

Land Acquisition and Involuntary Resettlement Due Diligence Report

Document stage: Draft
Project number: 49329-006
June 2022

Bangladesh: Second City Region Development Project

Drainage Improvement in Tarabo Pourashava

Package No. CRDP-II/LGED/TARABO/NCB/2021/W-01

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

This land acquisition and involuntary resettlement due diligence report is a document of the borrower. The views expressed herein do not necessarily represent those of ADB's Board of Directors, management, or staff, and may be preliminary in nature.

In preparing any country program or strategy, financing any project, or by making any designation of or reference to a particular territory or geographic area in this document, the Asian Development Bank does not intend to make any judgments as to the legal or other status of any territory or area.

Land Acquisition and Involuntary Resettlement Due Diligence Report

Document stage: Draft
Project number: 49329-006
June 2022

Second City Region Development Project

Drainage Improvement in Tarabo Pourashava
Package No. CRDP-II/LGED/TARABO/NCB/2021/W-01

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

Table of Contents

I	INTRODUCTION
	A. Background of Subproject
	B. Scope of the Report
II	POLICY FRAMEWORK
III	SUBPROJECT DESCRIPTION
	A. Present Status of the Subproject
	B. Proposed Subproject
IV	FIELD WORK AND PUBLIC CONSULTATION
	A. Outline of the Field Work
	B. Public Consultation
	C. Consultations with shopkeepers who may be temporarily affected
V	LAND AVAILABILITY AND INVOLUNTARY RESETTLEMENT IMPACTS
VI	CONCLUSIONS
	A. Summary and Conclusions
	B. Next Steps

APPENDICES

Appendix 1	Google Earth Image & Photos at Congested/ Dense Stretches with Commercial Development of roads under the subproject
Appendix 2	Land Ownership Certificate from the Mayor of Tarabo Municipality
Appendix 3	List of Consultations/ Meetings at different locations of the package W-01 subproject under Tarabo Pourashava
Appendix 4	List of Participants in Consultations Meetings in different Location of 2nd CRDP Tarabo Pourashava, Package W-01
Appendix 5	No objection to temporary disturbance by the shop owners who may be temporarily affected

CURRENCY EQUIVALENTS

(As of 18 August 2020)
Currency unit - BDT
\$1.00 = BDT 84.80

ABBREVIATION

ADB	-	Asian Development Bank
BC	-	Bituminous Carpeting
CC	-	Cement Concrete
CRDP	-	City Region Development Project
GoB	-	Government of Bangladesh
GRC	-	Grievance Redress Committee
GRM	-	Grievance Redress Mechanism
LGED	-	Local Government Engineering Department
RCC	-	Reinforced Cement Concrete
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 Improvement of Drainage in Pourashavas subprojects in Dhaka and Khulna Region were selected for development under the Second CRDP during the pre-feasibility study conducted by the Project Preparation Technical Assistance (PPTA) consultants appointed by ADB. A preliminary social safeguard screening was also conducted for the proposed schemes combining roads and drainage components. Local Government Engineering Department (LGED) is the Executing Agency of the project. The Engineering Department of Tarabo Pourashava will be the implementing agency with a project implementation unit (PIU) within its structure.

2. Under package W-01 of the Improvement of Drainage in Pourashavas (Tarabo) subprojects in Dhaka Region, four roads and drains are identified and will have the following components: improvement/ widening of the road surfaces, improvement/ construction of drains, and ancillary facilities like cross drainages, walkways and slope protection works (Table-1). Such works will improve the transport and drainage system of the pourashava 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 road is under the ownership of Tarabo Pourashava (A certificate from the Mayor of Tarabo Pourashava is attached, Appendix-2). The location of the subproject is shown in Figure 1.

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

B. Scope of the Report

4. This draft land acquisition and resettlement due diligence report is prepared for the improvement of Drainage in Tarabo Pourashava Package W-01 subprojects in Dhaka Region and is based on preliminary design. The preliminary design of the proposed subproject is described in detail in 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.

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.

6. During project implementation, the Project Management and Coordination Unit (PMCU) will review this draft due diligence report; prepare a confirmation letter or report documenting any modifications to the subproject and submit to ADB; and receive a 'no objection' confirmation from ADB prior to contract award under the subproject.

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

SI.	Name & ID of the roads	Length (km)	Major Components
1	Improvement of road from Dighiborabo Abu Sayed Market to Jatramura Canal (Ch. 0 - 430m)	Road 0.430 Drain 0.220	Road, drain
2	Improvement of road from Bongshinagar Water Treatment Plant to Alraji Textile Mill (Ch. 0 - 1000m)	Road 1.000	Road, culverts
3	Re-construction of drain from Borabo Rosulpur to Anandapolli Canal (Ch. 0 - 1025m) including 903m link drain and 903m link road	Road 0.903 Drain 1.928	Road, drain
4	Improvement of road from Moikuli Arafat Nagar to Anandapolli Canal (Ch. 320 - 775m)	Road 0.455	Road
5	Re-construction of drain from Moikuli Shikder Aperial to Anandapolli Canal (Ch. 0 - 1125m) including 310m link drain;	Drain 1.435	Drain
6	Construction of drain from Little Flower School at Boropa Tajmahol road to Anandapolli Canal via Baganbari Mosque (Ch. 0 - 1060m) including 415m link drain	Drain 1.475	Drain

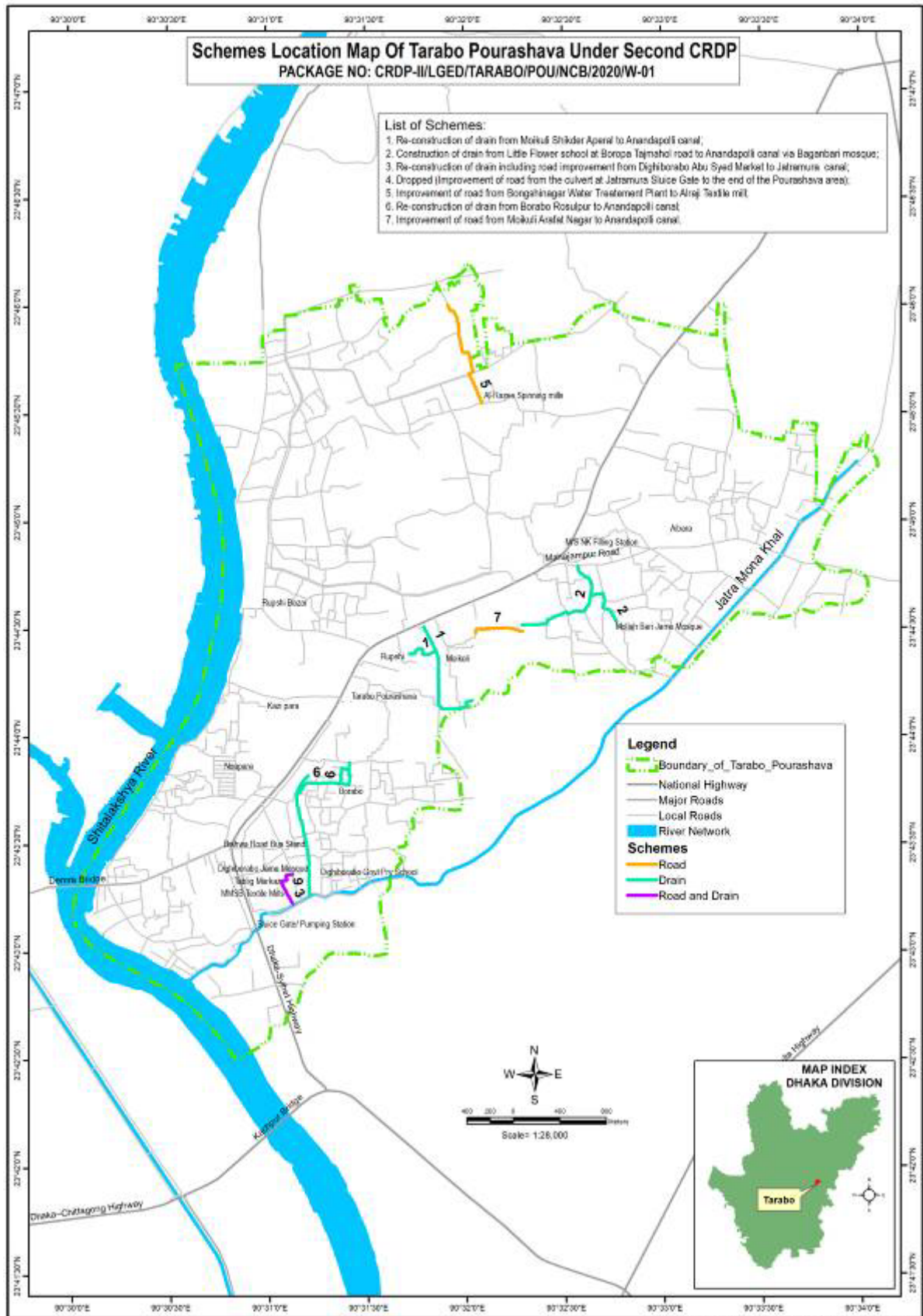
II. POLICY FRAMEWORK

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

III. SUBPROJECT DESCRIPTION

8. **Project area:** The proposed subproject is located in Tarabo Upazila, about 40 km southeast of the capital city of Dhaka District in the division of Dhaka, Bangladesh, and it is in between 22°37' and 22°43' north latitudes and between 90°16' and 90°32' east longitudes. It is bounded by Murapara on the north Demra on the south and the river Shitalakhya on the west.

Figure 1: Location Map of Tarabo Package W-01 Subproject



A. Present Status of the Subproject

1. Improvement of road from Dighiborabo Abu Sayed Market to Jatramura Canal (Ch. 0 - 430m)

9. This road starts at Jatramura Canal and ends at Dighibroto Abu Sayed Market. The existing vacant road width varies along the road; minimum is 3.85 m at chainage 085 and maximum is 5.70 m at chainage 060. Existing carriageway width varies from 3.00 -3.70 m.

10. The road surface varies in different sections. The road is of bituminous carpeting (BC) and earthen, most of the road has suffered wear and tear with cracks, pot-holes, broken edges and depressions. There is no functional roadside drain along the alignment of the road.

Figure 2: Photograph of existing condition of Road from Dighiborabo Abu Sayed Market to Jatramura Canal



Existing road condition of road at chainage 200

2. Improvement of road from Bongshinagar Water Treatment Plant to Alraji Textile Mill (Ch. 0 - 1000m)

11. The road is 1.00 km long, start from Alraji Textile mill and ends at Bongshinagar Water Treatment Plant. This road runs passes through agricultural/open fields and sporadic factories/ settlements alongside the road alignment. Existing vacant road width varies along the road - minimum is 5.60 m at chainage 225 and maximum is 7.75m at chainage 350. Existing carriageway width is 3.70 m all throughout the road alignment.

12. The road surface is earthen. Most of the road surface is broken edges and depressions. There is no functional roadside drain along the alignment of the road.

Figure 3: Photograph existing condition of Road from Bongshinagar Water Treatment Plant to Alraji Textile mill



Existing road condition of road at chainage 675

3. Re-construction of drain from Borabo Rosulpur to Anandopalli Canal (Ch. 0 - 1025m) including 903m link drain and 903m link road

13. The subproject is 0.903 km long road and total 1.028km long drain, passes through agricultural/open fields, sporadic rural settlements on both sides of the road alignment. The Existing vacant road width fluctuates from place to place; minimum is 3.50 m at chainage 075 of link road 2 and maximum is 5.50 m at chainage 170 of link road 2. Existing carriageway width varies from 3.0m to 3.70m.

14. The road is of cement concrete (CC), most of the road has suffered wear and tear

with cracks, pot-holes, broken edges and depressions. There is no functional roadside drain along the alignment of the road.

Figure 4: Photograph of drain from Borabo Rosulpur to Anandapolli Canal (Ch. 0 - 1025m) including 903m link drain and 903m link road



Existing road condition of road at chainage 475

4. Improvement of road from Moikuli Arafat Nagar to Anandapolli Canal (Ch. 320 - 775m)

15. The subproject is 0.455 km long, starts from Moikuli Arafat Nagar & Ended at Anandapolli Canal. This road passes through markets/bazaars, industrial areas and sporadic settlements alongside the road alignment. Existing vacant road width varies along the road - minimum is 5.40 m at chainage 675 and maximum is 8.40 m at chainage 260. Existing carriageway width is 3.0 m.

16. The road is of cement concrete (CC) and some portion is earthen. Most of the road has suffered wear and tear with cracks, pot-holes, broken edges and depressions.

Figure 5: Photograph of existing condition of Road from Moikuli Arafat Nagar to Anandapolli Canal



Existing road condition of road at chainage 650

5. Re-construction of drain from Moikuli Shikder Aperial to Anandapolli Canal (Ch. 0 - 1125m) including 310m link drain

17. The subproject is 1.435 km long Box Drain, starts from Moikuli Shiker Apanel & Ended at Anandapolli Canal. The Box Drain will be constructed within the available vacant land alongside the existing road.

18. Some portion of the existing drain is earthen and often clogged and overflows causing inconvenience to the traffic and adjacent residents.

Figure 6: Photograph of existing drainage condition of Road from Moikuli Shikder Apanel to Anandapolli Canal



Existing drainage condition at chainage 875

6. **Construction of drain from Little Flower School at Boropa Tajmahol road to Anandapolli Canal via Baganbari Mosque (Ch. 0 - 1060m) including 415m link drain**

19. The subproject is 1.475 km long U Drain, starts from Little Flower School & Ended at Boropa Tajmahal Road. The U Drain will be constructed within the available vacant land alongside the existing road.

20. There is no drainage along this road causing inconvenience to the traffic and adjacent residents.

Figure 7: Photograph of existing drainage condition of Little Flower School at Boropa Tajmahol Road to Anandapolli Canal via Baganbari Mosque



Existing drainage condition at chainage 550

21. The existing conditions of the roads are presented in Figures 2 to 7. More photos from congested/ dense stretches with commercial development at various spots of the roads, including Google Earth images, can be seen in Appendix 1.

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

Table 2: Existing and Proposed Carriageway and Road Width

Road ID:				
Road Name: Improvement of road from Dighiborabo Abu Sayed Market to Jatramura Canal (Ch. 0 - 430m)				
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+210	3.85 – 5.70 (0+085) (0+060)	3.10	3.00	3.00
0+210 - 0+430	4.10 – 5.50 (0+370) (0+275)	3.90	3.70	3.70

Road ID:				
Road Name: Improvement of road from Bongshinagar Water Treatment Plant to Alraji Textile Mill (Ch. 0 - 1000m)				
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+000	5.60 – 7.75 (0+225) (0+350)	5.50	3.70	3.70

Road ID:				
Road Name: Re-construction of drain from Borabo Rosulpur to Anandopolli Canal (Ch. 0 - 1025m) including 903m link drain and 903m link road				
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+700 (Link-01)	3.90 – 5.25 (0.585) (0+685)	3.80	3.70	3.70
0+000 - 0+203 (Link-02)	3.50 – 5.50 (0+075) (0+170)	3.30	3.00	3.00

Road ID:				
Road Name: Improvement of road from Moikuli Arafat Nagar to Anandapolli Canal (Ch. 320 - 775m)				
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+320 - 0+680	5.40 – 8.40 (0+675) (0+260)	4.85 ~ 5.35	3.00	3.00
0+680 - 0+775	5.60 – 6.00 (0+750) (0+765)	5.50	3.00	3.00

*Proposed carriageway widths are the minimum/standard 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. Improvement of road from Dighiborabo Abu Sayed Market to Jatramura Canal (Ch. 0 - 430m)

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

There will be reinforced cement concrete (RCC) carriageway. The width of carriageway is 3.00 m and 3.70 m according to design. On the side/s of the carriageway there will be soft shoulders depending on the availability of vacant road width. There will be slope protection works, the side slope of road embankment will be of 1:1.5.

2. Improvement of road from Bongshinagar Water Treatment Plant to Alraji Textile Mill (Ch. 0 - 1000m)

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

25. There will be only reinforced cement concrete (RCC) carriageway. The width of carriageway is 3.70m according to the design. Furthermore, there will be U drains at different sections under the road according to the design. There will be a box culvert on the road.

3. Re-construction of drain from Borabo Rosulpur to Anandpolli Canal (Ch. 0 - 1025m) including 903m link drain and 903m link road

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

27. There will be only cement concrete (CC) and cement concrete block (Bni Block) carriageway. The width of CC carriageways is 3.7m at link road 1 and Uni Block carriageway is 3.0 m at link road 2 according to the design. Furthermore, there will be box drains under the road according to the design.

4. Improvement of road from Moikuli Arafat Nagar to Anandapolli Canal (Ch. 320 - 775m)

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

29. There will be cement concrete (CC) pavement chainage 320-785m of the road. The width of the carriageway is 3.0m according to the design..

5. Re-construction of drain from Moikuli Shikder Aperial to Anandapolli Canal (Ch. 0 - 1125m) including 310m link drain

30. The existing drain is to be improved on the existing alignment and within available vacant road widths.

31. There will be reinforced cement concrete (RCC) Box Drain according to the design.

6. Construction of drain from Little Flower School at Boropa Tajmahol road to Anandapolli Canal via Baganbari Mosque (Ch. 0 - 1060m) including 415m link drain

32. New drain is to be constructed within available vacant road widths.

33. There will be reinforced cement concrete (RCC) U Drain according to the design.

Figure 8: Cross section of road from Dighiborabo Abu Sayed Market to Jatramura Canal (Ch. 0 - 430m)

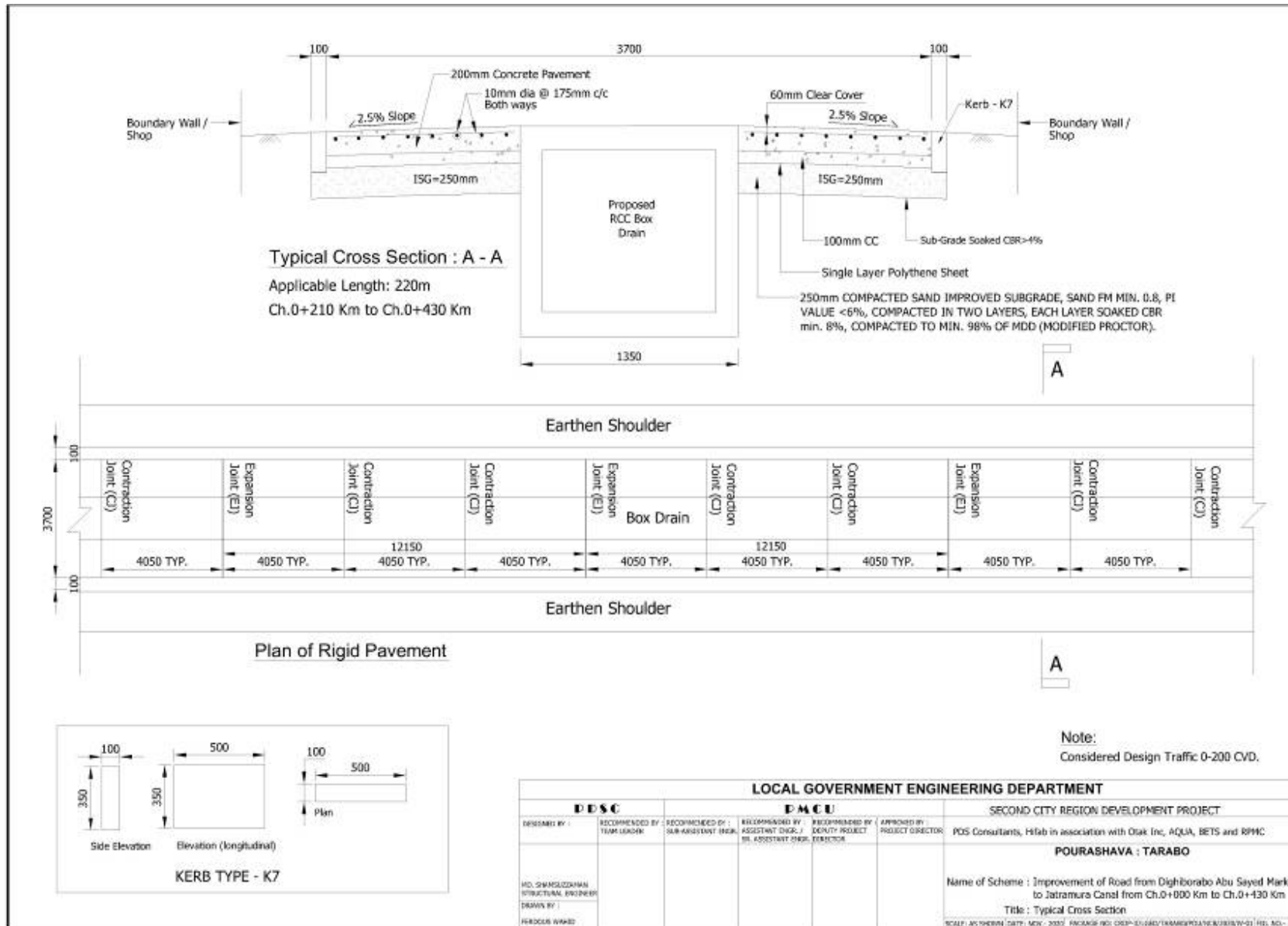


Figure 9: Cross section of road from Bongshinagar Water Treatment Plant to Alraji Textile Mill (Ch. 0 - 1000m)

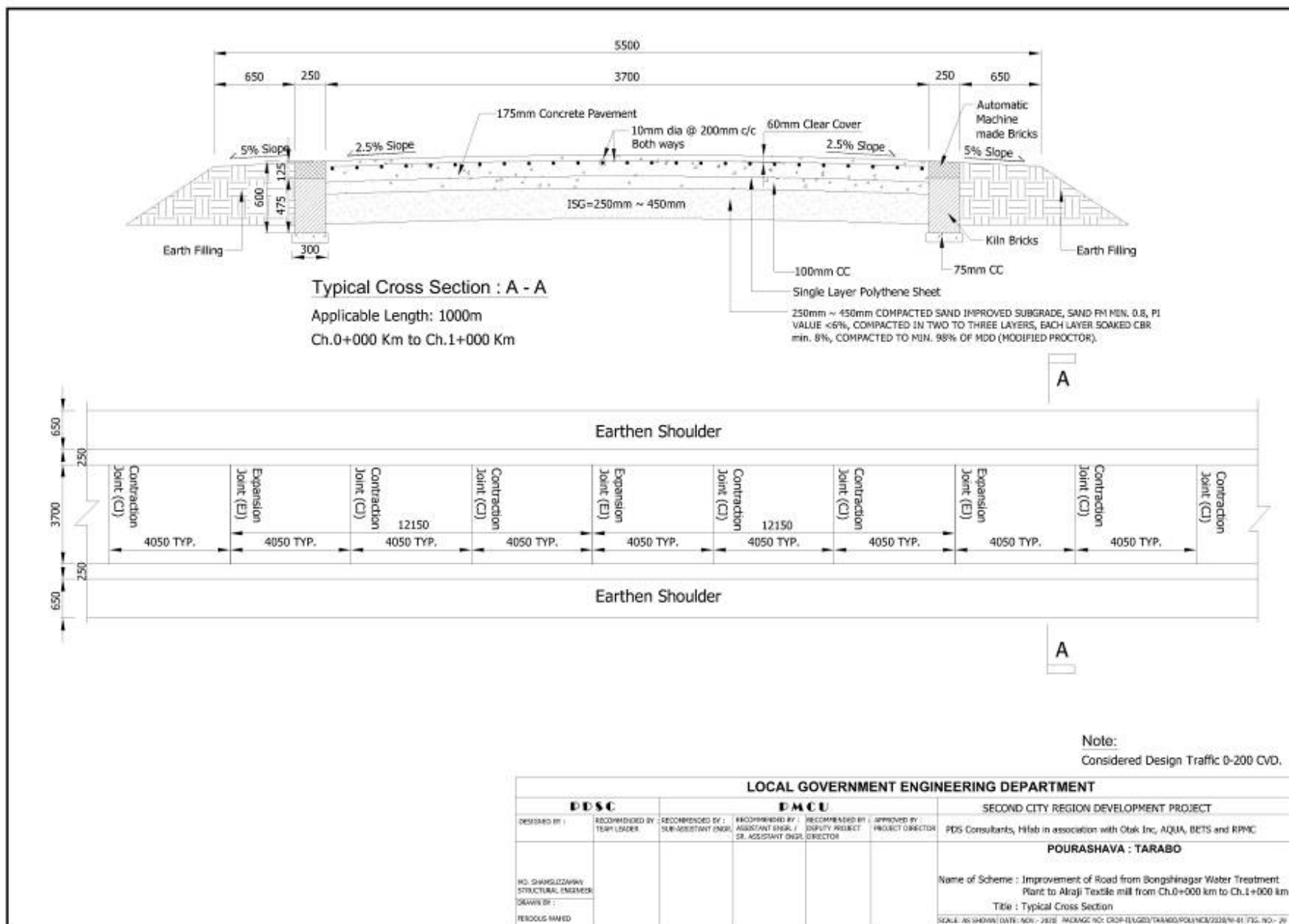


Figure 10: Cross section of Re-construction of drain from Borabo Rosulpur to Anandopoli Canal (Ch. 0 - 1025m) including 903m link drain and 903m link road

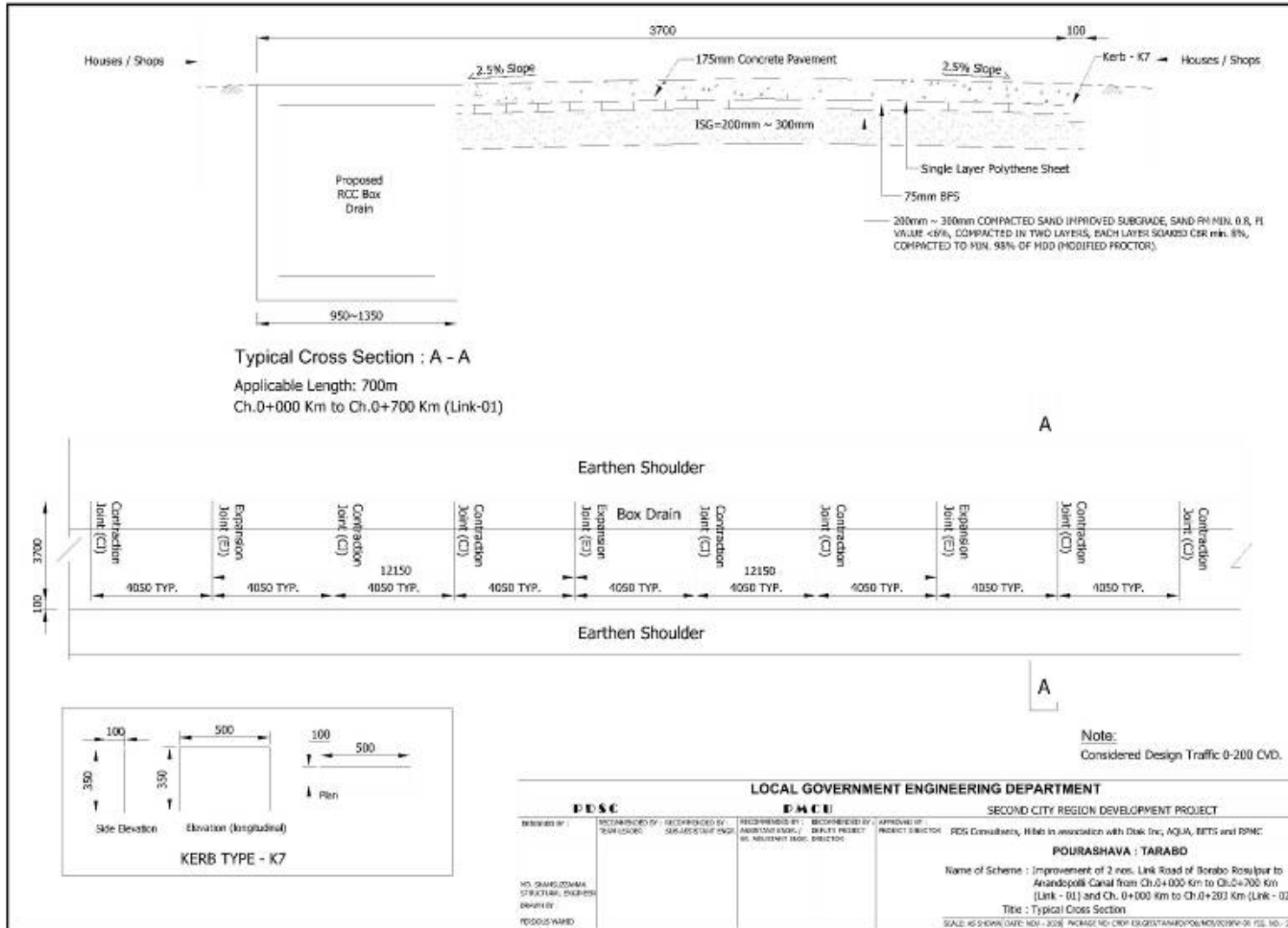
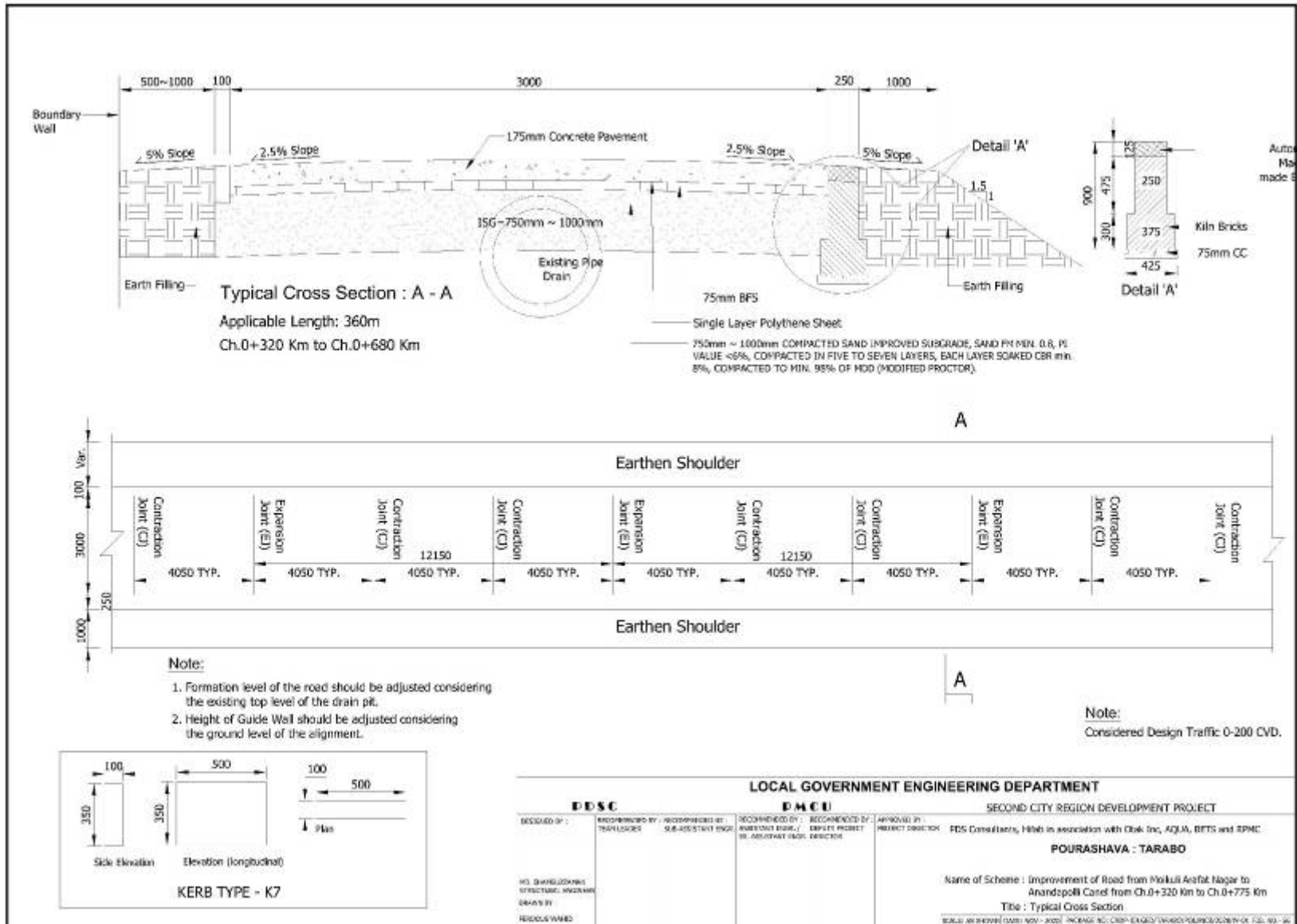


Figure 11: Cross section of road from Moikuli Arafat Nagar to Anandapalli Canal (Ch. 320 - 775m)



IV. FIELD WORK AND PUBLIC CONSULTATION

A. Outline of Field Work

34. 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/ Tarabo Pourashava and no land acquisition will therefore be necessary. A letter from the Mayor of Tarabo Pourashava stating that the roads under package W01 are owned by Tarabo Pourashava and they have no objection to improve the roads by LGED through 2nd CRDP is provided in Appendix 2.

B. Public Consultation

35. 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 Tarabo pourashava 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.

36. In connection with this sub project the safeguard team of PDSC along with drainage engineering team visited Tarabo Pourasghava during 1st and 6th March 2018, had a field visit and an introductory meeting with the Pourashava Engineer, and some councilors of the pourashava. On 28th October, 2020 a consultation meeting was held at Tarabo Pourashava on the proposed Drainage Master Plan prepared by PDSC. The consultation meeting was arranged by the pourashava officials. Attendance included the Mayor, Counselors, 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 the field visit, the consultants investigated the existing condition of the roads and drainage alignments, any resettlement needs, rehabilitation, and the grievance redress mechanism.

37. The total participants were 29, of which male were 13 and female were 16. Details of these meeting: attendance sheets, meeting notes and photos are included in Appendix 3. During site visit, Councilors', the Pourashava Engineer, other and a surveyor accompanied by the consultants to assist identifying the locations of the road alignments were in attendance.

38. During consultation and field visit, 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 taken care of 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 Pourashava 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.

39. 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 are included in Appendix 3. Further public consultation will be arranged during the road improvement/construction works begins.

C. Consultations with shopkeepers who may be temporarily affected

40. Consultations were also undertaken with the shopkeepers who may be temporarily affected (12 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. 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 12 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

41. The social safeguard study for package W-01 of the Tarabo Pourashava Drainage Improvement subprojects suggests that there is no need for land acquisition as development of roads and drainages will be done on the existing available land of the roads, which belongs to government/ pourashava. A certificate from the Mayor of Tarabo Pourashava is provided in (Appendix 2).

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

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

obstruction of drainage etc. These disturbances could be easily addressed by mitigation measures, such as, minimizing excavation, avoiding disturbance to pedestrian movement through provision of planks for access, provision of adequate signage, careful traffic management 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. During construction of drainage and roads, if the affected shops face access problem, the project team will support with alternatives and mitigation measures. These measures shall be included in the Terms of References (ToR) of the Contactor.² The contractor's contract will also provide for repair/ reconstitution for any damage caused during construction.

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

Table 3: Proposed subproject components in Improvement of Drainage in Tarabo Pourashava Subproject., package W-01 and their Involuntary Resettlement Impact status

Component	Length (km)	Land ownership	IR Impact
Improvement of road from Dighiborabo Abu Sayed Market to Jatramura Canal (Ch. 0 - 430m)	Road 0.430 Drain 0.220	Government / Tarabo Pourashava	The road and drain construction will be done on the existing available width of the roads. The land has been in possession of Pourashava. There are no issues related to land acquisition or resettlement. There is no IR impact issue on this road
Improvement of road from Bongshinagar Water Treatment Plant to Alraji Textile Mill (Ch. 0 - 1000m)	Road 1.000	Government / Tarabo Pourashava	The road and drain construction will be done on the existing available width of the roads. The land has been in possession of Pourashava. There are no issues related to land acquisition or resettlement. There is no IR impact issue on this road
Re-construction of drain from Borabo Rosulpur to Anandopalli Canal (Ch. 0 - 1025m) including 903m link drain and 903m link road	Road 0.903 Drain 1.928	Government / Tarabo Pourashava	The road and drain construction will be done on the existing available width of the roads. The land has been in possession of Pourashava. There are no issues related to land acquisition or resettlement. There are 7 shopkeepers at this road who may be temporarily affected during construction.
Improvement of road from Moikuli Arafat Nagar to Anandapalli Canal (Ch. 320 -	Road 0.455	Government / Tarabo Pourashava	The road and drain construction will be done on the existing available width of the roads. The land has been in possession of Pourashava.

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 Tarabo Pourashava Drainage Improvement Subproject, package W-01.

Component	Length (km)	Land ownership	IR Impact
775m)			There are 8 shopkeepers at this subproject who may be temporarily affected during construction.
Re-construction of drain from Moikuli Shikder Aperial to Anandapolli Canal (Ch. 0 - 1125m) including 310m link drain	Drain 1.435	Government / Tarabo Pourashava	There is no IR impact issue on this road
Construction of drain from Little Flower School at Boropa Tajmahol road to Anandapolli Canal via Baganbari Mosque (Ch. 0 - 1060m) including 415m link drain	Drain 1.475	Government / Tarabo Pourashava	There is no IR impact issue on this road

VI. CONCLUSIONS

A. Summary and Conclusions

45. 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 drainage and road construction/ improvement subproject at Tarabo Pourashava will be a straightforward construction/ improvement along the existing alignments of the Government/pourashava-owned roads and within the available road widths. As a result, the subproject road and drainage improvement/ construction will neither cross nor affect any privately-owned land or structures. Further, any disturbance will be limited to construction period only. The likely impacts are short-term, localized and 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 drainages and roads 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 will be no resulting losses in income or assets.

38. The subproject is unlikely to have any involuntary resettlement impacts. Extensive consultations/ discussions with the people and beneficiaries have been 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

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

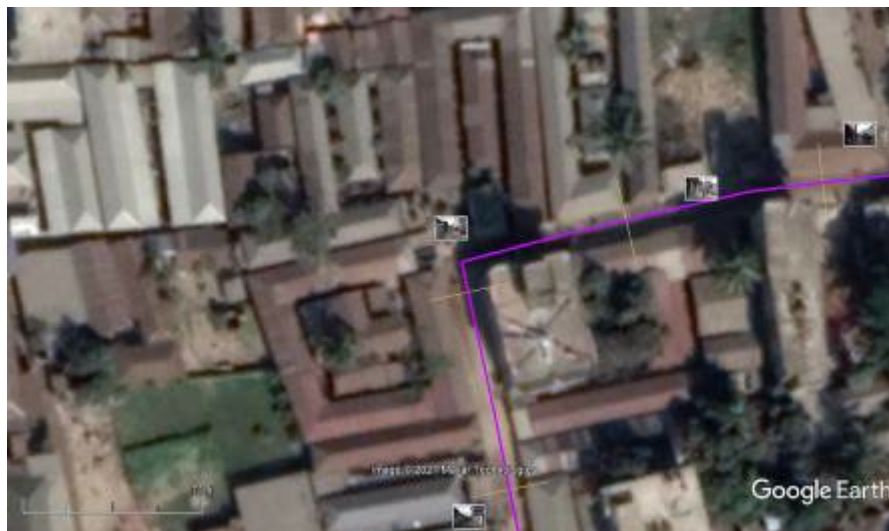
- (i) Continuous community consultations and stakeholder discussions are to be conducted at and around the subproject location. Issues discussed, concerns and suggestions of stakeholders to be taken into consideration during detailed design and implementation, will be included in the updated DDR.
- (ii) The due diligence report will be updated based on detailed design, initiation and completion of due procedures will be reported, and ADB approval for the DDR will be obtained prior to contract award.
- (iii) The updated DDR will include a third-party certification of the no objection to temporary disruption.

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

1. Road from Dighiborabo Abu Sayed Market to Jatramura Canal (Ch. 0 - 430m)



Photo at chainage 300



Google Earth Image at Chainage 300

2. Road from Bongshinagar Water Treatment Plant to Alraji Textile Mill (Ch. 0 - 1000m)



Photo at chainage 125



Google Earth Image at Chainage 125

3. Drain from Borabo Rosulpur to Anandopalli Canal (Ch. 0 - 1025m) including 903m link drain and 903m link road



Photo at chainage 400



Google Earth Image at Chainage 400

4. Road from Moikuli Arafat Nagar to Anandapolli Canal (Ch. 320 - 775m)




Photo at chainage 350



Google Earth Image at Chainage 350

APPENDIX 2: Land Ownership Certificate from the Mayor of Tarabo Municipality

SL No	Package No	Name of Scheme
01.	Tarabo/W-01	01. Construction of drain from Borabo Rashulpur to Jatramura Canal (D-01). 02. i) Construction of drain from Digiborabo Abu- Sayed Market to Jatrmura canal (D-02). ii) Construction of road from Digiborabo Abu- Sayed Market to Jatrmura canal. 03. Improvement of road from Jaramura Sluicegate to end of the Pourashava area. 04. Construction of road from Moikuli Bazar to Arafatnagar Anandopolli canal. 05. Construction of drain from Little flower School at Borpa Tajmahal road to Anandapolli canal via bagan bari Mosque (D-03). 06. Construction of drain from Moikuli Shikder Aperl to Anandapalli canal (D-04). 07. Improvement of road from Bongshinagar water Treatment Plant to Alraji Textile mill.


(Hasina Gazi)
Mayor 03.11.2020
Tarabo Pourashava
Rupganj, Narayanganj.

মাদকমুক্ত সমাজ গঠন করুন e-mail : tarabopauramayor@gmail.com দুর্নীতিমুক্ত দেশ গড়ুন
web : www.tarabopaurashava.com

APPENDIX 3: List of Consultations/ Meetings at different locations of the package W-01 subproject under Tarabo Pourashava

Sl. No	Date of Consultation	Place of consultation	Number of Participants	Issues Discussed	Major findings
01	28.10.2020	Road from Dighiborabo Abu Sayed Market to Jatramura Canal (Ch. 0 - 430m) Venue: Tarabo Pourashava Meeting Hall	Male=13 Female=16 Total= 29 Mayor, elected ward councillors including women councillors, pourashava and other professional and technical staff, representatives from Mosques and Temples, schools and president of CNG owners association; shop owner association, local businesses, etc.	PDSC disseminated information about drainage master plan and their recommendations. The meeting discussed and recommended some changes in alignment and finally approved the Drainage Master Plan by the Mayor on behalf of the participants. The Mayor and the Consultants emphasized the need to proceed with the Drainage Master Plan and the sub projects in order to maintain the Government of Bangladesh and ADB investment program.	All of the participants heard about the proposed development program and welcomed the subproject. The existing drainage condition very poor. In the rainy season it becomes very difficult for people to transport and move. The better drainage and road condition will greatly ease the pain of the present suffering in movement of the road. Business, education and health will be highly benefited and will be the peoples' overall wellbeing. Participants seemed, there are no possibilities of IR impacts considering land acquisition & physical or economic displacement of people, being construction/ development of drain and road on the existing alignments& drains will be done on the road shoulder and under the road. They assured to cooperate as required. The participants understood GRM procedure and project policy, showed interest to participate in project implementation. They Mayor and the counselors accepted the drainage master plan.
02.	28.10.2020	Road from Bongshinagar Water Treatment Plant to Alraji Textile Mill (Ch. 0 - 1000m) Venue: Tarabo Pourashava Meeting Hall			
03.	28.10.2020	Drain from Borabo Rosulpur to Anandopalli Canal (Ch. 0 - 1025m) including 903m link drain and 903m link road Venue: Tarabo Pourashava Meeting Hall			
04.	28.10.2020	Road from Moikuli Arafat Nagar to Anandapalli Canal (Ch. 320 - 775m) Venue: Tarabo Pourashava Meeting Hall			
05	28.10.2020	Roadside shops	12 (Male) Shopkeepers	Temporary disruptions during construction works.	Supportive to the subproject and they have no objection to temporary disruptions during construction works.

Photographs of Community Consultations



Consultation for Tarabo Pourashava Package W-01 schemes



Consultation for Tarabo Pourashava Package W-01 schemes

APPENDIX 4: List of Participants in Consultations Meetings in different Location of 2nd CRDP Tarabo Pourashava, Package W-01

স্থানীয় সরকার প্রকৌশল অধিদপ্তর
দ্বিতীয় নগর অঞ্চল উন্নয়ন প্রকল্প
লেবেল-৪, আরডিইসি ভবন
আগারগাঁও শের-এ-বাংলানগর
ঢাকা-১২০৭

প্রকল্পের নামঃ- তাবার পৌরসভা
Name of Sub-project: Tarabo Pourashava

উপজেলা/পৌরসভা তাবা Tarabo

ফোকাস গ্রুপ আলোচনায় অংশগ্রহনকারীর হাজিরা
Attendance of FGD participants

তারিখঃ- ২৮/০১/২০২০
Date: ২৮/০১/২০

ক্রমিক নং Sl. no	নাম, মোবাইল নম্বর Name of participants	মোবাইল নম্বর Mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
০১	হাছিনা গার্মা-	০১৯১৬৮১০ ৩৬৯	মেয়র	
২	লেড. ডক. এম. হামিদ	০১৭১১২৬৭২৩০	নির্বাহী কর্মী	
৩	মেয়র. জামিল হোসেন	০১৭১১২৬৭২৩০	মেয়র	
৪	মেয়র. জামিল হোসেন	০১৭১১২৬৭২৩০	মেয়র	
৫	মেয়র. জামিল হোসেন	০১৮৫৩৫৩৪ #৩০	মেয়র	
৬	মেয়র. জামিল হোসেন	০১৭১১২৬৭২৩০	মেয়র	
৭	মেয়র. জামিল হোসেন	০১৮৫৩৫৩৪	মেয়র	
৮	মেয়র. জামিল হোসেন	০১৭১১২৬৭২৩০	মেয়র	
৯	মেয়র. জামিল হোসেন	০১৭১১২৬৭২৩০	মেয়র	
১০	মেয়র. জামিল হোসেন	০১৭১১২৬৭২৩০	মেয়র	
১১	মেয়র. জামিল হোসেন	০১৭১১২৬৭২৩০	মেয়র	
১২	মেয়র. জামিল হোসেন	০১৭১১২৬৭২৩০	মেয়র	
১৩	মেয়র. জামিল হোসেন	০১৭১১২৬৭২৩০	মেয়র	
১৪	মেয়র. জামিল হোসেন	০১৭১১২৬৭২৩০	মেয়র	
১৫	মেয়র. জামিল হোসেন	০১৭১১২৬৭২৩০	মেয়র	
১৬	মেয়র. জামিল হোসেন	০১৭১১২৬৭২৩০	মেয়র	
১৭	মেয়র. জামিল হোসেন	০১৭১১২৬৭২৩০	মেয়র	
১৮	মেয়র. জামিল হোসেন	০১৭১১২৬৭২৩০	মেয়র	
১৯	মেয়র. জামিল হোসেন	০১৭১১২৬৭২৩০	মেয়র	
২০	মেয়র. জামিল হোসেন	০১৭১১২৬৭২৩০	মেয়র	

স্থানীয় সরকার প্রকৌশল অধিদপ্তর
 দ্বিতীয় নগর অঞ্চল উন্নয়ন প্রকল্প
 লেবেল-৪, আরডিইসি ভবন
 আগারগাঁও শের-এ-বাংলানগর
 ঢাকা-১২০৭

প্রকল্পের নামঃ- তাবুয়া পৌরসভা
 Name of Sub-project: Tarabo Pouroshava

উপজেলা/পৌরসভা তাবুয়া/Tarabo

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখঃ- ২৮/১০/২০২০

Attendance of FGD participants

Date: ২৮/১০/২০

ক্রমিক নং Sl. no	নাম, মোবাইল নম্বর Name of participants	মোবাইল নম্বর Mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
০১	হাসিম হোসেন	০১৭৩৪৬৫৪০	T.L. এসসি	হাসিম
০২	হাসিনা	০১৭২৭৭৯০৭	W.L. এসসি	হাসিনা
০৩	সুখান্ত	০১৭০৪০৭২	T.L. এসসি	সুখান্ত
০৪	ভোক্তা মিয়া বেগম	০১৭৫৪৩৪০১৭	W.L. এসসি	ভোক্তা মিয়া
০৫	এ. মাহমুদুল হা বেগম T.L. এসসি	০১৬২৫১৭৫৫৭	T.L. এসসি	এ. মাহমুদুল হা বেগম
০৬	মোঃ মোস্তাফিজুল হক	০১৭৩৫-৭৭৫২১৬	slum development officer	মোঃ মোস্তাফিজুল হক
০৭	মোঃ মাহমুদুল হক মাহমুদ	০১৭১৭৩২৪৩২		মোঃ মাহমুদুল হক মাহমুদ
০৮	মোঃ মাহমুদুল হক মাহমুদ	০১৭১২৭৭৪০	T.L. এসসি	মোঃ মাহমুদুল হক মাহমুদ
০৯	মোঃ মাহমুদুল হক মাহমুদ	০১৭১৭২২১২১	T.L. এসসি	মোঃ মাহমুদুল হক মাহমুদ
১০	মোঃ মাহমুদুল হক মাহমুদ	০১৭৭৭৭৭৭৭	T.L. এসসি	মোঃ মাহমুদুল হক মাহমুদ

স্থানীয় সরকার প্রকৌশল অধিদপ্তর
 দ্বিতীয় নগর অঞ্চল উন্নয়ন প্রকল্প
 লেবেল-৪, আরডিইসি ভবন
 আগারগাঁও শের-এ-বাংলা নগর
 ঢাকা-১২০৭

প্রকল্পের নামঃ-

উপজেলা/পৌরসভা ভারাব

Name of Sub-project:

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখঃ- ২৮/১০/২০২০

Attendance of FGD participants

Date: 28/10/20

ক্রমিক নং Sl. no	নাম, মোবাইল নম্বর Name of participants	মোবাইল নম্বর Mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
২১	মোঃ মাহবুবুল হক	০১২২৭৭৭ ২৩২৫	TLC সদস্য	
২২	বিল্লাহ হোসেন	০১৭১২১২৫২ ৫৪	বিল্ডিং স্যুপারভাইজার ইকনোমিক সার্ভিসেস	
২৬	Saimon	০১৭৪৪৩	৪৬২১২	বোয়া ডেপার্টমেন্ট
২৪	Md. Nazmul Islam	০১৫১৬১৭১৬৬৫	SAE-E	
২৩	মোঃ হাবিবুল ইসলাম	০১৭৩৬১৬২৪৫	Service.	
২৬	বিল্লাহ চন্দ্র সোমদার	০১৪৬৬৭৭১৭১২	Service	
২৭	মোঃ আমজাদ হোসেন	০২২৭২৩৬৬৬	Service (L&E)	
২৫	মোঃ জুবায়ের হোসেন	০১৭১৫৬৬৬৭৪	SAE L&E	
২০	বিল্লাহ হোসেন	০১৭১২২৭৬০৫১	Councilor-1	

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

স্থানীয় সরকার প্রকৌশল অধিদপ্তর

নগর অঞ্চল উন্নয়ন প্রকল্প (২য় পর্যায়)

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

ঢাকা-১২০৭

অদ্য ২৬ / ২০ / ২০২০ ইং তারিখে স্বাক্ষরিত স্বাক্ষর ৬ ২০ ২০২০ সড়কের

পুনঃনির্মাণ ও নির্মাণ কার্যক্রমে ব্যবসা বানিজ্যে সাময়িক অসুবিধা সম্পর্কে এক আলোচনা সভা অনুষ্ঠিত হয়।

আমরা অবহিত আছি যে রাস্তা পুনঃনির্মাণের সময় ব্যবসা বানিজ্যে সাময়িক অসুবিধা হতে পারে। আমরা বলতে চাই যে, উন্নত রাস্তা আমাদের সবার জন্য প্রয়োজন। আমরা সেচ্ছায় নির্মাণ করার সময় ঠিকাদার তার কর্মীদেরকে সহযোগিতা করবো। আমাদের সম্মুখে এই রাস্তা উন্নয়নের কাজের প্রতি কোন আপত্তি থাকবে না।

No objection for temporary disruption

We are well aware about the temporary disruption of business/access during construction of road. 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.

প্রকল্পের নামঃ-

Name of sub-project: *Construction of drain from Borabo Rashulpur to Jatramura canal (D-01).*

উপজেলা/পৌরসভা

দোকানদার আংশগ্রহনকারীর হাজিরা

তারিখঃ- ২৬/১০/২০২০

Discussion with shop owner

Date:-

ক্রমিক নং Sl. #	ব্যবসা মালিকের নাম Name of business owner	ব্যবসার ধরন Category of business	মোবাইল নম্বর Mobile no.	স্বাক্ষর Signature of business owner
১	<i>আবুল কালাম পিতাঃ আঃ রহিম খৈয়ী</i>	<i>মুদিজোজন ও ঔষধ</i>	<i>০১৩০৫০৩৫ ৫১১</i>	<i>আবুল কালাম</i>
২	<i>আঃ আল হারিস পিতাঃ মুঃ আঃ মাহেদ</i>	<i>কাপড়মালের জোহানাবাদি</i>	<i>০১৭১১২২৬২৯০</i>	<i>আঃ আল হারিস</i>
৩	<i>আবুল কালাম পিতাঃ মুঃ আঃ মাহেদ</i>	<i>পু</i>	<i>০১৬৩৫৩৫৩৯৩২</i>	<i>আবুল কালাম</i>
৪	<i>হাজি আলম মাহমুদ মিল্লি পিতাঃ মুঃ আঃ জাফর হুইয়া</i>	<i>কমত বাড়ি</i>	<i>০১৩১১৫৩৩৩৩৩</i>	<i>আবুল কালাম</i>
৫	<i>আঃ মামুদ মাহেদ পিতাঃ আঃ রহিম</i>	<i>ডিলের জোজন</i>	<i>০১৩৫৩৩৩৩০৫৬</i>	<i>আঃ মামুদ</i>
৬				
৭				
৮				
৯				
১০				
১১				

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-২৫-/-২০--/২০২০ ইং তারিখে ~~সিদ্ধার্থ এলেকট্রন~~ হাতে ~~স্বাক্ষর~~ সর্ভিকের

পুনঃনির্মান ও 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। 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. 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.

প্রকল্পের নামঃ-

Name of sub-project: Construction of drain from Shikder Apara to Anandapalli Canal (D-04)

দোকানদার আংশগ্রহনকারীর হাজিরা

উপজেলা/পৌরসভা

তারিখঃ- ২৮/১০/২০২০

Discussion with shop owner

Date:- ২৮/১০/২০

ক্রমিক নং Sl. #	ব্যবসা মালিকের নাম Name of business owner	ব্যবসার ধরন Category of business	মোবাইল নম্বর Mobile no.	স্বাক্ষর Signature of business owner
১।	জেফারুল হুসেইন	মুদি ও চা দোকান	০১৭১৩-১৪০৩৯১	মো. জেফারুল
২।	রবি	মুদি দোকান	০১৪১৭ ২৪৭০২২	রবি
৩।	মো. সাহাদত	৪	০১৯৪৬০৩ ২৭৫৫	সাহাদত
৪।	মো. শরীফুল আলী	৪	০১৯৪-৬০৩৭৭৫৬	শরীফুল
৫।	সুমন হুসেইন	মুদি ও সেলুন	০১৯৪৭১৫১৪৬৬	সুমন
৬।	মো. আওলাদ হোসেন	৪	০১৫০৩৬০৫৪৪৬	আওলাদ হোসেন
৭।	মো. রজন হুসেইন	৪	০১৯৪৪০২১২৬৬	রজন
৮।				
৯।				
১০।				
১১।				