

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 Dhamrai Pourashava

Package No. CRDP-II/LGED/DHAMRAI/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 Dhamrai 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 (Dhamrai) 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 Dhamrai Pourashava (A certificate from the Mayor of Dhamrai 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 Dhamrai 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 Dhamrai Package W-01 Subproject

Sl.	Name & ID of the roads	Length (km)	Major Components
1	Improvement of Road from South West Corner of Bata Shoe Company to Bangshi River at Saibaria (Ch. 0 - 1565m)	Road 1.565 Drain 1.562	Road, drain
2	Improvement of Road from Kaliagar Protiva School to Islampur Rishipara (Ch.0 - 920m)	Road 0.920 Drain 0.885	Road, drain
3	Improvement of Road from Rice Mill To Bangshi River at Kumrail (Ch.150 - 465m)	Road 0.315 Drain 0.425	Road, drain
4	Improvement of road from Dhamrai Bazar to Bangshi River at Kagojipara (Ch. 0 - 1295m) including 430m link road	Road 1.725 Drain 1.450	Road, drain

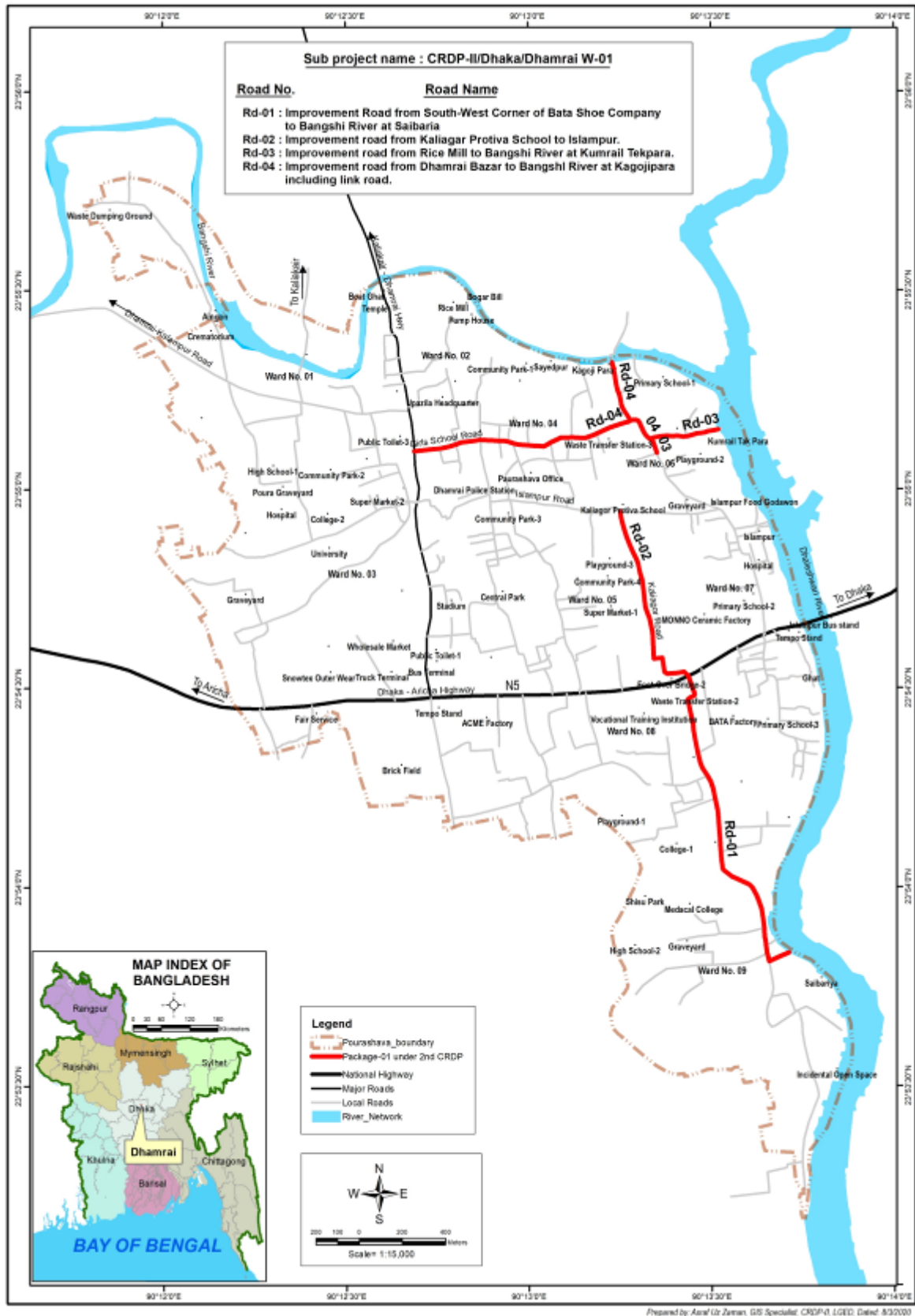
II. POLICY FRAMEWORK

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 Dhamrai Upazila, about 40 km north west of the capital city of Dhaka District in the division of Dhaka, Bangladesh, and it is in between 23°50' and 24°02' north latitudes and in between 90°02' and 90°14' east longitudes. It is bounded by Mirzapur and Kaliakair and Nagarpur on the north, Singair on the south, Savar in the east and Saturia on the west.

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



A. Present Status of the Subproject

1. Improvement of Road from South West Corner of Bata Shoe Company to Bangshi River at Saibaria (Ch. 0 - 1565m).

9. This road starts at South-West Corner of Bata Shoe Company and ends at Bangshi River. The existing vacant road width varies along the road; minimum is 3.40 m at chainage 1500 and maximum is 10.00 m at chainage 1150. Existing carriageway width is 3.00 m.

10. The road surface varies in different sections. The road is of bituminous carpeting (BC) and herring bone bond (HBB), 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 South West Corner of Bata Shoe Company to Bangshi River at Saibaria (Road: Rd-1)



Existing road condition of road at chainage 1425

2. Improvement of Road from Kaliagar Protiva School to Islampur Rishipara (Ch.0 - 920m)

11. The road is 0.92 km long, start from Provita school more and ends at Dhaka - Aricha RHD. This road runs parallel to the right bank of Dhaleswari river and passes through markets/bazaars, agricultural/open fields and sporadic settlements alongside the road alignment. Existing vacant road width varies along the road - minimum is 4.40 m at chainage 275 and maximum is 8.31m at chainage 500. Existing carriageway width is 3.0 m and 3.70m.

12. The road surface varies in different sections. Most of the road surface is of bituminous carpeting (BC) but some portions of road are made of cement concrete (CC) and herring bone bond (HBB). 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 3: Photograph existing condition of Improvement of Road from Kaliagar Protiva School to Islampur Rishipara (Road: Rd-02)



Existing road condition of road at chainage 480

3. Improvement of Road from Rice Mill To Bangshi River at Kumrail (Ch.150 - 465m).

13. The subproject is 0.315 km long, starts from Kagojipara more and ends at Takerpara. This road passes through agricultural/open fields, sporadic rural settlements on both sides of the road alignment. The Eexisting vacant road width fluctuates from place to place; minimum is 3.80 m at chainage 190 and maximum is 7.80 m at chainage 50. Existing carriageway width is 3.0m.

14. The road is of bituminous carpeting (BC) and 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 existing condition of Improvement of Road from Rice Mill To Bangshi River at Kumrail (Road: Rd-03)



Existing road condition of road at chainage 130

4. Improvement of Road from Dhamrai Bazar to Bangshi River at Kagojipara (Ch. 0 - 1295m) including 430m Link Roads.

15. The subproject is 1.725 km long, starts from Dhamrai Bazar and ends at Kumrail Kagoji para. This road passes through markets/bazaars, agricultural/open fields and sporadic settlements alongside the road alignment. Existing vacant road width varies along the road - minimum is 5.30 m at chainage 0.25 and maximum is 9.30 m at chainage 0.930 for the main road. Existing carriageway width is 4.2 to 6.0 m for the main road. For link road-1 minimum existing vacant road width is 3.00 m at chainage 0.00 and maximum is 5.50m at chainage 0.50 and existing carriageway width is 3.0 m all along the road.

16. The road is of bituminous carpeting (BC) and 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 5: Photograph of existing condition of Road from Dhamrai Bazar to Bangshi River at Kagojipara (Road: Rd-04)



Existing road condition of road at chainage 160

17. The existing conditions of the roads 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 No: 01				
Road Name: Improvement of Road from South West Corner of Bata Shoe Company to Bangshi River at Saibaria (Ch. 0 - 1565m)				
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+115	5.40 – 8.30 (0+025) (0+100)	5.00	3.00	5.00
0+115-0+210	8.20 – 9.10 (0+140) (0+200)	5.00	3.00	5.00
0+210-0+720	5.20 – 9.10 (0+720) (0+240)	5.00	3.00	5.00
0+720-0+853	5.10 – 8.10 (0+750) (0+800)	5.00	3.00	5.00
0+853-1+290	5.60 – 10.0 (1+000) (1+150)	5.00	3.00	5.00
1+290-1+330	5.30 – 5.40 (1+300) (1+330)	5.00	3.00	5.00
1+330-1+468	5.20 – 8.40 (1+340) (1+380)	5.00	3.00	5.00
1+468-1+565	3.40 – 5.40 (1+500) (1+450)	3.00	3.00	3.00

Road NO: 02

Road Name: Improvement of Road from Kaliagar Protiva School to Islampur Rishipara (Ch.0 - 920m)

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+425	4.40 – 6.00 (0+275) (0+00)	4.00-4.40	3.00	3.00
0+425-0+920	5.60 - 8.31 (0+920) (0+500)	7.30	3.70	3.70

Road No: 03

Road Name: Improvement of Road from Rice Mill To Bangshi River at Kumrail (Ch.150 - 465m)

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+150-0+465	3.80 – 7.80 (0.190) (0+050)	5.50	3.00	3.00

Road No: 04				
Road Name: Improvement of road from Dhamrai Bazar to Bangshi River at Kagojipara (Ch. 0 - 1295m) including 430m 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+310	5.30 – 7.20 (0+025) (0+300)	5.0-6.0	5.0	5.0-6.0
0+310-0+928	6.00 – 8.90 (0+500) (0+925)	4.20	4.20	4.20
0+928-1+030	6.00 – 9.30 (1+000) (0+930)	4.20	4.20	4.20
0+000-0+250 (Link-02)	6.40 – 7.30 (0+240) (0+00)	4.20	4.20	4.20
1+030-1+295	5.70 – 6.00 (1+290) (1+160)	4.0	4.0	4.0
0+000-0+180 (Link-01)	3.30 – 5.50 (0+000) (0+050)	3.0	3.0	3.0

*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 South West Corner of Bata Shoe Company to Bangshi River at Saibaria (Ch. 0 - 1565m)

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 BC and reinforced cement concrete (RCC) carriageway. The width of BC carriageway is 5.00 m and RCC 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. There will be 0.90 m, 1.20 m and 1.40m dia pipe drains at different sections under the road according to the design.

2. Improvement of Road from Kaliagar Protiva School to Islampur Rishipara (Ch.0 - 920m)

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 only reinforced cement concrete (RCC) carriageway. The widths of both RC carriageways are 3.0m and 3.70m according to the design. On the other sides of the carriageway there will be hard shoulders. Moreover, there will be slope protection works. Furthermore, there will be 1.0m and 0.9m dia pipe drains at different sections under the road according to the design.

3. Improvement of Road from Rice Mill To Bangshi River at Kumrail (Ch.150 - 465m)

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

24. There will be only reinforced cement concrete (RCC) carriageway. The width of RC carriageways is 3.0m according to the design. On the other sides of the carriageway there will be provided with soft shoulders. However, there is no need for slope protection works for the road unlike the previous two roads. Furthermore, there will be 0.9m, dia pipe drain at the center line section under the road according to the design.

4. Improvement of road from Dhamrai Bazar to Bangshi River at Kagojipara (Ch. 0 - 1295m) including 430m link road

25. 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.

26. There will be BC, Uni-block and reinforced cement concrete (RCC) carriageway at

different sections of the road. The width of the BC carriageways is 4.20m and 3.0m according to the design. Secondly, the width of the RCC carriageways is 5m-6m and 4.20m according to the design. Finally, the width of the Uni-block carriageways is 3.0m according to the design. On the other sides of the BC and RCC carriageway there will be provided with hard shoulders. Whereas, soft shoulders will be provided for Uni-block carriageway. However, there is no need for slope protection works for the road unlike the previous two roads. Furthermore, there will be 0.9m, 1.20m and 1.40m dia pipe drain at different sections under the road according to the design.

Figure 6: Cross section of Improvement of Road from South West Corner of Bata Shoe Company to Bangshi River at Saibaria (Ch. 0 - 1565m)

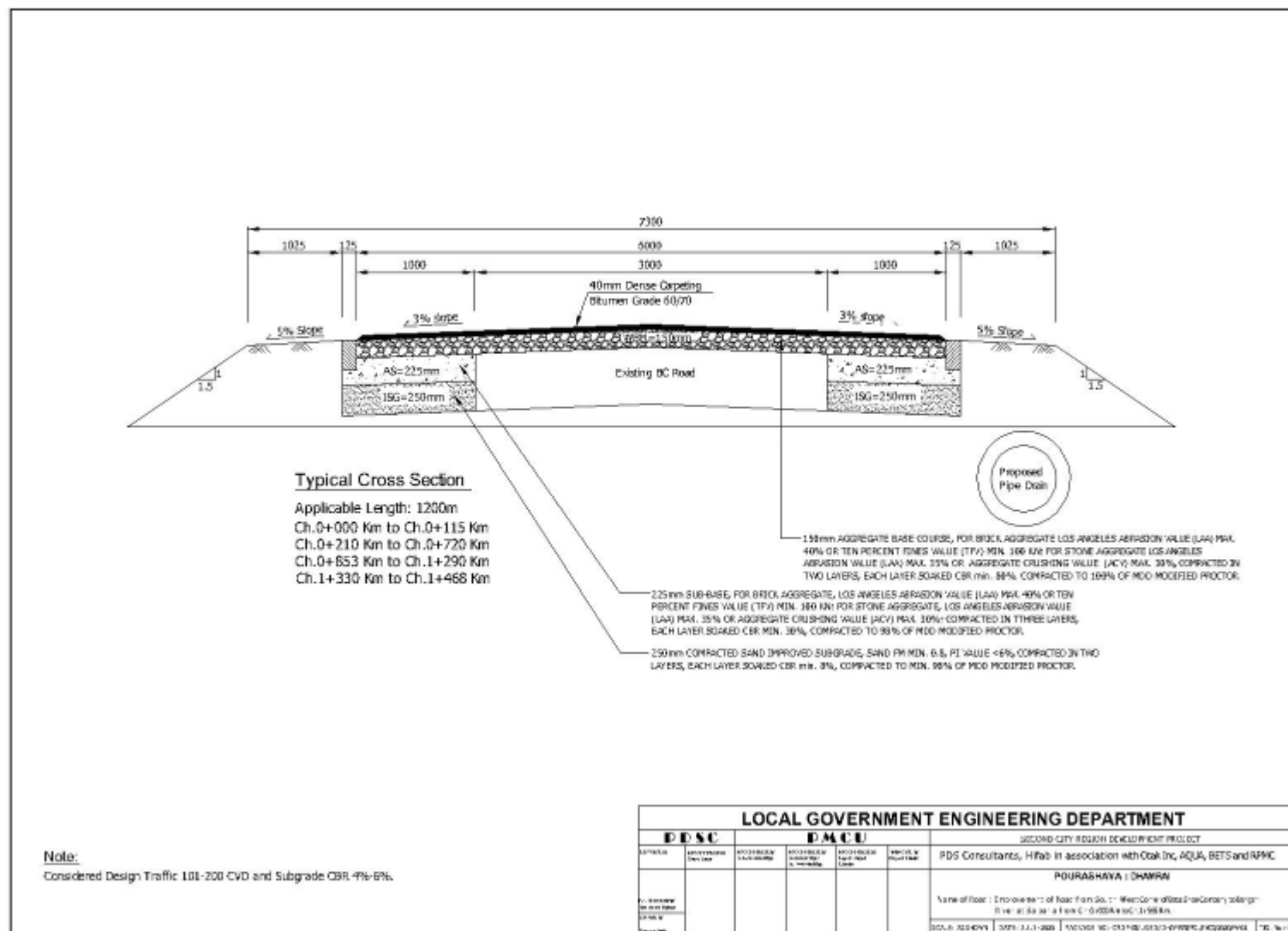


Figure 7: Cross section of Improvement of Road from Kaliagar Protiva School to Islampur Rishipara (Ch.0 - 920m)

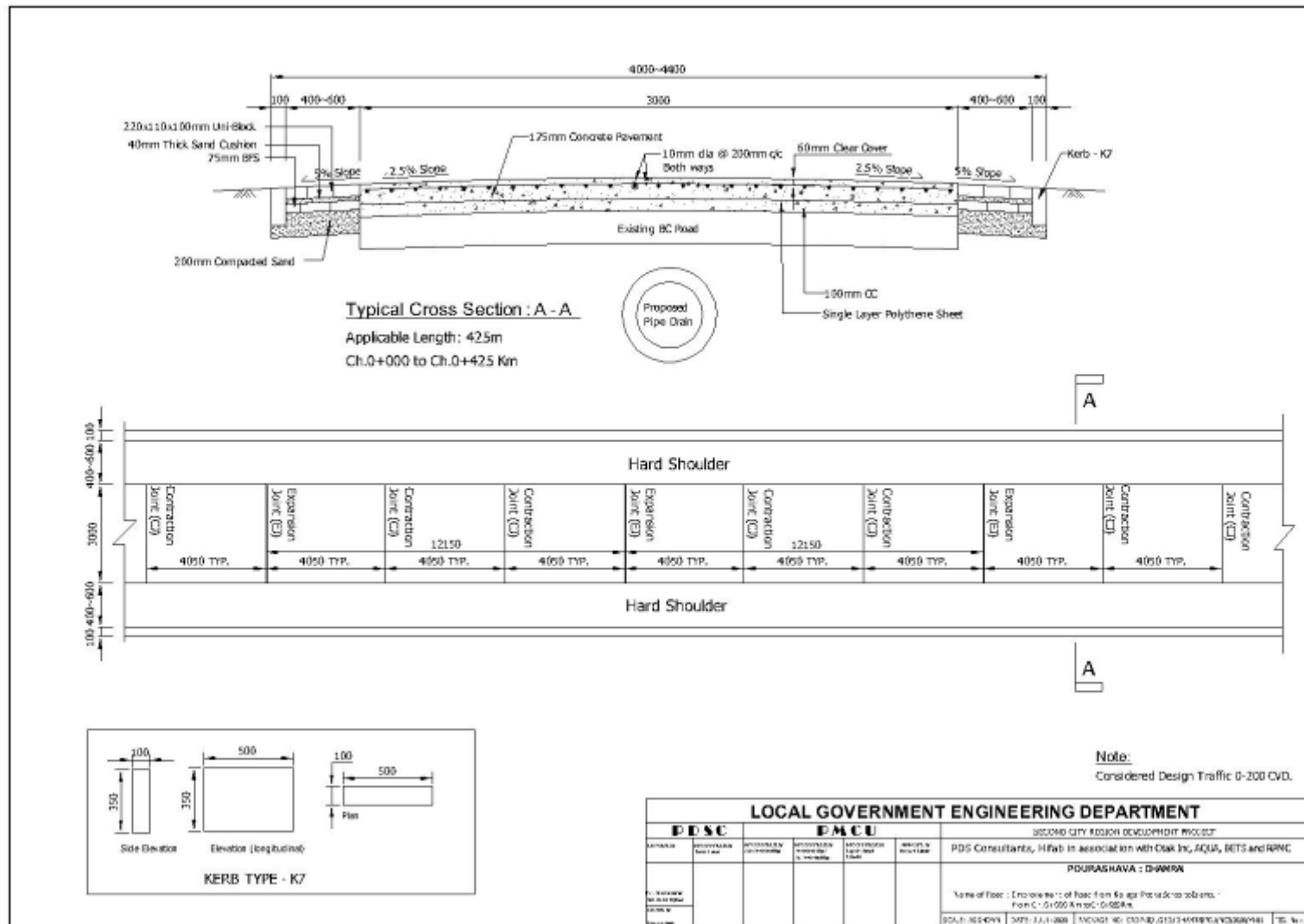
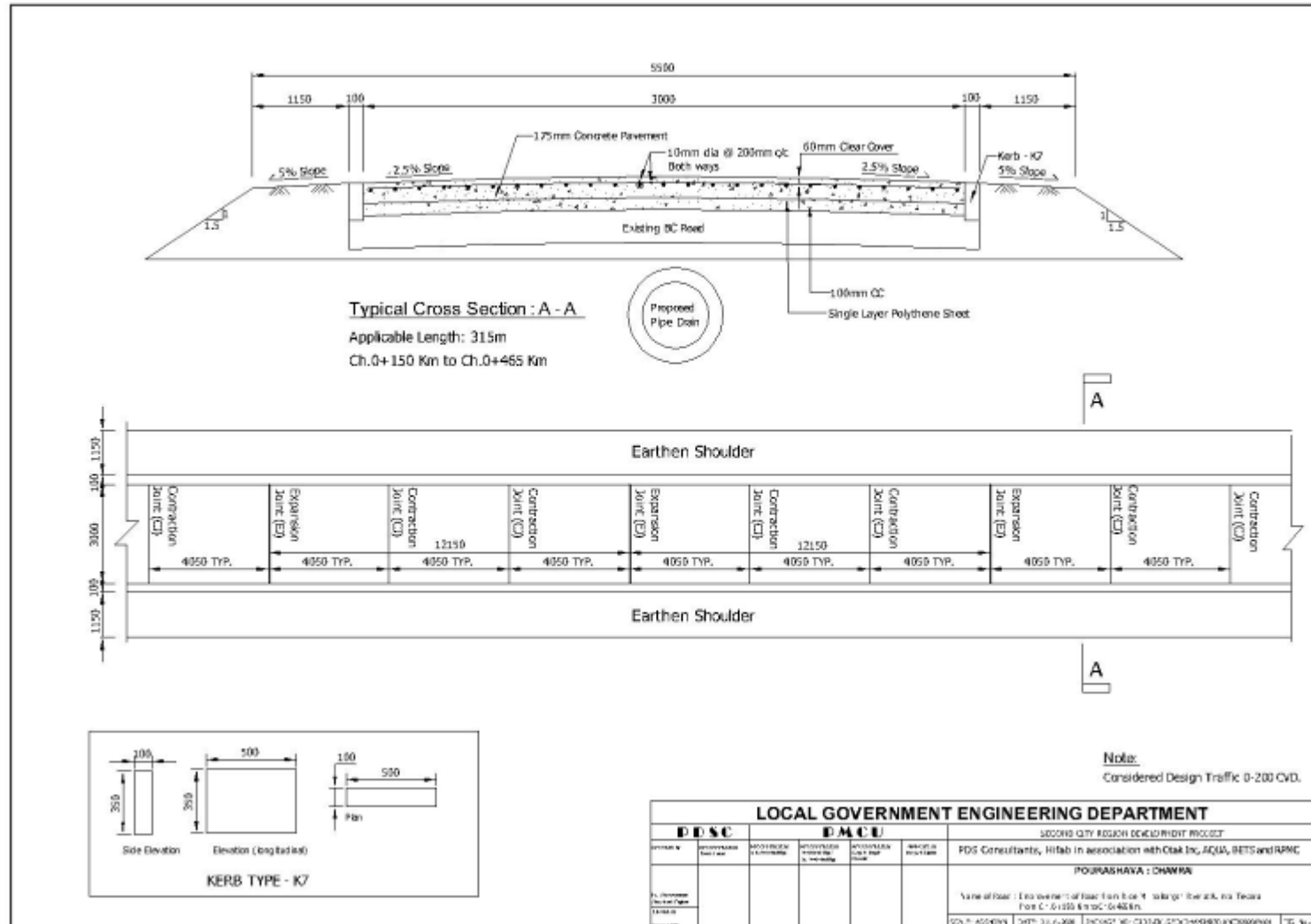


Figure 8: Cross section of Improvement of Road from Rice Mill To Bangshi River at Kumrail (Ch.150 - 465m)



[illegible]

Consistent Design Traffic 101-200 CVD and Subgrade CBR 4%-5%.

[illegible]

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/ Dhamrai Pourashava and no land acquisition will therefore be necessary. A letter from the Mayor of Dhamrai Pourashava stating that the roads under package W01 are owned by Dhamrai 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 Dhamrai 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 Dhamrai Pourasghava during 8th December 2019, had a field visit and an introductory meeting with the Pourashava Engineer, and some councilors of the pourashava. 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 63, of which male were 40 and female were 23. 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.

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

32. Consultations were also undertaken with the shopkeepers who may be temporarily affected (22 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 22 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

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

34. 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.

35. 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.

36. 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 Dhamrai Pourashava Subproject., package W-01 and their Involuntary Resettlement Impact status

Component	Length (km)	Land ownership	IR Impact
Improvement of Road from South West Corner of Bata Shoe Company to Bangshi River at Saibaria (Ch. 0 - 1565m)	Road 1.565 Drain 1.562	Government / Dhamrai 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 8 shopkeepers at this subproject who may be temporarily affected during construction.
Improvement of Road from Kaliagar Protiva School to Islampur Rishipara (Ch.0 - 920m)	Road 0.920 Drain 0.885	Government / Dhamrai 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 6 shopkeepers at this subproject who may be temporarily affected during construction.
Improvement of Road from Rice Mill To Bangshi River at Kumrail (Ch.150 - 465m)	Road 0.315 Drain 0.425	Government / Dhamrai 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 Dhamrai Bazar to Bangshi River at Kagojipara (Ch. 0 - 1295m) including 430m link road	Road 1.725 Drain 1.450	Government / Dhamrai 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 8 shopkeepers at this subproject who may be temporarily affected during construction.

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 Dhamrai Pourashava Drainage Improvement Subproject, package W-01.

VI. CONCLUSIONS

A. Summary and Conclusions

37. 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 Dhamrai Pourashava will be a straightforward construction/ improvement along the existing alignments of the Government/pourashava-owned roads and within the available road widths. As a result, the subproject road and drainage improvement/ construction will neither cross nor affect any privately-owned land or structures. Further, any disturbance will be limited to construction period only. The likely impacts are short-term, localized and could either be easily avoided or mitigated. The present report describes the findings of the study focused on the likely subproject impacts in terms of involuntary resettlement. The results of the study suggest that the subproject will not result in any land acquisition, resettlement or economic displacement. The reasons for this outcome are:

- a. improvement of the proposed drainages and roads will be done on the existing Government lands, which are also are encumbrance free; and
- b. the economic activities of the population along the proposed subproject alignments will not be impeded by the excavation and constructions on existing road widths, so there will be no resulting losses in income or assets.

38. The subproject is unlikely to have any involuntary resettlement impacts, 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

39. 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 South West Corner of Bata Shoe Company to Bangshi River at Saibaria. Chainage 875



Photo at chainage 875



Google Earth Image at Chainage 875

**2. Road from Kaliagar Protiva School to Islampur Rishipara.
Chainage 270**



Photo at chainage 270



Google Earth Image at Chainage 270

3. Road from Rice Mill to Bangshi River at Kumrail. Chainage 75



Photo at chainage 75



Google Earth Image at Chainage 75

4. Road from Dhamrai Bazar to Bangshi River at Kagojipara (Ch. 0 - 1295m) including 430m link road.. Chainage 830



Photo at chainage 830



Google Earth Image at Chainage 830

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



DHAMRAI MUNICIPALITY DHAMRAI, DHAKA.



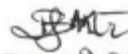
Ref. No. DHAM-POU/ENGR/2020-21/1076

Date: 20/08/2020


Road & Drain Ownership Certificate

This is to certify that the schemes of the following package of Dhamrai Pourashava, Dhaka under the Second City Region Development project of LGED situated within the jurisdiction of Dhamrai Pourashava Dhaka. The schemes belong to the Dhamrai Pourashava. There is no other Road & Drain owner involved in the following schemes.

Sl.No.	Package No	Name of Schemes
01.	CRDP-11/LGED/ DHAMRAI/POU/ NCB/2020/W-01	i) Construction of Raad & Drain from South West Corner Of Bata Shoe Company To Bangshi River at Caibaria.
		ii) Construction Of Road & Drain from Dhamrai Bazar to Bangshi River at Kagujiapara.
		iii) Construction Of Road & Drain from Councillor Shaheb Ali Rice Mill to Bangshi River at Kumrail Tekpara.
		iv) Construction Of Road & Drain from Kaliager Protiva Bikash School to Dhaka Aricha High Way Road Via Baitul Mamur Jame Mosque With 01 Nos Link.


20/08/2020
Sub- Asstt/Asstt.Engr.
Dhamrai Pourashava
Dhamrai, Dhaka

Beauty Aktar
Sub- Asstt. Engineer (Civil)
Dhamrai Pourashava, Dhaka


20/08/2020
Mayor
Dhamrai Pourashava
Dhamrai, Dhaka

Mayor
Dhamrai Pourashava,
Dhamrai, Dhaka

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

Sl. No	Date of Consultation	Place of consultation	Number of Participants	Issues Discussed	Major findings
01	08.12.2019	Road from South West Corner of Bata Shoe Company to Bangshi River at Saibaria (Road: Rd-01) Venue: Dhamrai Pourashava Meeting Hall	Male-40 Female-23 Total=63 (Mayor, Councilors, Retired Govt. Officials, Local Elite, Businessmen, project beneficiaries etc.)	Purpose of the visit, information dissemination about the subproject and drainage master plan, possible positive and negative impacts, necessity of land acquisition, compensation issues, local people's opinions, feedback on different social issues and concerns, grievances redress mechanism, participation of local people in different project activities, employment opportunity in project works etc.	All of the participants heard about the proposed development program and welcomed the subproject. The existing roads condition is broken, narrow and low land flood prone area. In the rainy season it becomes very difficult for people to transport and move. The better 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.
02.	08.12.2019	Road from Kaliagar Protiva School to Islampur (Road: Rd-02) Venue: Dhamrai Pourashava Meeting Hall			
03.	08.12.2019	Road from Rice Mill to Bangshi River at Kumrail (Road: Rd-03) Venue: Dhamrai Pourashava Meeting Hall			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.
04.	08.12.2019	Road from Dhamrai Bazar to Bangshi River at Kagojipara including 330m Link Roads (Road: Rd-04) Venue: Dhamrai Pourashava Meeting Hall			

Photographs of Community Consultations



Consultation for Road from South West Corner of Bata Shoe Company to Bangshi River at Saibaria (Road: Rd-01)



Consultation for Road from Kaliagar Protiva School to Islampur (Road: Rd-02)



Consultation for Road from Rice Mill to Bangshi River at Kumrail (Road: Rd-03)



Consultation for Road from Dhamrai Bazar to Bangshi River at Kagojipara including 330m Link Roads (Road: Rd-04)

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



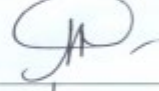

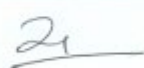
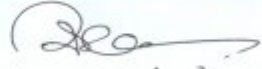




(5)

প্রকল্পের নামঃ- উপজেলা/সিটিকর্পোরেশন/পৌরসভা

Name of Sub-project: Pourashava Drainage Master plan Dhamrai

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা তারিখঃ- 08.12.2019

Attendance of FGD participants Date:

ক্রমিক নং Sl. no	নাম ঠিকানা মোবাইল নম্বর Name, address and mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
১।	<u>GOLAM KABIR</u> <u>01714208417</u>	<u>MAYOR</u>	
২।	<u>PETER DAWES</u>	<u>FLS DS</u> <u>TEAM</u> <u>CRDO</u>	
৩।	<u>Md. Abdun Noor</u> <u>Deputy Team Leader, PDSC</u> <u>01711324472</u>	<u>DTL</u> <u>PDSC</u>	
৪।	<u>Md. Golam Mostafa</u> <u>Drainage Design Engr-1</u> <u>01712860112</u>	<u>Engineer</u>	
৫। ✓	<u>Shajin Amir Gulshan</u> <u>01711379460</u>	<u>Repd.</u>	
৬।	<u>Ghulam Sarwar</u> <u>Dhamrai, 01814351893</u>	<u>Business</u>	
৭।	<u>KH. MASHUR RAHMAN</u> <u>DHAMRAI 01711907683</u>	<u>Business</u>	
৮।	<u>MASBOM KHAN</u> <u>01711534771</u>	<u>Business</u>	
৯।	<u>Md. Zakir Hassan Chav.</u>	<u>Councilor</u>	
১০।	<u>M. M. M. M.</u>	<u>কর্তৃপক্ষ</u>	

(2)

প্রকল্পের নামঃ-

উপজেলা/সিটিকর্পোরেশন/পৌরসভা

Name of Sub-project: Dhamrai Pourashova master plan .

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখঃ-

Attendance of FGD participants

Date: 08.12.2019

ক্রমিক নং Sl. no	নাম ঠিকানা মোবাইল নম্বর Name ,address and mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
১।	মি. আমন	ব্যবসায়িক	Amn
২।	মি. কামরুল ০১৭১৭৭৭৭১২	কর্মকর্তা	Kamrul
৩।	কাজীল উদ্দিন খান ০১৭২৭৭৭৭৭৭৭৭	উপ-মহকুমার মালিক	Kazim
৪।	Mr AG Chowdhury ০১৭১২০৭৭৭৭৭৭	কর্মকর্তা Dhamrai	AG
৫।	Mr. Naimur Rahman ০১৭১১-১১৫৭৭৭	দ-ব	Naimur
৬।	MD. KAWSAR KHAN ০১৭২৭৭৭৭৭৭৭৭	কর্মকর্তা	Kawsar
৭।	মহম্মদ হোসেন ০১৭২২-২২	ব্যবসায়িক	Mohammad
৮।	Mr. Anwar Islam Anif ০১৭১১ ৬৭০৫৭০	ব্যবসায়িক	Anif
৯।	Martuz Ali ০১৭৭০০৩৭৭৭৭৭	Private service	Martuz
১০।	হাসিনা খাতুন ০১৭১৬০২৬৭৭৭৭	কর্মকর্তা বাসিনা ফোন হাসিনা ফোন	Hassina

প্রকল্পের নামঃ-

উপজেলা/সিটিকর্পোরেশন/পৌরসভা

Name of Sub-project: *Dhaurai Pourashova Master plan*

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখঃ-

Attendance of FGD participants

Date: *08.12.2019*

ক্রমিক নং Sl. no	নাম ঠিকানা মোবাইল নম্বর Name, address and mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
১।	<i>Sherin Akter Sheikh</i> <i>01816-841585</i>	<i>Councilor</i> <i>4.5.6 NO word.</i>	<i>Sherin Akter</i>
২।	<i>Farhana Hossain</i> <i>01909088330</i>	<i>Councilor</i> <i>1.2.3 NO word</i>	<i>Farhana</i> <i>8.12.19</i>
৩।	<i>রাজিয়া সুলতানা</i> <i>01940968656</i>	<i>ও নং</i> <i>3 নং</i>	<i>রাজিয়া</i>
৪।	<i>সোনিয়া আক্তার</i> <i>01732871531</i>	<i>৪ নং</i> <i>3 নং</i>	<i>সোনিয়া</i>
৫।	<i>মলিনা মোস্তাফিজ প্রা.জি:</i> <i>০১৭৪১২৩৬৩৬</i>	<i>৪ নং</i> <i>৩ নং</i>	<i>Molina</i>
৬।	<i>Powratoli Veli</i> <i>01818-192944</i>	<i>SHABER</i> <i>cilor</i> <i>০১.০২.০৩</i>	<i>Veli</i> <i>08.12.19</i>
৭।	<i>chandana Rani Sarker</i> <i>01714584098</i>	<i>Secretary</i> <i>Dhaurai Poura-</i> <i>shava</i>	<i>Chandana</i> <i>8/12/19</i>
৮।	<i>মো. সফিউল্লাহ কার্জিভান</i> <i>০২ নং</i> <i>৩ নং</i> <i>০২০২৩৬৪১৩৭</i>	<i>কার্জিভান</i>	<i>Mohammad</i>
৯।	<i>মারজীন আমরাকী</i> <i>উপজেলা প্রশাসন অফিসার</i> <i>01711024747</i>	<i>Service</i>	<i>Murjan</i>
১০।	<i>মো: সাদিকুর রহমান</i> <i>উপ-মহানিঃ প্রশাসন</i> <i>০১৭১৫-৫৫৫১২০</i>	<i>Service</i>	<i>Sadikur</i>

৪

প্রকল্পের নামঃ-

উপজেলা/সিটিকর্পোরেশন/পৌরসভা

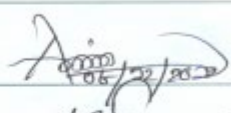
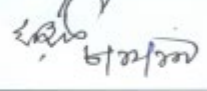
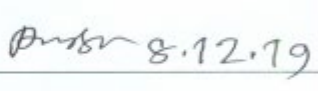
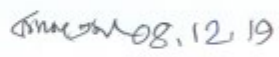

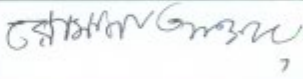

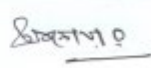

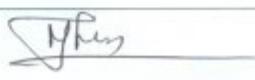
Name of Sub-project: Dhaurai Pourashova Master plan .

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখঃ-

Attendance of FGD participants

Date: 08.12.2019

ক্রমিক নং Sl. no	নাম ঠিকানা মোবাইল নম্বর Name ,address and mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
১।	মুহাজির আমিনুল হক ৪ নং ওয়ার্ড ০২৭৩২৩৩২২৪		
২।	ইঞ্জি. খান Md Fakhul Hameed ASSTT. Engr. Dhaurai Poura	Service	
৩।	Arshad AKTER 017209 85678	Teacher	
৪।	কানিজ হুসনা 01552408051	Teachers	
৫।	ওয়েবসিট খান নজরিন 01936544185	Service	
৬।	ইমরান আহমদ 01752393589	House wife	
৭।	MD. Shahab Ali Councilor, Ward-06	Councilor	
৮।	MD. Anwar Hossain 01712188394	Accounts officer	
৯।	জামিল আহমদ 01727209465	Town Planner	
১০।	সো: মোহেদি হাছান নজরুল ইসলাম 01712-503518	SERVICE	

৬


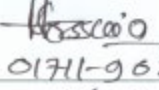

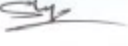






প্রকল্পের নামঃ-

উপজেলা/সিটিকর্পোরেশন/পৌরসভা

Name of Sub-project: *Dhaurai Pourashova Market plan .*

ফোকাস গ্রুপ আলোচনায় অংশগ্রহণকারীর হাজিরা
Attendance of FGD participants:

তারিখ : ০৮/১২/২০১৯
Date:

ক্রমিক নং Sl. no	নাম ঠিকানা মোবাইল নম্বর Name, address and mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
১।	MOHAMMAD AULAD HOSSAIN DHAMRAI, POURASHAVA ০১৪৪৭৭৪০০	SERVICE	
২।	MD. DELVAR Hossain, SURVEYOR Dhaurai Pourashava	Service	 ০১৭১-৯৬২০৭৭
৩।	Haji. MD. MIRANUR RAHMAN DHAMRAI BAZAR. ০১৭৪৪৬০২২৭	BUSINESSES	
৪।	MD. SHARIFUL KIAM Dhaurai Pourashava ০১৭১৬২৩৩০২	service	
৫।	MD. Shabirul DHAMRAI, POURASHAVA DHAMRAI .	BUSINESS	
৬।	MD. SAHAJIDUL AMIN ০১৭২৪৫৭৭৭৭	BUSINESS	
৭।	MD. Sarmon Khan majlis S - ০১৬৭৪৬০৬৮৭৪	SERVICE POURASHAVA	
৮।	MD. Ruhul Amin ০১৭৪৪৫৭৪০১৩	Service	
৯।	MD. Taregul Bari Khan ০১৭১৬৬৩৭১৩৭	Assistant Tax Collector	
১০।	MD. Rahimul Amin ০১৭২০৩১৬৭৭৭	Service	



প্রকল্পের নামঃ-

উপজেলা/সিটিকর্পোরেশন/পৌরসভা

Name of Sub-project: *Dhaurai Pourashova Master plan.*

ফোকাস গ্রুপ আলোচনায় অংশগ্রহণকারীর হাজিরা

তারিখ : ০৮/১২/২০১৯

Attendance of FGD participants:

Date:

ক্রমিক নং Sl. no	নাম ঠিকানা মোবাইল নম্বর Name, address and mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
১।	মোঃ মোস্তাফিজুর রহমান ০১৬৭৭৫০৬৩২১	চাকরী	
২।	মুহাম্মদ মঈনুল হক ০১৭১৩০৫১২৮৩০	"	
৩।	মোঃ মাসুদ মিয়া ০১৭০৫৮৫৫৮০২	"	
৪।	মোঃ কাওছার হোসেন ০১৮০৮০৭৫৭৫৭	চাকরী	
৫।	মোঃ আজিজুল ইসলাম ০১৭৪১৭৫৮১৭৫	"	
৬।	মোঃ মাসুদ মিয়া ০১৭৭৭৩৩৫৭৫৭	হাজিরা	
৭।	মোঃ মাসুদ মিয়া ০১৭৭৭৩৩৫৭৫৭	হাজিরা	
৮।	মোঃ মোস্তাফিজুর রহমান ০১৭৭৭৩৩৫৭৫৭	চাকরী	
৯।	মোঃ মুহাম্মদ হোসেন ০১৭৭৭৩৩৫৭৫৭	চাকরী	
১০।	মোঃ মাসুদ মিয়া ০১৭৭৭৩৩৫৭৫৭	হাজিরা	

(৭)

প্রকল্পের নামঃ-

উপজেলা/সিটিকর্পোরেশন/পৌরসভা

Name of Sub-project: *Dhamrai Pongashova Master plan .*

ফোকাস গ্রুপ আলোচনায় অংশগ্রহণকারীর হাজিরা

তারিখ : ০৮/১২/২০১৯

Attendance of FGD participants:

Date:

ক্রমিক নং Sl. no	নাম ঠিকানা মোবাইল নম্বর Name, address and mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
১।	<i>Sulav AKTER</i> <i>01741758107</i>	<i>পরিচালক</i>	<i>Sulav</i>
২।	<i>Beauty akter</i> <i>Dhamrai pongashova</i> <i>01718-679760</i>	<i>Sub-Asst. Engg.</i>	<i>BAK</i>
৩।	<i>তমস কুমার বসু</i> <i>01717304170</i>	<i>ইঞ্জিনিয়ার</i>	<i>[Signature]</i>
৪।			
৫।			
৬।			
৭।			
৮।			
৯।			
১০।			

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-২০-/০৬-/২০ ইং তারিখে সড়কের নাম Dhaka Aricha highway to Bongshi river
নির্মান কার্যক্রমে ব্যবসা বানিজ্যে সাময়িক অসুবিধা সম্পর্কে এক আলোচনা সভা অনুষ্ঠিত হয়।

আমরা অবহিত আছি যে রাস্তা পুনঃনির্মানের সময় ব্যবসা বানিজ্যে সাময়িক অসুবিধা হতে পারে।
আমরা বলতে চাই যে, উন্নত রাস্তা আমাদের সবার জন্য প্রয়োজন। রাস্তা উন্নয়নের সময় বাজারের
অংশ অর্ধেক ৫০% করে উন্নয়ন কাজ করলে আমাদের অসুবিধা হবে না।

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. If the road construction work done 50% of the width of the road especially bazaar portion then there we will be not face any problem. We would like to express that all of us require an improved road and are willing to cooperate with the contractor during period of construction.

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



প্রকল্পের নাম:- ধাকারি স্ট্রাটিক-১

উপজেলা/দৌরসভা

Name of sub-project: Dhaka Aricha Highway to Bongshiriver

তারিখ:- ২০/০৮/২০২০

দোকানদার আংশগ্রহনকারীর হাজিরা

Discussion with shop owner

Date:-

ক্রমিক নং Sl. #	ব্যবসা মালিকের নাম Name of business owner	ব্যবসার ধরন Category of business	মোবাইল নম্বর Mobile no.	স্বাক্ষর Signature of business owner
১	শ্রী: জাকুর রহমান	লবঙ্গ	০১৩০৮৫০৯১০	
২	শ্রী: জাকুর রহমান	লবঙ্গ	০১৩৫৫৫৫৫৫৫	
৩	শ্রী: জাকুর রহমান	লবঙ্গ	০১৩৫৫৫৫৫৫৫	
৪	শ্রী: জাকুর রহমান	লবঙ্গ	০১৩৫৫৫৫৫৫৫	
৫	শ্রী: জাকুর রহমান	লবঙ্গ	০১৩৫৫৫৫৫৫৫	
৬	শ্রী: জাকুর রহমান	লবঙ্গ	০১৩৫৫৫৫৫৫৫	
৭	শ্রী: জাকুর রহমান	লবঙ্গ	০১৩৫৫৫৫৫৫৫	
৮	শ্রী: জাকুর রহমান	লবঙ্গ	০১৩৫৫৫৫৫৫৫	
৯	শ্রী: জাকুর রহমান	লবঙ্গ	০১৩৫৫৫৫৫৫৫	
১০	শ্রী: জাকুর রহমান	লবঙ্গ	০১৩৫৫৫৫৫৫৫	

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-২০/-০৫/-১০ ইং তারিখে সড়কের নাম- Provati Brikash road

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

আমরা অবহিত আছি যে রাস্তা পুনঃনির্মানের সময় ব্যবসা বানিজ্যে সাময়িক অসুবিধা হতে পারে।
আমরা বলতে চাই যে, উন্নত রাস্তা আমাদের সবার জন্য প্রয়োজন। রাস্তা উন্নয়নের সময় বাজারের
অংশ অর্ধেক ৫০% করে উন্নয়ন কাজ করলে আমাদের অসুবিধা হবে না।

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. If the road construction work done 50% of the width of the road especially bazaar portion then there we will be not face any problem. We would like to express that all of us require an improved road and are willing to cooperate with the contractor during period of construction.

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

প্রকল্পের নামঃ প্রবতি বীকাশ রোড, চর
 Name of sub-project: Provati Bikash road.
 দোকানদার আংশগ্রহনকারীর হাজিরা

উপজেলা/পৌরসভা

তারিখঃ- ২০/০৫/২০

Discussion with shop owner

Date:-

ক্রমিক নং Sl. #	ব্যবসা মালিকের নাম Name of business owner	ব্যবসার ধরন Category of business	মোবাইল নম্বর Mobile no.	স্বাক্ষর Signature of business owner
১	শ্রীমতি	সুদীপদেয়	০১৮১৬০০৭৪১	শ্রীমতি
২	শ্রীমতি হুমায়ুন সোহাগ	স্বর্ণচর	০১৮৮৮৮৮৮৮৮	শ্রীমতি
৩	রুমতি	পাই	০১৮৮৮৮৮৮৮৮	রুমতি
৪	শ্রীমতি	হাট	০১৮৮৮৮৮৮৮৮	শ্রীমতি
৫	শ্রীমতি	হাট	০১৮৮৮৮৮৮৮৮	শ্রীমতি
৬	শ্রীমতি	হাট	০১৮৮৮৮৮৮৮৮	শ্রীমতি
৭				
৮				
৯				
১০				
১১				
১২				

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-২০/-০৮/-২০ ইং তারিখে সড়কের নাম--কাপ্তানীপাড়া সড়ক
নির্মান কার্যক্রমে ব্যবসা বানিজ্যে সাময়িক অসুবিধা সম্পর্কে এক আলোচনা সভা অনুষ্ঠিত হয়।

আমরা অবহিত আছি যে রাস্তা পুনঃনির্মানের সময় ব্যবসা বানিজ্যে সাময়িক অসুবিধা হতে পারে।
আমরা বলতে চাই যে, উন্নত রাস্তা আমাদের সবার জন্য প্রয়োজন। রাস্তা উন্নয়নের সময় বাজারের
অংশ অর্ধেক ৫০% করে উন্নয়ন কাজ করলে আমাদের অসুবিধা হবে না।

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. If the road construction work done 50% of the width of the road especially bazaar portion then there we will be not face any problem. 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.

শেখ হাদিসার মুদ্রিত

প্রকল্পের নামঃ- বীজবায়ী প্রকল্প, ৩ম

উপজেলা/পৌরসভা

Name of sub-project:

তারিখঃ- ২৫/০৮/২০২০

দোকানদার আংশগ্রহণকারীর হাজিরা

Date:- ২৫/০৮/২০২০

Discussion with shop owner

ক্রমিক নং Sl. #	ব্যবসা মালিকের নাম Name of business owner	ব্যবসার ধরন Category of business	মোবাইল নম্বর Mobile no.	স্বাক্ষর Signature of business owner
০১।	শ্রীমান মোহাম্মদ	কোম্পানী	০১৭২০০৮৪৪৭	২৫/৮/২০
০২।	আফ্রিকা	কোম্পানী	০১৭২০০৮৪৪	কোম্পানী
০৩।	মোহাম্মদ/মাসুম	কোম্পানী	০১৭২৭১৭১৩	কোম্পানী
০৪।	বিশ্বাস মালিক	মুদি	০১৬৭৫৬৬৬৩৭	বিশ্বাস মালিক
০৫।	মুদি	মুদি	০১৭১৫৭৩৫২৫৭	মুদি
০৬।	মুদি মালিক	মুদি	০১৭৩৮৩১৭৭৭৬ ০১৭৩৮৩১৭৭৭৬	মুদি মালিক
০৭।	শ্রীমান মোহাম্মদ মালিক	কোম্পানী	০১৭২০০৮৪৪	Shyampani
০৮।	মুদি মালিক	কোম্পানী	০১৭২০০৮৪৪৭	মুদি মালিক