

Land Acquisition and Involuntary Resettlement Due Diligence Report

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

Bangladesh: Second City Region Development Project

Drainage Improvement in Narsingdi Pourashava
Package No. CRDP-II/LGED/NARSINGDI/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 Narsingdi 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 (Narsingdi) 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 Narsingdi Pourashava (A certificate from the Mayor of Narsingdi 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 Narsingdi 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 Narsingdi Package W-01 Subproject

Sl.	Name & ID of the Roads	Length (km)	Major Components
1	Improvement of road from New Town Hall to Shikha Chattar via Bottala (Ch.190-486m)	Road 0.296	Road
2	Construction of drain from Shapla Chattar to Arshinagar via Bilpar (Ch.0-2025m) including 350m link drain	Drain 2.375	Drain
3	Construction of drain from Mukti Chattar to Shapla Chattar via Moghol Bhuiyan More (Ch.0-1700m)	Drain 1.700	Drain
4	Widening of Pourashava road from Kartihara Bridge to Satirpara Petrol Pump (Ch.0-1538m) including 716m link road and 675m link drain	Road 2.254 Drain 0.675	Road, Drain

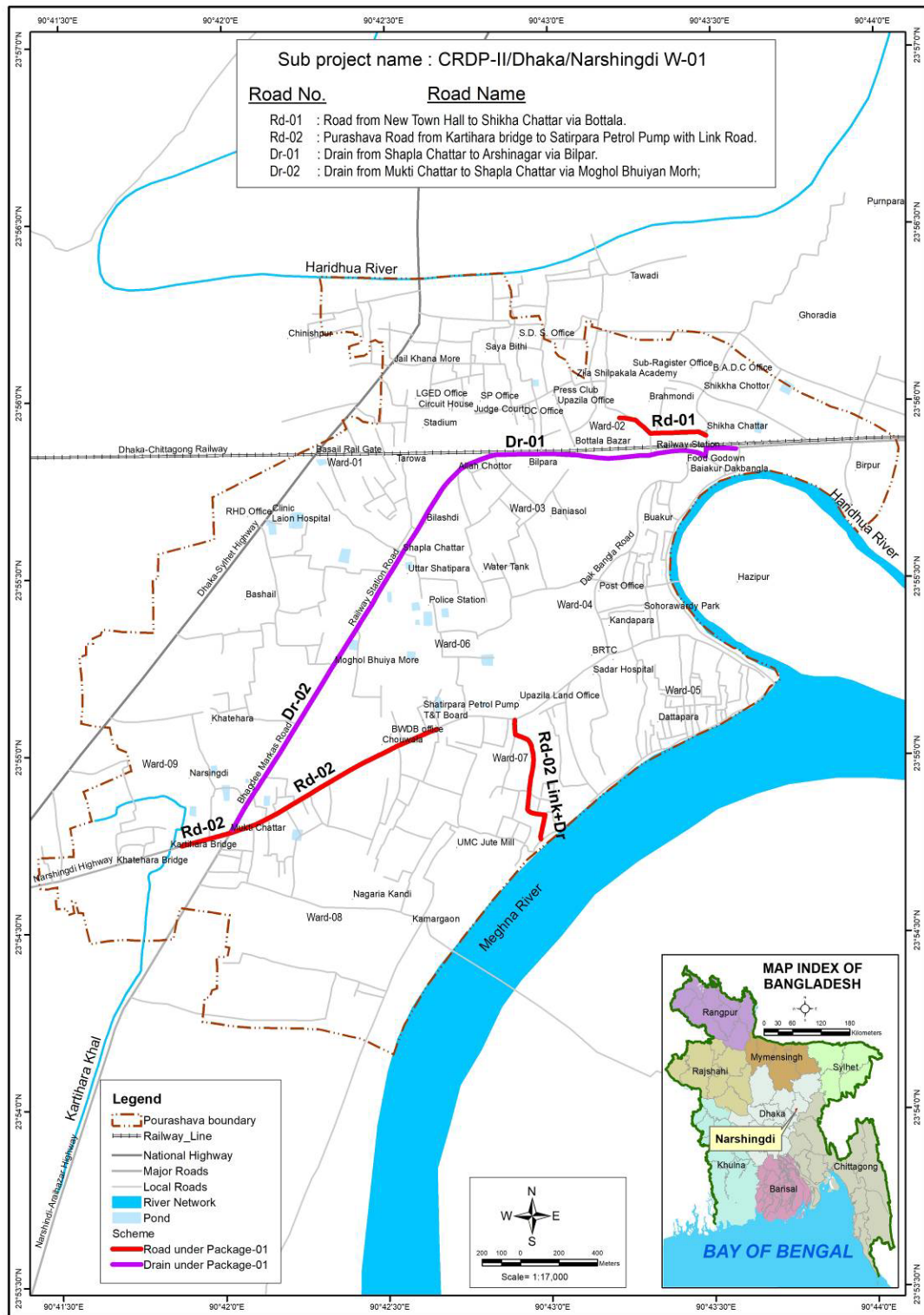
II. POLICY FRAMEWORK

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 Narsingdi Upazila, about 50 km northeast of the capital city of Dhaka District in the division of Dhaka, Bangladesh, and it is in between 23°46' and 23°58' north latitudes and in between 90°36' and 92°50' east longitudes. It is bounded by Palash, Shibpur, and Raipura on the north, Araihasar on the south and the river Meghna on the south.

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



A. Present Status of the Subproject

1. Improvement of road from New Town Hall to Shikha Chattar via Bottala (Ch.190-486m)

9. This road starts at New Town Hall and ends at Shikha Chattar. The existing vacant road width varies along the road; minimum is 7.60 m at chainage 480 and maximum is 12.20 m at chainage 250. Existing carriageway width is 3.00 m.

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

Figure 2: Photograph of existing condition of Road from New Town Hall to Shikha Chattar



Existing road condition of road at chainage 450

2. Construction of drain from Shapla Chattar to Arshinagar via Bilpar (Ch.0-2025m) including 350m link drain

- 11. The subproject is 2.375 km long. It passes through dense and sporadic settlements.
- 12. There is no existing roadside draining system and often clogged and overflows causing inconvenience to the traffic and adjacent residents.

Figure 3: Photograph of existing drainage condition from Shapla Chattar to Arshinagar



Existing drainage condition at chainage 825

3. Construction of drain from Mukti Chattar to Shapla Chattar via Moghol Bhuiyan More (Ch.0-1700m)

- 13. The subproject is 1.7 km long. It passes through low lying areas and sporadic settlements.
- 14. There is no existing roadside draining system and often clogged and overflows causing inconvenience to the traffic and adjacent residents.

Figure 4: Photograph of existing drainage condition from Mukti Chattar to Shapla Chattar via Moghol Bhuiyan More



Existing drainage condition at chainage 960

4. Widening of Pourashava road from Kartihara Bridge to Satirpara Petrol Pump (Ch.0-1538m) including 716m link road and 675m link drain

15. This road starts at Kartihara Bridge and ends at Satirpara Petrol Pump. The existing vacant road width varies along the road; minimum is 20.50 m at chainage 1.005 and maximum is 34.30 m at chainage 145. Existing carriageway width varies from 4.50 -5.50 m.

16. The road surface varies in different sections. The road is of bituminous carpeting (BC) and earthen, most of the road has suffered wear and tear with cracks, pot-holes, broken edges and depressions.

Figure 5: Photograph of existing condition of Road from Kartihara Bridge to Satirpara Petrol Pump



Existing road condition of road at chainage 900

17. The existing conditions of the roads and drainage conditions are presented in Figures 2 to 5. 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.

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

Table 2: Existing and Proposed Carriageway and Road Width

Road ID:				
Road Name: Improvement of road from New Town Hall to Shikha Chattar via Bottala (Ch.190-486m)				
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+190 - 0+425	9.65 – 12.20 (0+320) (0+250)	7.55	3.00	4.30 (Widening)
0+425 - 0+486	7.60 – 8.01 (0+480) (0+465)	7.55	3.00	7.30

Road ID:				
Road Name: Widening of Pourashava road from Kartihara Bridge to Satirpara Petrol Pump (Ch.0-1538m) including 716m link road and 675m link drain				
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+158	28.50 – 34.30 (0+035) (0+145)	28.00 ~ 34.00	4.50 X 2	1.50 X 2 (Widening)
0+158 - 0+333	27.40 – 33.20 (0+188) (0+330)	27.00 ~ 33.00	4.50 X 2	1.50 X 2 (Widening)
0+333 - 1+538	20.50 – 24.30 (1+005) (0+720)	20.00 ~ 24.00	4.50 X 2	1.50 X 2 (Widening)
0+000 - 0+075 (Link-01)	8.35 – 10.10 (0+070) (0+030)	8.25 ~ 9.85	5.50	7.00 ~ 8.00
0+075 - 0+425 (Link-01)	8.00 – 8.50 (0+370) (0+125)	7.85 ~ 8.35	5.50	5.50
0+425 - 0+716 (Link-01)	5.95 – 6.50 (0+485) (0+550)	5.80	5.50	5.50

*Proposed carriageway widths are the minimum/standard widths of carriageways, however, may be wider at intersections and turnings as they exist, but will never exceed vacant road widths.

B. Proposed Subproject

1. Improvement of road from New Town Hall to Shikha Chattar via Bottala (Ch.190-486m)

19. 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.

20. There will be bituminous concrete (BC) carriageway. There will be 4.3m carriageway widening from chainage 190 to chainage 425. The width of carriageway is from chainage 425 to chainage 486 is 7.30 m according to design. On the side/s of the carriageway there will be soft shoulders depending on the availability of vacant road width.

2. Construction of drain from Shapla Chattar to Arshinagar via Bilpar (Ch.0-2025m) including 350m link drain

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

22. There will be only reinforced cement concrete (RCC) pipe drain according to the design.

3. Construction of drain from Mukti Chattar to Shapla Chattar via Moghol Bhuiyan More (Ch.0-1700m)

23. The drain is to be constructed on the existing alignment and within available vacant road widths. A drawing of the drain according to the preliminary design is displayed in Figure 8.

24. There will be reinforced cement concrete (RCC) pipe drain according to the design.

4. Widening of Pourashava road from Kartihara Bridge to Satirpara Petrol Pump (Ch.0-1538m) including 716m link road and 675m link drain

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

26. There will be bituminous concrete (BC) carriageway. There will be 1.5m carriageway widening at both sides of the main road (Ch.00-1538m). Carriageway width of the link road varies from 5.5 m to 8.00 m according to the design.

Figure 6: Cross section of road from New Town Hall to Shikha Chattar via Bottala (Ch.190-486m)

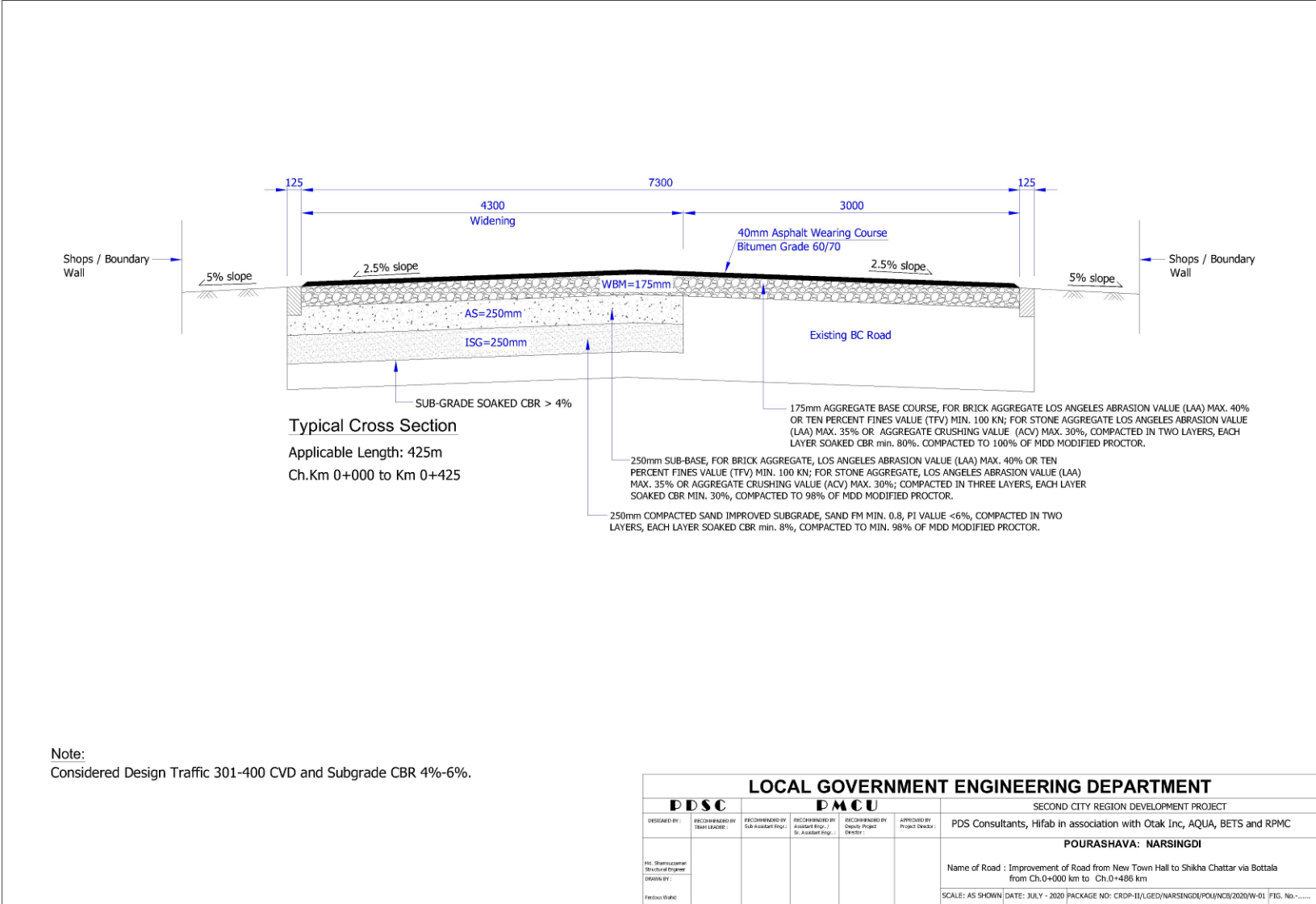


Figure 7: Drawing of drain from Shapla Chatter to Arshinagar via Bilpar (Ch.0-2025m)

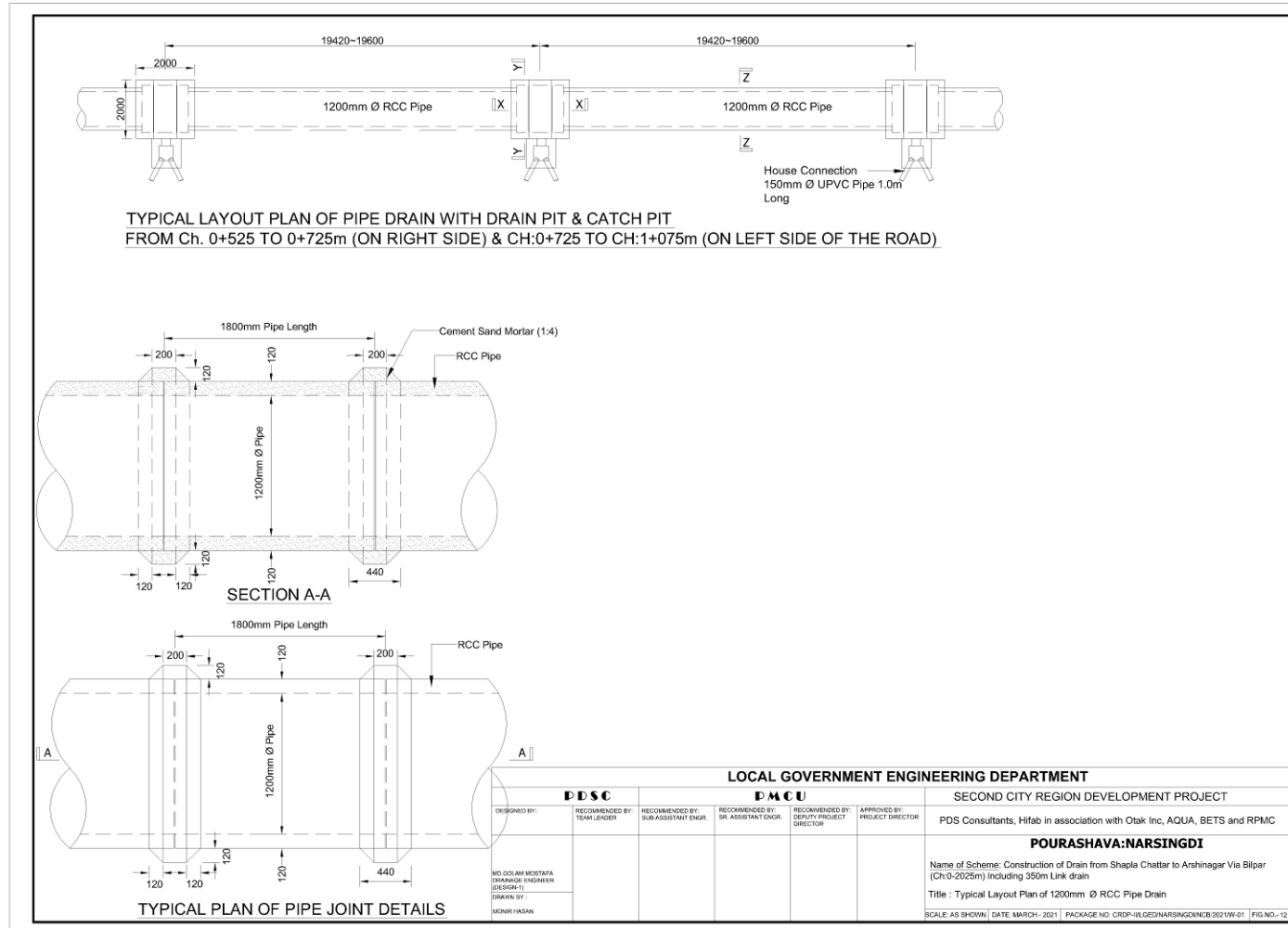


Figure 8: Drawing of drain from Mukti Chatter to Shapla Chatter via Moghol Bhuiyan More (Ch.0-1700m)

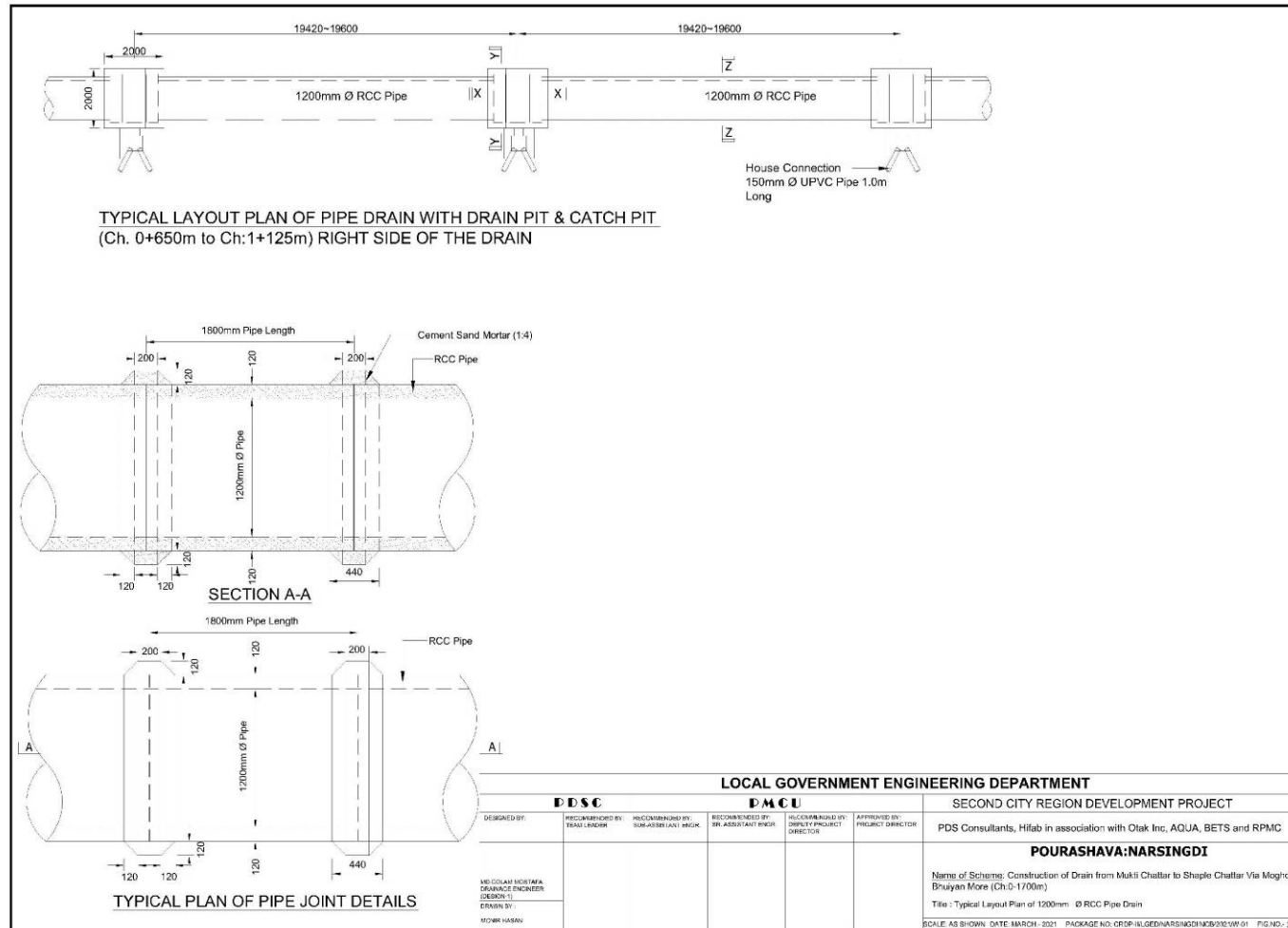
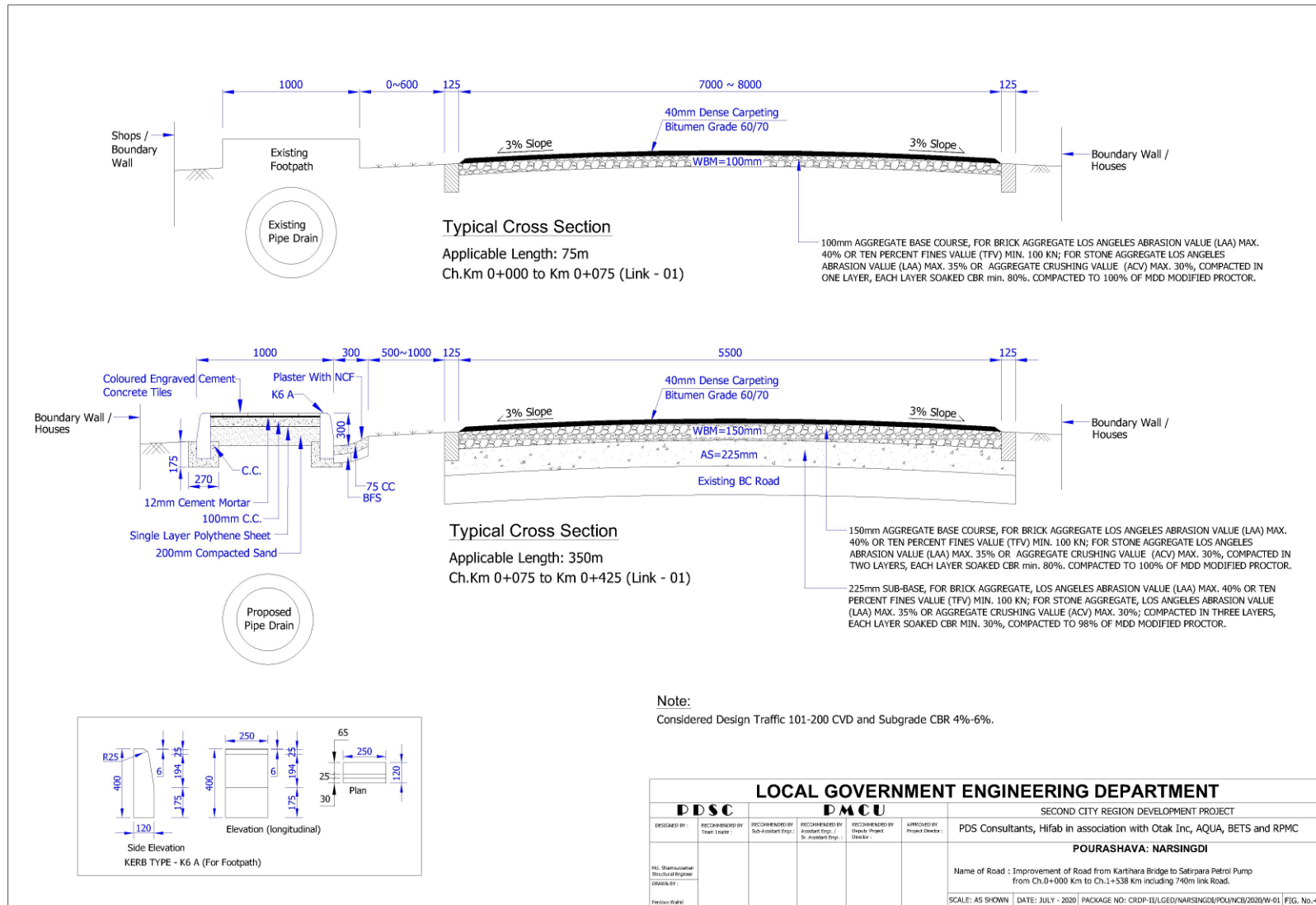


Figure 9: Cross Section of Pourashava road from Kartihara Bridge to Satirpara Petrol Pump (Ch.0-1538m)



IV. FIELD WORK AND PUBLIC CONSULTATION

A. Outline of Field Work

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

B. Public Consultation

28. 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 Narsingdi 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.

29. In connection with this sub project the safeguard team of PDSC along with drainage engineering team visited Narsingdi Pourasghava during 18th June 2019 and 4th July 2019, had a field visit and an introductory meeting with the Pourashava Engineer, and some councilors of the pourashava. On 2nd September, 2020 a consultation meeting was held at Narsingdi 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.

30. The total participants were 27, of which male were 21 and female were 6. 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.

31. 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.

32. 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

33. 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, 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 20 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

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

35. 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.

36. 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.

37. 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 Narsingdi Pourashava Subproject., package W-01 and their Involuntary Resettlement Impact status

Component	Length (km)	Land ownership	IR Impact
Improvement of road from New Town Hall to Shikha Chattar via Bottala (Ch.190-486m)	Road 0.296	Government / Narsingdi Pourashava	The road 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.
Construction of drain from Shapla Chattar to Arshinagar via Bilpar (Ch.0-2025m) including 350m link drain	Drain 2.375	Government / Narsingdi Pourashava	The 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 20 shopkeepers at this road who may be temporarily affected during construction.
Construction of drain from Mukti Chattar to Shapla Chattar via Moghol Bhuiyan More (Ch.0-1700m)	Drain 1.700	Government / Narsingdi Pourashava	The 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.
Widening of Pourashava road from Kartihara Bridge to Satirpara Petrol Pump (Ch.0-1538m) including 716m link road and 675m link drain	Road 2.254 Drain 0.675	Government / Narsingdi 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.

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 Narsingdi Pourashava Drainage Improvement Subproject, package W-01.

VI. CONCLUSIONS

A. Summary and Conclusions

38. 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 Narsingdi 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.

39. 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

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

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

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

1. Road from New Town Hall to Shikha Chattar via Bottala (Ch.190-486m)



Photo at chainage 250



Google Earth Image at Chainage 250

2. Drain from Shapla Chattar to Arshinagar via Bilpar (Ch.0-2025m) including 350m link drain



Photo at chainage 1650

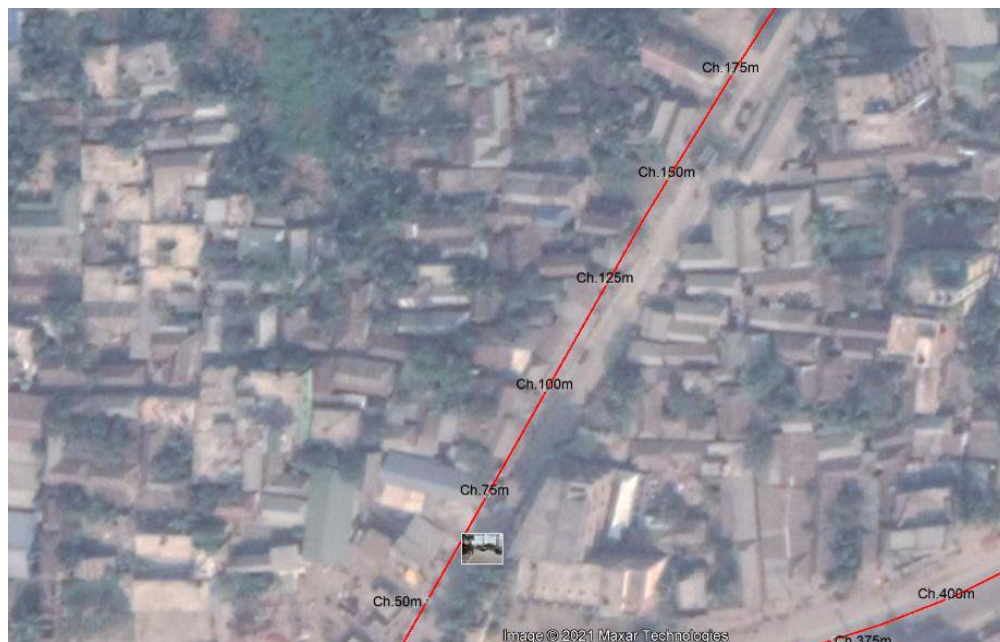


Google Earth Image at Chainage 1650

3. Drain from Mukti Chattar to Shapla Chattar via Moghol Bhuiyan More (Ch.0-1700m)



Photo at chainage 65



Google Earth Image at Chainage 65

4. Road from Kartihara Bridge to Satirpara Petrol Pump (Ch.0-1538m) including 716m link road and 675m link drain



Photo at chainage 1120



Google Earth Image at Chainage 1120

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



Narsingdi Paurasava

Narsingdi, Bangladesh.

Phone : 9463154 (Office)
9462333
9463412 (Res)
Fax : 9462178
Cell : 01611 808080
E-mail : narsingdipaurasava@gmail.com
Web : www.narsingdimunicipality.org


Ref: NP/Engg/CRDP/01/2012/pro-122

Date: 02.09.2020

Road Ownership Certificate

This is to Certify that the following Schemes of Narsingdi Pourashava under the Second city Region Development Prpject of LGED situated within the jurisdiction of Narsingdi Pourashva. The Schemes belong to the Pourashava. There is no other road owner involve in the following Schemes.

SL/ No.	Name of Schemes
01	Construction of drain from Khalper Honour's Bhaban to Battala Culvert via. Jalil Miah house.
02	Improvement of road from Khalper Honour's Bhaban to Battala Culvert via. Jalil Miah house.
03	Construction of drain With Footpath from Mukti Chattar to Shapla Chattar via Moghal Bhuyain Mor.
04	Construction of drain With Footpath from Shapla Chattar to Arshinagar Bridge Via Rail Station.
05	Widening of Pourashva Road from Khatehara Bridge to Satirpara Petrol Pumap.
06	Construction of drain from Kawripara Eid-Gha to Poura WaterTreatment Plant.
07	Improvement of road from Kawripara Eid-Gha to Poura WaterTreatment Plant.
08	Land Scaping


Md. Kamruzzaman
Mayor
Narsingdi Pourashava,
Narsingdi.

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

Sl. No	Date of Consultation	Place of consultation	Number of Participants	Issues Discussed	Major findings
01	02.09.2020	Road from New Town Hall to Shikha Chattar via Bottala (Ch.190-486m) Venue: Narsingdi Pourashava Meeting Hall	Male=21 Female=6 Total= 27 Mayor, elected ward councillors including women councillors, pourashava and other professional and technical staff, representatives from Mosques and Temples, schools and president of CNG owners association; shop owner association, local businesses, etc.	PDSC disseminated information about drainage master plan and their recommendations. The meeting discussed and recommended some changes in alignment and finally approved the Drainage Master Plan by the Mayor on behalf of the participants. The Mayor and the Consultants emphasized the need to proceed with the Drainage Master Plan and the sub projects in order to maintain the Government of Bangladesh and ADB investment program.	All of the participants heard about the proposed development program and welcomed the subproject. The existing drainage condition very poor. In the rainy season it becomes very difficult for people to transport and move. The better drainage and road condition will greatly ease the pain of the present suffering in movement of the road. Business, education and health will be highly benefited and will be the peoples' overall wellbeing. Participants seemed, there are no possibilities of IR impacts considering land acquisition & physical or economic displacement of people, being construction/development of drain and road on the existing alignments& drains will be done on the road shoulder and under the road. They assured to cooperate as required. The participants understood GRM procedure and project policy, showed interest to participate in project implementation. The meeting discussed and recommended some changes in alignment and finally approved the Drainage Master Plan by the Mayor on behalf of the participants . The Mayor and the Consultants emphasized the need to proceed with the Drainage Master Plan and the sub projects in order to maintain the Government of Bangladesh and ADB
02.	02.09.2020	Drain from Shapla Chattar to Arshinagar via Bilpar (Ch.0-2025m) including 350m link drain Venue: Narsingdi Pourashava Meeting Hall			
03.	02.09.2020	Drain from Mukti Chattar to Shapla Chattar via Moghol Bhuiyan More (Ch.0-1700m) Venue: Narsingdi Pourashava Meeting Hall			
04.	02.09.2020	Pourashava road from Kartihara Bridge to Satirpara Petrol Pump (Ch.0-1538m) including 716m link road and 675m link drain Venue: Narsingdi Pourashava Meeting Hall			

Sl. No	Date of Consultation	Place of consultation	Number of Participants	Issues Discussed	Major findings
					investment program.

Photographs of Community Consultations



Consultation for Narsingdi Pourashava Package W-01 schemes



Consultation for Narsingdi Pourashava Package W-01 schemes

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

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

প্রকল্পের নামঃ নরসিংদি পৌরসভা উপজেলা/সিটিকর্পোরেশন/পৌরসভা

Name of Sub-project: Narsingdi Pourashava

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখঃ- ০২/০৭/২০২০

Attendance of FGD participants

Date: ০২/০৭/২০

ক্রমিক নং Sl. no	নাম, ঠিকানা মোবাইল নম্বর Name, address and mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
০১.	মে: আমেনা হুসিমা	শ্রমিক (মহিলা-০২)	
০২.	আব্দুল হামিদ বাচ্চু	ব্যক্তি	
০৩.	মে: দিদার হোসেন	কর্ডিনেটর ০২/০৭/২০	
০৪.	মে: জাহিদুল ইসলাম	নিবাসী/স্বাক্ষর	
০৫.	মহম্মদুল হক রহমান	মহিলা	
০৬.	রোকনোজ্জামান	কার্ডিনেটর	
৭.	ইয়াছিনুল সুব্বান	কার্ডিনেটর	
৮.	স্বর্গীয়া সরকার-কাওছার	স্বর্গীয়া নরসিংদি/কর্ডিনেটর মহিলা/স্বাক্ষর	
৯.	বিলকিস বেগম	মুদ্রা/স্বাক্ষর নরসিংদি/কর্ডিনেটর মহিলা/স্বাক্ষর	
১০.	জাহিদা আক্তার হেলা	স্বাক্ষর/মহিলা	
১১.	মহম্মদুল হক (মুন্স)	কর্ডিনেটর -স্বাক্ষর/মহিলা	

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

প্রকল্পের নামঃ- নারসিংদি পৌরসভা উপজেলা/সিটিকর্পোরেশন/পৌরসভা

Name of Sub-project: Narsingdi Pourashava

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখঃ- ০২/০৭/২০

Attendance of FGD participants

Date: ০২/০৭/২০

ক্রমিক নং Sl. no	নাম, ঠিকানা মোবাইল নম্বর Name, address and mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
১২২	সাদী মোহাম্মদ হোসেন (মোঃ সাদী)	নারসিংদি আবদুল্লাহ আবদুল্লাহ	মোঃ সাদী
১২৩	সে. শাহজাহান হোসেন (সে. শাহ)	স্বাক্ষর নারসিংদি	সে. শাহ ০১৭৪০৪৫০১৬
১২৪	সে. শাহজাহান হোসেন	স্বাক্ষর নারসিংদি	সে. শাহ ০১৭১১৩৬৬৩৩৪
১২৫	সে. শাহজাহান হোসেন	স্বাক্ষর নারসিংদি	সে. শাহ ০১৭১১৩৬৬৩০৭
১২৬	Anukul Chandra Das	SAE Narsingdi Pourashava	০১৭১৫৪১৩৮৮৮
১২৭	স্বাক্ষর	স্বাক্ষর	০১৭২৩১৫০২১২
১২৮	স্বাক্ষর	স্বাক্ষর	০১৮২৬০৫৮৮৮৮
১২৯	স্বাক্ষর	স্বাক্ষর	০১৬৭৫-০৭৭৭২২
১৩০	Hemayun Rashid Chowdhury	Accounts Officer Narsingdi Pourashava	০১৭২২১১১৫২
১৩১	স্বাক্ষর	স্বাক্ষর	০১৭১১৮৭০৪২৩

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

প্রকল্পের নামঃ- নারশিংদি পৌরসভা উপজেলা/সিটিকর্পোরেশন/পৌরসভা

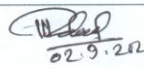
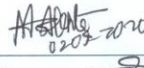
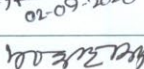
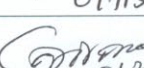
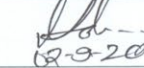

Name of Sub-project: Narshingdi Pourashawa

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখঃ- ০২/০৭/২০

Attendance of FGD participants

Date: ০২.০৭.২০

ক্রমিক নং Sl. no	নাম, ঠিকানা মোবাইল নম্বর Name, address and mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
২২	মো: ফজল মবিন নরশিংদি পৌরসভা	নরশিংদি পৌরসভা	 ০২.০৭.২০
২৬	মো: মোহাম্মদ আব্দুল মহকারী প্রকৌশলী, নরশিংদি পৌরসভা	মহকারী প্রকৌশলী নরশিংদি পৌরসভা	 ০২.০৭.২০
২৪	মো: মোহাম্মদ আলম পরিচালক, নরশিংদি পৌরসভা	পরিচালক, নরশিংদি পৌরসভা	 ০২.০৭.২০
২৫	মো: মোহাম্মদ হোসেন	কর্মচারী	 ০২.০৭.২০
২৬	মো: মোহাম্মদ হোসেন	কর্মচারী	 ০২.০৭.২০
২৭	মো: মোহাম্মদ হোসেন	কর্মচারী	 ০২.০৭.২০
২৮			
২৯			
৩০			
৩১			
৩২			

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-১২/০৮/২০২০ ইং তারিখে শাপলা চত্বর হইতে আরশিনগর সড়কের ড্রেন

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

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

No objection for temporary disruption

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

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

পৌরসভা : নরসিংদী।

Name of sub-project : Construction of drain With Footpath from Shapla Chattar to Arshinagar Bridge Via Rail Station

দোকানদার অংশগ্রহণকারীর হাজিরা

তারিখ :-

Discussion with shop owner

date:-

ক্রমিক নং SL.NO	ব্যবসা মালিকের নাম Name of business owner	ব্যবসার ধরন Category of business	মোবাইল নম্বর Mobile no.	স্বাক্ষর Signature of business owner
১.	আবদুল মিয়া	দোকানদার	০১৭৭৩০৪০ ৩৭৭	আবদুল মিয়া
২.	মোহাম্মদ মিয়া	কাঁচা তরকারী দোকান	০১৭৩৭৭১৮ ১৯৮	মোহাম্মদ
৩.	ডোঃ রফিকুল ইসলাম	ফার্মাসিউটিক্যাল	০১৭৩৬১৭৫১১	রফিকুল
৪.	ইমাম	চা দোকান	০১৭২২৩২৭৩৭	ইমাম
৫.	রফিকুল	পান (দোকান)	০১৭২৫৪৭২৬৭৭	রফিকুল
৬.	মোঃ আবদুল হক	ফার্মাসিউটিক্যাল	০১৭২৬২১৫৫৬৫	আবদুল হক
৭.	আলি	চাক্কোবিক্রয়	০১৭৭৭৪১৩১৪৪	আলি
৮.	ইব্রাহিম প্রদান	ইট ক্রয়কারী	০১৩১২৭/০৬৫২	ইব্রাহিম
৯.	নজরুল	দার্জি দোকান	০১৭১৪৭০১৭৫৭	নজরুল
১০.	বাবুল	ফল বাজার	০১৭১১৩৫৭২২৭	বাবুল
১১.	লোকেশন	খুন্দি দোকান	০১৭২৭৩৪০৫৩০	লোকেশন

পৌরসভা : নরসিংদী।

Name of sub-project : Construction of drain With Footpath from Shapla Chattar to Arshinagar Bridge Via Rail Station

দোকানদার অংশগ্রহণকারীর হাজিরা

তারিখ :-

Discussion with shop owner

date:-

ক্রমিক নং SL NO	ব্যবসা মালিকের নাম Name of business owner	ব্যবসার ধরন Category of business	মোবাইল নম্বর Mobile no.	স্বাক্ষর Signature of business owner
২২।	শ্রীঃ জোনোয়ার হোসেন মোস্তা	ফুইট্রি-মুদি দোকান	০১৭১৫৪৪৭৮৭	
২৩।	সাদিয়া খাতুন	অর্ডার জোড়	০১৪৫৩০৬০০ ৩০	সাদিয়া
২৪।	জুবিনা ইসলাম	ক্যাফে/ফার্ম	০১৭২৪২৫১৭৫৬	
২৫।	শ্রীঃ ইউনুস আলী	দোকান আলিক ৪টি দোকান	০১৭৩৭৪০১ ৭৭৫	
২৬।	শ্রীঃ হাযেন আলী	অর্ডার জোড় মালিক ২টি	০১৭০৬৫২ ৫৬৭৬	
২৭।	শ্রীঃ হিদন আলী	দোকান আলিক	০১৭৪১২১ ৩১৩৪	হিদন আলী
২৮।	শ্রীঃ হাযান আলী	১।	০১৬৫০৪৬ ৩৭১৪	হাযান
২৯।	শ্রীঃ মাজাহান জিয়া	জিনিস টেলিফোন দোকান	০১৪৪১৭৫৫ ২৭	মাজাহান
৩০।	শ্রীঃ আলিক আলী	দোকান আলিক জোড়	০১৭২৭৭৪ ৫৫৭৭	আলিক
৩১				
৩২				