

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

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

**Bangladesh: Second City Region Development Project**

**Drainage Improvement in Mongla Pourashava**

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

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

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### Drainage Improvement in Mongla Pourashava

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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 Mongla 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 (Mongla) subprojects in Khulna Region, six roads, drains and canal re-excavation subprojects are identified and will have the following components: improvement/ widening of the road surfaces, improvement/ construction of drains, canal re-excavation 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 and canal. The road and canal is under the ownership of Mongla Pourashava (A certificate from the Mayor of Mongla Pourashava is attached, Appendix-2). The location of the subproject is shown in Figure 1.

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

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

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

5. A due diligence process was conducted to examine the land acquisition and resettlement issues in detail, in line with ADB SPS 2009. This report describes the findings and provides copies of relevant documents, resolutions, minutes of meetings, drawings and

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

photographs. This land acquisition and resettlement due diligence report needs to be read along with the Resettlement Framework prepared for the Second CRDP.

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 Mongla Package W-01 Subproject**

Sl.	Name & ID of the Roads	Length (km)	Major Components
1	Re-excavation of Kainmari Khal (Ch.0-3125m) including walkway and landscaping.	Canal 3.125	Canal re-excavation
2	Re-excavation of Boro Pukur Pond including walkway and landscaping.	Walkway 0.728	Walkway
3	Re-construction of drain from Kumarkhali Bridge to Rajdhnir morh at Mesersha road (Ch.0-875m).	Drain 0.875	Drain
4	Re-construction of drain from Mesersha road to Mongla river via water project (Ch.0-575m).	Drain 0.575	Drain
5	Improvement of road from Kumarkhali bridge to Vasani road bridge at Shere Bangla road (Ch.0-1030m) including 80m link road.	Road 1.030 Drain 1.030	Road Drain
6	Improvement of road from Mawlana Vasani road at Taher more to Kawratola road (Ch.0-1270m).	Road 1.270 Drain 1.270	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.

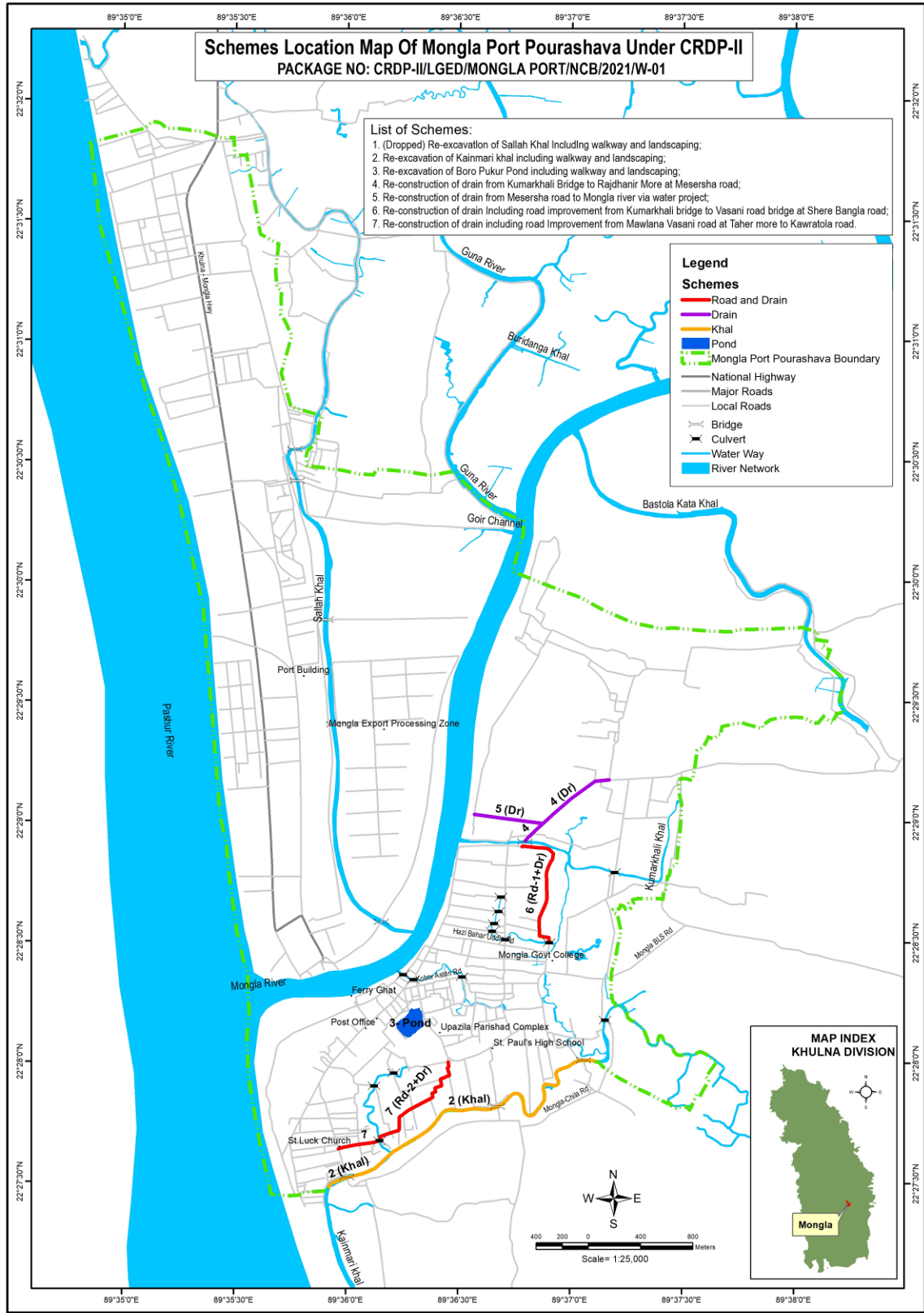
## III. SUBPROJECT DESCRIPTION

8. **Project area:** The proposed subproject is located in Mongla Pourashava of Mongla Upazila, about 42 km south of the city of Khulna of Bagerhat District in the division of Khulna, Bangladesh. Mongla is a river port located on the east bank of Pashur River. It is bounded by Bagerhat on the Northeast, Morelganj on the Southeast and the Sundarbans on the South.





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



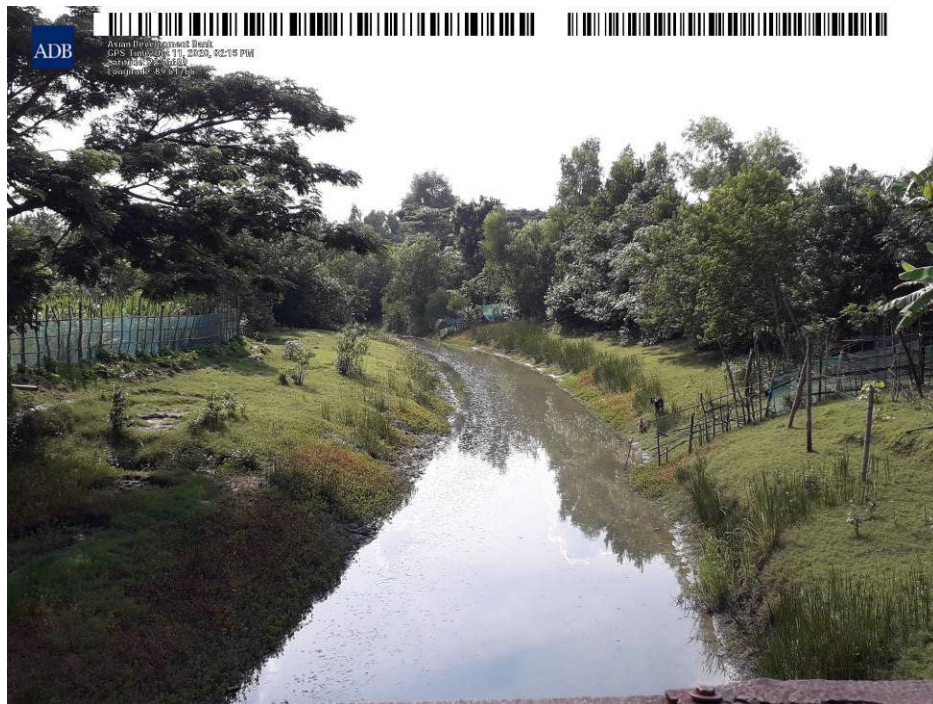
## **A. Present Status of the Subproject**

### **1. Re-excavation of Kainmari Khal (Ch.0-3125m) including walkway and landscaping.**

9. Under this subproject, the Kainmari Khal (Ch.0-3125 m) will be re-excavated. The re-excavation work, walkway and landscaping will be done within the available existing vacant width of the canal.

10. The canal is silted up and causing water drainage obstruction and environmental pollution.

**Figure 2: Photograph of existing condition of Kainmari Khal**



Existing condition of canal at chainage 2600

### **2. Re-excavation of Boro Pukur Pond including walkway and landscaping.**

11. Under this subproject Boro Pukur Pond will be re-excavated, walkway construction and landscaping will be done on the banks of the pond. All development will be constructed within the available vacant land alongside the pond.

12. The poor and discontinued paved walkway along this pond causing inconvenience to the pedestrians and adjacent residents.

ADB  
Asian Development Bank  
2017-2020, 01-06-2017  
Latitude: 12.666667  
Longitude: 105.000000

Existing condition of eastern bank of the pond

13. Under this subproject RCC Box Drain will be constructed along the road from Kumarkhali Bridge to Rajdhanir morh at Mesersha Road (Ch.0-875m). The Box Drain will be constructed within the available vacant land alongside the existing road.
14. There is no drainage along this road causing water logging and inconvenience to the traffic and adjacent residents.

**Figure 4: Photograph of drain from Kumarkhali Bridge to Rajdhnir morh at Mesersha road (Ch.0-875m).**





Existing drainage condition of the road at chainage 200

**4. Re-construction of drain from Mesersha road to Mongla river via water project (Ch.0-575m).**

15. Under this subproject RCC Box Drain will be constructed along the road Mesersha road to Mongla river via water project (Ch.0-575m). The Drain will be constructed within the available vacant land alongside the existing road.

16. There is no drainage along this road causing water logging and inconvenience to the traffic and adjacent residents.

**Figure 5: Re-construction of drain from Mesersha road to Mongla river via water project (Ch.0-575m).**



Existing drainage condition of the road at chainage 200

**5. Improvement of road from Kumarkhali bridge to Vasani road bridge at Shere Bangla road (Ch.0-1030m) including 80m link road.**

17. This road starts at Kumarkhali bridge and ends at Vasani road bridge of Shere Bangla road. The existing vacant road width varies along the road; minimum is 5.83 m at chainage 60 and maximum is 8.17 m at chainage 675. Existing carriageway width is 4.50 m. The existing cement concrete (CC) road is in poor condition having frequent damaged surfaces causing inconvenience of traffic movement.

18. There is no drainage along this road causing water logging and inconvenience to the traffic and adjacent residents.

**Figure 6: Improvement of road from Kumarkhali bridge to Vasani road bridge at Shere Bangla road (Ch.0-1030m) including 80m link road.**



Existing condition of the road at chainage 375

## 6. Improvement of road from Mawlana Vasani road at Taher more to Kawratola road (Ch.0-1270m).

19. Under this subproject improvement of road from Mawlana Vasani road at Taher more to Kawratola road (Ch.0-1270m) will be undertaken which runs through dense settlements. The existing vacant road width varies along the road; minimum is 4.90 m at chainage 160 and maximum is 7.10 m at chainage 610. Existing carriageway width is 3.70 m all along the road. The existing Cement Concrete (CC) road is in poor condition having frequent damaged surfaces causing inconvenience of traffic movement.

20. There is no drainage along this road causing water logging and inconvenience to the traffic and adjacent residents.

Figure 7: Improvement of road from Mawlana Vasani road at Taher more to Kawratola road (Ch.0-1270m).





Existing condition of the road at chainage 250

21. The existing conditions of the roads are presented in Figures 2 to 7. 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.

22. 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 Kumarkhali bridge to Vasani road bridge at Shere Bangla road (Ch.0-1030m) including 80m 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 - 1+030	5.83 – 8.17 (0+060) (0+675)	5.35	4.50	4.50
0+000 - 0+080 (Link-01)	8.47 – 9.00 (0+025) (0+070)	8.25 (Avg.)	8.00 (Avg.)	8.00 (Avg.)

Road ID:				
Road Name: Improvement of road from Mawlana Vasani road at Taher more to Kawratola road (Ch.0-1270m).				
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+950	4.90 – 7.10 (0+160) (0+610)	4.55	3.70	3.70
0+950 - 1+270	4.95 – 6.23 (1+020) (1+200)	4.55	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-excavation of Kainmari Khal (Ch.0-3125m) including walkway and landscaping.**

23. The canal will be re-excavated within available vacant width of the existing canal alignment.

24. The walkway and landscaping will be done within available vacant width of the existing canal alignment. A cross section of the canal re-excavation work according to the preliminary design is displayed in Figure 8.

### **2. Re-excavation of Boro Pukur Pond including walkway and landscaping.**

25. The walkway construction and landscaping works will be done within available vacant pond area and within the existing walkway alignment. A cross section of the walkway according to the preliminary design is displayed in Figure 9.

26. There will be cement concrete block (Uni Block) walkway according to the design.

### **3. Re-construction of drain from Kumarkhali Bridge to Rajdhnir morh at Mesersha road (Ch.0-875m).**

27. The drain is to be constructed within available vacant road width of the existing road alignment. A cross section of the drain according to the preliminary design is displayed in Figure 10.

28. There will be reinforced cement concrete (RCC) Box Drain according to the design.

### **4. Re-construction of drain from Mesersha road to Mongla river via water project (Ch.0-575m).**

29. The drain is to be constructed within available vacant road width of the existing road alignment. A cross section of the drain according to the preliminary design is displayed in Figure 11.

30. There will be reinforced cement concrete (RCC) Box Drain according to the design.

### **5. Improvement of road from Kumarkhali bridge to Vasani road bridge at Shere Bangla road (Ch.0-1030m) including 80m link road.**

31. 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 12.

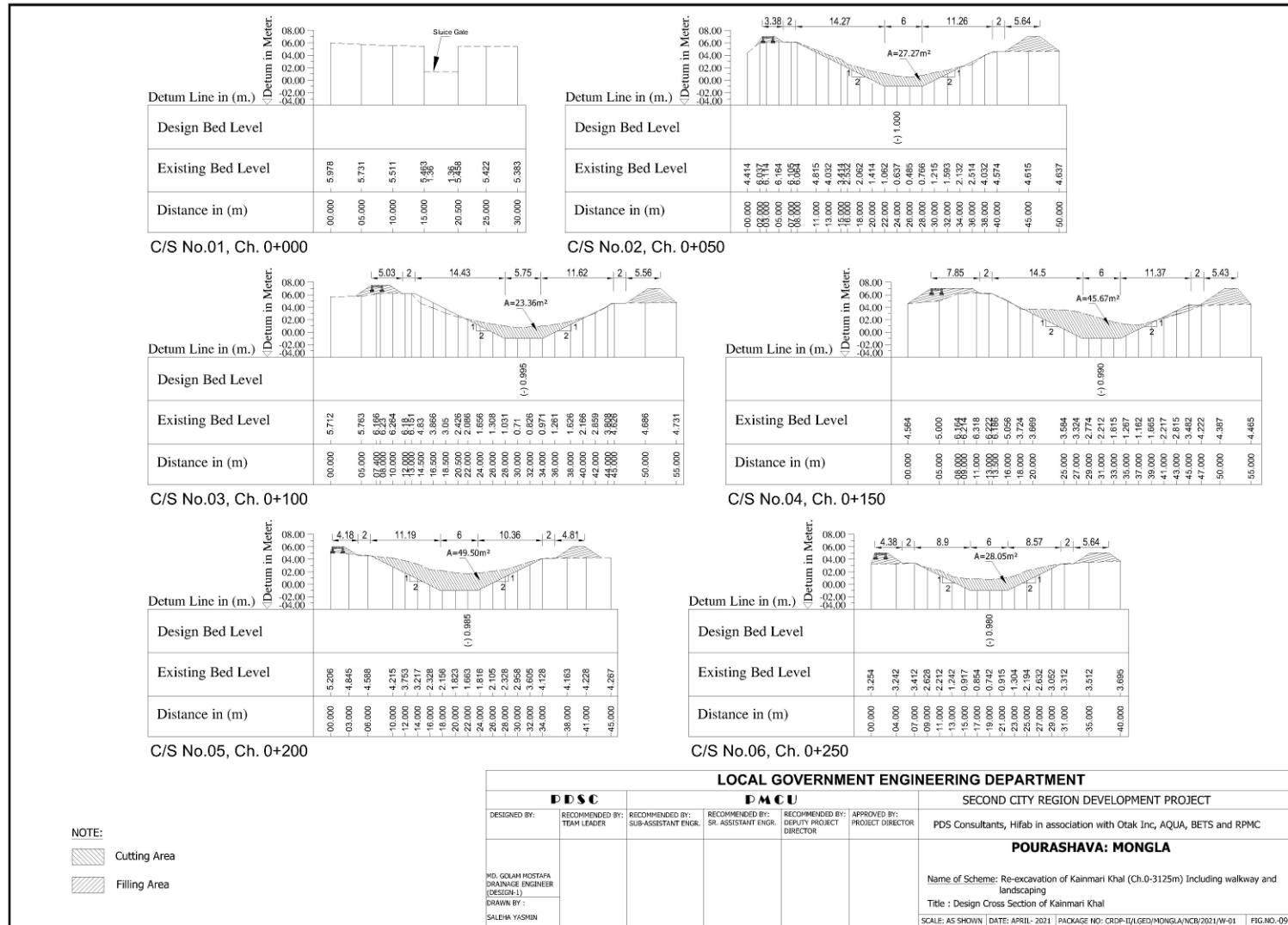
32. There will be reinforced cement concrete (RCC) carriageway and the width of carriageway for the main road is 4.50 m according to design. On the side/s of the carriageway there will be soft shoulders depending on the availability of vacant road width.

**6. Improvement of road from Mawlana Vasani road at Taher more to Kawratola road (Ch.0-1270m).**

33. 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 13.

34. There will be reinforced cement concrete (RCC) carriageway and the width of carriageway for the main road is 3.70 m according to design. On the side/s of the carriageway there will be soft shoulders depending on the availability of vacant road width.

**Figure 8: Cross section of Re-excavation of Kainmari Khal (Ch.0-3125m) including walkway and landscaping.**



**Section of Walkway with Bank Protection Work**  
Total Length : 728.40 m

**Typical Section of Ring Bundh for Construction of Bank Protection Work**

**KERB TYPE - K1 (For Median)**

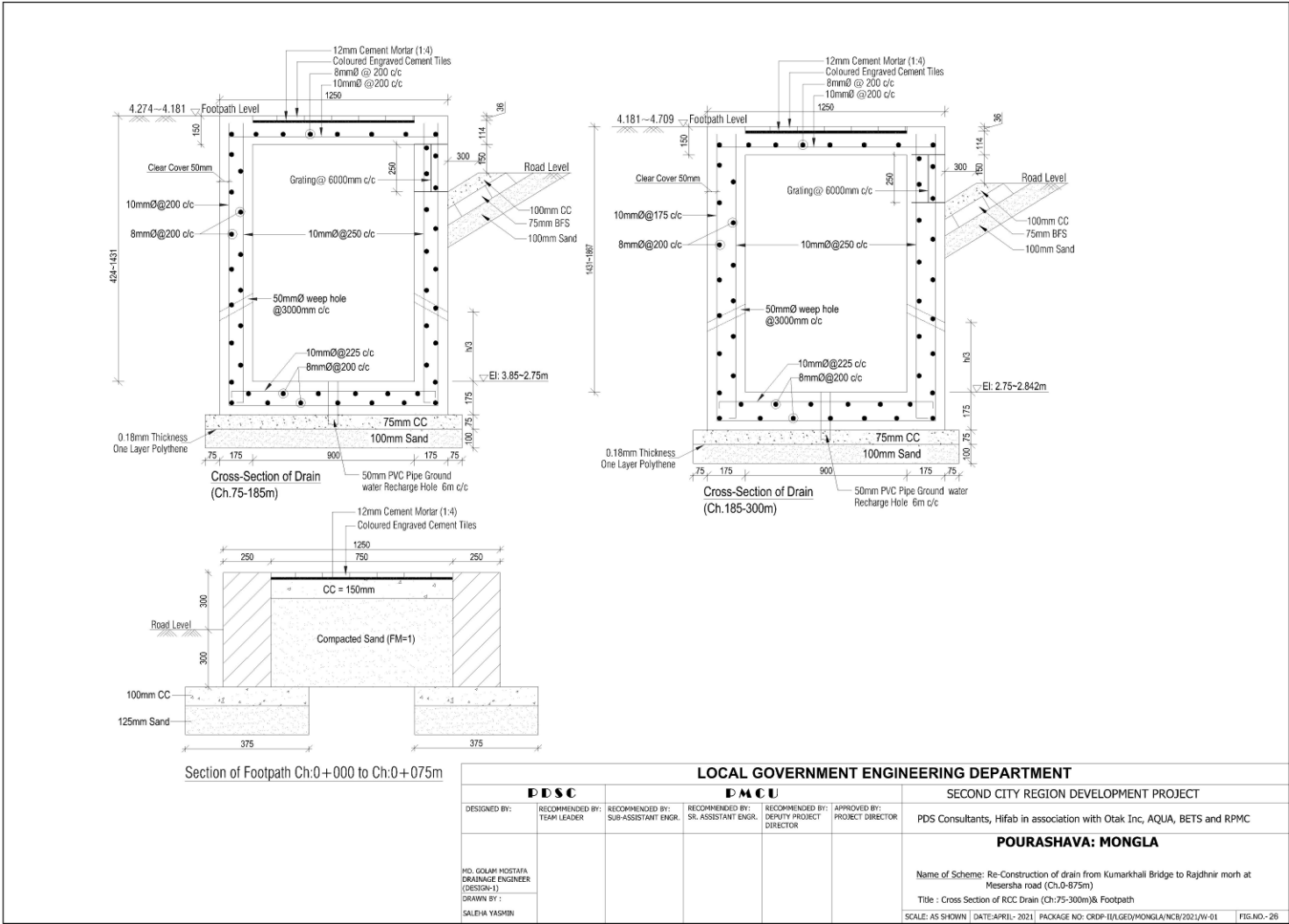
**Side Elevation**

**Elevation (longitudinal)**

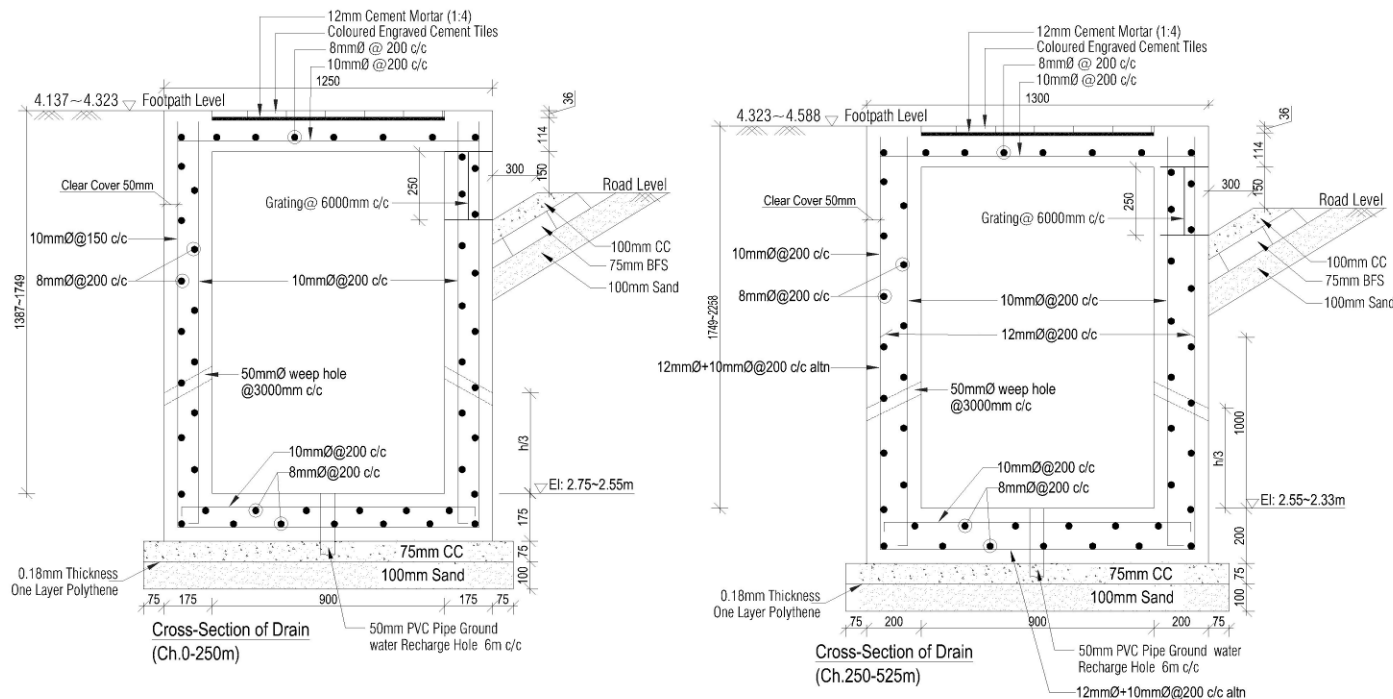
**Plan**

**RCC Post 150x150mm 3m**

Figure 10: Cross section of Re-construction of drain from Kumarkhali Bridge to Rajdhnir morh at Mesersha road (Ch.0-875m).



**Figure 11: Cross section of Re-construction of drain from Mesersha road to Mongla river via water project (Ch.0-575m).**



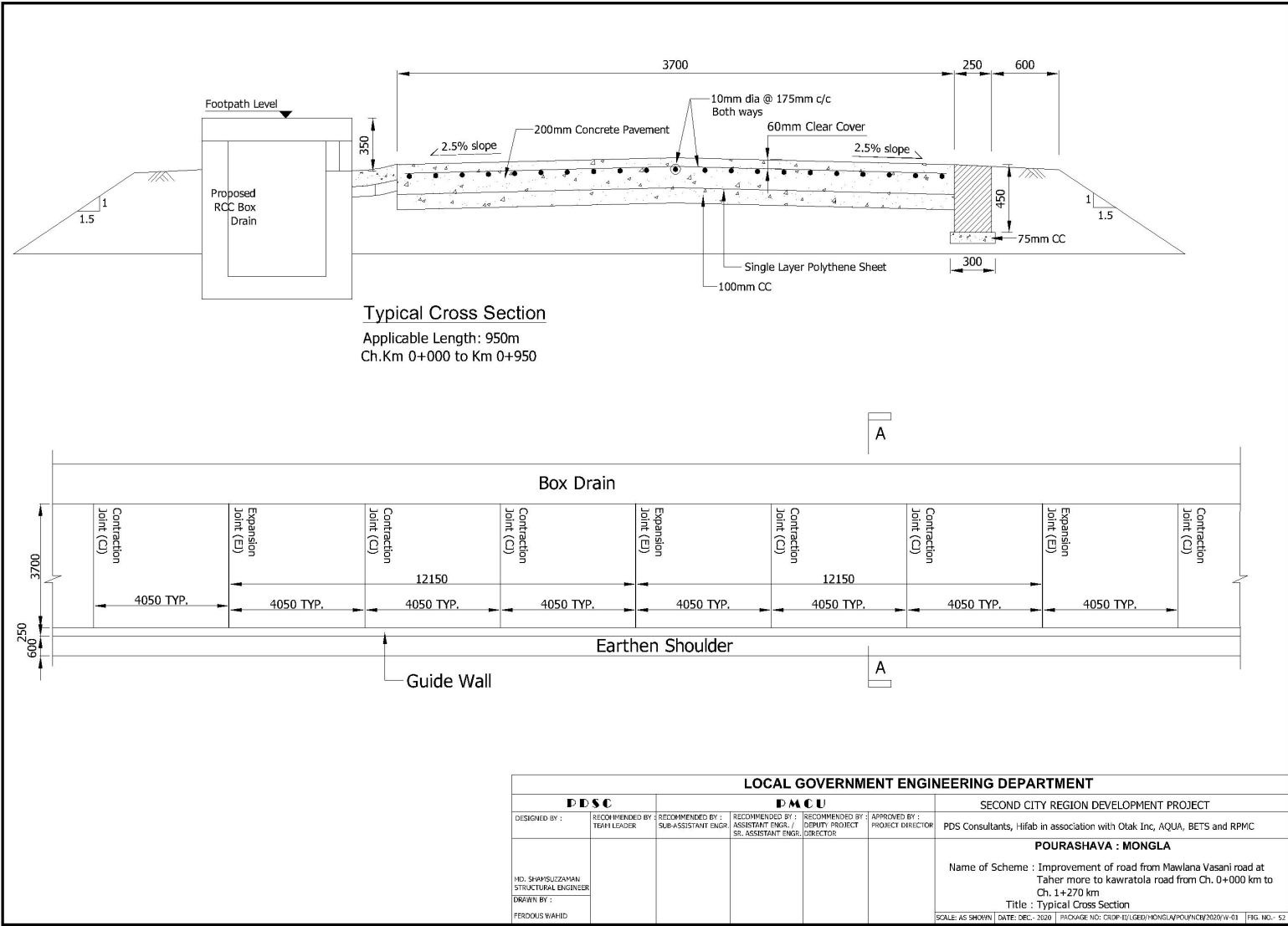
LOCAL GOVERNMENT ENGINEERING DEPARTMENT					
DDSC			DMCU		
DESIGNED BY:	RECOMMENDED BY:	RECOMMENDED BY:	RECOMMENDED BY:	APPROVED BY:	SECOND CITY REGION DEVELOPMENT PROJECT
TEAM LEADER	SUB-ASSISTANT ENGR.	SR. ASSISTANT ENGR.	DEPUTY PROJECT DIRECTOR	PROJECT DIRECTOR	PDS Consultants, Hifab in association with Otak Inc, AQUA, BETS and RPMC
MD. GOLAM MOSTAFA DRAINAGE ENGINEER (DESIGN-1)					<b>POURASHAVA: MONGLA</b>
DRAWN BY :					Name of Scheme: Re-Construction of drain from Mesersha road to Mongla river via water project (Ch.0-575m)
SALEHA YASHMIN					Title : Cross Section of RCC Drain (Ch.0-525m)
SCALE: AS SHOWN   DATE: APRIL- 2021   PACKAGE NO: CRDP-II/LGED/MONGLA/NCB/2021/W-01   FIG. NO.-32					

**Typical Cross Section**  
Applicable Length: 1030m  
Ch.Km 0+000 to Km 1+030

**Plan View**  
Guide Wall  
Earthen Shoulder  
Box Drain  
Contraction Joint (C)  
Expansion Joint (E)  
12150  
4050 TYP.

LOCAL GOVERNMENT ENGINEERING DEPARTMENT					
P.D.S.C.		D.M.C.U.		SECOND CITY REGION DEVELOPMENT PROJECT	
DESIGNED BY :	RECOMMENDED BY :	RECOMMENDED BY :	RECOMMENDED BY :	APPROVED BY :	PDS Consultants, Hifab in association with Otak Inc, AQUA, BETS and RPMC
	HEAD ENGINEER	CHIEF ENGINEER	CHIEF ENGINEER	PROJECT DIRECTOR	
H.D. SHYAMSUNDRAM, STRUCTURAL ENGINEER					
DRAWN BY :					
PERCIOUS WAHID					
					<b>POURASHAVA : MONGLA</b> Name of Scheme : Improvement of road from kumarkhall bridge to vasani road bridge at Shere Bangla road from Ch. 0+000 Km to Ch. 1+030 Km including 80m Link road Title : Typical Cross Section SCALE: AS SHOWN DATE: DEC-2008 PACKAGE NO: C/3/3P/1/GARH/HOU/A/POUR/007/NOV/01 FILE: 101

Figure 13: Cross section of Improvement of road from Mawlana Vasani road at Taher more to Kawratola road (Ch.0-1270m).





## IV. FIELD WORK AND PUBLIC CONSULTATION

### A. Outline of Field Work

35. Intensive inspection of proposed subproject, alignment of the roads, drains, available widths of the roads, conditions of road and its surroundings was undertaken during field visits, along with stakeholder consultations. The road and drain right of way under this subproject is owned by the Government/ Mongla Pourashava and no land acquisition will therefore be necessary. A letter from the Mayor of Mongla Pourashava stating that the roads under package W01 are owned by Mongla Pourashava and they have no objection to improve the roads by LGED through 2<sup>nd</sup> CRDP is provided in Appendix 2.

### B. Public Consultation

36. 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 Mongla 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.

37. In connection with this sub project the safeguard team of PDSC along with drainage engineering team visited Mongla Pourasghava on 19<sup>th</sup> March 2018, had a field visit and an introductory meeting with the Pourashava Engineer, and some councilors of the pourashava. On 11<sup>th</sup> October, 2020 a consultation meeting was held at Mongla 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.

38. The total participants were 95, of which male were 83 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.

39. 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.

40. 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**

41. Since there are no shops alongside the proposed schemes, no consultation were also undertaken with the shopkeepers who may be temporarily affected which is related to noise, movement of people, obstruction of drainage etc., during construction of the roads. Generally 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. 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.

## **V. LAND AVAILABILITY AND INVOLUNTARY RESETTLEMENT IMPACTS**

### **A. Involuntary Resettlement**

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

43. 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.

44. Though this subproject will unlikely cause any impact during construction, there may however be minor temporary disturbances related to noise, and movement of people, obstruction of drainage etc. These disturbances could be easily addressed by mitigation

measures, such as, minimizing excavation, avoiding disturbance to pedestrian movement through provision of planks for access, provision of adequate signage, careful traffic management and alternative temporary drainage systems. The work for the road could take place overnight and advance notices shall be given to the community where partial road closures are inevitable. Whenever inevitable, road closure will be done section by section only so that traffic may still flow. The public will also be informed about any alternate routes, if available. These measures shall be included in the Terms of References (ToR) of the Contactor.<sup>2</sup> The contractor's contract will also provide for repair/ reconstitution for any damage caused during construction.

45. 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 Mongla Pourashava Subproject., package W-01 and their Involuntary Resettlement Impact status**

Component	Length (km)	Land ownership	IR Impact
Re-excavation of Kainmari Khal (Ch.0-3125m) including walkway and landscaping.	Canal 3.125	Governemnt/ Mongla Pourashava	The canal re-excavation will be done within the existing available width of the canal. 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 scheme.
Re-excavation of Boro Pukur Pond including walkway and landscaping.	Walkway 0.728	Governemnt/ Mongla Pourashava	Walkway will be constructed within the existing available bank of the pond. 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 scheme.
Re-construction of drain from Kumarkhali Bridge to Rajdhni morh at Mesersha road (Ch.0-875m).	Drain 0.875	Governemnt/ Mongla Pourashava	The drain will be constructed within the existing available width of the road. The land has been in possession of Pourashava. There are no issues related to land acquisition or resettlement.

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

Component	Length (km)	Land ownership	IR Impact
			There is no IR impact issue on this scheme.
Re-construction of drain from Mesersha road to Mongla river via water project (Ch.0-575m).	Drain 0.575	Governemnt/ Mongla Pourashava	<p>The drain will be constructed within the existing available width of the road. The land has been in possession of Pourashava. There are no issues related to land acquisition or resettlement.</p> <p>There is no IR impact issue on this scheme.</p>
Improvement of road from Kumarkhali bridge to Vasani road bridge at Shere Bangla road (Ch.0-1030m) including 80m link road.	Road 1.030 Drain 1.030	Governemnt/ Mongla Pourashava	<p>The road and drain will be constructed within the existing available width of the road. The land has been in possession of Pourashava. There are no issues related to land acquisition or resettlement.</p> <p>There is no IR impact issue on this scheme.</p>
Improvement of road from Mawlana Vasani road at Taher more to Kawratola road (Ch.0-1270m).	Road 1.270 Drain 1.270	Governemnt/ Mongla Pourashava	<p>The road and drain will be constructed within the existing available width of the road. The land has been in possession of Pourashava. There are no issues related to land acquisition or resettlement.</p> <p>There is no IR impact issue on this scheme.</p>

## **VI. CONCLUSIONS**

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

46. 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 Mongla 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.

47. **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**

48. 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. Re-excavation of Kainmari Khal (Ch.0-3125m) including walkway and landscaping.



Photo at chainage 1500





Google Earth Image at Chainage 1500

**2. Re-excavation of Boro Pukur Pond including walkway and landscaping.**



Photo of south bank of the pond



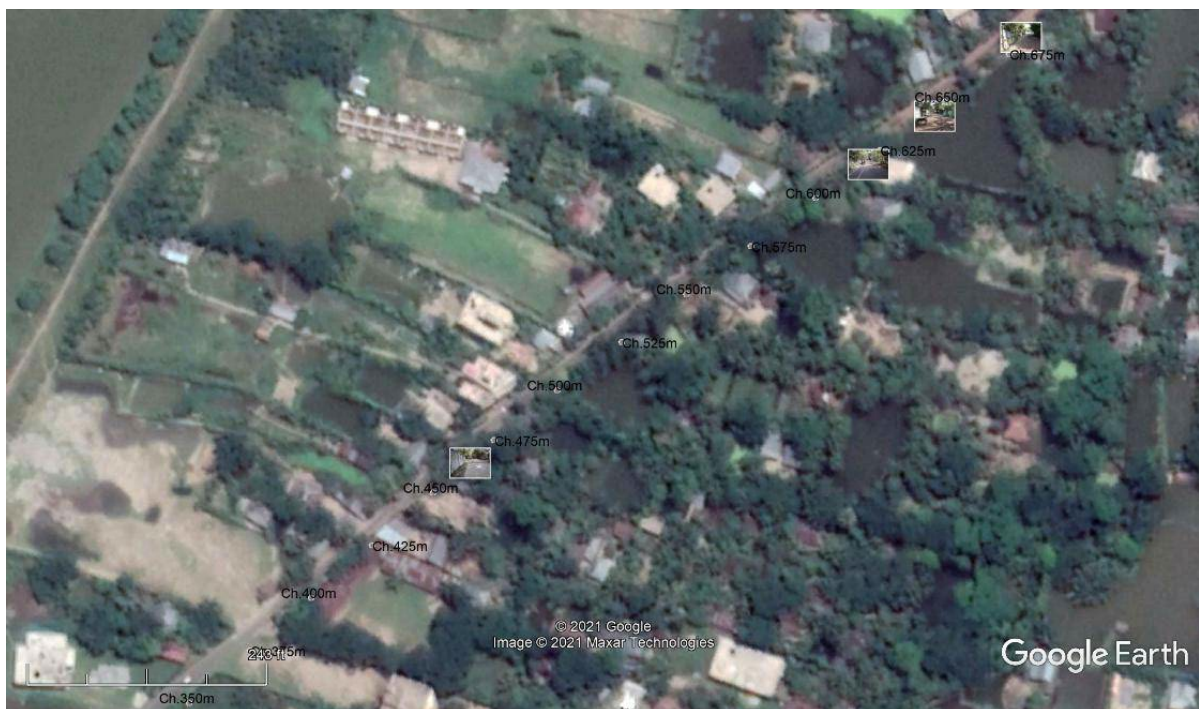


Google Earth Image of the pond

**3. Re-construction of drain from Kumarkhali Bridge to Rajdhnir morh at Mesersha road (Ch.0-875m).**



Photo at chainage 475





Google Earth Image at chainage 475

**4. Re-construction of drain from Mesersha road to Mongla river via water project (Ch.0-575m).**

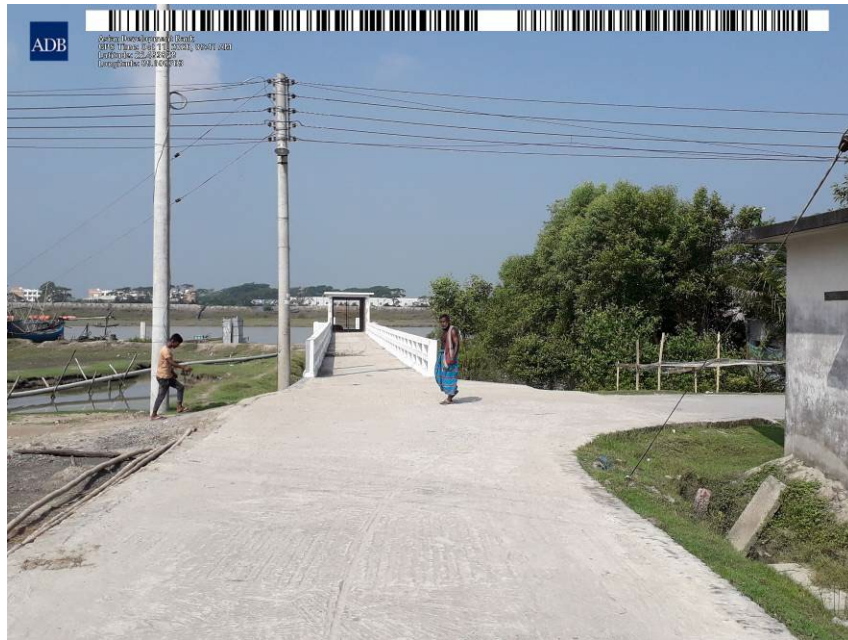
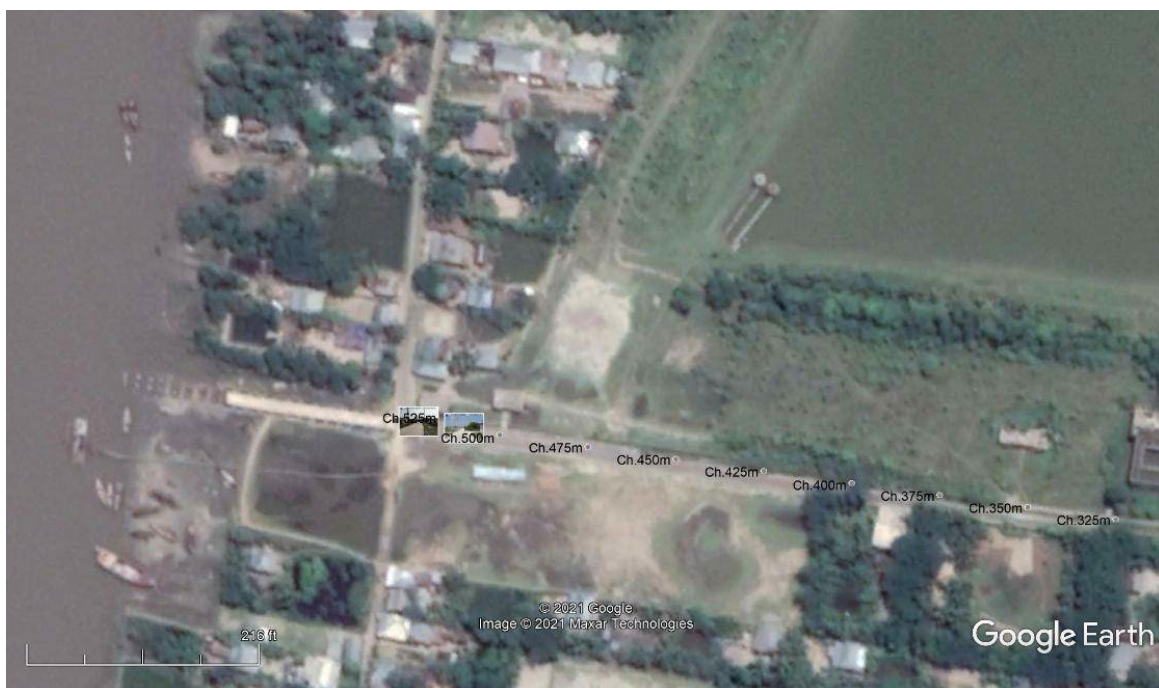


Photo at chainage 500

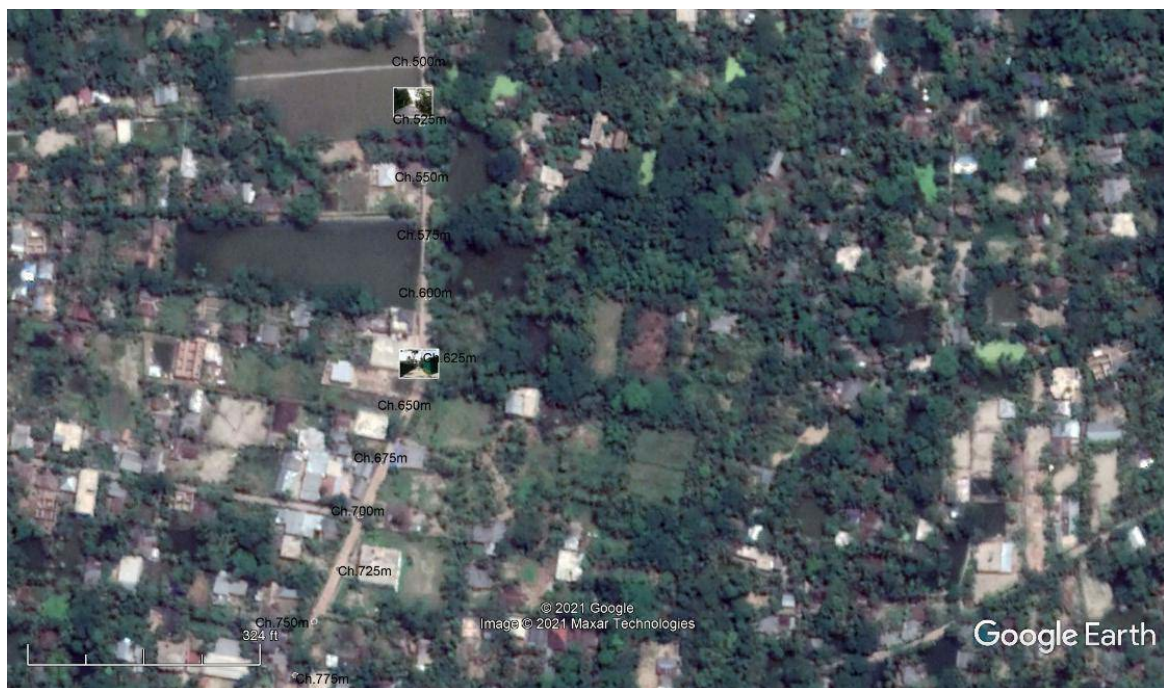


Google Earth Image at Chainage 500

**5. Improvement of road from Kumarkhali bridge to Vasani road bridge at Shere Bangla road (Ch.0-1030m) including 80m link road.**



Photo at chainage 625



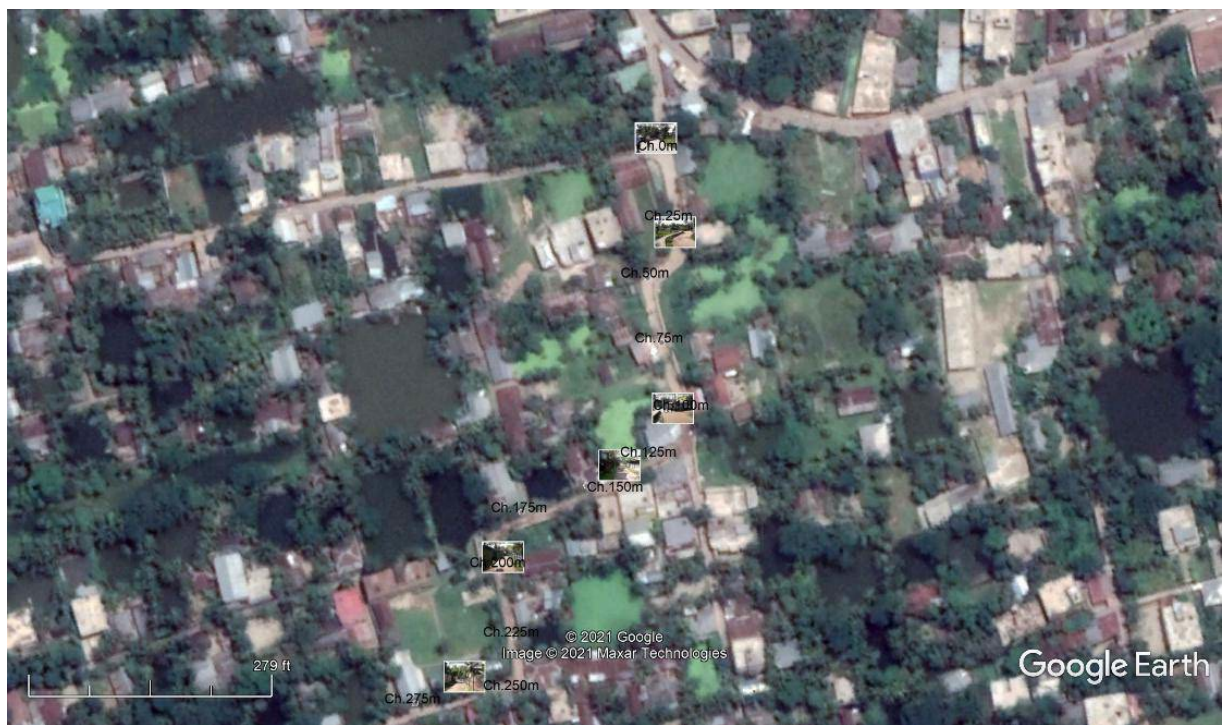


Google Earth Image at Chainage 625

**6. Improvement of road from Mawlana Vasani road at Taher more to Kawratola road (Ch.0-1270m).**



Photo at chainage 125



Google Earth Image at Chainage 125

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



# OFFICE OF THE MONGLA PORT MUNICIPALITY

MONGLA, BAGERHAT.

ESTD : 1975

+880 4658-73490

E-mail: pourashavamongla@yahoo.com

Web: www.pauinfo.gov.bd

Memo No: MPP/ED/50(7)/2020-923

Date: 11.10.2020

## Road and khal ownership Certificate

This is to certify that the schemes of the following package of Mongla Port Pourashava under the Second City Region Development project of LGED situated within the jurisdiction of Mongla Port Pourashava. The schemes belong to the Pourashava. There is no other road and khal owner involve in the following Schemes.

### Mongla Pourashava (CRDP II Interventions)

sl. No	Name of Schemes	Outfall of khal/ Drain	Khal/Drain in Km	Walkway/Road in Km
1	i) Re-excavation of sallah khal and Mongla river side butification.	Poshur River	3.50	
	ii) Construction of walkway along the bank of the Sallah Khal including landscaping			3.5
2	i) Re-excavation of Kainmari khal	Poshur River	2.70	
	ii) Construction of walkway along the bank of the Kainmari Khal including landscaping			2.70
3	i) Re-excavation of Boro Pukur Pond		0.16 sqkm	
	ii) Construction of walkway along the bank of the Boro Pukur Pond including landscaping			1.00
4	Construction of Drain from Kumarkhali Bridge to Rajdhnir Morh at Mosersha road	Mongla River	0.827	
5	Construction of Drain from meserasha road to mongla river. Via water project	Mongla River	0.51	
6	i) Construction of Drain from Kumarkhali bridge to Vasani road road bridge at Shere Bangla road	Poshur River	1.02	
	ii) Improvement road from Kumarkhali bridge to Vasani road bridge at Shere Bangla road			1.02

\* Keep clean your City \* Send Your Child to School \* Please pay Municipal Bill & Tax regularly.





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Memo No:.....

Date:.....

7	i) Construction of Drain from Mawlana Vasani road at Taher more to Kawaratola road and Construction of Drain Kawaratola Bridge to signal Tower Mosque.	kawaratola khal	1.41	
	ii) Improvement of road from Mawlana Vasani road at Taher more to Kawaratola road			1.41
	iii) Construction of two vent box culvert on Kawaratola Khal			8m
	iv) Construction of two site Jetties at Mongla river crossing.			
	Total		9.97	8.63

Alhaz Md. Zulfikar Ali

Mayor

Mongla Port Pourashava  
Mongla, Bagerhat

\* Keep clean your City \* Send Your Child to School \* Please pay Municipal Bill & Tax regularly.

**APPENDIX 3: List of Consultations/ Meetings at different locations of the**

**package W-01 subproject under Mongla Pourashava**

Sl. No	Date of Consultation	Place of consultation	Number of Participants	Issues Discussed	Major findings
01	11.10.2020	Venue: Mongla Pourashava Meeting Hall	<p>Male=83 Female=12 Total= 95</p> <p>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.</p>	<p>PDSC disseminated information about drainage master plan and their recommendations.</p> <p>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.</p>	<p>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.</p> <p>Participants seemed, there are no possibilities of IR impacts considering land acquisition &amp; physical or economic displacement of people, being construction/ development of drain and road on the existing alignments&amp; 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.</p>

**Photographs of Community Consultations**



Consultation for Mongla Pourashava Package W-01 schemes



Consultation for Mongla Pourashava Package W-01 schemes



**APPENDIX 4: List of Participants in Consultations Meetings in different Location of 2<sup>nd</sup> CRDP Mongla Pourashava, Package W-01**

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

প্রকল্পের নামঃ- *মংলা পৌরসভা ড্রেনেজ মাস্টারপ্ল্যান* উপজেলা/পৌরসভা *মংলা*

Name of Sub-project: *Drainage master plan Mongla*

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখঃ- *২২/১০/২০২০*

Attendance of FGD participants

Date: *11/10/20*

ক্রমিক নং Sl. no	নাম, মোবাইল নম্বর Name of participants	মোবাইল নম্বর Mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
১.	<i>আব্দুল হক হোসেন</i>	<i>০১৭১১-৪০০</i>	<i>মেয়র</i>	<i>[Signature]</i>
০২.	<i>নয়ন কুমার রাক্তা</i>	<i>০১৭১৭ ৬৭৪২৭১</i>	<i>AC (Land) Mongla</i>	<i>[Signature]</i>
# 3.	<i>মো: আমরুল হোসেন</i>	<i>০১৭১২৪৬০১১২</i>	<i>Drainage Design Engr.</i>	<i>A. Mosfer</i>
৪.	<i>মো: আমরুল হোসেন</i>	<i>০১৭১২৪৬০১১২</i>	<i>Structural Engineer</i>	<i>[Signature]</i>
৫.	<i>মো: আমরুল হোসেন</i>	<i>০১৭১২৪৬০১১২</i>	<i>CDS</i>	<i>[Signature]</i>
৬.	<i>মো: আমরুল হোসেন</i>	<i>০১৭১৭২৭৬৬৬</i>	<i>Field Engineer</i>	<i>[Signature]</i>
৭.	<i>মো: আমরুল হোসেন</i>	<i>০১৭১১,২৭৭৫</i>	<i>মেয়র</i>	<i>[Signature]</i>
৮.	<i>মো: আমরুল হোসেন</i>	<i>০১৭১৬১৭০</i>	<i>মেয়র</i>	<i>[Signature]</i>
৯.	<i>মো: আমরুল হোসেন</i>	<i>০১৭১১০২৭</i>	<i>মেয়র</i>	<i>[Signature]</i>
১০.	<i>মো: আমরুল হোসেন</i>	<i>০১৭১৬৪৭০৩৬৭</i>	<i>মেয়র</i>	<i>[Signature]</i>

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

প্রকল্পের নামঃ- মহা না পৌঃ ময় পুরাশাবা উপজেলা/পৌরসভা

Name of Sub-project: Mongla Pourashava Drainage Master plan.

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখঃ- ১১/১০/২০২০

Attendance of FGD participants

Date: 11.10.20

ক্রমিক নং Sl. no	নাম, মোবাইল নম্বর Name of participants	মোবাইল নম্বর Mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
১১	শ্রী. এম. কবির	০১৭১১৭৬৪৭৭০	কারমা	
১২	শ্রী. ইকবাল হোসেন	০১৭২৪২৬০৫২৭	কন্সট্রাক্টর	
১৩	শ্রী. হোসেন হোসেন	০১৭১১৩৫৭২৫০	দোকান	
১৪	শ্রী. মোঃ জাহাঙ্গীর	০১৭৬৫৩৫৭৩৩৮	কারমা	
১৫	শ্রী. দিল্লী মুন্সার	০১৭৭৭১৮৬৮৭	কারমা	
১৬	শ্রী. ইকবাল হোসেন	০১৭২৪২৬০৫২৭	কারমা	
১৭	শ্রী. ইকবাল হোসেন	০১৭২৪২৬০৫২৭	কারমা	
১৮	শ্রী. হোসেন	০১৬৪১১৩৭৭৪৭	কারমা	
১৯	শ্রী. ইকবাল হোসেন	০১৭৬৭৭৭৮৭	কারমা	
২০	শ্রী. ইকবাল হোসেন	০১৭৭৭৭৭৮৭	কারমা	

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

৩

প্রকল্পের নামঃ- ড্রেনেজ প্ল্যান: মঙ্গলা পুরাশোবা  
Name of Sub-project: Drainage Masterplan Mongla Pourashoba.

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখঃ- ২২/১০/২০২০

Attendance of FGD participants

Date: 11.10.20

ক্রমিক নং Sl. no	নাম, মোবাইল নম্বর Name of participants	মোবাইল নম্বর Mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
২১.	ডাঃ মোঃ হুমায়ুন কবীর	০১৭১৬০৭৪৪৪	ডাঃ মুজাফ্ফর মোঃ হুমায়ুন কবীর	
২২	একমল হোসেন	০১৭১১৩৫০৪২০	একমল হোসেন	
২৬	ডাঃ মোঃ হুমায়ুন কবীর	০১৭২৭৬৭৭৭	ডাঃ হুমায়ুন কবীর	
২৮	মোঃ হুমায়ুন কবীর	০১৭১১-৩৪৬৪৪৩	মোঃ হুমায়ুন কবীর	
২৮৭-২৮	ইমরুল আহসান	০১৭১১২৪৭৪৪০	UWAO	
২৬	মোঃ হুমায়ুন কবীর	০১৭১৪৩৩২৪৪৫	কিষ্কিন্দা	
২৭	মোঃ হুমায়ুন কবীর	০১৭১৫১৬৬৬৭	আইডিবি	
২৮	মোঃ হুমায়ুন কবীর	০১৭১৬-১৫২৪৭২	আইডিবি	
২৯	মোঃ হুমায়ুন কবীর	০২৭৭৬-০২৬৪২৪		
২৯	মোঃ হুমায়ুন কবীর	০১৭২৬১৫১১	আইডিবি	



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

৪

প্রকল্পের নামঃ- *সহন্য পোঃ মন্ডা ড্রেনেজ প্রকল্প*  
Name of Sub-project: *Drainage Master plan Mongla Pourashova.*

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখঃ- ১১/১০/২০২০

Attendance of FGD participants

Date: 11.10.20

ক্রমিক নং Sl. no	নাম, মোবাইল নম্বর Name of participants	মোবাইল নম্বর Mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
৩২	<i>হুমায়ুন কবীর</i>	<i>০১৭১৮৮৭৩</i>	<i>চাকরি</i>	<i>[Signature]</i>
৩২	<i>হুমায়ুন কবীর</i>	<i>০১৭৮০০৭৫১/৮</i>	<i>ব্যবসায়িক</i>	<i>[Signature]</i>
৩৬	<i>কাজীম- কাজীম</i>	<i>০১৭০০৭০৭৭৭</i>	<i>উপ-মঃ অফিসার</i>	<i>[Signature]</i>
৩৭	<i>Md Jashimuddin</i>	<i>০১৭১১৩১৬৫৫</i>	<i>সেবাসমিতি</i>	<i>[Signature]</i>
৩৫	<i>মনি আক্তার</i>	<i>০১৭৫১২০৮১৭৭</i>	<i>হাফিজ</i>	<i>মনি আক্তার</i>
৩৬	<i>মাহিনা বেগম</i>	<i>০১৭২৭৭৩৮৭১</i>	<i>গৃহিণী</i>	<i>[Signature]</i>
৩৭	<i>মোঃ হুমায়ুন কবীর</i>	<i>০১৭১৭৮৮৬৫৫</i>	<i>সেবাসমিতি</i>	<i>[Signature]</i>
৩৮	<i>মির্জা হুমায়ুন</i>	<i>০১৭১১৩৪২২৫</i>	<i>এক্সপের্ট আলি</i>	<i>[Signature]</i>
৩৯	<i>Subrata bormon</i>	<i>০১৭২২-৭৩৮১০৬</i>	<i>LGED mongla</i>	<i>Subrata</i>
৪০	<i>Bijan Kumar Das</i>	<i>০১৭১১-১৪৭১০৭</i>	<i>LGED upazila Engineer</i>	<i>[Signature]</i>

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

৫

প্রকল্পের নামঃ- স্বল্প পৌঃ সচিব প্রকল্পের মাধ্যমে মুন্সিগঞ্জ/পৌরসভা স্বল্প  
Name of Sub-project: Drainage Master plan of Mongla Pourashava.

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখঃ- ১১/১০/২০২০

Attendance of FGD participants

Date: 11.10.20

ক্রমিক নং Sl. no	নাম, মোবাইল নম্বর Name of participants	মোবাইল নম্বর Mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
৪১/	মোঃ জাহাঙ্গীর ০১২	০১৭১৭৫৬৯৬	সহকারী সার্ভিস	স্বাক্ষর
৪২	মোঃ মাহমুদ আলী	০১২০৩৯২৪৮	Service	স্বাক্ষর
৪৩	মহিয়ারাম			মহিয়ারাম
৪৪	মোঃ মাহমুদ আলী	০১৭১৫৩৩৩৮	স্বাক্ষর	স্বাক্ষর
৪৫	মোঃ কামাল বেগম	০১৭১৭৫২৩৩৩	স্বাক্ষর	স্বাক্ষর
৪৬	মোঃ মাহমুদ আলী	০১৭২০-১৭৫৩৭	স্বাক্ষর	স্বাক্ষর
৪৭	মোঃ মাহমুদ আলী	০১৭২৪-২৬৬৬৭	স্বাক্ষর	স্বাক্ষর
৪৮	মোঃ মাহমুদ আলী	০১৭৩৭২৭০৮৩৩	স্বাক্ষর	স্বাক্ষর
৪৯	মোঃ মাহমুদ আলী	০১৭২২৭২৪৮৩৪		স্বাক্ষর
৫০	মোঃ মাহমুদ আলী		স্বাক্ষর	স্বাক্ষর

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

৬

প্রকল্পের নামঃ- মহলা পৌঃ সড়ক ড্রেনেজ প্রকল্প  
Name of Sub-project: Drainage master plan of Mongla Pourashava.

ফোকাস গ্রুপ আলোচনায় অংশগ্রহনকারীর হাজিরা

তারিখঃ- ২২/১০/২০২০

Attendance of FGD participants

Date: 11.10.20

ক্রমিক নং Sl. no	নাম, মোবাইল নম্বর Name of participants	মোবাইল নম্বর Mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
৫১	শ্রীঃ হুমায়ুন কবীর ০১২৫৫০৫১৭৪৫		ব্রহ্মচর্য	md. ২৪৬৬৬৬৬৬
৫২	শ্রীঃ মোহাম্মদ হোসেন	০১২১৭২৭০৮৫		মুজিবুর রহমান
৫৩	শ্রীঃ জাহাঙ্গীর আলী	০১৭১৫৬৪৩৪৫	হালাঙ্গার	
৫৪	শ্রীঃ মোহাম্মদ হুমায়ুন	০১৭৭৭৭৭৭৭৭৭৭	চাকর	
৫৫	শ্রীঃ মোহাম্মদ হুমায়ুন	০১৭৮১৮১৮১৮১৮	চাকর	
৫৬	শ্রীঃ মোহাম্মদ হুমায়ুন	০১২১১১১১১১১১	চাকর	
৫৭	শ্রীঃ মোহাম্মদ হুমায়ুন	০১৭৭৭৭৭৭৭৭৭৭	চাকর	
৫৮	শ্রীঃ মোহাম্মদ হুমায়ুন	০১৭৭৭৭৭৭৭৭৭৭	চাকর	
৫৯	শ্রীঃ মোহাম্মদ হুমায়ুন	০১৭৭৭৭৭৭৭৭৭৭	চাকর	
৬০	শ্রীঃ মোহাম্মদ হুমায়ুন	০১২৫২৫২৫২৫২৫	চাকর	



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

৭

প্রকল্পের নামঃ- ড্রেনেজ মাস্টার প্ল্যান মুন্গলা পুরশোভা

Name of Sub-project: Drainage master plan of Mongla Pourashova

ফোকাস গ্রুপ আলোচনায় অংশগ্রহনকারীর হাজিরা

তারিখঃ- ১১/১০/২০২০

Attendance of FGD participants

Date: 11.10.20

ক্রমিক নং Sl. no	নাম, মোবাইল নম্বর Name of participants	মোবাইল নম্বর Mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
৬১	শ্রীমান	০১৬৬২৪১ ১৩১	কর্মচারী	শ্রীমান
৬২	শ্রীমান	০১০১০৩২৪২৮	চাকরী	শ্রীমান
৬৩	শ্রীমান	০১০১৪৬২২২	চাকরী	শ্রীমান
৬৪	শ্রীমান	০১৪৫৫৬৬১৪৪	চাকরী	শ্রীমান
৬৫	শ্রীমান	০১৭১১৩৭৫২০০	চাকরী	শ্রীমান
৬৬	শ্রীমান	০১৬২৭১৪১০০	চাকরী	শ্রীমান
৬৭	শ্রীমান	০১৭৪৭৭৭ ৩৩৫৭	চাকরী	শ্রীমান
৬৮	শ্রীমান	০১৬৪১১৭৭ ৫৪৭	চাকরী	শ্রীমান
৬৯	শ্রীমান	০১৭২৫- ৮৪৮৫৭০	চাকরী	শ্রীমান
৭০	শ্রীমান	০১৭১০৭৬২৫৭	চাকরী	শ্রীমান

নাম	পাস/আইডি নং	স্বাক্ষর
৭০১ রোঃ কবির	০১৭৭১৬১৬২৪০	রোঃ কবির
৭০২ রোঃ আঃ রব	০১০৪৫,৫৩৭০৪৪	
৭০৩ রোঃ আঃ হাম	০১৪৬২৩৩২১৭০	রোঃ আঃ হাম
৭০৪ হাজী রোঃ হামিদ	০১৭০৩৭৭৭১৩৭	হাজী
৭০৫ শ্রীমান রোঃ	০১০৫৫২০০৫৬৫	শ্রীমান
৭০৬ রোঃ মোঃ আমিন	০১০০০১৫৪২২৫	মোঃ আমিন
৭০৭ আব্দুল হান্নান	০১২২১৫৭২৬২	আব্দুল হান্নান
৭০৮ রোঃ হারুন	০১২২.২০১২২১৬	হারুন
৭০৯ রোঃ আমিন		আমিন
৬০ রোঃ আব্দুল হামিদ	০১০৩০৩৬০২২	রোঃ আব্দুল হামিদ
৬১ রোঃ মতিবর হামিদ	০১৭০৬.৭৬৬১৬৫৫	মতিবর হামিদ
৬২ রোঃ হুদুদ	০১০০০৫০৭৭২৩	হুদুদ
৬৩ রোঃ হুদুদ	০১২২১.২২৭৪৬৬	হুদুদ
৬৪ রোঃ হুদুদ	০১২২৪৭.২৩০৫৪	হুদুদ
৬৫ রোঃ মতিবর		
৬৬ রোঃ নবুদ	০১২২৭.৪০২০২২	নবুদ
৬৭ রোঃ রব	১	আব্দুল রব
৬৮ রোঃ আব্দুল হামিদ	০১২৭৪০০১৩৫৬	আব্দুল হামিদ
৬৯ রোঃ আমিন	০১০০০২২১৬২১	আমিন
৭০ আব্দুল হান্নান	০১২১০.০১২১২৭	আব্দুল হান্নান
৭১ মতিবর হামিদ	০১৩০৫৫৫০৬২১	মতিবর হামিদ
৭২ রোঃ আঃ রব	০১০৭০২১৪১৭৬	রোঃ আঃ রব
৭৩ হাজী হামিদ	০১০৭০২২০২২২	হাজী হামিদ
৭৪ আব্দুল হামিদ	০১২১১১২০০১	আব্দুল হামিদ
৭৫ - মতিবর হামিদ	০১২২১৩৩৭০৬২	মতিবর হামিদ