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**Local Government Engineering Department**

Municipal Governance and Services Project

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

for the FY 2016-17 & 2017-2018

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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 Pourasovaa). 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** | The subproject has been selected through maintaining participatory process where community people and other stakeholders participated active. During social screening all relevant issues were taken into consideration for discussion and finally subproject has been selected for implementation as community recommended it as priority intervention for the locality.It is safe and sound for the marginalized population that no land will be required and no private, public, community, or cultural property as well as mini-commercial activities will be affected for the implementation of this subproject. The proposed interventions are not expected to pretense any negative social impact. Rather transportation system will have positive impact on employment, agricultural development, creation of better business environment, marketing of agricultural products and promoting education facilities. All these factors have significant value on socio-economic aspects in general and social aspects in particular. Thus, implementations of the proposed subprojects are safely and highly recommended by the community. |
| **Chakoria** |  (a) Construction 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/2017-2018/W4** | The sub-project has been selected in consultation with all level stakeholders where it has been considered as priority one of the action as per Capital Investment Plan of Chakoria Pourashava. The subproject will directly benefit the municipal dwellers of ward 5,6 and 7 and huge number of people of other wards and adjoining rural areas. Expected that It will contribute to improved road network, reduced drainage congestion, traffic jam and convenient movement of both vehicles and pedestrians. It will also help for marketing of agricultural and other produced goods of local farmers and craft people. It will thus help to increase employment opportunity and income of inhabitants of the locality, traders, producers and farmers of peri-urban areas of municipality. Also, this will raise property value and rentals for the pourashava tax payers that will make the municipal dwellers capable to pay tax to pourashava.. A total of 64 boundary walls of private houses encroached to the ULB road will need removal. The PAPs have signed agreement with the ULB to shift obstacles willingly and without compensation as the PAPs will be benefited for having good road at doorstep free of drainage congestion.As assumed, the local stakeholders are highly supportive of the subproject and suggested its inclusion under the MGSP.  |
| **Elenga** | **a) Construction of 33 m RCC Bridge at** Pathalkandi Channel under Ellenga  Pourashava, Kalihati, Tangailb) Construction of approach road by bituminous carpeting for 33 m RCC Bridge at  Pathalkandi Channel (Ch.0+000 to 0+103 m, 0+136 to 0+ 970 m and link 160 m) under | **MGSP/ELN/2017- 2018/ W-04** | The subproject mentioned in the left column will benefit the dwellers of three wards (4 & 6 of 9 wards) of the Ellenga Pourashava. About, one million people of the two wards will be benefited from construction the bridge and approach road. There is no such obstacle identified in the proposed subproject area and no person will be affected. The subproject will need shifting of 4 electric poles & cutting of 30 trees in the existing.The local stakeholders are supportive of the subproject hence it is recommended to include it under MGSP. |
| **Feni** | i.Construction of RCC Drain at (a) Gazi Cross Road side (Academy Road to End of Gazi Cross Road) Ch. 0~710m &(b) ShahidObayedulHoque Road side (Gazi Cross Road to Feni Girls Cadet College Road) Ch. 0~900m at Ward No. 07 and Link 1: Ch. 0+00 to 0+135m, Link 2: Ch. 0+00 to 0+135m & Link 3: Ch.0+00 to 0+255m. Total length = 2135m under Feni Pourashava.ii) Construction of RCC Drain at Trunk Road East side upto Daudpur Khal (Remaining Part of Package No. MGSP/FNI/W-02), Ch.470m ~970m, effective length=500m under Feni Pourashavaiii) Construction of RCC drain at Abu Bakkar road (Feni Railgate to BarahipurRailgate) (Ch. 0-1680m) under Feni Pourashava. | **MGSP/FNI/2017- 2018/ W-07** | This SMP has been prepared in consultation with the relevant local stakeholders comprising ULB representatives, project beneficiaries as well as the PAPs. The subproject will benefit about 30,873 people of Feni Pourashava wards # 1,7,8 and 9. It will also benefit the people of other wards and adjoining rural areas. The sub-project will help the pourashava in reducing maintenance cost of the road for reducing water-logging.The subproject will require removing and rebuilding of 13 installations (4 boundary walls and 9 bamboo & C.I sheet) 2 temporary tin shed and 3 houses front stair and felling 70 trees will be required. The PAPs agreed to remove the obstacles willingly and without any compensation as the subproject drains will improve the road in front of their houses; hence it is beneficial to them. Since the subproject benefits the town including the PAPs, the local stakeholders are highly motivated and recommended for its inclusion as a subproject under the MGSP.  |
| **Madhabdi** | Construction of RCC drain and widening of roads in Madhabdi Pourasovaa) Construction of RCC Drain from Tatapara Bowbazar to Islam C.N.G via Mohammadia Jame Moshjid (CIP-2 & 3) providing RCC Pipe Drain and allied works under Madhabdi Pourashava in Narhingdi District. (Ch.0 to 400m & Priority 3)b) RCC Drain from Islam CNG to Choto Gadairchar Jame Moshjid Road via Bhuiyan Textile Mill and DN Textile Mill (CIP-8 & 7) providing RCC Pipe Drain (161m) and allied works under Madhabdi Pourashava in Narshingdi District. Ch. 181m to 302m plus 40m towards outfall at Brrammoputro River. Priority-4.c) RCC Road with Drain from Old Brammaputra Nadh to house of Sobahan driver at Birampur via old Bus stand (Total Existing road length 510m) providing RCC Road 500m, RCC pip drain 330m and allied works under Madhabdi Pourashava in Narhingdi District (CIP-9 & 10) and priority 6.d) RCC Road and partly portion of RCC Pipe Drain construction from Dhaka-Sylhet National Highway (near Fajlul Karim Kinder Garden) to House of Selim Sangbadik at Birampur via Rine ok market (CIP-13). Providing increase of the existing Road width by RCC Road 800m, With partly portion of RCC Pipe Drain 280m and allied works under Madhabdi Pourashava in Narshingdi District. (Priority-6).e) RCC Road with RCC Pipe Drain and Street lights starting from the house of Habibur Rahman at Birampur to back side of the house of Farid Councilor (Total length 660m), providing increase of the existing Road width by RCC Road 300m, RCC pipe Drain 660m, Street lights 300m and allied works under Madhabdi Pourashava in Narshingdi District. (CIP-14 & 15 and Priority-7) | **MGSP/MDI/2016-17/W-03** | The sub-project mentioned in the left column is one of the important interventions of Madhabdi Pourashava which was considered a prime one in CIP. The sub-project has been selected through maintaining all inclusive selection processes. Following steps were followed in selecting the said intervention. Actually, PIU in the specific field site consultation with the elected representatives of Madhobdi Pourashava has selected subprojects. Accordingly, DSM in close coordination and consultations with Madhobdi Pourashava has conducted social screening and subsequently prepared the Social Management Plan (SMP) for subproject. According to SMP, PIU plan disclosed the vulnerable communities and subprojects users in the subprojects locations on Social Safeguard Issues for their empowerment and ability to mitigate the complaints amicably and successfully. To protect their livelihoods, trading, income, dropout of education of their children, and other income generating activities, this Social Management Plan will be followed strictly and carefully for subprojects implementation.PAPs finally agreed in written form to remove installations voluntarily without compensation and expressed their interest to the said sub-project.  |
| **Madhabdi** | Construction of RCC drain and widening of roads in Madhabdi Pourasovaa. Construction of R.C.C Road & RCC Drain starting from Dhaka – Sylhet Highway(Near Jalil Work shop) to House of Abu Mia at Birampur under Madhabdi Pourashava (Ch. 0+000~0+630km) Total length= 630m.b. Construction of R.C.C Road & RCC Drain starting from Dhaka – Sylhet Highway (Near House of Hannan Master) to Uttar Birampur Eidgah via Jaj Bhuiya Textile Mill under Madhabdi Pourashava (Ch. 0+000~0+532km & Link 113m) Total length= 645m.c. Construction of R.C.C Road & RCC Drain starting from Amtola Mosjid at Katowalir char up to Madanganj (old rail line) via Saju Khalifar Majar under Madhabdi Pourashava (Ch. 0+000~0+540km) Total length = 540m | **MGSP/MDI/2017-18/W-04** | This is one of the important sub-project in consideration of all aspects of implementation. The sub-project has been selected through participatory process where each and every stakeholder participated in the selection process.It is expected that after completing the subproject interventions, local and adjoining rural area people including teachers, students, officials, businessmen, workers and farmers of all ages and sexes will be benefited from it. The sub project drains will reduce water-logging on the roads. This will improve longevity of the roads and reduce maintenance cost. Adding streetlight to it will also ensure pedestrian safety and smoother vehicle movement. The subproject does not require land acquisition and there is no need to prepare RAP. All land needed for the subproject belong to the ULB. However boundary walls of 50 private houses encroached to the ULB road and boundary wall of a mosque cum madrasa, a mosque and an Eidgah (community place for prayer) need to be removed. The PAPs and the Mosque and Madrasa committee and private house owners agreed in writing to shift the obstructions willingly and the ULB agreed to pay compensation which is included in the subproject cost estimate.  |
| **Rangpur City Corporation** | 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/RAN/2017- 2018/ W-11** | The proposed subproject has been chosen for considering its importance and application for establishing smooth communication with the main town of Rangpur City Corporation. The screening report revealed that sub-project will huge positive impact and insignificant deleterious impact which could be minimized by the RCC and PAPsIt is stalwartly expected that the subproject will improve road connectivity in two wards of the RCC providing more convenient and stable road connectivity in the RCC area and adjoining rural areas. About four million people of said two wards and many others of adjoining areas will be benefited from SP. Implementation of the subproject will need removal of seven number tin roof & bamboo made shop sand 93 farmers’ families vacating 93 plots in cropping land. An agreement has been signed with the PAPs and it is agreed upon that the PAPs will confiscate obstacles willingly and without asking for any compensation. It is mentioned here that on behalf of 100 PAPs (Seven shops tin roof & bamboo made & 93 agriculture farmers) have signed an agreement with Rangpur City Corporation saying that they will remove obstacle’s willingly and without compensation for greater interest of Rangpur City Corporation development works and for their own benefits for getting better living environment.  |
| **Shaistagonj** | Rehabilitation of Road starting from Noor Mansion Mosque to Puran Bazar (Ch.1+310 to 3+000) by BC including RCC drain, with footpath, Road divider, Street lights and allied works under Shaistagonj Pourashva. | **MGSP/STG/2016- 2017/ W-03** | The subproject has been selected in consultation with the elected representatives as well as local community of Shaistagonj Pourashava. According, DSM consultant (SMO) in close coordination and consultations with Pourashava management has conducted social screening and subsequently prepared the Social Management Plan (SMP) for the subproject. Letter on social safeguard issues of the SMP disclosed to vulnerable communities and other beneficiaries for their information and scope to mitigate the complaints (if arise) amicable and successfully. In order to protect their livelihoods, trading, income, dropout of education of their children, and conducting other income generating activities, this Social Management Plan will be followed strictly and carefully for subproject implementation properly as specified. There is no such obstacle in the proposed subproject area and none of persons will be affected. The subproject will need shifting of 4 electric poles & cutting of 30 trees. The sub-project will huge positive impact anticipated. |
| **Sylhet City Corporation** | **Construction of RCC drain in Sylhet City Corporation** (a) Construction of RCC Drain from Amborkhana to Malini Chara (beside airport road) Extended up to Surma river (Ch.0+000 – 1+697), Effective Length=3160m (Both side) (CIP-04) (b) Construction of RCC Drain from Shibgonj Akbori Mosque to Baluchara road via Khoradipara (both side), (Ch. 0+075 – 1+170) Effective length=2190m, both side (CIP-03) (C) Construction of RCC Drain at Londoni Road point to Dhupa chara (Ch. 0+000 – 1+167). (d) (d) Construction of RCC Drain from Shahi Eidgha to Bhubi Chara at Jharnarpar (Ch.0+000–0+345) Under Sylhet City Corporation.  | **MGSP/SCC/2016-17/W-05** | The sub-project mentioned in the left column drain is situated beside of Shahi Eidgha road which is passed through ward No. 18 of **Sylhet City Corporation**. Existing brick drain is insufficient capacity, invert level has no proper grade & shape and brick wall is in poor condition. Many tertiary drains are connected with this drain. The brick work portion is constructed many years ago. Most of the portion of brick wall is broken. So, rain water cannot pass through the drain. Water stagnates on the road and adjacent area. Road is damaged due to constant stagnant water. So, construction of the drain is very essential for the locality. The subproject has the following proposed components-• RCC U drain with raised foot Path slab 82m L/S • RCC U open drain 263m• Shifting and further erection of 2 nos. Electrical Poles*It is expected that after successful completion of the sub-project-* a) will decrease water logging on the adjacent road and adjacent area. b) will minimize difficulties in movement for vehicles & people c) will increase economical activities, d) will decrease road accident e) will increase living standard of the pedestrians and local dwellers , f) the sub-project will play an important role in national development activity, g) the sub-project will contribute to millennium development goals. Eventually, Project Management Unit-PMU in the specific field site consultation with the functionaries has identified the subproject. DSM in consultation with Sylhet 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 identified which could be managed by ULB and concerned community. |