

Government of the People's Republic of Bangladesh
Ministry of Local Government, Rural Development and Cooperatives
Local Government Division
Local Government Engineering Department (LGED)

Second Urban Governance & Infrastructure Improvement (Sector)
Project (UGIIP-2)
ADB Loan No. 2462-BAN (SF)



Social and Environmental Safeguard Monitoring Report

Quarterly Progress Report(QPR)-Oct-Dec-2013

Prepared by:

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Environmental and Social Safeguard in Second Urban Governance & Infrastructure Improvement (Sector) Project (UGIIP-2)

Background

The Government of Bangladesh (GOB) has undertaken the Second Urban Governance and Infrastructure Improvement (Sector) Project (UGIIP-2) with financial assistance from the Asian Development Bank (ADB) (Loan No. 2462 BAN (SF) together with co-financing from KfW and GIZ to improve governance and urban service provision in 47 Municipalities.

The overall objective of the Project is the construction, rehabilitation, expansion and implementation of subprojects of essential existing infrastructure and utility facilities for the urban sector of Bangladesh; to develop a well structured augmentation/rehabilitation program and implement according to prioritization.

Under the TA project for UGIIP-II, the resettlement framework (RF) and Environmental assessment and review framework (EARF) were prepared and the same were endorsed by both the funding agencies and GoB to be adopted for implementation of the UGIIP-II project. The frameworks specified the screening procedures and the guidelines for identifying the APs, estimating the compensation and assistance to be paid for the losses, grievance redress mechanism, preparation of IEE and EIA and the institutional requirements for monitoring the implementation of social and environmental safeguard aspects of the project.

Variety of subprojects have been undertaken under UGIIP-2, potential environmental impacts of a local nature can be expected and cover a wide spectrum. Accordingly, the criteria for selection or exclusion of subprojects address concerns related to potential significant or irreversible negative environmental impacts.

Potential social and environmental impacts stem from poor or improper location, planning and design practice. Construction impacts in a local setting and within the local community can be significant, even though of short duration and limited extent.

Government of Bangladesh (GOB) law and ADB policy require that the social and environmental impacts of development projects be identified and assessed as part of the planning and design process, and that action be taken to reduce those impacts to acceptable levels. This is done through the screening/impact assessment process, which has become an integral part of all ADB lending operations, project development and implementation.

The project has been classified as environment 'Category B' by criteria in the Environment Policy¹ of the ADB and Environmental Assessment Guidelines (November 2002) as applied by the ADB Urban Development Division, South Asia Department. Category B projects are "judged to have some adverse environmental impacts, but of lesser degree and/or significance than those for category A projects." As a result "an initial environmental examination (IEE) is required to determine whether or not significant environmental impacts warranting an EIA are likely."²

¹ ADB, Technical Assistance Report *Preparing the Second Urban Governance and Infrastructure Improvement (Sector) Project*, November 2006, Manila.

² Asian Development Bank, Environmental Assessment Guidelines, 2003.

As per DOE, GOB, most of the project under UGIIP-2 have been categorised as Orange-A and Orange-B. Water treatment plant, water distribution line laying/relaying/extension, landfill/dumping ground, and bus and truck terminal are in Red Category.

DOE has issued an Environment Clearance Certificate for UGIIP-II subprojects which fall under Orange A and Orange B Categories vide letter DOE/clearance/5025/2010/375 dated 11/11/2010. Accordingly, only Red Category subprojects require the Environmental Assessment process including EIA for Environmental Clearance.

Considering all the above following steps were adopted by the MDS Consultant's team for Environmental Safeguard compliance –

1. Review of the available Environmental safeguard documents and categorisation of the project as per ADB and GOB guidelines.
2. Separate Consultation with MDS team members, PMO staffs and PIU staffs to explain the importance of the safeguards.
3. Separate Workshop on safeguard policies for all Municipal Engineers, EE and AE of all the Pourashavas under UGIIP-2
4. Screening and re-categorisation of each and every scheme with the help of REA checklist transect walk and public consultation for individual schemes during visit to individual project scheme sites.
5. Preparation of sector subproject IEE for each sector subproject for each Pourashava.
6. Preparation of TOR for conduction EIA to get environmental clearance from DOE, GOB for Red category projects.

Similarly for the social impacts, each subproject is screened to assess the likely impacts, categorised as either 'Category B' or 'Category C'³ and depending on the requirement a short Resettlement Plan is prepared to address the negative impacts as per the approved Resettlement Framework. It has been observed in a large number of subprojects that the impacts are limited to removal of a few trees, temporary/permanent boundary walls, shifting of business activities during the construction period and the like. Subsequent to identification of the impacts through the screening exercise, socio-economic surveys of the affected persons have been conducted to address the negative impacts and the costs towards compensation as well as other assistances have been estimated in the short RP. Because of the priority need for the proposed subprojects, there have been instances where the local community have been forthcoming in voluntarily removing the structure/assets to facilitate their implementation. In such cases, written consent of the affected person(s)/ local community and the respective pourashava officials have been documented.

Land acquisition too has been required in a few subprojects, however, these have been processed through the standard land acquisition process i.e. after obtaining approval from Ministry, the PMO has disbursed the compensation amount decided by DC office for the proposals made by the Pourashava.

The Social safeguard team of UGIIP-2 comprises of Resettlement and Environment Specialists in addition to the National and the International Specialists all stationed at Dhaka. Presently the team consists of Mr. SBIM Safiq-ud-doula, Mr. ATM Saiful Munir and Abdur Rahim as Resettlement specialists and Mr. Asaduzzaman Chowdhury and Mr. P.K.Kar as national and International Resettlement specialists respectively. Environment team consists of Mr. Habibur Rahman and Haider Azam as Environment specialists. Dr. Samar Kumar Banerjee is International Environment specialist in the team.

³ As a policy matter Category A subproject that are likely to impact more than 200 PAPs are not to be included under UGIIP 2 Program.

In phase 3, the project covers 47 pourashavas. Sector wise proposals for 3rd Phase subprojects are already submitted to PMO but at present PMO is approving the additional proposals for the Pourashavas which are at various stages of finalization. The Resettlement Specialists & Environment specialists are in the process of preparing the SSA /IEE reports for the finalized subproject proposals. However, the field visits to screen the subprojects are taking time due to the disturbances by frequent 'hartals'. During the reporting month, the work progress also suffered due to long Hartal/Abarodh.

Monitoring of the safeguard aspects is regularly carried out by the UGIIP 2 safeguard tem by undertaking field visits and monthly/quarterly progress reports are being submitted to PMO.

Monitoring of Safeguards in UGIIP 2

3. Pre-implementation activities

3.1 Land Acquisition:

Present Status of Land Acquisition up to 31 December -2013

UGIIP-II is implementing as a sector project which aims to cover 47 Pourashavas (secondary towns).

The subprojects in UGIIP-II eligible for loan assistance from Asian Development Bank (ADB) include roads, bridges, water supply, low cost sanitation, solid waste management and town center development as well as public markets and the upgrading of low-income communities. Project implementation is divided in three phases over the period of 6 years. In Phase 2 when infrastructure improvement works has started. Eligible subprojects shall have different area requirements and there are chances that land acquisition would take place in their locations. In order to minimize land acquisition and resettlement, the LGED has adopted the following measures for compliance by the Pourashavas:

- Utilization of existing lands for the rehabilitation of public markets, upgrading of low-income communities, water supply and distribution, and town center development;
- Community consensus on the location of sanitary latrines and deep wells;
- Realignment of rights-of-way for community roads and bridges to achieve minimum impacts on houses and structures;
- Vacant Pourashava lands will be utilized for solid waste management that will not pose health hazards to human settlements.

The Local Land Registration Office (LLRO) under the Office of the Deputy Commissioner has assisted in verifying the status of ownership on lands to be acquired following the request from the PMO.

The ownership can be ascertained with the use of cadastral maps that show the subproject area boundaries marked on lots that would be affected. The LLRO identified the Affected Persons who have holding numbers, those whose applications are being processed in their office, and those who have lease agreement with any government agency and/or legitimate land owners. Such assistance will be very useful for PIUs in knowing the APs that shall receive compensation for the land.

Up to December 31, 2013 status of Land Acquisition are as follows-

- Total Proposed Land up to December 31, 2013 = 39.935 Acres,
- Acquired land up to December, 2013 = 15.615 acre's for 07 pourashavas out of 14 pourashava who intended land acquisition for disposal site.
- Among the acquired 07 PSs, 05 PSs have been given payment fully (Faridpur, Bhanga, Sathkhira, Sreemongal, Patgram). The remaining two acquired PSs (Chowmuhani and Ghorashal) have given partially payment

Sl. Nr	Name of Pourashava	Proposed Land (Acre)	Present Status	Land Value including other actual costs	Remarks
1	Faridpur	3.000	DC office has estimated land value (TK.3, 49, 70,334.26) with other costs and PMO paid the said full payment to DC office.	3,49,70,334.26	Paid
2	Bhanga	2.000	DC office has estimated land value (TK.2, 68, 23,495.00) with other costs and PMO paid the said full payment to DC office.	2,68,23,495.00	Paid
3	Mirzapur	1.580	DC office has estimated land value(TK.5,52,85,454.52) with other costs and PS submitted to PMO on 27.06.2013.	5,52,85,454.52 (Not paid)	Estimated Cost submitted to PMO on 27.6.2013, but it has not paid yet.
4	Benapole	1.810	After getting land value certificate from Sub-resister office, Pourashava submitted total cost for land to PMO	1,33,00,526.00	PS submitted to PMO on 08.01.2014
5	Narail	1.750	Pourashava submitted 7azaar7t documents to DC office after getting administrative approval from Local Government Division		Need for No Objection Certificate (NOC) from DoE.
6	Satkhira	1.630	DC office has estimated land value (15, 14,681.09) with other costs and PMO paid the said full payment to DC office	15,14,681.09	Paid
7	Bagerhat	2.000	DC office has estimated land value(97,21,260.00) and submitted Pourashava	97,21,260.00 (Not paid)	Pourashava Submitted to PMO 21.06.2012, but it has not paid yet.
8	kurigram	2.000	Local MP claimed against on the 1 st proposal.		PS trying to acquire the 1 st proposed land.
9	Nachole	3.710	Local Government Department (LGD) has sent administrative approval.		After getting administrative approval DC office

					has taken next necessary action. 11.11.13
10	Ghorashal	2.540	DC office has estimated land value(4,43,01,065.51) and submitted Pourashava on 13.6.2013	2,48,80,385.17	Estimated Cost 4, 43, 01,065.51 but paid TK. 2, 48, 80,385.17 (Rest TK. 1, 94, 20,680.34.
11	Sreemongal	2.438	DC office has estimated land value(TK.1,91,71,367.00) with other costs and submitted to PS.	1,91,71,367.00	Paid
12	Chowmuhoni	2.285	DC office has estimated land value with other costs and PMO paid partial payment of TK. 2,75,20,123.59 against the demanded TK. 3,67,21,763.00	2,75,20,123.59	Estimated Cost TK. 3, 67, 21,763.00. Partial paid (TK. 2,75,20,123.59) (Rest money TK. 92,01,639.41)
13	Cox'sbazar	2.470	1 st proposal cancelled for being nearest Air Port, new proposal submitted ministry for administrative approval on 12.02.2013.		It is need to administrative approval for LA. DC office has sent consent paper to LGD
14	Patgram	1.722	DC office has estimated land value (TK.51, 19,614.83) with other costs and PMO paid the said full payment to DC office.	51,19,614.83	Paid
Total		30.935 Acre's	Total Paid	14,0000000.00 (07 PSs)	

Stated above shows that, 14 Pourashavas (out of 47 PSs) have submitted proposal to Project Management Office (PMO) for land acquisition to construct dumping ground and Bus Terminal (Bus Terminal-Patgram PS). The land acquisition activities of 07 PSs (Faridpur, Bhanga, Satkhira, Sreemongal, Chowmuhani, Patgram, Ghorashal) have been completed among 14 PSs. Total proposed land for acquisition of 14 PSs is 30.935 Acre's. **Total acquired land is 15.615 acre's which includes the fixation value of TK. 16, 86,22,320.69. Paid TK. 14, 00, 00,000.00 at 07 PSs. Among the acquired 07**

PSs, 05 PSs have been given payment fully (Faridpur, Bhanga, Sathkhira, Sreemongal, Patgram). The remaining two acquired PSs (Chowmuhan and Ghorashal) have given partially payment. The PS will take necessary action to pay the rest money. After getting the land value certificate from DC office, Mirzapur and Benapole pourashava have submitted estimated cost to PMO but it has not paid yet. Narail PSs need for No Objection Certificate (NOC) from Directorate of Environment. Local MP claimed against on the proposed land of Kurigram Pourashava, PS trying to acquire the land. Nachole Pourashava got the administrative approval from LGD through DC office and DC office has already started all procedures for land acquisition. The 1st proposal cancelled for being nearest Air Port at Cox's bazaar Pourashava, DC of Cox'sbazar district has sent consent paper to LGD on new proposed land. Bagerhat DC office has estimated land value and Pourashava submitted to the PMO but it is not payable for being dropped out the Pourashava from the Project.

5. Social and environmental safeguards

5.1 Summary status of safeguard assessment reports (as on 31.12. 2013)

Safeguard reports are being submitted along with the technical reports of the subprojects to PMO for onward submission to KfW and ADB. Statuses of safeguard reports have been given in the following tables:

**Table 5.1 SUMMARY STATUS OF SAFEGUARD ASSESSMENT REPORTS UGIIP-II Phase 2
(As on 31 December, 2013)**

Sector	Proposed Pkgs./Schemes (Nos.)		SSA Reports Submitted	IEE Submitted	EIA Submitted	Remarks	Field Visits Undertaken during the reporting month for Safeguard Monitoring
	Pkg	Sch	(Pkgs)	(Pkgs.)	(Pkgs.)		
Urban Transport	213	884	213	213	0	No outstanding submission	Pourashavas visited during the month October to December 2013 by the Safeguard team for safeguard monitoring are as follows: <ul style="list-style-type: none"> Kurigram, Narail
Water Supply	10	20	10	10	4	No outstanding submission. 4 nos. EIAs prepared. DoE clearance	

						obtained	<ul style="list-style-type: none"> Bhanga
Solid Waste Management	21	68	21	21	0	No outstanding submission. 7 EIAs prepared for incinerators.	
Drainage	55	219	55	55	0	No outstanding submission	
Sanitation	21	48	21	21	0	No outstanding submission	
Municipal Facilities	40	156	40	40	0	No outstanding submission	

The above table indicate the fact that there is no outstanding submission of safeguard reports in terms of SSA report IEE and EIA report . All the required clearances were obtained in time as per GOB regulations for implementation of the projects. The entire compensation amount suggested in SSA and short RP reports were paid in time. Safeguard team is monitoring the implementation of safeguards during construction of the projects and submitting safeguard monitoring report for UGIIP-II Phase 2 subprojects as monthly monitoring report and quarterly progress reports.

Table5.2 : Status of Safeguard reports for of UGIIP-II- Phase-3 (As on 31 December, 2013)

Sector	Proposed Pkgs./Schemes (Nos.)		SSA Reports Submitted	IEE Submitted	EIA Submitted	Remarks	Details of Reports Submitted and Field Visits Undertaken during the reporting month
	Pkg.	Sch.	Pkg.	Pkg.	Pkg.		
Urban Transport	82	608	82	82	0	SSA and IEE Report Submitted for 82 package	<u>Pourashavas visited during the month</u> by the Safeguard team for safeguard reports and

							monitoring of phase-3 are as follows:
Water Supply					0	No package received yet.	<ul style="list-style-type: none"> • Kurigram • Patgram • Narail • Bhanga
Solid Waste Management					0	No package received yet.	<u>Safeguard Reports Submitted:</u> <ul style="list-style-type: none"> • IEE Report Submitted for Khagrachari, Bandarban & Cox's Bazar , Patgram Pourashavas for UT Sector.
Drainage	5	40	4	4	0	SSA and IEE Report submitted	<ul style="list-style-type: none"> • SSA Report Submitted for Benapole, Chuadanga & Hazigonj, Pourashavas for DR Sector.
Sanitation					0	No package received yet.	<ul style="list-style-type: none"> • IEE Report Submitted for Kurigram, Benapole,Chuadanga & Hazigonj Pourashavas for DR Sector.
Municipal Facilities	6	7	3	3	1	SSA and IEE Report for Mirzapur Bhanga and Patgram Pourashava submitted	<ul style="list-style-type: none"> • IEE report for Patgram Buserminus <p>EIA Report for Bhanga and ToR for Patgram Pourashava Bus Terminal submitted to DOE and approved by DOE</p> <p>Environment baseline survey was conducted for EIA of Bhanga and Patgram Buserminus.</p> <p>❖ October 2013 work suffered due to long public holidays</p> <p>❖ November December 2013 work suffered due to frequent "Hartals"</p>

5.2 Safe guard issues

5.2.1 Bhanga Pourashava

1. Till date no clarity on the land ownership
2. No clarity on the embankment toe protection
3. Environment clearance form DOE is pending due to non clarity of land ownership which is prime requirement of DOE for environment clearance.

5.2.2 Patgram Pourashava

Lack of clarity in the design and BOQ in following items –

1. Boundary shown in design not in BOQ
2. Protection measures on the diverted river channel not included in BOQ
3. No specification and monitoring of land filling
4. Positioning of the toilets

5.2.3 Other issues

- October 2013 work suffered due to long public holidays
- November December 2013 work suffered due to frequent “Hartals

5.2.4 Environment Health safety issues

During the visits of the pourashavas it was pointed out to the PIU of the pourashavs that implementation of EHS especially in terms of PPE is weak. PIU and contractors has been advised to follow the EHS guidelines . It was also explained to the PIU and contractor that implementation of EMP is the contractual obligation of the contrat,if not practiced then PMO will take strict action against the contractor due to non implementation of EMP and EHS

5.3 Safeguard Monitoring Report –

Being submitted monthly, Submitted up to the month of Decmber , 2013.

Field Visit Report by Safeguard Team

Bhanga Pourashava

Safe guard team visited the pourashava and project site on 23th October t, 2013 to review the ownership status and baseline environmental quality once again with Pourashava Asst. Engineer Mr. Rezaul Reza. Consultations with local people and shopkeepers revealed urgent need for constructing the Bus Terminal. At present there is no Permanent Bus terminal in Bhanga Pourashava area. Bus & Trucks are parking on the main road which are creating obstacle to the traffic movement. In Ward Visioning and Focused Group Discussions priorities have been laid on the provision of bus terminal to reduce traffic congestion on the NH.

The project considered is a Bus Terminal Project – that is categorized as Red category project by DoE, GOB, hence it requires Environment clearance and hence the EIA report

A meeting was held on 17.09.2013 with the DOE on environment clearance of proposed bus terminal. During the meeting some comments and suggestions were received from the DoE. As per the suggestions of the DoE, a survey team was engaged to collect the baseline environmental data pertaining to ambient air quality, surface and ground water, soil and noise. One of the objective of the visit was to supervise the baseline data generation and procurement of ownership documents.

Photographs of the visited sub-projects are enclosed for reference:



Survey team collecting baseline environmental data

Narail Pourashava visit

As per the scheduled programme the safeguard team visited the Narail Pourashava on 24.10.2013 review the safeguard implementation status which was pointed out during the last visit of UGIIP-2 Phase-3 subprojects undertaken by Narail Pourashava on 25.09.13

Before site visit the team met and discussed with the Mayor, the Executive Engineer, the Asstt. Engineer, the Field Engineer and the SAE of the Pourashava about the screening and safeguard issues of proposed schemes of Phase-3 and ongoing schemes of Phase-2. After site visit the team discussed with the Mayor and the officials of Pourashava regarding the observations of third phase schemes proposed by the pourashava. The following were observed by the safeguard team:

- Signboards are not found at the starting/ending points of schemes.
- Labors are working without any PPE even first aid box was not available there.
- Utility services like electric poles are found there as barrier against construction work

The team visited the ongoing UT schemes. The team also met the contractors and related project authorities and advised them to maintain quality and specifications, implement the EMP, health safety issues and to finish the work in scheduled completion time.

The team also met local people along the proposed schemes and exchanged views with them.

Photographs of the visited sub-projects are enclosed for reference:



Consultation with Labours.(PDP-35)



Labours are working without any PPE.(PDP-35)

Patgram Pourashava visit

Date of Visit : 29th November to 1st December 2013

Places of Visit : Patgram Pourashava

Safe guard team visited:

Mr. P.K. Kar (International Resettlement specialist,(IRS)

Dr. S.K.Banerjee (International Environment specialist,(IES)

Mr. Asaduzzaman Chowdhury (National Resettlement specialist,(NRS)

Mr. Habibur Rahman (Environment specialist,(ES)

Schemes visited: Construction of Patgram Bus Terminal,

SUBPROJECT VISITED:

Proposed subproject-

The subproject package consists construction of a Bus Terminal at Patgram Pourashava. It includes construction of Terminal Building, Public Toilet, Deep Tube Well, Pump House, HBB Parking Lot, Foot Paths, Vehicle Wash Point, Drain, Boundary Walls, Area Electrification etc.

Observations:

Location: The proposed bus terminal project will be located on the Patgram bypass of Burimari-Lalmonirhat road. The Pourashava has acquired about 2.5 acres of Pvt. Land for the project.

Singimari river, now like a canal flows at the back side (south) of the proposed bus terminal site. On the north side of the proposed site there are some residences across the road and on the east there is a strip of private land between the proposed site and the Hindu temple and nearby cremations ground on the edge of the canal.

Outcome of the visit:

Consultation with local people:

Consultations were held with local people to know their views on the project. People informed that the Pourashava (A class) does not have an organised bus terminal and expressed their happiness with the project. They also expressed that they are ready to co-operate with the pourashava in implementation of the project.

Consultations with the affected land owners revealed that they have already received the compensation for their land and are happy to be a part of the project through contribution of their land for a developmental work in their pourashava.

Consultation with Pourashava officials :

The team discussed with the Mayor and Pourashava Engineers in detail about the proposed project. The discussions revealed the following facts –

- It has been agreed that preparation of the land for the bus terminal i.e. filling and compaction of the filled up area will be the responsibility of the Pourashava.
- Other facilities for the bus terminal like construction of Terminal Building, Public Toilet, Deep Tube Well, Pump House, HBB Parking Lot, Foot Paths, Car Wash Point, will be done by the UGIP-2 project
- While no boundary wall has been included in the project for demarcation of the terminal area from the river and adjacent private land/cremation ground, only 20m protective structure have been provided on the upstream side of the canal as erosion measure.

Safeguard issues identified by the Team:

1. It was observed by the team that alignment of the river is being changed permanently by the pourashava to use the existing river bed for constructing the bus terminal. Pourashava has to ensure the protection of the bank of the newly excavated canal to stop the soil erosion and protection of the agriculture land. However, only 20m protection wall has been included in the approved design that is insufficient for the purpose.
2. The project is a red category project and needs environmental clearance from the DOE, GOB, for which TOR has been issued by the DOE based on the IEE already submitted. Requirement of canal diversion is missing in the IEE document.
3. Boundary wall is needed to demarcate the terminal site and separate the area from the adjacent private land, sensitive features like the river/canal, hindu temple and the cremation ground. The boundary wall should be designed as boundary wall cum protective structure for the slopes of the filled up area along the canal.
4. A vehicle wash point with water treatment facility that has been proposed for the terminal will not be relevant without the boundary wall as the vehicles will be free to directly access the canal bed for washing purpose.
5. Passenger shed proposed at the centre of the terminal should be shifted to the eastern side near the toilet. During rains, users will otherwise face hardship to access the toilets.



Views of the proposed site from Bypass



Ongoing filling of the proposed site for bus terminal



View of the alignment of existing canal and ongoing digging for diversion



Consultation with local people and PAPs at the project site



Consultation with Mayor and Pourashava Engineers



Hindu Temple adjacent to the proposed bus terminal site



Cremations ground adjacent to the proposed bus terminal site