be given a copy. This will serve as proof of his status as PAP, and each PAP should be given a unique identification code. Other measures such as identity cards may be considered if necessary;
 - (f) this information should be coded and computerized, and updated as required following finalization of the data. Developing a database to track PAPs, entitlements, and compensation or assistance given should be considered to ensure accurate and efficient implementation of the RAP;
 - (g) it should be made clear to the PAP that if the final road design and the choice of alignment mean that he/she is no longer within the corridor of impact, no compensation will be given;
 - (h) the PAP shall be explained that in the cases of cash or kind compensation, or resettlement to a new site, such compensation shall take place before the project authorities acquire the assets;
 - (i) the PAP shall also be informed about the mechanism set up for grievance procedures;
 - (j) provision should be made for how missing data can be collected later, and other mechanisms for information sharing and local participation should also be developed;
 - (k) undertaking this baseline socio-economic survey and joint verification is a time-consuming exercise. People are not always available, and it may be difficult to coordinate the movements of local government officials with the project authorities. It is, therefore, essential to allow sufficient time for the survey and verification before any civil works starts, and to coordinate the planning of different project components;
 - (l) summary information shall be tabulated based on districts, with length of road, land to be acquired (cultivated and homestead listed separately), temporary and permanent buildings, and number of households and total persons affected (broken down by gender and other relevant categories such as majors/minors, tribals, etc.).
29. Institutional Arrangements. Responsibilities for implementation of various parts of the RAP should be clearly delineated:
- (a) while elements of the plan may be undertaken by other institutions (for example, by contracting with NGOs to undertake income-generating activities, or local consultants to develop a tracking database for PAPs and entitlements), the overall coordination and capacity to monitor the project should be maintained by the main responsible agency, RBD.
 - (b) for tasks involving coordination among different agencies of government or community organizations, appropriate mechanisms should be identified and established. The organizational structure and type of skills required should be specified. The possibility of setting up an environmental and social cell, and of creating a joint task force or

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- steering committee with representatives of different agencies involved as well as from local government and representatives of the PAPs, should be explored.
- (c) appropriate monitoring and evaluation arrangements should be developed. It should be the responsibility of the implementing agency to systematically monitor the progress of the RAP, and analyze and report on its impacts compared with the baseline data. Suitable indicators should be developed for this. Independent evaluation or supervision should be provided for, and guidelines prepared for how this is to be undertaken.
 - (d) a grievances and appeals mechanism should be evolved.
 - (e) it is essential to document the institutional capacity of the agency or agencies responsible for implementing the RAP. Where institutional capacity is yet to be developed or identified, a realistic plan shall be presented for how this is to be achieved, bearing in mind likely constraints and delays.
30. Assessment of institutional capacity will be a key factor in the appraisal of the RAP.
31. Reporting. In addition to the reports described in paragraphs 20 and 21, and the RAP itself, the consultants shall submit the following reports:
- (a) An inception report presenting the initial findings and detailed plan of activities within 30 days from commencement. This should contain a Gantt chart showing the estimated start and end dates for the different activities, as well as responsibility for implementation.
 - (b) Monthly progress report for each calendar month outlining the details of various activities undertaken.
 - (c) Following agreement on an entitlement framework, a summary publication with project description, estimates of land acquisition losses and entitlements, both in English and local languages. This is to be distributed among the local communities and to other stakeholders.

III. QUALIFICATIONS AND REQUIRED SKILLS

32. The assignment is to be carried out for the Government of Bangladesh by the Project Coordinating Consultants (PCC) engaged for the overall preparation of the proposed Connectivity Project, using available resources as local consultants. These consultants may be from social science institutes, NGOs, and/or individuals or consulting firms with appropriate prior experience of this type of socio-economic context. Experience in participatory planning and consultation with various stakeholders is essential, as is good analytical skills and experience in working in multi-disciplinary settings. For the socio-economic surveys, the consultants should be familiar with collection and analysis of both quantitative and qualitative data.
33. The PCC will hire, supervise, and manage the local consultants engaged in the preparation of the Land Acquisition Assessment, Baseline Socio-Economic Survey, and the RAP proposals, and the PCC will be responsible for preparation of the final reports and the draft plan.

CHAPTER 6

Terms of Reference (TOR) for Ethnic Minority/Indigenous People's Development Plan (IPDP)

6.1 Introduction and Background

The Government of People's Republic of Bangladesh is in the process of developing transport Corridor Connectivity Routes from Chittagong Port to Thegamukh through improving Multimodal and Road Alignments in the District of Rangamati. The aim of the project is to improve remote areas of CHT transport networks by improving road conditions and capacity and waterway up to Thegamukh that would work as corridor for trade activities between Bangladesh and North Eastern States of India. These interventions are also expected to facilitate domestic trade, international trade with third countries as well as regional trade with neighboring countries including India, Nepal and Myanmar.

6.2 Area to work with

Based on the results of the techno-economic feasibility studies together with environmental and Social Impact Assessments, final selection of two connectivity routes were determined. The selection was done based on detailed rankings and required criteria, GOB has selected one road alignment and one multimodal alignment to materialize the connectivity project. The road alignment that was selected for connectivity was from: Rajosthali ----Belaichhari--Juraichhari---Barkal---Thegamukh---123.546 km. most of the affected households are indigenous where 90% of them from ethnic minority. In selected multimodal alignment no household will be affected in 63 km at water part, and the land part has been included along with the Road Alignment.

To materialize the road connectivity of the project, approximately 611 acres of land will require and of which about 121 acres are private land that have to be acquired. For that 513 affected households will have to be re-settled with their assets, business structures, trees, agricultural land, etc., with proper compensation and resettlement following World Bank guidelines OP 4.12 and 4.10 and Bangladesh Ethnic Minority policy guidelines.

6.3 Objectives of the Project

1. To identify each and every persons affected by the project.
2. To estimate all assets, land, crops, business structures, water bodies, etc. of the Ethnic Minority people that would be affected by the project
3. To formulate a framework to re-locate/re-settle the affected persons to a nearer safe place
4. To formulate a development plan for the affected ethnic minority households that should be more upgraded than they lived before.

6.4 Preparation of Indigenous People's Development Plan (IPDP)

In cases of impacts on ethnic minority communities, the project requires the consultants to prepare the plans mandated under this directive, in addition to the other elements of the RAP. This planning will specifically include consultation with and informed participation of the Ethnic Minority population. The outcome of the consultation process should be the formulation of either an Indigenous People's Development Plan (IPDP) or a specific

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strategy to ensure that the affected Ethnic Minority population benefits from the project activities. In the case of an IPDP, the information guidelines mandated by OD 4.20 should be followed.

6.5 Scope of Work

- (i) The sample socio-economic survey shall identify potentially affected indigenous/Ethnic Minority populations, scheduled castes, landless households, and women-headed households. It shall include but not be limited to:
 - (a) demographic characteristics (age, sex, numbers, and categories of affected people);
 - (b) ethnic/tribal/caste composition of the population, and settlement pattern by ethnic/tribal/caste groups;
 - (c) main forms of livelihood including specification of the resource base, seasonal and permanent use of resources including land based or salaried employment for different household members of the affected population;
 - (d) if any persons have already been displaced, information on them should be collected for two time periods: at the time of displacement, and at present;
 - (e) Develop a monitoring and evaluation methodology and develop a conflict resolution mechanism.
- (ii) As part of the sample socio-economic survey, an assessment shall also be made of what the likely replacement value of the various assets lost is, based on the following considerations:
 - (a) entitlements to affected persons shall be based on replacement value rather than registered land prices, etc, which tend to be undervalued;
 - (b) this assessment is also important as a means of preventing inflated claims to compensation;
 - (c) as part of this assessment, consultations and discussions shall be held with a representative number of the different categories of affected persons, to assess their views on what constitutes fair compensation or assistance, their preferences for resettlement actions, and reactions towards the project;

6.6 Methodology:

A suitable methodology shall be developed to classify different types of assets, and the measurements taken to determine quantities of losses, i.e. different types of land, trees, crops, structures, businesses, etc., and the unit of measurement such as area of land, number of trees, floor area or other measurements for houses, etc.

6.7 Qualifications and Required Skills

The assignment is to be carried out for the Government of Bangladesh by the Project Coordinating Consultants (PCC) engaged for the overall preparation of the proposed Connectivity Project, using available Bangladesh resources as local consultants. These consultants may be from social sciences NGOs, and/or individuals or consulting firms with appropriate prior experience of this type of socio-economic context. Experience in participatory planning and consultation with various stakeholders is essential, as is good analytical skills and experience in working in multi-disciplinary settings. For the socio-economic surveys, the consultants should be familiar with collection and analysis of both quantitative and qualitative data. The PCC will hire, supervise, and manage the local consultants engaged in the preparation of the Land Acquisition Assessment, Baseline Socio-

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Economic Survey, Indigenous People's Development Expertise and the RAP proposals, and the PCC will be responsible for preparation of the final reports and the draft plan.

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