

# **Land Acquisition and Involuntary Resettlement Due Diligence Report**

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

## **Bangladesh: Second City Region Development Project**

**Dhaka Region Roads (Araihazar Upazila)**

**Package No. CRDP/II/LGED/NARAYANGANJ/ARAIHAZAR/NCB/2021/W-04**

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

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ARAIHAZAR/NCB/2021/W-04

Prepared by the Local Government Engineering Department, Government of Bangladesh for  
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## 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

### 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 Dhaka Region Roads (Araihazar Upazila) subproject was selected for development under the Second CRDP during the pre-feasibility study conducted by the Project Preparation Technical Assistance (PPTA) consultants appointed by ADB. A preliminary social safeguard screening was also conducted for the proposed schemes combining roads and drainage components. Local Government Engineering Department (LGED) is the Executing Agency of the project. The concerned Upazila Engineer's office, in this case the office of the Araihazar Upazila Engineer of LGED will be the implementing agency with a project implementation unit (PIU) within its structure.

2. Under package W-04 of the Dhaka Region Roads (Araihazar Upazila) subproject, four roads, namely 1) Improvement of road from Gopaldi GC to Mollarchar RHD (Ch.0 - 3700m) (Road ID # 367022005) including 1925m link road;); 2) Construction of drain from Gopaldi GC to Mollarchar RHD (Ch. 90 - 650m) (Road # 367022005) including 250m link drain;3) Improvement of road from Uchitpura GC to Gopaldi GC via Manikpur Bishnandi (Ch.0 - 10130m) (Road ID # 367022003) including 4125m link road;4) Construction of 3 Nos. Ghat; are identified and will have the following components: improvement of the road surfaces and ancillary facilities like drains, cross drainages, culverts, walkways and slope protection works. Such works will improve the Upazila transport and drainage system and will also prevent water logging problem and flooding during monsoon. All improvements will be constructed within the existing vacant road width (right-of-way) of the road. The roads are under the ownership of LGED according to the Gazette published by the Government of Bangladesh, dated October 23, 2017. The location of the subproject is shown in Figure 1.

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

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<sup>1</sup> In the context of involuntary resettlement, displaced/ affected persons are those who are physically displaced (relocation, loss of residential land, or loss of shelter) and/or economically displaced (loss of land, assets, access to assets, income sources, or means of livelihoods) as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use or on access to legally designated parks and protected areas. It covers them whether such losses and involuntary restrictions are full or partial, permanent or temporary.

## Scope of this Report

4. This draft land acquisition and resettlement due diligence report is prepared for the Dhaka Region Roads (Araihazar Upazila) subproject, Package W-04 and is based on detailed design. The 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.

Methodology of due diligence process:

Due diligence process includes desk works, field checks and public consultations. The details activities involved in the due diligence process are as follows;

- Visit to subproject site by the design and safeguard team for preliminary social safeguard impact assessment and meet with PIU and key community stakeholders
- Review of subproject design and topographical survey for checking availability of land or any potential IR impact
- Review of Google earth image to check location/alignment of the subproject to check any potential IR impact at the dense settlement areas
- Field check for location, alignment, road width, land availability, potential IR impact,
- Community consultation including meeting with the roadside shop owners for information sharing, getting reaction of the community, assessing social vulnerability and potential IR impact
- Review of the due diligence report (DDR) for any design changes.

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 Araihazar Package W-04 Subproject**

Sl.	Name & ID of the roads	Length (km)	Major Components
1	Improvement of road from Gopaldi GC to Mollarchar RHD (Ch.0 - 3700m) (Road ID # 367022005) including 1925m link road;	Road 5.625	Road, Bridge
2	Construction of drain from Gopaldi GC to Mollarchar RHD (Ch. 90 - 650m) (Road # 367022005) including 250m link drain;	Drain 0.810	Drain
3	Improvement of road from Uchitpura GC to Gopaldi GC via Manikpur Bishnandi (Ch.0 - 10130m) (Road ID # 367022003) including 4125m link road;	Road 14.255	Road
4	Construction of 3 Nos. Ghat	NA	Ghats

## **II. POLICY FRAMEWORK AND ENTITLEMENTS**

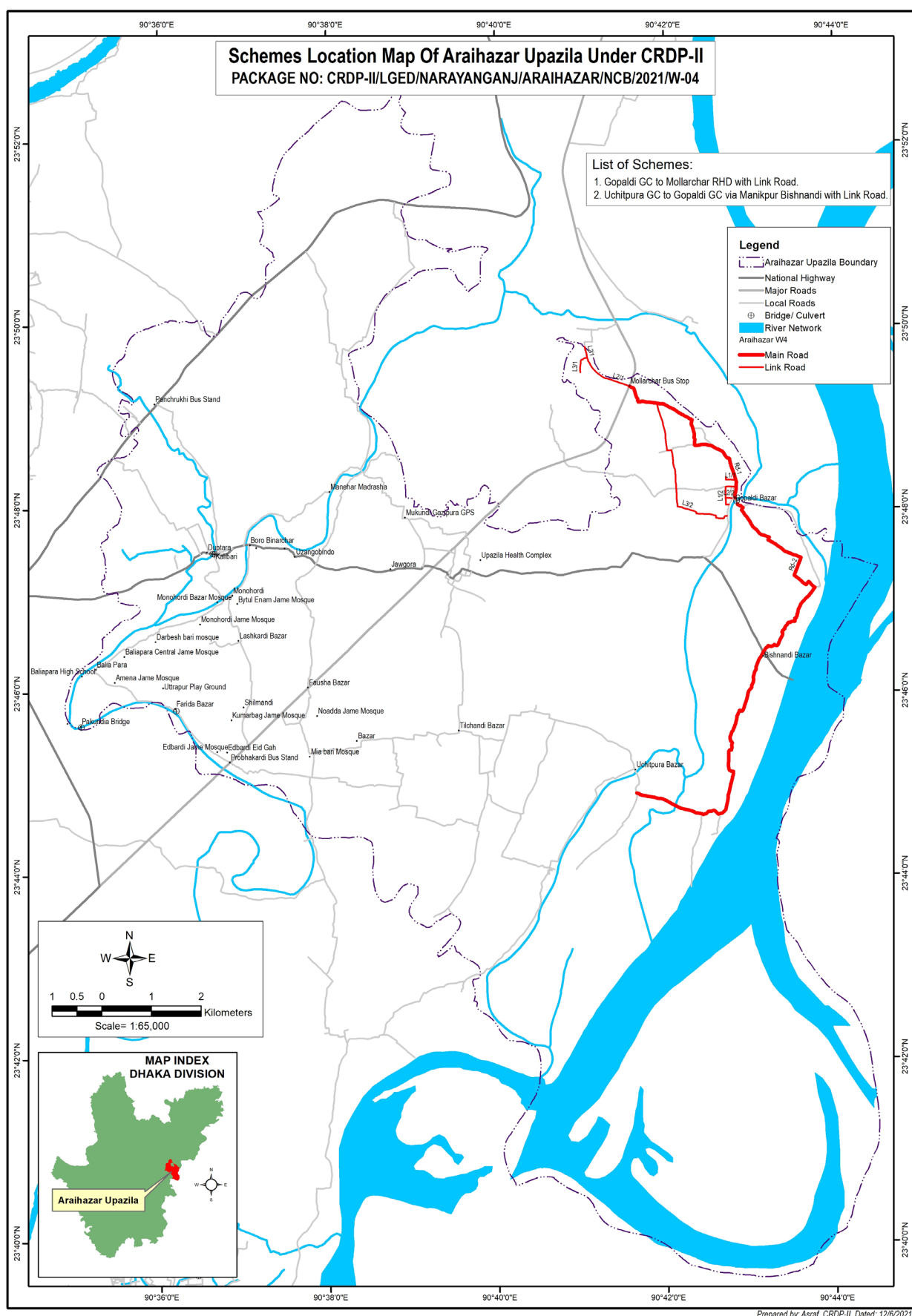
7. The Resettlement Framework prepared for the Second CRDP sets out the objectives, principles, eligibility criteria and entitlements for affected persons, if any, based on ADB SPS, 2009 and the Acquisition and Requisition of Immovable Property Act, 2017 of Bangladesh. Details of policies are described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

## **III. SUBPROJECT DESCRIPTION**

**Project area:** The subproject is located along Dhaka-Sylhet National Highway about 25 km northeast of Dhaka City. Although the area is predominantly agricultural, but historically, it is a place for handloom industries; currently, many small and large garment and textile industries are located in the subproject area.



**Figure 1: Location Map of Dhaka Region Roads (Araihazar Upazila) Package W-04 Subproject**



## Present Status of the Subproject

### 1. Improvement of road from Gopaldi GC to Mollarchar RHD (Ch.0 - 3700m) (Road ID # 367022005) including 1925m link road;

8. This road starts at Start at Gopaldi Bazar and ends at Mollarchar RHD on Dhaka Sylhet Highway. It passes through Bazars, several villages and agricultural/open fields. Existing vacant road width varies along the road; minimum is 5.65 m at chainage 165 of the main road. Existing maximum vacant road width is 8.70 at chainage 2145. Existing carriageway width varies from 3.00 m to 3.7 m.

9. The road condition varies in different sections. The road is of bituminous carpeting (BC) and of cement concrete (CC), and most of the road has suffered wear and tear with cracks, pot-holes, broken edges and depressions.

**Figure 2: Photograph of existing condition of road from Gopaldi GC to Mollarchar RHD (Ch.0 - 3700m) (Road ID # 367022005) including 1925m link road;**



Existing condition of the road at chainage 1525

### 2. Construction of drain from Gopaldi GC to Mollarchar RHD (Ch. 90 - 650m) (Road # 367022005) including 250m link drain

10. This drain stretches from chainage 90 to chainage 650 of Gopaldi GC to Mollarchar RHD (Road # 367022005). It also includes 250m link drains. It passes through a bazaar area. Existing vacant road width varies along the road; minimum is 5.65 m at chainage 165

of the main road. Existing maximum vacant road width is 8.70 at chainage 2145. Existing carriageway width varies from 3.00 m to 3.7 m.

11. The road condition varies in different sections. The road is of bituminous carpeting (BC) and of cement concrete (CC), and most of the road has suffered wear and tear with cracks, pot-holes, broken edges and depressions.

**Figure 3: Photograph of existing condition of drain from Gopaldi GC to Mollarchar RHD (Ch. 90 - 650m) (Road # 367022005) including 250m link drain;**



Existing condition at chainage 50 of link drain 1

**3. Improvement of road from Uchitpura GC to Gopaldi GC via Manikpur Bishnandi (Ch.0 - 10130m) (Road ID # 367022003) including 4125m link road;**

12. This road starts at Uchitpura GC and ends at Gopaldi GC. It passes several Bazaars, villages and agricultural/open fields. Existing vacant road width varies along the road; minimum is 5.60 m at chainage 60 and maximum is 7.90 at chainage 1200 of the main road. Existing carriageway width varies from 3.00 to 3.70 m.

**Figure 4: Photograph of existing condition of road from Uchitpura GC to Gopaldi GC via Manikpur Bishnandi (Ch.0 - 10130m) (Road ID # 367022003) including 4125m link road;**



Existing condition of the road at chainage 2475

#### **4. Construction of 3 Nos. Ghat**

13. One Ghat at Upazila Pond and two Ghats at Upazila Health Complex Pond will be constructed under the subproject for improving accessibility of the local residents to these urban open spaces. At present these ponds do not have proper Ghats. Local people will be benefitted from the recreational and washing facilities provided by these Ghats.

**Figure 5: Photograph of existing condition of Construction of 3 Nos. Ghat**



Existing condition of the Upazila Pond

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

Road ID: 367022005				
Road Name: Improvement of Road from Gopaldi GC to Mollarchar RHD (3.700 km) including 1925m 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+090	5.80 – 6.00 (0+035) (0+100)	5.70	5.50	5.50
0+090 - 0+350	5.65 – 5.90 (0+165) (0+275)	5.50	3.70	3.70
0+350 - 0+650	5.70 – 6.10 (0+475) (0+575)	5.50	3.00	3.70
0+650 - 1+625	7.45 – 7.60 (0+680) (1+400)	7.30	3.00	5.50
1+625 - 2+029	7.40 – 7.70 (1+980) (1+725)	7.30	3.00	5.50
2+029 - 2+104	7.45 – 8.60 (2+045) (2+075)	7.30 ~ 8.40	3.00	5.50 ~ 6.60
2+128 - 2+203	7.40 – 8.70	7.30 ~ 8.40	3.00	5.50 ~ 6.60

	(2+175) (2+145)			
2+203 - 3+575	7.45 – 7.80 (3+000) (2+625)	7.30	3.00	5.50
3+575 - 3+667	5.90 – 6.20 (3+620) (3+585)	5.70	3.00	5.50
3+667 - 3+700	7.40 – 7.90 (3+675) (3+690)	7.30	3.00	5.50
0+000 - 0+250 (Link-01)	5.60 – 5.90 (0+125) (0+025)	5.50	3.00	3.70
0+000 - 1+300 (Link-02)	7.45 – 7.70 (0+900) (1+215)	7.30	3.00	5.50
0+000 - 0+375 (Link-03)	7.40 – 7.60 (0+165) (0+300)	7.30	3.00	5.50

Road ID: 367022003				
Road Name: Improvement of from Uchitpura GC to Gopaldi GC via Manikpur Bishnandi from (Ch. 0 -10130m) including 4125m 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+150	5.60 – 5.80 (0+060) (0+110)	5.50	3.70	3.70
0+150 - 0+790	7.40 – 7.80 (0+660) (0+350)	7.30	3.70	5.50
0+890 - 1+300	7.45 – 7.90 (0+925) (1+200)	7.30	3.70	5.50
1+377 - 1+410	7.50 – 7.60 (1+390) (1+385)	7.30	3.70	5.50
1+410 - 1+825	5.80 – 6.00 (1+725) (1+775)	5.70	3.70	5.50
1+825 - 1+890	7.40 – 7.65 (1+875) (1+850)	7.30	3.70	5.50



1+944 - 2+500	7.45 – 7.70 (2+415) (2+090)	7.30	3.70	5.50
2+500 - 3+300	5.80 – 6.10 (2+910) (2+985)	5.70	3.70	5.50
3+300 - 3+620	5.65 – 5.85 (3+380) (3+475)	5.50	3.70	3.70
3+620 - 3+660	7.45 – 7.60 (3+625) (3+640)	7.30	3.70	5.50
3+660 - 5+000	7.45 – 7.75 (4+110) (3+875)	7.30	3.70	5.50
5+000 - 6+550	5.85 – 6.10 (5+415) (6+240)	5.70	3.70	5.50
6+550 - 7+200	7.50 – 7.80 (6+850) (6+750)	7.30	3.70	5.50
7+200 - 7+821	5.90 – 6.20 (7+410) (7+775)	5.70	5.50	5.50
7+821 - 8+730	7.40 – 7.70	7.30	5.50	5.50

	(8+475) (8+250)			
8+730 - 8+910	7.45 – 7.65 (8+850) (8+800)	7.30	3.70	5.50
8+910 - 8+950	7.50 – 7.75 (8+945) (8+915)	7.30	3.70	5.50
8+950 - 9+718	7.40 – 7.80 (9+090) (9+475)	7.30	3.70	5.50
9+718 - 9+850	5.85 – 6.10 (9+800) (9+775)	5.70	3.70	5.50
9+850 - 9+990	5.65 – 5.90 (9+940) (9+900)	5.50	3.70	3.70
9+990 - 10+050	5.70 – 5.90 (10+010) (10+040)	5.50	3.00	3.70
10+050 - 10+130	7.45 – 7.60 (10+100) (10+070)	7.30	3.00	5.50
0+000 - 0+425 (Link-01)	5.90 – 6.25 (0+325) (0+240)	5.74	3.70	3.70

0+425 - 0+645 (Link-01)	5.60 – 5.90 (0+575) (0+530)	5.50	3.00	3.70
0+000 - 0+130 (Link-02)	5.65 – 5.80 (0+110) (0+025)	5.50	3.70	3.70
0+000 - 0+325 (Link-03)	5.95 – 6.15 (0+180) (0+320)	5.74	3.00	3.70
0+325 - 3+350 (Link-03)	5.90 – 6.30 (0+565) (2+700)	5.74	3.00	3.70

\*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.

## **Proposed Subproject**

### **1. Improvement of road from Gopaldi GC to Mollarchar RHD (Ch.0 - 3700m) (Road ID # 367022005) including 1925m link road);**

14. 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 design is displayed in Figure 6.

15. There will be BC and RCC carriageway, the width will be 3.70 m to 5.50 m according to design, on the side/s of the carriageway there will be hard shoulder/s or walkway/s and soft shoulders depending on the availability of vacant road width. The side slope of road embankment will be of 1:1.5. There will be a 5.5m wide and 24m long RCC Bridge at Ch. 2104m of this road. The bridge will replace an existing bridge and will be built within available vacant public land. The cross section of the proposed bridge has been given in Figure 6.

### **2. Construction of drain from Gopaldi GC to Mollarchar RHD (Ch. 90 - 650m) (Road # 367022005) including 250m link drain;**

16. The drain is to be constructed following the existing alignment and within available vacant road widths. A cross section of the drain according to the design is displayed in Figure 7.

17. There will be RCC box drain and pipe drain, the width of the box drain will be 500 mm and the dia of the pipe drain will be 900mm and 1200 mm according to design. There will be cross drains on this road.

### **3. Improvement of road from Uchitpura GC to Gopaldi GC via Manikpur Bishnandi (Ch.0 - 10130m) (Road ID # 367022003) including 4125m link road;**

18. 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 design is displayed in Figure 8.

19. There will be BC and RCC carriageway, the width will be 3.70 m 5.50 m according to design, on the side/s of the carriageway there will be hard shoulder/s or walkway/s and soft shoulders depending on the availability of vacant road width. The side slope of road embankment will be of 1:1.5. There will be culverts and cross drains at several places.

### **4. Construction of 3 Nos. Ghat**

20. Three Ghats will be constructed under this subproject, one Ghat will be at Upazila Pond and two Ghats will be at Upazila Health Complex Pond. The pond banks will be landscaped along with construction of Ghats. All of these constructions will be done within the available existing vacant land of the pond banks. The ponds are under the

ownership of Upazila/ Government. A cross section of the road according to the preliminary design is displayed in Figure 9. The Ghats will be RCC construction and will be faced with tiles.

**Typical Cross Section**  
Applicable Length: 404m  
Ch.1+625Km to Ch.2+029Km

**Plan**

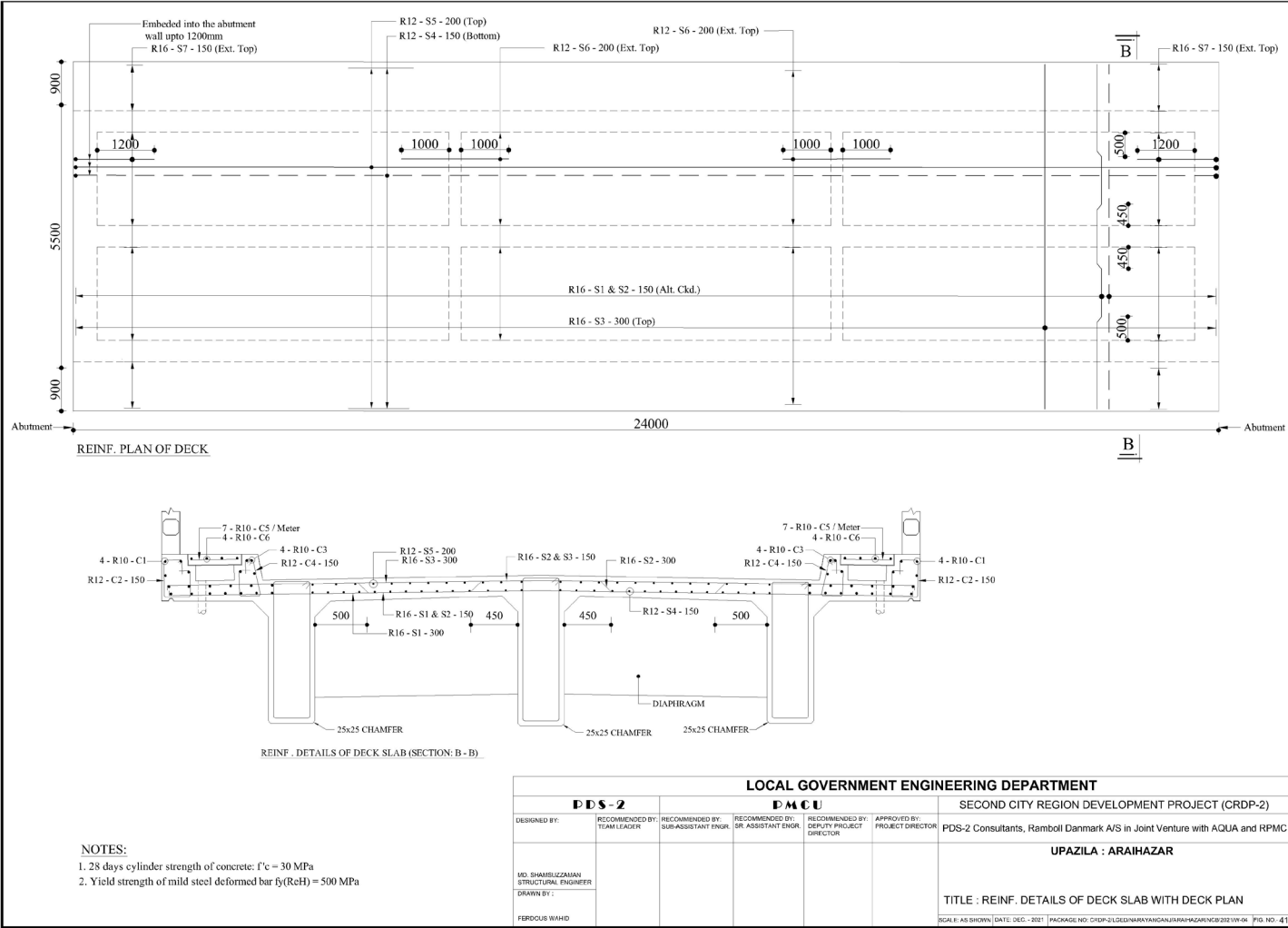
**Kerb Type - K7**

**Notes:**

- 175mm AGGREGATE BASE COURSE, FOR BRICK AGGREGATE LOS ANGELES ABRASION VALUE (LAA) MAX. 40% OR TEN PERCENT FINES VALUE (TFV) MIN. 100 KN; COMPACTED IN TWO LAYERS, EACH LAYER SOAKED CBR MIN. 80%, COMPACTED TO MIN. 98% OF MDD (MODIFIED PROCTOR)
- 250mm SUB-BASE, FOR BRICK AGGREGATE, LOS ANGELES ABRASION VALUE (LAA) MAX. 40% OR TEN PERCENT FINES VALUE (TFV) MIN. 100KN; COMPACTED IN THREE LAYERS, EACH LAYER SOAKED CBR MIN. 35%, COMPACTED TO MIN. 98% OF MDD (MODIFIED PROCTOR)
- 250mm COMPACTED SAND IMPROVED SUBGRADE, SAND FM MIN. 0.8, PI VALUE <6%, COMPACTED IN TWO LAYERS, EACH LAYER SOAKED CBR min. 8%, COMPACTED TO MIN. 98% OF MDD (MODIFIED PROCTOR)

**Note: Considered Traffic Volume 301 - 400 CVD and Sub-grade CBR 4%**

Cross section of bridge at Ch. 2104 on road from Gopaldi GC to Mollarchar RHD (Ch.0 - 3700m) (Road ID # 367022005) including 1925m link road;



**TYPICAL LAYOUT PLAN OF PIPE DRAIN WITH DRAIN PIT & CATCH PIT**  
(Ch. 0+000m to Ch.0+325m) CENTER LINE OF THE ROAD (LINK ROAD-03)

**SECTION A-A**

**TYPICAL PLAN OF PIPE JOINT DETAILS**

LOCAL GOVERNMENT ENGINEERING DEPARTMENT					
D D S - 2			D M C U		
DESIGNED BY:	RECOMMENDED BY:	RECOMMENDED BY:	RECOMMENDED BY:	RECOMMENDED BY:	RECOMMENDED BY:
TEAM LEADER	SUB-ASSISTANT ENGR.	ASSISTANT ENGR.	DEPUTY PROJECT DIRECTOR	PROJECT DIRECTOR	
MD. GOLAM MOHTAFA DRAINAGE ENGINEER (DESIGN-1)					
DRAWN BY:					
MOLMAHER HASAN					

SECOND CITY REGION DEVELOPMENT PROJECT(CRDP-2)  
PDS-2 Consultants, Ramboll Denmark A/S In Joint Venture with AQUA and RPMC  
UPAZILA:ARAIHAZAR

Name of Scheme: Construction of drain from Under Uchilgura GC to Gopail Vta Mehrpur Mahomedul Roe  
(Ch:0-150m, Ch:300-360m & Ch: 980-1013m) including 1100m Rsk drain.

Title : Typical Layout Plan of 1500mm Ø RCC Pipe Drain

SCALE:AS SHOWN, DATE:DEC-2021, PROJECT NO: CRDP-2/2019/RAIHAZAR/UPAZILA/ARAIHAZAR/001/2021/15



**Typical Cross Section**

Applicable Length: 4642m

Ch.0+150Km to Ch.0+790Km  
 Ch.0+890Km to Ch.1+300Km  
 Ch.1+377Km to Ch.1+410Km  
 Ch.1+825Km to Ch.1+890Km  
 Ch.1+944Km to Ch.2+500Km  
 Ch.3+660Km to Ch.5+000Km  
 Ch.6+550Km to Ch.7+200Km  
 Ch.8+730Km to Ch.8+910Km  
 Ch.8+950Km to Ch.9+718Km

150mm AGGREGATE BASE COURSE, FOR BRICK AGGREGATE LOS ANGELES ABRASION VALUE (LAA) MAX. 40% OR TEN PERCENT FINES VALUE (TFV) MIN. 100 KN; COMPACTED IN TWO LAYERS, EACH LAYER SOAKED CBR MIN. 80%, COMPACTED TO MIN. 98% OF MDD (MODIFIED PROCTOR)

250mm SUB-BASE, FOR BRICK AGGREGATE, LOS ANGELES ABRASION VALUE (LAA) MAX. 40% OR TEN PERCENT FINES VALUE (TFV) MIN. 100KN; COMPACTED IN THREE LAYERS, EACH LAYER SOAKED CBR MIN. 35%, COMPACTED TO MIN. 98% OF MDD (MODIFIED PROCTOR)

250mm COMPACTED SAND IMPROVED SUBGRADE, SAND FM MIN. 0.8, PI VALUE <6%, COMPACTED IN TWO LAYERS, EACH LAYER SOAKED CBR MIN. 8%, COMPACTED TO MIN. 98% OF MDD (MODIFIED PROCTOR)

**Plan**

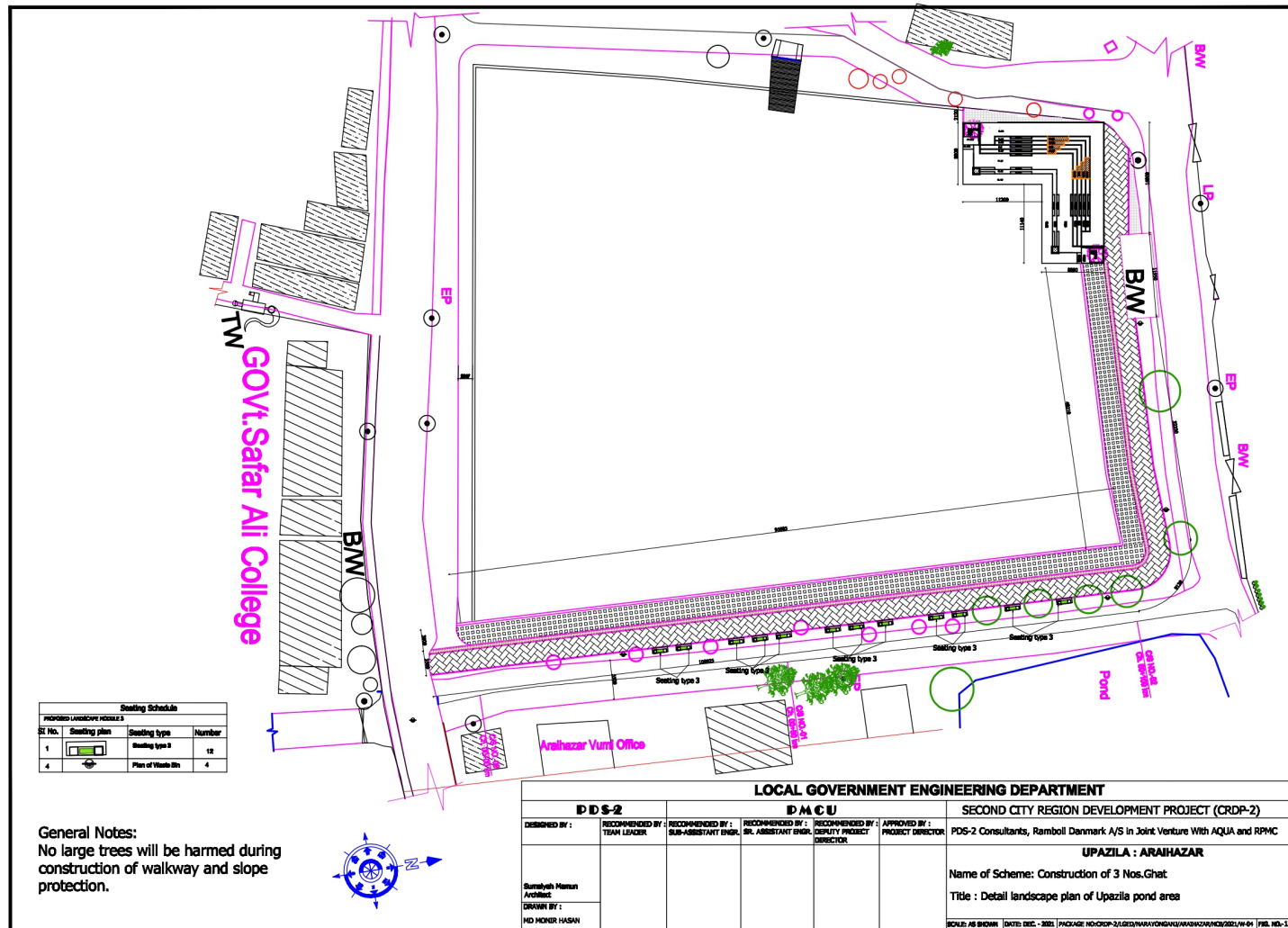
**Kerb Type - K7**

**Side Elevation**

**Elevation (Longitudinal)**

**Note: Considered Traffic Volume 201 - 300 CVD and Sub-grade CBR 4%**

**Figure 9: Cross section of Construction of 3 Nos. Ghat**



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

### **Outline of Field Work**

21. Intensive inspection of proposed subproject, alignment of the roads, available widths of the roads, conditions of road and its surroundings was undertaken during field visits, along with stakeholder consultations. The road under this subproject is owned by the Government/ LGED and there will be no requirement of land acquisition for this proposed subproject. Pages showing the road IDs (highlighted) owned by LGED under this subproject from a Gazette published by the Government of Bangladesh, dated October 23, 2017 are provided in Appendix 2.

### **Public Consultation**

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

23. In connection with this sub project the safeguard team of PDSC visited Araihasar Upazila on 3<sup>rd</sup> July, 2019 had an introductory meeting with the Upazila Engineer, Sub-Assistant Engineer, and some local councilors. During these field visits, the consultants investigated the existing condition of the roads and drainage alignments, any resettlement needs, rehabilitation, and the grievance redress mechanism. In the site visits, Councilors', the Upazila Engineer, Sub Assistant Engineers and a surveyor accompanied by the consultants to assist identifying the locations of the road alignments.

24. Later a public consultation took place at the Bishnandi Union Parishad Office on 4<sup>th</sup> August 2021. 38 participants attended in this consultation meeting, among them 08 attendees were women. In addition to this meeting 20 shopkeepers alongside the proposed schemes were consulted. So, total 58 persons were consulted for this subproject. Details of these meetings/ consultation: attendance sheets, meeting notes and photos are included in Appendix 3. Attendance included local public representatives and other stakeholders including community representatives, members of the community, local government representatives, and businesses and family living adjacent to the road.

25. During consultations and field visits, the community was informed that the road and drainage proposals would not require any land acquisition. The participants were also informed that there would be no tree cutting, relocation of business, and permanent removal of mobile vendors/hawkers. There is no possibility of any long-term adverse impact in terms of losing income or livelihood. Pedestrian safety would be handled by the contractors during the construction period by providing alternate roads, safety signs & boards, and providing speed breakers where required. Moreover, mitigation measures as specified in EMPs would also be implemented by the contractors which would be closely supervised by the Upazila Engineer's officials and consultants. The participants were also informed that there may be local employment opportunities for skilled and unskilled laborers. The active participation of women was encouraged during the field visits.

26. 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 by the Araihaazar Upazila PIU with the assistance of PDS consultants.

### **Consultations with Shopkeepers Who May be Temporarily Affected**

27. Consultations were also undertaken with the shopkeepers who may be temporarily affected (20 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, may last for approximately three days and will not affect their income or livelihood. They understand that the problem is temporary only and could be mitigated by adopting appropriate environmental management plan (EMP) by the contractor during construction. None of the shopkeeper falls within vulnerable group (female, elderly, disable headed). 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 to all properties where drainage is proposed, 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. The 'no objection' to temporary disruption is attached in Appendix 5, which is signed by the 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**

### **Involuntary Resettlement**

28. The social safeguard study for package W-04 of the Araihaazar Road and Drainage subprojects in Araihaazar Upazila suggests that there is no need for land acquisition as development of roads and drainages will be done on the existing available land of the roads, which belongs to government/ LGED. Relevant pages of a Gazette published by the Government of Bangladesh, dated October 23, 2017 are provided in Appendix 2.

29. 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 loss of land/ assets, to title holders or non-titled persons is anticipated.

30. Though this subproject is unlikely to cause any impact during construction, there may be minor temporary disturbances related to noise, and movement of people, obstruction of drainage etc. These disturbances will not affect their income or livelihood, because, these disturbances could be easily addressed by mitigation measures, such as, minimizing excavation, avoiding disturbance to pedestrian movement through provision of planks for access, provision of adequate signage, careful traffic management and alternative temporary drainage systems. The work for the road could take place overnight and advance notices shall be given to the community where partial road closures are inevitable. Whenever inevitable, road closure will be done section by section only so that traffic may still flow. The public will also be informed about any alternate routes, if available. These measures shall be included in the Terms of References (ToR) of the Contactor.<sup>2</sup> The contractor's contract will also provide for repair/ reconstitution for any damage caused during construction.

31. 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.

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<sup>2</sup> An 'Environmental Specification for Construction Contractor' delineating impact avoidance and mitigation measures and a 'Traffic Management Plan Template' delineating management of traffic and temporary road blockage during construction have been incorporated in Appendix 2 and in Appendix 3 of the IEE document of Araihaazar Road and Drainage Subproject, package W-04.

**Table 3: Proposed subproject components in Araihaaz Road and Drainage Subproject, package W-05 and their Involuntary Resettlement Impact status**

Component	Length (km)	Land ownership	IR Impact
Improvement of road from Gopaldi GC to Mollarchar RHD (Ch.0 - 3700m) (Road ID # 367022005) including 1925m link road;	Road 5.625	Government / LGED	Road construction will be done on the existing available width of the roads. The land has been in possession of Government/ LGED. There are no issues related to land acquisition or resettlement.  10 shopkeepers will be temporarily affected during construction.
Construction of drain from Gopaldi GC to Mollarchar RHD (Ch. 90 - 650m) (Road # 367022005) including 250m link drain	Drain 0.810	Government / LGED	Drain construction will be done on the existing available width of the roads. The land has been in possession of Government/ LGED. There are no issues related to land acquisition or resettlement.
Improvement of road from Uchitpura GC to Gopaldi GC via Manikpur Bishnandi (Ch.0 - 10130m) (Road ID # 367022003) including 4125m link road;	Road 14.255	Government / LGED	Road construction will be done on the existing available width of the roads. The land has been in possession of Government/ LGED. There are no issues related to land acquisition or resettlement.  10 shopkeepers will be temporarily affected during construction.
Construction of 3 Nos. Ghat;	NA	Government / LGED	Ghat construction will be done on the existing available width of the Banks of the ponds. The land has been in possession of Government/ Upazila. There are no issues related to land acquisition or resettlement.

## **VI. CONCLUSIONS**

### **Summary and Conclusions**

32. A due diligence process was conducted for the subproject to examine the involuntary resettlement issues particularly with respect to the ADB SPS (2009) and GOB Land Acquisition Policy, 2017 requirements. The road and drainage construction/ improvement subproject at Araihasar Upazila will be a straightforward construction/ improvement along the existing alignments of the Government-owned roads and within the available vacant road widths. As a result, the subproject road and drainage improvement/ construction will neither cross nor affect any privately-owned land or structures and is not anticipated to impact any non-titleholders. Further, any disturbance will be limited during construction period only. The likely impacts are short-term, localized and could either be easily avoided or mitigated. The present report describes the findings of the study focused on the likely subproject impacts in terms of involuntary resettlement. The results of the study suggest that the subproject will not result in any land acquisition, resettlement or economic displacement. The reasons for this outcome are:

- a. improvement of the proposed roads and drainages will be done on the existing Government lands, which are also are encumbrance free; and
- b. the economic activities of the population along the proposed subproject alignments will hardly be impeded by the excavation and constructions on existing road widths, so there should be no resulting losses in income or assets.

33. The subproject is unlikely to have any involuntary resettlement impacts, thus is classified as Category C. It does not require any resettlement survey and preparation of Resettlement Plan; nonetheless, extensive consultations/ discussions with the people and beneficiaries will be conducted and their participation will be ensured during subproject implementation to immediately address concerns, if any, to expedite project works. Safeguard compliance monitoring will be conducted during the project implementation and civil works activities.

### **Next Steps**

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

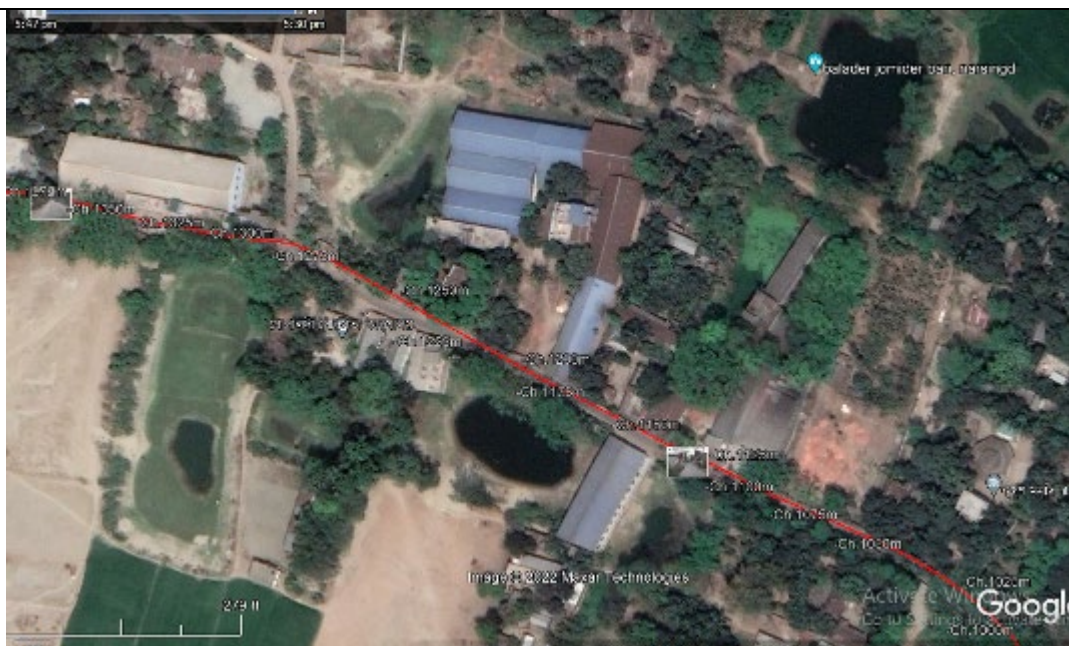
- (i) Continuous community consultations and stakeholder discussions are to be conducted at and around the subproject location. Issues discussed, concerns and suggestions of stakeholders to be taken into consideration during implementation, will be included in the updated DDR.
- (ii) The due diligence report will be updated based on any change in design, initiation and completion of due procedures will be reported, and ADB approval for the DDR will be obtained prior to contract award.

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

**1. Improvement of road from Gopaldi GC to Mollarchar RHD (Ch.0 - 3700m) (Road ID # 367022005) including 1925m link road;**



Photo at chainage 1125



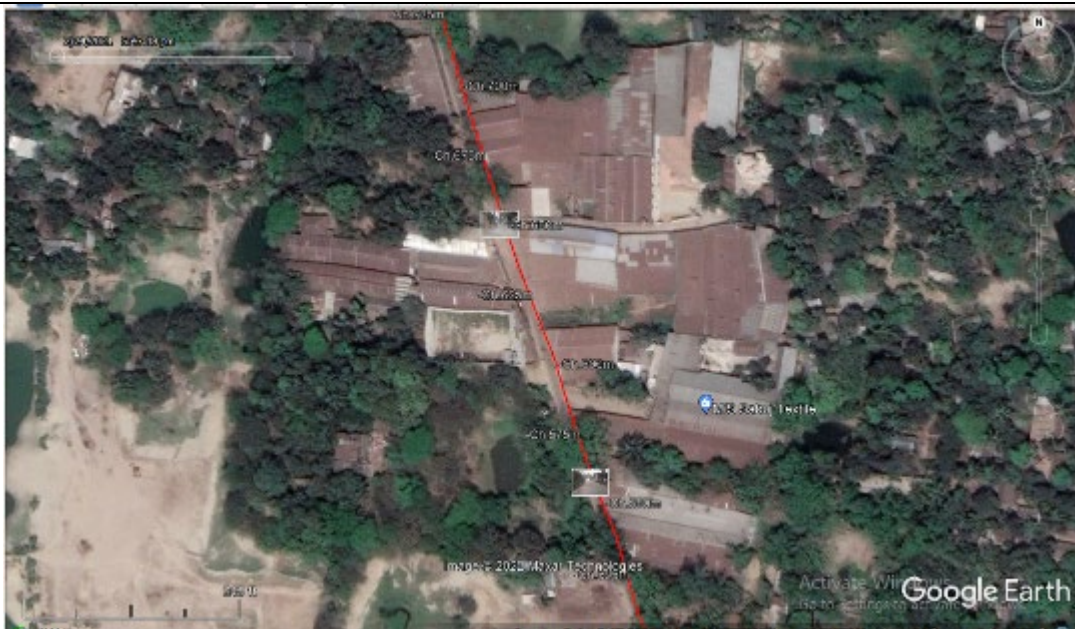
Google Earth Image at Chainage 1125



**2. Construction of drain from Gopaldi GC to Mollarchar RHD (Ch. 90 - 650m) (Road # 367022005) including 250m link drain;**



Photo at chainage 550



Google Earth Image at Chainage 550

**3. Improvement of road from Uchitpura GC to Gopaldi GC via Manikpur Bishnandi (Ch.0 - 10130m) (Road ID # 367022003) including 4125m link road;**



Photo at chainage 9850



Google Earth Image at Chainage 9850

#### 4. Construction of 3 Nos. Ghat



Photo of Ghat Location at Upazila Pond (left corner of pond)



Google Earth Image at Upazila Pond area



**APPENDIX 2: Gazette published by the Government of Bangladesh, dated October 23, 2017 on Road Ownership by LGED**

১১৩৬৮		বাংলাদেশ গেজেট, অতিরিক্ত, অক্টোবর ২৯, ২০১৭	
<b>DIVISION : DHAKA</b>		<b>Upazila Road under LGED</b>	
SL No.	Road Code	Road Name	Length (km)
2590	368642008	Hasnabad GC-Konderpara R&H Road up to Thana Border.	5.94
2591	368642009	Morjal Polly Bidduit Office-Jossor Bazar Road via Morjal High School.	3.48
<b>Total No. of Road : 9</b>		<b>Total Length :</b>	90.24
<b>DISTRICT : NARSHINGDI</b>		<b>UPAZILA : SHIBPUR</b>	
2592	368762001	Shibpur UZHQ-Belabo UZHQ via Jallara GC road	10.00
2593	368762002	Shibpur UZHQ-Jeshor GC Via Chaitanna road	10.80
2594	368762003	Baniadi RHD-Shibpur UZHQ road	1.22
2595	368762004	Charsindur GC (Brajerkandi R&H)-Lakpur bazar RHD Rd	6.35
2596	368762005	Shibpur GC-Charsindur GC via Dattergoan-Simultola bazar road.	9.10
2597	368762006	Bannar bazar RHD-Charsindur GC road	4.50
2598	368762007	Jallara bazar GC-Radhagonj bazar GC via Sristigar RHD road.	10.00
2599	368762008	Shibpur GC- Taltoly RHD via Madobdi road.	7.65
2600	368762009	Sristigar R&H - Jallara bazar Via Nauka ghata.	5.97
2601	368762010	Baznabo RHD - Putia GC Via Palpara Bazar road	6.60
2602	368762011	Baraitola RHD-Putia GC Road.	2.10
2603	368762012	Kundarpara RHD Road-Shibpur GC Road.	5.50
2604	368762013	Shibpur Collage Gate RHD- Shibpur UZHQ road.	0.54
2605	368762014	Kararchar Apace Filling Dhaka-Sylhet RHD-Char Nagardi GC via Dorichar Bridge road	0.65
<b>Total No. of Road : 14</b>		<b>Total Length :</b>	80.98
<b>NARSHINGDI DISTRICT :</b>		<b>Total No. of Road : 74</b>	<b>Total Length : 433.37</b>
<b>DISTRICT : NARAYANGANJ</b>		<b>UPAZILA : ARAIHAZAR</b>	
2606	367022001	Araihaazar GC-Uchitpura GC via Elomdi-Jangalia Bazar Road	11.06
2607	367022002	Bialapara GC-Eid Bardi RHD	3.66
2608	367022003	Uchitpura GC-Gopaldi GC via Manikpur Bishnandi	10.22
2609	367022004	Araihaazar GC- Khagkanda Launch Ghat via Sultanshadi Bazar, Uchitpura GC	11.58
2610	367022005	Gopaldi GC-Mollarchar RHD	7.82
2611	367022006	Araihaazar GC- Chabbishkhali via Purinda Bazar (Dhaka-Sylhet Hgh Way) Road	9.64
2612	367022007	Boro Binarchar RHD -Pakundia Bridge via Monohordi, Baliapara GC	6.10

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

Letter from the Mayor confirming the ownership of 4125m link road of road from Uchitpura GC to Gopaldi GC via Manikpur Bishnandi (Ch.0 - 10130m) (Road ID # 367022003)



# Gopaldi Municipality

(A Local Govt. Institute)

**Narayanganj, Dhaka-Bangladesh.**

web : [www.paurainfo.gov.bd/mins](http://www.paurainfo.gov.bd/mins), E-mail : [gopaldipisc@gmail.com](mailto:gopaldipisc@gmail.com), Phone : 02-7651142

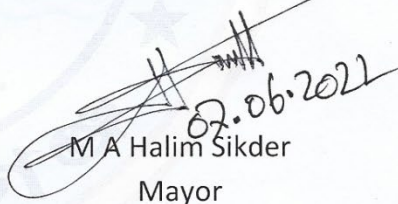
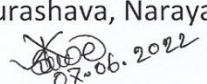


Memo No: Gopal:/Min:/ed:/2021-2022/33

Date: 07-06-2022

## Road Ownership Certificate

This is to certify that the 4125m Link road of from Uchitpura GC to Gopaldi Gc via manikpur Bisnandi chainage 00-10130 m of Gopaldi pourashava under link road of package Araihasar W-04, of the second city region Development project of LGED situated within the jurisdiction of Gopaldi pourashava. The roads belong to the pourashava. There is no other road owner in the road.

  
M A Halim Sikder  
Mayor  
Gopaldi pourashava, Narayanganj  
  
07.06.2022

**APPENDIX 3: List of Consultations/ Meetings at different locations of the subproject under Araihaazar Upazila**

Sl. No	Date of Consultation	Place of consultation	Number of Participants	Issues Discussed	Major findings
01	04.08. 21	Bishnandi Union Parishad Office	Total 38 (male 30, female 8)  Councilors, Retired Govt. Officials, Local Elite, Businessmen, project beneficiaries, etc.	Purpose of the visit, information dissemination about the subproject, possible positive and negative impacts, necessity of land acquisition, compensation issues, local people's opinions, feedback on different social issues and concerns, grievances redress mechanism, participation of local people in different project activities, employment opportunity in project works etc.	All of the participants heard about the proposed development program and welcomed the subproject. The local people are facing problems due to poor road condition and traffic congestion in all of the roads. The people also suffer due to lack of sufficient number of drains at the locality.  The Participants appreciated the roads and drains subproject, they expected that after improvement of road and drain will improve the transportation system reduce the existing problem & flooding situation of the area as well.  Participants confirmed, there are hardly any possibilities of IR impacts considering land acquisition & physical or economic displacement of people, being construction/development of roads on the existing alignments & drains will be done on the road shoulder. The participants understood GRM procedure  They welcome the project implementation policy & would be happy to get employment opportunity during subproject implementation, if possible.

## Photographs of Community Consultations





**APPENDIX 4: List of Participants in Consultations Meetings in different Location of CRDP-II/LGED/Araihazar/W-04**

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

প্রকল্পের নামঃ- ১। উচিতপুর জিও টেকনিক্যাল জিও  
২। মোহাম্মদি জিও টেকনিক্যাল জিও  
Name of Sub-project: a) Uchitpur Geotech. Ge. b) Mohammedi Geotech. Ge.  
ফোকাস গ্রুপ আলোচনায় অংশগ্রহনকারীর হাজিরা  
Attendance of FGD participants  
তারিখঃ- ০৪.০৫.২০২২  
Date: ০৫.০৪.২০২১

ক্রমিক নং Sl. no	নাম, মোবাইল নম্বর Name of participants	মোবাইল নম্বর Mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
০১।	মোঃ মাহবুবুল হক	০১৭৫৫৫৩২০	চাকরি	০১৭৫৫৫৩২০
০২।	আব্দুল হক	০১৭১২০৫৭৮	চাকরি	০১৭১২০৫৭৮
০৩।	মোঃ মাহবুবুল হক	০১৭১২০৫৭৮	চাকরি	০১৭১২০৫৭৮
০৪।	আব্দুল হক	০১৭১২০৫৭৮	চাকরি	০১৭১২০৫৭৮
০৫।	চাকরি	০১৭১২০৫৭৮	চাকরি	০১৭১২০৫৭৮
০৬।	চাকরি	০১৭১২০৫৭৮	চাকরি	০১৭১২০৫৭৮
০৭।	মোঃ মাহবুবুল হক	০১৭১২০৫৭৮	চাকরি	০১৭১২০৫৭৮
০৮।	আব্দুল হক	০১৭১২০৫৭৮	চাকরি	০১৭১২০৫৭৮
০৯।	মোঃ মাহবুবুল হক	০১৭১২০৫৭৮	চাকরি	০১৭১২০৫৭৮
১০।	আব্দুল হক	০১৭১২০৫৭৮	চাকরি	০১৭১২০৫৭৮
১১।	মোঃ মাহবুবুল হক	০১৭১২০৫৭৮	চাকরি	০১৭১২০৫৭৮
১২।	আব্দুল হক	০১৭১২০৫৭৮	চাকরি	০১৭১২০৫৭৮



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

প্রকল্পের নামঃ- ১। উচিতপুর দিগ্রি হাট মোল্লাদি গে-১  
২। মোল্লাদি দিগ্রি হাট মোল্লাদি চর / আড়াইহাজার উপ-জেলা  
Name of Sub-project: a) Uchitpur de to Gopaldi de.  
b) Gopaldi de to Mollarchar

যোগাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখঃ- ০৪.০৮.২০২১

Attendance of FGD participants

Date: ০৪.০৮.২০২১

ক্রমিক নং Sl. no	নাম, মোবাইল নম্বর Name of participants	মোবাইল নম্বর Mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
১১।	জাওয়ান উদ্দিন মাসুদ	০১৭১৪৬৭৫৪	সহকারী প্রধান স্মি	Jawad -
১২।	আব্দুল হান্নান মাসুদ	০১৭১৪৩৪০	এই.সি	
১৩।	মোঃ মাহমুদ হোসেন (জুট)	০১৭৫৩১৭৩৬১	চাকুরী	
১৪।	মোঃ (মাসুদ মাসুদ)	০১৭১৪৫৫৫৫৪		
১৫।	মোঃ (মাসুদ)	০১৭০৪০১৩১২৪	প্রশাসন	
১৬।	মোঃ জাওয়ান উদ্দিন	০১৭৭৬১৭৬৫১২	চাকুরী	
১৭।	মোঃ মাহমুদ হোসেন	N/A	চাকুরী	মহাসিমা
১৮।	মাসুদ	N/A	চাকুরী	মাসুদ
১৯।	মাসুদ	N/A	চাকুরী	আব্বাস
২০।	মোঃ মাসুদ	চাকুরী	চাকুরী	মোঃ মাসুদ

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

প্রকল্পের নামঃ- ১) উলিচপুর জি.টি.ও. গোপালদি জি.টি.ও. আড়াইহাজার উপ-জেলা  
২) গোপালদি জি.টি.ও. জি.টি.ও. গোপালদি চর।  
Name of Sub-project: a) Ulichpur Ge. To Gopaladi Ge.  
b) Gopaladi Ge. To Mollar char.

ফোকাস গ্রুপ আলোচনায় অংশগ্রহনকারীর হাজিরা

তারিখঃ- ০৪.০৫.২০২১

Attendance of FGD participants

Date: ০৫.০৫.২০২১

ক্রমিক নং Sl. no	নাম, মোবাইল নম্বর Name of participants	মোবাইল নম্বর Mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
২১/	আব্দুল হক		ইঞ্জিনিয়ার	সি. আব্দুল হক
২২/	হুমায়ুন	০১৭৭০৩৫৪৪২	ইঞ্জিনিয়ার	হুমায়ুন
২৩/	আ. জাহাঙ্গীর		ইঞ্জিনিয়ার	আ. জাহাঙ্গীর
২৪/	মুস্তাফিজ আলম	০১৭৬৫১৭৭২৫	ইঞ্জিনিয়ার	মুস্তাফিজ আলম
২৫/	মিলন	N/A	ইঞ্জিনিয়ার	মিলন
২৬/	আমিত	N/A	ইঞ্জিনিয়ার	আমিত
২৭/	ই. মিলন	N/A	"	ই. মিলন
২৮/	জ. মিলন	N/A	"	জ. মিলন
২৯/	ই. মিলন	N/A	"	ই. মিলন
৩০/	হুমায়ুন	N/A	"	হুমায়ুন

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

প্রকল্পের নামঃ- ১। উচিতপুর জিপি ইউপি মোল্লাদি জিপি  
২। মোল্লাদি জিপি ইউপি মোল্লাদি জিপি  
Name of Sub-project: a) Uchitpur Ge To Gopaldi Ge  
b) Gopaldi Ge To Moller Char

ফোকাস গ্রুপ আলোচনায় অংশগ্রহণকারীর হাজিরা

তারিখঃ- ০৪.০৫.২০২১

Attendance of FGD participants

Date: ০৫.০৪.২০২১

ক্রমিক নং Sl. no	নাম, মোবাইল নম্বর Name of participants	মোবাইল নম্বর Mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
০১।	মাইজুর রহমান	০১৭৫১১৭৫৫৭	জিপি	
০২।	মোঃ কামাল আলম	০১৭৫১১৭৫৫৭	জিপি	
০৩।	আঃ হুসাইন	০১৮১৮১৮১৮৩	জিপি	
০৪।	আব্দুল্লাহ ইমাম	০১৭৫১১৭৫৫৭	জিপি	
০৫।	বিল্লাহ হোসেন	০১৭৫১১৭৫৫৭	জিপি	
০৬।	জিপি	০১৭৫১১৭৫৫৭	জিপি	
০৭।	নবী হোসেন	০১৭৫১১৭৫৫৭	জিপি	
০৮।	মির্জা আলী	০১৭৫১১৭৫৫৭	জিপি	

Male - 30  
Female - 08

-VbXq mi Kvi cÖKŠkj Awa` Bi  
 bMi AÂj Dbqb cKÍ ( 2q chq )  
 tj tej -4, Avi w B m feb,  
 AvMvi Mul tki -G-ersj v bMi  
 XvKy-1207

আমরা বলতে চাই যে, উন্নত **রাস্তা** আমাদের সবার জন্য প্রয়োজন। আমরা সেচ্ছায় নির্মাণ করার সময় ঠিকাদার **এবং** তার কর্মীদেরকে সহযোগিতা করবো। আমাদের এই উন্নয়নের কাজের প্রতি কোন আপত্তি থাকবে না।

**We are well aware about the temporary disruption of business/access during construction of the road. We would like to express that all of us require an improved road and we are willing to cooperate with the contractor during period of construction.**

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

ঢাকা-১২০৭

প্রকল্পের নামঃ- ১। উল্লেখিত স্থানীয় সরকার প্রকল্পের অধীনে  
২। আরডিইসি ভবন ও এর আশেপাশের এলাকা  
Name of sub-project: a) Uchitpur GE to Gopaldi GE  
b) Gopaldi GE to Mollaychar.

দোকানদার আংশগ্রহণকারীর হাজিরা

তারিখঃ- ০৪.০৮.২০২১

Discussion with shop owner

Date:- 04.08.2021

ক্রমিক নং Sl. #	ব্যবসা মালিকের নাম Name of business owner	ব্যবসার ধরন Category of business	মোবাইল নম্বর Mobile no.	স্বাক্ষর Signature of business owner
০১/	একমাল হাট	কুমারী	০১৮২৭৪৪১৭০	একমাল
০২/	এ. কোমল হাট	কুমারী	০১৭৭৫৫৫৩১৭	কোমল হাট
০৩/	মারুজিন	চা-	০১৭৪০৭০৪৪৪৩	মারুজিন
০৪/	(মারুজিন হাট)	মুদি-মহালা	০১৬০৭০৪১২৪	মারুজিন
০৫/	মুনির হাট	কোমল হাট	০১৭০৩৬৬১৭৬	মুনির হাট
০৬/	কুমারী হাট	কুমারী	০১৭১২০৭৬৪৭	কুমারী
০৭/	মির্জা হাট	মুনির হাট	০১৭২৪৩১৭৩১২	মির্জা হাট
০৮/	হাট হাট		০১৭৭৫৫৫৩১৭	হাট হাট
০৯/	এ. কোমল হাট	কুমারী	০১৭৬২৬৩০৩৬৭	এ. কোমল হাট
১০/	এ. কোমল হাট	কুমারী	০১৭২০৭৬৪৪৪	এ. কোমল হাট

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

ঢাকা-১২০৭

প্রকল্পের নামঃ- ০১ উদ্ভিদপুর্ন বর্জ্য ২৩৩ গোপালদি বর্জ্য ১  
২১ গোপালদি বর্জ্য ২৩৩ গোপালদি বর্জ্য ১  
Name of sub-project: ০১ Uchitpur Cae To Gopaladi Cae  
০১ Gopaladi Cae To Mollar char

আড়াইহাজার উপজেলা

দোকানদার আংশগ্রহনকারীর হাজিরা

তারিখঃ- ০৪.০৬.২০২০

Discussion with shop owner

Date:- ০৪.০৪.২০২১

ক্রমিক নং Sl. #	ব্যবসা মালিকের নাম Name of business owner	ব্যবসার ধরন Category of business	মোবাইল নম্বর Mobile no.	স্বাক্ষর Signature of business owner
২২১	শ্রী মিলন চন্দ্র	মৎস্য চাষ	০১৭৫৬৭১৩০৭	মিলন চন্দ্র
২২২	শ্রী সাক্ষর চন্দ্র	মৎস্য চাষ	০১৩০৪৬৪০৭৭৬	সাক্ষর চন্দ্র
২৩১	শ্রী মোহন চন্দ্র	মৎস্য চাষ	০১৫৫৭৭৬৪৭৬	মোহন চন্দ্র
২৪১	শ্রী মুহম্মদ চন্দ্র	মৎস্য চাষ	০১৭২০৫৫০৪৩৩	মুহম্মদ চন্দ্র
২৫১	শ্রী মোহন চন্দ্র	মৎস্য চাষ	০১৪১৭৫৬৪০২	মোহন চন্দ্র
২৬১	শ্রী মোহন চন্দ্র	মৎস্য চাষ	০১৭৭৪৭০৭৫১৪	মোহন চন্দ্র
২৭১	শ্রী মোহন চন্দ্র	মৎস্য চাষ	০১৭২১৫৭৬৭১৭	মোহন চন্দ্র
২৮১	শ্রী মোহন চন্দ্র	মৎস্য চাষ	০১৭৫৭৭৬২৪৩৪	মোহন চন্দ্র
২৯১	শ্রী মোহন চন্দ্র	মৎস্য চাষ	০১৭২১৫৭৬৭১৭	মোহন চন্দ্র
২০১	শ্রী মোহন চন্দ্র	মৎস্য চাষ	০১৭৪৭৫৫০৪৩৩	মোহন চন্দ্র