



Annex-3.

**Local Government Engineering Department (LGED).  
Municipal Governance and Services Project (MGSP)  
Agaragaon, Dhaka-1207  
SOCIAL SAFEGUARDS SCREENING OF SUBPROJECTS  
REVIEW and EVALUATION**

**Social Screening Report**  
**PACKAGE NO: MGSP/RCC/2017-18/W-11**

**Name of subproject**

a) Rehabilitation of Road starting from Nagar Mirgonj to Anondapath primary school via Raghu Bazar at Pirgasa road by Bituminous Carpeting (Ch. 0+000-6+300 km).

b) Construction of 7 nos. single vent Box Culvert 2 m X 1.6 m at Ch. 552 m, 2600 m, 3200 m, 3380 m, 4340 m, 4930 m & 6150 m respectively. 3 no's signal vent Box culvert 3 m x 2 m at Ch. 2098 m, 2700 m & 3780 m respectively, 2 vent Box culvert 3 m x 3 m at Ch. 3550 3 vent Box Culvert 3.6 m X 3.6 m at Ch. 5200 m on that road under Rangpur City Corporation. Rangpur District.



Design, Supervision, and Management (DSM) Consultancy Services  
Joint Venture of Hifab International AB, Sweden and  
AQUA Consultant & Associates Ltd., Bangladesh



**AUGUST -2017**  
**RANGPUR CITY CORPORATION**

## FORM 1: SOCIAL SAFEGUARDS SCREENING OF SUBPROJECTS REVIEW and EVALUATION

### 1. Description of subprojects:

a) Rehabilitation of Road starting from Nagar Mirgonj to Anondapath primary school via Raghu Bazar at Pirgasa road by Bituminous Carpeting (Ch. 0+000-6+300 km).

b) Construction of 7 nos. single vent Box Culvert 2 m X1.6 m at Ch. 552 m, 2600 m, 3200 m, 3380 m, 4340 m, 4930 m & 6150 m respectively. 3 no's signal vent Box culvert 3 m x 2 m at Ch. 2098 m, 2700 m & 3780 m respectively, 2 vent Box culvert 3 m x 3 m at Ch. 3550 3 vent Box Culvert 3.6 m X 3.6 m at Ch. 5200 m on that road under Rangpur City Corporation. Rangpur District.

#### **a) Rehabilitation of Road starting from Nagar Mirgonj to Anondapath primary school via Raghu Bazar at Pirgasa road by Bituminous Carpeting (Ch. 0+000-6+300 km).**

This is an important sub project and is located in the south part& rural areas of Rangpur City Corporation under ward no 32 & 33. It starts from Nagar Mirgonj Raghu Bazar Government Primary School (GPS) to Anondapath primary school and ends at Makura Konapara Bottola (Makura Madrasah) (Ch. to 6300 m) and is connected with Rangpur - Pirgasa high way road.

The proposed subproject is an existing road for improvement and is located covering both residential and commercial areas. Both sides of the road in the semi urban part have crop land and different types of crops like paddy and potato are cultivated there. This area is a commercially potato growing area of Rangpur Sadar Upazila. The edges of the road have 1210 number of trees (Mango, Jackfruit, Black berry, Rain tree, bamboo bunch, Mahogany, Koroi, Betel nut, lemon, Pomelo and Palm tree).

Part of the existing road is bituminous up to Raghu Bazar (Ch. 0 to 2925 m) with width of 3.2 to 3.5 m. It is damaged for overuse by heavily overloaded vehicles & lack of proper maintenance. The maximum surface areas of the road are worn-out and have many holes on road surface.



1- Figur-1 Earthen road condition at Makura

The remaining part of the road is earthen from Raghu Bazar to Bottola (Ch 2925 m to 6300 m). The road has 12 culverts in different locations and the culverts are old and damaged. This is why movement of transports like truck, covered van, microbus, rickshaw-van, CNG driven baby taxi, Ox-cart and battery operated three-wheeler is difficult. Also, movement of passenger is difficult during the rainy season.

Both sides of this subproject have three haat/Bazar, three Mosques, Three Government Primary School (GPS), one Degree Madras and two Junior Madras, one college, one KG school, One High school, and one Community clinic are located beside the road.

Considering the above situation it is required to improve this road to reduce traffic congestion. It will improve movement of pedestrians.

During the screening, the DSM team met local community leaders, City Mayor, Councilors, City Corporation Engineers, teachers, students, farmers, traders, public and private sector employees, NGOs, children, women and civil society representatives. About 40,000 people of the area will be benefited by the sub project.

Construction of the road following DSM design will need road protective wall (palisading, guide wall etc on selective basis based on need) for protection of the road beside the ponds, ditch& low land etc.



Picture 2 : Road design shared with local women.

The sub project construction will require removing extended front space of 07 shops. These are temporary tin-roof shops with bamboo poles. A total of 93 farmer families have encroached to the RCC and expanding plot size (Ch. 0 & Ch. 2925 m). The farm families agreed in writing to vacate RCC land for widening the road. Also felling of about 1210 trees and shifting of 48 electric poles will be needed.

Improvement of the proposed road will help saving travel time for the city dwellers as well as of people of Sadar Upazila and the users if three important haats(Nagar Mirgonj Raghu and Muddykhana) near the town.

**b) Construction of 7 nos. single vents Box Culvert 2 m X1. 6 m at Ch. 552 m, 2600 m, 3200 m, 3380 m, 4340 m, 4930 m & 6150 m respectively. 3 no's signal vent Box culvert 3 m x 2 m at Ch. 2098 m, 2700 m & 3780 m respectively, 2 vent Box culvert 3 m x 3 m at Ch. 3550 3 vent Box Culvert 3.6 m X 3.6m at Ch. 5200 m on that road under Rangpur City Corporation. Rangpur District.**

As the part of road construction 12 culverts will be constructed as under:

7 nos. single vent box culvert 2 m X1.6 m at Ch. 552 m, 2600 m, 3200 m, 3380 m, 4340 m, 4930 m & 6150 m respectively.

3 no's signal vent box culvert 3 m x 2 m at Ch. 2098 m, 2700 m & 3780 m respectively, 2 vent box culvert 3 m x 3 m at Ch. 3550.

And 3 vent box culvert 3.6 m X 3.6 m at Ch. 5200 on that road under Rangpur City Corporation.

## 2. INTRODUCTION:

The MGSP designed a structured questionnaire to facilitate the assessment of the current situation and social issues related to implement of subprojects in 22 Municipalities and 4 City Corporations. The information collected by this questionnaire will help to assess the initial social management needs quickly and ensure that the concerned subprojects are approved in the earliest possible time.

This screening will enable best effective assessment of social matters in Rangpur City Corporation and it has been completed as accurately as possible based on factual information.

## 3. OBJECTIVES AND GOALS:

The primary objective of this Social Screening is to check that relevant social issues are properly identified are remedial measures indicated so that sub projects involving unmanageable social risks are screened ,hence the PMU decid\_which on to include or exclude which ones should have further documents prepared like SIMP

## 4. STRATEGY OF SOCIAL SCREENING:

The Social Screening is based on a collection of primary data and information while conducting field survey for the subproject. A well-structured questionnaire was already designed in the Social Management Framework and given to the field officials for obtaining necessary primary data relating to social issues in connection with losses of land and any kind of assets for the subproject implementation. Further information was obtained through field visits and interviews with relevant stakeholders to capture collective opinions and feedback by using "Group Discussion (GD)"and "Key Informant Interviews (KII)".

## 5. TEAM COMPOSITION:

The Social Screening analysis based on the received documents on subproject related social safeguards aspects from the ULB was conducted by following members:

- a) Md. A .B. Siddique. SMO ,Rangpur Zone, MGSP, ,LGED
- b) Md. Abdul Quddus Khan, Senior Municipal Engineer, Rangpur Zone, MGSP, LGED
- c) Md.Jahid Al-Mamun, Assistant. Engineer. Rangpur City Corporation.
- d) Shukumer Sarker , Assistant Engineer Rangpur City Corporation ,Rangpur
- e) Md.Raihan Kabir, Assistant .Municipal Engineer, DSM, Rangpur City Corporation, MGSP ,LGED

## 6. METHODOLOGY OF SOCIAL SCREENING REPORT ON SUBPROJECT:

Subproject screening was carried out as per Social Management Framework of MGSP with the use of a prescribed social screening format. The concerned Social Management Officer and Senior Municipal Engineer, Assistant Municipal Engineer and Sub-Assistant Engineer conducted the social screening and the concerned Councilors of the ULB participated in it. The screening was based on participatory consultation with the local people using Group Discussion (GD) and Hot Spot (on the spot) consultation with different categories of local people who are aware of local situation and needs of the subproject area.

Focus of the screening includes social safeguard compliance issues such as losses of land, displacement of population, stakeholder participation, income, gender, vulnerability and presence of tribal people etc. The field visit reports on social screening were prepared by the Social Management **Officer and the Social Management Specialist has reviewed the report.** The DSM ensured that anybody in the subproject area will not be adversely affected or deprived due to the implementation of the subproject, and the PAPs (if any) are not forcibly evicted. However, it was found that the PAPs agreed to vacate willingly and without compensation.

ULB and Consultants jointly ensured the consultation with the communities, infrastructure users, elected public representatives, local administration, teachers, businessmen, NGOs, social workers, and civil society members.

## 7. Subproject Interventions:

**The subproject interventions are:**

- a) ) Rehabilitation of Road starting from Nagar Mirgonj to Anondapath primary school via Raghu Bazar at Pirgasa road by Bituminous Carpeting (Ch. 0+000-6+300 km).
- b) Construction of 7 nos. single vent Box Culvert 2 m X1. 6 m at Ch. 552 m, 2600 m, 3200 m, 3380 m, 4340 m, 4930 m & 6150 m respectively. 3 no's signal vent Box culvert 3 m x 2 m at Ch. 2098 m, 2700 m & 3780 m respectively, 2 vent Box culvert 3 m x 3 m at Ch. 3550 3 vent Box Culvert 3.6 m X 3.6 m at Ch. 5200 m on that road under Rangpur City Corporation. Rangpur District.



## **8. KEY FINDINGS**

### **8.1 LAND REQUIREMENTS:**

Based on the Social Screening, from the field, it is confirmed that there is no need for land acquisition and preparing RAP.

### **8.2 HOMESTEAD AND OTHER NON-LAND ASSETS:**

It is noticed that no land belongs in the sub project alignment belongs to private citizens. Social Screening results demonstrated that 7 shops and 93 famers will be affected requiring dismantling and backward shift. The owners agreed to remove the obstacles willingly without compensation.

### **8.3 INCOME LOSS/ BUSINESS LOSS: None**

### **8.4 INDIGENOUS PEOPLE (IP), ADHIBASHI, and MARGINALIZED POPULATION:**

There is no Indigenous; Adhibashiand marginalized population that will be affected during subproject intervention and implementation. The survey team did not find any Indigenous, Adhibashi or marginalized population living besides the sub project,

## **9. CONCLUSIONS AND RECOMMENDATIONS:**

The sub project will *have tremendous* impact on the improvement of the transportation system. For the sub project area, it will have a safe connectivity with the main city town of nearby Sadar Upazila and three important *haat/ bazaar*. All these will have positive impact on employment, creation of better business environment, marketing of products and promoting education facilities. All these factors have incremental value on socio-economic aspects in general and social aspects in particular. Therefore, implementations of the proposed subprojects are safely and highly recommended.

It was found through the social screening that near about seven shops tin roof and bamboo poles will require removal and 93 famer's family farms plots encroached in City Corporation and needs to shift back. In a series of inclusive participation and consultation meetings with the community people, all shopkeepers and farmers family agreed to remove the obstacles willingly. This needs documentation and send to DSM.

Before floating of tender and the start of construction, the DSM will ensure that the documentation is complete and required social issues are properly addressed.

This report has been prepared following filled up questionnaire and checklist which follow.

# FORM: 1 SOCIAL SAFE GUARD SCREENING OF SUBPROJECTS

## REVIEW and VALUATION

Name of Subproject:

a) Rehabilitation of Road starting from Nagar Mirgonj to Anondapath primary school via Raghu Bazar at Pirgasa road by Bituminous Carpeting (Ch. 0+000-6+300 km).

b) Construction of 7 nos. single vent Box Culvert 2 m X1. 6 m at Ch. 552 m, 2600 m, 3200 m, 3380 m, 4340 m, 4930 m & 6150 m respectively. 3 no's signal vent Box culvert 3 m x 2 m at Ch. 2098 m, 2700 m & 3780 m respectively, 2 vent Box culvert 3 m x 3 m at Ch. 3550 3 vent Box Culvert 3.6 m X 3.6 m at Ch. 5200 m on that road under Rangpur City Corporation. Rangpur District

### I. Checklist for Exclusion

1) Subproject requires land acquisition and/or population displacement that need to be compensated for or resettled	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
2) Subproject affects mosques, temples, graveyards and cremation grounds, and other places/objects of religious, cultural and historical significance.	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
3) Subproject threatens cultural tradition and ways of life of tribal peoples; severely restrict their access to common property resources and livelihood activities.	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
4) Communities have objections on subproject interventions on social and environmental issues those cannot be resolved through design alternatives.	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

### II. Resettlement Impacts

In respect of the social impacts and community concerns, is there a need to, Undertake an in-depth social impact assessment study?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Prepare a Resettlement Action Plan?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

### III. Impacts on Tribal Peoples

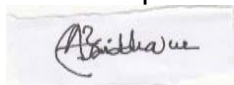
In respect of the social impacts on tribal peoples and their concerns, is there a need to, Undertake an in-depth impact assessment study?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Prepare a Tribal Peoples Plan?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

On behalf of the DSM Consultant, the attached filled out format has been reviewed and evaluated by:

Decision on selection: ☒ recommended for selection ☐ recommended for exclusion

Prepared by: Md .A. B. Siddique .Designation: Social Management Officer, MGSP, and

LGEDSignature:



Date: 07/08/2017

Reviewed by: **Dr. M. Maniruzzaman.** Designation: Social Management Specialist, MGSP, LGED

Signature:



Date: 07/08/2017

## FORM 1: SCREENING FORM FOR SOCIAL SAFEGUARDS ISSUES

### A. Identification :

1. Name of ULB: Rangpur City Corporation. District: Rangpur.

2. Ward/Mahalla: Ward no. 32 & 33.

Name of subproject / spot screened:

Project component: Improvement of Road

### 3. Name of subproject:

a) Rehabilitation of Road starting from Nagar Mirgonj to Anondapath primary school via Raghu Bazar at Pirgasa road by Bituminous Carpeting (Ch. 0+000-6+300 km).

b) Construction of 7 nos. single vent Box Culvert 2 m X 1.6 m at Ch. 552 m, 2600 m, 3200 m, 3380 m, 4340 m, 4930 m & 6150 m respectively. 3 no's signal vent Box culvert 3 m x 2 m at Ch. 2098 m, 2700 m & 3780 m respectively, 2 vent Box culvert 3 m x 3 m at Ch. 3550 3 vent Box Culvert 3.6 m X 3.6 m at Ch. 5200 m on that road under Rangpur City Corporation. Rangpur District

### TOTAL 12 CULVERTS

### 4. Brief description of the physical works

The subproject is located at ward no. 32 & 33 of Rangpur City Corporation. Under this subproject a **6300 m** long and 6 m width road and 12 culverts will be construction. These subproject is one the most important constructions of the Rangpur City Cooperation. Besides the roads covering residential and commercial areas and agricultural field and also have 1210 various types of fruits bearing & wooden trees.

### 5. Screening Date(s): 07.08 .2017

#### Participation in Screening:

#### 6. Names of Consultants' representatives who screened the subproject:

1. Dr. M. Maniruzzaman. Designation: Social Management Specialist, MGSP, and LGED
2. Md. A. B. Siddique . SMO, Rangpur Zone, MGSP, LGED
3. Md. Abdul Quddus Khan, Senior Municipal Engineer, Rangpur Zone, MGSP, LGED.
4. Md. Raihan Kabir, Assistant .Municipal Engineer, DSM, Rangpur City Corporation, MGSP, LGED

#### 7. From City cooperation

Names of RCC officials participated in screening:

1. Mr. Jahid –Al-Mamun Assistant. Engineer., RCC
2. Shukumer Sarker Assistant .Engineer. RCC
3. Md. Sultan Ahmad Ward councilor ward no: 33. RCC

8. WLCC members, NGOs, community groups/CBOs participated in screening: Yes, copy enclosed for information Would-be affected persons participated in screening: N/A

9. **Would be affected persons participated in the screening:** NO.

**C. Land Requirements & Ownership:** No.

10. Will there be a need for additional lands to carry out the intended works under this contract? ☐ yes ☒ No

11. If 'Yes', what will the additional lands be used for? (Indicate all that apply): N/A  
☐ road widening ☐ curve correction ☐ construction/expansion of physical structure  
☐ strengthening narrow eroding road section between high and low lands ☐ others  
(Mention):

12. If 'Yes', the required lands presently belong to (Indicate all that apply): N/A  
☐ ULB ☐ Government Land  
☐ Private Citizens ☐ Others (Mention):

**D. Current Land Use & Potential Impacts**

13. If the required lands belong to Private Citizens, they are currently used for (Indicate all that apply): N/A

☐ Agriculture Number of households using the lands: 93  
☐ Residential purposes Number of households using them:  
☐ Commercial purposes Number of persons using them: Shops:  
☐ Other Uses (Mention): few Users:  
Land does not belong to private citizen.

14. If the required lands belong to ULB and/or other Government agencies, they are currently used for (Indicate all that apply): N/A

☐ Agriculture Number of persons/households using the lands:  
☐ Residential purposes Number of households living on them:  
☐ Commercial purposes Number of persons using them: **07 No. of shops:**  
☐ **Other Uses (Mention):**

15. How many of the present users have lease agreements with any government agencies?  
None

16. Number of private homesteads that would be affected on private lands: None  
Entirely requiring relocation..... Partially but can still live on present homestead

17. Number of business premises/buildings that would be affected on private lands: None.  
Entirely and will require relocation: # Of businesses housed in them:  
Partially, but can still use the premises: # of businesses housed in them: **07**

18. Residential households will be affected on ULB's own and & public lands: None  
Entirely affected and will require relocation: No. of these structures:



No. of structures built with brick, RCC, & other expensive and durable materials:

No. of structures built with inexpensive salvageable materials (bamboo, GI sheets, etc.):

Partially affected, but can still live on the present homestead: No of these structures

No. of structures built with brick, RCC, & other expensive and durable materials:

No. of structures built with inexpensive salvageable materials (bamboo, GI sheets, etc.):

19. No. of business premises that would be affected on ULB's own & other public lands:

None

Entirely affected and will require relocation: No. of these structures:

No. of businesses housed in these structures:

No. of persons presently employed in the above businesses.

No. of these structures built with brick, RCC, & other durable materials:

No. of structure built with inexpensive salvageable materials (bamboo, GI sheets, etc):

Partially affected, but can still stay in the present no. of these structures:

No. of businesses housed in these structures:

No. of persons presently employed in these businesses:

No. of these structures built with brick, RCC, & other durable materials:

No. of structure built with inexpensive salvageable materials (bamboo, GI sheets, etc):

20. No of businesses/trading activities that would be displaced from make-shift structures on the road, and other areas/spots: None

21. Do the proposed subproject works affect any community groups' access to any resources that are used for livelihood purposes? [ ] Yes [✓] No

22. If 'Yes', description of the resources: N/A

23. Do the proposed works affect community facilities like school, cemetery, mosque, temple, or others that are of religious, cultural and historical significance? [ ] Yes [✓] No.

24. If 'Yes', description of the facilities: N/A.

25. Describe any other impacts that have not been covered in this questionnaire? No.

26. Describe alternatives, if any, to avoid or minimize use of additional lands: N/A

## **E. ADDITIONAL INFORMATION ON TRIBAL PEOPLE**

(This section must be filled in if subprojects are located in areas that are also inhabited by tribal peoples)

27. Names of tribal community members and organizations who participated in screening: N/A

28. Have the tribal community and the would-be affected TPs been made aware of the potential positive and negative impacts and consulted for their feedback and inputs?

☐ Yes ☒ No

Has there been a broad-based community consensus on the proposed works?

☐ Yes ☒ No

29. Total number of would-be affected tribal households: N/A.

30. The would-be affected tribal households have the following forms of rights to the required lands: N/A

☐ Legal: No. of households:

☐ Customary: No. of households:

☐ Lease agreements with any GOB agencies: No. of households:

☐ Others (Mention): No. of households:

31. Does the subproject affect any objects that are of religious and cultural significance to the IPs?

☐ Yes ☒ No

**G.32. If 'Yes', description of the objects:** N/A.

33. The following are the three main economic activities of the would-be affected tribal households: a. N/A, b. N/A, c. N/A

34. Social concerns expressed by tribal communities/organizations about the works proposed under the subproject: N/A

35. The tribal community and organizations perceive the social outcomes of the subproject: N/A

**On behalf of the DSM Consultant, the attached filled out format has been reviewed and evaluated by:**

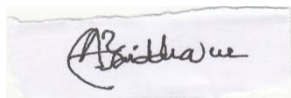
**Decision on selection** ☒ recommended for selection ☐ recommended for exclusion

**Prepared by:**

**Name: Md. A. B. Siddique** Designation: Social Management Officer, MGSP, LGED

Date: 07/08/2017

Signature



**Reviewed by:**

**Name: Dr. M. Maniruzzaman.** Designation: SMS, MGSP, LGED

Signature:



Date 07/08/2017

**Participation and Consultation meeting for subprojects:** A Participation and Consultation meeting was held in the subproject site to carry out the feasibility of the specific subproject.

Consultations with communities and other stakeholders have been used as a two-way communication to provide information about the subproject and obtain feedback from the communities on subproject approach, design and implementation.



*Figure 3 Community consultation at Nagar Mirgonj*

Consultations were carried out through open meetings and key informant interviews (KII). From the meeting, this specific subproject is very important for the economic development of the communities which in turn will be implemented.

The consultation process was carried out with beneficiaries of residential houses, private clinic management, daily market users (wholesaler, retailers, and customers), low income earners, mosque committees, school teachers and women.

# Local Participant's attendance sheath. (Two pages)



Social Assessment and  
Municipal Governance and Services Project (MGSP)

Name of Subproject: Re-habilitation and widening of road starting from Nagar Mirgonj  
Raghu Bazar to Anadpath primary school at pargass road (CIP-b-06 & 07)

Package: MGSP/RAN/2016-17: PW-11

Name of ULB : Rangpur City Corporation (RCC)

District : Rangpur

Date: 09/06/2017

## Attendance of Local Participants in the Screening Exercise

Local Stakeholders, community members and WLCC/CBO

SL#	Name	Gender	Social Status	Contact Number	Signature
01	শ্রী: ইকবাল হোসেন	পুরুষ	ব্যবসায়ী	0211826082	[Signature]
02	Shapan	পুরুষ	Student	0173826466	[Signature]
03	শ্রী: উম্মা	মহিলা		01750074851	[Signature]
04	শ্রী: মোঃ মাহমুদ	পুরুষ	do	01737933925	[Signature]
05	কাজেম	পুরুষ	ব্যবসায়ী	01750544278	[Signature]
06	শ্রী: কাজেম	পুরুষ	ছাত্র	01717255903	[Signature]
07	শ্রী: মফিজুল হক	পুরুষ	Teacher	01745-772541	[Signature]
08	শ্রী: মোঃ হুমায়ুন	পুরুষ	"	01733139223	[Signature]
09	শ্রী: মোঃ হুমায়ুন	পুরুষ	"	01916592164	[Signature]
10	শ্রী: মোঃ হুমায়ুন	পুরুষ	কিছুকিছু	01710-468364	[Signature]
11	নিজাম	মহিলা	কিছুকিছু	0175803722	[Signature]
12	শ্রী: মোঃ হুমায়ুন	পুরুষ	কিছুকিছু	01761810875	[Signature]
13	শ্রী: মোঃ হুমায়ুন	পুরুষ	হাস	01705863009	[Signature]
14	শ্রী: মোঃ হুমায়ুন	পুরুষ	ছাত্র	"	[Signature]
15	শ্রী: মোঃ হুমায়ুন	পুরুষ	ছাত্র	"	[Signature]

[Signature]  
মুহাজ্জাব আল-মামুন  
৩৩নং ওয়ার্ড, কাউন্সিলার  
রংপুর সিটি কর্পোরেশন, রংপুর

07.08.17  
Md. Jahid-Al-Mamun  
Assistant Engineer  
Rangpur City Corporation

07.08.17  
Md. Raihan Kabir  
Assistant Municipal Engineer  
Municipal Governance and Services Project  
Design, Supervision and Management Consultant

09.06.17  
মুহাজ্জাব আল-মামুন  
সহকারী প্রকৌশলী  
রংপুর সিটি কর্পোরেশন







Name of Subproject: Re-habilitation and widening of road starting from Nagar Mirgonji  
Raghu Bazar to Anadpath primary school at pirgass road (CIP-b-06 & o7)

Package: MGSP/RAN/2016-17: PW-11

Name of ULB : Rangpur City Corporation (RCC)

District : Rangpur

Date: ০৭/০৮/২০১৭

### Attendance of Local Participants in the Screening Exercise

Local Stakeholders, community members and WLCC/CBO

SL#	Name	Gender	Social Status	Contact Number	Signature
১৬	মো: নূরুল হক	পুরুষ	কৃষক	০১৪২৭৩৬৪৯	নূরুল হক
১৭	মো: আব্দুল হাকিম	পুরুষ	গারমেন্ট	০১৭২০৬৪৮১৩	
১৮	মো: হাদি	পুরুষ	স্ব	০১৭৭৭৭৭৭৭	হাদি
১৯	মো: মিজানুর	পুরুষ	চাষ	০১৪২৫৭৪১২২	
২০	মো: মাহবুবুল হক	পুরুষ	গারমেন্ট	০১৭২৪৪২৩৫৭	মাহবুব
২১	কারামত	নারী	গৃহিণী	৯৯	কারামত
২২	কারামত	নারী	গৃহিণী		কারামত
২৩	নাহারিন	নারী	চাষ	০১৭৬৭১৩১৭৭	নাহারিন
২৪	মো: হারুন আলী হু	পুরুষ	গারমেন্ট	০১৭৩৭৩৭৭৭	হারুন
২৫	আব্দুল	পুরুষ	চাষ	০১৭৩৭৭৭৭৭	আব্দুল
২৬	মো: মাহবুব	নারী	গৃহিণী	০১৭৪৩৬৭৭৭	মাহবুব
২৭	মো: মাহবুব	পুরুষ	কৃষক	০১৭৫০৭৭৭৭	মো: মাহবুব
২৮	মো: মাহবুব		=		মো: মাহবুব
২৯	মো: মাহবুব	পুরুষ	গারমেন্ট	০১৭৭৭৭৭৭৭	মো: মাহবুব
৩০	মো: মাহবুব		গারমেন্ট	৯৯	মো: মাহবুব

(০১৭৭০৬৩৭৭৭)  
মুহাম্মদ আব্দুল  
৩০৭ ওয়ার্ড, কাউন্সিলার  
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সহকারী প্রকৌশলী  
রংপুর সিটি কর্পোরেশন



**Local Government Division  
Local Government Engineering Department  
Municipal Governance and Services Project (MGSP)  
IDA Credit No: 5339-BD**

**Report on Social Management Plan**

**Package No: MGSP/RAN/2017- 2018/ W-11**

## **Social Management Plan**

**RANGPUR CITY CORPORATION**

**Name of Subproject:**

a) Rehabilitation of Road starting from Nagar Mirgonj to Anondapath primary school via Raghu Bazar at Pirgasa road by Bituminous Carpeting (Ch. 0+000-6+300 km).

b) Construction of 7 nos. single vent Box Culvert 2 m X 1.6 m at Ch. 552 m, 2600 m, 3200 m, 3380 m, 4340 m, 4930 m & 6150 m respectively. 3 no's signal vent Box culvert 3 m x 2 m at Ch. 2098 m, 2700 m & 3780 m respectively, 2 vent Box culvert 3 m x 3 m at Ch. 3550 3 vent Box Culvert 3.6 m X 3.6 m at Ch. 5200 m on that road under Rangpur City Corporation. Rangpur District.



Design, Supervision, and Management (DSM) Consultancy Services  
Joint Venture of *Hifab International AB, Sweden and*

*AQUA Consultant & Associates Ltd., Bangladesh*



***AUGUST 2017***  
**RANGPUR CITY CORPORATION**  
***RANGPUR.***



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## **Abbreviations**

ARP	Abbreviated Resettlement Plan
BMDf	Bangladesh Municipal Development Fund
LAP	Land Acquisition Plan
CBO	Community Based Organization
CC	Cement Concrete
RCC	Rangpur City Corporation
CIP	Capital Investment Plan
CUL	Compensation-Under-Law
DC	Deputy Commissioner
DALY	District Land Acquisition Committee
DUTP	Dhaka Urban Transport Project
GoB	Government of Bangladesh
GRC	Grievance Redress Committee
GRAM	Grievance Redress Mechanism
HCG	House Construction Grant
HTG	House Transfer Grant
IDA	International Development Association
IP	Indigenous People
IPP	Indigenous Peoples Plan
KII	Key Informants Interviews
FGD	Focus Group Discussion
LGD	Local Government Division
LGED	Local Government Engineering Department
M& S	Management & Supervision
MGSP	Municipal Governance and Services Project
MOGRDC	Ministry of Local Government, Rural Development & Cooperatives
MSP	Municipal Services Project
MSL	Mean sea Level
NGO	Non-governmental Organization
PAH	Project Affected Household
PAP	Project Affected Person
PMU	Project Management Unit
RCC	Reinforced Concrete Cement
RP	Resettlement Pan
SIA	Social Impact Assessment
SMP	Social Management Plan
SSS	Social Safeguards Specialist
TLCC	Town Level Coordination Committee
ULB	Urban Local Body
WB	World Bank
WC	Ward Committee
RAP	Resettlement Action Plan

## EXECUTIVE SUMMARY

Rangpur City Corporation is A Category City Corporation having an area of 203.19 sq km . The ULB is densely populated with 33 administrative wards which is also underserved in all development considerations. The subproject has been selected considering the needs of the locality which is priority as CIP of RCC.

The Social Management Plan (SMP) of the Subproject under Rangpur City Corporation was developed through inclusive participation of all level stakeholders and using participatory approach. The subproject area is located in one segment hence one social screening report has been prepared.. The subproject comprises interventions proposed as per CIP-6 & CIP-7 of the Rangpur City Corporation. The sub project will benefit two of the 33 administrative wards of the RCC (Wards 32 and 33). According to engineering design, implementation of this subproject will be carried out within the existing right-of-way hence no LA is involved and no RAP is required. Present condition of the road is partly BC & partly earthen. The BC part is old, damaged and narrow with undulation, worn-out and has many potholes on the surface. The earthen part is muddy covered and stays water-logged during the rainy season.

***Total cost of the subproject is Taka: 108,578,224.35***

### ***Purpose of the subproject***

To improve overall Rangpur City Corporation road networks through construction of 6300 m road covering two of the 33 municipal wards of the Rangpur City Corporation.

### **Anticipated Impacts:**

The subproject will benefit directly benefiting about 40,000 people of the two wards (32 & 33) by rehabilitation of the road and reconstruction of seven culverts.

A total of seven temporary shops with tin roof and bamboo poles and 93 farming plots will be affected. All of the 100 PAPs are encroachers. They have agreed in writing to remove the obstacles willingly and without compensation. In addition, the subproject will need shifting of 48 electric poles and felling of about 1210 trees (mango, coconut, jackfruit, Pomelo, koroi, betel nut and eucalyptus).

The City Corporation and the local communities are positive of its implementation. It is therefore recommended to implement the project as a subproject of the MGSP.

## **1. INTRODUCTION**

### **1.1. Project Background**

The Government of Bangladesh, through the Local Government Engineering Department (LGED) and Bangladesh Municipal Development Fund (BMDf) is implementing the Municipal Governance and Services Project (MGSP). The project aims to improve municipal governance and basic urban services in participating ULBs. Two physical components of the project include (i) Municipal Governance and Basic Urban Services Improvement (Component 1) to provide financial support to 26 pre-identified urban local bodies (ULBs) comprising 22 municipalities and four city corporations, and demand-based sub-credits to eligible ULBs for basic urban services improvement investment costs (component 2). Total project cost is **BDT 2, 470, 93.92 lakh to be** financed at 80:20 IDA loan to GOB contribution. LGED is implementing the Component 1 while BMDf is implementing component 2 of the project.

LGED is supporting the 26 pre-selected ULBs for investments in development and rehabilitation of Road, Bridge, Box-culvert, pedestrians bridge, street light, Road Safety, Bus terminal, Truck terminal, Boat landing Jetty, Drain, Retaining wall, Kitchen market, Cattle market, slaughter house, Public toilet, Solid waste management, Sweeper colony, Park, Community Centre and Whole sale market. LGED is financing through (i) base allocation based on population category of ULBs; (ii) performance-based allocation and (iii) operations and maintenance support on a declining basis over the project period.

The component interventions have largely been developed for construction and rehabilitation within existing available land owned by the ULBs and acquisition of land has been avoided in the screening process. Removal of some obstruction and relocation of some businesses were involved in case of some sub projects for unavoidable circumstances. The MGSP did not avoid taking-up of sub projects in areas inhabited by tribal peoples and instead ensured their inclusion and participation where applicable. The ULBs addressed the removal of obstructions and in most cases the land entirely belongs to the ULB. In some instances, land of other GOB agencies like the BWDB, R&H, Railway or other local government like adjoining UP is needed and in such cases the ULB ensured getting such land by mutual understanding and proper documentation of such understanding. Relocation of business and removal of obstructions were resolved by consultation and agreement with the concerned PAPs and these are properly documented. Thus land acquisition, population displacement and tribal people's issues have been addressed following the country's legal framework and the World Bank policy on social safeguards.

### **1.2 Legal and Policy Framework**

Given the approach of subproject preparation and implementation, the World Bank's Operational Policy (OP) on Involuntary Resettlement (OP 4.12) and on Indigenous Peoples (OP, 4.10) triggered to the project. A Social Management Framework (SMF) has been adopted by LGED for the project that meets the requirements of the country's legal frameworks in Bangladesh "The Acquisition and Requisition of Immovable Property, Ordinance, 1982" and the Bank requirements including OP 4.12 and OP 4.10. The SMF also requires that subprojects are prepared ensuring inclusion, participation, transparency, and social accountability. Subprojects are prepared by respective ULBs in a process complying

with the SMF requirements. LGED reviews the subproject proposals for technical, engineering, environmental, social development and safeguards compliance before allocation of the financing to the ULBs.

Social Management Plans (SMP) will be prepared and implemented for subprojects with no land acquisition or involuntary displacement of people, while Resettlement Action Plans (RAP) and Tribal Peoples Plans (TPP) ) will be prepared for implementation for subprojects involving population displacement and tribal peoples' issues.

### **1.3. Brief Description of Subproject**

#### **Subproject No. MGSP/RAN/2017-18/W-11**

a) Rehabilitation of Road starting from Nagar Mirgonj to Anondapath primary school via Raghu Bazar at Pirgasa road by Bituminous Carpeting (Ch. 0+000-6+300 km).

b) Construction of 7 nos. single vent Box Culvert 2 m X 1.6 m at Ch. 552 m, 2600 m, 3200 m, 3380 m, 4340 m, 4930 m & 6150 m respectively. 3 no's signal vent Box culvert 3 m x 2 m at Ch. 2098 m, 2700 m & 3780 m respectively, 2 vent Box culvert 3 m x 3 m at Ch. 3550 3 vent Box Culvert 3.6 m X 3.6 m at Ch. 5200 m on that road under Rangpur City Corporation. Rangpur District

#### **a) Rehabilitation of Road starting from Nagar Mirgonj to Anondapath primary school via Raghu Bazar at Pirgasa road by Bituminous Carpeting (Ch. 0+000-6+300 km).**

This is an important sub project located in the south part of the city and a semi-urban area (Mirgonj) which has been added to the RCC (as ward #33). It starts from Nagar Mirgonj Raghu Bazar Government Primary School (GPS) and ends at Makura Konapara Bottola (Makura Madrasa) (Ch. to 6300 m) crossing of Rangpur - Pirgasa road.

The proposed subproject is an existing road for improvement covering both residential and commercial areas. Both sides of the road in the semi urban part have crop land. Various types of crops like paddy and potato are cultivated there. This area is a commercially potato growing area of Rangpur Sadar Upazila. The edges of the road have 1210 number of trees (Mango, Jackfruit, Black berry, Rain tree, bamboo bunch, Mahogany, Koroi, Betel nut, lemon, Pomelo and Palm tree).



Part of the existing road is bituminous up to Raghu Bazar (Ch. 0 to 2925 m) with width of 3.2 to 3.5 m. It is damaged for overuse by heavily overloaded vehicles & lack of proper maintenance. The maximum surface areas of the road are worn-out and have many holes on road surface.

The remaining part of the road is earthen from Raghu Bazar to Bottola (Ch 2925 m to 6300 m). The road has 12

culverts in different locations and the culverts are old and damaged. This is why movement of transports like mini truck covered van microbus, rickshaw-van, CNG driven baby taxi, Ox-cart and battery operated three-wheeler is difficult. Also, movement of passenger is difficult during the rainy season.

Both sides of this subproject have three haat/ Bazar, three Mosques, Three Government Primary School (GPS), one Degree Madrasah and two Junior Madrasah, one college, one KG school, One High school and one Community clinic are located beside the road. Considering the above situation it is required to improve this road to reduce traffic congestion. It will improve safe movement of pedestrians.

During the screening, the DSM team met local community leaders, City Mayor, Councilors, City Corporation Engineers, teachers, students, farmers, traders, public and private sector employees, NGOs, children, women and civil society representatives. About 40,000 people of the area will be benefited by the sub project.

Construction of the road following DSM design will need road protective wall (palisading, guide wall etc. on selective basis based on need) for protection of the road beside the ponds, ditch & low land etc.

The sub project construction will require removing extended front space of 07 shops. These are temporary tin-roof shops with bamboo poles. A total of 93 farmer families have encroached to the RCC lands with expanding plot size (Ch. 0 & Ch. 2925 m). The farm families agreed in writing to vacate the RCC land for widening the road.

Regarding the removal of obstructions a meeting was held in the subproject area chaired by the councilor of ward # 33 and about 160 local people and three RCC senior representatives were present in the meeting. In the meeting a total of 100 PAPs (07 shopkeepers and 93 famers) were identified and the 100 PAPs signed the resolution (attached annex-1) and 24 representatives of them signed an agreement on non-judicial stamp (attached annex-2). The seven shopkeepers removed their tin roofs and bamboo poles structures and 93 famers will shift back willingly and without any compensation.

Also felling of about 1210 trees and shifting of 48 electric poles will be needed.

Improvement of the proposed road will help to save travel time of the city dwellers as well as people of Sadar Upazila and the users if three important haats/ Bazar (Nagar Mirgonj, Raghu and Muddy khana) near the town.

**b) Construction of 7 nos. single vents Box Culvert 2 m X 1.6 m at Ch. 552 m, 2600 m, 3200 m, 3380 m, 4340 m, 4930 m & 6150 m respectively. 3 no's signal vent Box culvert 3 m x 2 m at Ch. 2098 m, 2700 m & 3780 m respectively, 2 vent Box culvert 3 m x 3 m at Ch. 3550 3 vent Box Culvert 3.6 m X 3.6 m at Ch. 5200 m on that road under Rangpur City Corporation. Rangpur District**

As the part of road construction of 7 nos. single vent box culvert 2 m X 1.6 m at Ch. 552 m, 2600 m, 3200 m, 3380 m, 4340 m, 4930 m & 6150 m respectively. 3 no's signal vent box culvert 3 m x 2 m at Ch. 2098 m, 2700 m & 3780 m respectively, 2 vent box culvert 3 m x 3 m at Ch. 3550 and 3 vent box culvert 3.6 m X 3.6 m at Ch. 5200 on Nagar Mirgonj Government Primary School (GPS) to Anondapath Primary School and ends at Makura Konapara Bottola



(Makura Madrasah) (Ch. to 6300 m) and is connected with Rangpur – Pirgasa high way road, under Rangpur City Corporation

**The proposed subproject and its estimated costs are given in the following table.**

<b>SL #</b>	<b>Subprojects</b>	<b>Length (m)</b>	<b>Estimated Cost (BDT)</b>	<b>Remarks</b>
a	Rehabilitation of Road from Nagar Mirgonji Raghu Bazar to Anondapath primary school at Pirgass road by Bituminous Carpeting (Ch. 0+000-6+300 m). (CIP –b- 06 & 07). Total length: 6300 m	6300 m	<b>90,375,167.53</b>	Road widening and BC pavement
b	Construction of 7 nos. single vent Box culvert 2 m X1. 6 m at Ch. 552 m, 2600 m, 3200 m, 3380 m, 43400 m, 4930 m & 6150 m respectively. 3 no's signal vent Box culvert 3 m x 2 m at Ch. 2098 m, 2700 m & 3780 m respectively, 2 vent Box culvert 3 m x 3 m at Ch. 3550 3 vent Box Culvert 3.6 m X 3.6 m at Ch. 5200 m on that road under Rangpur City Corporation.		<b>18,203,056.82</b>	Reconstruct 7 of the existing 12 Culverts
	Total		<b>108,578,224.35</b>	

#### **1.4 Social Management Plan**

This Social Management Plan (SMP) has been prepared for the identification and managing social concerns in the process of subproject design and implementation. Initially, each subproject component included a social screening report. After reviewing the social screening report by Social Unit of DSM, this subproject proposal is submitted to the PMU office. Social team of the DSM has carried out a site visit and consulted with the Rangpur City Corporation officials, stakeholders (down to the ward level) and cross section of the beneficiary communities through interview, participation and consultation meeting. The social screening findings from the consultation method and proceedings were further validated through the social survey and consultation.

The purpose of preparing this SMP is to demonstrate an all-inclusive consultative process in selection and design of the subproject as well as to provide guidance for social development and safeguards compliance in the implementation process.

The SMP contains a description of the subproject area, social screening and impacts, consultation process adopted during identification and design, and consultation plan for implementation stage, impact mitigation measures, grievance resolution process and implementation arrangements, monitoring & evaluation.

RCC authority will ensure participation of the communities and grievance resolution in the process of implementation of the subprojects.

## **2. Description of Subproject Area**

### **2.1. Brief Profile of Rangpur City Corporation**

Rangpur is one of the major cities of Bangladesh and the main urban area of Rangpur Division. Rangpur was declared a district headquarters on 16 December 1769, and established as a municipality in 1869, making it one of the oldest municipalities in Bangladesh. The municipal office building was erected in 1892 under the precedence Raja Janaki Ballav Sen, Chairman of the municipality. In 1890, the "Shyama sundori khal" was excavated for improvement of drainage facility in the town.

The RCC is located in the north western Rangpur division of Bangladesh. Recently established public university of Bangladesh named "Begum Rokeya University is located in the southern part of the city. Previously, Rangpur was the headquarters of *Greater Rangpur* district. Later the Greater Rangpur district was split into the Rangpur, Kurigram, Nilphamari, Lalmonirhat, and Gaibandha districts.

Formerly a district town, Rangpur is now the divisional headquarters comprising eight districts of greater Rangpur and Dinajpur in the northwestern part of the country. Rangpur division was created in 2010 and it has been a City Corporation since 2012. Despite being a divisional city, Rangpur is still a rural town. Until mid-1990s when the Jamuna Bridge was constructed, very little economic development took place around it, mainly because of the yearly flooding which still remains a constraint to development.

Rangpur City, covering an area of around 203 square kilometers, lies on the bank of the river Ghaghat. Population of the Rangpur municipality as of 2011 is 579,012 with population density of 2,815 per sq km. Rangpur is an administrative town and has concentration of educational institutions such as newly established Begum Rokeya University and a century old Carmichael College. It has several other educational institutions like Rangpur Government College, Cadet College and Medical College. It has good potential to grow as a city of agricultural industries and a number of large corporations have established such enterprises like one owned by the PRAN-Group. It has good number of cold storages. Huge number of people from the adjoining rural areas comes to the City Corporation area during the non-working season of agriculture (September-November after the T- Aman crop is planted and from March-April after the boro crop is planted) in search of work. Improvement of this infrastructure under the subproject will increase commercial and economic activities in this area and will also boost other socio-economic activities in the City Corporation. Moreover, health and sanitation of the local community people will improve

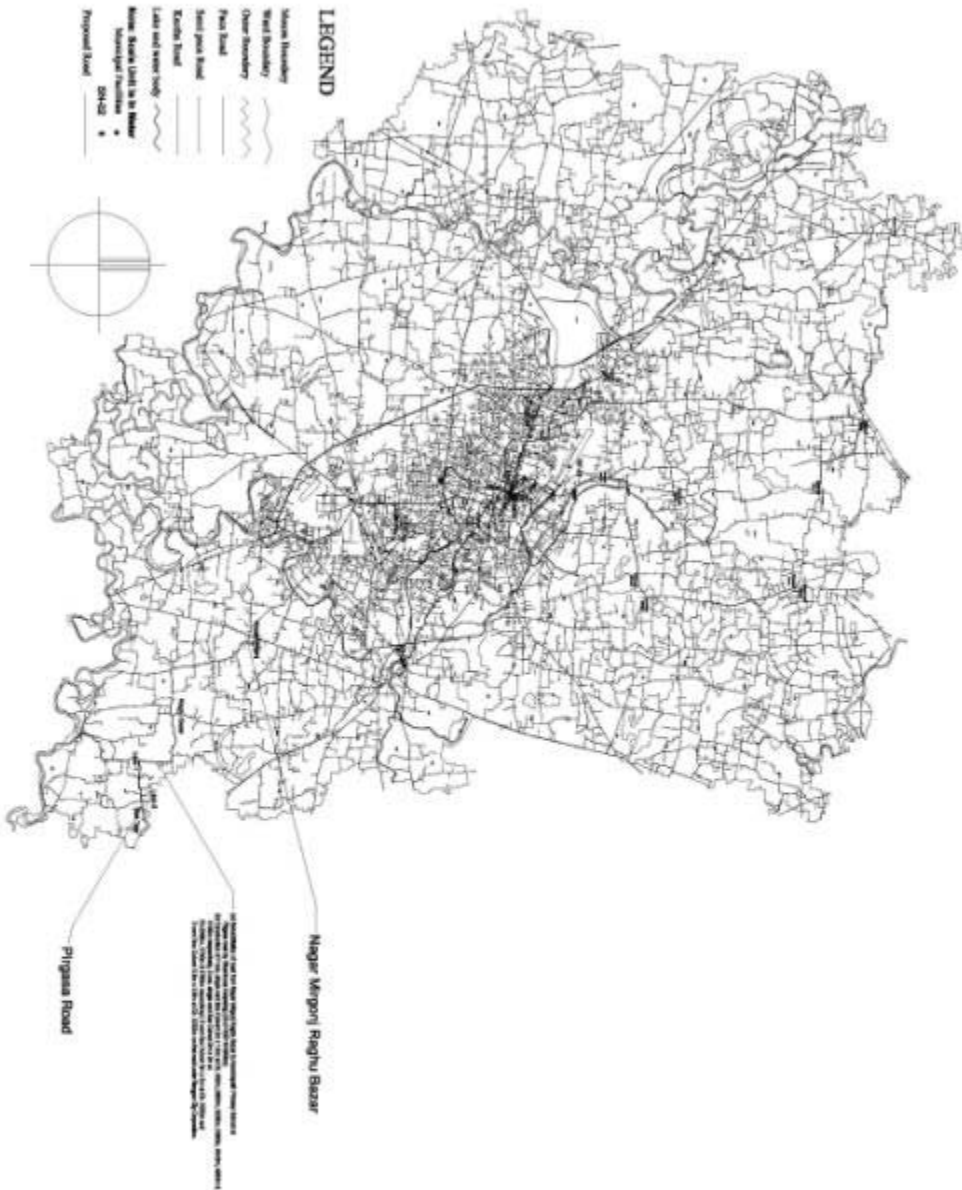
## Rangpur City Corporation at a Glance

<b>General Information</b>		
Area	:	203.19 Square K.M.
Ward	:	33 No's
Population	:	5,79,012 (in 2011)
Population Growth Rate	:	5.45
Household No	:	124764 (in 2011)
Population Density	:	2814.83 Person Per sq. km (in 2011)
Major Status	:	0 migrated people
Main Income Source	:	Business 0%, Service 0%, others 0%
<b>Tax</b>		
Holding Tax	:	39544 No's
<b>Market</b>		
Market	:	25 No's
Shopping Complex	:	07 No's
Own Shops	:	13 No's
<b>License</b>		
Trade License	:	10181 No's
Rickshaw License	:	2253 No's
<b>Communication</b>		
Road	:	1427 Km
a) Bituminous	:	570 Km
b) CC	:	33 Km
c) RCC	:	15 Km
d) Brick Flat Soling	:	3 Km
e) Nonpaved Road	:	806.0 Km
Culvert	:	1115 No's
Road intersection	:	35 No's
Bridge	:	135 No's
Footpath	:	6 Km
<b>Water Supply</b>		
Overhead Tank	:	05 No's
Capacity	:	6,80,000 Liter/tank
Deep Tube well	:	11 No's
Pipe Line	:	157 Km
House Connection	:	5,500 No's
Street Hydrant	:	100 No's
Pump Station/ house	:	11 No's
Arsenic Status	:	Within acceptable limit
Pumping Hour	:	8 Hour
<b>Street Lighting</b>		
Electricity Line	:	400 Km
Light Post	:	10,000 No's
Tube Light Point	:	N/A
Energy Savings Light Point	:	10,000 No's
Meter/ Switch Point	:	120 No's
<b>Vehicle</b>		
Garbage Truck	:	25 No's
Trucktor	:	N/A
Bulldozer	:	N/A

Jeep	:	10 No's
Motorcycle	:	23 No's
Hydraulic Beam Lifter	:	2 No's
Road Roller (4 ton – 6 ton)	:	2 No's
Road Roller (8 ton – 10 ton)	:	4 No's
Excavator (8 Cft)	:	N/A.
Bulldozer	:	N/A.
<b>Drainage System</b>		
Drain	:	1,102 Km
a) RCC/ Brick Lined Drain	:	153,53 km
b) Earthen Drain	:	967 Km
Canal	:	79.19 Km
<b>Public Health</b>		
Public Toilet	:	12 No's
Sanitary Latrine	:	200 No's
Dustbin	:	150 No's
Sanitary Land field	:	1 No's
EPI Centre Permanent-	:	120 No's
Temporary -	:	60 No's
Hospital	:	3 No's
Clinic (TB)	:	1 No's
Maternity Clinic	:	10 No's
Private Clinic	:	186 No's
Diabetic Hospital	:	1 No
<b>UPPRP Project</b>		
Community Centre	:	2 No
Total Urban Community	:	57 Nos.
Total Community Family	:	13000
Total Community Member	:	63212
Total Sanitary Latrine	:	600
Total Road with Footpath	:	450 km
Drain	:	370 km
Improved cooking	:	N/A
<b>UPHSDP Project</b>		
Nagar MatriSadon	:	01 No
Nagar Health Centre	:	03 No's
Satellite Clinic	:	09 Nos.
<b>Religious Institution</b>		
Mosque	:	1114
Eidghah	:	85
Temple	:	213
Graveyard	:	984
Burning Ghat	:	03
Church	:	02
Buddhist Temple	:	N/A
Orphanage	:	06
<b>Law &amp;Order</b>		
Police Station	:	01
Police Fari	:	03
Judge court	:	01
RAB office	:	02
<b>Education</b>		
Public University	:	01

Private University	:	02	
Govt College	:	03	
Private College	:	25	
Cadet College	:	01	
Public Medical College	:	01	
Private Medical College	:	02	
Art College	:	0	
Law College	:	01	
Homoeopathic Medical College	:	01	
Public Polytechnic Institute	:	01	
Public Engineering Survey Institute	:	0	
Private Polytechnic Institute	:	03	
Madrasha	:	240	
Teachers Training College	:	01	
Govt High School	:	02	
Non-Govt High School	:	52	
Govt Primary School	:	202	
Kinder Garten School	:	140	
<b>Recreation</b>			
Park	:	03	
Zoo	:	01	
Cinema Hall	:	03	
Stadium	:	01	
Auditorium	:	02	
Gymnasium	:	01	
Recreation Club	:	0	
<b>Communication</b>			
Railway Station	:	01	
Bus Station	:	02	
Ferry Ghat	:	0	
T & T Office	:	01	
GPO	:	01	
Post Office	:	08	

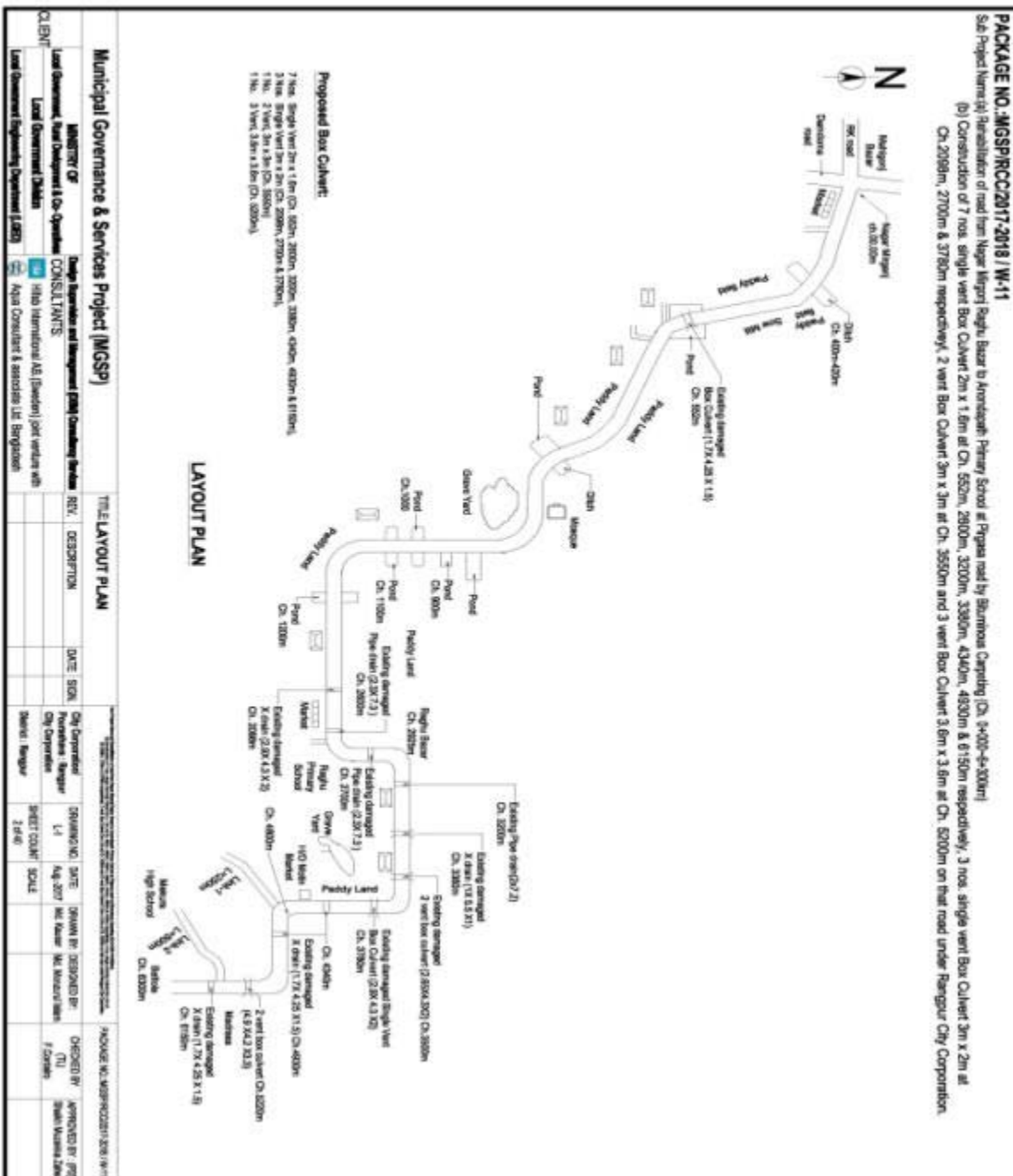
Figure: 1 Subproject location Map



Municipal Governance & Services Project (MGSP)										TITLE: Bargarh City Corporation Basic Map				PROJECT NO: MGSP/RCC/2017-18/W-11							
CLIENT	MINISTRY OF		Design Supervision and Management (DSM) Consulting Services			NEW	DESCRIPTION	DATE	SIGN.	City Corporation Bargarh City Corporation	DRAWING NO.	DATE	DRAWN BY	DESIGNED BY	CHECKED BY	APPROVED BY					
	Local Government, Rural Development & Co-Operation		CONSULTANTS								B-1	Aug-2017	Mr. Kumar	Mr. Kumar	Mr. Kumar	Mr. Kumar	Dr. Shashi Kumar Sharma				
	Local Government Division		Hydro International AB (Sweden) joint venture with																		
	Local Government Engineering Department (LEED)		Agua Consultant & Associates Ltd, Bangalore								Sheet Count	SCALE									
										District : Bargarh		1 of 40									



Figure: 2: Subproject layout plan (PW-11) in Rangpur City Corporation



## **2.2. The Subproject Location and Area Profile**

### **Name of Subproject Components:**

**a) Rehabilitation of Road starting from Nagar Mirgonj to Anondapath primary school via Raghu Bazar at Pirgasa road by Bituminous Carpeting (Ch. 0+000-6+300 km).**

**b) Construction of 7 nos. single vent Box Culvert 2 m X 1.6 m at Ch. 552 m, 2600 m, 3200 m, 3380 m, 4340 m, 4930 m & 6150 m respectively. 3 no's signal vent Box culvert 3 m x 2 m at Ch. 2098 m, 2700 m & 3780 m respectively, 2 vent Box culvert 3 m x 3 m at Ch. 3550 3 vent Box Culvert 3.6 m X 3.6 m at Ch. 5200 m on that road under Rangpur City Corporation. Rangpur District.**

The sub project components noted above have several educational institutions, mosques, clinic, haat/ Bazar, several shops and these will all be benefited by the subproject interventions comprising improvement of road. This subproject benefited areas are mainly residential and commercial. The roads to be provided drainage facilities and have a variety of commercial enterprises like grocery shops, medicine shops, rice, vegetables, fish, poultry feed, tea stall, restaurant and other necessary shops etc.

Various types of vehicles like mini truck, car, micro, motor bike, battery operated three wheeler auto, CNG operated three wheeler baby taxi, tractor trailer, rickshaw, rickshaw van and motor bike etc. will benefit from the subproject. Also modern vehicles like car, jeep, pick-up and Lorries will be using the road. The pedestrians, particularly women, children, elderly people will use the road more comfortably and safely.

## **2.3 Historical and Cultural Heritage Sites:**

Under the Rangpur City Corporation, there are lots of historical and Archaeological heritage sites from British period to 1971. A few of them are as follows:

Archaeological heritage and relics Tajhat Rajbari, Keramatia Mosque, Dimlaraj Kali Mandir, Shree Shree Karunamaye Kali Mandir, Rangpur Museum, Rangpur Town Hall, Rangpur Public Library, PareshnathMandir at Mahiganj, tomb of the noted Islamic thinker MaulanaKeramat Ali Jainpuri, tomb of Shah Jalal Bokheri at Mahiganj, tomb of Ismail Ghazi at Kataduar, carmichael college Building, home stead of roquiah SakhawatHossain at Pairabandh and ZilaPerished Building etc.

### **A) Tajhat Palace:**

Tajhat Palace is located at Tajhat, the southern end of Rangpur city. The place is situated three km on the south-east outskirts of the town of Rangpur. Probably this place was built by Maha Raja Kumar Gopal Lal Ray in the beginning of the 20th century. The palace was Zamindar house (house of feudal king) and was used as High Court building during 1984 to 1991. In 2004, it was largely renovated and converted to a museum which hosts a collection of Blackstone Hindu carvings, calligraphic art from the Mughal period and other objects d'art and coins from the area on display. The palace was declared as a protected monument by the department of archaeology recognizing its outstanding archaeological value.

### **B) Raja Man Singh a commander of the Mughal Emperor**

Rangpur was conquered by the army of Raja Man Singh a commander of the Mughal emperor, Akbar in 1575, but it was not until 1686 that it was fully integrated into the Mughal Empire. Names of places like Mughalbasa (literal meaning being a locality of the Mughals), and Mughalhat (literal meaning a "local market" organized by the Mughals) bear testimony to the Mughal Association and past of Rangpur and its hinterland. Later on, Rangpur passed under the control of "Sarker" of Ghoraghat. During the period of the British East India Company, the Sannyasi Rebellion took place. Rangpur Ghoraghat has been mentioned in the Riyaz-us-Salatin. During the early period of the company rule fakir-sannyasi resistance and peasant rebellion were held in Rangpur.

### **C) Carmichael College**

Carmichael College is one of the oldest colleges in Bangladesh established in 1916 and built during the Raj era, is located in Rangpur. The main attraction of this college is its administrative building (which houses the Bangla department). It is a white two-storied building designed in the style of the buildings of Cambridge University of UK. It is also familiar with its huge campus and natural beauty.

### **D) Rokeya Memorial Rokeya memorial in pairabondh**

A museum and women's training centre was established in Pairabondh, the birth place of famous Begum Rokeya. It is half an hour drive away from Rangpur city located at village Pairabond in Mithapukur Upazila.

### **E) Town Hall**

There is an ancient auditorium named 'Town Hall' at the center of the city, where different cultural programs are held.

### **F) Jadu Nibash**

This is located in Radhaballav, next to the Rangpur Government College. This is the Home of Late Mashiur Rahman Jadu Mia. It is an ancient house, about hundred years old. The house was probably built and owned by Raja Gopal Lal Rai Bahadur at the same time that the Rangpur District Council, Rangpur Town Hall and the famous Tajhat Palace buildings were built.

### **G) Rangpur Zoo**

Rangpur Central Zoo is one of the main amusement and recreation spot of Rangpur city. With an area of 20.27 acre of lush green trees and grasses, the Rangpur zoo is located east side of Hanuman-tola road beside police-line, not far from Rangpur district Administration office. The Zoo has 193 individual animals of 28 species. Many wild animals are available to attract the visitors. A few of them are The Bengal tiger, African lion, Black Panther, Rhinoceros, Leopard, Hippopotamus, Peacocks, Alligators, Turtles, Spotted Deer, different kinds of Birds, Snakes and so on.

The Rangpur zoo was built in the 1989 and opened for visitors in 1992. Bangladesh University of Engineering Technology (BUET) completed a digital survey and feasibility

study of "Dhaka and Rangpur Zoo Modernization Project" to upgrade the facilities to international standard.

#### **H) Binodon Uddyan**

"Binodon Uddyan" is a massive park located in the middle of the city. A Shishu Park (children's park), lake and a large restaurant are situated inside of this park. The mini Tajmahal located there is a latest attraction.

#### **I) Deowan Bari Jamindaar Bari**

The Deowan Bari Jamindaar Bari was built by Foni Bhuson Mojumdar. Foni Bhuson Mijumdar was the son of Landlord Radharomon and mother KusumKumari Devi who was the second wife of Radharomon. He was born in 1892. This landlord house is a small 2 storied building. But the main gate of the house is like a Mughal Castle-gate. After ban of the Real estate tenancy practices in 1952 the house was auctioned. The property was purchased by one Nosor Ghatial who hailed from Kurigram. Now there is a school and some business centers. It is located at Deowan Bari road in Rangpur near the town.

#### **J) Chiclivata**

Near the stadium, there is a very beautiful place called 'Chiclivata' surrounding by many lakes and rice fields.

### **2.4. Beneficiary Communities and Affected Persons**

The proposed road will improve the road condition and ensure safe movement of the city dwellers. As a result people will be able to move easily during the rainy season. Local transports like rickshaw, rickshaw van, battery driven three wheeler auto and CNG driven baby taxi and diesel operated tractor trailers (Bhotbhoti) will move conveniently besides buses, covered van, cars, micro buses, pickup van and other local transports.

This part of the town is quickly growing residential cum commercial area. About 40,000 people will be benefited by the subproject infrastructure road. They will use the road to meet the needs of job holders, students, children & women. People of two wards will (32 & 33) mainly benefit from the sub project. In addition, people of other wards of the town and the adjoining others wards will use the road. The proposed road will reduce traffic conjunction and safe movement of pedestrians and city dwellers. This is very densely populated area. It is noted here that there is no presence of tribal people in the subprojects influence areas.

### **2.5. Gender and Vulnerability**

Gender and vulnerability analysis have been considered in social impact assessment of subprojects. This has focused gender and vulnerability based on findings from specific queries during social screening and community consultation. The quantitative and qualitative analysis has brought out sex disaggregated data and issues related to discrimination by gender vulnerability, needs, constraints and priorities as well as understanding whether there is a potential for inequitable risks, benefits and opportunities relating to gender and vulnerability. Based on the social analysis specific interventions inclusion and participation encourages gender mainstreaming in the project cycle. Gender equity and empowerment will be ensured through encouraging participation of men and women equitably in the project cycle. The community participation and consultation also encourages gender mainstreaming in the subproject influence areas.

After subprojects implementation there might have positive impacts for the vulnerable women; especially those who are small traders, landless, marginal farmers, etc. and can sell their household products. These subprojects will create job creation and livelihoods. In addition, it will also increase the mobility of road users. Due to the fact, gender and vulnerability has been taken into account and ensures the gender equity in the subprojects implementation.

### **3. Social Impact Assessment**

#### **3.1 Benefits of the Subproject**

This subproject is to be used for both intra-town and inter-town movement. It will improve traffic network and drainage system, reduce water logging will be reduced leading to improved stability of the road at lowering maintenance cost. From the point of view of social benefits, it will enhance commercial/economic activities, will provide direct and indirect employment opportunity and contribute to poverty reduction. Also it will improve access to market, health service, educational institutions, financial institutions and other basic urban services. Due to improved transport network, property value of adjoining area will increase substantially, rent will increase and this will eventually contribute to increase revenue earning for the City Corporation. In the two wards of the RCC, the subproject interventions will benefit about 40,000 people which is about 8% of the city population as of 2011.

Moreover, the transport users, transport operators and pedestrians will have time and cost savings and increasing working hours, hence higher income earning opportunity. The students will have longer study hours for time saving and safer movement in the evening. Businessman will benefit from better management of their business.

#### **3.2 Social Screening and Safeguard Compliance Issue**

After identification of the subproject and its inclusion in the CIP, the PMU with the assistance of the DSM Consultants has completed social screening and socio-economic impact assessment for the proposed road development work of Rangpur City Corporation. The DSM Consultants have completed the social screening using an inclusive and participatory approach.

The Rangpur City Corporation will ensure implementation of the subproject following socially inclusive and gender friendly approach. According to engineering design, implementation of the subprojects will be carried out within the existing right-of-way.

Results from the social screening are given below.

- No additional public or private lands will be required for the subprojects outside the existing right of way.
- The sub project will not affect access to common property resources for any community. It will also have no negative impact on cultural property of any kind.
- Preparation of RAP will not be required for implementing the subproject as no LA is involved.
- Agricultural or industrial productivity will be enhanced by the proposed subproject.
- The outcomes of social screening also confirmed that local people across the subproject area are positive about its implementation.

- Seven temporary shops made of tin roof and bamboo poles and crop production of 93 farmers will be affected. All of the 100 PAPs are encroachers to the RCC road area to increase their plot size and shop area and have agreed in writing to remove obstacles and vacate the encroached area willingly and without compensation.

## **4. Consultation and Community Participation**

### **4.1. Stakeholder Analysis**

According to BBS 2011, (Collected from Municipal Authority) the total population of Rangpur City Corporation was 579,012 among which 295,395 are male and 283,617 are female. People belonging to all income groups- living in higher, higher-middle, lower-middle, and expected that lower income groups in the City Corporation area will benefit from the subproject interventions. Both males and females living in the Rangpur City Corporation and adjoining rural areas will be directly benefited by the construction of RCC road with drain and provision of street light.

As a part of the overall assessment, the involved in the development work of the subprojects. Key stakeholders for subprojects under MGSP were subproject identified the key stakeholders of the proposed subprojects area and assessed the power relationships as well as influence and interests of stakeholders identified in consultation with the Mayor and officials of Rangpur City Corporation, civil society and local people of the concerned wards, representatives of business associations and local contractors etc. Suggestions and comments of all local stakeholders were noted and reflected in the SMP while designing subproject interventions.

### **4.2. Consultation and Participation plan for subproject**

Participatory public consultations were conducted in the subprojects area. Key Informant Interviews (KII) and Group Discussion (GD) were conducted involving the participants of



**Figure 1. Community consultation at Nagar**

made by the participants are incorporated in the SMP accordingly.

Rangpur City Corporation Mayor, Councilors, City Corporation officials, representatives of local communities and civil society members as well as representative of local LGED office and consultant team.

A walk-through informal group consultation with the local communities was also held. Through this participation and consultation meeting, the local communities were informed about subprojects implementation process and benefits. Suggestion and recommendations

### **4.3. Consultation Outcomes – Issues, Concerns, and Recommendations**

The participants raised their issues related to subprojects improvement which mainly road. Feedback, suggestions and recommendations by the participants are listed below.

- Construction works should maintain work schedule properly and the quality of construction work must be maintained strictly and rights of the female workers have to be addressed properly..



- Engagement of female labor force willing to work will be preferred to enhance gender role in development together with ensuring their participation in project design, implementation and monitoring stages.
- Any problem arising out of labor influx will be carefully handled by the ULB and mitigation measures taken.

## **5. Social Management for site Selection and design.**

### **5.1. Subproject Selection Process**

MGSP in coordination with Rangpur City Corporation elected functionaries, local administration, relevant stakeholders, community members, road users and civil society members followed the participatory approach in different stages of subprojects selection following inclusion, consultation and participation methods. Female Ward Councilors participated actively in the selection process. Moreover, the representatives of TLCC and Ward Councilors from the City Corporation have contributed in the subprojects selection process with an analysis of the inclusiveness of the selection process.

At the time of selecting these subprojects, Social Screening and Group Discussion (GD) with urban communities, local administration, traders, buyers, and sellers were conducted by the Rangpur City Corporation officials and Consultants from DSM. Views and opinions of these consultations were to explain the subproject objectives and sought feedback from the participants to maximize the social and economic benefits as well as to minimize the adverse impacts of the subprojects.

### **5.2. Subproject Design Process**

After final selection of the subprojects, the DSM Consultant designed the proposed subproject interventions. This subproject components will be constructed using City Corporation's own land. Despite the inclusion and participatory consultations, if any person has a grievance relating to the implementation of the subprojects, the City Corporation will mitigate it.

The Consultant interviewed stakeholders and beneficiaries of the subprojects areas before the design. The Consultant and City Corporation officials conducted a number of consultation meetings in the subprojects areas discussing the implementation procedures and mitigation measures, if any, required to be taken in implementing the proposed subproject.

### **5.3 Grievance Redress Mechanism (GRM):**

GRM has already been operationalized for Rangpur City Corporation. Accordingly, this City Corporation has formed Grievance Redress Committee (GRC) to handle any grievance raised due to implementation of the subprojects. The committee is headed by the Mayor of the City Corporation and consists of total 7 members. The committee will resolve subproject-related issues, answer to queries and address complaints and grievances about any irregularities in application of the guidelines adopted for assessment and mitigation of social and environmental impacts. Based on consensus, the procedure will help to resolve issues/conflicts amicably and quickly without resorting to any expensive, time-consuming legal actions. It will ensure proper presentation of complaints and grievances, as well as impartial hearings and transparent decisions.

Rangpur City Corporation has already appointed focal Point of GRC who is at the level of Assistant Engineer. S/he will be assisted by the Social Development Officer of the MGSP.

The Mayor of the Rangpur City Corporation is the Chairman of the GRC. This GRC at the City Corporation level is responsible to disclose the subprojects implementation before civil works starts.

#### **Structure of the GRC Committee:**

<b>Person</b>	<b>Status</b>
ULB Mayor	Convener
Representative of Local Administration	Member
Teacher from a Local Educational Institution	Member
Representative of a Local NGO	Member
Representative of Civil Society	Member
Female Ward Councilor	Member
Head of Engineering Section of ULB	Member Secretary

**5.4 Implementation Arrangement:** DSM has initially completed social screening for the subprojects and there is no such potential problem for implementing the subprojects regarding social safeguard issues. Accordingly, PMU, MGSP has issued the award letter against the subproject following all required procurement procedures. Rangpur City Corporation has the responsibility to implement the subprojects timely in close coordination with the PMU of the project and also with the technical assistance of DSM. Engineering section of City Corporation and local representative of consultancy team will ensure the quality construction work of the subprojects. In addition, Consultant team from Head Quarters DSM will ensure close monitoring of the implementation of the subproject components. In the implementation process, Social Safeguard Team will ensure monitoring of social safeguard management before civil works start. During construction, the communities will not be affected and the project will minimize the loss of communities. In addition, before civil works start, the Rangpur City Corporation will make the video filmed and also social screening.

## **6. Conclusions on Social Management Plan (SMP)**

The subproject will improve road connectivity in two wards of the RCC providing more convenient and stable road connectivity in the RCC area and adjoining rural areas. About 40,000 people of two wards and many others of adjoining areas will be benefited. Implementation of the subproject will need removal of seven number tin roof & bamboo poles shop sand 93 farmers' family vacating 93 plots of crop land.

An agreement has been signed with the PAPs and it is agreed that the PAPs will remove obstacles willingly and without asking for any compensation. It is mentioned here that on behalf of 100 PAPs (Seven shops tin roof & bamboo poles & 93 agriculture farmers) have signed an agreement with Rangpur City Corporation saying that they will remove obstacle's willingly and without compensation for greater interest of Rangpur City corporation development works and for their own benefits for getting better living environment **(Agreement and resolution are attached annex-1& 2).**

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## সভার কার্য বিবরণী বহি

### RESOLUTION BOOK

প্রতিষ্ঠানের নাম: রংপুর সিটি কর্পোরেশন, রংপুর

সভা অনুষ্ঠানের স্থান/তালিকা: আবিস্ফুটন, মুন্সীপাড়া

সময়: ৫.৩০ অপরাহ্ন তারিখ: ০৫/০৬/২০১৭

সভার বহীত সিদ্ধান্তাবলী

বিষয়: সমস্ত নির্দেশনা অনুযায়ী পুনঃ নির্ধারণ

কার্য: ১০-১১

১. সিটি কর্পোরেশন ৫.৩০ অপরাহ্ন সময় ৫.৩০ অবধি

২. সমস্ত নির্দেশনা অনুযায়ী সময় ৫.৩০ অবধি

৩. সিটি কর্পোরেশন ৫.৩০ অবধি সময় ৫.৩০ অবধি

৪. সিটি কর্পোরেশন ৫.৩০ অবধি সময় ৫.৩০ অবধি

৫. সিটি কর্পোরেশন ৫.৩০ অবধি সময় ৫.৩০ অবধি


৬. সিটি কর্পোরেশন ৫.৩০ অবধি সময় ৫.৩০ অবধি

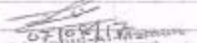
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৯. সিটি কর্পোরেশন ৫.৩০ অবধি সময় ৫.৩০ অবধি

১০. সিটি কর্পোরেশন ৫.৩০ অবধি সময় ৫.৩০ অবধি

  
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# সভার কার্য বিবরণী বহি ১৫:০৪ RESOLUTION BOOK

প্রতিষ্ঠানের নাম বং হুও স্টিডিওস  
সভা অনুষ্ঠানের স্থান/ঠিকানা আবু হুও স্টিডিওস  
সময় ২:০০ তারিখ ০৫ ইংরেজি ০৫ ০৫/০৬/১৭

ক্রমিক নং	উপস্থিত সদস্যগণের নাম	উপাধি	স্বাক্ষর	মন্তব্য
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৫৭	মিলন হোসেন			
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৫৯	মাসুম			
৬০	মোঃ আনিসুল			
৬১	সুজাতা চন্দ্র			
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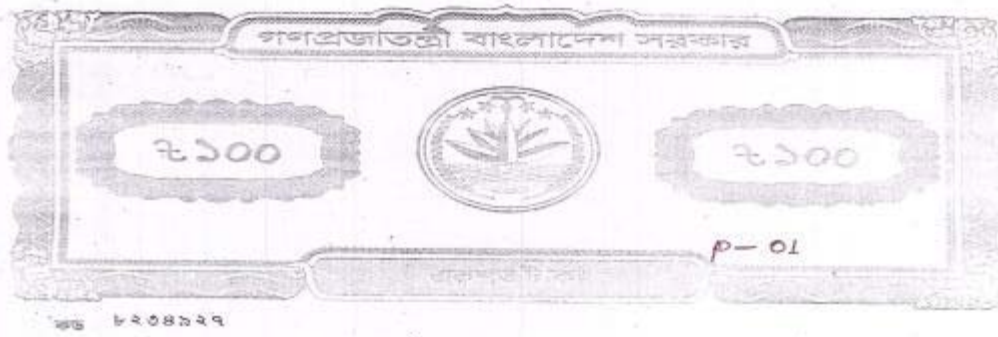
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**RESOLUTION BOOK**

প্রতিষ্ঠানের নাম: হাংচুং সিটি কর্পোরেশন  
 সভা অনুষ্ঠানের স্থান/ঠিকানা: আরিস্টোক্রেট্রা হাউস  
 সময়: ৮:৩০ টা হইতে ৮:৫০ টা পর্যন্ত তারিখ: ৭/০৮/১৭

ক্রমিক সং	উপস্থিত সদস্যগণের নাম	উপাস্থি	স্বাক্ষর	মন্তব্য
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৯২	আবদুল হক		আবদুল হক	-
৯৩	আবদুল হক		আবদুল হক	-
৯৪	আবদুল হক		আবদুল হক	০১৭২৫৬১৭৭৮০
৯৫	আবদুল হক		আবদুল হক	০১৭৫৫৭৭৫৭৬
৯৬	আবদুল হক		আবদুল হক	০১৭৫৫৭৭৬৭৬
৯৭	আবদুল হক		আবদুল হক	-
৯৮	আবদুল হক		আবদুল হক	০১৭১৩৫৭৭৭৬
৯৯	আবদুল হক		আবদুল হক	০১৭২৮১৭৩৩৭
১০০	আবদুল হক		আবদুল হক	০১৭৩২৭৩১৭৭৬
				০১৭৩৭৭৬৬৭৭৬
				-
				-

স্বাক্ষর  
 সভাপতি/সচিব

Agreement between PAPs City Corporation –Annex-2 (page -3)



## অঙ্গীকার নামা

আমরা নিম্নবর্ণিত স্বাক্ষরকারীগণ অঙ্গীকার করছি যে, রংপুর মেয়র রংপুর সিটি কর্পোরেশন এলাকার আওতাধীন ৩২ ও ৩৩ নং প্রজেক্ট (a) Rehabilitation and widening of road Nagar Mirgonj Raghu Bazar in Ahondapath Primary School at Pirgasa road by Bituminous Carpeting (Ch (I-000)-A-1-5000000) নগর সরকার এলাকার জনগণের যাত্রায়াত্র, ছাত্র-ছাত্রীদের স্কুল ও কলেজে যাত্রায়াত্র, অসুস্থ জনগণের হাসপাতালে আসা-যাওয়ায় সুব্যবস্থাসহ বিভিন্ন ধরনের কৃষি ও বাণিজ্যিক পন্য সরবরাহ করার সুবিধার্থে রংপুর সিটি কর্পোরেশন কর্তৃপক্ষ এলাকার ৩ সিটি কর্পোরেশনের উন্নয়নের কথা বিবেচনায় এনে রাস্তাটি গুলু করার জন্য রাস্তাটি পাকাবস্তুর উপর দিয়ে রাস্তা গুলু করা মর্মে কর্পোরেশন কর্তৃপক্ষ যে প্রস্তাবটি হাতে নিয়েছে তাতে আমরা অঙ্গীকার স্বীকার করেছি। উপরোক্ত যে, বর্তমানে রাস্তাটি গুলু করা সিটি সিটি কর্পোরেশনের তথ্য ও ভূমি অধিদপ্তর থেকে সংগ্রহ করা হয়েছে এবং ১১ মিটার আছে, তা সিটি কর্পোরেশনের কর্তৃপক্ষ হিসাবে বিবেচিত। বর্তমানে রাস্তার পাশে যে পরিমাণ আচ্ছাদ্য আমরা এলাকাবাসী দপ্তর করে প্রদান করব তা সিটি কর্পোরেশন কর্তৃপক্ষ প্রদান করে দেবে। ১. অন্যতর এলাকাবাসী সকলে নিজেই ইচ্ছা, ইচ্ছা করলে ৩ মিটারের পথের উপর দিয়ে ইচ্ছা করে এলাকার রাস্তাটি হিসাবে আমাদের কাছে কোন বাধা বা অসুবিধা থাকবে না।

প্রদান পাতা-২-

স্বাক্ষরকারী  
সহকারী প্রকৌশলী  
রংপুর সিটি কর্পোরেশন

১২/০৪/২৭  
Md. Jahid-Al-Mamun  
Assistant Engineer  
Rangpur City Corporation

স্বাক্ষরকারী  
মোঃ এমদাদ হোসেন  
তত্ত্বাবধায়ক প্রকৌশলী  
রংপুর সিটি কর্পোরেশন

"দেশভ্রমণের শপথ লিখ, সুস্বীকৃত, চিত্রিত, লিখ"



কড ৮২০৪৯২৮

পাতা-২-

আমরা এলাকাবাসী সকলে প্রকল্পটি সঠিকভাবে বাস্তবায়ন করার লক্ষ্যে আগামী ১ (এক) মাসের মধ্যে বাস্তব পাঠে যে সকল স্থায়ী-অস্থায়ী স্থাপনা আছে তাহা আমরা সরাসরে, নিজ ইচ্ছায়, নিজ ব্যয়িত্তে ও নিজেদের খরচে অপসারণ করুন এবং কোন বহনের অস্তিত্ব প্রমাণ করা না হলে এই মর্মে অঙ্গীকার করছি এবং নিজে স্বাক্ষর করছি।

বাস্তব পাঠের স্থায়ী ও অস্থায়ী স্থাপনা স্থানীয়কারীদের নাম, পূর্ণ ঠিকানা ও স্বাক্ষর

ক্রমিক নং	নাম	পিতার নাম ও পূর্ণ ঠিকানা	মোবাইল নং	সমস্যা	স্বাক্ষর
১	মোঃ মাসুদ	২/২২ মাসুদ	-		মোঃ মাসুদ
২	মোঃ মাসুদ	৬/৩: মাসুদ	০১৭২৫৬১ ০৫৪০		মোঃ মাসুদ
৩	মোঃ হিম্মত	৩/২২ মাসুদ	০১৭৬৫৫৪ ২২২০		মোঃ হিম্মত
৪	মোঃ মাসুদ	৩/২২ মাসুদ	-		মোঃ মাসুদ
৫	মোঃ মাসুদ	২/২২ মাসুদ	০১৮৫৫৪০ ৫০৫০৭		মোঃ মাসুদ
৬	মোঃ মাসুদ	৬/৩: মাসুদ	-		মোঃ মাসুদ
৭	মোঃ মাসুদ	৬/৩: মাসুদ	০১৭৭৩৫৫ ৬৩১৩৫		মোঃ মাসুদ
৮	মোঃ মাসুদ	৬/৩: মাসুদ	০১৮২৪৭৩৩ ৫৭		মোঃ মাসুদ
৯	মোঃ মাসুদ	৬/৩: মাসুদ	০১৭৫৫৪৩ ১৫২০		মোঃ মাসুদ
১০	মোঃ মাসুদ	৬/৩: মাসুদ	০১৭৫৫৪৩ ৫৭২৩		মোঃ মাসুদ

মোঃ মাসুদ  
সহকারী প্রকৌশলী  
রংপুর সিটি কর্পোরেশন

উপস্থান পাতা-৩-

০১৩১৭  
Md. Jahid-Al-Ramun  
Assistant Engineer  
Rangpur City Corporation

০১৩১৭  
মোঃ এমরুল হোসেন  
সহকারী প্রকৌশলী  
রংপুর সিটি কর্পোরেশন

দেশপ্রিয়তার স্বাক্ষর মাসুদ



কড ৮২০৪২২৩

পাতা-৩-

ক্রমিক নং	নাম	পিতার নাম ও পূর্ণ ঠিকানা	মোবাইল নং	সমস্যা	স্বাক্ষর
১১	শাহজাহান	মো: শাহজাহান	০১৭৩৫২		শাহজাহান
১২	জাহিদুল হক	জাহিদুল হক	০১৭২৬১৩		জাহিদুল হক
১৩	জাহিদুল হক	জাহিদুল হক	০১৭২৬১৩		জাহিদুল হক
১৪	জাহিদুল হক	জাহিদুল হক	০১৭২৬১৩		জাহিদুল হক
১৫	জাহিদুল হক	জাহিদুল হক	০১৭২৬১৩		জাহিদুল হক
১৬	জাহিদুল হক	জাহিদুল হক	০১৭২৬১৩		জাহিদুল হক
১৭	জাহিদুল হক	জাহিদুল হক	০১৭২৬১৩		জাহিদুল হক
১৮	জাহিদুল হক	জাহিদুল হক	০১৭২৬১৩		জাহিদুল হক
১৯	জাহিদুল হক	জাহিদুল হক	০১৭২৬১৩		জাহিদুল হক
২০	জাহিদুল হক	জাহিদুল হক	০১৭২৬১৩		জাহিদুল হক
২১	জাহিদুল হক	জাহিদুল হক	০১৭২৬১৩		জাহিদুল হক
২২	জাহিদুল হক	জাহিদুল হক	০১৭২৬১৩		জাহিদুল হক
২৩	জাহিদুল হক	জাহিদুল হক	০১৭২৬১৩		জাহিদুল হক
২৪	জাহিদুল হক	জাহিদুল হক	০১৭২৬১৩		জাহিদুল হক

সহকারী সচিব  
সহকারী প্রকৌশলী  
রংপুর সিটি কর্পোরেশন

Md. Jahid-Al-Mamun  
Assistant Engineer  
Rangpur City Corporation

মোঃ জাহিদুল হক  
সহকারী প্রকৌশলী  
রংপুর সিটি কর্পোরেশন