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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 2016-2017 & 2017-2018

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| **Name of ULB** | **Package Title** | **Package Number** | **Review comments on Social Management Plan** |
| **Bhairab** | (a) Construction of kitchen Market at Bhairab Bazar in Ward No.1 under Bhairab Pourashava. | **MGSP/BHB/2017-2018/W-07** | The subproject was undertaken in consideration of needs of the locality. In order to address the social issues raised in project operation 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 social management principles and five principles of safeguard response. It is expected that SMP will be the guiding document for PIU and actors involved with MGSP. 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 to market facilities which will contribute to getting easy daily life town dwellers especially low-income communities.  The subproject will benefit the existing traders as well as new traders with better trading facilities in the new sheds. It will benefit the ULB as well for getting increased revenue earning and reduced maintenance cost. 115 existing sellers will move temporarily to another place provided by the ULB. They will all return to the same place after constructing the new sheds. |
| **Bhaluka** | Construction of BC road starting from Kathali Girl’s Primary School to Dakhil Madrasha (ch.00-1625m).CIP No-09 | **MGSP/BLK/2017-18/W-06** | The subproject area is growing fast and investors from the town are coming here to construct house, business and industrial enterprises. Part of the area has concentration of houses and shops. Three commercial fish farms and an industry are already established beside the proposed road. Once developed, the roadsides will have many businesses and industries. This will contribute to boom economy of the region and contribute to reduce poverty besides improving access to education, health and administrative services. If the road is developed then the land price of this area will increase significantly.  It is found that additional land will not be required and no private, public, community, or cultural property as well as commercial activities will be affected for the implementation of this subproject. The proposed interventions are not expected to pose significant negative social impact. Only four temporary (tin fence) shops are constructed on the ULB land will be partially affected requiring moving back and the PAP agreed to remove obstruction without compensation. The improved transportation system will have positive impact on employment, agricultural development, and creation of better business environment, marketing of agricultural products and promoting educational facilities.  The stakeholders attending the consultation are highly positive of the implementation of the sub project hence its inclusion under the MGSP is highly recommended by the ULB. |
| **Comilla City Corporation** | (a) Construction of Road and Drain from Dak banglo to Ranir Bazar Road Ch.0=00 to 0+740m and Link road and Drain Ch.0+00 to 560m.  (b) Improvement of Road in Victoria College Gate West Par of Ranir Dhegee including road side drains Ch.0+00 to0+775m. | **MGSP/BLK/2017-18/W-06** | Comilla City Corporation is one the densely populated cities in Bangladesh. The city has been struggling for ensuring better services to dwellers, although CCC is trying to provide demand based services within their limited sources which are not adequate compare to present needs.  The subproject has been selected through a consultative process where communities and stakeholders were 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. SMP highlights the main social and vulnerability concerns. Communities and stakeholders were actively involved in selecting the subproject; as committed they will continue their active participation in the Project Cycle Management.  The subproject will benefit over 500,000 city dwellers for improved access to more stable road free of water-logging. The CCC will benefit for decreasing road maintenance cost and improved stability of road. The CCC and local stakeholders are supportive of the subproject.  The project involves no land acquisition and there is no need to prepare RAP. The project alignment is entirely located on CCC land and there the no obstacles to be removed. It will not affect any community property, cultural heritage, indigenous people and no community groups’ access to common property or livelihoods will be affected. |
| **Daudkandi** | Construction of road starting from Daudkandi RHD to Swashan Ghat via Khandokar Mosharaf Hossain house Ch.00-1550m (CIP-03). | **MGSP/DAD/2017-18/W-05** | SMP entails the social issues and its impact in the proposed subproject. SMP suggests the GRM for mitigating the raised issues relating to social and cultural. SMP also suggested the roles and responsibilities of ULB particularly the Grievance Redness Committee so that issuers can be handling properly and efficiently. Despite the inclusion and participatory consolations, if any grievance relating to project implementation of the subproject is brought to the notice of the municipality, it will be duly addressed.  The improved transportation system will have positive impact on employment, agricultural development, and creation of better business environment, marketing of agricultural products and promoting educational facilities.  Once developed, the roadsides will have many businesses and industries. This will contribute to prosperous economy of the region and reduce poverty besides improving access to education, health and administrative services.  No additional land will be required and no private, public, community, or cultural property as well as commercial activities will be affected for the implementation of this subproject.    No negative impact anticipated in this action. |
| **Elenga** | **a) Construction of 33 m RCC Bridge at** Pathalkandi Channel under Ellenga  Pourashava, Kalihati, Tangail  b) 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 Elenga Pourashava. About, one million people of the three 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 Pourashava  iii) 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) including 2 temporary tin shed and 3 houses front stair and felling 70 trees. 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 as a whole including the PAPs, the local stakeholders are highly motivated and recommended for its operation.. |
| **Feni** | (a) Construction of RCC drain work at BADC North side Firm, Ch. 0~ 1675m, Link 1: 0~ 1057m & Link 2: 0~150m.  (b) Construction of RCC drain at Mohipal to Pachgachia road in Feni-Noakhali road north side ward no. 13 Ch. 0~ 1105m.  (c) Construction of road side RCC Drain at Circuit House to Feni-Noakhali Road, Main Ch. 0~ 1055m and Link1: Ch. 0~355m under Feni Pourashava. | **MGSP/FNI/ 2017- 2018/ W-08** | This SMP has been prepared in consultation with the relevant local stakeholders comprising project beneficiaries as well as the PAPs. The subproject will benefit 26,837 people of Feni Pourashava of wards # 11, 12& 13. It will also benefit people of other wards and adjoining rural areas. The subproject will help the Pourashava in reducing maintenance cost of the roads for reducing water-logging.  Since the subproject benefits the town, the local stakeholders are highly positive of it and has recommended for its inclusion as a subproject under the MGSP. |
| **Gobindagonj** | a) Construction of 38 m long RCC Girder Bridge on Korotoa(dead Korotoa) River at Chandpur Kholshi under Gobindagonj Pourashava, Gaibandha.  b) Construction of 48 nm long RCC Girder Bridge on Korotoa(dead Korotoa) River at Kalikadoba under Gobindagonj Pourashava, Gaibandha.  c.) Construction of approach road by bituminous carpeting for 38 m RCC Girder bridge on Korotoa(dead kotrotoa) River at Chandpur Kholshi (Ch. 0+ 000 to 0+050 m & 0+088 to 0+210 m) under Gobindagonj Pourashava, Gaibandha  d.) Construction of approach road by bituminous carpeting for 48 m RCC Girder bridge on Korotoa(dead Korotoa) River at kalikadoba (Ch. 0+ 000 to 0+394 m & 0+442 to 0+700 m) under Gobindagonj Pourashava, Gaibandha  e) Supply ,fitting & fixing of Streetlight from Chandpur Kholshi Primary School to Nut Mondir Moar via RCC Girder Bridge Ch .0+000 to 0 +219 m ( Total length 219) under Gobindagonj Pourashava.Gaibandh.  f) Supply ,fitting & fixing of Streetlight from kalikadoba Primary School to Gorastan para Mosque via RCC Girder Bridge Ch .0+000 to 0 +700 m ( Total length 700) under Gobindagonj Pourashava. Gaibandh | **MGSP/GOB/2017-18/W-4** | The proposed subproject has been designed for implementing two components; i. Construction of 38 m long RCC Girder Bridge on Korotoa(dead Korotoa) River at Chandpur Kholshi under Gobindagonj Pourashava, Gaibandha., ii. Construction of approach road by bituminous carpeting for 38 m RCC Girder bridge on Korotoa(dead kotrotoa) River at Chandpur Kholshi those have been selected maintaining all relevant procedures like consultative process where community people and other stakeholders were involved in the whole participatory processes. SMP highlights the main aspects of the social and vulnerability concerns.  The subproject interventions are not expected to stance significant negative social impact. The improved transportation and easy movement might have positive impact on agricultural production & marketing, and creating better business environment. All these factors have incremental value on socio-economic aspects in general and social aspects in particular. |
| **Madaripur** | (a) Improvement of TB clinic Sarak Starting from lake view Sarak to Kulpuddi Bazar ch.(0.00 to 2+025m) under Madaripur Pourashava. L=2025m.1(b) Improvement of TB clinic drain starting from Lake View Sarak to Kulpuddi Bazar ch(0.00 to 1+050m). under Madaripur Pourashava. 1(c) RCC wall & Column with pre-cast RCC post for protective work under Madaripur Pourashava. 1(d) Water supply Pipe Line at TB Clinic road starting from Lake view sarak to Kulpuddi Bazar ch.(0.00 to 2+025m) | **MGSP/MAD/2017-18/W-07** | The proposed subproject has been designed for implementing three major components; those have been selected maintaining all relevant procedures like consultation, stakeholders view point interview where community people and other stakeholders were involved in the whole participatory processes. 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.  The planned interventions under the subproject will benefit 13,686 people of wards 4 and 5 of the pourashava and additionally about 40,000 people of other wards and the adjoining rural areas. After implementation of the subproject, people will use this road for inter-town and intra-town movement because of the higher accessibility. This will contribute to increase in property and land value of nearby areas, cost savings and travel time saving of the beneficiaries. The sub project will help improving marketing facility and increasing agricultural production, income of local people, promote business growth. Also, vulnerable women will have new possibility for the employment opportunities with income generating activities. New water supply pipe line will meet the demand of water supply as Madaripur is a fast growing town.  Since the subproject to be implemented in the existing structures of the pourashava, so said action does not require land acquisition and preparing RAP. Nine semi pucca shops and houses will be partially demolished and seven boundary walls and tin fences will be demolished which are located at the pourashava land. The affected persons agreed to vacate the land without compensation for the greater interest of the locality and getting better road, drain and associated services at doorstep. |
| **Madaripur** | a) Improvement of BC road at Charmuguria Madaripur Old road starting from DC office to Charmuguria main road near post office via Bottola more(Ch.00 to 1+600m) under Madaripur Pourashava.  b)Improvement of RCC road at Charmuguria Madaripur old road starting from DC office to Charmuguria main road near post office via Bottola moar with at (ch.1600-2832m)  c) Construction of Drain at Charmuguria Madaripur old road starting from DC office to Charmuguria main road near post office via Bottola moar with at ch.(00-800m & 1275-1600m).  d) RCC wall & column with Pre-cast RCC post for protective work length=465m of Charmuguria Madaripur old road starting from DC office to Charmuguria main road near post office via Bottola moar.  e) Construction of 6nos Box-culvert at Charmuguria Madaripur old road starting fromDC office to Charmuguria main road near post office via Bottola moar at ch.0+450m,0+803m, 1+040m, 1+272m, 1+597m, 2+167m (A.CIP:29,30 & B CIP:15) (Box culvert-1 vent, 3.0x2.0m)  f) Construction of Box-Culvert Charmuguria Madaripur Old Road starting from DC office to Charmuguria main road near post office via Bottola moar with Box culvert (01 no) at ch. 1+941m (A.CIP:29,30 & B CIP: 15) (Box culvert- 2vent, 3.0x3.0m)  g) Water supply Pipe Line at Charmuguria Madaripur old road starting from DC office to Charmuguria main road near post office via Bottola moar in Madaripur Pourashava. | **MGSP/MAD/2017-18/W-08** | The subproject titled Improvement of BC Road has been selected through a consultative process where communities and stakeholders were actively involved in the whole selection processes. It is expected that proposed subproject would create opportunity for easy and free movement of the dwellers of the project location. 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 will definitely improve transportation system. So, it will have positive impact on employment, and creation of better business environment, marketing of agricultural products. It will also contribute to better accessing educational and health facilities. All these factors will have incremental value on socio-economic aspects in general and social aspects in particular. The proposed interventions are not expected to pose any significant negative social impact.  Some (environment report will quantify) road side trees will be felled for widening of the road. These trees are located at Pourashava land. Four houses (partially) and five boundary walls and few tin fences will be demolished which are located at the pourashava land. The affected persons agreed to vacate the land for the greater interest of the locality. |
| **Madhabdi** | Construction of RCC drain and widening of roads in Madhabdi Pourasova  a) 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.  Actually, PIU in the specific field site consultation with the elected representatives of Madhabdi 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 encroacher’s/ installations voluntarily without compensation and expressed their interest to the said sub-project. |
| **Madhabdi** | Construction of RCC drain and widening of roads in Madhabdi Pourasova  a. 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. |
| **Patiya** | Construction of Kitchen Market at new Thana hat under Patiya Pourashava. | **MGSP/PAT/2016- 2017/ W-4** | This is an important subproject of Potiya Pourashava which could fulfill the unmet of the municipal dwellers. There is an existing kitchen market located beside the Chittagong-Cox’s Bazar highway at old thana hat but it is necessary to build a new kitchen market building at new thana hat area as the pourashava is growing in size and population. Further, the new thana *hat* area has better connectivity with the adjoining rural areas, hence serving both the pourashava area and the rural areas. The subproject site is in pourashava own land and it will not affect any community property, cultural heritage, indigenous people and no community groups’ access to common property or livelihoods will be affected.  The sub project will have positive impact on creating better business environment for the traders and buyers benefiting about 62,450 people of the Pourashava and neiboughring 8 unions of Patiya upazila. It will help in marketing of agricultural, fisheries and livestock producers. Local stakeholders are highly supportive of implementing the project and the expanded kitchen market will be a good source of earning of the pourashava. |
| **Rangpur City Corporation** | 1. 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 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 PAPs  It 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. |
| **Saidpur** | Construction of 5 (five) storied Pourashava Community Center under Saidpur Pourashva. Nilphamari | **MGSP/SAD/2017-18/W-08** | Saidpur Pourashava is densely populated town which has no enough community centre neither private nor public facilities. The subproject titled Construction of the Community Center located at central place of the town. The subproject has been selected in consideration of local flaming needs of town dwellers. The subproject to be constructed in old premise of Saidpur Pourashava, so there is no requirement of additional land for this community centre. The subproject would create scope for dwellers in assembling for social and family purposes. The project will be income resources of ULB.  In consultation with PMU’s consultant in the specific field site consultation with the Saidpur Pourashava has identified the subproject. DSM in consultation with Saidpur Pourashava conducted screening in order to find project feasibility and viability. As per plan for operating the community centre ULB is committed to train the staff to be involved in operating the said community centre. No such negative impact anticipated of the subproject.  The subproject will improve social bondage among the municipality dwellers and with the adjoining wards people. Besides, the above the will have considerable income earning from the community center. |
| **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. DSM consultant provided technical to pourashava management to conduct social screening and subsequently ULB 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. |
| **Shaistagonj** | Rehabilitation of existing road starting from Dhaka- Sylhet National Highway (Adjacent to police station) to National Highway (at new bridge) via Korom plaza, Railway junction, Noor Manson, Shaistagonj Pourashava & Puran Bazar ( Ch. 3 + 000km - Ch. 4 + 110km) providing widening of road , R.C.C drain with, Road Divider, and Street light under Shaistaganj Pourashava. | **MGSP/STG/2017- 2018/ W-04** | As per screening reports, subproject will contribute to improving transportation network for widening of the road, improving pavement condition, improvement of drainage and safer movement after sunset for providing street light. All of these will have positive impact on employment, creation of better business environment, marketing of agricultural and handloom products and better access to health and education facilities.  Response from the community is absolutely positive for implementation of these subprojects widely due to better communication and economic growth. Therefore, implementations of the proposed subprojects are safely and highly recommended. |
| **Shariatpur** | 1(a) Construction of road starting from Shariatpur Bus Stand to Kurashi Balakhana via Kangsho Banik by BC (ch.0.00 to 1+315 m) under Shariatpur Pourashava.1(b) Construction of road Starting from Palong School Road to Premtola by BC ( ch.0.00 to 1+980m) under Shariatpur Pourashava. 1(c) Construction of road starting from Chowrangi to Shornoghush Dighirpar road by BC (ch.0.00 to 2+550m) under Shariatpur Pourashava. | **MGSP/SHA/2017-18/W-04** | The SMP has been prepared in consultation with the all level el stakeholders particularly subproject area people. It is expected that subproject will certainly contribute to improve transportation system of the area. So, it will have positive impact on employment, agricultural development, and creation of better business environment, marketing of agricultural products. It will also contribute to better accessing educational and health facilities. All these factors will have incremental value on socio-economic aspects in general and social aspects in particular.  Some (as per environment report ) road side trees will be felled for widening of the road. These trees are located at Pourashava land. Outer edge of six shops, five tin fences and three boundary walls will have to move back. These affected portions of shops, boundary walls are located at the Pourashava land. The affected persons are agreed to vacate the land without compensations for the local community interest. |
| **Sherpur** | a) Construction of drain starts from National Highway (Nandigram bus stand) to Darkipara moar (Ch.0+000 to 330 m) under Sherpur Pourashava .Bogra.  b) Development of Graveyard at Ward no.1 and 7 under Sherpur Pourashava .Bogra.  Supply, fitting and fixing of Streetlights in Graveyard at Ward no 1 & 7 under Sherpur Pourashava | **MGSP/SHE/2017-18/W-07** | Sherpur Pourashava has conducted social screening in consultation with DSM and subsequently prepared the Social Management Plan (SMP) for subproject. PIU disclosed the findings to 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. In order to to protect their livelihoods, daily 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. No complaint or dispute received in relation to project implementation. One suggestion was received from the respective community to change the alignment of the drain so that more benefit can be achieved from sub-project.  The sub project interventions will have positive impact and there is no need for LA or RAP. However, front steps of two shops are affected. The ULB has already removed the obstacles through change drains alignment. There are no other social issues. Community people expressed their deep concern for implementation of the project. |
| **Sitakunda** | Construction of Community Center at Sitakunda Pourashava | **MGSP/SIT/2017- 2018/ W-04** | This SMP has been prepared in consultation with the relevant local stakeholders comprising project beneficiaries. According to SMP, PMU plans to disclose the local communities and subproject users in the subproject locations on Social Safeguard Issues.  The sub project does not require land acquisition and preparing RAP. There is no indigenous community in the pourashava area and no such people will be affected by the proposed sub project.  The subproject to be constructed in own land of Sitakunda Pourashava, so there is no requirement of additional land for this community centre. The subproject would create scope for dwellers in conducting social events. As expected subproject will be income resources of ULB. |
| **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 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.  *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. |
| **Sylhet City Corporation** | Construction of RCCdrain in Sylhet City Corporation  (a) Construction of RCC Drain from Undal Hotel Zindabazar to Jalalabad pump to Surma river (Ch.0+000 – 1+030), Effective Length=880m.  (b) Construction of RCC Drain at Teroratan (Ch. 0+000 – 1+615) Effective length=765m.  (c) Construction of RCC Drain at Kalapara to Surma River (Ch. 0+000 – 1+326)Effective length=1105m. | **MGSP/SCC/2017-18/W-07** | The sub-project location is very densely populated area. It is noted here that there is no presence of tribal people in the subproject influence areas. Only boundary walls of 1 house are required to be rebuilt. The Mayor of the City Corporation informed that the affected boundary wall will be rebuilt during the execution of the project works. The City Corporation provided a certificate of their willingness to remove the obstruction with the consent of the PAPs. It is also required to obtain written consent of the R&H about road crossing of the drain.  After completion of improvement of these RCC drains with footpath people will get easy access to main town area to purchase their daily necessary requirement. Students will come to their schools/colleges, people will come to their office, market, Hat-Bazar and others place. The proposed drain will remove water logging problem and people will move easily during rainy season.  In addition, the subproject will contribute to improve stability of the road for reduced water logging, reduce maintenance cost of the road and this will help ULB to keep roads operational at lower cost. This Social Management Plan will be followed strictly and carefully for subprojects implementation and the SCC plans to disclose the SMP and screening reports to local stakeholders. |
| **Tangail** | **a)** Improvement of Milk vita Road starting from New Bus Terminal R & H road to Kandila R & H road Ch.0+000 to 1+180 & link road 500 m DaulaKalighar to LGED Moar(Total length 1680 m)under Tangail Pourashava .  b) Construction of RCC drain in Milk vita road starting from New Bus terminal R &H road to Kandila R & H road Ch. 0+000 to 1+180 m & link road 500m Daulakalighar to LGED moar (Effective length 1650m) under Tangail Pourashava.  c) Construction of RCC drain staring fromDeldour road Bapariparamoar Commitment Coaching center(Thanapara) via Bukhari Mosque r Ch.0+000 to 800m (Total length 800m) under Tangail Pourashava.  d) Supply fitting & fixing of street light to Milk vita Road starting from New Bus Terminal R & H road to Kandila R & H road Ch.0+000 to 1+180 & link road 500 m DaulaKalighar to LGED Moarunder Tangail Pourashava( Total length 1680 m) | **MGSP/TAN/20172018/**  **W-11** | The subproject interventions- improved road, drain cover slabs and streetlight will enhance commercial/economic activities, direct/indirect employment opportunity and poverty reduction. Also, it will improve access to health service, educational institutions and handloom market. For improved transport network, property value of adjoining area will increase substantially, rent will increase and this will eventually contribute to increase revenue earning for the pourashava. On the other land, the drains will reduce water-logging and increase stability of the road and contribute to reduced maintenance cost. The streetlight and cover slabs will contribute to safe movement of pedestrians as well as of vehicles.  Implementation of the subproject involves removal of boundary walls of 35 encroacher private houses (15 tin and 20 pucca brick boundary wall). Also need to break front sides of eight private house entry point pucca spaces whose are also encroachers. The PAPs have signed agreement with the pourashava to vacate ULB land voluntarily without any compensation.  In view of above, the Tangail Pourashava has finally selected this subproject to implement and to strictly follow the SMP. |
| **Trishal** | **a**) Construction of road side RCC drain with cover slab starting from Haji Resot Ali Road from Trishal-Porabari road to Islami Center Road and link Nupur Cinema Hall & pachpara road (CIP No-26) Ch. 555m.b) Improvement of Majibari road side RCC drain from Dhaka-Mymensingh to Kakchar via Balipara road ( Ch. 00-1115m). | **MGSP/TRI/2017-18/W-06** | The SMP was developed through maintaining all relevant required processes.  It is found that additional land will be required. About 302m private land will be needed for drain construction. After a consultation PAPs agreed to donate in written the land without compensation for better interest of the sub-project. No public, community, or cultural property as well as commercial activities will be affected for the implementation of this subproject. The proposed interventions are not expected to pretense significant negative social impact. Drain construction will increase land value and rapid urbanization.  The stakeholders are highly positive of the implementation of the sub project. |