

Land Acquisition and Involuntary Resettlement Due Diligence Report

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BAN: Second City Region Development Project – Araihazar Road and Drainage Subproject

Package No. CRDP-II/LGED/ Narayanganj/Araihazar/NCB/2018/W-01

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

CURRENCY EQUIVALENTS

(as of 23 January 2019)

Currency unit	–	taka (Tk)
Tk1.00	=	\$0.0119
\$1.00	=	Tk83.83

ABBREVIATION

ADB	-	Asian Development Bank
BWDB	-	Bangladesh Water Development Board
CRDP	-	City Region Development Project
DDR	-	due diligence report
km	-	kilometer
LGED	-	Local Government Engineering Department
ROW	-	right-of-way
SPS	-	Safeguard Policy Statement

NOTE

In this report, "\$" refers to United States dollars.

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I. INTRODUCTION

A. Background

1. The Second City Region Development Project (the project or Second CRDP) will support development in the city regions of Dhaka and Khulna by building upon infrastructure and capacity building initiatives implemented during the first City Region Development Project (CRDP) funded by the Asian Development Bank (ADB). The project will finance additional crucial infrastructure in urban and peri-urban areas needed to stimulate growth and improve livability in Dhaka and Khulna, two densely populated rapidly growing city regions of Bangladesh. The project will also continue strengthening capacity for project development, sustainable service delivery, and community awareness. The project will be implemented over a five-year period. The Araihaazar Road and Drainage Subproject was selected for development under the Second CRDP during the pre-feasibility study conducted by the project preparation technical assistance (TA) consultants appointed by ADB. A preliminary social safeguard impact assessment was also conducted for the proposed schemes combining roads and drainage components. The Local Government Engineering Department (LGED) is the executing agency of the project. The concerned *upazila* Engineer's office, in this case the office of the Araihaazar *upazila* Engineer of LGED will be the implementing agency with a project implementation unit (PIU) within its structure.

2. Under package W-01 of the Araihaazar Road and Drainage subprojects, four roads, namely (i) Binair Char – Kamrangir Char (Road ID 367024082); (ii) Fakirbari - Kamrangir Char Majher Char Gopindir School (Road ID 367024083); (iii) Bagbari – Naogaon (Road ID 367024080); and (iv) Mukundi – Araihaazar (Road ID 367024004) are identified and will have the following components: improvement of the road surfaces, improvement/ construction of drains, and ancillary facilities like cross drainages, culverts, walkways and slope protection works. Such works will improve the *upazila* transport and drainage system and will also prevent water logging problem and flooding during monsoon. All improvements will be constructed within the existing available road width (right-of-way) of the road. The road is under the ownership of LGED according to the Gazette published by the Government of Bangladesh, dated 23 October 2017. The location of the subproject is shown in Figure 1.

3. The resettlement framework adopted for the project outlines the objectives, policy principles and procedures for land acquisition, if any, compensation and other assistance measures for displaced/ affected persons,¹ if any. The resettlement framework is prepared based on Government of Bangladesh's Acquisition and Requisition of Immovable Property Act, 2017 and ADB's Safeguard Policy Statement (SPS), 2009.

B. Scope of this Report

4. This draft land acquisition and resettlement due diligence report (DDR) is prepared for the Araihaazar Road and Drainage Subproject Package W-01 roads and is based on preliminary design. The preliminary design of the proposed subproject is described in detail in Section III (Subproject Description).

¹ In the context of involuntary resettlement, displaced/ affected persons are those who are physically displaced (relocation, loss of residential land, or loss of shelter) and/or economically displaced (loss of land, assets, access to assets, income sources, or means of livelihoods) as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use or on access to legally designated parks and protected areas. It covers them whether such losses and involuntary restrictions are full or partial, permanent or temporary.

5. A due diligence process was conducted to examine the land acquisition and resettlement issues in detail, in line with ADB SPS, 2009. This report describes the findings and provides copies of relevant documents, resolutions, minutes of meetings, drawings and photographs. This land acquisition and resettlement DDR needs to be read along with the resettlement framework prepared for the Second CRDP.

6. During project implementation, the project management and coordination unit (PMCU) will review this draft DDR; prepare a confirmation letter or report documenting any modifications to the subproject and submit to ADB; and receive a 'no objection' confirmation from ADB prior to contract award under the subproject.

Table 1: List of Roads and Components under Araihaazar Package W-01 Subproject

Sl.	Name and ID of the Roads	Length (km)	Major Components
1	Binair Char – Kamrangir Char (Road ID 367024082).	3.434	Road carriageway, drainage, sidewalks, bridge, culverts, slope protection works
2	Fakirbari - Kamrangir Char Majher Char Gopindir School Road (Road ID 367024083)	4.077	Road carriageway, drainage, sidewalks, culverts, slope protection works
3	Bagbari - Naogaon (Road ID 367024080)	4.245	Road carriageway, drainage, sidewalks, culverts, slope protection works
4	Mukundi to Araihaazar (Road ID 367024004 including a 300 m link road).	1.800	Road carriageway, drainage, sidewalks, culverts, slope protection works

km = kilometer, m = meter.

II. POLICY FRAMEWORK AND ENTITLEMENTS

7. The resettlement framework prepared for the Second CRDP sets out the objectives, principles, eligibility criteria and entitlements for affected persons, if any, based on ADB SPS, 2009 and the Acquisition and Requisition of Immovable Property Act, 2017 of Bangladesh. Details of policies are described in the resettlement framework for the project.

III. SUBPROJECT DESCRIPTION

8. **Project area.** The subproject is located along Dhaka-Sylhet National Highway about 25 kilometers (km) northeast of Dhaka City. Although the area is predominantly agricultural, but historically, it is a place for handloom industries; currently, many small and large garment and textile industries are located in the subproject area.

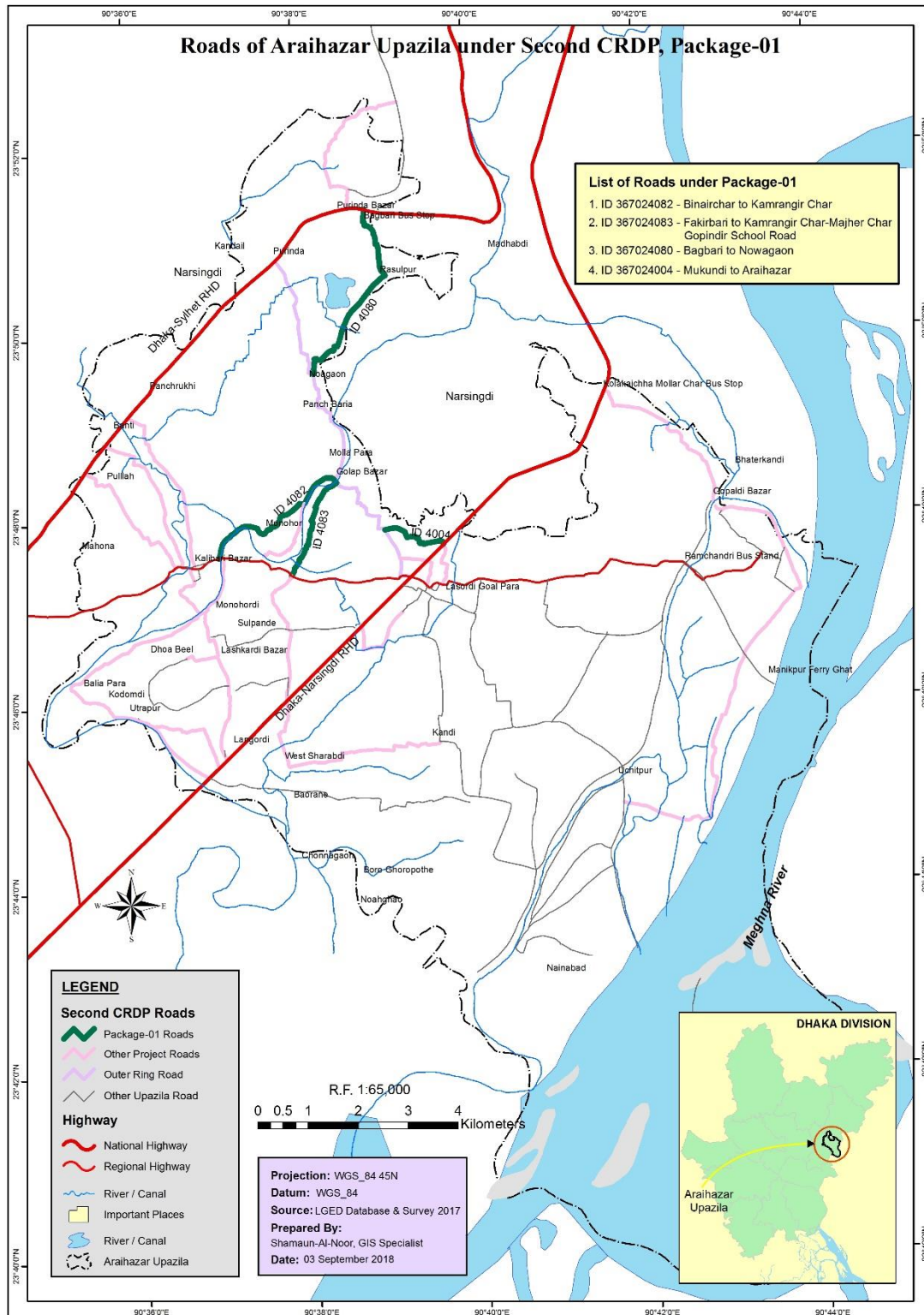
A. Present Condition of Roads

1. Road-1: Binair Char – Kamrangir Char (Road ID 367024082)

9. This road starts at coordinate point N 23°47' 36.8" and E 90°37' 0.7" and end at coordinate point N 23°48' 25.31" and E 90°38' 23.5". The road connects Bhulta-Araihaazar Road with Araihaazar-Noagaon-Dhaka Sylhet Highway and passes through villages, markets/bazaars, and agricultural/open fields. It runs along and crosses a canal and has a number of ponds/ditches/low-lying areas on both sides of the road alignment.

10. The existing clear road width varies along the road; minimum is 4.05 meter (m) at chainage 1600 and maximum is 7.20 m at chainage 950. The existing carriageway width also varies; minimum is 3.05 m at chainage 3250 and maximum is 5.34 m at chainage 950.

Figure 1: Location Map of Araihaazar Road and Drainage Package W-01 Subproject



11. The road condition varies in different sections. The road is bituminous carpeting and most of the road has suffered wear and tear with cracks, pot-holes, broken edges and depressions. There is no functional roadside drain along the alignment of the road. There are two structures on the entire road length - one is a box culvert at Chainage 2+450 km for cross drainage purpose, and the other one is a bridge (spanning 12 m) at Chainage 0+689.

Figure 2: Photographs of Existing Condition of Binair Char–Kamrangir Char Road (Road ID 367024082)



Existing road condition of road at chainage 800



Existing bridge condition at chainage 689

2. Road-2: Fakirbari - Kamrangir Char Majher Char Gopindir School Road (Road ID 367024083)

12. The road starts at coordinate point is N 23° 47' 24.36" and E 90° 37' 51.22" and ends at coordinate point is N 23° 48' 20.55" and E 90° 38' 38.79". This road connects with Bhulta-Araihasar road near a bridge close to Kalibari. It passes through built-up markets/bazaars, agricultural/open fields, sporadic rural settlements and has a number of ponds/ditches/canals/low-lying areas on both sides of the road alignment.

13. The existing road width varies; minimum is 3.42 m at chainage 4000 and maximum is 6.63 m at chainage 1050. The minimum existing carriageway width is 2.42 m at chainage 4000 and maximum existing carriageway is 5.33 m at chainage 1050.

14. The road condition varies in different sections. Entire road is bituminous carpeting and most of the road has suffered wear and tear with cracks, pot-holes, broken edges and depressions. There is no functional roadside drain along the alignment of the subject road. There are four cross drainage structures found along the entire road length.

Figure 3: Photographs of Existing Condition of Fakirbari - Kamrangir Char Majher Char Gopindir School Road (Road ID 367024083)



Existing road condition at chainage 3600



At chainage 75 near Bhulta-Radika Road

3. Road-3: Bagbari – Nowagoan Road (Road ID 367024080)

15. This road starts at coordinate point is N 230 51' 20.86" and E 900 38' 48.47" and ends at coordinate point is N 230 49' 35.14" and E 90° 38' 9.99". It connects Araihasar-Noagaon-Dhaka Sylhet Highway road with Dhaka Sylhet Highway at Bagbari where a small market place and a large industry is located. The road passes through industries, markets/bazaars, agricultural/open fields, sporadic rural settlements and has a number of ponds/ditches/low-lying areas on both sides of the road alignment.

16. The existing road width fluctuates from place to place; minimum is 3.64 m at chainage 2900 and maximum is 6.75 m at chainage 3900. Existing carriageway width also varies; having minimum 2.32 m at chainage 1150 and maximum 5.30 m at chainage 3900.

Figure 4: Photographs of Existing Condition of Bagbari – Nowagoan Road (Road ID 367024080)



Bridge at chainage 00 near Dhaka-Sylhet Highway



Road condition at chainage 3750

17. The road is bituminous carpeting and most of the road has suffered wear and tear with cracks, pot-holes, broken edges and depressions. There is no functional roadside drain along the alignment of the subject roads. There are three cross drainage structures in the form of box culverts are found to exist at Chainage 0+004, 0+953 and 1+178 km respectively along the entire road length; and all these structures are in good condition. Also there exists a 12.6 m bridge at Chainage 2+909 km, and it is in good condition.

4. Road-4: Mukundi to Araihaazar Road (Road ID 367024004)

18. This road start at coordinate point of the main road is N 23°47' 53.00" and E 90°38' 58.01" and end coordinate point is N 23°47' 42.94" and E 90°39' 38.54", whereas start coordinate of the link road is N 23°47' 47.83" and E 90°39' 19.48" and end coordinate point is N 23°47' 58.35" and E 90°39' 18.53"). This road passes through agricultural/open fields, sporadically rural settlement and having a number of ponds/ditches/canals/low-lying areas on both sides of the road alignment.

19. The existing road width varies; having minimum 3.41 m at chainage 200 and maximum 5.82 m at chainage 007. Existing carriageway width also varies; minimum found 3.00 m at various chainages and the maximum found 4.10 m at chainage 007.

20. The road is bituminous carpeting and most of the road has suffered wear and tear with cracks, pot-holes, broken edges and depressions. There is no roadside drain along the alignment of the subject road. For cross drainage, there exists one box-culvert are two U-Drains at Chainage 0+138 km, 1+094 km, and 1+396 km respectively along the entire road length.

Figure 5: Photographs of Existing Condition of Mukundi to Araihaazar (Road ID 367024004)



Road condition at chainage 1250



Road condition at chainage 00

21. The four proposed road subproject improvement shall take place within the clear road widths available for development and will not involve any land acquisition or involuntary resettlement.

22. The existing condition of the roads are presented in Figures 2 to 5. More photos from congested/ dense stretches with commercial development at various spots of the roads, including Google Earth images, can be seen in Appendix 1.

23. Table 2 shows the chainage to chainage existing carriageway and road widths and proposed carriageway and road widths for each road. The data for existing carriageway and road widths have been extracted from the topographical survey map and cross-checked on site.

Table 2: Existing and Proposed Carriageway and Road Width

Chainage	Existing Clear Road Width (Min–Max) (m)	Proposed Road Width (Min–Max) (m)	Existing Carriageway (Min–Max) (m)	Proposed Carriageway (Min–Max) (m)
Road-1				
Road ID: 367024082				
Road Name: Binair Char to Kamrangir Char (3.434 km)				
0+000 – 2+840	4.05 – 7.20 (1+600) (0+950)	4.05 – 7.20	3.13 – 5.34 (1+400) (0+950)	3.70
2+840 – 3+434	4.11 – 4.60 (3+100) (2+850)	4.11 – 4.60	3.05 – 4.60 (3+250) (2+850)	3.00
Road-2				
Road ID: 367024083				
Road Name: Fakirbari to Kamrangir Char Majher Char Gopindir School Road (4.077 km)				
0+000 – 0+267	4.42 – 5.60 (0+050) (0+090)	4.42 – 5.60	2.95 – 4.6 (0+050) (0+200)	3.70
0+267 – 1+067	4.41 – 6.63 (0+450) (1+050)	4.41 – 6.63	2.94 – 5.33 (0+450) (1+050)	3.70
1+067 – 2+260	4.53 – 5.58 (2+200) (1+750)	4.53 – 5.58	3.80 – 4.31 (1+200) (1+700)	3.70
2+260 – 2+499	4.28 (2+350)	4.28	3.21 (2+350)	3.00
2+499 – 4+077	3.42 – 5.68 (4+000) (3+200)	3.42 – 5.68	2.42 – 4.41 (4+000) (3+200)	3.00
Road-3				
Road ID: 367024080				
Road Name: Bagbari to Noagaon Road (4.245 km)				
0+000 – 0+245	4.46 – 4.62 (0+020) (0+200)	4.46 – 4.62	3.42 – 3.60 (0+020) (0+200)	3.70
0+245 – 2+908	3.64 – 5.96 (2+900) (0+550)	3.64 – 5.96	2.32 – 4.42 (1+150) (0+550)	3.00
2+908 – 4+245	3.72 – 6.75 (4+150) (3+900)	3.72 – 6.75	2.91 – 5.30 (4+150) (3+900)	3.00
Road-4				
Road ID: 367024004				
Road Name: Mukundi to Araihasar Road (1.80 km)				
0+000 – 0+768	3.71 – 5.82 (0+640) (0+007)	3.71 – 5.82	3.02 – 4.10 (0+100) (0+007)	3.00
0+768 – 1+500	4.13 – 4.23 (1+250) (1+490)	4.13 – 4.23	3.00 – 3.35 (1+250) (1+490)	3.00
0+000 – 0+280 (Link-1)	3.41 – 3.42 (0+200) (0+050)	3.41 – 3.42	3.00 (0+050)	3.00
0+280 – 0+300 (Link-1)	3.59 (300)	3.59	3.00 (300)	3.00

B. Proposed Subproject

1. Road-1: Improvement of Road Binaichar – Kamrangir Char (Road ID 367024082)

24. The existing road is to be improved on the existing alignment and within available clear road widths. A cross section of the road according to the preliminary design is displayed in Figure 6.

25. There will be bituminous carpeting carriageway, the width varies from 3.00 m to 3.70 m according to design, on the side/s of the carriageway there will be hard shoulder/s or walkway/s and soft shoulders depending on the availability of clear road width. The side slope of road embankment will be of 1:1.5. There will be water controlling structures; cross drains and, drainage systems at several places. The existing bridge (spanning 12 m) at Chainage 0+689 is in poor condition and will be reconstructed to a 15-m long reinforced cement concrete (RCC) Deck Girder Bridge.

2. Road-2: Improvement of Fakirbari - Kamrangir char Majher Char Gopindir School Road (Road ID 367024083)

26. The existing road is to be improved on the existing alignment and within available clear road widths. A cross section of the road according to the preliminary design is displayed in Figure 7.

27. There will be bituminous carpeting carriageway, the width varies from 3.00 m to 3.70 m according to design, on the side/s of the carriageway there will be hard shoulder/s or walkway/s and soft shoulders depending on the availability of clear road width. The side slope of road embankment will be of 1:1.5. There will be cross drains and, drainage systems at several places.

3. Road-3: Improvement of Bagbari - Noagaon Road (Road ID 367024080)

28. The existing road is to be improved on the existing alignment and within available clear road widths. A cross section of the road according to the preliminary design is displayed in Figure 8.

29. There will be bituminous carpeting carriageway, the width varies from 3.00 m to 3.70 m according to design, on the side/s of the carriageway there will be hard shoulder/s or walkway/s and soft shoulders depending on the availability of clear road width. The side slope of road embankment will be of 1:1.5. There will be cross drains and, drainage systems at several places.

30. Since all three existing box culverts along the entire road length are in good condition, no reconstruction/repair is proposed. Also, the existing bridge (at Chainage 2+909 km) is in good condition, and hence no replacement is suggested.

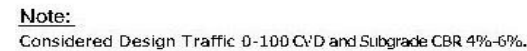
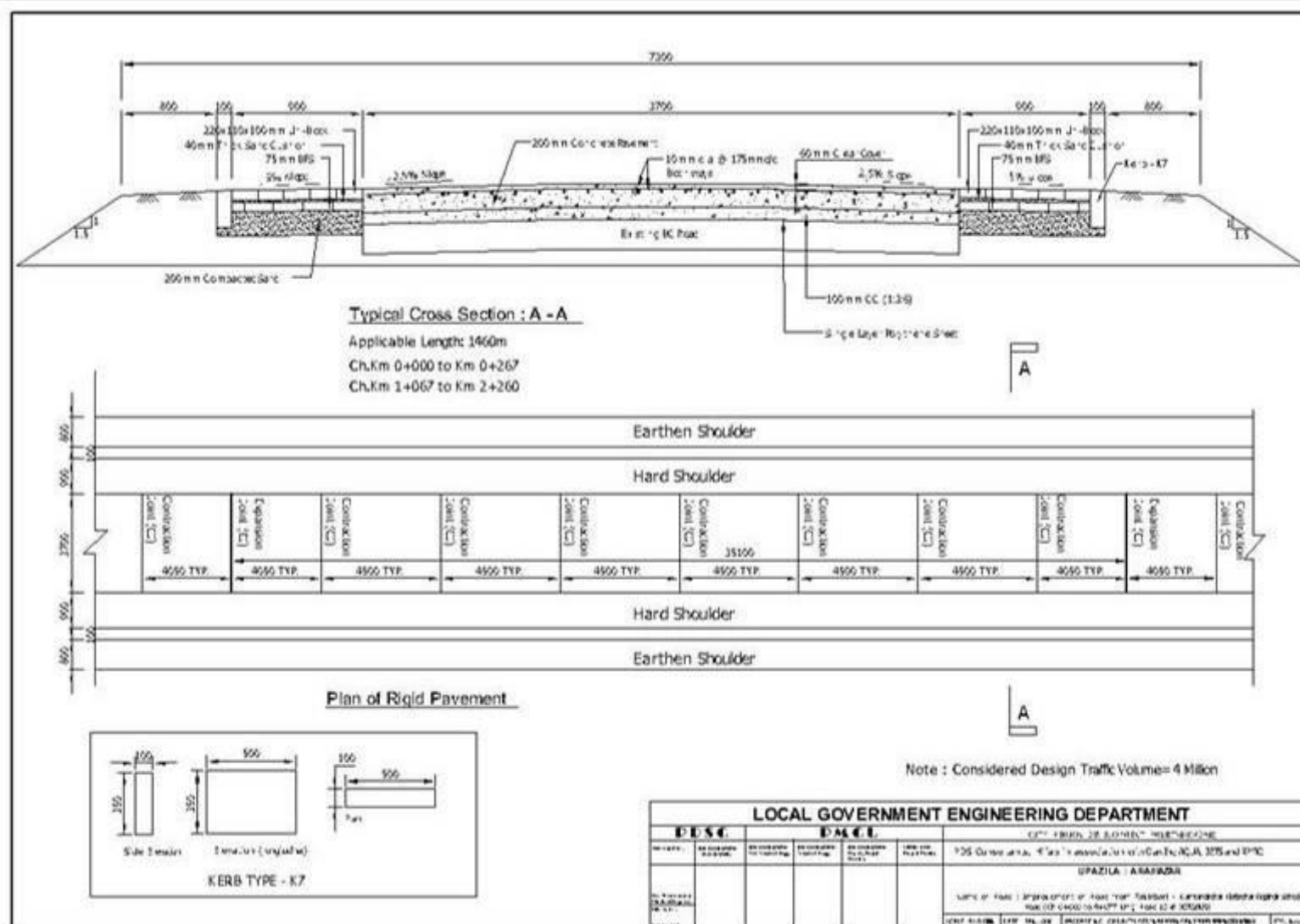
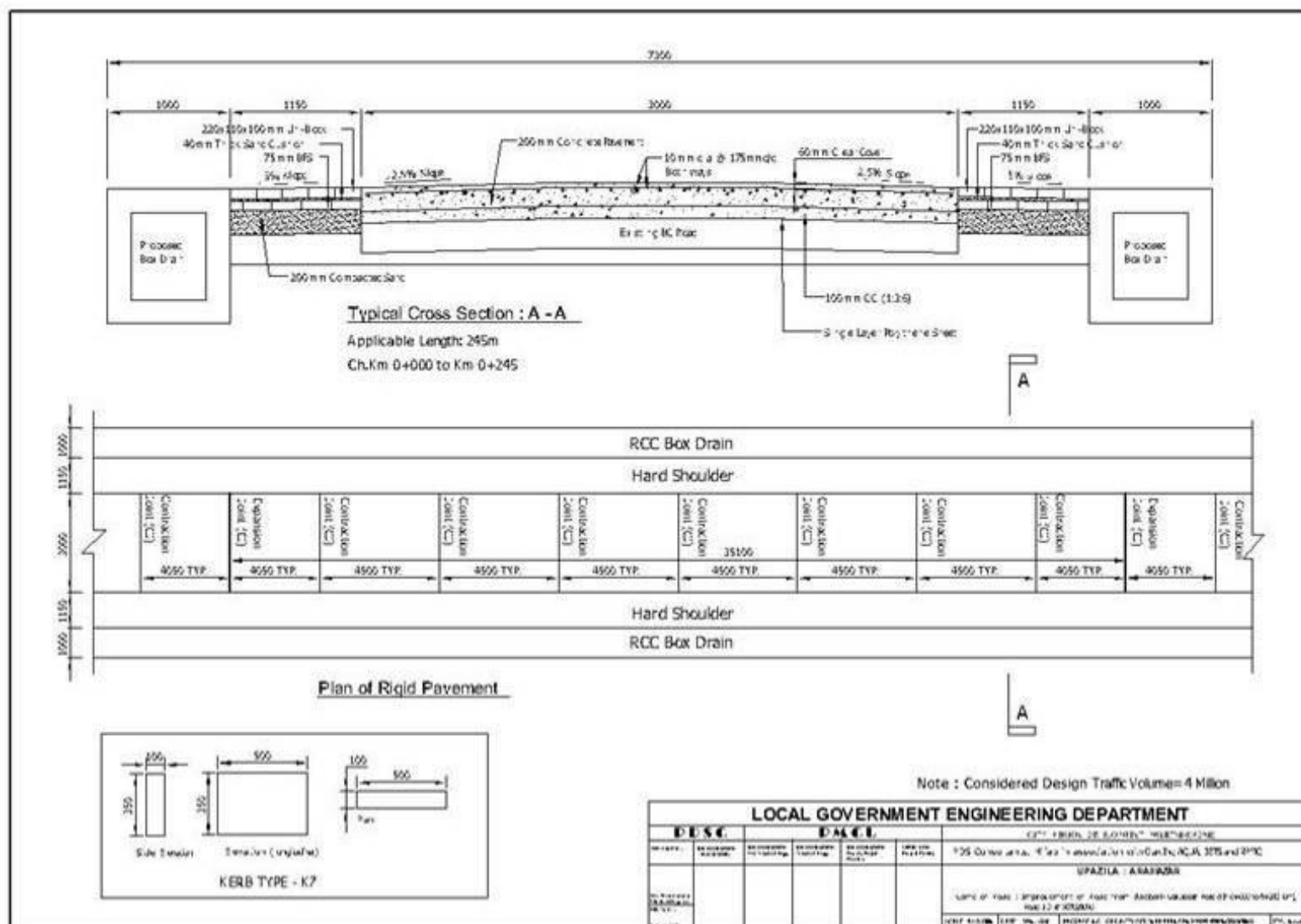
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Figure 7: Cross section of the Road (Chainage 0+000 - 0+267; 1+067 - 2+260 km) Fakirbari - Kamrangir char Majher Char Gopindir School Road (Road ID 367024083)



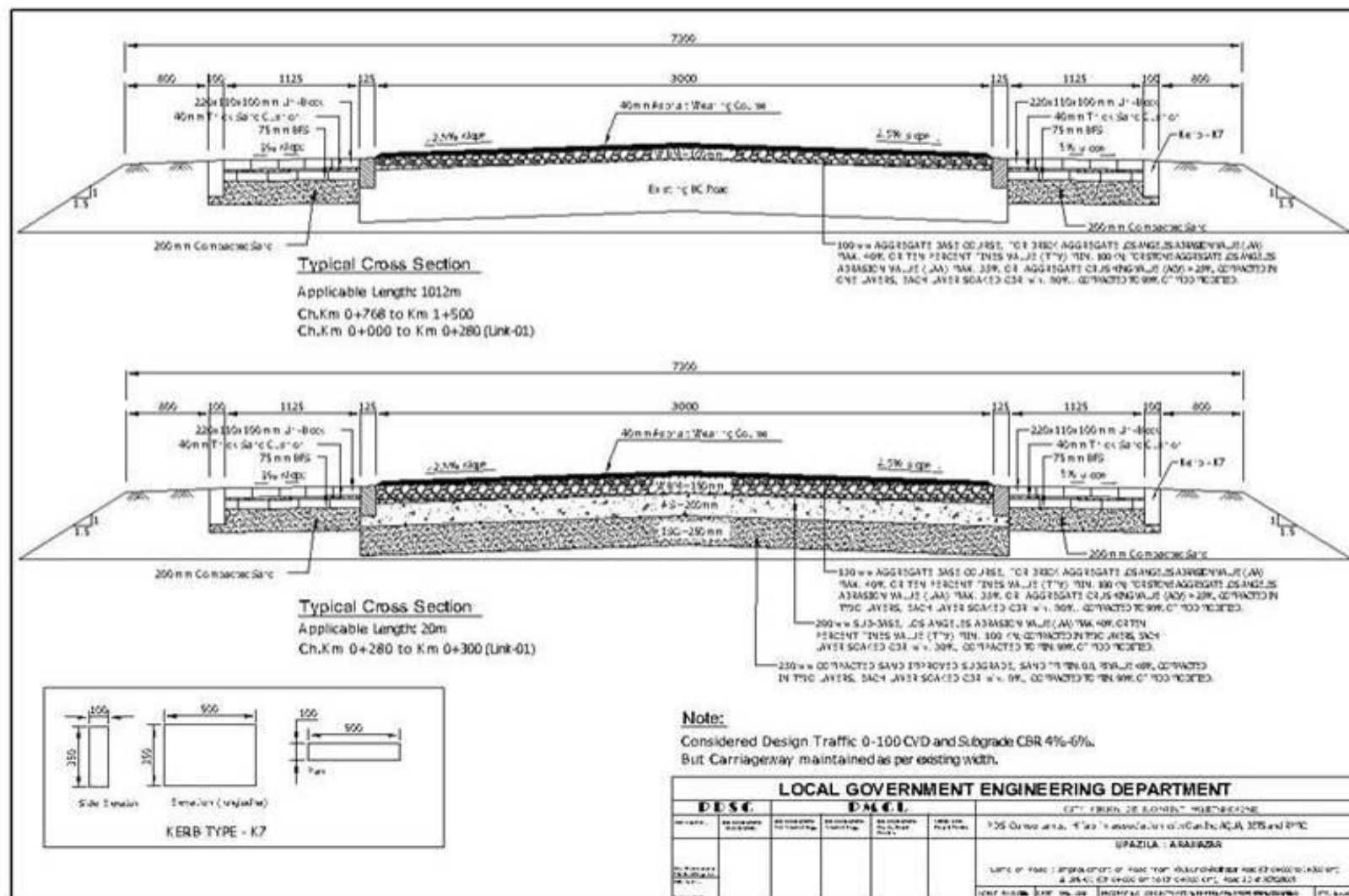


4. Road-4: Improvement of Mukundi - Araihasar Road (Road ID 367024004)

31. The existing road is to be improved on the existing alignment and within available clear road widths. A cross section of the road according to the preliminary design is displayed in Figure 9.

32. There will be bituminous carpeting carriageway; the width is 3.00 m according to design, on the side/s of the carriageway there will be hard shoulder/s or walkway/s and soft shoulders depending on the availability of clear road width. The side slope of road embankment will be of 1:1.5. There will be cross drains and drainage systems at several places.

33. Since the existing box culvert and the other two U-Drains on the subject road are in poor condition and damaged, replacement of these structures with cross drains of size 1.00 m x 1.20 m has been proposed.



IV. FIELD WORK AND PUBLIC CONSULTATION

A. Outline of Field Work

41. Intensive inspection of proposed subproject, alignment of the roads, available widths of the roads, conditions of road and its surroundings was undertaken during field visits, along with stakeholder consultations. The road under this subproject is owned by the government/LGED and there will be no requirement of land acquisition for this proposed subproject. Pages showing the road IDs (highlighted) owned by LGED under this subproject from a Gazette published by the Government of Bangladesh, dated 23 October 2017 are provided in Appendix 2.

B. Public Consultation

42. Consultations were undertaken with key stakeholders in line with ADB's requirements related to social safeguards. Consultants had discussions and sharing of ideas with the Member of Parliament, *upazila* Chairman, councilors, *upazila* Engineer of Araihasar, along with other staff and local people. In addition, informal discussions/focus group discussions (FGD) were held during the site visit with local people along the roads who expressed that the main issue they face has been the degraded condition of road, inadequate road width and water logging. The outcomes of consultations are summarized below:

- (i) All of the participants were informed about the proposed development program and they welcomed the subproject. The problems they face related to road are: damaged road condition and lack of drainage;
- (ii) The participants appreciated the roads and drains subproject; they expected that after improvement of road and drain, the conditions of roads will be improved and flooding will be reduced as well;
- (iii) Participants confirmed that as long as the construction/ development will be done along existing available width of roads, then there will hardly be any possibility of them being physically displaced. The participants understood the grievance redress mechanism (GRM) procedure; and
- (iv) They welcome the project implementation policy and would be happy to get employment opportunity during subproject implementation, if possible.

43. Issues discussed, and feedback received along with details of date, time, location, and list of participants are given in Appendixes 3 and 4. The Project Administration Manual (PAM) includes a schedule of consultations to be followed and reported in the social safeguards monitoring reports.

C. Consultations with Shopkeepers

44. Consultations were also undertaken with around 108 shopkeepers along the proposed roads. Their concerns are about dust, noise and access to the shops. They understand that the problem is temporary only and could be mitigated by adopting appropriate dust and noise prevention measures by the contractor during construction. Wooden planks or other walkways will also be provided to ensure continuous access to shops. The environmental management plan (EMP) will include a provision requiring the contractor to conduct works in congested commercial stretches in non-business hours and prepare site specific impact avoidance and minimization plans. The shopkeepers have provided a 'no objection' to temporary disruption due to construction works, attached in Appendix 5. Third party certification will be included in the updated social safeguards document for the package to ensure that there was no coercion involved in obtaining

the 'no objection'. Some of the shopkeepers have indicated preference for works to be undertaken in the morning or night, while others have understood that works shall be undertaken on small sections for half the road width, to avoid full closure. No closure of roads is anticipated and the contractor will take sectional works and provide access planks where drainage is proposed. Hence, income/livelihood disruption is not assessed. During detailed design, if any livelihood impacts are assessed, a resettlement plan will be prepared.

Figure 10: Consultations with Shopkeepers

	
<p>Consultation at Binair Char – Kamrangir Char (Road ID 367024082).</p>	<p>Consultation at Fakirbari - Kamrangir Char Majher Char Gopindir School Road (Road ID 367024083)</p>
	
<p>Consultation at Bagbari - Noagaon (Road ID 367024080)</p>	<p>Consultation at Mukundi to Araihasar (Road ID 367024004).</p>

V. LAND AVAILABILITY AND INVOLUNTARY RESETTLEMENT IMPACTS

A. Involuntary Resettlement

45. The social safeguard study for package W-01 of the Araihasar Road and Drainage subprojects in Araihasar *upazila* suggests that there is no need for land acquisition as development of roads and drainages will be done on the existing available land of the roads, which belongs to government/ LGED. Relevant pages of a Gazette published by the Government of Bangladesh showing roads owned by LGED (dated 23 October 2017), includes the four roads under this subproject with a total length of 13.33 km (Appendix 2). The width of the existing roads is considered for road improvement.

46. It was revealed through physical investigation that the subproject will not impact any privately-owned land for undertaking civil works. As such no land acquisition and resettlement will be required. There will also be no loss of livelihood, either permanent or temporary due to loss of land/ assets, whether titled or non-titled.

47. Though this subproject will unlikely cause any impact during construction, there may however be minor temporary disturbances related to noise, and movement of people, obstruction of drainage etc. These disturbances could be easily addressed by mitigation measures, such as, minimizing excavation, avoiding disturbance to pedestrian movement through provision of planks for access, provision of adequate signage, careful traffic management, alternative temporary drainage systems and disclosure of implementation/construction schedule to the public. The work for the road could take place overnight and advance notices shall be given to the community where partial road closures are inevitable. Whenever inevitable, road closure will be done section by section only so that traffic may still flow. The public will also be informed about any alternate routes, if available. These measures shall be included in the terms of references (TOR) of the contractor.² The contractor's contract will also provide for repair/reconstruction for any damage caused during construction.

48. Summary of land acquisition and resettlement impacts, which has been assessed using a standard involuntary resettlement checklist undertaking a complete transect walk for the subproject, is shown in Table 3.

² An 'Environmental Specification for Construction Contractor' delineating impact avoidance and mitigation measures and a 'Traffic Management Plan Template' delineating management of traffic and temporary road blockage during construction have been incorporated in Appendix 2 and in Appendix 3 of the initial environmental examination (IEE) document of Araihaazar Road and Drainage Subproject, package W-01.

Table 3: Proposed Subproject Components in Araihaazar Road and Drainage Subproject, Package W-01 and Their Involuntary Resettlement Impact Status

Component	Length (km)	Land Ownership	Involuntary Resettlement Impact
Binair Char – Kamrangir Char (Road ID 367024082).	3.434	Government/ Local Government Engineering Department (LGED)	Road and drain construction will be done on the existing available width of the roads. The land has been in possession of government/ LGED. There are no issues related to land acquisition or resettlement as the existing available land of the roads will be utilized under this subproject. There are no informal users on the road rights-of-way (ROWs), thus, impacts are unlikely.
Fakirbari - Kamrangir Char Majher Char Gopindir School Road (Road ID 367024083)	4.077	Government/ LGED	Road and drain construction will be done on the existing available width of the roads. The land has been in possession of government/ LGED. There are no issues related to land acquisition or resettlement as the existing available land of the roads will be utilized under this subproject. There are no informal users on the road ROWs, thus, impacts are unlikely.
Bagbari - Noagaon (Road ID 367024080)	4.245	Government/ LGED	Road and drain construction will be done on the existing available width of the roads. The land has been in possession of government/ LGED. There are no issues related to land acquisition or resettlement as the existing available land of the roads will be utilized under this subproject. There are no informal users on the road ROWs, thus, impacts are unlikely.
Mukundi to Araihaazar (Road ID 367024004 including a 300 m link road).	1.800	Government/ LGED	Road and drain construction will be done on the existing available width of the roads. The land has been in possession of government/ LGED. There are no issues related to land acquisition or resettlement as the existing available land of the roads will be utilized under this subproject. There are no informal users on the road ROWs, thus, impacts are unlikely.

km = kilometer, LGED = Local Government Engineering Department, m = meter, ROW = rights-of-way.

VI. CONCLUSIONS

A. Summary and Conclusions

49. A due diligence process was conducted for the subproject to examine the involuntary resettlement issues particularly with respect to the ADB SPS, 2009 and Government of Bangladesh Land Acquisition Policy, 2017 requirements. The road and drainage construction/ improvement subproject at Araihaazar *upazila* will be a straightforward construction/ improvement along the existing alignments of the Government-owned roads and within the available road widths. As a result, the subproject road and drainage improvement/ construction will neither cross nor affect any privately-owned land or structures. Further, any disturbance will be limited

to construction period only. The likely impacts are short-term, localized and can either be easily avoided or mitigated. The present report describes the findings of the study focused on the likely subproject impacts in terms of involuntary resettlement. The results of the study suggest that the subproject will not result in any land acquisition, resettlement or economic displacement. The reasons for this outcome are:

- (i) improvement of the proposed roads and drainages will be done on the existing government lands, which are also are encumbrance free; and
- (ii) the economic activities of the population along the proposed subproject alignments will not be impeded by the excavation and constructions on existing road widths, so there should be no resulting losses in income or assets.

50. The subproject is unlikely to have any involuntary resettlement impacts, thus is classified as Category C. It does not require any resettlement survey and preparation of resettlement plan; nonetheless, extensive consultations/ discussions with the people and beneficiaries will be conducted and their participation will be ensured during subproject implementation to immediately address concerns, if any, to expedite project works. Safeguard compliance monitoring will be conducted during the project implementation and civil works activities.

A. Next Steps

51. The draft DDR needs to be updated with the following information:

- (i) Continuous community consultations and stakeholder discussions are to be conducted at and around the subproject location. Issues discussed, concerns and suggestions of stakeholders to be taken into consideration during detailed design and implementation, will be included in the updated DDR; and
- (ii) The DDR will be updated based on detailed design, initiation and completion of due procedures will be reported, and ADB approval for the DDR will be obtained prior to contract award.

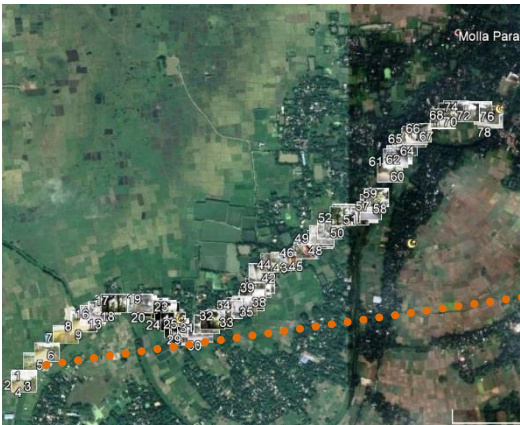
GOOGLE EARTH IMAGE AND PHOTOS AT CONGESTED/ DENSE STRETCHES WITH COMMERCIAL DEVELOPMENT OF THE SUBPROJECT ROADS

1. Google Earth Image and Photos of Binair Char – Kamrangir Char Road (ID 367024082), Chainage 500



Photo 6 of Key Map

Chainage :500			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
5.41	3.00	5.40	No IR impacts



Key Map



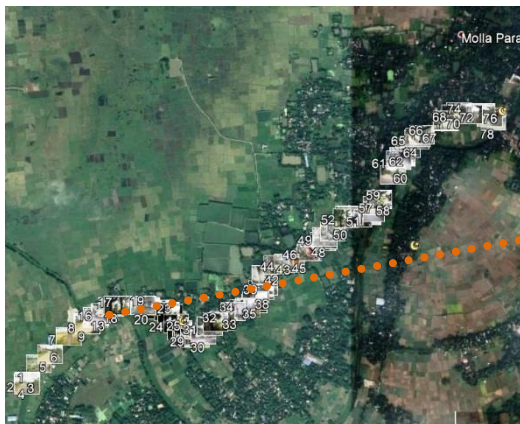
Google Earth Image at Chainage 500

2. Google Earth Image & Photos of Binai Char – Kamrangir Char Road (ID 367024082), Chainage 825



Photo 11 of Key Map

Chainage :825			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
5.42	3.00	5.40	No IR impacts



Key Map



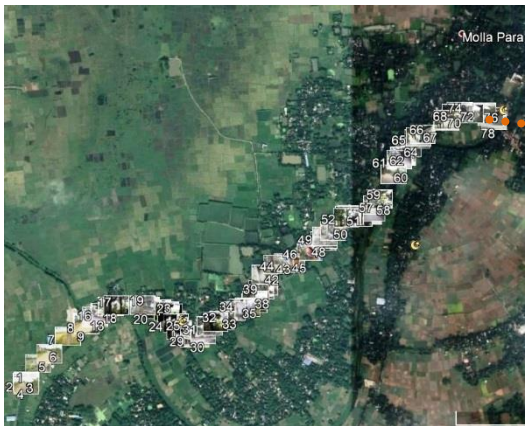
Google Earth Image at Chainage 825

3. Google Earth Image and Photos of Binair Char – Kamrangir Char Road (ID 367024082), Chainage 3375



Photo 77 of Key Map

Chainage :3375			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
4.20	3.00	4.20	No IR Impacts



Key Map



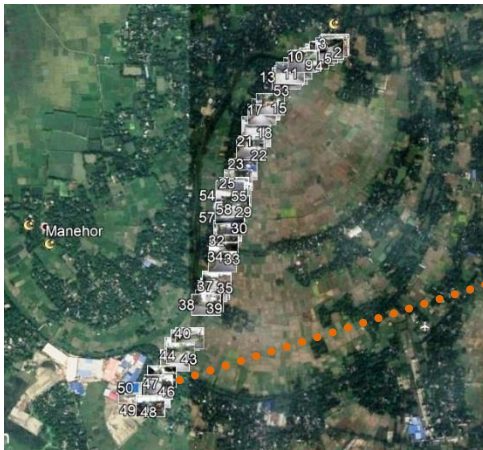
Google Earth Image at Chainage 3375

4. Google Earth Image and Photos of Fakirbari - Kamrangir Char Majher Char Gopindir School Road (ID 367024083), Chainage 150

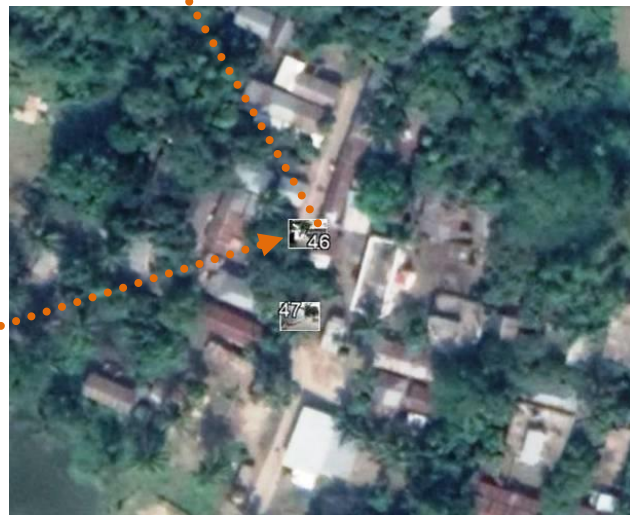


Photo 46 of Key Map

Chainage :150			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
4.84	3.00	4.80	No IR impacts



Key Map



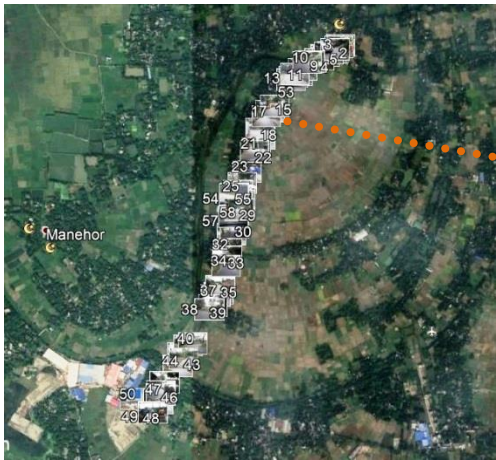
Google Earth Image at Chainage 150

5. Google Earth Image and Photos of Fakirbari - Kamrangir Char Majher Char Gopindir School Road (ID 367024083), Chainage 2825



Photo 15 of Key Map

Chainage :2825			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
4.05	3.00	4.00	No IR impacts



Key Map



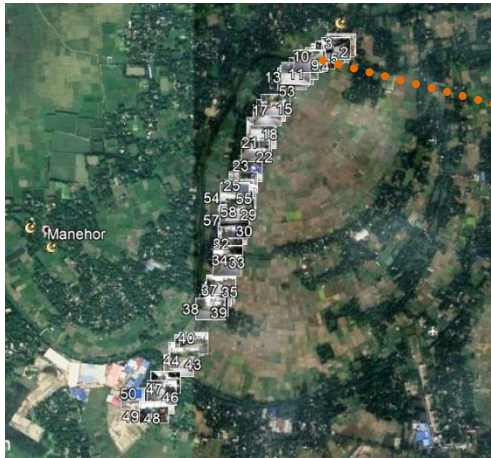
Google Earth Image at Chainage 2825

6. Google Earth Image and Photos of Fakirbari - Kamrangir Char Majher Char Gopindir School Road (ID 367024083), Chainage 3640



Photo 2 of Key Map

Chainage: 3640			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
4.10	3.00	4.10	No involuntary resettlement impacts



Key Map



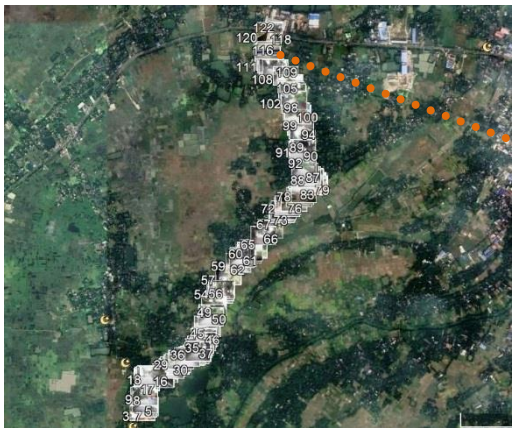
Google Earth Image at Chainage 3640

7. Google Earth Image and Photos of Bagbari - Noagaon Road (ID 367024080), Chainage 50



Photo 116 of Key Map

Chainage :50			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
4.75	3.00	4.75	No IR impacts



Key Map



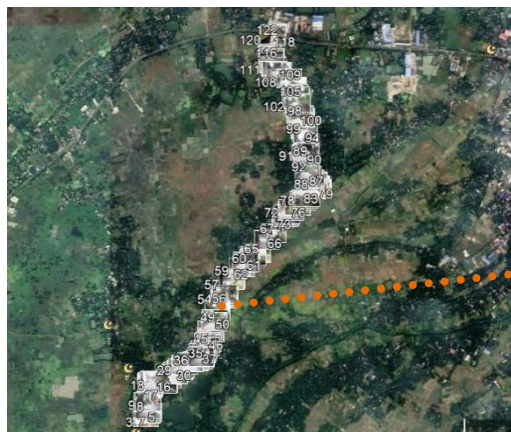
Google Earth Image at Chainage 50

8. Google Earth Image and Photos of Bagbari - Noagaon Road (ID 367024080), Chainage 3000



Photo 49 of Key Map

Chainage : 3000			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
3.16	3.00	3.00	No involuntary resettlement impacts



Key Map



Google Earth Image at Chainage 3000

9. Google Earth Image and Photos of Bagbari - Noagaon Road (ID 367024080), Chainage 3250



Photo 10 of Key Map

Chainage: 3250			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
4.23	3.00	4.20	No IR impacts



Key Map



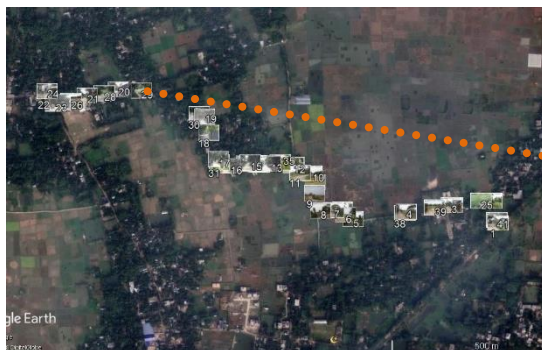
Google Earth Image at Chainage 3250

10. Google Earth Image and Photos of Mukundi to Araihaazar Road (ID 367024004), Chainage 100

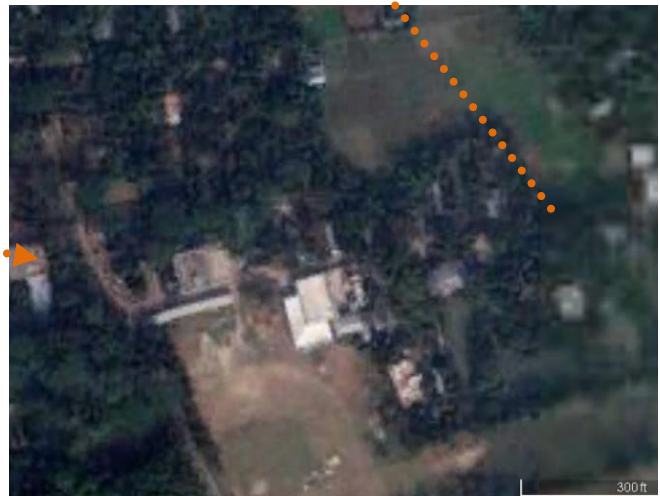


Photo 21 of Key Map

Chainage :100			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
4.07	3.00	4.00	No IR impacts



Key Map



Google Earth Image at Chainage 100

11. Google Earth Image and Photos of Mukundi to Araihaazar Road (ID 367024004), Chainage 550



Photo 17 of Key Map

Chainage: 550			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
3.65	3.00	3.60	No IR impacts



Key Map



Google Earth Image at Chainage 550

**COPY FROM THE PAGE SHOWING THE ROAD ID (HIGHLIGHTED) OWNED BY LOCAL
GOVERNMENT ENGINEERING DEPARTMENT UNDER THIS SUBPROJECT FROM A
GAZETTE PUBLISHED BY THE GOVERNMENT OF BANGLADESH DATED 23 OCTOBER
2017**

১২৬৭৮

বাংলাদেশ গেজেট, অতিরিক্ত, অক্টোবর ২৯, ২০১৭

Village Road-A under LGED			
SL No.	Road Code	Road Name	Length (km)
3285	368764035	Kalir Bazar-Dhaka-Sylhet Road via Chairman Bari Road.	4.00
3286	368764036	Boraitoala-Molin Miar Bari via Cararchar Road.	2.00
3287	368764037	Syednagar Uttarpara-Daripara GPS Road.	2.00
3288	368764038	Kamargaon Kobrskhat-Putla Bazar Road.	2.00
3289	368764039	Brahammandi Maddhapara Madrasha-Baghabo UP Road.	0.85
3290	368764040	Pakuria Bridge Pucca Road-Trimohoni Bazar Road.	0.65
3291	368764041	Jossor Kamrabo BC Road (Astani)-Shilpura Kamrabo BC Road (Daripura).	1.75
3292	368764042	Kamrabo Puran Bazar BC Road-Astani BC Road.	2.55
3293	368764043	Syednagar-Chander Bazar Road.	0.90
3294	368764044	Sreetulla GPS-Hazibagan National Hyway Road.	2.36
3295	368764045	Jossor Grameen Bank-Kamartek via Jahir Master's House Road.	2.00
3296	368764046	Azkitola Union Parishad-Lakhpur Jallara Belabo Road via Rupajhuri Bald Road.	2.50
3297	368764047	Joynagar Collage-Dhonala via Konapara Bazar Road.	3.50
3298	368764048	Bandardla-Kharla Road.	2.00
3299	368764049	Syednagar RHD- Rampur bazar via Salurdia road	3.75
3300	368764050	Kararchar RHD- Kalir bazar bridge road	1.90
3301	368764051	Munseferchar RHD-Kumradi Madrasha road	2.00
3302	368764052	Palpara bazar-Talla RHD road	2.17
3303	368764053	Bariatola RHD-Gazarla bazar road	1.40
3304	368764054	Amtola RHD-Bharaterkandi Bazar Road.	1.80
3305	368764055	Kunderpara RHD - Chadpasha Bazar road via Noadia Bridge.	2.60
3306	368764056	Satpalka Tahsil Office RHD-Manikdi Poultry farm road	1.18
3307	368764057	Kundarpara RHD-Chandpasha bazar road via Noadia Bridge.	2.60
Total No. of Road : 56		Total Length :	146.26
NARSHINGDI DISTRICT :		Total No. of Road : 659	Total Length : 1,345.21
DISTRICT : NARAYANGANJ UPAZILA : ARAHAZAR			
3308	367024001	Jhaugara paka Pool-Abdullah Pur	1.90
3309	367024002	Kamrangirchar-Majarchar	2.05
3310	367024003	Aralhazar Thana-Nayapara	1.60
3311	367024004	Mukundi-Aralhazar	2.00
3312	367024005	Chamurkandi-Jahugara	1.70

বাংলাদেশ গেজেট, অতিরিক্ত, অক্টোবর ২৯, ২০১৭

১২৬৮১

Village Road-A under LGED

SL No.	Road Code	Road Name	Length (km)
3382	367024075	Gopaldi-L.bordi-Kandapara.	3.00
3383	367024076	Laskardi bazar-Uttrapur bazar	3.11
3384	367024077	Dhuptara-Buntim Pullah.	3.05
3385	367024078	Provakordi-Provakordi bazar	1.62
3386	367024079	Fausha Bazar-Tilchandi bazar	5.00
3387	367024080	Bagbari-Nowagoan	4.23
3388	367024081	Kalibari bazar-Panchrukhy	3.66
3389	367024082	Binalirchar-Kamrangir char	3.40
3390	367024083	Fakirbari-Kamrangirchar Majerchar Gopindir School Rd.	3.70
3391	367024084	Jalakandi-Uttar Kalagashia	3.96
3392	367024085	Shonakandi-Laxmi Bordi Madrasha via Abdullakandi	4.00
3393	367024086	Jungalla bazar-Shantir bazar	3.14
3394	367024087	Naikhan FRB-Daburpura	0.87
3395	367024088	Bogadi R&H-Uchitpura Bazar	6.25
3396	367024091	Mullarchar R&H-Pathanerkandi-Moulaivi Bazar-Andhapukur	4.00
3397	367024093	Tegoriapara-Atadi road.	0.65
3398	367024094	RHD Aral hazar bazar-Aral hazar Purinda	1.10
3399	367024095	Government Safar Ali Collage - Aral hazar Upazila Porishod-RHD Via Mohela Collage	3.67
3400	367024096	Monohordi-Laskardi Bazar Road	1.25
Total No. of Road : 93		Total Length :	193.93

DISTRICT : NARAYANGANJ UPAZILA : BANDAR

3401	367064001	Sonakanda Stadium-Kailandi via Hazipur	0.86
3402	367064002	Kandipara-Norpad	1.20
3403	367064003	Fonkul-Minarbari	1.50
3404	367064004	Langalbandh Bazar-Bajurbag.	1.80
3405	367064005	Char Islampur-Rishipara .	2.65
3406	367064006	Chinardi-Mirkundi	1.14
3407	367064007	Jungal-Kandapara	2.02
3408	367064008	Haiupara bazar-Langoibandh	1.14
3409	367064009	Keodala NHW-Keodala Bhuyabari	0.96
3410	367064010	Keodala-Bagdubara	1.14
3411	367064011	Charsreerampur-Kalnallivla.	1.68
3412	367064012	Madanpur R&H-Changain	2.25

LIST OF CONSULTATIONS/MEETINGS AT DIFFERENT LOCATIONS OF THE SUBPROJECT UNDER ARAHAZAR UPAZILA

Sl. No	Date of Consultation	Place of consultation	Number of Participants	Issues Discussed	Major findings
1	12 March 2018	1. At roadside school of Binair Char to Kamrangir Char improvement of road and	Total 26 (male 10, female 16) Councilors, Retired Government Officials, Local Elite, Businessmen, project beneficiaries, etc.	Purpose of the visit, information dissemination about the subproject, possible positive and negative impacts, necessity of land acquisition, compensation issues, local people's opinions, feedback on different social issues and concerns, grievances redress mechanism, participation of local people in different project activities, employment opportunity in project works etc.	All of the participants heard about the proposed development program and welcomed the subproject. The local people are facing problems due to poor road condition and traffic congestion in all of the roads. The people also suffer due to lack of sufficient number of drains at the locality. The Participants appreciated the roads and drains subproject, they expected that after improvement of road and drain will improve the transportation system reduce the existing problem & flooding situation of the area as well. Participants confirmed, there are hardly any possibilities of involuntary resettlement impacts considering land acquisition and physical or economic displacement of people, being construction/development of roads on the existing alignments and drains will be done on the road shoulder. The participants understood grievance redress mechanism (GRM) procedure. They welcome the project implementation policy & would be happy to get employment opportunity during subproject implementation, if possible.
2		2. Fakirbari to Kamrangir Char Majherchar Gopindir school road	Total 14 (male 13, female 1) Councilors, Retired Govt. Officials, Local Elite, Businessmen, project beneficiaries, etc.		
3	13 March 2018	Bagbari to Nowgoan road Somajkollyan bazaar	Total 20 (male 18, female 2) Councilors, Businessmen, Local Elites, Beneficiaries Service holders	- Information dissemination about the subproject - possible impacts of the subproject - necessity of land acquisition, - compensation issues - Local people's opinions - social issues - grievances redress mechanism. etc.	The Participants heard and appreciated the road and drainage sub projects under the subproject. They told their sufferings due to bad condition of road and lack of drainage facilities. They requested early implementation of the proposed sub projects. The Peoples are expecting improvement of road and drain sub projects for their easy movement and to reduce traffic congestion and water logging in the area. The construction of road and drain will not bring any adverse impacts on the people in connection to land acquisition and physical or economic displacement of people, because

Sl. No	Date of Consultation	Place of consultation	Number of Participants	Issues Discussed	Major findings
					<p>construction/development of road and drain will be undertaken along the existing road and edges of the road.</p> <p>Participants understood the project policy to some extent. However, they told the team to keep them aware of the ongoing activities of the subproject with quality works.</p>
4	13 January 2018	Road side bazaar at Mukindi to Araihaazar	<p>Total 10 (male 10, female 0)</p> <p>Councilors, Retired Govt. Officials, Local Elite, Businessmen, project beneficiaries, etc.</p>	<ul style="list-style-type: none"> - Information dissemination about the subproject - possible impacts of the subproject - necessity of land acquisition, - compensation issues - Local people's opinions - social issues - Grievances redress mechanism. etc. 	<p>The Participants heard and appreciated the road and drainage sub projects under the subproject. They told their sufferings due to bad condition of road and lack of drainage facilities. They requested early implementation of the proposed sub projects. The People are expecting improvement of road and drain sub projects for their easy movement and to reduce traffic congestion and water logging in the area.</p> <p>The construction of road and drain will not bring any adverse impacts on the people in connection to land acquisition & physical or economic displacement of people, because construction/development of road and drain will be undertaken along the existing road and edges of the road.</p> <p>Participants understood the project policy to some extent. However, they told the team to keep them aware of the ongoing activities of the subproject with quality works.</p>

Photographs of Community Consultations



Photo 1: Consultation at Binair Char – Kamrangir Char (Road ID 367024082).



Photo 2: Consultation at Fakirbari - Kamrangir Char Majher Char Gopindir School Road (Road ID 367024083)



Photo 3: Consultation at Bagbari - Noagaon (Road ID 367024080)



Photo 4: Consultation at Mukundi to Araihaazar (Road ID 367024004).

**LIST OF PARTICIPANTS IN CONSULTATIONS MEETINGS IN DIFFERENT LOCATION OF
CRDP-II/LGED/ARAIHAZAR/W-01**

ফোকাস গ্রুপ আলোচনায় অংশ গ্রহণকারীর হাজিরা
Binairchar to Kaurangir Char (LRA3)

ক্রমিক সংখ্যা	নাম ও ঠিকানা	পেশা/পদবী	স্বাক্ষর
১।	মধু রঞ্জন কল ০১৪২২২৩২৭০০	ব্যবসায়	মধু রঞ্জন কল
২।	মোঃ মাহদীন ০১৬২১৫৫৫৪৩৭	সি.এম. ডি চলানক	মাহদীন
৩।	মোঃ মাহদীন আলম ০১৭৫৬৭৭৭৩৩৫	সি.এম. ডি চলানক	মাহদীন
৪।	নূর মোহাম্মদ ০	কৃষক	নূর মোহাম্মদ
৫।	মহম্মদ মাহমুদ আলী মহম্মদ মাহমুদ আলী ০১৭৬০৪৫৩৬৭		
৬।	মাহমুদ মাহমুদ আলী ০	ব্যবসায়	
৭।	মাহমুদ মাহমুদ আলী ০১৭৬৬১৬৩১৬১	সি.এম. ডি চলানক	মাহমুদ
৮।	মাহমুদ মাহমুদ আলী ০১৭৭৭০২২৪৬৭	সি.এম. ডি চলানক	মাহমুদ
৯।	মাহমুদ মাহমুদ আলী ০১৭১২৬৩৫৪১৮	মাহমুদ মাহমুদ আলী	মাহমুদ
১০।	মাহমুদ মাহমুদ আলী ০১৭৬৬১৫৩৭৭৪	ব্যবসায়	মাহমুদ

ফোকাস গ্রুপ আলোচনায় অংশ গ্রহণকারীর হাজিরা			
Baybari to Nowagor Road (LRAS)			
ক্রমিক সংখ্যা	নাম ও ঠিকানা	পেশা/পদবী	স্বাক্ষর
১।	কোঃ হুমায়ুন কামিল ০১৭১৮১৪৪৪২	কৃষক	হুমায়ুন কামিল
২।	কোঃ আমজাদুল হক ০১৭১৯৮১০৫৭০	কৃষক ইউনিওনের সেক্রেটারি	আমজাদুল হক
৩।	কোঃ মতিয়া ০১৮৪০৬৪৭৬৪৩	সহকারী কর্মসূচী	কোঃ মতিয়া
৪।	কোঃ মোঃ কাইয়ুম ০১৭১৫৩১৮৭৭৬	কৃষক	আঃ কাইয়ুম
৫।	কোঃ মহম্মদ হান্নান ০১৮৩৭৩৪৪৪০৪	কৃষক	মহম্মদ হান্নান
৬।	কোঃ আমন আলী ০২৭০৪৪২০৩২৫	কৃষক	কোঃ আমন আলী
৭।	কোঃ মোঃ মতিয়া ০২৭১২২২২৪২২	ইউনিওনের সেক্রেটারি	মতিয়া লতিফ মোস্তা মেম্বর- ৬ নং ওয়ার্ড সাতগ্রাম ইউনিয়ন পরি আড়াইহাজার, নারায়ণগঞ্জ
৮।	কোঃ মোস্তাফিজ হান্নান ০১৮২৩৬৩৩০৪০	স্বামিন (ডাঃ)	মোস্তাফিজ
৯।	কোঃ আমজাদুল হক ০১৭৩১০১৭৬৭৬	কৃষক	কোঃ আমজাদুল হক
১০।	কোঃ মোস্তাফিজ ০১৭৫৭৬৩৫৫৪২	কৃষক	মোস্তাফিজ

10a team
Kundi to Arabi (LRA7)

ফোকাস গ্রুপ আলোচনায় অংশ গ্রহণকারীর হাজিরা

ক †	নাম ও ঠিকানা	পেশা/পদবী	স্বাক্ষর
	মোঃ আমদ মিয়া 01727873142	কর্মী	আমদ
	হুমায়	স্বামী (জৈ)	N/A
	মোঃ আরিফ হক 01839955452	কর্মী	আরিফ
	বাবুন 01789031107	স্বামী (জৈ)	বাবুন
	মোঃ আমিন হোসেন 01883026890	দোকানদার	আমিন হোসেন
	মোঃ মুহাম্মদ আলী N/A	স্বামী (জৈ)	মোঃ মুহাম্মদ আলী
	মোঃ মোঃ মালেক মিয়া 01828133612	কর্মী	malek
	মোঃ মুনসুর আলম 01727504942	স্বামী (জৈ)	মুনসুর আলম
	মোঃ মজিবুল 01818393039	কর্মী	মজিবুল মিয়া
	মাহিনা (মোঃ)	হুসৈন মাহিনা মদ্য	

NO OBJECTION TO TEMPORARY DISTURBANCE BY THE SHOP OWNERS

স্থানীয় সরকার প্রকৌশল অধিদপ্তর

নগর অঞ্চল উন্নয়ন প্রকল্প (২য় পর্যায়)

লেবেল-৪, আর ডি ই সি ভবন, আগারগাঁও শের-এ-বাংলা নগর

ঢাকা-১২০৭

অদ্য-14/07/18 ইং তারিখে সড়কের নাম *Bazaar to Kampanchar, Arakzan*
নির্মান কার্যক্রমে ব্যবসা বানিজ্যে সাময়িক অসুবিধা সম্পর্কে এক আলোচনা সভা অনুষ্ঠিত হয়।

আমরা অবহিত আছি যে রাস্তা পুনঃনির্মানের সময় ব্যবসা বানিজ্যে সাময়িক অসুবিধা হতে পারে।
আমরা বলতে চাই যে, উন্নত রাস্তা আমাদের সবার জন্য প্রয়োজন। রাস্তা উন্নয়ন কাজ বাজারের
অংশ ভোরে এবং রাতের বেলায় করলে কোন অসুবিধা হবে না।

আমরা সেচ্ছায় নির্মান করার সময় ঠিকাদার তার কর্মীদেরকে সহযোগিতা করবো। আমাদের
সম্মুখে এই রাস্তা উন্নয়নের কাজের প্রতি কোন আপত্তি থাকবে না।

No objection for temporary disruption

We are well aware about the temporary disruption of business/access during construction of road. If the road construction worked specially bazaar portion is done in morning or during night time, we will not face any problem. We would like to express that all of us require an improved road and are willing to cooperate with the contractor during period of construction.

We don't have any objection for the road improvement work for the temporary disruption of business/access.

সংশ্লিষ্ট সড়কের ব্যবসায়ীদের উপস্থিতি:-

ক্রমিক নং	নাম	ব্যবসার নাম	স্থান	মোবাইল নং	স্বাক্ষর
০১	হারেক মিয়া	মুদি	জামালপুর	০১৭৭০২৫৭৩২২২	হারেক
০২	মোঃ এমদুল	মুদিগিরি মোঃ	৫	০১৭২৫৫০০৩৫৬	এমদুল
০৩	মোঃ মাসুম	মুদি মোসাদ	৫	০১৭৫৪২৫০৫৭৭	মাসুম
০৪	মাসুম	৫	৫	০১৭২৪২৬০৫৭৭	মাসুম
০৫	মাসুম	৫	৫	০১৭৩২২৬৩৭৬৬	মাসুম
০৬	মোঃ হুমায়ুন	ভোলা মোঃ	৫	০১৭৩৬৬৬৫০৫০	হুমায়ুন
০৭	জুয়েল	ভোলা মোঃ	৫	০১৬৪৬৭৪৪৫৭০	Zal
০৮	হারেক মিয়া	কমলেক্স	৫	০১৭২৬৬৫৫৫৭৭	হারেক
০৯	ডাঃ উজ্জ্বল হোসেন	কমলেক্স	৫	০১৭৬৭৭২০৪২৫	Ukil
১০	মাসুম হোসেন	হোসেন	৫	০১৭৬৭৪৪৫৭৫৪	মাসুম
১১	ডাঃ হোসেন	মুদি	৫	০১৭২২২৬৬৭০০	ডাঃ
১২	মাসুম হোসেন	মাসুম হোসেন	৫	০১৭৬৭৪৪৫৪২৩	মাসুম
১৩	মোঃ হোসেন হোসেন	কমলেক্স	৫	০১৭২২২০৪০৭৭	মোঃ হোসেন

স্থানীয় সরকার প্রকৌশল অধিদপ্তর

নগর অঞ্চল উন্নয়ন প্রকল্প (২য় পর্যায়)

লেবেল-৪, আর ডি ই সি ভবন, আগারগাঁও শের-এ-বাংলা নগর

ঢাকা-১২০৭

অদ্য-14-1-07-1-18--- ইং তারিখে সড়কের নাম Fokirbari Kaurangirchar gopindir
নির্মান কার্যক্রমে ব্যবসা বানিজ্য সাময়িক অসুবিধা সম্পর্কে এক আলোচনা সভা অনুষ্ঠিত হয়। Ara Rayer

আমরা অবহিত আছি যে রাস্তা পুনঃনির্মানের সময় ব্যবসা বানিজ্য সাময়িক অসুবিধা হতে পারে।
আমরা বলতে চাই যে, উন্নত রাস্তা আমাদের সবার জন্য প্রয়োজন। রাস্তা উন্নয়নের সময় বাজারের
অংশ অর্ধেক ৫০% করে উন্নয়ন কাজ করলে আমাদের অসুবিধা হবে না।

আমরা সেচ্ছায় নির্মান করার সময় ঠিকাদার তার কর্মীদেরকে সহযোগিতা করবো। আমাদের
সম্মুখে এই রাস্তা উন্নয়নের কাজের প্রতি কোন আপত্তি থাকবে না।

No objection for temporary disruption

We are well aware about the temporary disruption of business/access during construction of road. If the road construction work done 50% of the width of the road especially bazaar portion then there we will be not face any problem. We would like to express that all of us require an improved road and are willing to cooperate with the contractor during period of construction.

We don't have any objection for the road improvement work for the temporary disruption of business/access.

স্থানীয় সরকার প্রকৌশল অধিদপ্তর

নগর অঞ্চল উন্নয়ন প্রকল্প (২য় পর্যায়)
লেবেল-৪, আর ডি ই সি ভবন, আগারগাঁও শের-এ-বাংলা নগর
ঢাকা-১২০৭

অদ্য 14/07/18 ইং তারিখে সড়কের নাম- Bagbari to Noagao Road -
Araibazar.
নির্মান কার্যক্রমে ব্যবসা বানিজ্যে সাময়িক অসুবিধা সম্পর্কে এক আলোচনা সভা অনুষ্ঠিত হয়।

আমরা অবহিত আছি যে রাস্তা পুনঃনির্মানের সময় ব্যবসা বানিজ্যে সাময়িক অসুবিধা হতে পারে।
আমরা বলতে চাই যে, উন্নত রাস্তা আমাদের সবার জন্য প্রয়োজন। সাময়িক অসুবিধা হইলেও
যোগাযোগ ব্যবস্থা ভালো হলে বিক্রি বেশী হবে তখন লাভ বেশী হবে। আমরা সেচ্ছায় নির্মান করার
সময় ঠিকাদার তার কর্মীদেরকে সহযোগিতা করবো। আমাদের সম্মুখে এই রাস্তা উন্নয়নের কাজের
প্রতি কোন আপত্তি থাকবে না।

No objection for temporary disruption

We are well aware about the temporary disruption of business/access during construction of road. Temporary disruption during construction for few days is acceptable as the economic benefit will be doubled after construction. We would like to express that all of us require an improved road and are willing to cooperate with the contractor during period of construction.

We don't have any objection for the road improvement work for the temporary disruption of business/access.

সংশ্লিষ্ট সড়কের ব্যবসায়ীদের উপস্থিতি:-

ক্রমিক নং	নাম	ব্যবসার নাম	স্থান	মোবাইল নং	স্বাক্ষর
০২।	আবুল কুলাম ইসলাম	চা. দোকান	আবুল কুলাম সারার	০২৭৪৬৫৫২৪২৪	আবুল কুলাম
০২।	আবু হাফিজ	চাউন দোকান	৷	N/A	আবু হাফিজ
০৩।	আবু হাফিজ	ফরাসীর দোকান	৷	০২৬৫৪৬৬৫০৬০	আবু হাফিজ
০৪।	আবু হাফিজ মিয়া	ইলেকট্রিক দোকান	৷	০২৭২২৪৭৬৫২	আবু হাফিজ
০৫।	আবু কালাম	কমিউনিকেশন	৷	০২৭৬২৫৫২০৭২	Kaalam
০৬।	ইব্রাহিম হাফিজ	চুনি দোকান	৷	০২৬৬২৪২৬৭০০	ইব্রাহিম
০৭।	ইব্রাহিম হাফিজ	৷	৷	০২৬২৬৪৬০৬০২২	ইব্রাহিম
০৮।	আবুল কালাম (আবু হাফিজ)	আবু হাফিজ	৷	০২৬০০৬৫৪৪২০	আবুল কালাম
০৯।	আবুল কালাম	আবুল কালাম	৷	০২৭২৪৬৭৭২০২	আবুল কালাম
১০।	আবুল কালাম	আবুল কালাম	৷	০২৭০৪৫০৭৭২৭	আবুল কালাম
১১।	আবুল কালাম	৷	৷	০২৭০৬০৭০৪০০	আবুল কালাম
১২।	ইব্রাহিম হাফিজ	৷	৷	০২৬৬০০০৪০২০৪	ইব্রাহিম
১৩।	দীপক হাফিজ	দীপক হাফিজ	৷	০২৭৬৫০৪০৭০২	দীপক
১৪।	নবুল	নবুল দোকান	৷	০২৬০০৪০০৪০২	নবুল
১৫।	ইব্রাহিম	ইব্রাহিম	৷	০২৭২৪৭২৬৭৬৬	ইব্রাহিম
১৬।	আবুল কালাম মিয়া	আবুল কালাম	৷	০২৬২২৬২৪২০	আবুল কালাম
১৭।	আবু হাফিজ	চা. দোকান	৷	০২৭০০০৭৭০২৫	আবু হাফিজ

স্থানীয় সরকার প্রকৌশল অধিদপ্তর

নগর অঞ্চল উন্নয়ন প্রকল্প (২য় পর্যায়)

লেবেল-৪, আর ডি ই সি ভবন, আগারগাঁও শের-এ-বাংলা নগর

ঢাকা-১২০৭

অদ্য-14-107-18--- ইং তারিখে সড়কের নাম-Mukundi to Arairhazar Road,
নির্মান কার্যক্রমে ব্যবসা বানিজ্যে সাময়িক অসুবিধা সম্পর্কে এক আলোচনা সভা অনুষ্ঠিত হয়।
Arairhazar

আমরা অবহিত আছি যে রাস্তা পুনঃনির্মানের সময় ব্যবসা বানিজ্যে সাময়িক অসুবিধা হতে পারে।

আমরা বলতে চাই যে, উন্নত রাস্তা আমাদের সবার জন্য প্রয়োজন। যদি রাস্তা বর্ধিত করন না করা হয় তাহলে আমাদের কোন অসুবিধা হবে না।

আমরা সেচ্ছায় নির্মান করার সময় ঠিকাদার তার কর্মীদেরকে সহযোগিতা করবো। আমাদের সম্মুখে এই রাস্তা উন্নয়নের কাজের প্রতি কোন আপত্তি থাকবে না।

No objection for temporary disruption

We are well aware about the temporary disruption of business/access during construction of road. If there is no widening to the existing, carriageway we will not face any problem. We would like to express that all of us require an improved road and are willing to cooperate with the contractor during period of construction.

We don't have any objection for the road improvement work for the temporary disruption of business/access.

