

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

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Document stage: Draft for consultation  
Project number: 49329-006  
May 2022

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

**Improvement of Drainage in Pourashavas (Jashore)- Package No.  
CRDP-II/LGED/JASHORE/NCB/2021/ W-01**

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

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## BAN: Second City Region Development Project Improvement of Drainage in Pourashavas (Jashore)

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

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

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## CURRENCY EQUIVALENTS

(As of 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 Jashore 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 (Jashore) subprojects in Khulna Region, three roads, drains and bus terminal are identified and will have the following components: improvement/ widening of the road surfaces, improvement of bus parking pavements, 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 Jashore Pourashava (A certificate from the Mayor of Jashore 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,<sup>1</sup> if any. The Resettlement Framework is prepared based on GOB's Acquisition and Requisition of Immovable Property Act, 2017 and ADB's Safeguard Policy Statement (SPS), 2009.

### **B. Scope of the Report**

4. This draft land acquisition and resettlement due diligence report is prepared for the improvement of Drainage in Jashore Pourashava Package W-01 subprojects in Khulna 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

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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.

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 Jashore Package W-01 Subproject**

Sl.	Name & ID of the roads	Length (km)/ Area (m <sup>2</sup> )	Major Components
1	Improvement of Jashore Central Bus Terminal	Parking Surface 22693.5	Bus Parking Surface
2	Improvement of DC Banglo road (Ch. 225-1650m)	Road 1.425 Drain 1.990	Road, Drain
3	Improvement of PTI road from Mujib road to rail road (Ch.0-525m) including 400m link road	Road 0.925 Drain 0.925	Road, Drain

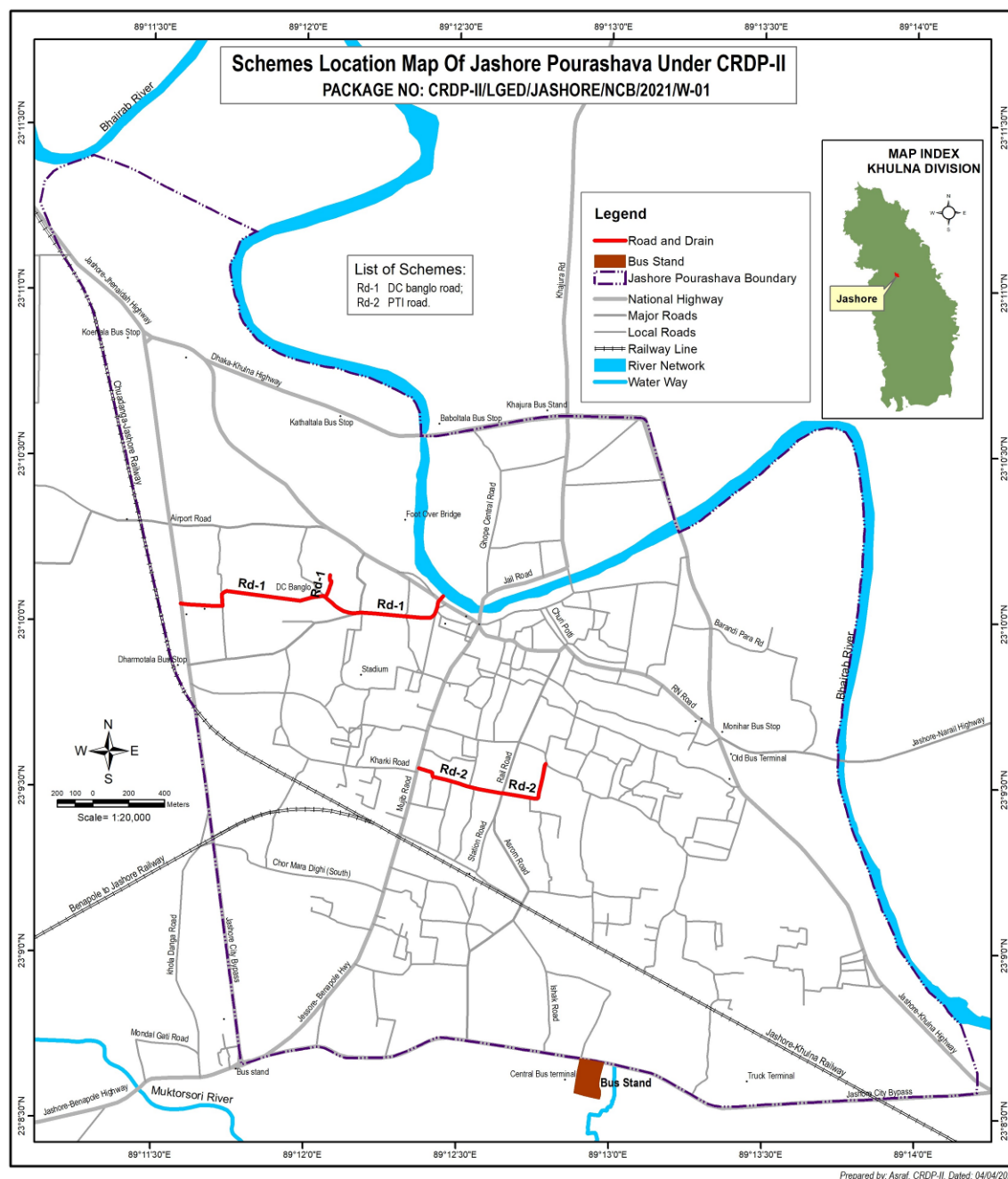
## II. POLICY FRAMEWORK

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 Jashore Sadar Upazila, about 50 km north west of Khulna city, of Jashore District in the division of Khulna, Bangladesh. It is bounded by Panchbaria on the north, Pulerhat on the south, Baliadanga in the east and Jashore cantonment on the west.

**Figure 1: Location Map of Jashore Package W-01 Subproject**



## A. Present Status of the Subproject

### 1. Improvement of Jashore Central Bus Terminal



9. The subproject is the central bus terminal of Jashore which is a busy transport hub. Located at the southern fringe of the city along Khulna Benepole road. The parking surface of this bus terminal is in very poor condition; the brick flat soling (BFS) surfaces have been deteriorated and settled down in many places causing water logging. The parking surface of this bus terminal needs to be improved to provide smooth and safe movement of the vehicles and passengers.

**Figure 2: Photograph of existing condition of Improvement of Jashore Central Bus Terminal**



Existing condition of bus terminal

## **2. Improvement of DC Banglo road (Ch. 225-1650m)**

10. This road starts at Dharmotala Tin Raster More & ends at Goribshah Mazar More. The existing vacant road width varies along the road; minimum is 5.08 m at chainage 1025 and maximum is 10.26 m at chainage 1360. Existing carriageway width varies from 3.00m to 7.30 m.

11. The road is of bituminous carpeting (BC), 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 causing water logging and inconvenience to the passengers and local residents.

**Figure 3: Photograph of existing condition of Improvement of DC Banglo road (Ch. 225-1650m)**



Existing road condition of road at chainage 260

**3. Improvement of PTI road from Mujib road to rail road (Ch.0-525m) including 400m link road**

12. This road starts from Jela Sikka Office more & ends at rail road. The existing vacant road width varies along the road; minimum is 5.20 m at chainage 60 and maximum is 11.57 m at chainage 760. Existing carriageway width varies from 5.00m to 6.00 m.

13. The road is of bituminous carpeting (BC), 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 causing water logging and inconvenience to the passengers and local residents.

**Figure 4: Photograph of existing condition of PTI road from Mujib road to rail road (Ch.0-525m) including 400m link road**



Existing drain condition of the road at chainage 25

14. The existing conditions of the roads are presented in Figures 2 to 4. 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.

15. 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 DC Banglo road (Ch. 225-1650m)				
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+225 - 0+300	7.48 – 8.44 (0+260) (0+295)	3.12	3.00	3.00
0+300 - 0+750	8.38 – 9.95 (0+705) (0+560)	3.12	3.00	3.00
0+750 - 1+075	5.08 – 8.79 (1+025) (0+835)	4.12 (Avg.)	4.00 (Avg.)	4.00 (Avg.)
1+075 - 1+650	9.46 – 10.26 (1+250) (1+360)	5.625 ~ 7.425	5.50 ~ 7.30	5.50 ~ 7.30

Road ID:				
Road Name: Improvement of PTI road from Mujib road to rail road (Ch.0-525m) including 400m 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+120	5.20 – 7.94 (0+060) (0+015)	5.10	5.00	5.00
0+120 - 0+525	7.35 – 8.83 (0+355) (0+175)	6.00	6.00	6.00
0+525 - 0+725	8.55 – 11.28 (0+690) (0+595)	6.10	6.00	6.00
0+725 - 0+925	8.16 – 11.57 (0+900) (0+760)	6.10	6.00	6.00

\*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.

## **A. Proposed Subproject**

### **1. Improvement of Jashore Central Bus Terminal**

16. The existing surface of the bus terminal is to be improved within the existing available vacant area of the bus terminal. A cross section of the pavement according to the preliminary design is displayed in Figure 5.

17. There will be reinforced cement concrete (RCC) and cement concrete block (Uni block) pavements.

### **2. Improvement of DC Banglo road (Ch. 225-1650m)**

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 preliminary design is displayed in Figure 6.

19. There will be bituminous concrete (BC) carriageway. The width of the carriageway varies along the road. From chainage 225 to chainage 750 the carriageway will be 3.00m, from chainage 750 to chainage 1075 the carriageway will be 4.00m and from chainage 1075 to chainage 1650 the carriageway will be 5.5m~7.3m.

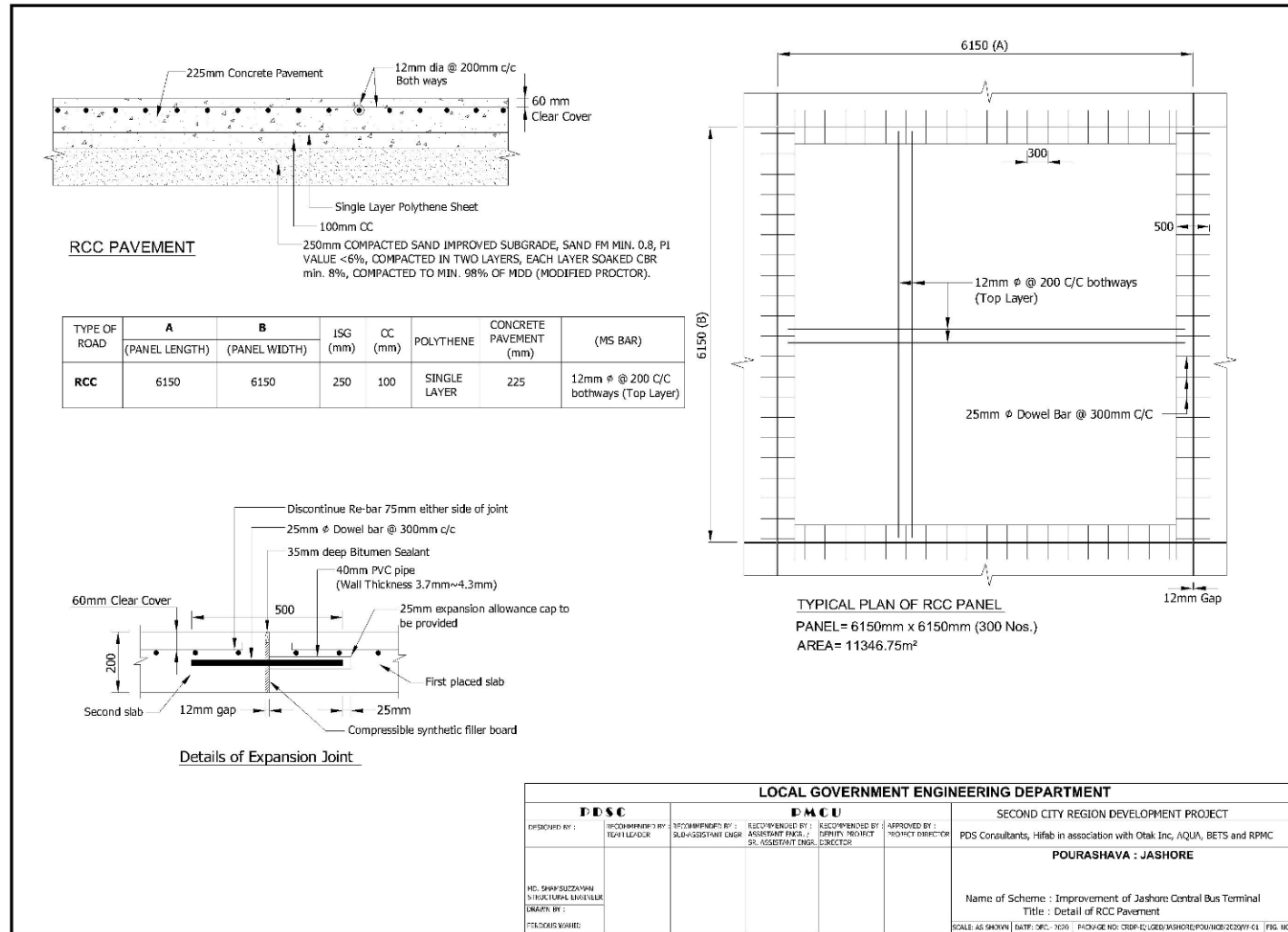
20. On the side/s of the carriageway there will be soft shoulders depending on the availability of vacant road width.

### **3. Improvement of PTI road from Mujib road to rail road (Ch.0-525m) including 400m link road**

21. 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.

22. There will be reinforced cement concrete (RCC) carriageway. The width of the carriageway varies along the road. From chainage 0.00 to chainage 120 the carriageway will be 5.00m and from chainage 120 to chainage 925 the carriageway will be 6.00m. On the sides of the carriageway there will be hard / soft shoulders depending on the availability of road width.

**Figure 5: Cross section of Improvement of Jashore Central Bus Terminal**



**Figure 6: Cross section of Improvement of DC Banglo road (Ch. 225-1650m)**

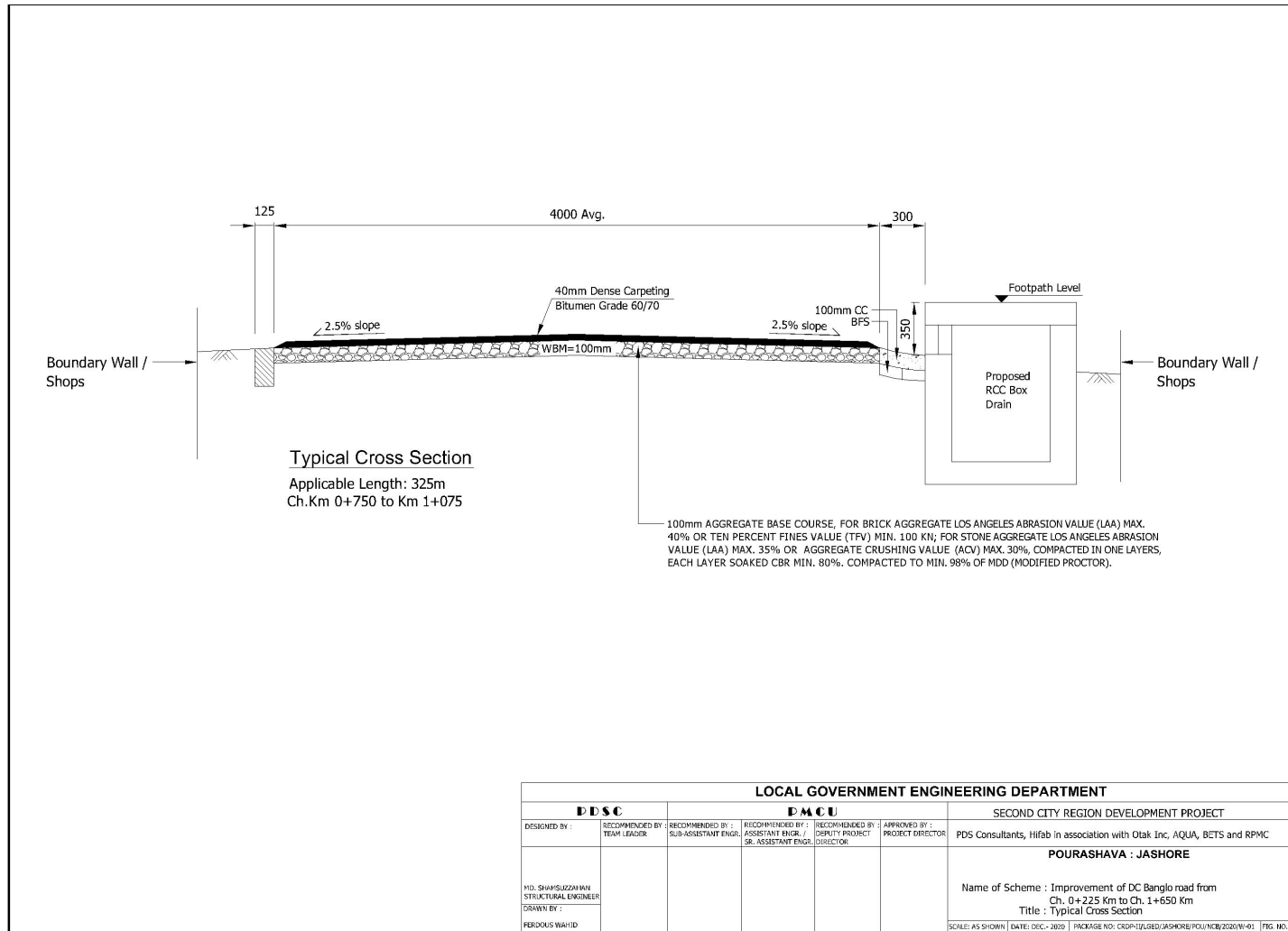
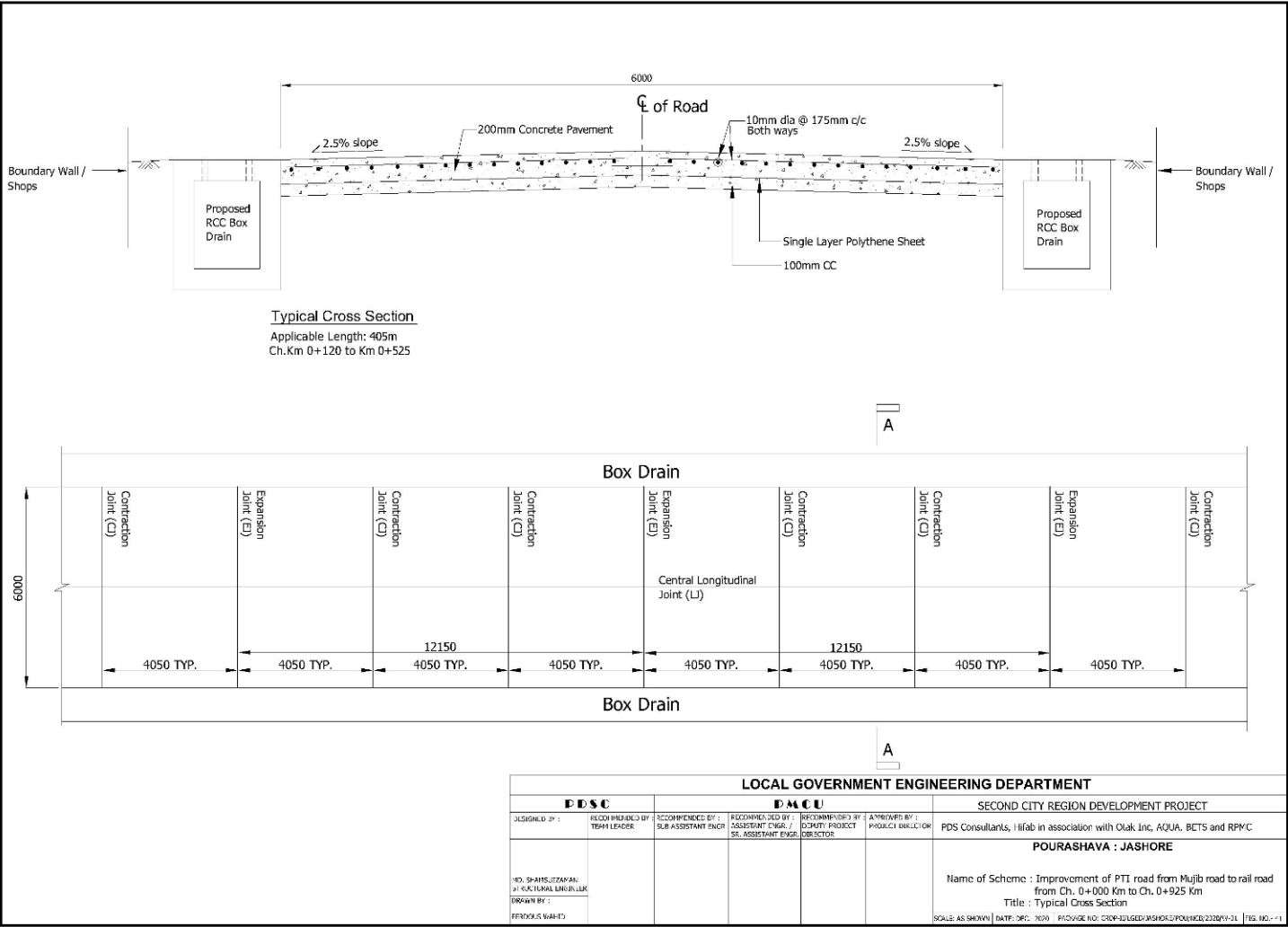


Figure 7: Cross section of Improvement of PTI road from Mujib road to rail road (Ch.0-525m) including 400m link road





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

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

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

### **B. Public Consultation**

24. 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 Jashore 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.

25. In connection with this sub project the safeguard team of PDSC along with drainage engineering team visited Jashore Pourasghava during 21<sup>st</sup> -22<sup>nd</sup> March 2018 had field visit and an introductory meeting with the Pourashava Engineer, and some councilors of the pourashava. A consultation meeting was arranged by the pourashava officials on 12<sup>th</sup> October, 2020 on the drainage master plan prepared by PDSC. 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.

26. Total 84 persons were consulted including 50 shopkeepers. Numbers of participants in the consultation meeting were 34, of which male were 22 and female were 12. 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.

27. During consultation and field visit, the community was informed that the drainage and road 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.

28. 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 drainage channel and road. 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**

29. Consultations were also undertaken on site with the shopkeepers who may be temporarily affected (50 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. **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, 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 EMP will also take measures for alternative access to commercial entities if it is disrupted by the subproject interventions.** 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 50 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**

30. The social safeguard study for package W-01 of the Jashore 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 Jashore Pourashava is provided in (Appendix 2).

31. 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.

32. 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. 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.

33. 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 Jashore Pourashava Drainage Improvement Subproject, package W-01.

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

<b>Component</b>	<b>Length (km) Area (m<sup>2</sup>)</b>	<b>Land ownership</b>	<b>IR Impact</b>
Improvement of Jashore Central Bus Terminal	Parking Surface 22693.5	Government / Jashore Pourashava	<p>The bus parking area improvement will be done on the existing available area of bus terminal. The land has been in possession of Pourashava/Government. There are no issues related to land acquisition or resettlement.</p> <p>There are 10 shopkeepers at this subproject who may be temporarily affected during construction works</p>
Improvement of DC Banglo road (Ch. 225-1650m)	Road 1.425 Drain 1.990	Government / Jashore Pourashava	<p>The road ad drain construction will be done on the existing available width of the road. The land has been in possession of Pourashava. There are no issues related to land acquisition or resettlement.</p> <p>There are 20 shopkeepers at this subproject who may be temporarily affected during construction works.</p>
Improvement of PTI road from Mujib road to rail road (Ch.0-525m) including 400m link road	Road 0.925 Drain 0.925	Government / Jashore Pourashava	<p>The road ad drain construction will be done on the existing available width of the road. The land has been in possession of Pourashava. There are no issues related to land acquisition or resettlement.</p> <p>There are 20 shopkeepers at this subproject who may be temporarily affected during construction works.</p>

## **VI. CONCLUSIONS**

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

34. 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 Jashore 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.

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

## **B. Next Steps**

36. 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. Improvement of Jashore Central Bus Terminal



Photo of terminal





Google Earth Image of terminal

## 2. Improvement of DC Banglo road (Ch. 225-1650m)

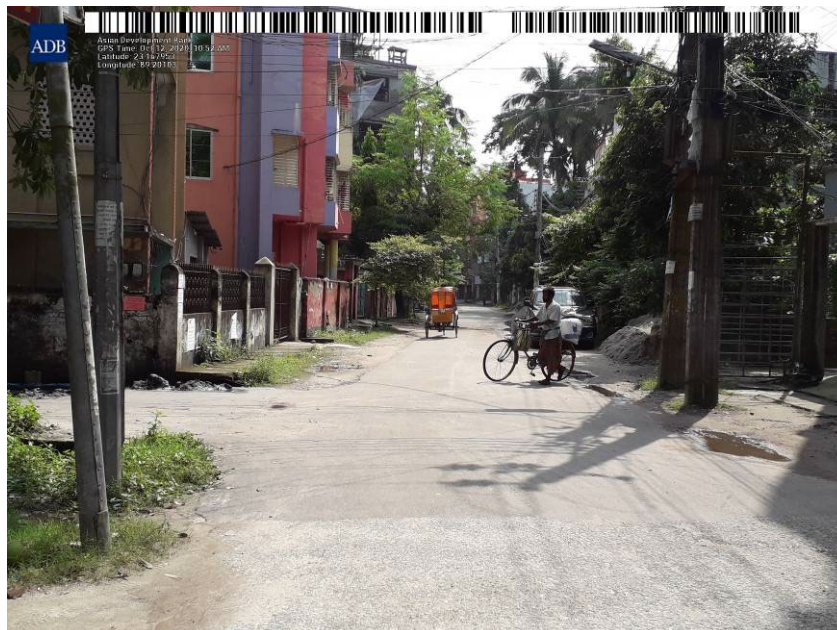
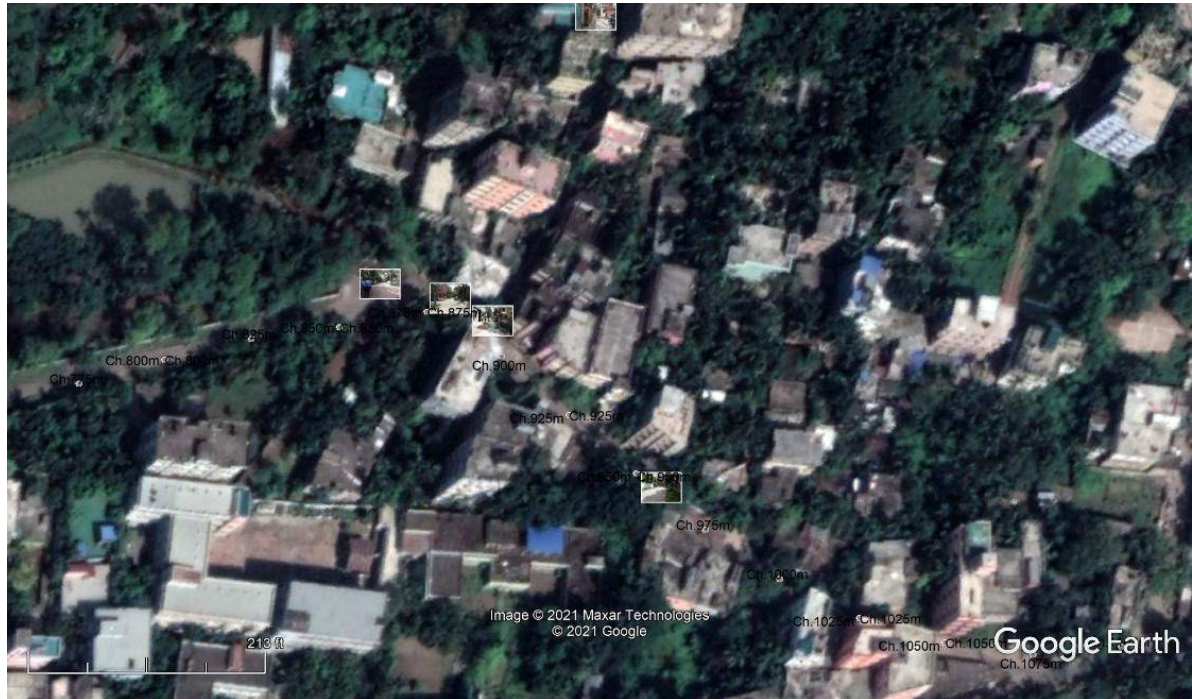


Photo at chainage 875





Google Earth Image at Chainage 875

### 3. Improvement of PTI road from Mujib road to rail road (Ch.0-525m) including 400m link road



Photo at chainage 70





Google Earth Image at Chainage 70

## APPENDIX 2: Land Ownership Certificate from the Mayor of Jashore Municipality



# যশোর পৌরসভা কার্যালয়, যশোর

মুন্সি মেহেরুল্লাহ সড়ক, যশোর

স্থাপিত : ১৮৬৪ খ্রীঃ

ফোন : ০৪২১-৬৮৬৮১ ফ্যাক্স : ০৪২১-৬৩৮৯৯ ই-মেইল : jessorepourashava1@gmail.com.

ওয়েবসাইট : www.jessorepourashava.org



“শেখ হাসিনার মূলনীতি  
গ্রাম শহরের উন্নতি”


Memo No.16.02.014.317.2019. 4410

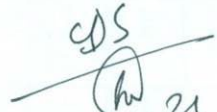
Date: 20-10-2020

## Road, Drain and Bus Terminal Ownership Certificate

This is to Certify that the schemes of the following Package of Jashore Paurashava, Jashore under Second City Region Development Project (CRDP-2) of LGED situated within the jurisdiction of Jashore Paurashava, Jashore. The schemes belong to the Jashore Paurashava. There is no other road and drain owner involve in the following Schemes.

Sl. No.	Package No.	Name of schemes
01	CRDP-2/LGED/ JASHORE/NCT / 2021/W-01	Jashore Central Bus terminal Improvement
02		Improvement of D.C Banglo road
03		Construction of Drain with footpath at D.C Banglo road side
04		Improvement of PTI road
05		Construction of Drain with footpath at PTI road

  
(Md. Jahirul Islam Chaklader Rantu)  
Mayor  
Jashore Paurashava, Jashore.

  
CDS  
20/10/21  
MUNIR

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

Sl. No	Date of Consultation	Place of consultation	Number of Participants	Issues Discussed	Major findings
01	12.10.2020	Improvement of Jashore Central Bus Terminal Venue: Jashore Pourashava Meeting Hall	Male-22 Female-12 Total=34  (Mayor, Councilors, Retired Govt. Officials, Local Elite, Businessmen , project beneficiaries etc.)	Information dissemination about the subproject and drainage master plan,  Re-Construction of roads and drains of the Pourashava  Improvement of bus terminal.	All of the participants heard about the proposed development program and welcomed the subproject.  Participants seemed, there are no possibilities of IR impacts considering land acquisition & physical or economic displacement of people, being construction/ development of 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.	12.10.2020	Improvement of DC Banglo road (Ch. 225-1650m) Venue: Jashore Pourashava Meeting Hall			
03.	12.10.2020	Improvement of PTI road from Mujib road to rail road (Ch.0-525m) including 400m link road Venue: Jashore Pourashava Meeting Hall			
				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.	

### Photographs of Community Consultations





Consultation for Drainage Master Plan



Consultation for Drainage Master Plan



Consultation for Drainage Master Plan

**APPENDIX 4: List of Participants in Consultations Meetings in different Location of 2<sup>nd</sup>**

**CRDP Jashore Pourashava, Package W-01**

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

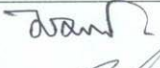


প্রকল্পের নামঃ- মহাস্থানগড় পৌরসভা ড্রেনেজ মাস্টার প্ল্যান উপজেলা/পৌরসভা মহাস্থানগড়  
Name of Sub-project: Drainage master plan of jessore Pourashova

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখঃ- ১২.১০.২০২০

Attendance of FGD participants

Date: 12.10.20

ক্রমিক নং Sl. no	নাম, মোবাইল নম্বর Name of participants	মোবাইল নম্বর Mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
০১	Md. Jahirul Islam Chaklader Rantu	০১৭১১৭৪৪৫৫	Mayor	
০২	Md. Habibur Rahman Chaklader.	০১৭১১৩৩৫৪৫	Councillor	
০৩	S. M. Sharif Hossain	০১৭১১৩১৩৭৭	KEU	
০৪	মোঃ (সহকারী) মঞ্জুর	০১৭১৪৬৫২০ ৫৫	হাইজিনার	
০৫	Md. Azmal Hossain	০১৭১১৩১০২৭৭	অফিস	
০৬	SAE DASHED ABBAS	০১৭১৬৬৯৬৭০	Councillor Ward-০২	
০৭	AZIZUL BLAM	০১৭১১-৩৩৭০ ৭৩	II	
০৮	Md. Zuba-ur. Rahman SAE - J.P	০১৭১০-৩৭১৪৭২	SAE JP.	
০৯	Sikder Makbura Rahman	০১৭১২-৭৩২৪৬৭	SAE JP	
১০	MD. ABUL HOSSAIN	০১৭১২৬৬২৭৬২		



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

প্রকল্পের নাম:- সহকারী প্রকৌশল: সত্য রায় চন্দ্র উপজেলা/পৌরসভা

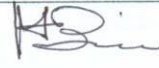

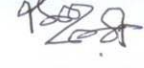




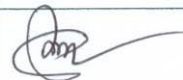


Name of Sub-project: Drainage masterplan of Jessore Pourashava

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখ:- ০২/১০/২০২০

Attendance of FGD participants

Date: 12.10.20

ক্রমিক নং Sl. no	নাম, মোবাইল নম্বর Name of participants	মোবাইল নম্বর Mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
11	Md. Ahsan Bari	01712013213	AE, JP 5	
12	Sultana Sajia	01723355202		
13	SK. MOKSIMUL BARI	01711-173255	Councillor	
14.	Teslima Akter	01716520055	Social worker	
15.	Rabindranath Kola	01715-143942	কৃষক	
16.	Md. Woheduzzaman	01710786633	কৃষক	
17.	MD. Sayfuzzaman	01751-683434	চাষী	
18	MD. HANNA	01712-635619	চাষী	
19.	MD. Moksed Ali	01711662944	কৃষক	
20	MOMTAZ PARVEN BIKT	01719-92217	কৃষক	

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

প্রকল্পের নামঃ- মহোদয় পৌঃ সত্তা ফোরামঃ পানকি জেলা/পৌরসভা মহোদয়

Name of Sub-project: Drainage masterplan of Jessore

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখঃ- ১২/১০/২০২০

Attendance of FGD participants

Date: 12.10.20

ক্রমিক নং Sl. no	নাম, মোবাইল নম্বর Name of participants	মোবাইল নম্বর Mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
২১	FARZANA AKTAR	০১৭৫০-৩৭০১৪৭	মৃদুহী	FARZANA
২২	Ummay Joayir Raftin	০১৭৩৫-১৫৪০৫৭	মৃদুহী	Raftin
২৩	Uttom Kumar Kunder	০১৭১৫-২৬৪৪৩১	কৃষক	
২৪	Md. Abdul Razzak Monku	০১৭১২-৫৪৪১৪৬	কৃষক	
২৫	Shekh Rokhyapervin Doli	০১৭২৬-৫০৫৪২০	Councillor. (Female)	
২৬	Nahima Akter Doli	০১৭১১৭০৪৩৭৪	Councillor (Female)	
২৭	Jikon Naher	০১৭১৫০০৪১৭৬	চাকরী	Jikon Naher
২৮	ABTOZA	০১৭৫১৩৫৭৩৭৩	মৃদুহী	
২৯	IRIN PERVEN	০১৭১১১৬২৪২৬	মৃদুহী	
৩০	IRIN Perven Daisy	০১৭১২-৯২৬৫২৬	Councillor (Female)	



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

প্রকল্পের নামঃ- মহোদয় পৌঃ সেরে পুরাতনঃ পুরাতন জেলা/পৌরসভা মহোদয়

Name of Sub-project: Drainage master plan of Jessor Paurashova

ফোকাস গ্রুপ আলোচনায় অংশগ্রহনকারীর হাজিরা

তারিখঃ- ১২.১০.২০২০

Attendance of FGD participants

Date: 12.10.20

ক্রমিক নং Sl. no	নাম, মোবাইল নম্বর Name of participants	মোবাইল নম্বর Mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
৩১	বাজিয়া খান	০১৭১৪৪৪৭০৪৬	সিএ সহকারী	বাজিয়া
৩২	কবিরুল হোসেন	০১৭৬১৭২৩৭০১	সিএ সহকারী	কবিরুল
৩৩	মাহেদুজ্জামান	০১৭৭৬৬২১১২	সিএ সহকারী	মাহেদুজ্জামান
৩৪	জাহাঙ্গীর আলী	০১৭৭৭৭৭৭৭৭৭৭	সিএ সহকারী	জাহাঙ্গীর

**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-২৮/১০/২০২০ ইং তারিখে যশোর বাস টার্মিনাল সাব-প্রোজেক্ট সড়ক নির্মাণ কার্যক্রমের সময় ব্যবসা বানিজ্যে সাময়িক অসুবিধা সম্পর্কে এক আলোচনা সভা অনুষ্ঠিত হয়। আমরা অবহিত আছি যে যশোর বাস টার্মিনাল উন্নয়ন ও সড়ক নির্মাণের সময় ব্যবসা বানিজ্যে সাময়িক অসুবিধা হতে পারে।

আমরা বলতে চাই যে, বাস টার্মিনাল উন্নয়ন ও রাস্তার উন্নয়ন আমাদের সবার জন্য প্রয়োজন। আমরা সেচ্ছায় নির্মাণ করার সময় ঠিকাদার তার কর্মীদেরকে সহযোগিতা করবো। আমাদের এই 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 bus terminal. We would like to express that all of us require an improvement bus terminal and we are willing to cooperate with the contractor during period of construction.**

**We don't have any objection for the solid Waste Sub-project work for the temporary disruption of business/access.**

521202

बाइ-

## স্থানীয় সরকার প্রকৌশল অধিদপ্তর

নগর অঞ্চল উন্নয়ন প্রকল্প ( ২য় পর্যায় )

লেবেল-৪, আর ডি ই সি ভবন,

আগারগাঁও শের-এ-বাংলা নগর

ঢাকা-১২০৭

অদ্য-২৮/১০/২০২০ ইং তারিখে যশোর জেলা প্রশাসক সড়ক সাব-প্রোজেক্ট সড়ক নির্মাণ কার্যক্রমের সময় ব্যবসা বানিজ্যে সাময়িক অসুবিধা সম্পর্কে এক আলোচনা সভা অনুষ্ঠিত হয়।

আমরা অবহিত আছি যে জেলা প্রশাসক সড়ক নির্মানের/পুনঃ নির্মানের সময় ব্যবসা বানিজ্যে সাময়িক অসুবিধা হতে পারে।

আমরা বলতে চাই যে, জেলা প্রশাসক সড়ক নির্মান/পুনঃ নির্মানের সময় রাস্তার উন্নয়ন আমাদের সবার জন্য প্রয়োজন। আমরা সেচ্ছায় নির্মান করার সময় ঠিকাদার তার কর্মীদেরকে সহযোগিতা করবো। আমাদের এই 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 Solid waste sub-project. We would like to express that all of us require an improved Environment and are willing to cooperate with the contractor during period of construction.**

**We don't have any objection for the solid Waste Sub-project work for the temporary disruption of business/access.**

স্থানীয় সরকার প্রকৌশল অধিদপ্তর  
 তৃতীয় নম্বর অফিস উন্নয়ন প্রকল্প  
 ফেজ-৪, আরবিইসি ভবন  
 আগারগাঁও সেক্টর-৫, বাংলাদেশ  
 ঢাকা-১২১৩

প্রকল্পের নাম:- DC road

Name of sub project

দোকানদার আংশগ্রহণকারীর তালিকা

Discussion with shop owner

উপজেলা পৌরসভা - খান্দার

তারিখঃ ২৬/১০/২০২০

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
২/	স্বাঃ রিদাহিনা	কুটির জুয়েলারি	০১৯৮৪ ৯৮৮৭৮০	রিদাহিনা
২/	স্বাঃ নাজমা	হাট/দোকান	০১৯২৪ ২২১১৭১	নাজমা
৩/	স্বাঃ বাহান	কুটির দোকান	০১৯২৪ ৬২৬৬৬৬	বাহান
৪/	স্বাঃ সানিক	কুটির জুয়েলারি		সানিক
৫/	স্বাঃ মোঃ সানিন	হাট/দোকান	০	সানিন
৬/	স্বাঃ নাহির আহমেদ	কুটির জুয়েলারি	০১৭৬৪ ৫৬১ ৯৪৭	নাহির
৭/	স্বাঃ সুবান		০১৭১৬ ৯১৫২৪৬	সুবান
৮/	স্বাঃ নান্নু	কুটির জুয়েলারি	০১৭৮১ ৬৫৫৭৬১	নান্নু
৯/	স্বাঃ উজ্জ্বল	হাট/দোকান	০১৭২৯ ৯৪৯২৪৯	উজ্জ্বল
১০/	স্বাঃ ফারুক হোসেন	কুটির জুয়েলারি	০১৭১৬ ৬৪৬৬৯৭	ফারুক হোসেন



স্থানীয় সরকার প্রকৌশল অধিদপ্তর

দ্বিতীয় নম্বর আদায় কার্যক্রম প্রকল্প

সেকশন-৪, আর্জিসি ভবন

আগারগাঁও শের-এ-বাংলা নগর

তারিখ: ১১/০৭

প্রকল্পের নাম: DC ১০০০০

উপজেলা/গৌরমতী: ১৫/০৭/১৫

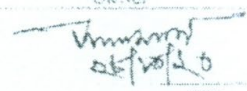
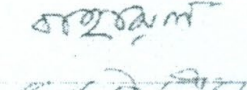




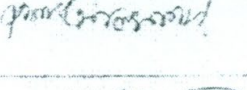

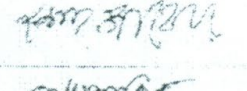
Name of sub project:

দোকানদার আ: শ্রমসহকারী হাজিরা

তারিখ: ২১/১০/২০২০

Discussion with shop owner

Date:

ক্র.সং. নং	ব্যবসা মালিকের নাম	ব্যবসার ধরন	মোবাইল নম্বর	স্বাক্ষর
Sl. #	Name of business owner	Category of business	Mobile no.	Signature of business owner
১১	কো: কুড়ার মল্লিক কো: কাইরুজ্জামান	ফ্রেশ ফ্রুইট	০১৭১৪ ৬৬৫০৬০	
১২	কো: কাইরুজ্জামান	ফ্রেশ ফ্রুইট	০১৭১৪ ৫৫০০৫২	
১৩	কো: ইদ্রীশ আলি	ফ্রেশ ফ্রুইট	০১৭১৬ ৬১৬০০৬	
১৪	কো: সুজাত	ফ্রেশ ফ্রুইট	০১৭১৭ ৫২৫৫৭০	
১৫	কো: শাহরিফ	ফ্রেশ ফ্রুইট	০১৭১৪ ৬০৬৬৭৭	SHAEF
১৬	কো: জামাল	ফ্রেশ ফ্রুইট	০১৭১৬ ৬৬৫৫৬৬	
১৭	কো: জামাল মল্লিক	৫	০১৭১২ ৭৫৭১১০	
১৮	কো: সুজাত	৫	০১৭১৪ ২৫৫৫৬৮	
১৯	কো: জাহেদ	৫	০১৭১৪ ০৫৭৬৭১	
২০	কো: শাহরিফ	৫	০১৭১০ ৬০৪০৫৫	

**স্থানীয় সরকার প্রকৌশল অধিদপ্তর**

**নগর অঞ্চল উন্নয়ন প্রকল্প ( ২য় পর্যায় )**

**লেবেল-৪, আর ডি ই সি ভবন,**

**আগারগাঁও শের-এ-বাংলা নগর**

**ঢাকা-১২০৭**

অদ্য-২৮/১০/২০২০ ইং তারিখে যশোর পিটিয়াই সাব-প্রোজেক্ট এবং সংযোগ সড়ক নির্মাণ কার্যক্রমের সময় ব্যবসা বানিজ্যে সাময়িক অসুবিধা সম্পর্কে এক আলোচনা সভা অনুষ্ঠিত হয়। আমরা অবহিত আছি যে যশোর পিটিয়াই এবং সংযোগ সড়ক নির্মাণের 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 এই 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 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.**

**We don't have any objection for construction/re-construction work for the temporary disruption of business/access.**

স্থানীয় সরকার প্রকৌশল অধিদপ্তর  
দ্বিতীয় নম্বর অফিস উদ্যান প্রকল্প  
সেক্টর ৪, আরডিইসি ভবন  
আগারগাঁও শের এ বাংলানগর  
ডাকা-১২০৭

প্রকল্পের নামঃ PTI ৪০০০৮

উপজেলা পৌরসভা - মাদারী

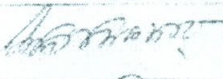

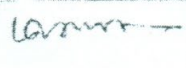

Name of sub-project

দোকানদার আংশগতনকারীর হাজিরা

তারিখঃ ২৮/০৮/২০২০

Discussion with shop owner

Date:-

ক্রমিক নং Sl #	ব্যবসা মালিকের নাম Name of business owner	ব্যবসার ধরন Category of business	মোবাইল নং Mobile no.	স্বাক্ষর Signature of business owner
২।	মনির মাসুম	খুদি প্রদান	০২৮৫০৫৫০৮- ২৫	
১।	মোঃ রিজ্জু -	৫।	০২৮২২-৫৫০০ ০০০০	(মোঃ রিজ্জু)
৩।	শিব কুমার	৫।	০২৮৫৫০- ২০০০০০০	
৪।	মোঃ আবুল গোফার	৫। প্রদান	০১৭১৩- ৫৫৫৫৫৫	মোঃ আবুল গোফার
৫।	মোঃ আলতাফ হোসেন	৫।	০২৮৫৫- ২০০০০০	মোঃ আলতাফ হোসেন
৬।	মোঃ মোস্তাফিজ	৫। প্রদান	০১৮৩৩- ১৮৪৪০১	মোঃ মোস্তাফিজ
৭।	মোঃ মোস্তাফিজ হোসেন	খুদি প্রদান	০২৭২৫- ৫৫৫৫৫৫	(মোঃ মোস্তাফিজ)
৮।	মোঃ আবুল কালাম	৫।	০২৮২৫- ৫৫৫৫৫৫	
৯।	মোঃ মোস্তাফিজ	৫।	০২৮২৫- ৫৫৫৫৫৫	
১০।	মোঃ মোস্তাফিজ	৫। প্রদান	০২৮২৫- ৫৫৫৫৫৫	মোঃ মোস্তাফিজ



স্থানীয় সরকার প্রকৌশল অধিদপ্তর  
দ্বিতীয় নম্বর অফিস ভবন গরুর  
নেবেল-৪, আরটিইসি ডকা  
আগারগাঁও পুর-এ বাসাবার

ডকা-১১৩৭

প্রকল্পের নাম:- PTI road

উপজেলা/মৌরমডা- ১৮০০০০

Name of sub-project

বোকাখার আংশগত-করীর হাতিরা

তারিখ:- 26/10/2020

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
১১	কো: কানক	হাতিরা	০১৮৭৫ ৪৪৯৫৫৫	কো: কানক কানক
১২	কো: জা: ২।মি	চা দোকান	০১৯১১ ৪৬৪৬৭৭	কো: হাতিরা
১৩	কো: কানক হাতিরা	হাতিরা	০১৯১০ ৫২২২৪৬	কো: কানক হাতিরা
১৪	কো: কাছুর হাতিরা	হাতিরা	০১৯৮৯ ১৭২৫৫০	কো: কাছুর হাতিরা
১৫	কো: আলহা	হাতিরা দোকান	০১৯৮০ ০২৫০৫৫	কো: আলহা
১৬	কো: আলহা/কো: আলহা	হাতিরা	০১৯৮০ ২৮০৬৭১	কো: আলহা
১৭	২২.৭ কানক হাতিরা	হাতিরা	০১৯৮০ ৯৯৯৯৯৯	কো: কানক
১৮	কো: কানক	হাতিরা দোকান	০১৯৮৮ ৬৯৮৪৪৫	কো: কানক
১৯	কো: আলহা হাতিরা	হাতিরা দোকান	০১৯৮৭ ৫৫৫৫০৭	কো: আলহা হাতিরা
২০	কো: আলহা	হাতিরা	০১৯৮৯ ১০১১৭৬	কো: আলহা