

Land Acquisition and Involuntary Resettlement Due Diligence Report

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

BAN: Second City Region Development Project – Dhaka Region Roads (Gazipur City Corporation)

Package No: CRDP-II/LGED/GCC/NCB/2018/W-01

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

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Second City Region Development Project Dhaka Region Roads (GCC)

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

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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 Gazipur City Corporation (GCC) Road and Drainage subprojects were selected for development under the Second City Region Development Project (2nd CRDP) during the pre-feasibility study conducted by the Project Preparation Technical Assistance (PPTA) consultants appointed by ADB. Local Government Engineering Department (LGED) is the Executing Agency of the project. The Engineering Department of Gazipur City Corporation will be the implementing agency with a project implementation unit (PIU) within its structure.

2. Under package W-01 of the GCC Road and Drainage subprojects, 3 (three) roads, namely a) Shahid Niamat Road starting from BADC Road to TNT morh at Dhaka-Mymensingh Highway from Ch.0+000 km to Ch.3+910 km (Road ID # ORG2), b) Ambagh Municipal Road from Dhaka-Tangail Road (Era Filling Station) to Ambagh GP School via Dalai Morh from Ch. 0+000 Km to Ch. 1+745 Km (Road ID # LRG4) and c) Road from IUT to Icharkandi Road from Ch.0+000 km to Ch.4+050 km, including 0.200 km Link Road & Road from Signboard to Kamarjuri Road from Ch.0+000 km to Ch.2+625 km (ID# LRG6) are 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 transport and drainage system of the city corporation and will also prevent water logging problem and flooding during monsoon. All improvements will be constructed within the existing vacant width (right-of-way) of the road. The roads are under the ownership of GCC according to a certificate from the Additional Chief Engineer of GCC which is attached in Appendix -2). The location of the subproject is shown in Figure 1.

3. The Resettlement Framework adopted for Second CRDP outlines the objectives, policy principles and procedures for land acquisition, if any, compensation and other assistance measures for displaced/ affected persons¹, 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 GCC Road and Drainage Subproject-Package W-01 roads and is based on preliminary design. The preliminary design of the proposed subproject consists of improvement/

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.

widening of the road surfaces, improvement/ construction of drains, and ancillary facilities like cross drainages, culverts, walkways and slope protection works, has been described in detail at the section III (subproject description).

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 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 start of construction in the subproject.

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

Sl.	Name & ID of the roads	Length (km)	Major Components
1	Shahid Niamat Road starting from BADC Road to TNT morh at Dhaka-Mymensingh Highway (Road ID # ORG2),	3.910	Road carriageway, drainage, sidewalks, bridge, culverts, slope protection works
2	Ambagh Municipal Road from Dhaka-Tangail Road (Era Filling Station) to Ambagh GP School via Dalai Morh (Road ID # LRG4),	1.745	Road carriageway, drainage, sidewalks, culverts, slope protection works
3	Road from IUT to Icharkandi Road & Road from Signboard to Kamarjuri Road (ID# LRG6)	6.875 (4.250+ 2.625)	Road carriageway, drainage, sidewalks, culverts, bridges, slope protection works

II. POLICY FRAMEWORK AND ENTITLEMENTS

7. The Resettlement Framework prepared for 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-Mymensingh National Highway about 20 KM north of Dhaka City. Industrial and institutional developments in Gazipur exist from decades before along the main highways and urbanized areas keeping a vast agricultural land around them. But recently a trend of rapid uncontrolled industrial development is noticed in the agricultural areas, mainly industries related to RMG sector employing a large number of people and creating demand on roads and drainages infrastructures.

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

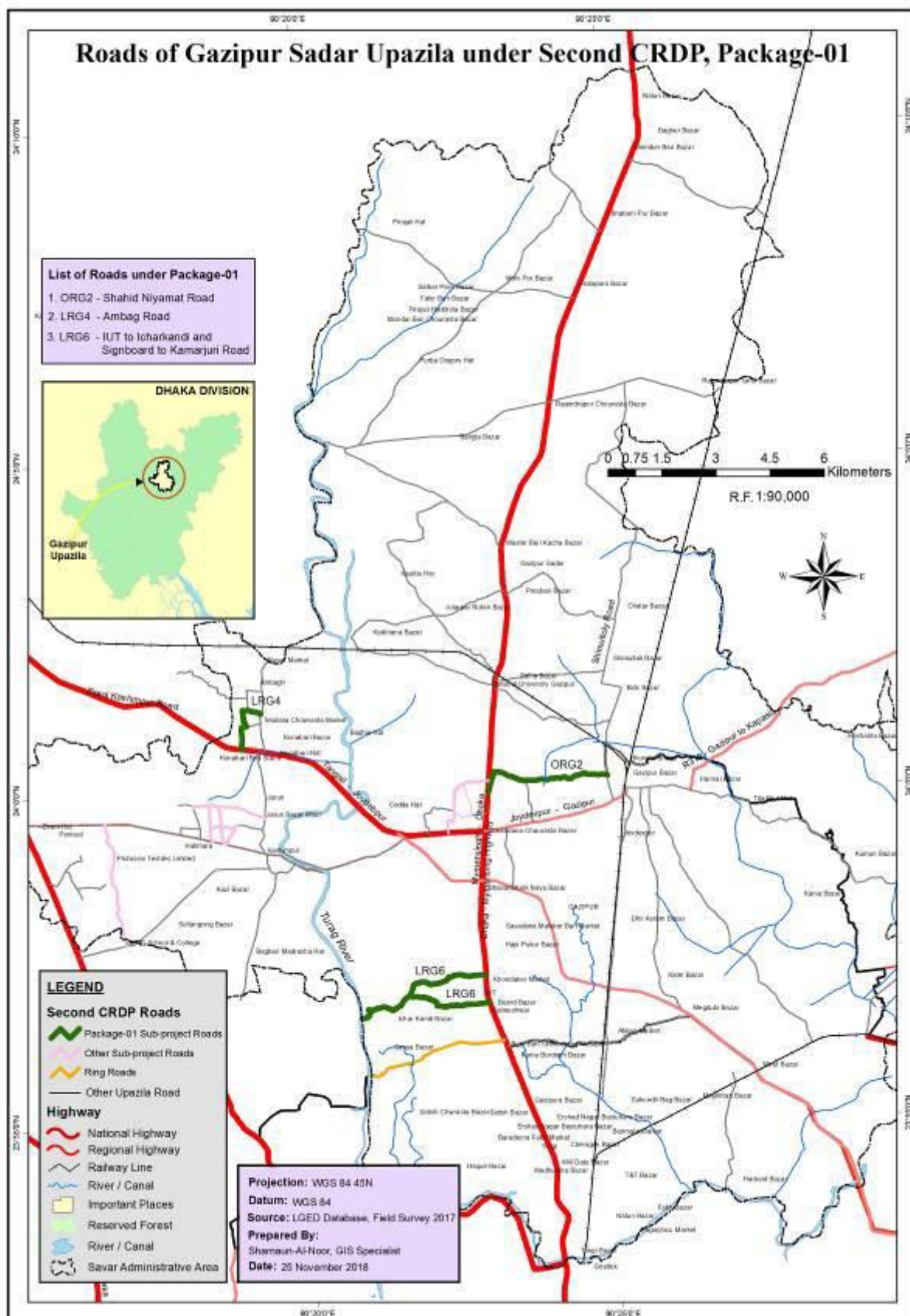
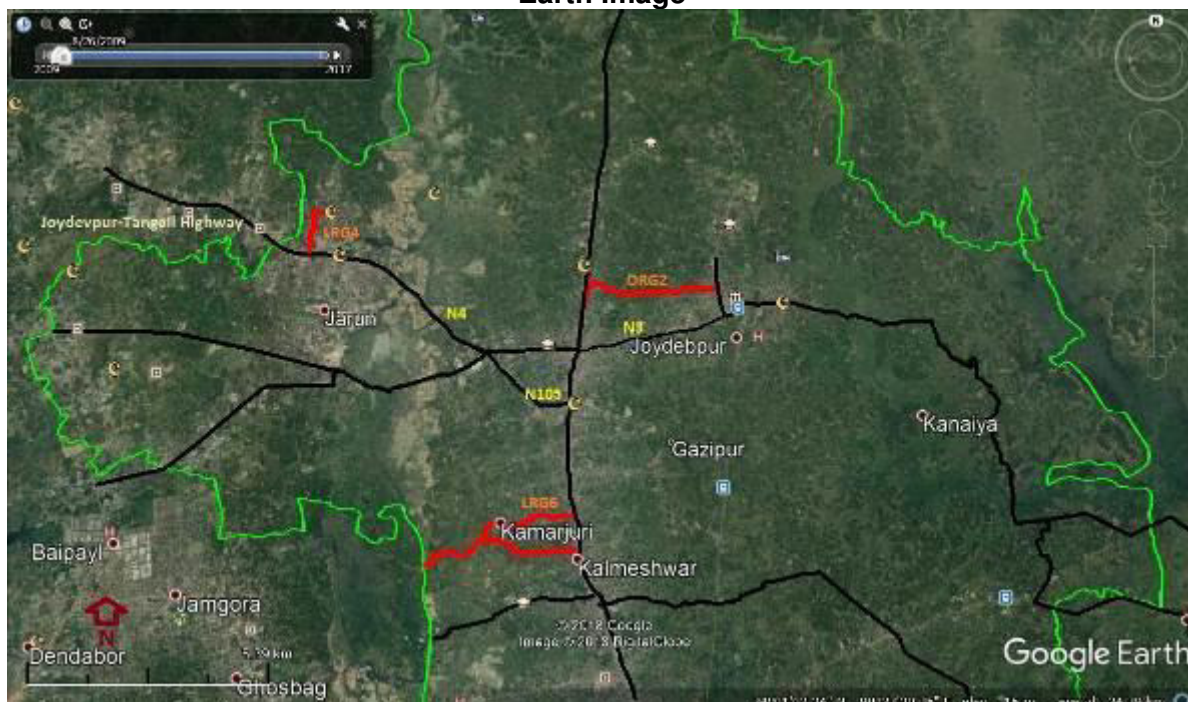


Figure 2: Alignment of GCC Road and Drainage Package W-01 Subproject on Google Earth Image



A. Present Status of the Subproject

1. Road-1: Shahid Niamat Road starting from BADC Road to TNT morh at Dhaka-Mymensingh Highway from Ch.0+000 km to Ch.3+910 km (Road ID # ORG2)

9. The road is 3.910 km long, one of the first priority readiness road subproject of selected Link Roads, starts from BADC road at Dhaka Mymensingh Highway point (N24°0'2.67"; E90°22'59.65") and ends at Shibbari More to Shimultali Road at Pachim Bilashpur (N24°0'11.57"; E90°24'55.28"). This road subproject passes through Telipara, Teknogopara, Bariali, Mariali, Tekbararia and Pachim Bilashpur villages. It passes through industries, homesteads and paddy lands.

10. The existing vacant road width is varying in between 4.30~ 11.40 m and the existing carriageway width is varying in between 3.00 ~ 5.20 m (Table-2). There is no functional roadside drain along the existing alignment of above mentioned road. There is water logging in different segments of the roads and the adjacent areas which indicate the necessity of the proposed pipe drains in few segments. There is one existing cross drainage structure at chainage 1973 m which is in bad condition and a new cross drain has been proposed. There is a 7.3 m long and 4.2 m wide bridge at chainage 2.126 m which is in good condition needing no replacement of it. Some photographs from various locations of Shahid Niamat Road starting from BADC Road to TNT morh at Dhaka-Mymensingh Highway road are displayed below.

Figure 3: Photographs of existing condition of Shahid Niamat Road starting from BADC Road to TNT morh at Dhaka-Mymensingh Highway (Road ID # ORG2)



Existing Road at Pachim Bilashpur



Existing Bridge at Bariali



Existing road condition Teknogopara Bazar



Road Condition at Telipara Factory Area

2. Road-2: Ambagh Municipal Road from Dhaka-Tangail Road (Era Filling Station) to Ambagh GP School via Dalai Morh (Road ID # LRG4)

11. The road is 1.745 km long, one of the first priority readiness road subproject of selected Link Roads, starts from Era Filling Station at Dhaka Tangail Highway point (N24°0'42.43"; E90°18'57.43") and ends at Ambagh GP School point (N24°1'5.31"; E90°19'15.54"). This road subproject passes through different mahallas of Ambagh village. It passes through a dense area comprising small industries, markets and homesteads.

12. The existing vacant road width is varying in between 5.00~ 10.70 m and the existing carriageway width is varying between 3.50 ~ 7.00 m (Table- 2). There is no functional roadside drain along the existing alignment of above mentioned road. There are water loggings in different segments of the roads and the adjacent areas which indicate the necessity of the proposed pipe drains in few segments. There is a bridge 7.3 m long and 4.2 m wide bridge at chainage 0+259 m which is in bad condition needs replacement of it. Following are some photographs from various locations of Ambagh Municipal Road from Era Filling Station on Dhaka-Tangail Road to Ambagh GP School via Dalai Morh.

Figure 4: Photographs of existing condition of Ambagh Municipal Road from Era Filling Station on Dhaka-Tangail Road to Ambagh GP School via Dalai Morh.



Existing Road at near Era filling station



Poor condition of Existing Bridge at Chainage 0+ 259



Road Condition at Ambagh Pachim Para

3. Road-3: Road from IUT to Icharkandi Road including 0.200 km Link Road and 2.625 km long Signboard to Kamarjuri road (Road ID # LRG6)

13. The road is 4.250 km long IUT to Icharkandi road including 0.200 km link road and 2.625 km long Signboard to Kamarjuri road, is one of the first priority readiness road sub-project of selected Link Roads. IUT to Icharkandi road starts from Dhaka-Mymensingh Highway at point (N23°56'48.99"; E90°22'54.69") and ends Turag River at point (N23°56'36.79"; E90°20'51.32"). Signboard to Kamarjuri road starts from Dhaka-Mymensingh Highway at point, (N23°95'36.21"; E90°38'11.52") and ends IUT to Icharkandi road at point (N23°56'55.68"; E90°21'37.89"). This road subproject passes through homesteads, big and small bazaars paddy lands and wetlands. The localities it passes through are; IUT, Kalmeshor, Kathora, Kamarjuri, Ichorkandi and Bathe Kalmeshor.

14. The existing vacant road width is varying between 4.50~ 11.70 m and existing carriageway width is varying between 1.80 ~ 5.50 m. There is a drain at Kamarjuri from chainage 0+ 725 to chainage 1+ 100 km, but not functioning well. At other sections of road there is no functional roadside drain along the existing alignment of this road. There is water logging in different segments of the roads and the adjacent areas which indicate the necessity of the proposed pipe drains in few segments. There is a 12 m long and 3.7 m wide bridge at chainage 0+900 m which is in good condition. There is a 7.5 m long and 3.7 m wide culvert bridge at chainage 2+160 km which is in poor condition and needs to be replaced. Another 10.0 m long and 3.7 m wide culvert bridge at chainage 2+650 km which is in poor condition and needs to be replaced. There is a 5.5 m long and 3.7 m wide culvert bridge at chainage 0+725 km of Kamarjuri which is in poor condition and needs to be replaced. 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 from IUT to Icharkandi Road including 0.200 km Link Road and 2.625 km long Signboard to Kamarjuri road (Road ID # LRG6)



Existing Road at near IUT



Poor road Condition at Kalmeshor Bazar



Existing Condition of road at Ichorkandi



Road Condition at Kamarjuri Bazar

Table 2: Existing and Proposed Carriageway and Road width

Road 1.				
Road ID: ORG2				
Road Name: Shahid Niamat Road Starting from BADC road to near TNT morh at Dhaka-Mymensingh Highway (3.910 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+575	5.80 – 9.10 (1+460) (1+035)	5.80 – 6.70	4.00 – 5.00 (1+460) (0+380)	4.50
1+575 – 2+450	5.50 – 7.80 (1+860) (2+255)	5.50 - 7.30	3.00 – 3.30 (2+255) (1+860)	3.00
2+450 – 3+300	4.30 – 8.60 (3+253) (2+940)	4.30 - 7.30	3.00 – 3.80 (3+253) (3+015)	3.00
3+300 – 3+425	8.30 – 9.10 (3+330) (3+418)	6.00 – 7.30	3.30 – 3.80 (3+330) (3+418)	3.70
3+425 – 3+725	6.50 – 11.30 (3+622) (3+480)	6.00 – 7.30	3.60 – 5.20 (3+480) (3+622)	3.70
3+725 – 3+910	7.00 – 11.40 (3+880) (3+730)	6.00 – 7.30	3.30 – 3.40 (3+730) (3+830)	3.70

Road 2.

Road ID: LRG4

Road Name: Ambagh Municipal Road from Era Filling Station on Dhaka-Tangail Road to Ambagh GP School via Dalai Morh (1.745 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+450	6.50 – 10.70 (0+445) (0+320)	6.50 – 7.25	5.10 – 5.20 (0+390) (0+445)	5.50
0+450 – 1+745	5.00 – 9.80 (0+795) (1+695)	5.00 – 7.10	3.50 – 7.00 (1+305) (1+015)	5.50

Road 3.

Road ID: LRG6

Road Name: IUT to Icharkandi (4.250 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+725	4.50 – 10.00 (0+255) (0+415)	4.50 - 7.30	3.70 – 5.50 (0+520) (0+415)	3.00
0+725 – 2+000	4.60 – 9.10 (1+065) (0+760)	4.60 - 7.30	3.20 – 3.80 (1+065) (0+760)	3.00
2+000 – 2+575	7.40 – 11.70 (2+060) (2+470)	7.30	3.20 – 3.20 (2+060) (2+470)	3.00
2+575 – 2+900	7.60 – 8.70 (2+895) (2+730)	7.30	3.40 – 3.40 (2+895) (2+730)	3.00
2+900 – 3+125	6.70 – 7.30 (3+060) (2+925)	6.70 - 7.30	3.40 – 3.40 (3+060) (2+925)	3.00
3+125 – 3+350	7.30 – 7.40 (3+255) (3+310)	7.30	3.40 – 3.40 (3+255) (3+310)	3.00
3+350 – 4+010	4.80 – 8.30 (3+895) (3+925)	4.80 - 7.30	2.60 – 3.40 (3+895) (3+400)	3.00
4+010 – 4+050	7.00 – 9.30 (4+050) (4+020)	7.00-7.30	1.80 – 3.40 (4+020) (4+050)	3.00
0+000 – 0+200 (Link – 1)	5.50 – 6.10 (0+180) (0+013)	5.50	2.30 – 2.70 (0+180) (0+013)	3.00

Road 3.

Road ID: LRG6

Road Name: Signboard to Kamarjuri (2.625 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+727	5.70 – 10.60 (0+660) (0+250)	5.70 – 6.60	4.00 – 4.70 (0+660) (0+030)	5.50
0+727 – 1+650	5.60 – 9.10 (0+910) (1+070)	5.60 – 6.60	3.50 – 3.50 (0+910) (1+070)	5.50
1+650 – 2+150	6.30 – 8.00 (0+910) (1+070)	6.30 - 7.30	3.30 – 3.30 (1+935) (2+060)	3.00
2+150 – 2+625	4.10 – 7.00 (2+270) (2+520)	4.10 - 7.30	3.00 – 3.10 (2+520) (2+270)	3.00

* 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: Shahid Niamat Road starting from BADC Road to TNT morh at Dhaka-Mymensingh Highway from Ch.0+000 km to Ch.3+910 km (Road ID # ORG2)

15. Proposed Interventions planned for the Existing Shahid Niamat Road starting from BADC Road to TNT morh at Dhaka-Mymensingh Highway from Ch.0+000 km to Ch.3+910 km (Road ID # ORG2) are as follows:

16. The existing road is to be improved on the existing alignment and within vacant road widths.

17. There will be BC and RCC carriageway, the width varies from 3.00 m to 4.50 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.

18. The existing carriageway/ vacant road width and proposed carriageway/ road width is summarized in Table 2. A cross section of the road according to the preliminary design is displayed in Figure 6.

2. Road-2: Ambagh Municipal Road from Era Filling Station on Dhaka-Tangail Road to Ambagh GP School via Dalai Morh from Ch. 0+000 Km to Ch. 1+745 Km. (Road ID # LRG4)

19. Proposed Interventions planned for the Existing Ambagh Municipal Road from Era Filling Station on Dhaka-Tangail Road to Ambagh GP School via Dalai Morh (Road ID # LRG4) are as follows:

20. The existing road is to be improved on the existing alignment and within vacant road widths.

21. There will be RCC carriageway, the width is 5.50 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.

22. The existing carriageway/ road clear width and proposed carriageway/ road width for road is summarized in Table 2. A cross section of the road according to the preliminary design is displayed in Figure 7.

3. Road-3: Road from IUT to Icharkandi Road from Ch.0+000 km to Ch.4+050 km, including 0.200 km Link Road and 2.625 km long Signboard to Kamarjuri road (Road ID: LRG6)

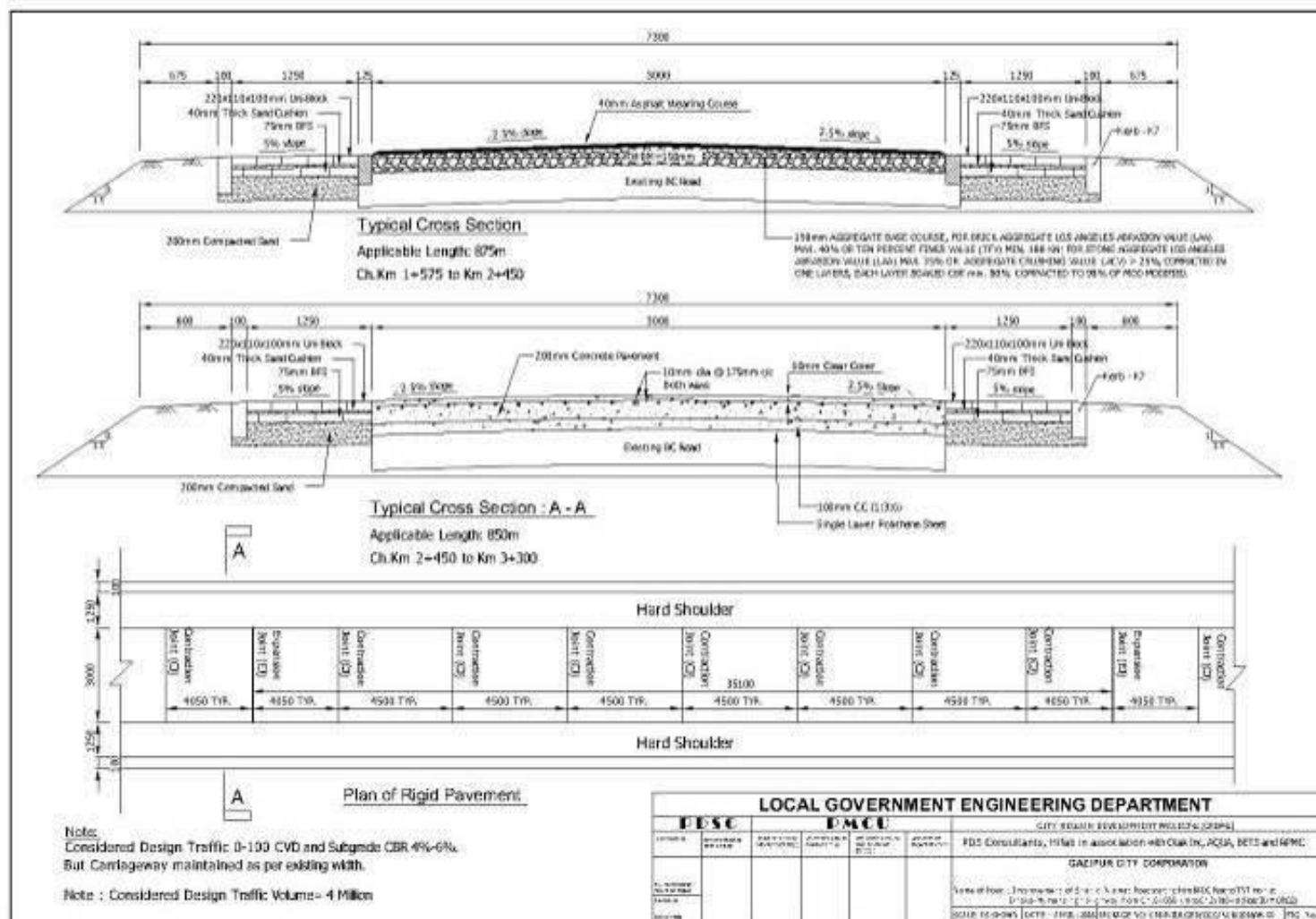
23. Proposed Interventions planned for the Existing is 4.250 km long IUT to Icharkandi road including one 0.200 km link road and 2.625 km long Signboard to Kamarjuri road shall consider the following points:

24. The existing road is to be improved on the existing alignment and within vacant road widths.

25. There will be BC and RCC carriageway, the width is 3.00 m to 5.5m 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 bridges, cross drains and, drainage systems at several places.

26. The existing carriageway/ vacant road width and proposed carriageway/ road width for road is summarized in Table 2. A cross section of the road according to the preliminary design is displayed in Figure 8.

Figure 6: Cross section (Ch. 1+575 to 2+450 km & Ch. 2+450 to 3+330 km) of road Shahid Niamat Road starting from BADC Road to TNT morh at Dhaka-Mymensingh Highway



[illegible]

Typical Cross Section
Applicable Length: 60m
Ch. Km 2+300 to Km 2+575
Ch. Km 2+930 to Km 3+175

Typical Cross Section
Applicable Length: 225m
Ch. Km 3+175 to Km 3+350

Material Specifications

Item	Specification
Asphalt Wearing Course	45m x 1m
Concrete Curb	220mm x 200mm x 40mm
Subgrade	250mm compacted sand

Local Government Engineering Department

Item	Specification
Asphalt Wearing Course	45m x 1m
Concrete Curb	220mm x 200mm x 40mm
Subgrade	250mm compacted sand

IV. FIELD WORK AND PUBLIC CONSULTATION

A. Outline of Field Work

27. 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 right of way under this subproject is owned by the Government/ GCC and no land acquisition will therefore be necessary. A letter from the Additional Chief Engineer of GCC stating that the roads under package W01 are owned by GCC and they have no objection to improve the roads by LGED through Second CRDP is provided in Appendix 2.

B. Public Consultation

28. 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 Gazipur city corporation officials, 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.

29. In connection with this subproject the safeguard team of PDSC visited Gazipur City Corporation from 11-12 December, 2017 and had an introductory meeting with the Additional Chief Engineer, Executive Engineer, Assistant Engineer, and some councilors. Three field consultation meetings were then arranged by the City Corporation officials. 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.

30. The three field meetings took place at the roadside during 11 and 12 December. The total participants were 53 of which 17 were women. Details of these meeting: attendance sheets, meeting notes and photos are included in Appendix-3. During site visits, Councilors', the Executive Engineer, other Engineers and a surveyor accompanied by the consultants to assist identifying the locations of the road alignments were in attendance.

31. 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 City Corporation 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.

32. 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

33. Consultations were also undertaken with the shopkeepers who may be temporarily affected (36 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. 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 36 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:

34. The social safeguard study for package W-01 of the GCC Road and Drainage subprojects confirms 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/ GCC. A certificate from the Additional Chief Engineer of GCC is provided in Appendix-2.

35. 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.

36. 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.² The contractor's contract will also provide for repair/ reconstruction for any damage caused during construction.

37. 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 GCC Road and Drainage Subproject, package W-01 and their Involuntary Resettlement Impact status

Component	Length (km)	Land ownership	IR Impact
Shahid Niamat Road starting from BADC Road to TNT morh at Dhaka-Mymensingh Highway (Road ID # ORG2),	3.91	Government / GCC	Road and drain construction will be done on the existing vacant width of the roads. The land has been in possession of Government / GCC. There are no issues related to land acquisition or resettlement. There is no presence of informal users at this road.
Ambagh Municipal Road from Era Filling Station on Dhaka-Tangail Road to Ambagh GP School via Dalai Morh (Road ID # LRG4),	1.745	Government / GCC	Road and drain construction will be done on the existing vacant width of the roads. The land has been in possession of Government / GCC. There are no issues related to land acquisition or resettlement. There is no presence of informal users at this road.
Road from IUT to Icharkandi Road & Road from Signboard to Kamarjuri Road (ID# LRG6)	6.875	Government / GCC	Road and drain construction will be done on the existing vacant width of the roads. The land has been in possession of Government / GCC. There are no issues related to land acquisition or resettlement. There is no presence of informal users at this road.

V. CONCLUSIONS

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

A. Summary and Conclusions

38. 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 GCC will be a straightforward construction/improvement along the existing alignments of the Government/GCC-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.

39. The subproject is very unlikely to have any involuntary resettlement impacts, thus can be 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

40. 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 final design and implementation, will be included in the updated DDR.
- (ii) The due diligence report 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.

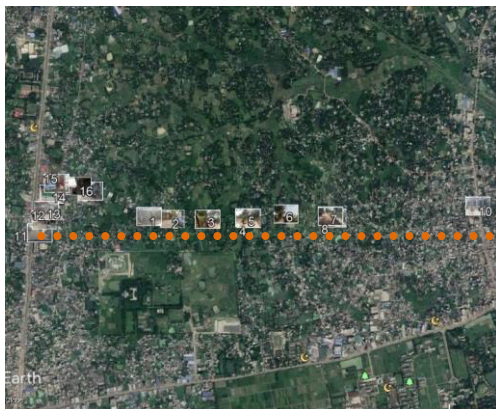
APPENDIX 1: Google Earth Image & Photos at Congested/ Dense Stretches with Commercial Development of the Subproject Roads

1. Google Earth Image & Photos of Shahid Niamat Road Starting from BADC road to near TNT morh at Dhaka-Mymensingh Highway (ID:ORG2), Chainage 3775



Photo 11 of Key Map

Chainage :3775			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
11.33	3.70	7.30	No LR impacts



Key Map



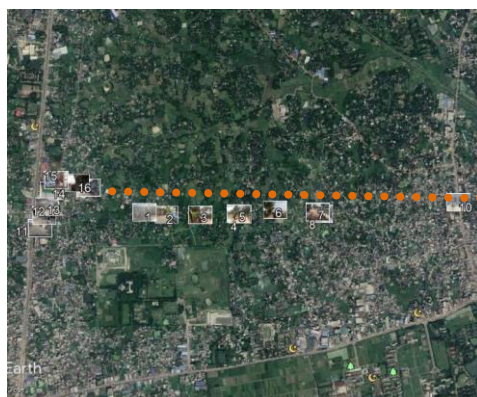
Google Earth Image at Chainage 3775

2. Google Earth Image & Photos of Shahid Niamat Road Starting from BADC road to near TNT morh at Dhaka-Mymensingh Highway (ID:ORG2), Chainage 3125



Photo 16 of Key Map

Chainage :3125			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
5.07	3.00	5.00	No IR impacts



Key Map



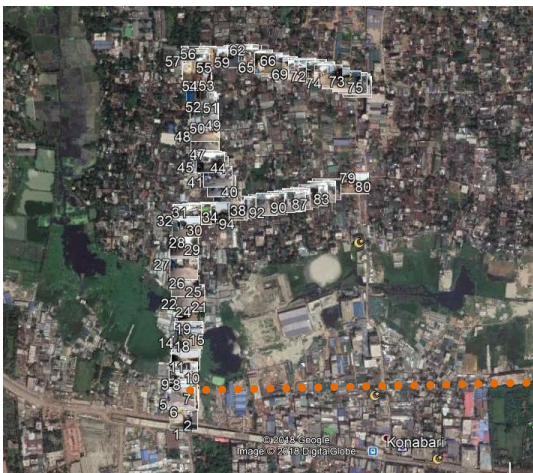
Google Earth Image at Chainage 3125

3. Google Earth Image & Photos of Ambagh Municipal Road from Era Filling Station on Dhaka-Tangail Road to Ambagh GP School via Dalai Morh (ID:LRG4), Chainage 075



Photo 3 of Key Map

Chainage :075			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
9.02	5.50	7.25	No IR impacts



Key Map



Google Earth Image at Chainage 075

4. Google Earth Image & Photos of Ambagh Municipal Road from Era Filling Station on Dhaka-Tangail Road to Ambagh GP School via Dalai Morh (ID:LRG4), Chainage 900

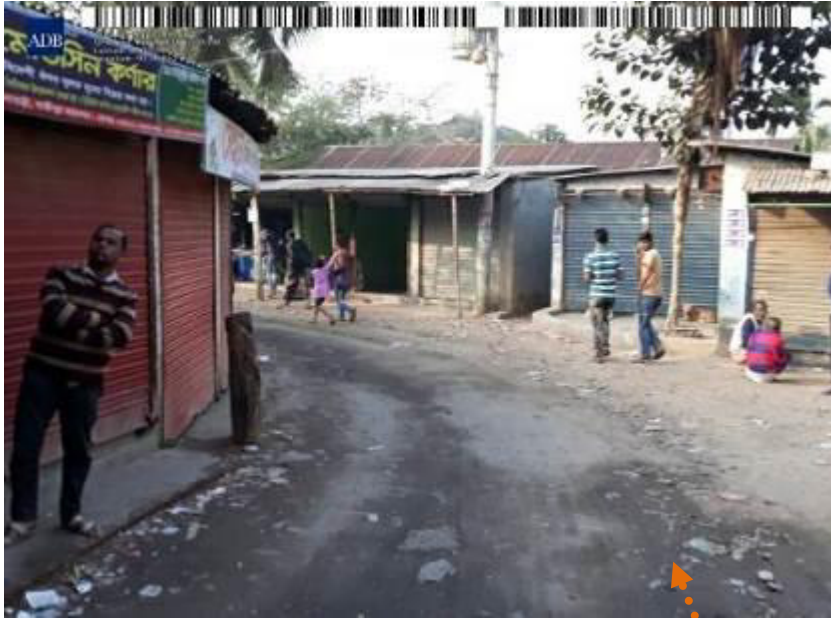
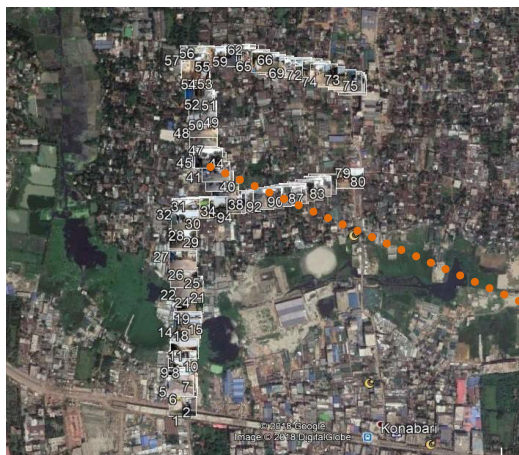


Photo 42 of Key Map

Chainage :900			
Existing clear width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
6.12	5.50	6.10	No IR impacts



Key Map



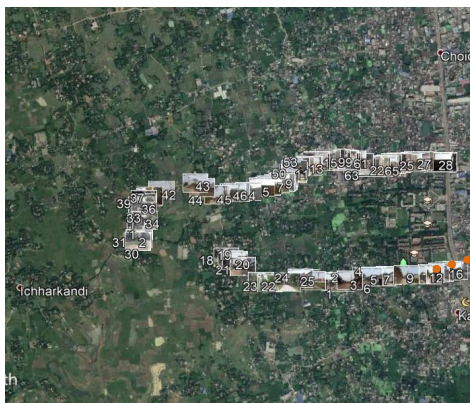
Google Earth Image at Chainage 900

5. Google Earth Image & Photos of IUT to Icharkandi Road (ID:LRG6), Chainage 100



Photo 16 of Key Map

Chainage :100			
Existing vacant road width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
5.53	3.00	5.50	No IR impacts



Key Map



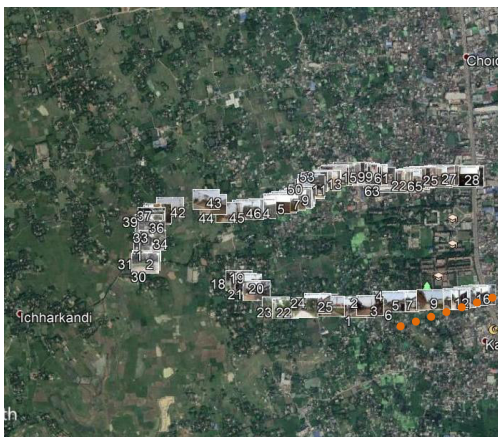
Google Earth Image at Chainage 100

6. Google Earth Image & Photos of IUT to Icharkandi Road (ID:LRG6), Chainage 575



Photo 6 of Key Map

Chainage :575			
Existing vacant road width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
7.83	3.00	7.30	No IR impacts



Key Map



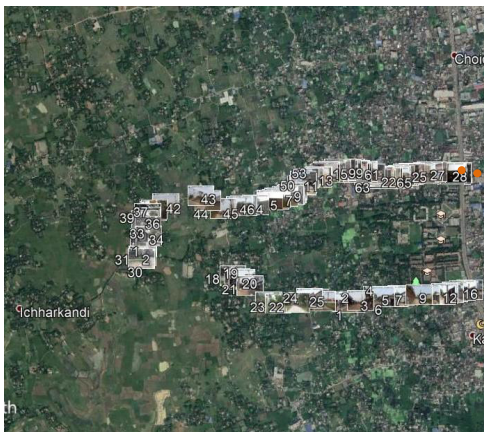
Google Earth Image at Chainage 575

7. Google Earth Image & Photos of Signboard to Kamarjuri Road (ID:LRG6), Chainage 35



Photo 75 of Key Map

Chainage :35			
Existing vacant road width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
7.80	5.50	6.60	No IR impacts



Key Map



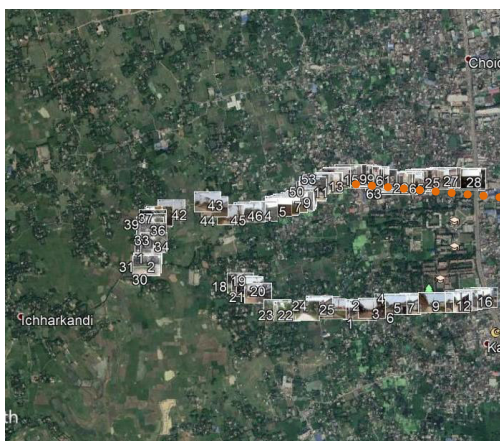
Google Earth Image at Chainage 35

8. Google Earth Image & Photos of Signboard to Kamarjuri Road (ID:LRG6), Chainage 660



Photo 94 of Key Map

Chainage :660			
Existing vacant road width (m)	Proposed Carriageway (m)	Proposed Road Width (m)	Remarks
5.70	5.50	5.70	No IR impacts



Key Map



Google Earth Image at Chainage 660

APPENDIX 2: Certificate from the Additional Chief Engineer of GCC



Gazipur City Corporation

Nagar Bhaban, Gazipur-1700.

www.gazipurcity.com

উন্নয়নের গণতন্ত্র
শেখ হাসিনার মূলমন্ত্র


Memo No. GCC/NB/Prokbu/CRDP/NOC/2018-19/ 1604

Date: 19.08.2018

Road Ownership Certificate

This is to certify that the schemes of the following packages of Gazipur City Corporation under the Second City Region Development Project of LGED situated within the jurisdiction of Gazipur City Corporation. The schemes belong to the Gazipur City Corporation. There is no other road owner involved in the following schemes:

Sl. No.	Package No.	Name of Schemes
1	GCC/W-01	i) ORG2. Shahid Niamat road starting from BADC road to TNT morh at Dhaka-Mymensingh RHD (3.91 km); ii) LRG4. Aambagh Municipal Road (2.715 km); iii) LRG6. IUT to Icharkandi road and Signboard to Kamarjuri Roads (6.875 km).
2	GCC/W-02	i) LRG5. Jarunroad and East Enayetpur roads (5.523 km) ii) LRG3. Bhabanipur Primary School to Mother Textile via Latifupur road (3.65 km)
3	GCC/W-03	i) MR1. Gachha road starting from Borobari at Dhaka-Maymensingh RHD to Palashona upto river-bank via Gachha bazar. (4.35 km); ii) LRG7. Shah Alam-bari (Barobaika) on Dhaka –Maymensingh RHD to Itahatamorph at Dhaka—Tangail via Ukilmorh, GP School and Kalabagan bazar morh. (5.60 km)


19/8/18
Md. Akbar Hossain
Additional Chief Engineer
Gazipur City Corporation
Gazipur.


19.08.18

Tahmina-D:\Project\CRDP\18-19\Land authorisation letter_Gazipur.docx

APPENDIX-3: List of Consultations/Meetings at different locations of the subproject under GCC

Sl. No	Date of Consultation	Place of consultation	Number of Participants	Issues Discussed	Major findings
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Sl. No	Date of Consultation	Place of consultation	Number of Participants	Issues Discussed	Major findings
01	11.12. 17	1.ORG-2 Shahid Niamat Road, at roadside Councilor office	Total 15 (Male 10, Female 5)	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 suffer due to lack of sufficient number of drains at the locality.
02.	11.12.17	2. LRG-4 Ambagh Municipal road. Road side	Total 18 (Male 16, Female 2)		The Participants appreciated the roads and drains subproject, they expected that after improvement of road and drain the transportation system & flooding situation of the area will improve. .
03.	12.12.17	LRG-6, IUT Icharkandi road and signboard to Kamarjuri road, Road side	Total 20 (Male 10, Female 10)		Participants confirmed, there are hardly any possibilities of IR impacts considering land acquisition & physical or economic displacement of people, since 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.

Photographs of Community Consultations



Photo 1: Consultation at Shahid Niamat Road starting from BADC Road to TNT morh at Dhaka-Mymensingh Highway



Photo 2: Consultation at Ambagh Municipal Road from Era Filling Station on Dhaka-Tangail Road to Ambagh GP School via Dalai Morh (Road ID # LRG4)



Photo 3: Consultation at Road from IUT to Icharkandi Road & Road from Signboard to Kamarjuri Road (ID# LRG6)

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

GCC
ORU-01

Shahid Niamet Road starting from BADE to
near TNT mark at - Dhaka Mymensingh RD

ফোকাস গ্রুপ আলোচনায় অংশ গ্রহণকারীর হাজিরা

ক্রমিক সংখ্যা	নাম ও ঠিকানা	পেশা/পদবী	স্বাক্ষর
১।	এমদা হুসন	ফাইজা	এমদা হুসন
২।	মোঃ আফজাদ (কাথোরা)	ছাত্র	আফজাদ
৩।	মোঃ সাকিব (কাথোরা)	ছাত্র	সাকিব
৪।	মোঃ রাকিব	কমিসারী	রাকিব
৫।	আদাম হোসেন (কাথোরা)	প্রকাস	আদাম
৬।	মোঃ তিত্তি (কাথোরা)	বিস্তার	তিত্তি
৭।	মোঃ সাফিউল ইসলাম	বিস্তার	সাফিউল
৮।	আব্বাস হোসেন	ছাত্র	আব্বাস
৯।	আব্দুল্লাহ আলী	বিস্তার	Abul
১০।	মোঃ মীন হোসেন	বিস্তার	Mubin

ফোকাস গ্রুপ আলোচনায় অংশ গ্রহণকারীর হাজিরা

ক্রমিক সংখ্যা	নাম ও ঠিকানা	পেশা/পদবী	স্বাক্ষর
১।	আজিজুল্লাহ	ছাত্র	আজিজুল্লাহ
২।	মোহাম্মদ: কামালী	মহাজির	কামালী
৩।	মোহাম্মদ: সুমী আকতার	মহাজির	সুমী
৪।	মোহাম্মদ: সুমী	ছাত্র	মোহাম্মদ: সুমী
৫।	মহাজির	ছাত্র	মহাজির
৬।			
৭।			
৮।			
৯।			
১০।			

LRL-6

107

①

Name of road:- 107 to Icharkandi road and Sign board
to Kamarpuri road

ফোকাস গ্রুপ আলোচনায় অংশ গ্রহণকারীর হাজিরা

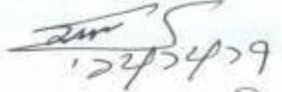
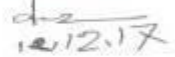
ক্রমিক সংখ্যা	নাম ও ঠিকানা	পেশা/পদবী	স্বাক্ষর
১।	আব্দুল্লাহ আল হামিদ হামিদ	কমিউনিটির ওয়েব ডেভেলপার সাইটস ডিজাইনার	আব্দুল্লাহ ০২/০২/২০২০
২।	শ্রী: মোকতার হোসেন	কর্মসূচী	মোঃ মোকতার
৩।	শ্রী: আবুল হাশিম	কিছুক	আবুল হাশিম
৪।	মোঃ মমেনজাউল হক	চাকর	মমেন
৫।	শ্রী: বাবুল হোসেন	কর্মসূচী	
৬।	শ্রী: মমেন আল মামুন	কর্মসূচী	
৭।	শ্রী: হুমায়ুন হোসেন	চাকর	
৮।	শ্রী: আবুল হোসেন (মোঃ হোসেন)	কর্মসূচী	আবুল হোসেন
৯।	অবদুল ইমাম বাবু	কর্মসূচী	বাবু
১০।	শ্রী: আবুল হোসেন	কর্মসূচী	আবুল হোসেন

ফোকাস গ্রুপ আলোচনায় অংশ গ্রহণকারীর হাজিরা

ক্রমিক সংখ্যা	নাম ও ঠিকানা	পেশা/পদবী	স্বাক্ষর
১।	হোমস্টেজ: কিতাবী	মার্সেন্ট	কিতাবী
২।	হোমস্টেজ: সুমি	মার্সেন্ট	সুমি
৩।	হোমস্টেজ: মিনি	।	মিনি
৪।	মুসলিম	।	মুসলিম
৫।	বিলে	।	মুসলিম
৬।	মুসলিম	।	
৭।	হোমস্টেজ: মোফাজ্জল	।	
৮।	মুসলিম	।	
৯।	জাহানাবা	।	
১০।	মুসলিম	হাবী	মুসলিম

Ambagh Municipal Road

ফোকাস গ্রুপ আলোচনায় অংশ গ্রহণকারীর হাজিরা

ক্রমিক সংখ্যা	নাম ও ঠিকানা	পেশা/পদবী	স্বাক্ষর
১।	মোঃ মনিরুজ্জামান	জাতিপাল-১০	
২।	মোঃ আব্বাস হান্না	গৃহপাল	মোঃ আব্বাস হান্না
৩।	মোঃ বিলিট বেগম	প্রাচী হরি প্রসিদ্ধি হন	বিলিট
৪।	মোঃ মিলন হোসেন	ছাত্র	মিলন
৫।	ডাঃ মোঃ এতহাঃ	ডাক্তার	
৬।	ডাঃ এতহাঃ	ডাক্তার	এতহাঃ
৭।	মোঃ মনিরুজ্জামান হোসেন	চাকর	মনিরুজ্জামান
৮।	মোঃ জামির হোসেন	বসবাস	মোঃ জামির
৯।	মোঃ জামির হোসেন	গৃহপাল	জামির হোসেন
১০।	মোঃ জামির হোসেন	গৃহপাল	জামির

ফোকাস গ্রুপ আলোচনায় অংশ গ্রহণকারীর হাজিরা

ক্রমিক সংখ্যা	নাম ও ঠিকানা	পেশা/পদবী	স্বাক্ষর
১৯	মোঃ আলী হুসেইন	কাজে	মোঃ আলী হুসেইন
২০	মোঃ মোস্তাফিজ হোসেন	মোস্তাফিজ হোসেন	মোঃ মোস্তাফিজ হোসেন
২১	মোঃ আলী হুসেইন	কাজে	মোঃ আলী হুসেইন
২২	মোঃ আলী হুসেইন	কাজে	মোঃ আলী হুসেইন
২৩	মোঃ আলী হুসেইন	কাজে	মোঃ আলী হুসেইন
২৪	মোঃ আলী হুসেইন	কাজে	মোঃ আলী হুসেইন
২৫	মোঃ আলী হুসেইন	কাজে	মোঃ আলী হুসেইন
২৬	মোঃ আলী হুসেইন	কাজে	মোঃ আলী হুসেইন
২৭	মোঃ আলী হুসেইন	কাজে	মোঃ আলী হুসেইন
২৮	মোঃ আলী হুসেইন	কাজে	মোঃ আলী হুসেইন

ANNEX 5: Resolution on acceptance of 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

অদ্য-২২/০৫/২০২৫ ইং তারিখে সভাকের নাম- হাসিনা সুলতানা
১৩/৫/২৫ 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

মহাপুর

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-২৩/০৬/২০২৬ ইং তারিখে সভাকের নাম-আমরা বাল্য দর্শন মূল্য

০৬/০৬/২০২৬ 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

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

Attachment of attendance sheet

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

অদ্য-২৮/০৫/২০২৬ ইং তারিখে সড়কের নাম এসই ইউপিও ইষ্ট ইয়ার্ড রাস্তা
কমার্শিয়াল সড়ক নির্মাণ 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 নির্মাণ করার সময় ঠিকাদার তার কর্মীদেরকে সহযোগিতা করবো।
আমাদের সম্মুখে এই রাস্তা উন্নয়নের কাজের প্রতি কোন আপত্তি থাকবে না।

No objection for temporary disruption

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Attachment of attendance sheet

মিক নং	ব্যবসা মালিকের নাম	ব্যবসায়ের ধরন	ঠিকানা	স্বাক্ষর	মোবাইল নং
১	মোঃ আব্দুল্লাহ হামিদ	মুদি	মুদিমত মডেল	মোঃ মোস্তফা	০১৭৩১১৯৪৫৩৬
২	মোঃ মোস্তাফিজ হোসেন	আবাস কোম্পানি	১১	মোস্তাফা	
৩	মোঃ আব্দুল নাজিম	মুদি	৫	মোস্তাফা	০১৭১০৭৪৯৭১৫
৪	মোঃ আব্দুল হামিদ	আবাসিক কোম্পানি	৫	আবির	০১৭৩৯০০৩৭১৭
৫	শ্রী রাসিক	মুদি	১১	আবির	০১৬৪৫৫০৪১৭
৬	মোঃ হামিদ	মুদি	১১	আবির	০১৭১৭৫১৩১৭৬
৭	মোঃ আবির	মুদি	৫	আবির	০১৭৫৪৫৫৯০৬৩
৮	মোঃ আব্দুল হামিদ	আবাসিক	১১	আবির	০১৭০২৯৬২৫৩৮
৯	আবির	মুদি	১১	আবির	০১৬২২৫৯৪১৬৯
১০	আবির	মুদি	১১	আবির	০১৬৫২৫৬৭১৫১
১১					
১২					
১৩					

ক্রমিক নং	ব্যবসা মালিকের নাম	ব্যবসায়ের ধরন	ঠিকানা	স্বাক্ষর	মোবাইল নং
১	হাসিমত মিয়া	চা. (দোকান)	হাসিমত মডেল	হ	০১৭২৪৭৮৭৭১৩
২	হাসিমত হোসেন	চা. (দোকান)	হ	আজিত	০১৭২৮২২৩৬৭৬
৩	হাসিমত	চা	হ	আজিত	০১৭২৭৫৪৫৫৫১
৪	হাসিমত	চা	হ		০১৭৬২২৭০৮২০
৫	হাসিমত হোসেন	চা	হ	হোসেন	০১৭১৫৪০৭৩৬৬
৬	হাসিমত	চা/মডেল		রফিক	০১৭৬৫৫৩৭৭২৫
৭	হাসিমত	চা		হ	০১৭৪০৭৮৪২১৭
৮	হাসিমত হোসেন	চা (দোকান)	হাসিমত	০১৭২৫ হাসিমত	০১৭২৫৫২৭১০০
৯	হাসিমত হোসেন	চা (দোকান)	হ		০১৭১৫৪৮৪১২
১০	হাসিমত	চা (দোকান)		হোসেন	০১৭১৫৭৭০০২
১১	হাসিমত	চা (দোকান)			০১৬৮০৫৫৬১৭
১২	হাসিমত	চা (দোকান)			০১৭৮৭১৩১১০৫
১৩	হাসিমত	হ		হাসিমত	০১৭৪৮৭৭২৫১৩

ক্রমিক নং	ব্যবসা মালিকের নাম	ব্যবসায়ের ধরন	ঠিকানা	স্বাক্ষর	মোবাইল নং
১।	মোঃ হুসাইন হোসেন	চা	আইইউসি মোঃ	মোঃ হুসাইন	০১৭৩৭৪৭৬৪৮৫
২।	ইমন	স্টুডিও	"	ইমন	০১৭৪৪০২৭০৬৭
৩।	মাহিমুল	মেকআপ	"	মাহিমুল	০১৭২৭৭৬৬১৩৫
৪।	মোঃ হাদী	হাদী	"	হাদী	
৫।	মোঃ মাহমুদ	ডিজাইনিং	"		
৬।	মোঃ মাহমুদুল	মাল/ডিজাইনিং	"	✓	
৭।	মোঃ মাহমুদ	TV ডিজাইনিং	"	✓	০১৭০০২১৪৭৭০
৮।	মোঃ মোহাম্মদ হুসাইন	ডেইনারি	"	মোঃ মোহাম্মদ হুসাইন	০১৬২৩৩৩৪৪০৮
৯	মোঃ হাদী	ডুপ্লেক্স	"	মোঃ হাদী	০১৮১৫২০৩৩১৭
১০	ইব্রাহিম হাদী	হাদী	"	মোঃ ইব্রাহিম	০১৬৭১১৬২৫৬৭
১১	মোঃ মোহাম্মদ হুসাইন	হাদী	"	মোঃ মোহাম্মদ হুসাইন	০১৮১৫০৪৪৭৭৭
১২	মোঃ মোহাম্মদ	মেকআপ	"	মোঃ মোহাম্মদ	০১৬৭৭৭০৭৫৭১
১৩	মোঃ হাদী	ডেইনারি	"	হাদী	০১৭৪৪৭৫৫৫৫