

# Land Acquisition and Involuntary Resettlement Due Diligence Report

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Document stage: Draft for consultation  
Project number: 49329-006  
April 2019

## BAN: Second City Region Development Project – Dhaka Region Roads (Savar Upazila)

Package No. CRDP-II/LGED/DHAKA/SAVAR/NCB/2018/W-01

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

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## **CURRENCY EQUIVALENTS**

(As of 16 July 2018)

Currency unit - BDT

\$1.00 = BDT 83.75

## **ABBREVIATION**

ADB	-	Asian Development Bank
BC	-	Bituminous Carpeting
CRDP	-	City Region Development Project
GoB	-	Government of Bangladesh
GRC	-	Grievance Redress Committee
GRM	-	Grievance Redress Mechanism
LGED	-	Local Government Engineering Department
SPS	-	Safeguard Policy Statement

## **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 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 strengthen capacity for project development, sustainable service delivery, and community awareness. The project will be implemented over a five-year period. The Savar Road and Drainage subprojects were selected for development under the Second CRDP during the pre-feasibility study conducted by the Project Preparation Technical Assistance (PPTA) consultants appointed by ADB. A preliminary social safeguard screening was also conducted for the proposed schemes combining roads and drainage components. 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 Savar 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 Savar Road and Drainage subprojects, 3 (three) roads, namely a) Jahangir Nagar- Bhashani Hall - Daskhin Sinduria via Gerua bazar Road, 2.065 km (Road ID: 326724003), b) Kaliakoir- Chakulia via Kamlapur Road, 4.144 km, (Road ID: 326724093) and c) Dhaka Aricha Highway at Savar bus stand bazar- Kolma via Savar UP Road, 5.855 km, (Road ID: 326724206) 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 vacant 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 October 23, 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,<sup>1</sup> if any. The Resettlement Framework is prepared based on GOB'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 is prepared for the Savar 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).

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<sup>1</sup> 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 due diligence report 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 due diligence report; 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 Savar Package W-01 Subproject**

Sl.	Name & ID of the roads	Length (km)	Major Components
1	Jahangir Nagar- Bhashani Hall - Daskhin Sinduria via Gerua bazar Road (Road ID: 326724003)	2.065 km	Road carriageway, sidewalks, bridge, slope protection works
2	Kaliakoir- Chakulia via Kamlapur Road (Road ID 326724093)	4.144 km	Road carriageway, drainage, sidewalks, culverts, slope protection works
3	Dhaka Aricha Highway at Savar bus stand bazar-Kolma via Savar UP Road (Road ID: 326724206)	5.855 km	Road carriageway, drainage, sidewalks, culverts, slope protection works

## 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

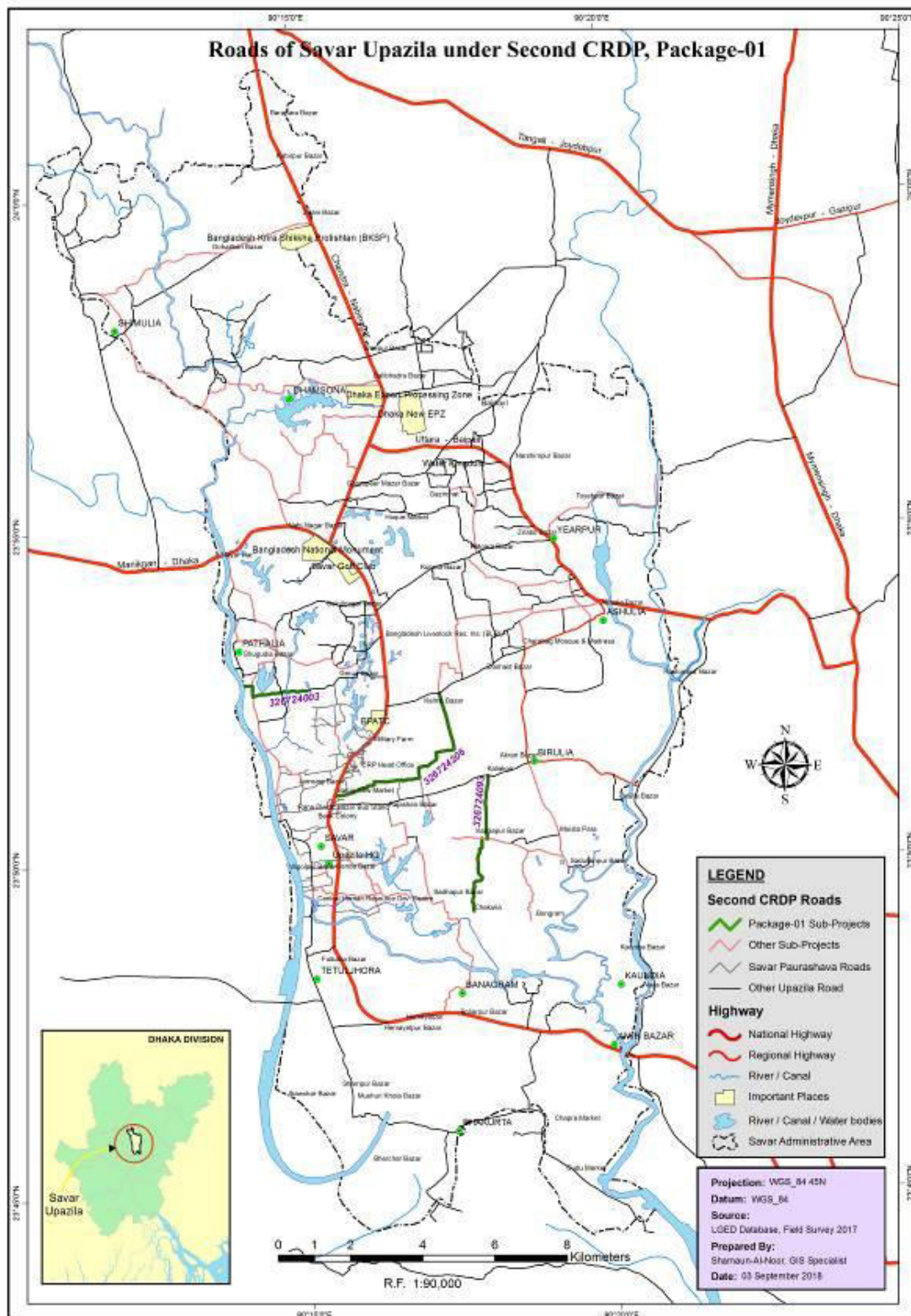
8. **Project area:** The subproject is located along Dhaka-Aricha National Highway about 25 km northwest of Dhaka City. Although the area is predominantly agricultural, and its developments were along the river Bongshi, but after construction of Dhaka-Aricha Highway its development shifted along the highway; currently, national level institutions, small and large garment and textile industries, pharmaceutical industries etc., are located in the subproject area.

### A. Present Status of the Subproject

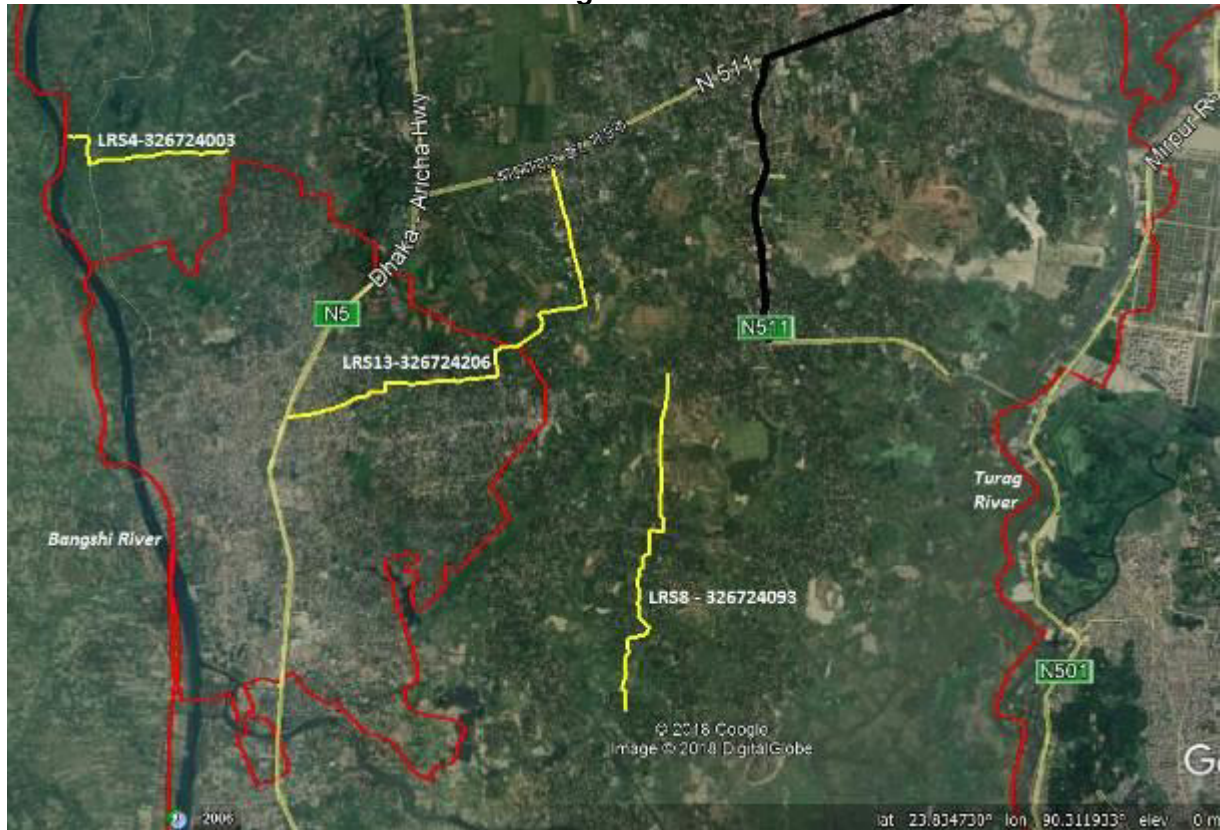
#### 1. Road-1: Jahangir Nagar- Bhasani Hall - Daskhin Sinduria via Gerua Bazar Road (Road ID: 326724003)

9. The road is 2.065 km long, one of the first priority readiness road subproject of selected Link Road, starts near Jahangir Nagar University point (N 23° 52' 36.75" and E 90° 15' 7.35") - Bhasandi Hall - Daskhin Sinduria (N 23° 52' 41.70" and E 90° 14' 40.05") via Gerua bazar Road of Savar Upazila, and it connects Dhaka-Aricha Highway at the east end and Savar – Nayarhat road at the west end. This road subproject passes through Growth Centre to Growth Centre covering few villages of Savar Upazila.

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



**Figure 2: Alignment of Savar Road and Drainage Package W-01 Subprojects on Google Earth**



10. The existing vacant road width is varying in between 5.00~ 9.40 m and the existing carriageway width is varying in between 2.20 ~ 5.30 m (Table-2). Major portion of the road is earthen of length 750 m, and the remaining 405 m portion is of BFS (brick flat soling), 340 m is of HBB (herring bone bond) and 300 m is of BC (bituminous carpet). There is a gap of 41 m at chainage 1+619 km. To make this road continuous, a bridge of span 33m is under construction. However, the existing road pavement including the non-metal portion needs to be improved at various sections that have suffered wear and tear with cracks, pot-holes, broken edges and depressions. There is no functional roadside drain along the alignment of the subproject road. There are 3 (three) cross drainage structures for allowing surface water flow at different locations of the entire road length. Of these 3 (three) structures, 2 (two) are of box culvert type (located at Ch. 1+000 and 2+325 km) which are in good condition, and the other one of type OFC (open foundation culvert) located at Ch. 2+365 is in poor condition.

11. Some photographs from various locations of Jahangir Nagar- Bhasani Hall - Daskhin Sinduria via Gerua bazar Road (Road ID: 326724003) road are displayed below.



**Figure 3: Photographs of existing condition of Jahangir Nagar- Bhasani Hall - Daskhin Sinduria via Gerua bazar Road (Road ID: 326724003)**



Condition of existing HBB road surface



Under construction Bridge

## **2. Road-2: Kaliakoir- Chakulia via Kamlapur Road (Road ID 326724093)**

12. This road is 4.144 km long, one of the first priority readiness road subproject of selected Link Road, starts from near Kaliakoir Madrasha (start coordinate is N 23° 51' 16.31" and E 90° 18' 0.74") and end-up to near a mosque of Chakulia (end coordinate is N 23° 49' 14.58" and E 90° 17' 44.00") via Kalampur village.

13. The existing vacant road width is varying in between 3.70~ 9.90 m and the existing carriageway width is varying between 2.80 ~ 4.10 m (Table-2). The subproject road surface varies in type and length, for example, 1.5 km of BC (bituminous carpet), 1.225 km of HBB (herring bone bond), 0.71 km of RCC (reinforced cement and concrete), 0.48 km WBM (water bond macadam) and 0.229 km of BFS (brick flat soling). However, the existing road pavement including the needs to be improved at sections that have suffered wear and tear with cracks, pot-holes, broken edges and depressions. There is no functional roadside drain along the alignment of the subproject road. There is accumulation of rainfall and run-off water near the roadside bazaar and built-up areas (from Chainage 1+750 to 2+450 km) causing water logging, and it indicates the need of construction of roadside drain in the mentioned segment. There are 2 (two) cross drainage structures along the entire road length. Of these 2 (two) structures, 1 (one) is box culvert of size 2.5 m x5.0 m (located at Ch. 3+650 km) and the other one is pipe culvert of diameter 600 mm at Ch. 2+450. Both structures are in poor condition. Some photographs from various locations of the subproject road are displayed below.

**Figure 4: Photographs of existing condition of Kaliakoir- Chakulia via Kamlapur Road (Road ID 326724093)**



Condition of existing BC road



Condition of HBB road section

**3. Road-3: Dhaka Aricha Highway at Savar bus stand bazar- Kolma via Savar UP Road (Road ID: 326724206)**

14. This road is 5.855 km long, one of the first priority readiness road subproject of selected Link Road, starts from near Dhaka-Aricha roadside Savar Radio Colony (start coordinate is N 23° 51' 38.52" and E 90° 15' 50.38") and end-up to near Waz Plaza Market (end coordinate is N 23° 52' 31.36" and E 90° 17' 15.19").

15. The existing vacant road width is varying between 4.40~ 11.80 m and existing carriageway width is varying between 2.40 ~ 4.40 m. The subproject road surface varies in type and length, for example, 4.312 km of BC (bituminous carpet), 0.995 km of HBB (herring bone bond), 0.482 km WBM (water bond macadam) and 0.066 km of BFS (brick flat soling). However, the existing road pavement including the needs to be improved at sections that have suffered wear and tear with cracks pot-holes, broken edges and depressions.

16. There are 5 (five) functional U-Drains of different sizes at different sections along the alignment of the subproject road [at Ch.1.867km (L-1.1m x W-5.73m), Ch. 3.332km (L-0.90m x W-6.0m), Ch. 3.798km (L-1.2m x W-7.8m), Ch. 4.797km (L-1.0m x W-6.0m), and Ch. 4.825km (L-1.0m x W-6.0m). All these U-Drains are in good condition except the one at Ch. 4.825km which is fair in condition.

17. There are 4 (four) Pipe Culverts [at Ch. 0.66km (poor condition), 2.365km (damaged), 3.18km (poor condition) and 3.23km (good condition)], 1 (one) 11m RCC Girder Bridge at Ch. 1.504km (poor condition), and 1 (one) Box Culvert at Ch. 4.075km good condition). Of these drainage structures, pipe culvert at Ch. 0.66km will require replacement with Box culvert, the 11m RCC Girder will require replacement with 12m Girder bridge, and pipe culverts at Ch. 2.365km and 3.18km will require replacement with Cross Drain and bigger diameter pipe culvert respectively.

18. Following are some photographs from various locations of this road. Google Earth image & photos at congested/dense stretches with commercial development of the subproject roads are presented in Appendix 1.

**Figure 5: Photographs of existing condition of Road Dhaka Aricha Highway at Savar bus stand bazar- Kolma via Savar UP Road (Road ID: 326724206)**



Road condition at Savar Bazar Bus Stand End



Condition of HBB road section

**Table 2: Existing and Proposed Carriageway and Road width**

<b>Road-1</b>				
Road ID: 326724003				
Road Name: Jahangir Nagar - Bhashani Hall - Dakhin Sinduria via Gerua Bazar Road (2.065 km)				
Chainage	Existing Vacant Road Width (Min –Max) m	Proposed Road Width (Min –Max) m	Existing Carriageway (Min –Max) m	Proposed Carriageway (Min –Max) m*
1+065 – 1+619	6.30 – 9.40 (1+520) (1+180)	5.50	2.20 – 3.70 (1+520) (1+180)	3.00
1+619 – 2+600	6.00 – 7.70 (2+525) (2+475)	5.50	3.30 – 5.30 (2+525) (2+475)	3.00
2+908 – 3+130	5.00 – 6.60 (3+100) (3+040)	5.00 - 5.50	2.80 – 2.80 (3+100) (3+040)	3.00

Note: Road section at Chainage 2601 to Chainage 2907 is already considered for improvement under Nayarhat GC - Savar GC Road (ID 326722004) of package Savar W-02 and excluded from this package.

<b>Road-2</b>				
Road ID: 326724093				
Road Name: Kaliakoir-Chakulia via Kamlapur Road (4.144 km)				
Chainage	Existing Vacant Road Width (Min –Max) m	Proposed Road Width (Min –Max) m	Existing Carriageway (Min –Max) m	Proposed Carriageway (Min –Max) m*
0+000 – 1+700	5.20 – 9.90 (1+660) (0+745)	5.20 - 5.50	2.80 – 3.50 (1+465) (0+980)	3.00
1+700 – 2+050	5.50 – 7.00 (2+040) (1+875)	5.50 - 5.70	3.00 – 3.50 (2+040) (1+875)	3.00
2+050 – 3+185	5.50 – 8.90 (2+240) (2+725)	5.50	3.50 – 4.10 (2+725) (2+965)	3.00
3+185 – 3+500	6.10 - 7.00 (3+345) (3+275)	5.50	3.20 – 3.20 (3+345) (3+275)	3.00
3+500 – 4+144	3.70 – 6.00 (4+130) (3+760)	3.70 - 5.50	3.00 – 3.20 (4+090) (3+980)	3.00

**Road-3**

Road ID: 326724206

Road Name: Dhaka-Aricha High Way at Savar Bus Stand Bazar-Kolma via Savar UP (5.855 km)

Chainage	Existing Vacant Road Width (Min –Max) m	Proposed Road Width (Min –Max) m	Existing Carriageway (Min –Max) m	Proposed Carriageway (Min –Max) m*
0+000 – 0+100	4.70 – 5.90 (0+025) (0+100)	4.70 – 5.90	3.50 – 3.90 (0+025) (0+100)	3.70
0+100 – 0+300	6.10 – 11.80 (0+120) (0+250)	5.90 – 6.30	3.10 – 4.40 (0+190) (0+285)	3.70
0+300 – 0+660	5.50 – 8.80 (0+605) (0+455)	5.50 – 6.30	3.50 – 4.40 (0+455) (0+505)	3.70
0+660 – 0+950	5.40 – 6.50 (0+900) (0+775)	5.40 – 6.50	2.50 – 3.00 (0+840) (0+775)	3.00
0+950 – 1+048	5.50 – 7.20 (0+975) (1+010)	5.50 - 7.20	3.80 – 4.00 (0+975) (1+010)	3.00
1+048 – 2+027	4.40 – 8.70 (1+285) (1+400)	4.40 - 7.30	2.60 – 3.30 (1+135) (1+180)	3.00
2+027 – 2+416	4.50 – 7.30 (2+325) (2+060)	4.50 - 7.30	3.10 – 4.40 (2+325) (2+060)	3.00
3+037 – 3+316	7.30 – 7.30 (3+075) (3+260)	7.30	3.00 – 3.00 (3+075) (3+260)	3.70
4+200 – 5+855	5.30 – 9.40 (5+558) (5+470)	5.30 - 7.30	2.40 – 3.80 (5+470) (5+558)	3.00

Note: The road is in good condition and thus excluded from improvement works at Chainage 2417-3036 and Chainage 3317-4199.

\* Proposed carriageway widths are the minimum widths of carriageways, however, may be wider at intersections and turnings as they exist, but will never exceed vacant road widths.

## **B. Proposed Subproject**

### **1. Road-1: Jahangir Nagar- Bhashani Hall - Daskhin Sinduria via Gerua bazar Road (Road ID: 326724003)**

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

20. There will be BC and CC Block carriageway, the proposed carriageway width is 3.00 m according to design, on the side/ sides of the carriageway there will be hard shoulder/ shoulders or walkway/ walkways and soft shoulders depending on the availability of vacant 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. A 12 m long RCC bridge has been proposed at Ch. 0+689 replacing the existing poor condition one.

The existing carriageway/ vacant road width and proposed carriageway/ road width is summarized in Table 2.

### **2. Road-2: Kaliakoir- Chakulia via Kamlapur Road (Road ID 326724093)**

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

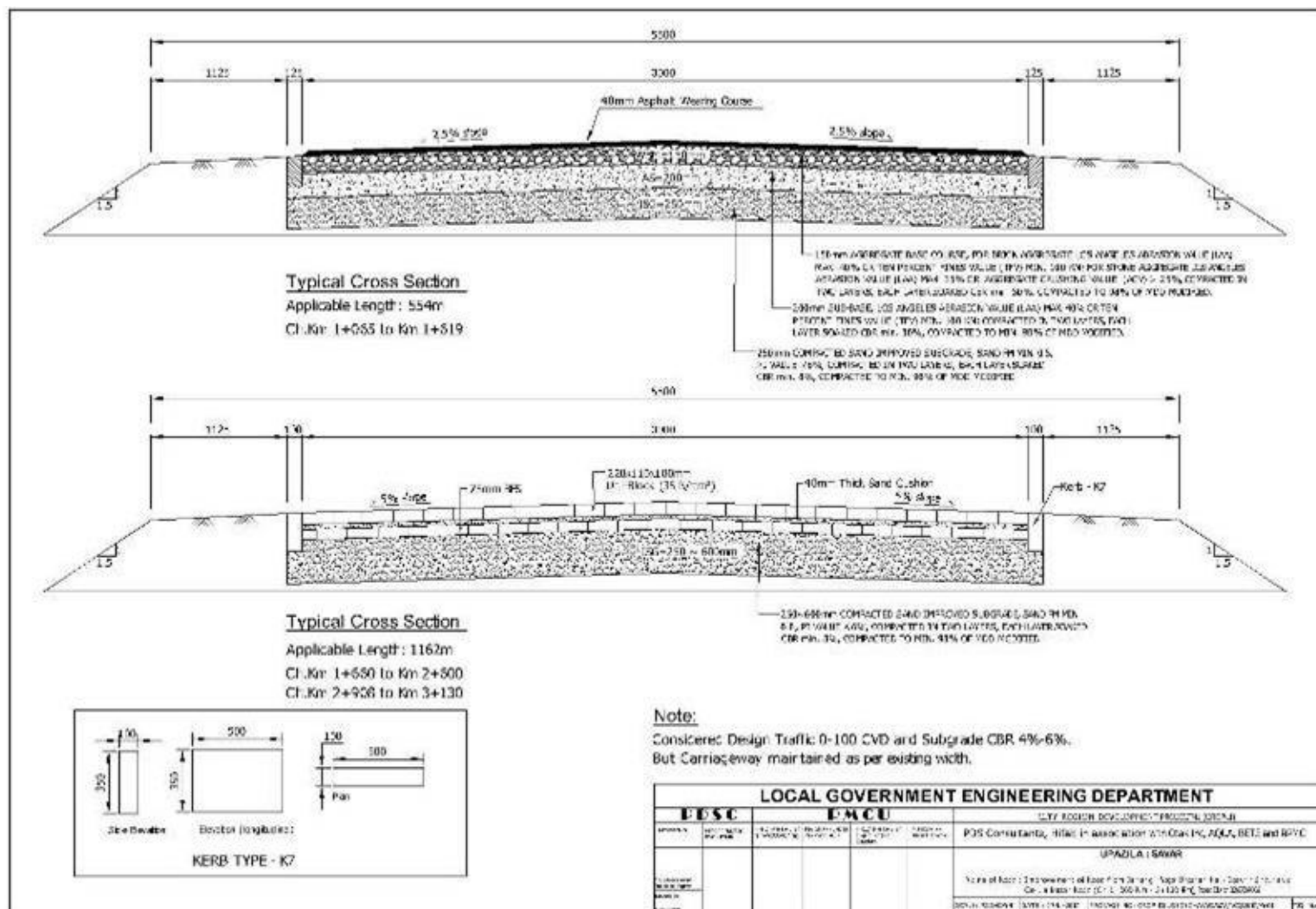
22. There will be BC and RCC carriageway, the proposed carriageway width is 3.00 m according to design, on the side/ sides of the carriageway there will be hard shoulder/ shoulders or walkway/ walkways and soft shoulders depending on the availability of clear road width. The side slope of road embankment will be of 1:1.5. There will be cross drains and, drainage systems at several places.

### **3. Road-3: Dhaka Aricha Highway at Savar bus stand bazar- Kolma via Savar UP Road (Road ID: 326724206)**

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

24. There will be BC and RCC carriageway, the width of the proposed carriageway varies from 3.00 m to 3.70m according to design, on the side/ sides of the carriageway there will be hard shoulder/ shoulders or walkway/ walkways and soft shoulders depending on the availability of vacant road width. The side slope of road embankment will be of 1:1. There will be culvert, cross drains and drainage systems at several places.

Figure 6: Typical cross section (Ch. 1+065 to 1+619, 1+660 to 2+600 km& 2+908 to 3+130) of Jahangir Nagar- Bhasani Hall - Daskhin Sinduria via Gerua bazar Road (Road ID: 326724003)



**Typical Cross Section**  
Applicable Length: 2633m  
Ch. Km 0+000 to Km 1+700  
Ch. Km 2+050 to Km 3+185

**Typical Cross Section**  
Applicable Length: 315m  
Ch. Km 3+185 to Km 3+500

**Note:**  
Considered: Design Traffic 0-100 CVD and Subgrade CBR 4%-6%,  
But Carriageway maintained as per existing width.



[illegible]

## **IV. FIELD WORK AND PUBLIC CONSULTATION**

### **A. Outline of Field Work**

25. 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 October 23, 2017 are provided in Appendix 2.

### **B. Public Consultation**

26. Consultations were undertaken with key stakeholders in line with ADB's requirements related to social safeguard and Involuntary Resettlement and comprehensive consultation program was carried out by the PDSC consultation team. The consultees included officials from Savar Upazila Engineer's office, residents and business owners living adjacent to and near the proposed sub-projects elected representatives and other community members and stakeholders within the area. The initial objective was to identify different issues, problems/constraints and responses of the community to the road sub project. The consultation included information dissemination about the Project/ Sub-project and its scope, possible positive and negative impacts, involvement of local people in different activities of the Project and possible employment in Project works, etc. The public consultation and participation process included (i) identifying affected stakeholders; (ii) information on the background and technical characteristics of the sub project; (iii) creating opportunities and mechanisms for the community to participate and raise their views with regard to the proposed development; (iv) giving the stakeholders feedback on findings and recommendations; and (v) ensuring compliance to process requirements with regards to environmental and related legislations.

27. In connection with this sub project the safeguard team of PDSC visited Savar Upazila from 1-8 November, 2017 and had an introductory meeting with the Upazila Engineer, Assistant Engineer, and some local councilors. Three field consultation meetings were then arranged by the Savar Upazila Engineer's office. Attendance included local public representatives and other stakeholders including community representatives, members of the community, local government representatives, and businesses and family living adjacent to the road. During these field visits, the consultants investigated the existing condition of the roads and drainage alignments, any resettlement needs, rehabilitation, and the grievance redress mechanism.

28. The three field meetings took place at the roadside during 1-8 November, 2017. The total participants were 60 of which 15 were women. Details of these meeting: attendance sheets, meeting notes and photos are included in Appendix 3. During site visits, Councilors', the Assistant Engineer, other Sub Assistant Engineers and a surveyor accompanied by the consultants to assist identifying the locations of the road alignments were in attendance.

29. During consultations and field visits, the community was informed that the road and drainage proposals would not require any land acquisition. The participants were also informed that there would be no tree cutting, relocation of business, and permanent removal of mobile vendors/hawkers. There is no possibility of any long-term adverse impact in terms of losing income or livelihood. Pedestrian safety would be handled by the contractors during the construction period by providing alternate roads, safety signs & boards, and providing

speed breakers where required. Moreover, mitigation measures as specified in EMPs would also be implemented by the contractors which would be closely supervised by the Upazila Engineer's officials and consultants. The participants were also informed that there may be local employment opportunities for skilled and unskilled laborers. The active participation of women was encouraged during the field visits.

30. During discussions, the local community expressed their worries about the poor condition of the present road and drainage facilities. The general conclusion of the community was that they supported the improvement of the road and drainage channel. Details of the consultation program is included in Appendix 3. Further public consultation will be arranged during the execution of the work by the LGED, GCC and PDS Consultants.

### **C. Consultations with shopkeepers who may be temporarily affected**

31. Consultations were also undertaken with the shopkeepers who may be temporarily affected (27 shopkeepers) which is related to noise, movement of people, obstruction of drainage etc., during construction of the roads. Their concerns are about dust, noise and access to the shops and they are aware that these temporary disruptions, which may last for 3 days approximately and will not affect their income or livelihood. Because, they understand that the problem is temporary only and could be mitigated by adopting appropriate environmental management plan (EMP) by the contractor during construction. The 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 EMP will take measures to minimizing excavation, avoiding disturbance to pedestrian movement through provision of planks for access, provision of adequate signage, careful traffic management and alternative temporary drainage systems. 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. Only partial road closures are anticipated. Works will be undertaken section by section, so that traffic may continue to flow, and access disruptions are minimized. The public will also be informed about any alternate routes, if available. The 'no objection' to temporary disruption is attached in Appendix 5, which is signed by all 27 shopkeepers without any coercion or objection. The updated DDR will include a third party certification of the no objection.

## **V. LAND AVAILABILITY AND INVOLUNTARY RESETTLEMENT IMPACTS**

### **A. Involuntary Resettlement**

32. The social safeguard study for package W-01 of the Savar Upazila Road and Drainage subproject suggests that there is no need for land acquisition as development of roads and drainages will be done on the existing vacant land of the roads, land which belongs to government/ LGED. Pages showing the road IDs (highlighted) owned by LGED under this subproject from a Gazette published by the Government of Bangladesh, dated October 23, 2017 are provided in Appendix 2.

33. It was revealed through physical investigation that the subproject will not impact any private 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.

34. Though this subproject will unlikely cause any impact during construction, however, there may be minor temporary disturbances related to noise, and movement of

people, obstruction of drainage etc. These disturbances will not harm their income or livelihood, because 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 and alternative temporary drainage systems. 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 Contactor.<sup>2</sup> The contractor's contract will also provide for repair/ reconstruction for any damage caused during construction.

35. 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 3.

**Table 3: Proposed sub-project components in Savar Upazila Road and Drainage Subproject, package W-01 and their Involuntary Resettlement Impact status**

<b>Component</b>	<b>Length (km)</b>	<b>Land ownership</b>	<b>IR Impact</b>
Jahangir Nagar-Bhashani Hall - Daskhin Sinduria via Gerua bazar Road (Road ID: 326724003)	2.065 km	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. There is no presence of informal users at this road.
Kaliakoir- Chakulia via Kamlapur Road (Road ID 326724093)	4.144 km	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. There is no presence of informal users at this road.
Dhaka Aricha Highway at Savar bus stand bazar- Kolma via Savar UP Road (Road ID: 326724206)	5.855 km	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. There is no presence of informal users at this road.

<sup>2</sup> 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 IEE document of Savar Road and Drainage Subproject, package W-01.

## **V. CONCLUSIONS**

### **A. Summary and Conclusions**

36. A due diligence process was conducted for the subproject to examine the involuntary resettlement issues particularly with respect to the ADB SPS (2009) and GOB Land Acquisition Policy, 2017 requirements. The road and drainage construction/improvement subproject at Savar Upazila will be a straightforward construction/improvement along the existing alignments of the Government owned roads and within the vacant road widths. As a result, the subproject road and drainage improvement/construction will neither cross nor affect any private owned land or structures. Further, any disturbance will be limited to construction period only. The likely impacts are short-term, localized and could 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:

- a. improvement of the proposed roads and drainages will be done on the existing Government lands, which are also are encumbrance free; and
- b. 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.

37. 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.

### **B. Next Steps**

38. 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.
- (ii) The due diligence report will be updated based on the detailed design, initiation and completion of due procedures will be reported, and ADB approval for the DDR will be obtained prior to contract award.



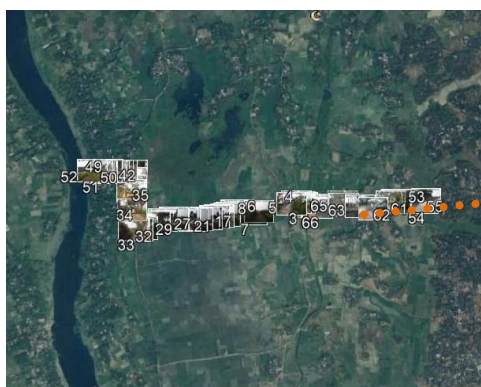
## APPENDIX 1: Google Earth Image & Photos at Congested/ Dense Stretches with Commercial Development of the Subproject Roads

### 1. Google Earth Image & Photos of Jahangir Nagar- Bhasani Hall - Daskhin Sinduria via Gerua bazar Road (Road ID: 4003) , Chainage 1330



Photo 63 of Key Map

Chainage :1330			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)*	Remarks
6.30	3.00	5.50	No IR impacts



Key Map



Google Earth Image at Chainage 1330

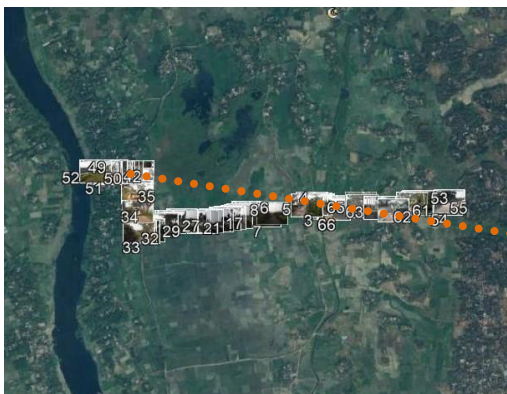
Note: The proposed road width (5.50m) is the maximum road width and will be adjusted/ reduced depending on available vacant land but not less than 3.00m which is the carriageway width. The available vacant land width is 3m or more throughout.

**2. Google Earth Image & Photos of Jahangir Nagar- Bhashani Hall - Daskhin Sinduria via Gerua bazar Road (Road ID: 4003) , Chainage 3100**



Photo 50 of Key Map

<b>Chainage :3100</b>			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)*	Remarks
5.00	3.00	5.00	No IR impacts



Key Map



Google Earth Image at Chainage 3100

Note: The proposed road width (5.00m) is the maximum road width and will be adjusted/ reduced depending on available vacant land but not less than 3.00m which is the carriageway width. The available vacant land width is 3m or more throughout.

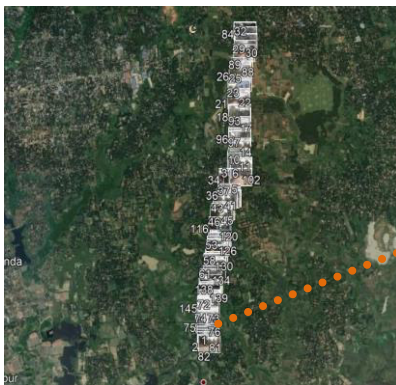


**3. Google Earth Image & Photos of Kaliakoir- Chakulia via Kamlapur Road (Road ID 4093), Chainage 4100**



Photo 80 of Key Map

Chainage :4100			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
4.61	3.00	3.70	No IR impacts



Key Map



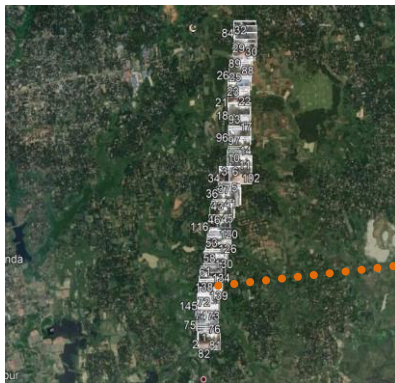
Google Earth Image at Chainage 4100

**4. Google Earth Image & Photos of Kaliakoir- Chakulia via Kamlapur Road (Road ID 4093), Chainage 3400**



Photo 62 of Key Map

Chainage :3400			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)*	Remarks
6.10	3.00	5.50	No IR impacts



Key Map



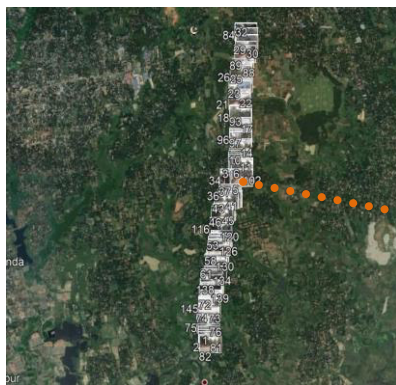
Google Earth Image at Chainage 3400

**5. Google Earth Image & Photos of Kaliakoir- Chakulia via Kamlapur Road (Road ID 4093), Chainage 1900**



Photo 106 of Key Map

Chainage :1900			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
5.60	3.00	5.50	No LR impacts



Key Map



Google Earth Image at Chainage 1900



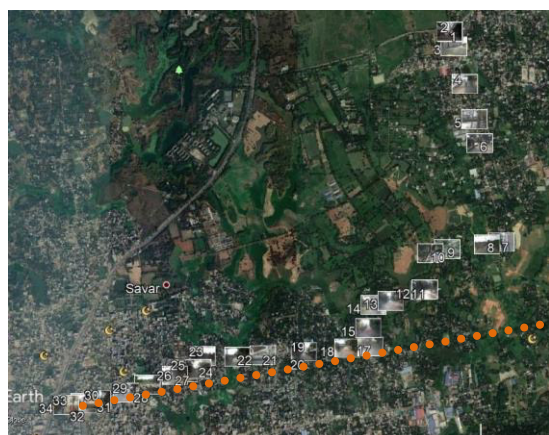
6. Google Earth Image & Photos of Dhaka Aricha Highway at Savar bus stand bazar- Kolma via Savar UP Road (Road ID: 4206), Chainage 100

7. Google Earth Image & Photos of Dhaka Aricha Highway at Savar bus stand bazar- Kolma via



Photo 34 of Key Map

Chainage :100			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
5.90	3.70	5.90	No IR impacts



Key Map



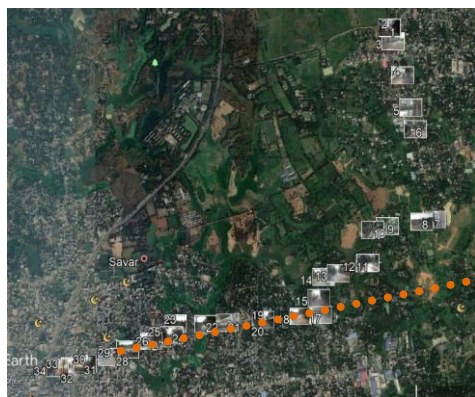
Google Earth Image at Chainage 100

**Savar UP Road (Road ID: 4206), Chainage 800**



Photo 29 of Key Map

Chainage :800			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
5.50	3.00	5.50	No IR impacts



Key Map



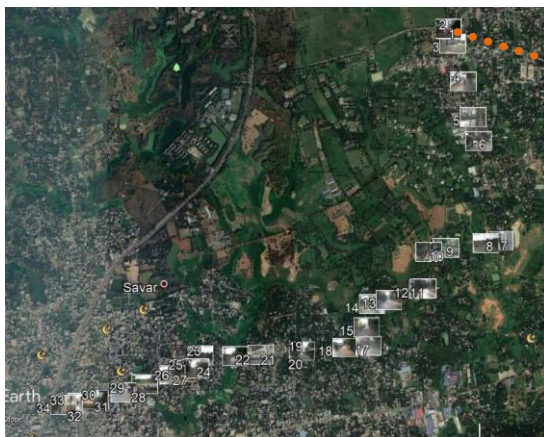
Google Earth Image at Chainage 800

**8. Google Earth Image & Photos of Dhaka Aricha Highway at Savar bus stand bazar- Kolma via Savar UP Road (Road ID: 4206), Chainage 5800**



Photo 1 of Key Map

Chainage :5800			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
5.90	3.00	5.90	No IR impacts



Key Map



Google Earth Image at Chainage 5800

**APPENDIX 2: Copy from the page showing the road ID (highlighted) owned by LGED under this subproject from a Gazette published by the Government of Bangladesh, dated October 23, 2017**



## Village Road-A under LGED

SL No.	Road Code	Road Name	Length (km)
685	326624182	Zinjira Dohar RHD at Komarganj Bazar to Gazikhali Jaynagar Zame Mosque Road	1.50
686	326624183	Balamontochar H/O Nazimuddin to pathar Salam road	1.50
687	326624184	Amtala to Kolakopa Puraton Bazar via Upazila Chairman House road	1.00
688	326624185	KP School to madhabpur Khola road	1.00
689	326624186	Vowlia(Futu mia house)-Barrah-Awona Bazar Road	1.90
690	326624187	Hariskul bazar to Nawabganj GC Kolakopa UP (Puraton UP bahaban) Road	0.45
691	326624188	Sinjore bazar to Palpara bazar(Singair) Road	2.70
Total No. of Road : 172		Total Length :	417.46

## DISTRICT : DHAKA

## UPAZILA : SAVAR

692	326724001	Paharibari-Majirdia Ghat-Mohonpur Pond Road.	0.60
693	326724003	Jahangir nagar-Bhashandi Hall-Daskhin Sinduria via Genua bazar	3.40
694	326724004	Yearpur high school- Yearpur Pucca Rd. at Ibrahim Master market Rd.	1.05
695	326724005	DEPZ roasd at Riom Complex ( Soyola) - Pabnerlek Rd. via Jamgora Bot tola.	1.34
696	326724006	Goailbari-Gazikhali Rd.	3.80
697	326724007	Ganokpara (Hindupara)-Gonokpara GPS Rd.	0.90
698	326724008	Paragram-Noihati Road	1.40
699	326724009	Jadurchar-Hemayatpur bazar Rd.	2.80
700	326724010	Tetuljhora village-Hemaetpur Graveyard Rd.	1.50
701	326724011	Hemayatpur GPS-Hemaetpur madrasa	1.20
702	326724012	Shambhar Guccho gram-Deghirpar Rd.	2.50
703	326724013	Syamlase bazar-Ghutturchar Via Lutarchar	3.00
704	326724014	Jahangir Nagar University-Dairy farm Road	2.80
705	326724015	Dhaka-Aricha RHD - Ganda via H/O. Sontesh Road	1.00
706	326724016	Komapara- Nama Genda Road	1.50
707	326724017	Kalma no-1 - Belma Diary Farm boundary wall Road.	2.10
708	326724018	Anarkoli - Kuturia Road at Belma-Doshaid School Road	1.45
709	326724019	Mushunikhola- Chaglakandi via Firingikanda Road	6.00
710	326724020	Shyampur-Jhouchar via Mitka Road	1.00
711	326724021	Kutibari- Haran Nagar Road	1.00
712	326724022	Dhaka-Aricha RHD-Taraf Rajaghat Balighata Road	1.00
713	326724023	South Shampur-South Mitka Road	1.17

## Village Road-A under LGED

SL No.	Road Code	Road Name	Length (km)
781	326724093	Kaliakoir-Chakulia Via Kamlapur Road	3.99
782	326724094	Shamir-Rustampur Via Deun, Saipara Road	4.90
783	326724096	Polashbari-Kaichabari - Dogortoli Road	4.20
784	326724097	Joharchanda-Katgora Bazar via Durgapur & Aragon	2.90
785	326724098	Katgora-Doshaid via Durgapur & Aragon Road	4.80
786	326724099	Durgapur-Tongi EPZ via Sreekhondia Road	1.40
787	326724100	Doshaid Bazar-Charabag Road	1.20
788	326724101	Hemayetpur Bus stand-Joynabari-Varari Road	2.65
789	326724102	RHD (Varari)-Chandulia via Joynabari Road	2.50
790	326724103	Polly Jononi-Abdul Mannan College Road	2.50
791	326724104	Abdul Mannan College-Kobirpur Road	4.20
792	326724105	Kobirpur-Goalbari Bazar Road	4.50
793	326724107	Barthartek Brick field - Puranbari BC Road Via Bitunnur mosque	1.40
794	326724108	Kamlapur-Shanulia-Bagnibari Road	3.50
795	326724110	Bhatlakandi-Naihati Via Nallapolla Rd.	4.20
796	326724111	Kachoir-Bhararia Road	1.20
797	326724112	Goalbari-Kachoir Road	4.80
798	326724113	Baunia-Naihati Road	2.10
799	326724114	Rishibari-Nallapolla Road	4.65
800	326724115	Kohinnor Mill Pathalia-Rohimpur Road	1.70
801	326724116	Zamgara - Kashimpur Road	1.82
802	326724117	Haque market-Tayebpur Via Dhananjoypur	5.20
803	326724118	Katgora Bazar-Jamgora bazar Via Chitrashail & Kandail	3.62
804	326724119	Tongi - DEPZ rd. at Rupayan Shapna nibash- Norshingpur GPS via Beron	0.95
805	326724120	Bagbari-Horindhora Rd.	1.00
806	326724121	Tetuljhore-Joynabari Road	1.20
807	326724122	Bogaon-Modnargang - Sympur pucca Road	2.15
808	326724124	Bhakurta GC. Road-Nolagoria Road	3.80
809	326724125	Shalepur-Chapra Road	4.00
810	326724126	Luterchar-Totallapara Road	1.80
811	326724127	Pujaghata-Chakulia Road	2.00
812	326724128	Pujaghata-Banogram Rd.	2.00
813	326724129	Rajashan Merry High Boys School-Miton Fakirbari road via Foot bridge	1.60
814	326724130	Khaniz nagar-Zinzira Road	2.05



## Village Road-A under LGED

SL No.	Road Code	Road Name	Length (km)
884	326724204	Notunbondor Shimulia UP office-Kassoir Bagbari Road	3.10
885	326724205	Narshingapur School-Narshingapur Bus stand Road	1.05
886	326724206	Dhaka-Aricha Highway at Savar bus stand Bazar- Kolma via Savar UP	5.83
887	326724207	Khagan Bazar-Ashulia UP	4.10
888	326724208	Agis Textile-Farida Mohila Madrasha-Darul Ehasan Univercity Rd.	0.96
889	326724209	Agis textile-Faruk nagar-Madhupur Rd.	2.10
890	326724210	Ghugudia H/O. Shoban Member - Shindhuria Road	2.10
891	326724211	Boallapara Uttar-Monohar Jame Mosque-Ghugudia Rd.	1.80
892	326724212	Gakulnagar Namapara-Monohar Bridge-Walia Road	1.80
893	326724213	Radius- Kondalbag Via Baganbari Rd.	1.20
894	326724214	Kaundia Up. Office-Shingashr via Ghasirdia Road.	2.20
895	326724215	Kaundia ghat- Bag Shatra Road	2.20
896	326724216	Dhaka-Aricha RHD.-Chandpur Road	1.50
897	326724217	Rishipara-Nairadi Road	1.60
898	326724218	Bagnibari-Pipulia-Birulia Road	3.20
899	326724219	Bangaon Up. Office-Gandharia kheaghat Road	1.80
900	326724220	Dashpara Faruk's shop- Hashem's shop road via h/o. Faijuddin	1.20
901	326724221	Konda H/O. Salek Mahajan - H/O. Javed Ali Ch.	0.78
902	326724222	Bangaon UP. Office - Gandharia kheaghat via h/o. Fajlu	1.00
903	326724224	Swiss Textile-Motin briks Road	1.20
904	326724225	Luterchar H/o.Sawroar Ch.- H/o.Habibullah member& Shamilashi Kalatiapara Mosque	2.10
905	326724226	Bhakurta High school- Bilamalia Mouza Road	1.00
906	326724227	Shampur- Harulia Road	2.10
907	326724228	Dhaka- Aricha RHD.Sherwalia-Dhaka Co. Society-Kurgaon road.	1.80
908	326724229	Dhaka- Aricha RHD.( Military Farm)-Milon & BPATC road.	3.74
909	326724230	Kaundia ghat- Kaundia Paschimpara ghat road	1.10
910	326724231	Mograkanda Poultry Firm - Solaimarket via H/O.Ansar Ali Rd.	2.08
911	326724232	Turag Super Market - Fish Firm of Mr.Saiful Islam Rd.	1.20
912	326724233	Tutag Baily Bridge - Turag Super Market via. Puran Mashid Rd.	0.92
913	326724234	CRP, Amtola - Chapain Rd.	0.42
914	326724235	Gazirchat - kandali Rd.	1.25
915	326724236	Dhaka - Aricha RHD. at Gonoshasta -Taksur Road	1.50
916	326724237	Ghorapir Majhar - Shenapolli- Kalartek Rd.	1.40

Note: It has been noticed that the actual road lengths obtained from the survey of the PDS consultants slightly varies from the road lengths mentioned at this Government Gazette.

**Appendix-3: List of Consultations/Meetings at different locations of the subproject under Savar Upazila**

Sl. No	Date of Consultation	Place of consultation	Number of Participants	Issues Discussed	Major findings
01	01.11. 17	At roadside Club of Jahangir Nagar Bhashani Hall to Dakshin sinduria via gerua bazaar road	Total 22 (male 15, female 7)	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 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 & flooding situation of the area as well. Participants firmed, there are hardly any possibilities of IR impacts considering land acquisition & physical or economic displacement of people, being construction/development of roads on the existing alignments & drains will be done on the road shoulder. The participants understood GRM procedure They welcome the project implementation policy & would be happy to get employment opportunity during subproject implementation, if possible.
02.	06.11.17	Road side of Kalikoir Chakulia via Kalampur Road	Total 22 (male 17, female 6)		
03.	08.11.17	Savar sadar Union parishad office. Dhaka Aricha high way at Savar bus stand bazaar to kalma via savar UP	Total 16 (male 14, female 2)		

## Photographs of Community Consultations

Jahangir nagar bhashani Hall to Dokishan sinduria via gerua bazaar,FGD



Consultation for Jahangir nagar bhashandi Hall to Dokishan sinduria Road



Consultation for Jahangir nagar bhashandi Hall to Dokishan sinduria Road

Kaiakoir chakulia via komlapur road FGD



Consultation for Kaiakoir chakulia via komlapur road



Consultation for Kaiakoir chakulia via komlapur road

Dhaka Aricha high way at Savar bus stand bazaar to kalma via savar UP



Consultation for Dhaka Aricha high way at Savar bus stand bazaar to kalma



Consultation for Dhaka Aricha high way at Savar bus stand bazaar to kalma



**APPENDIX 4: List of Participants in Consultations Meetings in different  
Location of CRDP-II/LGED/Dhaka/Savar/W-01**

**Attendance sheet of Consultation meeting**

Name of the Upa-zila/ pouza:

Meeting date: 07.11.2017

Name of the sub-project: \*Jahangirnagar Bhadrakali Hall to Dakshin  
Shoraka Aricha RHD at dairy farm gate  
to Pathulia UP Office Karkhimpur & Monohor rail

Sl.#	Name of the participants	Address	Mobile Number	Signature
01.	৬৫৭: ৬৭৭৭৭৭৭৭৭৭৭৭৭৭	৬৭৭৭৭৭৭৭৭৭৭৭৭৭	01932034635	৬৭৭৭৭
02.	৬৭৭৭৭৭৭৭৭৭৭৭৭৭		01984517853	৬৭৭৭৭
03.	৬৭৭৭৭৭৭৭৭৭৭৭৭৭	৬৭৭৭৭৭৭৭৭৭৭৭৭৭	01719176171	৬৭৭৭৭
04.	৬৭৭৭৭৭৭৭৭৭৭৭৭৭	৬৭৭৭৭৭৭৭৭৭৭৭৭৭	01839537407	৬৭৭৭৭
05.	৬৭৭৭৭৭৭৭৭৭৭৭৭৭	U.P (৬৭৭৭৭৭৭৭৭৭৭৭৭৭)	01716542042	৬৭৭৭৭
06.	৬৭৭৭৭৭৭৭৭৭৭৭৭৭	N.G. ৬৭৭৭৭৭৭৭৭৭৭৭৭৭	01731467850	৬৭৭৭৭
07.	৬৭৭৭৭৭৭৭৭৭৭৭৭৭	৬৭৭৭৭৭৭৭৭৭৭৭৭৭	-	৬৭৭৭৭
08.	৬৭৭৭৭৭৭৭৭৭৭৭৭৭	৬৭৭৭৭৭৭৭৭৭৭৭৭৭	01983994667	৬৭৭৭৭
09.	৬৭৭৭৭৭৭৭৭৭৭৭৭৭	-	-	৬৭৭৭৭
10.	৬৭৭৭৭৭৭৭৭৭৭৭৭৭	৬৭৭৭৭৭৭৭৭৭৭৭৭৭	01923151876	৬৭৭৭৭
	৬৭৭৭৭৭৭৭৭৭৭৭৭৭	৬৭৭৭৭৭৭৭৭৭৭৭৭৭	-	৬৭৭৭৭

10.	ମା.ପା. ମାଣିଆ	ପ୍ରମୋଦ	01639663001	ମାଣିଆ
11.	ଡା. ପ୍ରମୋଦ	ମାଣିଆ	01850065813	
12.	ମା. ପ୍ରମୋଦ	ମାଣିଆ	ମାଣିଆ	ମାଣିଆ
13.	ମାଣିଆ	ମାଣିଆ	ମାଣିଆ	ମାଣିଆ
14.		ମାଣିଆ	01812545818	ମାଣିଆ
15.	ମାଣିଆ	ମାଣିଆ	01813591625	ମାଣିଆ
16.	ମାଣିଆ	ମାଣିଆ	ମାଣିଆ	ମାଣିଆ
17.	ମାଣିଆ	ମାଣିଆ	ମାଣିଆ	ମାଣିଆ
18.	ମା. ପ୍ରମୋଦ	ମାଣିଆ	01918954053	
19.	ମାଣିଆ	ମାଣିଆ	01819883394	
20.	ମାଣିଆ	ମାଣିଆ	00990000000	

# Attendance sheet of Consultation meeting

Name of the Upa-zila/ poura:

Meeting date:

Name of the sub-project: Kaliakoir - Chakulia via Kamtapur road

Sl.#	Name of the participants	Address	Mobile Number	Signature
01.	শ্রীমান অমল	কলিকতা	01738822567	সেবুর
02.	শ্রীমান অমল	কলিকতা	01761-89414	সেবুর
03.	শ্রীমান অমল	কলিকতা	01910721626	সেবুর
04.	শ্রীমান অমল	কলিকতা	01791622835	সেবুর
05.	শ্রীমান অমল	কলিকতা	10	সেবুর
06.	শ্রীমান অমল	"	01946650660	সেবুর
07.	শ্রীমান অমল	"		সেবুর
08.	শ্রীমান অমল	"	0186559810	সেবুর
09.	শ্রীমান অমল	"	871770	সেবুর
10.	শ্রীমান অমল	"		সেবুর
11.	শ্রীমান অমল	"		সেবুর

10.	ଜ୍ୟୋତିଷାବଳୀ ପ୍ରାଧ୍ୟାପକ	ପ୍ରାଧ୍ୟାପକ	01712335265	ସମ୍ପାଦ
11.	ପ୍ରାଧ୍ୟାପକ, ପ୍ରାଧ୍ୟାପକ	ପ୍ରାଧ୍ୟାପକ	0181118225	<del>ସମ୍ପାଦ</del>
12.	ପ୍ରା. ପ୍ରାଧ୍ୟାପକ, ପ୍ରାଧ୍ୟାପକ	ପ୍ରାଧ୍ୟାପକ	0183002612	ସମ୍ପାଦ
13.	ପ୍ରା. ପ୍ରାଧ୍ୟାପକ, ପ୍ରାଧ୍ୟାପକ	ପ୍ରାଧ୍ୟାପକ	0175742222	ସମ୍ପାଦ
14.	ପ୍ରା. ପ୍ରାଧ୍ୟାପକ, ପ୍ରାଧ୍ୟାପକ	ପ୍ରାଧ୍ୟାପକ	01927064341	ସମ୍ପାଦ
15.	ପ୍ରା. ପ୍ରାଧ୍ୟାପକ, ପ୍ରାଧ୍ୟାପକ	ପ୍ରାଧ୍ୟାପକ	01713586542	ସମ୍ପାଦ
16.	ପ୍ରା. ପ୍ରାଧ୍ୟାପକ, ପ୍ରାଧ୍ୟାପକ	ପ୍ରାଧ୍ୟାପକ	01827-583829	ସମ୍ପାଦ
17.	ପ୍ରା. ପ୍ରାଧ୍ୟାପକ, ପ୍ରାଧ୍ୟାପକ	ପ୍ରାଧ୍ୟାପକ	01825-054365	ସମ୍ପାଦ
18.	ପ୍ରା. ପ୍ରାଧ୍ୟାପକ, ପ୍ରାଧ୍ୟାପକ	ପ୍ରାଧ୍ୟାପକ	01725-049416	ସମ୍ପାଦ
19.	ପ୍ରା. ପ୍ରାଧ୍ୟାପକ, ପ୍ରାଧ୍ୟାପକ	ପ୍ରାଧ୍ୟାପକ	0815059070	ସମ୍ପାଦ
20.	ପ୍ରା. ପ୍ରାଧ୍ୟାପକ, ପ୍ରାଧ୍ୟାପକ	ପ୍ରାଧ୍ୟାପକ	01793-527148	ସମ୍ପାଦ



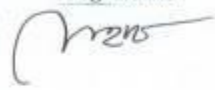




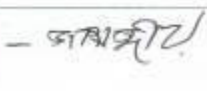
Kalma,

### Attendance sheet of Consultation meeting

Name of the Upa-zila/ panch: Saver

Meeting date: 08.11.2017

Name of the sub-project: Dhaka Aricha RHD at Saver bus stand to Kalma via Saver UP

Sl.#	Name of the participants	Address	Mobile Number	Signature
01.	শ্রীঃ জিহাদ মুন্সি	কলমা-১ নং উপা	01220 718820	
02.	শ্রীঃ মাসুদ	কলমা মুন্সি উপা	01916044 370	
03.	কলমা	কলমা-১ নং	0173362214	
04.	কলমা	কলমা-১ নং	0191969572	
05.	MD. Sujan Mia	Kalma-1	01914129255	
06.	শ্রীঃ জালাল (মাসুদ) - কলমা-১ নং		0611626543	
07.	শ্রীঃ আব্দুল মজিদ - কলমা-১ নং		019129185 86	
08.	শ্রীঃ আব্দুল বাজিদ	কলমা-১ নং	019257241 94	
09.	আব্দুল হক আলম	কলমা-১ নং	019844237 02	

### Attendance sheet of Consultation meeting

Name of the Upa-zila/ paura:

Meeting date:

Name of the sub-project:

Sl.#	Name of the participants	Address	Mobile Number	Signature
01.	କମଳା	କମଳା	0171504350	କମଳା
02.	ବିନୟ ମହାନ୍ତି	କମଳା	0171504350	ବିନୟ
03.	ମା. ମାତା ମାତା	କମଳା-୨ ନଂ	0111505458	ମା. ମାତା
04.	ମା. ସେଣା	କମଳା-୨ ନଂ	015064239 4F	ସେଣା
01.	ଶ୍ରୀ. ମା. (ମା. ମାତା)	କମଳା	0171263374	ଶ୍ରୀ. ମା. (ମା. ମାତା)
02.	ମା. ବିନୟ ମହାନ୍ତି ମା. ବିନୟ, LGED	କମଳା	01819185950	ବିନୟ 9/11/19
03.	କାମଳା ମହାନ୍ତି	କମଳା-୨ ନଂ	01912937 932	କାମଳା 07.11.17
08.				
09.				

**APPENDIX 5: No objection to temporary disturbance by the shop owners who may be temporarily affected**

স্বাক্ষর

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

অন্য-০৬/০২/১৬ ইং তারিখে সড়কের নাম- কামিন্দা রোড চত্বর  
কামিন্দা রোড নির্মাণ কার্যক্রমে ব্যবসা বানিজ্যে সাময়িক অসুবিধা সম্পর্কে এক আলোচনা সভা অনুষ্ঠিত হয়।

আমরা অবহিত আছি যে রাস্তা পুনঃনির্মাণের 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 নির্মাণ 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.

Attachment of attendance sheet

## CITY REGION DEVELOPMENT PROJECT (CRDP-II)

## Focus Group Discussion

## Attendance Sheet

Venue: कमनापुर, राखार विधानसभा क्षेत्र (५-७) Date: ०१/१२/२०२६

Sl. No.	Name of Participants	Occupation Designation	Address/ Organization	Mobile No.	Signature
01	श्रीम. इन्द्राकिश	कृषि	कमनापुर	01774921085	इन्द्राकिश
02	श्रीम. सुखरूप आन	कृषि	कमनापुर	01819746842	सुखरूप
03	श्रीम. अरुण शर्मा	शिक्षक	"	01829676405	
04	श्रीम. आनंद शर्मा	कृषि	"	01963313695	Amjad
05	श्रीम. अरुण आन	कृषि	"	01736992623	अरुण
06	श्रीम. अरुण	शिक्षक	"	0163229562	अरुण
07	श्रीम. अरुण	कृषि	"	01924793629	अरुण
08	श्रीम. अरुण	कृषि	"	01715839847	अरुण
09	श्रीम. अरुण	कृषि	"	01822825388	अरुण
10	श्रीम. अरुण	कृषि	"	01640579222	अरुण
11	श्रीम. अरुण	कृषि	"	01742238719	अरुण
12	श्रीम. अरुण	कृषि	"	01959508531	अरुण
13	श्रीम. अरुण	कृषि	"	01624724916	अरुण
14	श्रीम. अरुण	कृषि	"	01748138924	अरुण
15	श्रीम. अरुण	कृषि	"	01682740260	अरुण
16	श्रीम. अरुण	कृषि	"	01862926348	अरुण
17	श्रीम. अरुण	कृषि	"	01923409258	अरुण
18					
19					
20					



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-০২/০২/২০২৬ ইং তারিখে সড়কের নাম- নিম্ন উল্লিখিত RHD হাইওয়ে  
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। 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.

Attachment of attendance sheet

# CITY REGION DEVELOPMENT PROJECT (CRDP-II)

## Focus Group Discussion

### Attendance Sheet

Venue: ठापाटेन बाजार, पञ्चरुप, मधेश, नेपाल Date: 01/2/2025

Sl. No.	Name of Participants	Occupation Designation	Address/ Organization	Mobile No.	Signature
01	डॉ. : नरेश कुमार शर्मा	कर्मचारी	ठापाटेन बाजार, पञ्चरुप	0292006000	[Signature]
02	डॉ. : विष्णु शर्मा	कर्मचारी	ठापाटेन बाजार	0292890000	[Signature]
03	डॉ. : रवि शर्मा	लेखा	ठापाटेन बाजार	-	[Signature]
04	डॉ. : देव शर्मा	अभिज्ञ	ठापाटेन बाजार	-	[Signature]
05	डॉ. : नरेश कुमार शर्मा	कर्मचारी	ठापाटेन बाजार	0292006000	[Signature]
06	डॉ. : अमर शर्मा	कर्मचारी	ठापाटेन बाजार	0292006000	[Signature]
07	डॉ. : नरेश कुमार शर्मा	कर्मचारी	ठापाटेन बाजार	0292006000	[Signature]
08	डॉ. : देव शर्मा	कर्मचारी	ठापाटेन बाजार	0292006000	[Signature]
09	डॉ. : देव शर्मा	कर्मचारी	ठापाटेन बाजार	-	[Signature]
10	डॉ. : देव शर्मा	कर्मचारी	ठापाटेन बाजार	0292006000	[Signature]
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					

## Photographs of Consultations with shopkeepers who May be Temporarily Affected



Consultation at Kalikoir Chakulia road (Road ID 326724093)



Consultation at Kalikoir Chakulia road (Road ID 326724093 )



Consultation at Kalma Bazar road  
(Road ID 326724206)



Consultation at Kalma Bazar road  
(Road ID 326724206)

## APPENDIX 6: Certificate of Road Ownership

### Government of the People's Republic of Bangladesh

Local Government Engineering Department

Office of the Executive Engineer

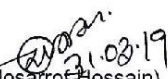
District: Dhaka

[www.lged.gov.bd](http://www.lged.gov.bd)

### Certificate of Road Ownership

This is to certify that the actual length of the following roads of Savar Upazila under Dhaka District is owned by LGED and is included for improvement under the Second City Region Development Project:

SL.	Road ID	Road Type	Road Name	Actual Length (km)
1	326724093	Village Road-A	Kaliakoir - Chakulia via Kamlapur Road	4.144
2	326724206	Village Road-A	Dhaka - Aricha Highway at Savar bus stand bazaar - Kolma via Savar UP Road	5.855

  
(Md. Mosarraf Hossain)  
Executive Engineer  
LGED, District: Dhaka  
Telephone: + (88)-02-8155655  
Fax: + (88)-02-8155657  
E-mail: [xen.dhaka@lged.gov.bd](mailto:xen.dhaka@lged.gov.bd)