

Land Acquisition and Involuntary Resettlement Due Diligence Report

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

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

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
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 Rupganj Road and Drainage subprojects were 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 (SSIA) 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 Rupganj *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 Rupganj road and drainage subprojects, Rupshi Growth Center to Kanchan Growth Center via Murapara Growth Center, Road ID: 367682006 (13.775 kilometers or km) is identified and will have the following components: improvement/ widening 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 DDR is prepared for the Rupganj road and drainage subproject Package No. W-01/Rupshi Growth Center to Kanchan Growth Center via Murapara Growth Center (Road ID: 367682006) and is based on preliminary design. The preliminary design of the proposed subproject consists of improvement/widening of the road surfaces, improvement/construction of drains and ancillary facilities like cross drainages, culverts, walkways and slope protection works and 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 (i) review this draft DDR; (ii) prepare a confirmation letter or report documenting any modifications to the subproject and submit to ADB; and (iii) receive a 'no objection' confirmation from ADB prior to contract award under the subproject.

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 within the project area Narshingdi-Naryanganj project, an irrigation and embankment project undertaken by Bangladesh Water Development Board (BWDB) during the 1970s. An embankment was built by BWDB along the river *Shitalakshya* on government acquired land for the embankment. Over time, land use of the BWDB irrigation project area has been changed from agricultural to industrial and residential usage due to its locational advantage and population pressure. The road Rupshi Growth Center to Kanchan Growth Center via Murapara Growth Center (Road ID: 367682006) was built on the alignment of the embankment during the 1980s. This road subproject passes through two important growth centers namely, Rupshi and Murapara Bazar under Tarabo and Kanchan Pourashava. This road passes through various densely populated areas and many large and medium scale industries are located along this road.

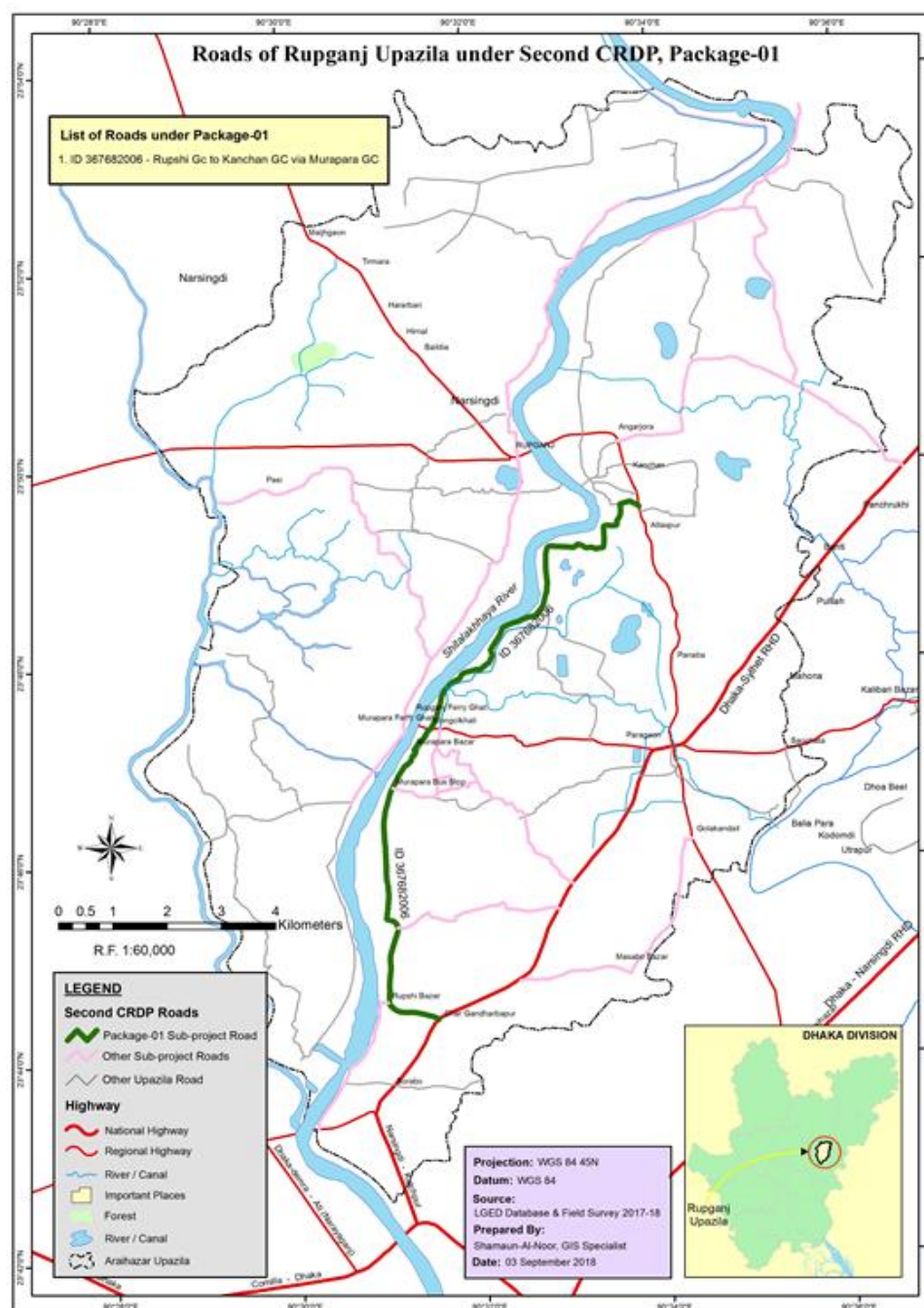
A. Existing Status of the Road – Rupshi Growth Center to Kanchan Growth Center via Murapara Growth Center (Road ID: 367682006)

9. This road is 13.755 kilometers (km) long, starts from Rupshi RHD point (N 23°44' 25.2" and E 90°31' 30.4") and ends at Kanchan Growth Center (N 23°49' 30.6" and E 90°33' 49.3") via Murapara GC of Rupganj *upazila*. It meets Dhaka-Sylhet Highway at the south and Kanchan Bypass road at the north which ultimately connects Dhaka-Sylhet Highway. The major portion of this existing road is of bituminous carpeting and a short length of about 973 meters (m) is made of Herring-Bone-Bond (HBB). This road is mainly two-lane with only a small section (Chainage 0+000 – 2+800 km and 5+770 – 6+375 km) having four lanes.

10. The road alignment is on top of a BWDB embankment. The right-of-way (ROW) of the embankment varies from 30.00 to 50.00 m. The existing road width varies from place to place, minimum is 7.36 m at chainage 7,650 and maximum is 38.24 m at chainage 00. Minimum existing carriageway width is 4.55 m at chainage 9050 and maximum is 37.33 m at chainage 00. Table 1 shows chainage to chainage existing carriageway and road widths and proposed carriageway and road widths. The data for existing carriageway and road widths have been extracted from the topographical survey map and cross-checked on site.

11. There is a temple along the Rupshi Growth Center-Kanchan Growth Center road but the direct access (which is closed now) to this temple is through another road, perpendicular to the subproject road, which connects the Rupganj *upazila* office from the junction. Murapara Pilot School is also located along the Rupshi Growth Center-Kanchan Growth Center, where school hours are normally between 10:00 to 16:00 hours.

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



12. The road condition is poor and needs to be improved to provide smooth movement of vehicular traffic. Most of the road has suffered wear and tear with cracks, pot-holes, broken edges and depressions. The most damaged part of the road is at Chainage 11+250 to 13+775 km. Only

a section of about 350 m (Chainage 0+000 to 0+350 km) is found to have roadside drain. However, this section of roadside drain appears to be non-functional as is being filled up and thus causing water logging in different segments of the roads and the adjacent areas. There are ten water regulating structures for cross drainage purpose at different locations of the entire road length, but these are either in poor condition or damaged.

13. In some areas alongside the road, illegal encroachment of the embankment ROW has been noticed. This 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.

14. Existing condition of the road is displayed in Figure 2. More photos from congested/dense stretches with commercial development at various spots of the road including Google earth images can be seen in Appendix 1.

Figure 2: Photographs of Existing Condition of Rupshi Growth Center to Kanchan Growth Center via Murapara Growth Center (Road ID: 367682006)



B. Proposed Subproject – Rupshi Growth Center to Kanchan Growth Center via Murapara Growth Center (Road ID: 367682006)

15. Proposed Interventions planned for the existing road Rupshi Growth Center to Kanchan Growth Center via Murapara Growth Center (Road ID: 367682006, Chainage 0+000 m to 13+775 m) are as follows:

- (i) The existing 4-lane and 2-lane sections of the road are to be improved on the existing alignment and within available clear road widths;
- (ii) There will be bituminous carpeting or reinforced cement concrete (RCC) carriageway; width varies from 5.50 m to 2X (6~17 + 0.80) 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, sluice gates, cross drains and drainage systems at several places; and
- (iii) The existing carriageway/clear road width and proposed carriageway/road width for the Rupshi Growth Center to Kanchan Growth Center via Murapara Growth Center Road Package W-01 is summarized in Table 1 below. A cross section of the road according to the preliminary design is displayed in Figure 4.

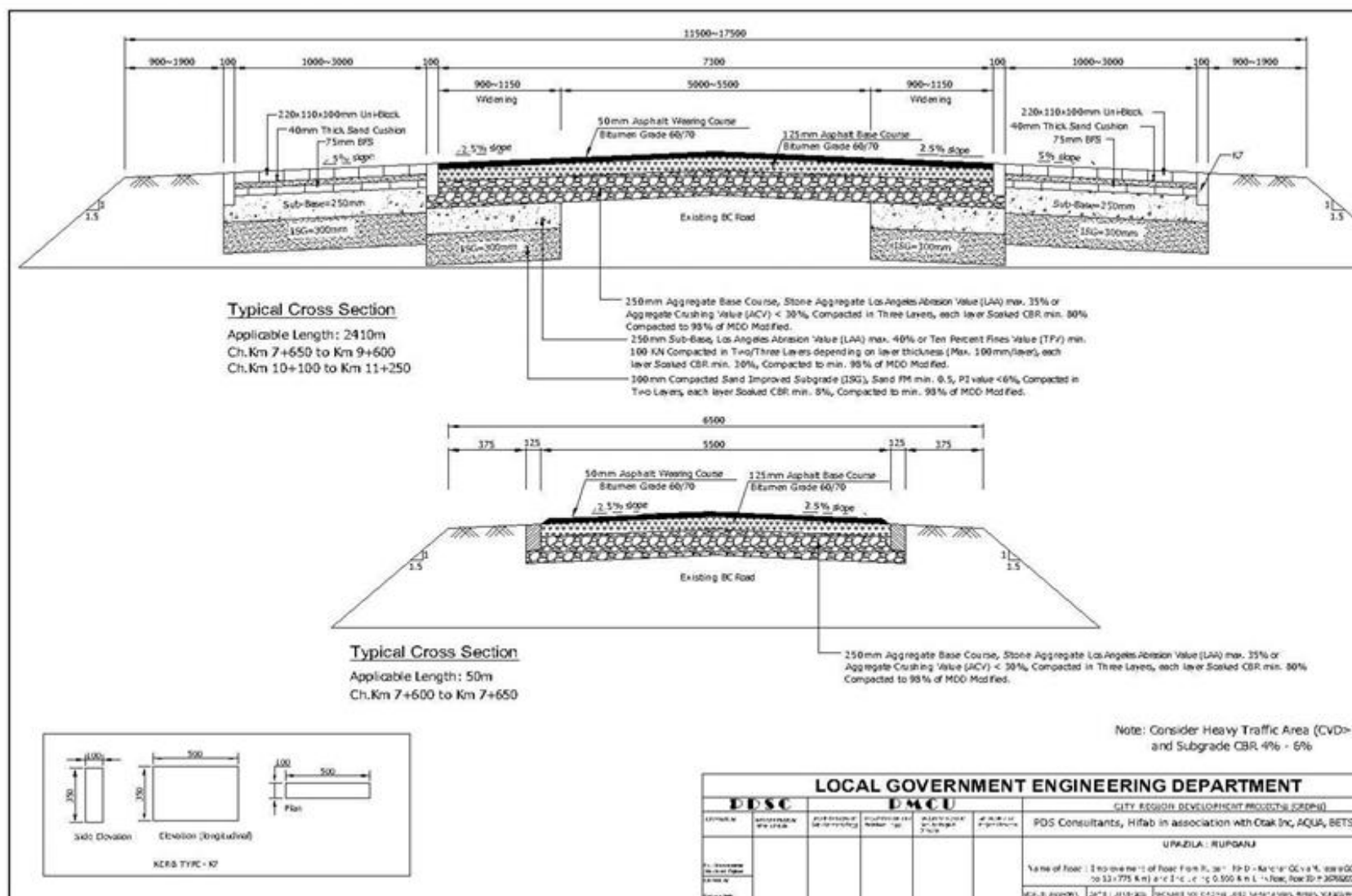
Table 1: Existing and Proposed Carriageway and Road Width

Road ID: 367682006				
Road Name: Rupshi Growth Center to Kanchan Growth Center via Murapara Growth Center (13.775 km)				
Chainage	Existing Clear Road Width (Min–Max) m	Proposed Road Width (Min–Max) m	Existing Carriageway (Min –Max) m	Proposed Carriageway (Min –Max) m
0+000 – 0+150	16.00 – 38.20 (150) (00)	16.00 – 38.20	12.00 – 37.30 (150) (00)	2X6~17 + 0.80 ^a
0+150 – 2+800	13.60 – 18.80 (1250) (1580)	13.60 – 18.80	12.50 – 15.20 (2400) (2475)	2X6 + 0.80 ^b
2+800 – 5+770	7.50 – 13.20 (5400) (2900)	7.30 – 12.60	6.30 – 9.00 (5170) (2900)	7.30
5+770 – 6+375	12.30 – 16.90 (6265) (5875)	11.80 – 16.90	11.10 – 13.70 (6350) (6000)	2X5.5 + 0.80 ^c
6+375 – 7+600	7.80 – 15.10 (7320) (7100)	7.80 – 15.10	6.70 – 7.80 (7320) (7600)	7.30
7+600 – 7+650	7.30	7.30	5.50	5.50
7+650 – 9+600	7.40 – 11.90 (7850) (8700)	7.40 – 11.90	4.60 – 7.30 (9050) (8700)	7.30
9+600 – 10+100	7.70 – 13.10 (10050) (9850)	7.70 – 13.10	5.50 – 6.45 (10050) (9950)	7.30
10+100 – 11+250	7.40 – 8.80 (10550) (11200)	7.40 – 8.80	5.00 – 5.40 (10450) (11050)	7.30
11+250 – 13+775	7.50 – 16.30 (11500) (12250)	7.50 – 16.30	5.13 – 6.74 (13750) (12600)	7.30

^a Denotes two 6 to 17 m wide carriageway and one 0.80 m wide divider, thus, total is 12.8 to 34.8 m.

^b Denotes two 6 m wide carriageway and one 0.80 m wide divider, thus, total is 12.8 m.

^c Denotes two 5.5 m wide carriageway and one 0.80 m wide divider, thus, total is 11.8 m.



IV. FIELD WORK AND PUBLIC CONSULTATION

A. Outline of Field Work

16. 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

17. Consultations were undertaken with key stakeholders in line with ADB's requirements related to social safeguards. Consultants had a discussion and shared information and ideas with the *upazila* Chairman, Councilors, *upazila* Engineer of Rupganj, Sub-Divisional Engineer of BWDB, Rupganj along with other staff and local people. In addition, informal discussions/focus group discussions (FGDs) were held during the site visit with local people along the roads, who expressed that the main issue they face have been the damaged 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 welcomed the subproject. The local people are facing problems due to poor road condition and lack of drainage;
- (ii) The participants appreciate the roads and drains subproject; they expect that after improvement of road and drain, the transportation system will also improve 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.

18. 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 Who May be Temporarily Affected

19. Consultations were also undertaken with around 78 shopkeepers who may be temporarily affected during construction of the 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 'no objection' to temporary disruption due to construction works is 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'. 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 4: Consultations with Shopkeepers



Consultation at Rupshi-Kanchan Road



Consultation at Rupshi-Kanchan Road

V. LAND AVAILABILITY AND INVOLUNTARY RESETTLEMENT IMPACTS

A. Involuntary Resettlement

20. The social safeguard study for package W-01 of the Rupganj road and drainage subproject in Rupganj *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 the Government/ LGED. The relevant page of a Gazette published by the Government of Bangladesh dated 23 October 2017, shows that the 13.69 km subproject road is under the LGED (Appendix 2). The width of the existing road is considered for road improvement.

21. 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.

22. 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

23. A provision will also be included in the Contractor's TOR that within the area of the Murapara Pilot School (150 m from both sides of the school entrance), civil works will only be

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 document of Rupganj Road and Drainage Subproject, package W-01.

conducted outside school hours (10:00 a.m. to 4:00 p.m.). In addition, the contractor's contract will provide for repair/reconstruction for any damage caused during construction. As for the temple at Murapara, access is not from the Rupshi-Kanchan road but from the road connecting to Rupganj *upazila* office from the junction, which is not a part of this subproject. Thus, during construction of Rupshi-Kanchan road, the access to the temple will be minimally affected. Three mosques are also located along the road alignment. However, these will not be affected except for potential minor temporary disturbances related to noise, and movement of people as there is sufficient existing clear road widths within such areas. The same measures discussed above will be adopted to mitigate such disturbances.

24. 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 shown at Table 2.

Table 2: Proposed Subproject Components in Rupganj Road and Drainage for Package W-01 and their Involuntary Resettlement Impact Status

Component	Length (km)	Land Ownership	Involuntary Resettlement Impact
Rupshi Growth Center to Kanchan Growth Center via Murapara Growth Center (Road ID: 367682006).	13.775	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 rights of way, thus, impacts are unlikely.

km = kilometers, LGED = Local Government Engineering Department.

VI. CONCLUSION

A. Summary and Conclusions

25. 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 requirement. The road and drainage construction/ improvement subproject at Rupganj *upazila* will be a straight forward construction/ improvement along the existing alignment 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 the 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 land, which are also encumbrance free; and
- (ii) the economic activities of the population along the proposed subproject alignment will not be impeded by the excavation and construction on existing road widths, so there should be no resulting losses in income or assets.

26. 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 work. Safeguard compliance monitoring will be conducted during the project implementation and civil works activities.

B. Next Steps

27. The 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.

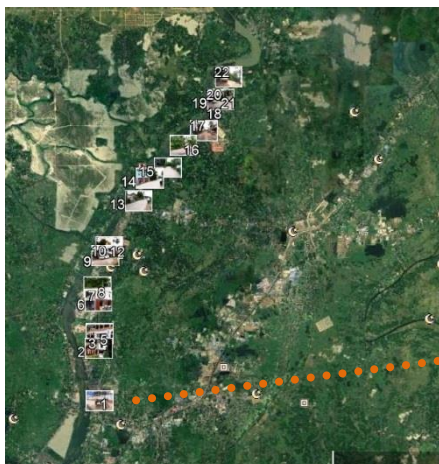
**GOOGLE EARTH IMAGE AND PHOTOS AT CONGESTED/DENSE STRETCHES WITH
COMMERCIAL DEVELOPMENT OF RUPSHI GROWTH CENTER TO KANCHAN GROWTH
CENTER VIA MURAPARA GROWTH CENTER ROAD**

A. Google Earth Image and Photos at Gandorbopur Mosque, Chainage 2950



Gandorbopur Mosque (photo 3 of Key Map)

Chainage: 2950			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
10.45	7.30	9.60	No involuntary resettlement (IR) impacts



Key Map



Google Earth Image at Gandorbopur Mosque, Chainage

B. Google Earth Image and Photos at Ganganagar Mosque, Chainage 4150

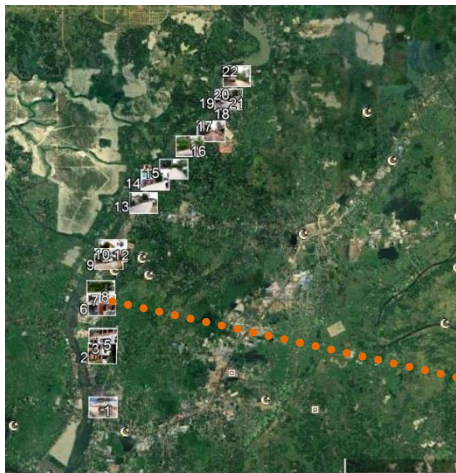


Available clear road section at Ganganagar Mosque, (photo 6 of Key Map)



Ganganagar Mosque, (photo 7 of Key Map)

Chainage :4150			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
9.12	7.30	8.50	No IR impacts



Key Map



Google Earth Image at Ganganagar Mosque, Chainage 4150

C. Google Earth Image and Photos near Temple at Murapara, Chainage 5300

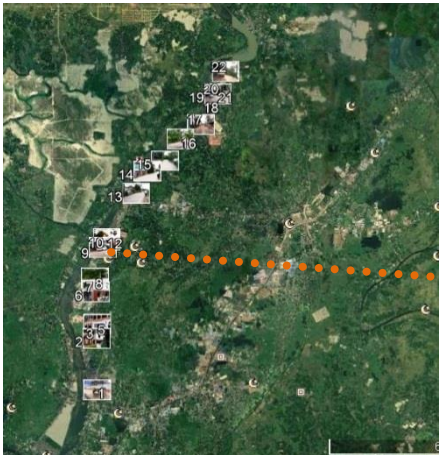


Available clear road section near Temple (photo 10 of Key Map)



Temple at Murapara

Chainage :5300			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
8.50	7.30	8.50	No IR impacts



Key Map



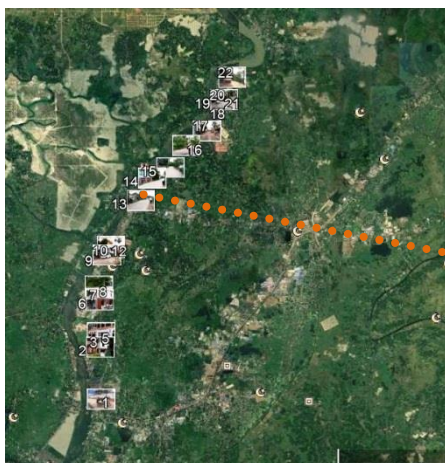
Google Earth Image Temple, Chainage 5300

D. Google Earth Image and Photos at Baitul Aman Jame Mosque, Chainage 7630

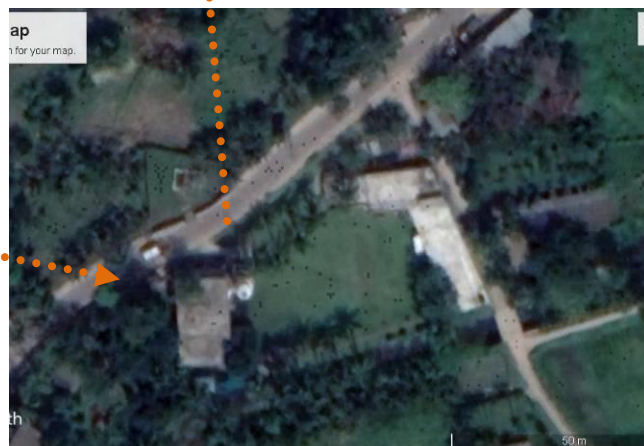


Available clear road section near the Mosque (photo 14 of Key Map)

Chainage :7630			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
9.44	7.30	9.40	No IR impacts



Key Map



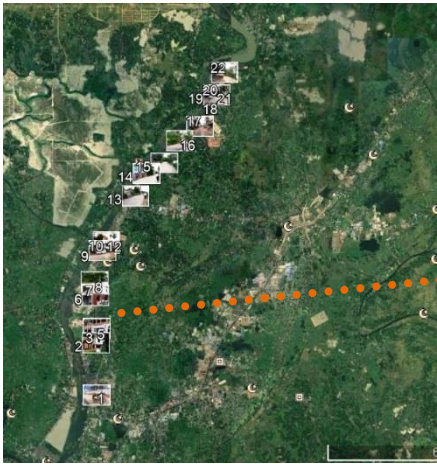
Google Earth Image at Baitul Aman Jame Mosque, Chainage 7630

E. Google Earth Image and Photos at Chainage 8200



Available clear road section at chainage 8200 (photo 15 of Key Map)

Chainage : 8200			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
9.83	7.30	9.60	No IR impacts



Key Map



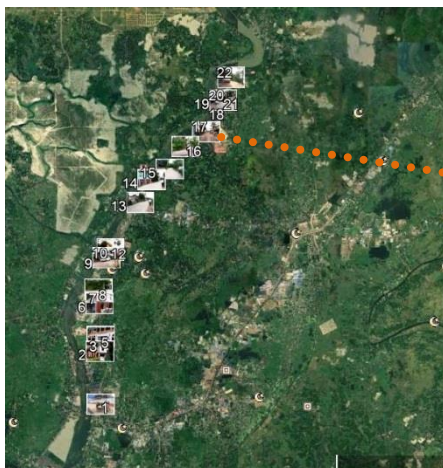
Google Earth Image at Chainage 8200

F. Google Earth Image and Photos at Chainage 8975



Available clear road section at chainage 8975 (photo 16 of Key Map)

Chainage : 8975			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
9.83	7.30	9.60	No IR impacts



Key Map



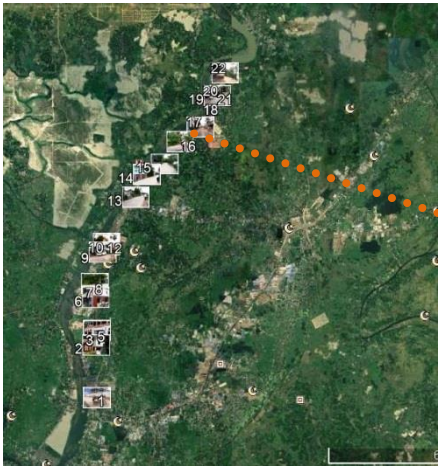
Google Earth Image at chainage 8975

G. Google Earth Image and Photos at Chainage 9650



Available clear road section at chainage 9650 (photo 17 of Key Map)

Chainage: 9650			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
11.68	7.30	10.90	No IR impacts



Key Map



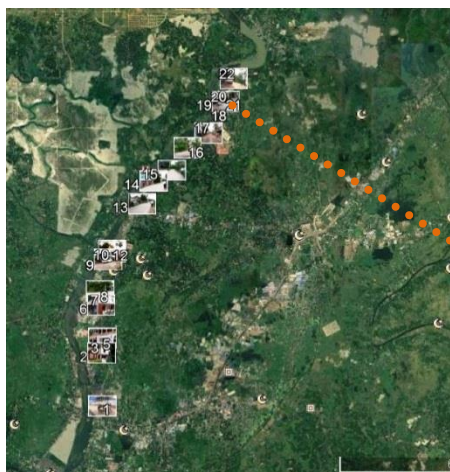
Google Earth Image at chainage 9650 Location of Photo

H. Google Earth Image and Photos at Atlaspur Bazar, Chainage 10650



Available clear road section at chainage at Atlaspur Bazar (photo 20 of Key Map)

Chainage : 10650			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
10.01	7.30	9.60	No IR impacts



Key Map



Google Earth Image at Atlaspur Bazar, Chainage 10650

**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**

১১৩৭০		বাংলাদেশ গেজেট, অতিরিক্ত, অক্টোবর ২৯, ২০১৭	
DIVISION : DHAKA		Upazila Road under LGED	
SL No.	Road Code	Road Name	Length (km)
2637	367682004	Kanchan GC-Atiapur bazar-Danga RHD Rd.	11.06
2638	367682005	Rampura-Volta (RHD) Rd. to Nawrabazae R&H Via Majina	6.40
2639	367682006	Rupshi RHD-Kanchan GC via Murapara GC	13.69
2640	367682007	Murapara G.C.-Mohishvita-RHD Road	4.62
2641	367682008	Damra GC-Chanpara-Baraid via Kamshair Rd.	9.40
2642	367682009	Tarabo UP (Noapara)-RHD-Gangapur GC Via Barabo Bargaon (Rupganj Upazila area)	3.60
2643	367682010	Borpa RHD-MohajampurUP road	2.55
2644	367682011	Murapara R&H (Isapura)- Damra GC road via Kayetpara	7.40
Total No. of Road : 11		Total Length :	91.35
DISTRICT : NARAYANGANJ		UPAZILA : SONARGAON	
2645	367042001	Taitola R&H- Ananda Bazar GC via Barodi GC Road	11.64
2646	367042002	Katchpur NHW-Gangapur GC Road.	3.00
2647	367042003	Dhaka-Chittagong NHW to Mugrapara GC Road.	0.95
2648	367042004	Noyapur NHW-Panchamighat GC Road.	2.59
2649	367042005	Noyapur NHW-Gangapur GC Road.	5.30
2650	367042006	Panchamighat GC-Uchitpura GC via Barodi (Santirbazar) Road	10.21
2651	367042007	Panchamighat G.C.-Dhaka Ctg.NHW Road via Kazordi.	2.15
2652	367042008	Gongapur G.C.-Andirpar NHW via Borabo.	3.60
2653	367042009	Upazila H/Q to Panchamighat G.C. Via Adampur, Premar Bazar, Sonmandi	9.64
2654	367042010	Mograpara G.C.-Sabdi Bazar G.C.via Hossainpur Bazar.	6.73
2655	367042011	Barodi Bazar G.C.-Mazerchar R&H.via Bishnadi Bazar, Dondi Bazar.	9.53
2656	367042012	NHW Fulbaria-Mograpara GC Rd.	1.14
2657	367042013	Gongapur GC-Tarabo GC Road	2.00
2658	367042014	Demra-Narsindi R&H to Borpa-Mazerchar via Pakunda-Borpa-Taitola-Mahazampur Road	9.11
Total No. of Road : 14		Total Length :	77.59
NARAYANGANJ DISTRICT :		Total No. of Road : 53	Total Length : 315.55
DISTRICT : MUNSHIGANJ		UPAZILA : GAZARIA	
2659	359242001	Meghna Bridge-Hossaindi Bazar.	2.73
2660	359242002	National High Way-Baberchar G.C.	1.18
2661	359242003	Kazipura-Hossaindi GC Road.	6.10

DETAILS OF PUBLIC CONSULTATIONS

Sl. No	Date of Consultation	Place of consultation	Number of Participants	Participants	Issues Discussed	Major findings
1	5 February 2018	Kaladi Fazil Madrasha	Total: 14 Male: 8 Female: 6	House wives, factory workers, college students, employees of real estate business companies, vegetable seller, mechanic of a jute mill and administrative assistant of a particle board company.	Purpose of the focus group discussion, information dissemination about the subproject, possible positive and negative impacts, necessity of land acquisition, 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 are also in problem 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 and flooding situation of the area as well. Participants firmed, 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 available road width. The participants understood grievance redress mechanism (GRM) procedure. They welcome the project implementation policy and would be happy to get employment opportunity during subproject implementation, if possible.
2	5 February 2018	Courtyard	Total: 11 Male: 2 Female: 9			
3	7 February 2018	Shahid Bakul Smriti Sangshad	Total: 16 Male: 16			
4	5 February 2018	At roadside Courtyard at the place Atlashpur	Total: 13 Male: 9 Female: 4			

Photographs of Community Consultations of Rupshi Growth Center to Kanchan Growth Center via Murapara Growth Center (Road ID: 367682006)



Photo 1: FGD at Rupshi GC to Kanchan GC via Murapara Road



Photo 2: FGD at Rupshi GC to Kanchan GC via Murapara Road



Photo 3: FGD at Rupshi GC to Kanchan GC via Murapara Road



Photo 4: FGD at Rupshi GC to Kanchan GC via Murapara Road

FGD = focus group discussion, GC = growth center.

LIST OF PARTICIPANTS IN CONSULTATIONS MEETINGS IN DIFFERENT LOCATION OF THE SUBPROJECT

A: Venue: Kaladi Fazil Madrasha, Rupshi GC to Kanchan GC via Murapara GC Road, Date: 05 February, 2018

Government of the People's Republic of Bangladesh
Local Government Engineering Department (LGED)
PDSC CRDP II
ATTENDANCE

Name of the Upazila/Pourasava/City Corporation: Rupganj
Meeting date and day: 5 January 2018; Monday
Name of the Sub-Project: LRR I Rupshi GC-Kanchan GC via Murapara GC
Venue of the Consultation: Kaladi Shohajjindia Time: 11:50 a.m. - 1:15 p.m.
Dhanya Dularia Fazil Madrasha, Kaladi

Sl #	Name and designation/identity	Address	Cell phone #	Signature
1	Mr. Abdul Hossain Sarkar WARD 7 ANAMI Baqar Sabkhat Member, Madanpur Ganap Bnd	Kaladi Village, Ward-7, Kanchan Pourasava	0171579 -7892	<i>[Signature]</i> 05/2/2018
2	Mr. Abdul Rahman Owner, Ganap Textile.	Kaladi	01717 0819 05	<i>[Signature]</i> 05/2/2018
3	Abdul Karim Mishra, AGM Bangladesh Knit Bank, Madanpur	Rupshi Kaladi	01716 002116	<i>[Signature]</i> 05/2/2018
4	Mujibur Rahman Founder of Shilpi Textile, Member, Ganap Bnd (A-57) (Rupj) Madrasha	Kaladi	01751 7280 38	<i>[Signature]</i> 05/2/2018

7	Haji Mair Hosain Niz, owner, Alwan Textile	Kalade	017409 11117	2017/12/10 2/2/2018
8	Ruhullah Haniif, Teacher Kalade, Madrasa	Kalade	0179 8181289	2/2/2018
9	Md Abdul Hamid Hattal, Dental Technologist Rupganj Thana, Hattal Cafeteria (Gang, road)	Kalade	01712 671652	2018/5/21
10	Md Atiqul Teacher, Rani Pura Madrasa	Ranipura Kandla Parsa Bank	01728 1967 90	2018/5/21
11				

7	மணம் - 21.2.16	மணம் - 21.2.16		
8	மணம் - 21.2.16	"		48.90
9	மணம் - 21.2.16	"	019168160 28	401
10	மணம் - 21.2.16	"	019168160 28	48.90
11	மணம் - 21.2.16	"	019202198 34	48.90
12	மணம் - 21.2.16	"	01953283210	48.90
13	மணம் - 21.2.16	"	0193518 2340	48.90

14
6
8466
6 Female

B: Venue: Courtyard at Darikandi, Rupshi GC to Kanchan GC via Murapara GC Road, Date: 05 February, 2018

Government of the People's Republic of Bangladesh
LGED, PDSC CRDP II
Attendance

Name of Upazila/Parashava/EC: Rupganj, Village - Darikandi, Murapara.
Sub-Project: LRR-4 Rupshi GC - Kanchan GC via Murapara GC
Venue: Courtyard of all the farms who riped attendance sheet - Time: 3:30 P.M.
Date: 05/11/18

4	মোঃ কামরুজ্জামান মুন্সি স্বাক্ষর (মুন্সি) করে	মুন্সি স্বাক্ষর			
5	মোঃ মাহবুব মুন্সি	মুন্সি স্বাক্ষর			
3	মোঃ জাহাঙ্গীর মুন্সি	মুন্সি স্বাক্ষর	05/11/18 2340		মোঃ মাহবুব
4	মুন্সি স্বাক্ষর	4	0199998 50286		মোঃ মাহবুব
5	মুন্সি স্বাক্ষর	4	0199998 50286		মোঃ মাহবুব
6	মুন্সি স্বাক্ষর	মুন্সি	0199998 50286		মোঃ মাহবুব

13 2 mile
11 4 female

7	ਮਸ਼ੀਨ - ਗੁਰ - ੧੭੨੫	ਮਸ਼ੀਨ ਮਸ਼ੀਨ		
8	ਮਸ਼ੀਨ - ੧੭੨੫	"		ਮਸ਼ੀਨ
9	ਮਸ਼ੀਨ ਮਸ਼ੀਨ - ੧੭੨੫	"	019168160 28	ਮਸ਼ੀਨ
10	ਮਸ਼ੀਨ ਮਸ਼ੀਨ - ੧੭੨੫	"	0196626 28	ਮਸ਼ੀਨ
11	ਮਸ਼ੀਨ ਮਸ਼ੀਨ - ੧੭੨੫	"	019202198 24	ਮਸ਼ੀਨ
12	ਮਸ਼ੀਨ ਮਸ਼ੀਨ - ੧੭੨੫	"	0195328210	ਮਸ਼ੀਨ
13	ਮਸ਼ੀਨ ਮਸ਼ੀਨ - ੧੭੨੫	"	0193518 2340	ਮਸ਼ੀਨ




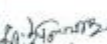
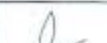

C: Venue: Shahid Bakul Smriti Sangshad, Rupshi GC to Kanchan GC via Murapara GC Road, Date: 05 February, 2018

Government of the People's Republic of Bangladesh
Local Government Engineering Department (LGED)
PDSC CRDP II

ATTENDANCE: FOCUS GROUP DISCUSSION

Name of the Upazila/Pourasava/City Corporation: *Rupashi GC - Kanchan GC - Murapara GC*
Meeting date and day: *7 Feb 2018, Wednesday*
Meeting venue: *Shahid Bakul Smriti Sangshad*
Name of the Sub-Project: *LRR 1 Rupashi GC-Kanchan GC via Murapara GC*

S/N	Name and Designation/Identity	Address	Cell phone #	Signature
1	Dalat Pradhan	Rupshi		<i>[Signature]</i>
2	Mohammad Ali	"		<i>[Signature]</i>
3	Abdul-Haq	"	01920165863	<i>[Signature]</i>
4	Abdul Rahman	"	01719635548	<i>[Signature]</i>
5	Billal Pradhan	"	01746833477	<i>[Signature]</i>

6	Md. Monowar Hossain Bhuyan	"	01736163170	
7	Md. Emayat Hossain	"	01718138618	
8	Pinoj Alam Khan	"	01812219340	
9	Elias	"	01928009049	
10	Jual	"	01950481742	
11	Resal	"	01831796078	

12	Borhan Sikdar	u	01731306245	BATMAN
13	Mehedi Hasan Babel	u	01913153545	<u>Sum</u>
14	MD Mostain Pillai, DD, BMDP, Cabel Zac.	DD, BMDP, Cabel Zac	0191117 5492	juice
15	Mosaddeq Kossai Rupali (100 lbs) Rajpaul (116)	pro- Hindu tradition	0181925 6969	th h
16	Tajuddin		0172680557	arist
17				

M-16
R-0

D: Venue: Roadside courtyard at Atlaspur, Rupshi GC to Kanchan GC via Murapara GC Road, Date: 05 February, 2018

Government of the People's Republic of Bangladesh
Local Government Engineering Department (LGED)
PDSC CRDP II
ATTENDANCE

Name of the Upazila/Pourasava/City Corporation: Rupiganj

Meeting date and day: 05 January 2018; Monday

Name of the Sub-Project: LRR I Rupashi GC-Kanchan GC via Murapara GC

Venue of the Consultation: *Mohura and Narin's* Time: 02:00 P.M. - 03:00 P.M.
courtyard, Atlaspur, Vulta, Kanchan

Sl #	Name and designation/identity	Address	Cell phone #	Signature
1	<i>Mrs. Rupa</i> Bahadur Mulya Adm. Assistant Ankur Group (Kanchan GC)	Atlaspur	01718594002	<i>[Signature]</i>
2	Razad Hassan Student	Atlaspur	01914968453	<i>[Signature]</i>
3	<i>Zafar Imam</i>	"	01963013021	<i>[Signature]</i>
4	Shohin Bhuiyan	"	01987809278	<i>Shohin</i>
5	<i>Mr. J. Karim</i> <i>[Signature]</i>	"	01962003171	<i>[Signature]</i>

Page 2/2 4

6	Nohida Akter Student Beacon Bodumana govt college	Atkaspar	0194830289	Nohida
7	Rimi Akter Student Murapara college	Atkaspar	019493 010412939- 352	Rimi Akter
8	Hazmunnakar Student murapara college	Atkaspar	01751821443	Hazmunnakar
9	IBRAHIM BHOLOYAR Dubai Mechanical Technician	Atkaspar	0195600971	
10	01722875 Eja Nabam Jute Mill, Kanchan Mech Engineer	11	01749756655	
11	01760990770 Rice Seller Business	4	01717989304	

NO OBJECTION TO TEMPORARY DISTURBANCE BY THE SHOP OWNERS WHO MAY BE TEMPORARILY AFFECTED

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-১৫/০৭/১৮ ইং তারিখে সড়কের নাম-Rupshi Gt to Kamahan Gt via Murapara
নির্মান কার্যক্রমে ব্যবসা বাণিজ্যে সাময়িক অসুবিধা সম্পর্কে এক আলোচনা সভা অনুষ্ঠিত হয়। Rupgang

আমরা অবহিত আছি যে রাস্তা পুনঃনির্মানের সময় ব্যবসা বাণিজ্যে সাময়িক অসুবিধা হতে পারে।
আমরা বলতে চাই যে, উন্নত রাস্তা আমাদের সবার জন্য প্রয়োজন। যোগাযোগ ব্যবস্থা হল
অর্থনীতির মূল চালিকা শক্তি। রাস্তা খারাপের জন্য মানুষ কম চলা চল করে ফলে ব্যবসা কম
হইতেছে। যোগাযোগ ব্যবস্থা ভাল হলে ব্যবসা 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. At present, due to bad condition of road few people from the both side can come to the Hatabo bazaar and after construction, we are expecting to boost our economic activities. 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।	মর্শি	হুইল	ডাঃ সাক্ষর	০২৫২২৬৪৩৭৭৩	মর্শি
০২।	ডাঃ সাক্ষর হোসেন	হুইল	৫	০২৭৭৬৬৭৮৪৪৩	সাক্ষর
০৩।	ডাঃ সাক্ষর	৫-৬০০০	৫	N/A	সাক্ষর
০৪।	সাক্ষর	৫	৫	০২০০৭৭৫২৪৪৬	সাক্ষর
০৫।	ডাঃ ওয়াশিংটন	হুইল	৫	০২০৭৫২২৫০৩	ওয়াশিংটন
০৬।	ডাঃ আমানুল	৫	৫	০২০২২০৬২৭	আমানুল
০৭।	সাক্ষর	সাক্ষর	৫	০২০২০৪০২৭	সাক্ষর
০৮।	ডাঃ সাক্ষর হোসেন	৫	৫	N/A	সাক্ষর
০৯।	সাক্ষর	হুইল	৫	০২০৭৫০৬৪৫৭	সাক্ষর
১০।	সাক্ষর	৫	৫	N/A	সাক্ষর
১১।	ডাঃ ওয়াশিংটন	৫	৫	০২০৭৫০৬৪৫৭	ওয়াশিংটন
১২।	সাক্ষর হোসেন	হুইল	৫	০২৫৫৭৮৫৪৭	সাক্ষর
১৩।	ডাঃ সাক্ষর হোসেন	৫	৫	০২০৭৫০৬৪৫৭	সাক্ষর

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 15/07/18 ইং তারিখে সড়কের নাম Rupshi G.C. to Kauchan G.C via Mung
নির্মান কার্যক্রমে ব্যবসা বানিজ্যে সাময়িক অসুবিধা সম্পর্কে এক আলোচনা সভা অনুষ্ঠিত হয়। Rupganj

আমরা অবহিত আছি যে রাস্তা পুনঃনির্মানের সময় ব্যবসা বানিজ্যে সাময়িক অসুবিধা হতে পারে। রাস্তা খারাপের জন্য মানুষ কম চলাচল করে ফলে ব্যবসা কম হইত। যোগাযোগ ব্যবস্থা ভাল হলে ব্যবসা ভাল হবে। আমরা বলতে চাই যে, উন্নত রাস্তা আমাদের সবার জন্য প্রয়োজন।

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. Due to bad condition of road communication net work totally disrupted and we are economically deprived. Improve communication network, will improve our business activities despite temporary disruption during 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
০১।	কু.বিল (মালিক)	কান্টিনার	হাটের এয়ার	০১৭৫০৬০৭৯২	কু.বিল
০২।	কু.আনিসা (মালিক)	ক্যান্টিনার	৫	০১৭২৬০৫৫০৫৪	Alamgir
০৩।	মোঃ হারিস	ক্যান্টিনার	৫	০১৭৬৭২৭৪৫০	হারিস
০৪।	মোঃ হারিস	৫	৫	০১৭৬৭২৭৪৫০	হারিস
০৫।	মোঃ হারিস (মালিক)	ক্যান্টিনার	৫	০১৭২৫০৭৭৬৩	হারিস
০৬।	হুসেইন (মালিক)	হুসেইন	৫	০১৭৬০৭৫০২২৬	হুসেইন
০৭।	মোঃ আলী	ক্যান্টিনার	৫	০১৭৬০৭২৭৪৫	Alali
০৮।	মোঃ মিলন (মালিক)	ক্যান্টিনার	৫	০১৭২৫৪৬৫২৪২	মিলন
০৯।	নাজমুল (মালিক)	ক্যান্টিনার	৫	০১৭৬০২৪৬২৪৪	নাজমুল
১০।	নাজমুল	হুসেইন	৫	০১৭৬২৩৭৭২২	নাজমুল
১১।	আমিনুল ইসলাম	ক্যান্টিনার	৫	০১৭৬০৬৫০৫৯০	আমিনুল
১২।	মুহম্মদ	ক্যান্টিনার	৫	০১৭২৭০৬৬০০২	মুহম্মদ
১৩।	হাটের মোঃ হারিস	ক্যান্টিনার	৫	০১৭২৫৬০০৬০	A. Kadak