

Land Acquisition and Involuntary Resettlement Due Diligence Report

Document stage: Draft
Project number: 49329-006
March 2021

Bangladesh: Second City Region Development Project

Drainage Improvement in Kanchon Pourashava
Package No. CRDP-II/LGED/KANCHON/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 Kanchan 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 (Kanchan) subprojects in Dhaka Region, four roads and drains are identified and will have the following components: improvement/ widening of the road surfaces, improvement/ construction of drains, and ancillary facilities like cross drainages, walkways and slope protection works (Table-1). Such works will improve the transport and drainage system of the pourashava and will also prevent water logging problem and flooding during monsoon. All improvements will be constructed within the existing vacant width (right-of-way) of the road. The road is under the ownership of Kanchan Pourashava (A certificate from the Mayor of Kanchan Pourashava is attached, Appendix-2). The location of the subproject is shown in Figure 1.

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

B. Scope of the Report

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

5. A due diligence process was conducted to examine the land acquisition and resettlement issues in detail, in line with ADB SPS 2009. This report describes the findings and provides copies of relevant documents, resolutions, minutes of meetings, drawings and photographs. This land acquisition and resettlement due diligence report needs to be read along with the Resettlement Framework prepared for the Second CRDP.

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

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

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

SI.	Name & ID of the roads	Length (km)	Major Components
1	Re-construction of drain from Kanchan Bazar to Shitalakkha River (Ch. 0 - 545m) including 350m link drain and 125m link road.	Drain 0.895, Road 0.125	Drain, road
2	Improvement of road from Kaladi Asian Highway to Shitalakkha River via Kaladi Community Clinic (Ch. 0 - 825m)	Road 0.825, Drain 0.825	Road , drain
3	Improvement of road from Kabir Rice Mill to CRDP Drain via Khapara and Charpara (Ch. 0 - 650m)	Road 0.650, Drain 0.750	Road , drain
4	Improvement of road from Masriki Jute Mill to Kendua Khal (Ch. 0 - 1936m) including 245m link road	Road 2.181, drain 1.700	Road, drain

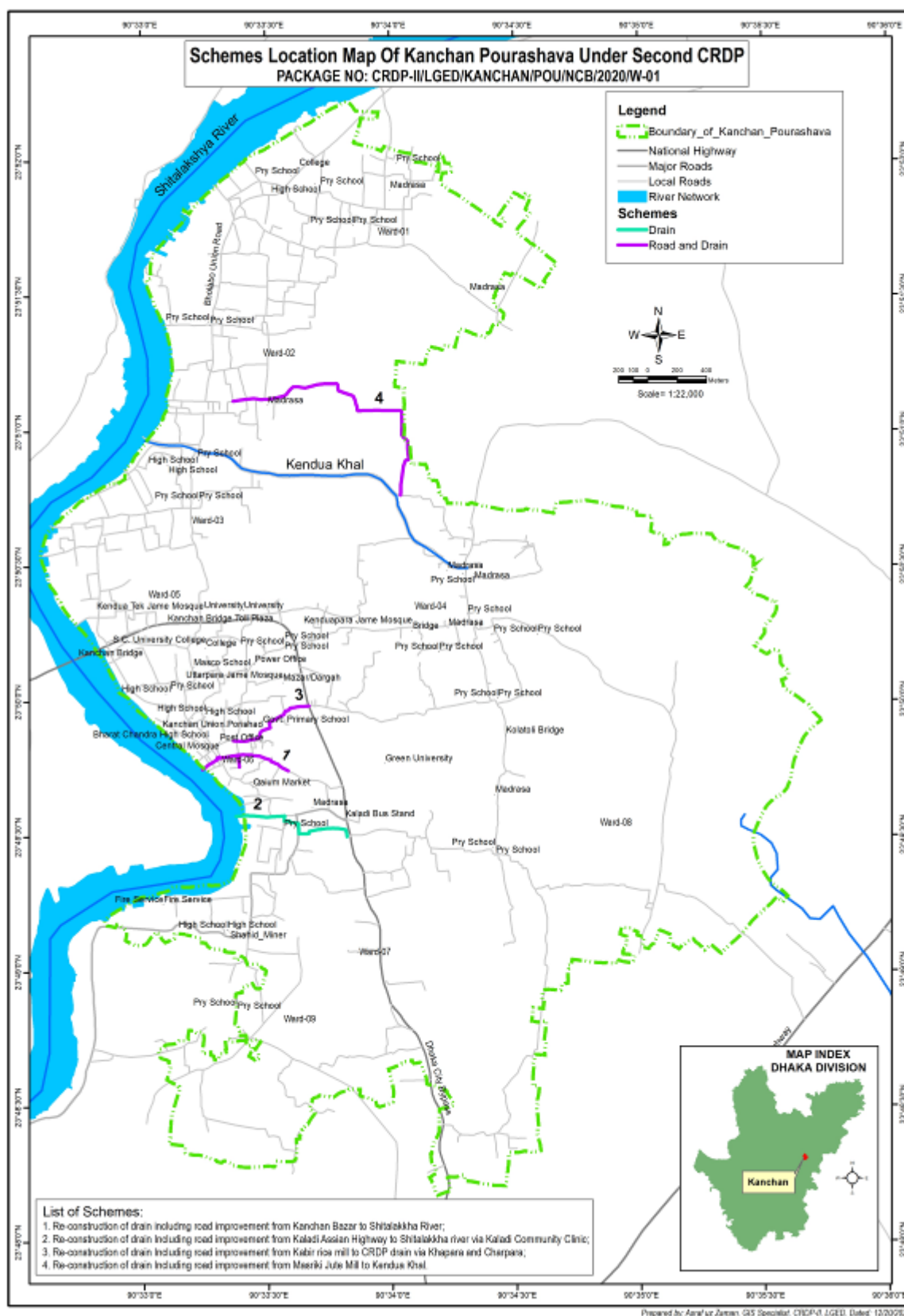
II. POLICY FRAMEWORK

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 Rupganj Upazila, about 30 km southeast of the capital city of Dhaka District in the division of Dhaka, Bangladesh, and it is in between 23°49'30 and 23°48'11 north latitudes and between 90°35'05 and 90°35'32 east longitudes. It is bounded by Murapara on the south, Asian Highway on the north the river Shitalakhya on the west.

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



A. Present Status of the Subproject

1. Re-construction of drain from Kanchan Bazar to Shitalakkha River (Ch. 0 - 545m) including 350m link drain and 125m link road.

9. This road starts at Kanchan Bazar & ended at Shitalakkha River. The existing vacant road width varies along the road; minimum is 3.30 m at chainage 175 and maximum is 5.45 m at chainage 130. Existing carriageway width is 3.00 m.

10. The road surface is of bituminous carpeting Brick Flat Soling (BFS), most of the road has suffered wear and tear with cracks, pot-holes, broken edges and depressions. There is no functional roadside drain along the alignment of the road.

Figure 2: Photograph of existing condition of drain from Kanchan Bazar to Shitalakkha River (Ch. 0 - 545m) including 350m link drain and 125m link road.



Existing link road condition at chainage 25

2. Improvement of road from Kaladi Asian Highway to Shitalakkha River via Kaladi Community Clinic (Ch. 0 - 825m)

11. The road starts from start from Kaladi Assian Highway & ended at Shitalakkha River.. This road runs passes through sporadic factories/ settlements alongside the road alignment. Existing vacant road width varies along the road - minimum is 4.30 m at chainage 130 and maximum is 7.80m at chainage 765. Existing carriageway width varies from 3.00 m to 3.70 m.

12. The road surface is Brick Flat Soling (BFS) and partially earthen. Most of the road surface is broken edges and depressions. There is no functional roadside drain along the alignment of the road.

Figure 3: Photograph existing condition of Road from Kaladi Asian Highway to Shitalakkha River via Kaladi Community Clinic (0.364 km)



Existing road condition of road at chainage 725

3. Road-3: Improvement of road from Kabir Rice Mill to CRDP Drain via Khapara and Charpara (Ch. 0 - 650m)

13. The subproject is 0.650 km long, passes through sporadic urban settlements on both sides of the road alignment. The Existing vacant road width fluctuates from place to place; minimum is 3.40 m at chainage 165 and maximum is 6.60 m at chainage 065. Existing carriageway width 2.50 m all along the road.

14. The road is of bituminous concrete (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.

Figure 4: Photograph of road from Kabir Rice Mill to CRDP Drain via Khapara and Charpara (Ch. 0 - 650m)



Existing road condition of road at chainage 400

4. Improvement of road from Masriki Jute Mill to Kendua Khal (Ch. 0 - 1936m) including 245m link road

15. The subproject is 2.181 km long, start at Masriki Jute Mill & ended at Kendua Khal. This road passes through markets/bazaars, industrial areas and sporadic settlements alongside the road alignment. Existing vacant road width varies along the road - minimum is 3.60 m at chainage 330 and at chainage 820 and maximum is 8.00 m at chainage 465. Existing carriageway width varies from 2.40 m to 3.70m.

16. The road is of bituminous concrete (BC), brick flat soling (BFS) and some portion is earthen. Most of the road has suffered wear and tear with cracks, pot-holes, broken edges and depressions.

Figure 5: Photograph of existing condition of road from Masriki Jute Mill to Kendua Khal (Ch. 0 - 1936m) including 245m link road



Existing road condition of road at chainage 125

Table 2: Existing and Proposed Carriageway and Road Width

Road Name: Re-construction of drain from Kanchan Bazar to Shitalakkha River (Ch. 0 - 545m) including 350m link drain and 125m 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+125 (Link-02)	3.30 – 5.45 (0+175) (0+130)	3.20	3.00	3.00

Road Name: Improvement of road from Kaladi Asian Highway to Shitalakkha River via Kaladi Community Clinic (Ch. 0 - 825m)				
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+214	4.30 – 5.75 (0+130) (0+085)	4.20	3.70	3.70
0+675 - 0+825	6.40 – 7.80 (0+685) (0+765)	6.30	3.00	3.00

Road Name: Improvement of road from Kabir Rice Mill to CRDP Drain via Khapara and Charpara (Ch. 0 - 650m)				
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+650	3.40 – 6.60 (0.165) (0+065)	3.20	2.50	3.00

Road Name: Improvement of road from Masriki Jute Mill to Kendua Khal (Ch. 0 - 1936m) including 245m 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+500	5.50 – 8.00 (0+210) (0+465)	4.45 ~ 4.95	3.70	3.70
0+500 - 0+750	5.40 – 7.80 (0+630) (0+715)	4.25 ~ 4.55	2.40	3.70
0+750 - 0+825	3.60 – 5.60 (0+820) (0+800)	3.25	3.00	3.00
0+825 - 1+325	5.60 – 6.80 (0+830) (0+840)	5.50	3.00	3.00
1+325 - 1+936	3.60 – 5.50 (1+330) (1+385)	3.35	3.00	3.00
0+150 - 0+395 (Link-01)	4.70 – 5.80 (0+265) (0+325)	4.00	3.70	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.

B. Proposed Subproject

1. Re-construction of drain from Kanchan Bazar to Shitalakkha River (Ch. 0 - 545m) including 350m link drain and 125m link road.

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

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

2. Improvement of road from Kaladi Asian Highway to Shitalakkha River via Kaladi Community Clinic (Ch. 0 - 825m)

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 7.

19. There will be cement concrete (CC) pavement and Cement Concrete Block (Uni Block) pavement carriageway. The width of carriageway is 3.70m and 3.00 m according to the design.

3. Improvement of road from Kabir Rice Mill to CRDP Drain via Khapara and Charpara (Ch. 0 - 650m)

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

There will be only reinforced cement concrete (RCC) carriageway. The width of CC carriageway width is 3.0 m 2 according to the design.

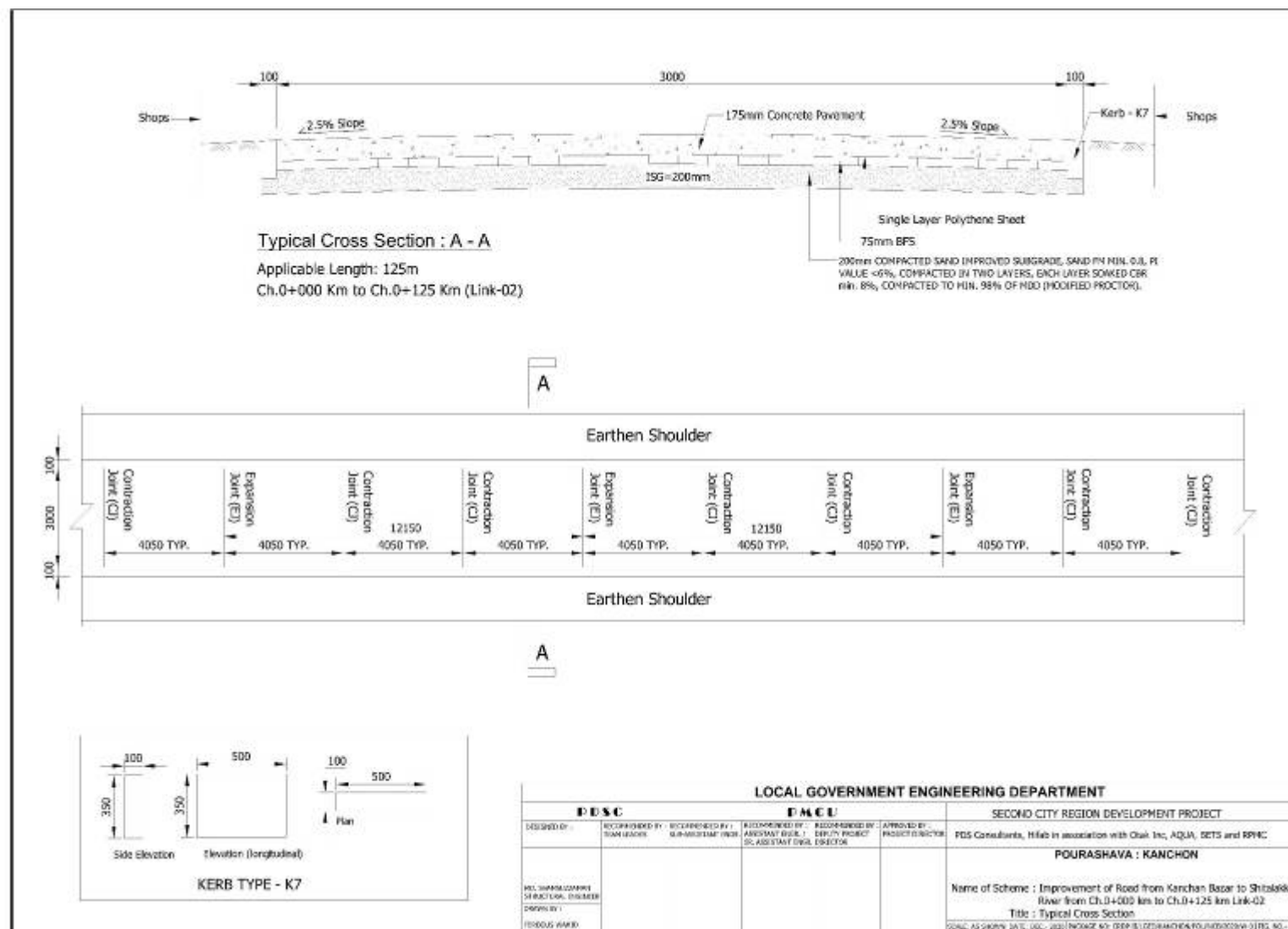
4. Improvement of road from Masriki Jute Mill to Kendua Khal (Ch. 0 - 1936m) including 245m link road

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 9.

22. There will be Bituminous Concrete (BC) and cement concrete (CC) pavements. The width of the carriageway is 3.0m according to the design. The width of carriageway is 3.70m and 3.00 m according to the design.

23. There will be one Cross Drain and one Ghat according to the design.

Figure 8: Cross section of link road Road from Kanchan Bazar to Shitalakkha River



Typical Cross Section : A - A
 Applicable Length: 214m
 Ch.0+000 Km to Ch.0+214 Km

Box Drain
 1150

Longitudinal Section
 4050 TYP. 4050 TYP. 4050 TYP. 4050 TYP. 4050 TYP. 4050 TYP. 4050 TYP. 4050 TYP. 4050 TYP. 4050 TYP.

LOCAL GOVERNMENT ENGINEERING DEPARTMENT
DDSC DMCU
SECOND CITY REGION DEVELOPMENT PROJECT

DESIGNED BY: RECOMMENDED BY: APPROVED BY: APPROVED BY:
 TIANLOADER SUB-ASSISTANT ENGR. ASSISTANT ENGR. / SUPPLY PROJECT DIRECTOR PDS Consultants, H&B in association with Oak Inc, AQUA, UETS and RPHC

NAME OF SCHEME: Improvement of Road from Kaladi Assan Highway to
 Shitalakha River via Kaladi Community Clinic from
 Ch.0+000 Km to Ch.0+825 Km
 Title: Typical Cross Section

SCALE: AS SHOWN DATE: DEC. 2022 PROJECT NO.: DDSC/SL/ROADWAY/CONSTRUCTION/2022/001 (P&ID NO.)

Figure 10: Cross section of Road from Kabir Rice Mill to CRDP Drain via Khapara and Charpara (Ch. 0 - 650m)

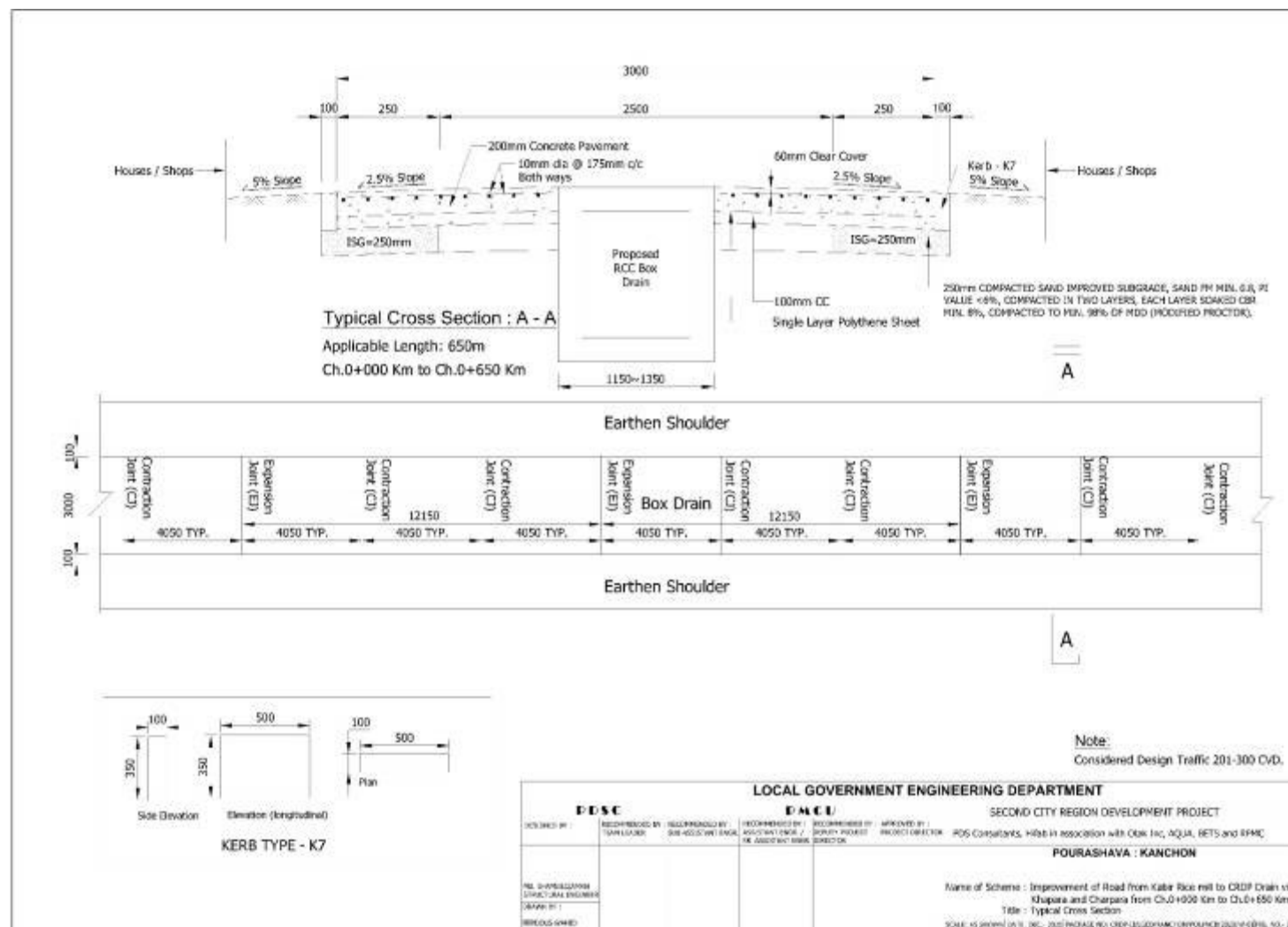
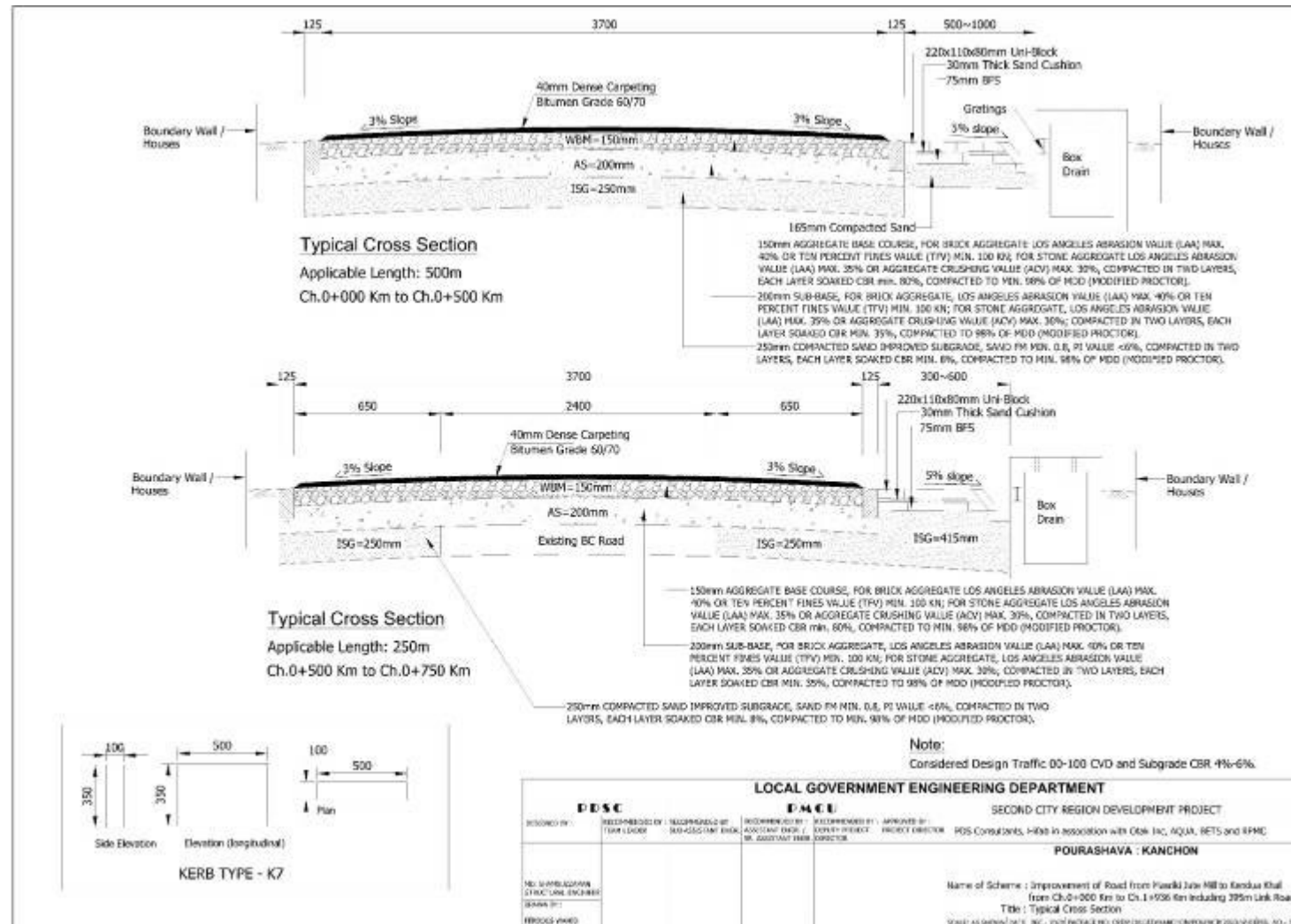


Figure 11: Cross section of Road from Masriki Jute Mill to Kendua Khal (Ch. 0 - 1936m) including 245m link road



IV. FIELD WORK AND PUBLIC CONSULTATION

A. Outline of Field Work

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

B. Public Consultation

25. 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 Kanchan 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.

26. In connection with this sub project the safeguard team of PDSC along with drainage engineering team visited Kanchan Pourashava on 15th March 2018, had a field visit and an introductory meeting with the Pourashava Engineer, and some councilors of the pourashava. On 18th November, 2020 a consultation meeting was held at Kanchan Pourashava on the proposed Drainage Master Plan prepared by PDSC. The consultation meeting was arranged by the pourashava officials. Attendance included the Mayor, Counselors, local public representatives and other stakeholders including community representatives, members of the community, local government representatives, and businesses and family living adjacent to the road. During the field visit, the consultants investigated the existing condition of the roads and drainage alignments, any resettlement needs, rehabilitation, and the grievance redress mechanism.

27. The total participants were 30, of which male were 18 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.

28. During consultation and field visit, the community was informed that the road and drainage proposals would not require any land acquisition. The participants were also informed that there would be no tree cutting, relocation of business, and permanent removal of mobile vendors/hawkers. There is no possibility of any long-term adverse impact in terms of losing income or livelihood. Pedestrian safety would be taken care of by the contractors

during the construction period by providing alternate roads, safety signs & boards, and providing speed breakers where required. Moreover, mitigation measures as specified in EMPs would also be implemented by the contractors which would be closely supervised by the Pourashava officials and consultants. The participants were also informed that there may be local employment opportunities for skilled and unskilled laborers. The active participation of women was encouraged during the field visits.

29. During discussions, the local community expressed their worries about the poor condition of the present road and drainage facilities. The general conclusion of the community was that they supported the improvement of the road and drainage channel. Details of the consultation program are included in Appendix 3. Further public consultation will be arranged during the road improvement/construction works begins.

C. Consultations with shopkeepers who may be temporarily affected

30. Consultations were also undertaken with the shopkeepers who may be temporarily affected (17 shopkeepers) which is related to noise, movement of people, obstruction of drainage etc., during construction of the roads. Their concerns are about dust, noise and access to the shops and they are aware that these temporary disruptions, which may last for 3 days approximately. They understand that the problem is temporary only and could be mitigated by adopting appropriate environmental management plan (EMP) by the contractor during construction. The EMP will include a provision requiring the contractor to conduct works in congested commercial stretches in non-business hours and prepare site specific impact avoidance and minimization plans. The EMP will take measures to minimizing excavation, avoiding disturbance to pedestrian movement through provision of planks for access, provision of adequate signage, careful traffic management and alternative temporary drainage systems. The work for the road could take place overnight and advance notices shall be given to the community where partial road closures are inevitable. Only partial road closures are anticipated. Works will be undertaken section by section so that traffic may continue to flow, and access disruptions are minimized. The public will also be informed about any alternate routes, if available. The 'no objection' to temporary disruption is attached in Appendix 5, which is signed by all 17 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

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

32. 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.

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

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

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

Component	Length (km)	Land ownership	IR Impact
Re-construction of drain from Kanchan Bazar to Shitalakkha River (Ch. 0 - 545m) including 350m link drain and 125m link road.	Drain 0.895, Road 0.125	Government / Kanchan Pourashava	The road and drain construction will be done on the existing available width of the roads. The land has been in possession of Pourashava. There are no issues related to land acquisition or resettlement. There is no IR impact issue on this road.
Improvement of road from Kaladi Asian Highway to Shitalakkha River via Kaladi Community Clinic (Ch. 0 - 825m)	Road 0.825, Drain 0.825	Government / Kanchan Pourashava	The road and drain construction will be done on the existing available width of the roads. The land has been in possession of Pourashava. There are no issues related to land acquisition or resettlement. There are 7 shopkeepers at this road who may be temporarily affected during construction.
Improvement of road from Kabir Rice Mill to CRDP Drain via Khapara and Charpara (Ch. 0 - 650m)	Road 0.650, Drain 0.750	Government / Kanchan Pourashava	The road and drain construction will be done on the existing available width of the roads. The land has been in possession of Pourashava. There are no issues related to land acquisition or resettlement. There are 10 shopkeepers at this road who may be temporarily affected during construction.
Improvement of road from Masriki Jute Mill to Kendua Khal (Ch. 0 - 1936m) including 245m link road	Road 2.181, drain 0.1700	Government / Kanchan Pourashava	The road and drain construction will be done on the existing available width of the roads. The land has been in possession of Pourashava. There is no IR impact issue on this road.

² An 'Environmental Specification for Construction Contractor' delineating impact avoidance and mitigation measures and a 'Traffic Management Plan Template' delineating management of traffic and temporary road blockage during construction have been incorporated in Appendix 2 and in Appendix 3 of the IEE document of Kanchan Pourashava Drainage Improvement Subproject, package W-01.

VI. CONCLUSIONS

A. Summary and Conclusions

35. 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 Kanchan 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.

36. 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

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

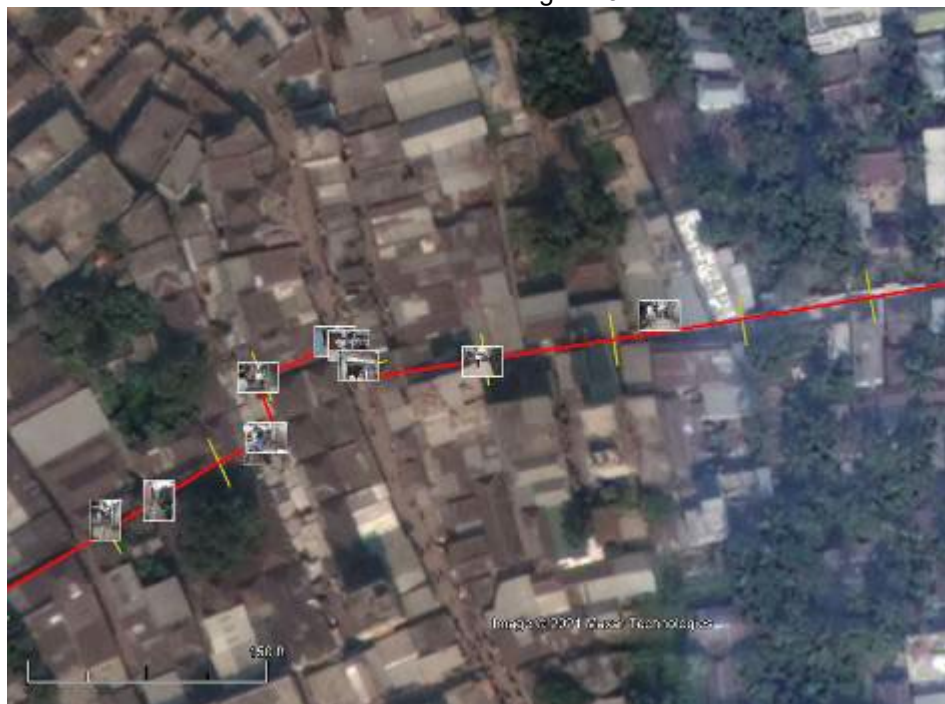
- (i) Continuous community consultations and stakeholder discussions are to be conducted at and around the subproject location. Issues discussed, concerns and suggestions of stakeholders to be taken into consideration during detailed design and implementation, will be included in the updated DDR.
- (ii) 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. Drain from Kanchan Bazar to Shitalakkha River (Ch. 0 - 545m) including 350m link drain and 125m link road.



Photo at chainage 475



Google Earth Image at Chainage 475

2. Road from Kaladi Asian Highway to Shitalakkha River via Kaladi Community Clinic

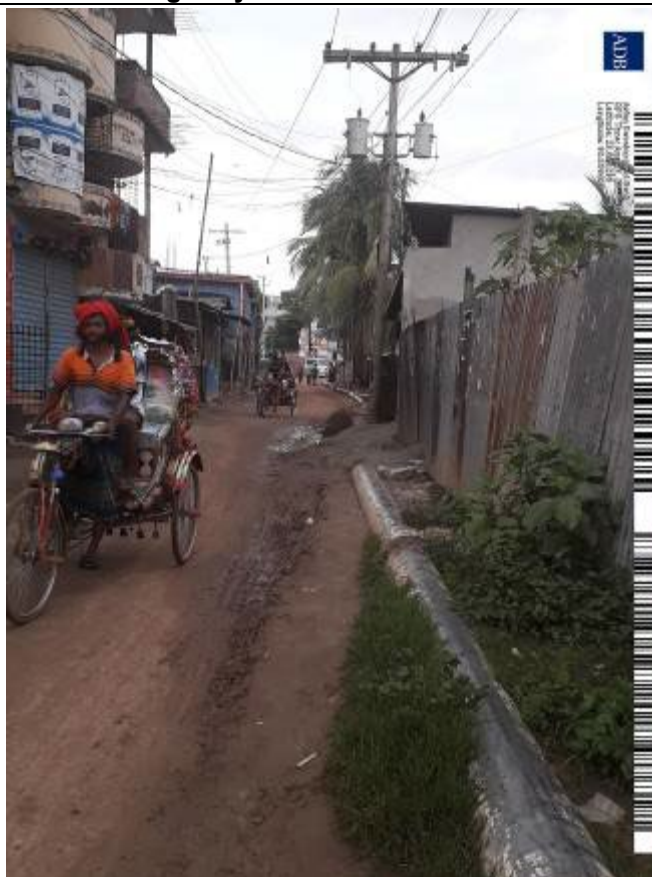


Photo at chainage 600



Google Earth Image at Chainage 600

3. Road from Kabir Rice mill to CRDP Drain via Khapara and Charpara



Photo at chainage 450



Google Earth Image at Chainage 450

4. Road from Masriki Jute Mill to Kendua Khal



Photo at chainage 550



Google Earth Image at Chainage 550

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



KANCHAN MUNICIPALITY

Rupganj, Narayanganj
E-mail: kanchan.pourashava@gmail.com



শেখ হাসিনার মূলনীতি
গ্রাম শহরের উন্নতি

Ref. No.Kan/Pou/ED/2020/255

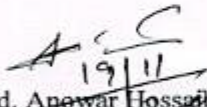
Dated: 19 November, 2020

To Whom It May Concern

Ownership Certificate for Roads and Drains

This is to certify that the following road and drainage schemes of the Kanchan Pourashava under the design and implementation program of the Second City Region Development Project of LGED are situated within the jurisdiction of Kanchan Pourashava, Rupganj Upozila, Narayanganj District. The lands of road & drainage components of all these schemes belong to the Kanchan Pourashava. There is no other legal owner of these schemes other than the Kanchan Pourashava.

Sl. No.	Package No.	Name of Schemes
i)	CRDP-II/LGED/ KANCHAN/POU/ NCB/2020/W-01	Re-construction of Drain including road improvement from Kanchan Bazar to Shitalakkha River
ii)		Re-construction of Drain including road improvement from Kaladi Asian Highway to Shitalakkha River via Kaladi Community Clinic.
iii)		Re-construction of Drain including road improvement from Kabir Rice mill to CRDP Drain via Khapara and Charpara.
iv)		Re-construction of Drain including road improvement from Masriki Jute mill to Kendua Khal.


(Md. Anowar Hossain)
Assistant Engineer
Kanchan Pourashava
Rupganj, Narayanganj

Md. Anowar Hossain
Assistant Engineer
Kanchan Pourashava
Rupganj, Narayanganj


(Md. Rafiqul Islam)
Mayor
Kanchan Pourashava
Rupganj, Narayanganj
Md. Rafiqul Islam
Mayor
Kanchan Pourashava, Narayanganj

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

Sl. No	Date of Consultation	Place of consultation	Number of Participants	Issues Discussed	Major findings
01	18.11.2020	Road from Kanchan Bazar to Shitalakkha River Venue: Kanchan Pourashava Meeting Hall	Male=18 Female=12 Total= 30 Mayor, elected ward councillors including women councillors, pourashava and other professional and technical staff, representatives from Mosques and Temples, schools and president of CNG owners association; shop owner association, local businesses, etc.	PDSC disseminated information about drainage master plan and their recommendations. IR Impacts and GRM Issues	PDSC presented the drainage master plan to the participants to hear their opinions. The participants recommended some changes in alignment and finally approved the Drainage Master Plan by the Mayor on behalf of the participants. The Mayor and the Consultants agreed to proceed with the Drainage Master Plan and the sub projects proposed by PDSC Participants seemed, there are no possibilities of IR impacts considering land acquisition & physical or economic displacement of people, being construction/ development of drain and road on the existing alignments& drains will be done on the road shoulder and under the road. They assured to cooperate as required. The participants understood GRM procedure and project policy, showed interest to participate in project implementation.
02.	18.11.2020	Road from Kaladi Asian Highway to Shitalakkha River via Kaladi Community Clinic Venue: Kanchan Pourashava Meeting Hall			
03.	18.11.2020	Improvement of Road from Kabir Rice mill to CRDP Drain via Khapara and Charpara Venue: Kanchan Pourashava Meeting Hall			
04.	18.11.2020	Road from Masriki Jute Mill to Kendua Khal Venue: Kanchan Pourashava Meeting Hall			

Photographs of Community Consultations



Consultation for Kanchan Pourashava Package W-01 schemes



Consultation for Kanchan Pourashava Package W-01 schemes

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

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


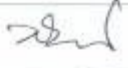




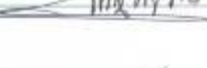

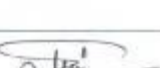

প্রকল্পের নামঃ- কান্চন পৌরসভা প্যাকেজ উপজেলা/পৌরসভা Kanchan
Name of Sub-project: Kanchan Pourashava Package

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখঃ- ১৮/১১/২০২০

Attendance of FGD participants

Date: 18.11.20

ক্রমিক নং Sl. no	নাম, মোবাইল নম্বর Name of participants	মোবাইল নম্বর Mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
০১.	শ্রী: রাফিকুল ইসলাম	০১৭৪১৬০২২১	রাফিকুল মোহাম্মদ	
০২.	শ্রী: হি.ব.ক. নূরুজ্জামান	০১৭১২৬১২৭৮	ই.টি.সি কোম্পানী	
০৩.	শ্রী: মোঃ নূরুজ্জামান	০১৭১০০৩৪৭৮	মহানগর/পৌরসভা কমিটি	
০৪.	মাহদিয়া আক্তার	০১৭৩৪২৬৭৭৮	কাউন্সিলর	
০৫.	মোঃ মাহদিয়া আক্তার	০১৭৪৫৬৭৭৮ - ৩৬	কাউন্সিলর	
০৬.	মাহদিয়া আক্তার	০১৭০৭০৫০ - ৬৬	কাউন্সিলর	
০৭.	শ্রী: সাইনুল হক	০১৭৪৭৪৭৪৭৮	কাউন্সিলর	
০৮.	শ্রী: মোঃ মাহদিয়া আক্তার	০১৭৪৫৬৭৭৮	কাউন্সিলর	
০৯.	রাফিকুল ইসলাম	০১৭২০১৬০৮৬৭	কাউন্সিলর	
১০.	মাহদিয়া আক্তার	০১৭৬৪৭২৫/১৭৩	কাউন্সিলর	

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

প্রকল্পের নামঃ কাঞ্চন পৌরসভা প্যাকেজ উপজেলা/পৌরসভা Kauchan
Name of Sub-project: Kauchan Paurashava Package

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখঃ- ১৮/১১/২০২০

Attendance of FGD participants

Date: 18.11.20

ক্রমিক নং Sl. no	নাম, মোবাইল নম্বর Name of participants	মোবাইল নম্বর Mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
১৯.	শ্রীঃ আমর-আব্দেব	০১৬৪৪৭৩৩৬৮	SAE	
১৯.	শ্রীঃ হুমায়ুন আমর	০১৭২০৭৭৭১৬	SAE	
২০.	শ্রীঃ আমরদাখি	০১৭১১৭৭৭০৬	কাউন্সিলার	
২০.	শ্রীঃ হোসেন জিয়া	০১২১২-৬১০৭১৪	কাউন্সিলার	
২০.	শ্রীঃ হোসেন জিয়া	০১৭২৩৩৬২৭৪	কাউন্সিলার	
২০.	শ্রীঃ হোসেন জিয়া	০১৭২২০৩৩৬৪	কাউন্সিলার	
২১.	মুহিউদ্দিন আহমদ	০১৬৬১৪২৪৬৭০	সদস্য	মুহিউদ্দিন আহমদ
২১.	ফাতেমা খাতুন	০১৭৩৭৫৫১৪৪	স্বাস্থ্য সচিব	
২২.	বাবু সুলতান	০১০৫৬৭৭৭৪৭	চুক্তিভিত্তিক	
২০.	শ্রীঃ হোসেন জিয়া	০১৭২২২২১৬৭৬	স্বাস্থ্য সচিব	

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

প্রকল্পের নামঃ- কাশান পৌরসভা প্যাকেজ উপজেলা/পৌরসভা Kaushan
Name of Sub-project: Kaushan Pourashava Package

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা
Attendance of FGD participants

তারিখঃ- ১৮/১১/২০২০
Date: 18.11.20

ক্রমিক নং Sl. no	নাম, মোবাইল নম্বর Name of participants	মোবাইল নম্বর Mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
২১.	মাহিমা চাকমা	০৬৪৪৭৫০০	সহকারী ডেপুটি	
২২.	ফিরাতা	০১৪২৫৫৫১	গৃহিণী	
২৩.	ফারুজা	০১৪৩৫১২৬২	গৃহিণী	
২৪.	জামিলা খাতুন	০১৭৪৩০১১৫৩	গৃহিণী	
২৫.	জোতনা	০১৭৭৩৩৭৭	গৃহিণী	
২৬.	মোহেদী হুসান মলিক	০১৭১০-৫৬৪৬৫২	Business	
২৭.	ডাঃ জাকিরুল	০১৪৭৩৬৭৭৪	চাকরি	
২৮.	আফি	০১৪৩৫৪৫৫	গৃহিণী	
২৯.	আবদুল হক	০১৭১৫৬৬৭৬	চাকরি	
৩০.	মোঃ গিয়াস উদ্দিন	০১৭২৫৫৭৭৭	চাকরি	

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-১৯/১১/২০২০ ইং তারিখে----- কামরু রাইচ মিল হুইও মিডোবর্ডিনি ড্রেন

সেই দুই পাড়া----- /ড্রেন নির্মাণ ও পুনঃনির্মাণ কার্যক্রমের সময়

ব্যবসা বানিজ্যে সাময়িক অসুবিধা সম্পর্কে এক আলোচনা সভা অনুষ্ঠিত হয়।

আমরা অবহিত আছি যে রাস্তা/ড্রেন নির্মাণ ও পুনঃনির্মাণের সময় ব্যবসা বানিজ্যে সাময়িক অসুবিধা হতে পারে।

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

No objection for temporary disruption

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

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

দ্বিতীয় নগর অঞ্চল উন্নয়ন প্রকল্প

লেবেল-৪, আরডিইসি ভবন

আগারগাঁও শের-এ-বাংলানগর

ঢাকা-১২০৭

প্রকল্পের নাম:- কাঞ্চনমোহনপুর চ্যানেল-০৩

উপজেলা/পৌরসভা কাঞ্চন

Name of sub-project: Construction of Drain from Kabir Rice mill to CRDP drain
via Khapara & Charpar (D-03), & Kauchan Bazar to
Sitalakkha River.

দোকানদার আংশগ্রহনকারীর হাজিরা

তারিখ:- ১১.১১.২০২০

Discussion with shop owner

Date:- 11.11.2020

ক্রমিক নং Sl. #	ব্যবসা মালিকের নাম Name of business owner	ব্যবসার ধরন Category of business	মোবাইল নম্বর Mobile no.	স্বাক্ষর Signature of business owner
১/	মোঃ মোকলেমুল	বৈতনিক	০১৭১২২৪০৭	মোঃ মোকলেমুল
২/	মোঃ আতাউল হোসেন	হ	০১৭৩৪৪২২১	আতাউল
৩/	মোঃ ফাইয়াজ	মুদি দোকান	০১৭৪৬৯০৪৬	ফাইয়াজ
৪/	মোঃ আতাউল হোসেন	ক্রেতাদার	০১৩০২২৬১৫৭৪	মোঃ আতাউল
৫/	প্রজ্ঞাত সুবর্ণ	ফাইন্যান্স	০১৪৭০১৭৫৭৬	প্রজ্ঞাত
৬/	মোঃ মোস্তাফিজুর রহমান	মুদি	০১৩১৪৭৪৩৪৪৪	মোঃ মোস্তাফিজুর রহমান
৭/	মোঃ মোস্তাফিজুর রহমান	ক্রেতাদার	০১৪১৪৬৬৭২৭	মোঃ মোস্তাফিজুর রহমান
৮/	মোঃ মোস্তাফিজুর রহমান	ক্রেতাদার	০১৭৫৩২৭৪৭৪৭	মোঃ মোস্তাফিজুর রহমান
৯/	মোঃ মোস্তাফিজুর রহমান	ক্রেতাদার	০১৭৩৫৩৫৩৬৭	মোঃ মোস্তাফিজুর রহমান
১০/	মোঃ মোস্তাফিজুর রহমান	ক্রেতাদার	০১৭৩৫৩৫৩৬৭	মোঃ মোস্তাফিজুর রহমান

11/11/2020

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-১৯/১১/২০২০ ইং তারিখে- কমান্ডি এন্ড ইঞ্জিনিয়ার হাইওয়ে হাইড্রোলিক্স
নর্দী ওয়াশ কমান্ডি কন্সট্রাক্ট প্রি. লিড
/ড্রেন নির্মাণ ও পুনঃনির্মাণ কার্যক্রমের সময়

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

No objection for temporary disruption

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

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

বিভাগীয় নগর কর্তৃপক্ষ, কলকাতা

লেবেল-৪, আরডিইসি ভবন

আগারগাঁও শের-এ-বাংলানগর

ঢাকা-১২০৭

প্রকল্পের নামঃ- কালদি নোয়ায় প্রায়কর-০১

উপজেলা/পৌরসভা কালদি

Name of sub-project: Construction of drain from Kaledi Asia Highway to Sitalakkata River via Kaledi Community Clinic.

দোকানদার আংশগ্রহনকারীর হাজিরা

তারিখঃ- ১৯/১১/২০২০

Discussion with shop owner

Date:- 19.11.20

ক্রমিক নং Sl. #	ব্যবসা মালিকের নাম Name of business owner	ব্যবসার ধরন Category of business	মোবাইল নম্বর Mobile no.	স্বাক্ষর Signature of business owner
১।	ব্রজেন অরফিন	ফ্রুইট দোকান	০১৭৬৭৬৬০০৫০	ব্রজেন অরফিন
২।	মোঃ কবির হোসেন	চা দোকান	০১৭৭০৬৮৫৫০	কবির
৩।	মোঃ জহির হোসেন	চা দোকান	০১৬৩০৬৭৫১৭৫	মোঃ কবির
৪।	হাফিজ কোর	দ্রাক্ষা দোকান	০১৭৭৪৪৫৭৭২১	হাফিজ
৫।	আলমগির	দ্রাক্ষা দোকান	N/A	আলমগির
৬।	মোঃ হান্নান	দ্রাক্ষা দোকান	০১৪৩০৫৫৩৬৭৫	হান্নান
৭।	মোঃ মুহাম্মদ	দ্রাক্ষা দোকান		মুহাম্মদ

Md. Anwar Hossain
Assistant Engineer
Kanchan Pourashava
Rupganj, Narayanganj