**Local Government Engineering Department**

Municipal Governance and Services Project

Review Comments on Social Management Plan (SMP) of Subprojects taken under MGSP

**FY 2015-2016 & 2016-2017**

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| **Name of ULB** | **Package Title** | **Package Number** | **Review comments on Social Management Plan** |
| **Bhairab** | Construction of RCC Road, drain with Footpath and Street Lights in Bhariab Pourasova  a). Rehabilitation of the Chandibar Main Road including Link Connecting Road with the Bhairab-Kishoreganj Highway Road (CIP-5) under Bhairab Pourashava in Kishoreganj.  b). Rehabilitation of Abdur Rahman Forkania Madrasha Road CIP-5 in Road Part and CIP-31 in Water Logging, drainage etc Part) with additional Drain of 143 m and Pipe Drain of 400 m towards Outfall.  c). Rehabilitation of the Jagnnathpur South Para Road with Drain (total Road length is 568 m, and Drain length is 568 m, Street Light is 568 m,CIP-13) starting from the Jagnnathpur South Para Rail gate of Dhaka-Chittagoan Rail line up to Salam Store. | **MGSP/BHB/2016-17/W-04** | This subproject is very important project of Bhariab Pourashava. About 80 shops and enterprises of various types like barber shop, variety stores, Homeopathic treatment centers, Motor vehicle repairing garage, Hosiery shop, Electrical & Electronics, GAS vendors, Photo studio, grocery shops, Tea- stall which built almost in all semi paccai/ *pacca* floor with CGI sheet fence shops both side in the road.  According to the Pourashava engineers and DSM consultant’s observation & recommendation 10 Nos. of boundary wall, total 100ms of boundary to be affected. The existing identified physical construction has to be removed with or without any compensation except that removal of the boundary wall requires compensation as it is a community property. As per screening report ULB agreed to rebuild the wall (100m) with the project cost.  The purpose of preparing this SMP/SIMP is to demonstrate the all-inclusive consultative process in selection and design of the subproject as well as to provide guidance for social development and safeguards compliance in the implementation process.  Considering the inventory and other issues Social Impact Management Plan (SIMP) has been prepared for the identification of subproject and managing social concerns in the process of subproject design and implementation. Initially, the subproject proposal includes a social screening report including the impact assessment. The SIMP contains a description of the subproject area, social screening and impacts, consultation process adopted during identification and design, and consultation plan for implementation stage, impact mitigation measures, grievance resolution process, and implementation arrangements, and monitoring and evaluation.  Since the subproject involves removal of boundary wall of 50 private houses and boundary wall of one mosque cum Madrasa, one mosque and one Eidgah. So affected boundary wall to be re-built of affected 50 houses, a mosque and Madrasa under the subproject measuring the boundary wall is about 793m and relevant cost to be borne by MGSP.  As agreed, ULB authority will ensure participation of the communities and grievance resolution in the process of implementation of the subproject. |
| **Chakaria** | a) Construction of New Kitchen market under Chakoria Pourashava. | **MGSP/CHO/2016-17/W-03** | The proposed subproject has been designed for implementing four main components, these are; i. Construction of New kitchen Market, ii. Vertical Extension of Southside of existing whole sale market iii. RCC Road for New Kitchen market & existing whole sale market and iv. Water and Plumbing part with electrical worksfor new kitchen market through an intensive consultative process where community people and other stakeholders were involved in the whole participatory processes. It is predictable that proposed subproject would create opportunity for shopping as well selling the goods in a congenial atmosphere of the project location. In order to ensure the better implementation through addressing social issues, SMP has been developed. SMP highlights the main aspects of the social and vulnerability concerns. Communities and stakeholders were actively involved in selecting the subproject and they will continue their active participation in the Project Cycle Management.  For implementation of the subproject no acquisition of additional land will be required, and as such no resettlement is necessary. Hence, no Resettlement Action Plan –RAP is needed. no tribal people will be affected because there is no tribal community living in the subproject areas. The outcome of social screening also confirms that local people across the subproject road are positive towards implementation of the subproject. |
| b) Vertical Extension of Southside (1st Floor) of existing whole sale market under Chakoria Pourashava. |
| c) RCC Road for New Kitchen market & existing whole sale market under Chakoria Pourashava. |
| d) Water and Plumbing part for new kitchen market. |
| e) Sanitary work of Vertical Extension of Southside (1st Floor) of existing whole sale market under Chakoria Pourashava. |
| f). Electrical works for New Kitchen Market building including 15 Nos. Pole & Light along the boundary under Chakoria Pourashava.  g) Electrical works for vertical Extension of existing whole sale market under Chakoria Pourashava. |
| **Chakoria** | (a)  ConConstruction of Road from Poura Dighi North side to Dakkhin Para Pourashava last boundary with connecting road and culvert, Ch 0+00 to 2+260 m and Link Ch. 0+00 to 0+900m..  (b) The road starts from the Sheikh Rasel School Moar (Ch.0+00m) and continues upto Palakata School Moar (Ch.1+095m). | **MGSP/CHO/2016-17/W-04** | The Social management Plan (SMP) of this subproject comprises improvement of road with culverts and protection wall was developed through a consultation process. The consultation process comprised stakeholder workshops, group discussion, KII and quick survey at the ULB level using participatory approach.  Since the SMP was developed through verse consultative process so it has been agreed upon that APs will voluntarily shift their construction which is regarded as encroachers to the municipal properties or assts. No cost was involved under this action relating to SIMP. Communities are committed to ULB to assist to implement the subproject. |
| **Daudkandi** | (a) Development of road starting from hasanpur college to khalpar Bridge (ch. 0+000 to 0+1465m, Total length 1465m) under Daudkandi Pourashava. | **MGSP/DAD/2015-16/W-03** | The subproject titled development of road with box culvert starting from hasanpur college to khalpar Bridge has been selected through a consultative process where communities and stakeholders were actively involved in the whole participatory processes. It is expected that proposed subproject would create opportunity for easy and free movement of the dwellers of the project location. In order to ensure the better implementation through addressing social issues Social Management Plan has been developed. SMP highlights the main aspects of the social and vulnerability concerns. Communities and stakeholders were actively involved in selecting the subproject and they will continue their active participation in the Project Cycle Management.  The subproject interventions are not expected to deception considerable negative social impact, although minor shifts were required which had been settled voluntarily. The improved physical facilities might have positive impact on employment, and creating better environment and civic facilities. All these factors have extensive value on socio-economic aspects in general. |
| (b) Construction of 1 vent 2.5x2.5m RCC Box Culvert at ch. 0+975m under Daudkandi Pourashava. |
| (c) Supplying, fitting & fixing of street lights starting from Hasanpur College to Khalpar Bridge (Ch. 0+000 to 0+1465m, Total Length 1465m) under Daudkandi Pourashava. |
| **Feni** | Construction of RCC Road Work at Rampur Bhuiyan Bari Road (Start from Dhaka-Chittagong Highway to S.S K Road link by Takia Mazar & Rampur Saowdagor para Road. Length 2,200m (main Ch 0+00 to 1+100m, Link 1- Ch 00 to 0+600m, Link 2 Ch 0+00 to 0+400m) & Link 3 Ch 0+100 to 0+200m) under Feni Pourashava, Feni | **MGSP/FNI/2015-16/W-03** | The proposed subproject has been designed for implementing three components these are; i. Construction of RCC Road Work, ii. Construction RCC road along with slab with Intersection of the road, and iii. Construction RCC drains, and iv. Environmental work under Shaistaganj Pourashava those group of activities have been selected through a consultative process where community people and other stakeholders were involved in the whole participatory processes.  In order to ensure the better implementation through addressing social issues Social Management Plan has been developed. SMP highlights the main aspects of the social and vulnerability concerns. Communities and stakeholders were actively involved in selecting the subproject and they are committed to continue their active participation in the Project implementation and its maintenance.  For implementation of the subproject no acquisition of additional land will be required, and as such no resettlement is necessary. Thus, no negative social impact identified, so SIMP is needed which could be guiding tool for mitigating social issues. |
| Construction of RCC Road with Top slab at Feni- Comilla Trunk Road East side (Feni Shishu Niketon to Dewangonj Khal) Ch .0.00m to Ch. 3200.00m) & 01 No. Box Culvert at Feni – Comilla Trunk Road, Ward No.- 08 & 09 under Feni Pourashava. | **MGSP/FNI/2015-16/W-04** | The subproject contains a group of activities covering RCC Road with top slab at Feni- Comilla Trunk Road East side (Feni Shishu Niketon to Dewangonj Khal)  The subproject was undertaken in consideration of needs of the locality of Feni Pourashava. With a view to address the social issues Social Management Plan has been developed which is well structured covering all elements of the SMF and issues raised through social consultation and screening.  SMP carries five principles of safeguard response. It is expected that SMP will be the guiding document for PIU at ULB level and actors involved with MGSP at central level. SMP ensures the inclusion, participation, transparent and social accountability. SMP also ensures that interventions under the sub-project would be able to create easy access and communication facilities which will contribute to securing livelihoods of city dwellers particularly Low Income Communities-LICs.  No such negative impact assumed that would hamper the project implementation and related issues related to settlement on construction were dissolved through negotiation by ULB. |
| (a) Construction of RCC drain at Masterpara and Bamon Pukur Road side,  Part I: In front of Feni Jail Khana- Kanon Cenema Hall- Bentu Hazari Gymnasium Road, Ch. 0+00 to 0+250m;  Part II: In front of Feni Pourashava to Master para Road, Ch 0+00 to +100m;  Part III: Master para Road and Bamon Pukur Road side (Shafiq Villa to Railway culvert), Ch 0+00 to 0+410m;  Part IV: Ramtara Shishu Park- Moulavi Bazar –Master Rafiqul Islam Road side drain up to Railway culvert, Ch 0+00 to 0+350m;  Part V- Rail line to Dhamdhama Khal, Ch 0+00 to 0+150m.  (b) Construction of RCC drain at West side of Trunk Road including Link  Part I: Main drain Ch 0+00 to 0 +900m;  Part II: Link 1: Ch 0+00 to 0+590m;  Part III Link 2: Ch 0+00 to 0+075m.  (c) Construction of RCC drain at South side of Feni- Noakhali Road (Mohipal Bus Terminal) to Panchgachi Khal, Ch 0+00 to 1+105m. | **Package No: MGSP/FNI2016- 2017/ W-5** | The subproject covers the component of a number of RCC Drain & Footpath in different locations of Feni Pourashava. With the intention of address the major concerns related to social safe guard SMP was developed. Since the subproject is being implemented in the existing ULB’s land, so social burning issues raised in the communit6y and stakeholders consultation.  As a social commitment, involuntary settlement to be arranged. The subproject will create scopes for town dwellers for their free and safe movement as the project is located in the central place of the town. |
| **Madaripur** | Construction of T.B. Clinic Sarak starting from Lake View Sarak to Kulpuddi Bazar with drain (Ch. 00-2025m) under Madaripur Pourashava | **MGSP/MAD/2017-18/W-05** | The proposed subproject has been designed for Construction of T.B. Clinic Sarak starting from Lake View Sarak to Kulpuddi Bazar with drain under Madaripur Pourashava which has been selected maintaining all relevant procedures like consultative process where community people and other stakeholders were involved in the whole participatory processes.  Proposed subproject would create opportunity for easy and safe movement of the dwellers of the project location. In order to ensure the better implementation through addressing social issues Social Management Plan has been developed.  SMP highlights the main aspects of the social and vulnerability concerns. The subproject interventions are not expected to pretense significant negative social impact. |
| **Patiya** | (a) Improvement of road from Taltolay chowki to Barua Building Ch. 0+00 to 1+230m | **MGSP/PAT/2016-2017/**  **W-03** | The proposed subproject has been designed for implementing two components these are; i. Improvement of road from Taltolay chowki to Barua Building and ii. Construction of numbers of RCC Drain those have been selected through a consultative process where community people and other stakeholders were involved in the whole participatory processes. In order to ensure the better implementation through addressing social issues Social Management Plan has been developed.  There is no such type of adverse impact in the proposed subproject, although minimum impact anticipated which is manageable and concerned ULB has to mitigate those. |
| (b) Construction of Drain from Taltolay chowki to Barua Building at right side of road, Ch. 0+00 to 0+510m |
| (c) Construction of Drain from Taltolay chowki to Barua Building at left side of road, Ch. 0+00 to 1+230m |
| (d) Construction of RCC drain at Jonab Ali road Ch. 0+00 to 0+650m |
| (e) Construction of RCC drain at Jonab Ali road Link, Ch. 0+00 to 0+045m |
| (f) Supplying, fitting & fixing of street lights from Taltolay chowki to Barua Building Ch. 0+00 to 1+230m |
| **Rangpur** | a) Rehabilitation of road from Burirhat Eidgah to Monohar Shukanchaki by Bituminous Carpeting (Ch.0+000~3+730km). | **MGSP/RCC/2016-2017/W-09** | The subproject has been selected in consideration of local needs of the Rangpur City Corporation which is considered as one of the priority scheme in CIP. The subproject has two major components namely; Rehabilitation of road from Burirhat Eidgah to Monohar Shukanchaki by Bituminous Carpeting with Construction of 3mx2mx8m Box culvert ,ii Construction of RCC Drain from Burirhat Jute Mill to Harati and iii. Fitting and fixing of street light which would directly benefit to free & easy movement, improve traffic circulation and to reduce water logging and create free water flow to next water body.  Project Management Unit-PMU in the specific field site consultation with the functionaries has identified the subproject. DSM in consultation with Rangpur City Corporation conducted screening and prepared SMP. According to the SMP trained the vulnerable communities and road users in the subproject location on social safe guard issues for the empowerment and ability to mitigate the complaints amicably and successfully.  No negative impact anticipated of the subproject, although very minor problem indentified which could be managed by ULB and concerned community themselves. |
| b) Construction of 3mx2mx8m Box culvert on Burirhat Eidgah to Monohar Shukanchaki road at Ch. 1+500km, 2+100km, 2+150km, 2+565km, 2+590km, 2+905km (6 nos.). & 1.6mx1.6mx8m Box culvert at Ch. 1+895km, 3+580km & 3+720km (3 nos.) with wing wall parallel to road.(Total 9 nos.) |
| c) Rehabilitation of road from Burirhat Jute Mill to Harati by RCC and Bituminous Carpeting (Ch.0+200~1+700km). |
| d) Construction of RCC Drain from Burirhat Jute Mill to Harati (Ch.0+000~2+400km) |
| e)Supplying, fitting & fixing of Street Lights starting from Burirhat Jute Mill to Harati (Ch.0+000~1+700km) |
| 1. Constructions of RCC drain at Azaz nagor Colony area (i) Ch. 0+000 to 0+385km. & (ii) Ch. 0+000 to 0+415 km. (Total length – 800m.) | **MGSP/RCC/2016-2017/W-10** | Rangpur City Corporation has been regarded as one of the densely populated town in northern Bangladesh. The national highway passes at the western and eastern fringes of the City and both the sides of highway are occupied by huge tracts of agriculture land and sporadic homesteads. This indicates general features of the planning area as a mixture of rural and semi-urban nature.  The subproject has been selected considering the present drainage congestion that is a long lasting problem prevails in the project locations. This subproject will create new avenue of improved drainage network as the area is low-lying and being water logged every year.  There is no such type of negative impact, rather subproject will have huge positive impact in town dweller’s daily life |
| 1. Construction of RCC drain from station road to Guptapara road (Ch. 0+000~1+100km including Link 1, length 100m, Link-2, length 70m, Link-3, length 210m, Link-4, length 200m, Link-5, length 180m & Link-6, length 200m, (Total length 2060 m.) |
| 1. Construction of RCC drain at Shahipara road (Ch. 0+000~ 0+380 km) (Total length – 380m). |
| 1. Construction of RCC drain from Milonir more to Shamashundori Canal (Ch. 0+00~ 0+500 km) (Total length – 500m). |
| 1. Construction of RCC drain from Gunjan more to Tatipara road side drain (Ch. 0+000~ 1+000 km) (Total length – 1000m). |  |
| 1. Construction of RCC drain at Mayamayi road (Ch. 0+000~ 0+550 km) (Total length – 550m). |
| 1. Construction of RCC drain at Kharampotti road (Ch. 0+000~ 0+500 km) (Total length – 500m). |
| 1. Construction of RCC drain at Bhubosundari road (Ch. 0+000~ 0+350 km) (Total length – 350m). |
| a) Rehabilitation of Road starting from Nagar Mirgonj to Anondapath primary school via Raghu Bazar at Pirgasa road by Bituminous Carpeting (Ch. 0+000-6+300 km).  b) Construction of 7 nos. single vent Box Culvert 2 m X 1. 6 m at Ch. 552 m, 2600 m, 3200 m, 3380 m, 4340 m, 4930 m & 6150 m respectively. 3 no’s signal vent Box culvert 3 m x 2 m at Ch. 2098 m, 2700 m & 3780 m respectively, 2 vent Box culvert 3 m x 3 m at Ch. 3550 3 vent Box Culvert 3.6 m X 3.6 m at Ch. 5200 m on that road under Rangpur City Corporation. Rangpur District. | **MGSP/RCC/2016-2017/W-11** | The proposed subproject has been designed for implementing four components; i. Rehabilitation of Road starting from Nagar Mirgonj to Anondapath primary school via Raghu Bazar at Pirgasa Road by Bituminous Carpeting, ii. Construction of 7 nos. single vent Box Culvert under Rangpur City Corporation which has been selected maintaining all relevant procedures like consultative process where community people and other stakeholders were involved in social screening for selecting the subproject.  Proposed subproject would make possibility for trouble-free and particularly easy movement of local people particularly the students and old aged people of the project location. Aiming to better implementation through addressing social issues Social Management Plan has been developed. SMP highlights the main aspects of the social and vulnerability concerns.  The subproject interventions are not expected to facade negative social impact. So, no SIMP or RAP is required for this action. |
| **Saidpur** | (a) Construction of RCC Drain from Wapda moar to China Mosque (Ch. 0+000~1+210km L/S, 0+000~1+660km R/S, Total length 2870m) | **MGSP/SAD/**  **2016-17/W-04** | The proposed subproject has been designed for implementing three components, these are; i. Construction of a group of drains in different locations of Saidpur Pourashavas those have been selected through a consultative process where community people and other stakeholders were involved in the whole participatory processes. It is expected that proposed subproject would create opportunity for effective drainage system that will contribute to reduce water logging . SMP highlights the main aspects of the social and vulnerability issues. Communities and stakeholders were actively involved in selecting the subproject and they will continue their active participation in the Project Cycle Management as committed..  For implementation of the subproject no acquisition of additional land will be required, and as such no resettlement is necessary. Hence, no Resettlement Action Plan –RAP is needed and no tribal people or low income group will be affected because there is no tribal community living in the subproject areas. The outcome of social screening also authenticates that local people across the subproject are positive towards implementation of the subproject. |
| (b) Construction of RCC Drain from Patchmatha moar to Alam press moar (Ch. 0+000~0+881km, Total length 881m) |
| (c) Construction of RCC Drain from Sher-e-Bangla road to Dakbanglo via LSD Godwon–Jashim bazaar–Dulapara Nur Islam house (Ch. 0+000~3+350km) including link 1, length 575m (Total length 2920m). |
| (d) Construction of RCC Drain from Bus Terminal to Panchanala (Ch. 0+000~0+865km) both side (Total length 1730m). |
| **Saidpur** | Construction of Bituminious Carpeting road from patchmatha Moar to Slaughter House including RCC Drain Box Culvert and street light | **MGSP/SAD//2016-17/W-05** | Saidpur Pourashava is one of the densely populated town among the ULBs under MGSP which is poorly served areas of north-west Bangladesh. The subproject has two major components namely-Construction of Bituminious Carpeting road from patchmatha Moar to Slaughter House including RCC Drain Box Culvert and street light  In order to ensure the better implementation through addressing social issues Social Management Plan has been developed. SMP highlights the main aspects of the social and vulnerability concerns that have to be addressed.  The subproject interventions are not expected to facade negative social impact. The improved transportation and easy movement may have positive impact on employment, agricultural production & marketing, creating better business environment and improved utility services. |
| **Tangail** | (a) Improvement and widening of Dighulia Shakrail Road starting from main road to Shakrail Bottola by Bituminous Carpeting (Ch.0+000 to 2+010km) and Link -1, starting from College Para moar to H/O Abul Hosain length 425m(Total length 2276m). | **MGSP/TAN/2016-17/W-07** | The proposed subproject has been designed for implementing two components; i. Improvement and widening of Dighulia Shakrail Road starting from main road to Shakrail Bottola by Bituminous Carpeting ii. Construction of Box culvert on Dighulia Shakrail road and iii. Constructions of RCC drain with footpath, and iii. Fitting and fixing of Street Lights under Tangail Pourashava which has been selected maintaining all relevant procedures like consultative process where community people and other stakeholders were involved in the whole participatory processes.  Proposed subproject would create opportunity for easy and safe movement of the dwellers of the project location. In order to ensure the better implementation through addressing social issues Social Management Plan has been developed.  SMP highlights the main aspects of the social and vulnerability concerns. The subproject interventions are not expected to pretense significant negative social impact. |
| (b) Construction of 2x3.5mx3.5m Box culvert on Dighulia Shakrail road at ch. 1+858km |
| (c) Construction of RCC Drain with footpath from Ch. 0+000~2+010km at Dighulia Shakrail road starting from main road to Shakrail Bottola (Total length 2675m). |
| (d) Supplying, fitting & fixing of street light pole at Dighulia Shakrail Road starting from main road to Shakrail Bottola (Total length 2435m). |