

# Land Acquisition and Involuntary Resettlement Due Diligence Report

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## BAN: Second City Region Development Project – Dhaka Region Roads (Savar Pourashava)

Package No. CRDP-II/LGED/SAVAR/POURA/NCB/2018/W-01

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

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1. Google Earth Image & Photos at Congested/ Dense Stretches with Commercial Development of roads under the subproject
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## **CURRENCY EQUIVALENTS**

(as of 16 July 2018)

Currency unit - BDT

\$1.00 = BDT 83.75

## **ABBREVIATION**

ADB	-	Asian Development Bank
BC	-	Bituminous Carpeting
CC	-	Cement Concrete
CRDP	-	City Region Development Project
GoB	-	Government of Bangladesh
GRC	-	Grievance Redress Committee
GRM	-	Grievance Redress Mechanism
HBB	-	Herring Bone Bond
LGED	-	Local Government Engineering Department
RCC	-	Reinforced Cement Concrete
SPS	-	Safeguard Policy Statement



## **I. INTRODUCTION**

### **A. Background**

1. The Second City Region Development Project (the project or Second CRDP) will support development in the city regions of Dhaka and Khulna by building upon infrastructure and capacity building initiatives implemented during the first City Region Development Project (CRDP) funded by the Asian Development Bank (ADB). The project will finance crucial infrastructure in urban and peri-urban areas needed to stimulate growth and improve livability in Dhaka and Khulna, two densely populated rapidly growing city regions of Bangladesh. The project will also strengthen capacity for project development, sustainable service delivery, and community awareness. The project will be implemented over a five-year period. The Savar Pourashava Road and Drainage subprojects were selected for development under the Second City Region Development Project (2nd CRDP) during the pre-feasibility study conducted by the Project Preparation Technical Assistance (PPTA) consultants appointed by ADB. Local Government Engineering Department (LGED) is the Executing Agency of the project. The Engineering Department of Savar Pourashava will be the implementing agency with a project implementation unit (PIU) within its structure.

2. Under package W-01 of the Savar Pourashava Road and Drainage subprojects, seven roads and drains are identified and will have the following components: improvement/ widening of the road surfaces, improvement/ construction of drains, and ancillary facilities like cross drainages, culverts, walkways and slope protection works (Table-1). Such works will improve the transport and drainage system of the pourashava and will also prevent water logging problem and flooding during monsoon. All improvements will be constructed within the existing vacant width (right-of-way) of the road. The road is under the ownership of Savar Pourashava (A certificate from the Mayor of Savar Pourashava is attached, Appendix 2). The location of the subproject is shown in Figure 1.

3. The Resettlement Framework adopted for 2nd CRDP outlines the objectives, policy principles and procedures for land acquisition, if any, compensation and other assistance measures for displaced/ affected persons,<sup>1</sup> if any. The Resettlement Framework is prepared based on GOB's Acquisition and Requisition of Immovable Property Act, 2017 and ADB's Safeguard Policy Statement (SPS), 2009.

### **B. Scope of this Report**

4. This draft land acquisition and resettlement due diligence report is prepared for the Savar Pourashava Road and Drainage subproject, Package W-01 as listed in Table 1 and is based on preliminary design. The preliminary design of the proposed subproject consists of improvement/ widening of the road surfaces, improvement/ construction of drains, and ancillary facilities like cross drainages, culverts, walkways and slope protection works, has been described in detail at the section III (subproject description).

5. A due diligence process was conducted to examine the land acquisition and resettlement issues in detail, in line with ADB SPS, 2009. This report describes the findings and

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

provides copies of relevant documents, resolutions, minutes of meetings, drawings and photographs. This land acquisition and resettlement due diligence report needs to be read along with the Resettlement Framework prepared for 2nd CRDP.

6. During project implementation, the PMCU will review this draft due diligence report, prepare a confirmation letter or report documenting any modifications to the subproject and submit to ADB; and receive a 'no objection' confirmation from ADB prior to start of construction in the subproject.

**Table 1: List of Roads and Components under Savar Pourashava Package W-01 Subproject**

<b>SI</b>	<b>Name &amp; ID of the roads</b>	<b>Length (km)</b>	<b>Major Components</b>
1	Construction of RCC Pipe Drain along the Road from Jamsing Bridge to Jalil's shop near to connecting four crossing roads at Jamsing. (Ch.0-560m)	0.560 km	1200 mm dia RCC pipe drain
2	Improvement of Road from Birulia road to Dharanda Church. (Ch.0-770m) including 335 m link roads.	1.105 km	Road carriageway, hard shoulders, slope protection works.
3	Construction of RCC pipe drain along the road from Birulia road to Dharanda Church (Ch.0-475 m) including 335m link drain	0.810 km	RCC pipe drain
4	Construction of RCC drain along the road from Chourangi Super Market to Shahibag Chowrasta morh (Ch.0-525 m)	0.525 km	1200 mm dia RCC pipe drain
5	Improvement of Road from Nama Ganda Abdus Sattar Mollah Market to Chan Mia brick - field via Bahadur House (Ch.0-415m)	0.415 km	Road carriageway, hard shoulders.
6	Construction of Catch Pit along the road from Nama Ganda Abdus Sattar Mollah Market to Chan Mia brick field via Bahadur House (Ch.0-575m)	0.575 km	Catch pits along the road
7	Improvement of Road from Rajashan Sufia Bekary to Gashmohol Bridge (Ch.0-2175m)	2.175 km	Road carriageway, hard shoulders, slope protection works
8	Construction of RCC pipe drain along the road from Rajashan Sufia Bekery to Gasmohol Bridge (Ch.0-2110m)	2.110 km	RCC pipe drain
9	Improvement of Road from Rasid Member's morh (near Lutfar Market) to Bedepara Bridge via Badda Deep Machine morh (Ch.0-1100m)	1.10 km	Road carriageway, hard shoulders
10	Construction of RCC pipe drain along the road from Roshid Member's morh (near Lutfar Market) to Bedepara Bridge via Badda Deep Machine morh (Ch.0-1240m)	1.240 km	RCC pipe drain
11	Improvement of Road from Dhaka-Aricha Highway near Langol Office to Gior Akra (ISKCON) (Ch.0-1020m) including 290m link road	1.310 km	Road carriageway
12	Construction of RCC Pipe drain from Dhaka-Aricha Highway near Langol office to Goir Akra (ISKCON) (Ch.0-350m) including 1110m link drains.	1.460 km	RCC pipe drain

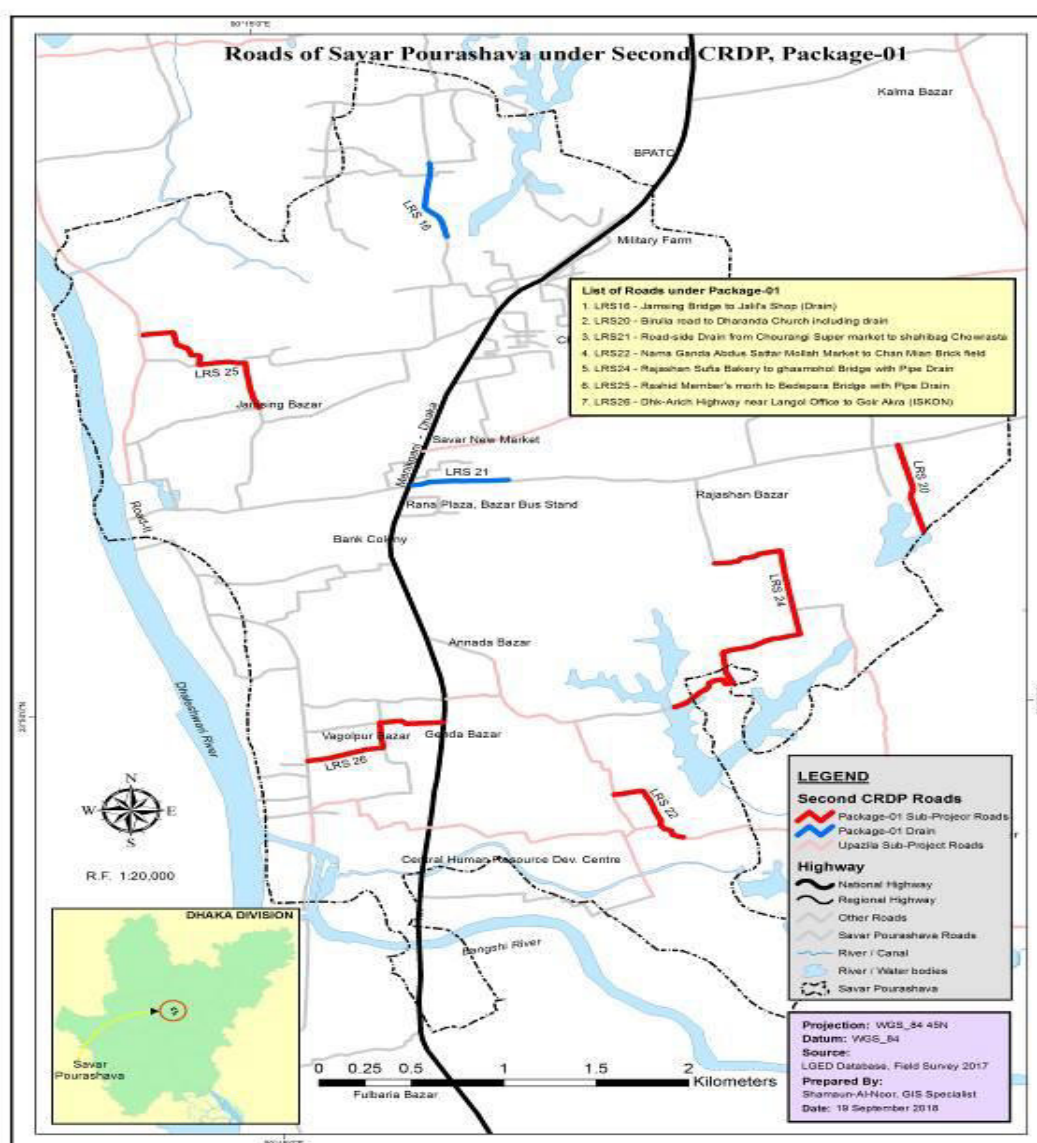
## II. POLICY FRAMEWORK AND ENTITLEMENTS

7. The Resettlement Framework prepared for 2nd CRDP sets out the objectives, principles, eligibility criteria and entitlements for affected persons, if any, based on ADB SPS, 2009 and the Acquisition and Requisition of Immovable Property Act, 2017 of Bangladesh. Details of policies are described in the Resettlement Framework for CRDP-II.

## III. SUBPROJECT DESCRIPTION

8. Project area: The subprojects are inside Municipality of Savar, which is about 20 km east of Dhaka City. Dhaka-Archia National Highway passes through the pourashava. The area is characterized by spontaneous residential and Industrial developments.

**Figure 1: Location Map of Savar Pourashava Road and Drainage Package W-01 Subproject**



## A. Present Status of the Subproject

### 1. Construction of RCC Pipe Drain along the Road from Jamsing Bridge to Jalil's shop near to connecting four crossing roads at Jamsing (Ch.0-560 m).

9. The subproject starts at Jamsing intersection, Savar and ends at a canal at chainage 560. There are houses and shops along an existing road but without drainage facilities suffering water congestion and flooding.

### 2. Improvement of Road from Birulia road to Dharanda Church. (Ch.0-770m) including 335 m link roads.

10. The subproject starts from Birulia Road near Alberuni Super Market and passes through shops and residential areas, it crosses a waterbody at chainage 470 and ends at Dharanda Church. It has three link roads. The road is partially bituminous carpeting (BC), herring bone bond (HBB) and earthen, some portion of this road is damaged. There exists a bridge at chainage 470. The existing vacant width of this road varies from 5.20 m (chainage 0+510) to 5.50 m (chainage 0+ 130 & chainage 0+650) and the existing carriageway varies from 2.50m (chainage 0+ 650) to 3.00m chainage 0+510). The existing vacant width of link roads is 4.50m and existing carriageway of link roads is 3.70 m.

**Figure 2: Photographs of existing condition of road from Birulia road to Dharanda Church. (Ch.0-770 m) including 335 m link roads**



Existing road condition at chainage 05



Road Condition at chainage 198

### 3. Construction of RCC pipe drain along the road from Birulia road to Dharanda Church (Ch.0-475m) including 335m link drain.

11. The subproject starts from Birulia Road near Alberuni Super Market and passes through shops and residential areas and ends in a waterbody at chainage 470 near Dharanda Church. It has three link drains along three link roads where drainage is absent.

### 4. Construction of RCC Drain along the road from Chourangi Super Market to Shahibag Chow-rasta morh. (Ch.0-525 m)

12. The subproject starts at Chourangi Super Market of Shahibag Chowrasta Morh and ends at Dhaka-Aricha Highway. Existing open drain is in poor condition and needs to be replaced.



**5. Improvement of Road from Nama Ganda Abdus Sattar Mollah Market to Chan Mia brick - field via Bahadur House. (Ch.0-415 m)**

13. The subproject starts at Molla Market of Nama Ganda main road, passes through homesteads and ends near Chan Miah brick field. The road is partially damaged, there is 3.00 m wide BC carriageway from chainage 0+0 to chainage 0+160, 3.00 m wide HBB carriageway from chainage 0+160 to chainage 0+415. The existing vacant width of this road varies from 5.00m (at chainage 0+230) to 5.90m (at chainage 0+440 m).

**Figure 3: Photograph of existing condition of road from Nama Ganda Abdus Sattar Mollah Market to Chan Mia brick - field via Bahadur House. (Ch.0-415 m)**



Existing road condition at chainage 125

**6. Construction of Catch Pit along the road from Nama Ganda Abdus Sattar Mollah Market to Chan Mia brick field via Bahadur House (Ch.0-575 m)**

14. The subproject starts at Molla Market of Nama Ganda main road, passes through homesteads and ends near Chan Miah brick field. Drain exists along the road without Catch Pits from Ch.0-575m.

**7. Improvement of Road from Rajashan Sufia Bekary to Gashmohol Bridge. (Ch.0-2175 m)**

15. The subproject starts at Sufia Bakery morh of Rajashan, passes through homesteads, schools, wetlands and ends at Ghasmohol Bridge. From chainage 0+0 to chainage 0+1680 the carriageway is 4.50m wide BC, damaged in several places. Rest of the road section is of HBB carriageway along a waterbody and mostly damaged. The existing vacant width of this road varies from 4.50m (at chainage 0+010) to 6.00m (at chainage 1+080 m).

**Figure 4: Photographs of existing condition of road from Rajashan Sufia Bekary to Gashmohol Bridge. (Ch.0-2175 m)**



Existing road condition at chainage 385



Road Condition at chainage 800

**8. Construction of RCC pipe drain along the road from Rajashan Sufia Bekery to Gasmohol Bridge (Ch.0-2110 m)**

16. The subproject starts at Sufia Bakery morh of Rajashan, passes through homesteads, schools, wetlands and ends at Ghasmohol Bridge. There is no drainage system along this road.

**9. Improvement of Road from Rasid Member's morh (near Lutfar Market) to Bedepara Bridge via Badda Deep Machine morh. (Ch.0-1100 m)**

17. The subproject starts at Latfor Market near Rashid Member morh of Rajashan, passes through homesteads and ends at Porabari Somaj Kalyan Shangho at Bedepara. From chainage 0+000 to chainage 0+340 the carriageway is 3.70 m wide BC and damaged in several places. Rest of the carriageway is 5.00 wide BC road. The existing vacant width of this road varies from 6.00 m to 8.00 m (Table 2).

**Figure 5: Photographs of existing condition of road from Rasid Member's morh (near Lutfar Market) to Bedepara Bridge via Badda Deep Machine morh. (Ch.0-1100 m).**



Existing road condition at chainage 40



Existing road condition at chainage 1025

**10. Construction of RCC pipe drain along the road from Roshid Member's morh (near Lutfar Market) to Bedepara Bridge via Badda Deep Machine morh (Ch.0-1240 m)**

18. The subproject starts at Latfor Market near Rashid Member morh of Rajashan, passes through homesteads and ends at Porabari Somaj Kalyan Shangho at Bedepara from Ch.0-1240m. No drainage system exists along this road section.

**11. Improvement of road from Dhaka-Aricha Highway near Langol Office to Gior Akra (ISKCON). (Ch.0-1020 m) including 290 m link road.**

19. The subproject starts near Langol office at Dhaka Aricha Highway, passes through residential areas, a primary school and ends at ISKON mondir. The existing carriageway is 3.70 m wide BC road. The existing vacant width of this road varies from 4.30m to 5.20m (Table 2).

**Figure 6: Photographs of existing condition of road from Dhaka-Aricha Highway near Langol Office to Gior Akra (ISKCON). (Ch.0-1020 m) including 290 m link road.**



Existing road condition at chainage 350



Existing road condition at chainage 640

**12. Construction of RCC Pipe drain from Dhaka-Aricha Highway near Langol office to Gior Akra (ISKCON) (Ch.0-350 m) including 1110 m link drains.**

20. The subproject starts near Langol office at Dhaka Aricha Highway, passes through residential areas and a primary school. Drainage condition from Ch.0-350m and at the adjacent residential area is poor.

**B. Proposed Subproject**

**1. Construction of RCC Pipe Drain along the Road from Jamsing Bridge to Jalil's shop near to connecting four crossing roads at Jamsing. (Ch.0-560 m).**

21. Under this subproject 1000 mm dia 0.560 km long RCC pipe drain will be built under the existing BC road. The construction will be done following the existing alignment and within vacant road widths.

**2. Improvement of Road from Birulia road to Dharanda Church. (Ch.0-770 m) including 335 m link roads.**

22. The existing road is to be improved on the existing alignment and within vacant road widths. A cross section of the road according to the preliminary design is displayed in Figure 7. There will be RCC carriageway, the width varies from 3.00 m to 3.70 m according to design, on the side/s of the carriageway there will be hard shoulder/s or walkway/s and soft shoulders depending on the availability of vacant road width. The side slope of road embankment will be of 1:1.5. There will be slope protection works, cross drains and, drainage systems at several places.

**3. Construction of RCC pipe drain along the road from Birulia road to Dharanda Church (Ch.0-475 m) including 335 m link drain.**

23. Under this subproject starts 0.475 km pipe drain will be constructed along the road from Birulia road to Dharanda Church and along its 335m link roads. The construction will be done following the existing alignment and within vacant road widths.

**4. Construction of RCC Drain along the road from Chourangi Super Market to Shahibag Chow-rasta morh. (Ch.0-525 m).**

24. Under this subproject 0.525 km long existing damaged brick drain will be improved to RCC U-Drain along the road. The construction will be done following the existing alignment and within vacant road widths.

**5. Improvement of Road from Nama Ganda Abdus Sattar Mollah Market to Chan Mia brick - field via Bahadur House. (Ch.0-415 m).**

25. The existing road is to be improved on the existing alignment and within vacant road widths. A cross section of the road according to the preliminary design is displayed in Figure 8. There will be BC carriageway, the width is all along 3.00 m according to design. The side slope of road embankment will be of 1:1.5. There will be roadside drain and cross drains at several places.

**6. Construction of Catch Pit along the road from Nama Ganda Abdus Sattar Mollah Market to Chan Mia brick field via Bahadur House (Ch.0-575 m)**

26. Under this subproject Catch Pits will be constructed for existing drain along this road from Ch.0-575 m. Here drain exist without catch pits. The construction will be done following the existing alignment and within vacant road widths.

**7. Improvement of Road from Rajashan Sufia Bekary to Gashmohol Bridge. (Ch.0-2175 m).**

27. The existing road is to be improved on the existing alignment and within vacant road widths. A cross section of the road according to the preliminary design is displayed in Figure 9. There will be BC and RCC carriageway, the width varies from 3.70 m to 4.50m according to design. On the side/s of the carriageway there will be hard shoulder/s or walkway/s and soft shoulders depending on the availability of vacant road width. The side slope of road embankment will be of 1:1.5. There will be roadside drain and cross drains at several places.

**8. Construction of RCC pipe drain along the road from Rajashan Sufia Bekery to Gasmohol Bridge (Ch.0-2110 m)**

28. Under this subproject 2.110 km RCC pipe drain will be constructed along this road. There is no drainage system at this road. The construction will be done following the existing alignment and within vacant road widths.

**9. Improvement of Road from Rasid Member's morh (near Lutfar Market) to Bedepara Bridge via Badda Deep Machine morh. (Ch.0-1100 m).**

29. The existing road is to be improved on the existing alignment and within vacant road widths. A cross section of the road according to the preliminary design is displayed in Figure 10. There will be BC and RCC carriageway, the width varies from 3.70 m to 5.00m according to design. On the side/s of the carriageway there will be hard shoulder/s or walkway/s and soft shoulders depending on the availability of vacant road width. The side slope of road embankment will be of 1:1.5. There will be roadside drain and cross drains at several places.

**10. Construction of RCC pipe drain along the road from Roshid Member's morh (near Lutfar Market) to Bedepara Bridge via Badda Deep Machine morh (Ch.0-1240 m).**

30. Under this subproject 1.240km RCC pipe drain will be constructed along the road from Roshid Member's morh (near Lutfar Market) to Bedepara Bridge via Badda Deep Machine morh. There is no drainage system exist along this road section. The construction will be done following the existing alignment, within vacant road widths and within land owned by the Pourashava.

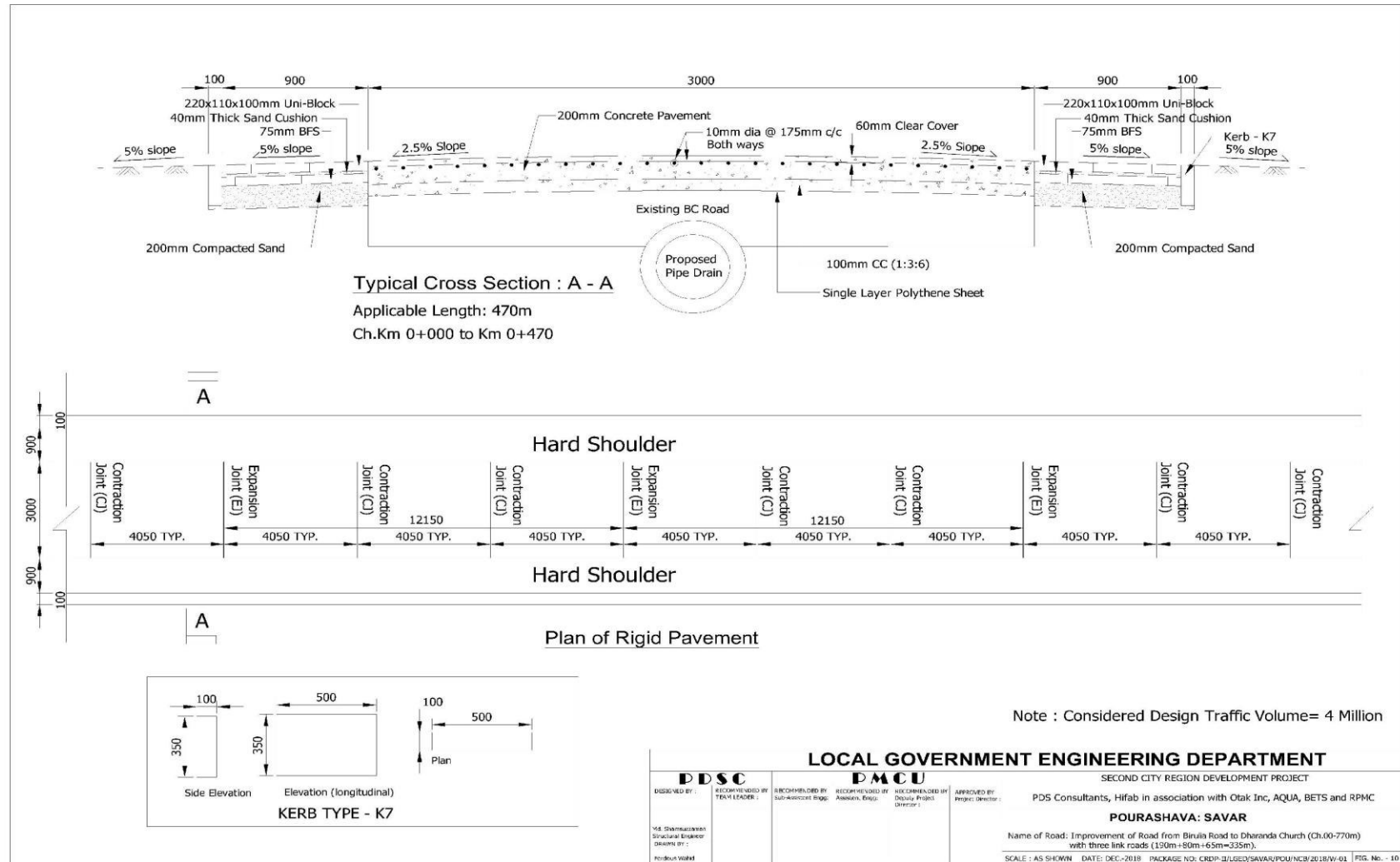
**11. Improvement of road from Dhaka-Aricha Highway near Langol Office to Gior Akra (ISKCON). (Ch.0-1020 m) including 290 m link road.**

31. The existing road is to be improved on the existing alignment and within vacant road widths. A cross section of the road according to the preliminary design is displayed in Figure 11. There will be BC carriageway, the width is 3.70 m according to design. On the side/s of the carriageway there will be soft shoulders depending on the availability of vacant road width. The side slope of road embankment will be of 1:1.5. There will be roadside drain and cross drains at several places.

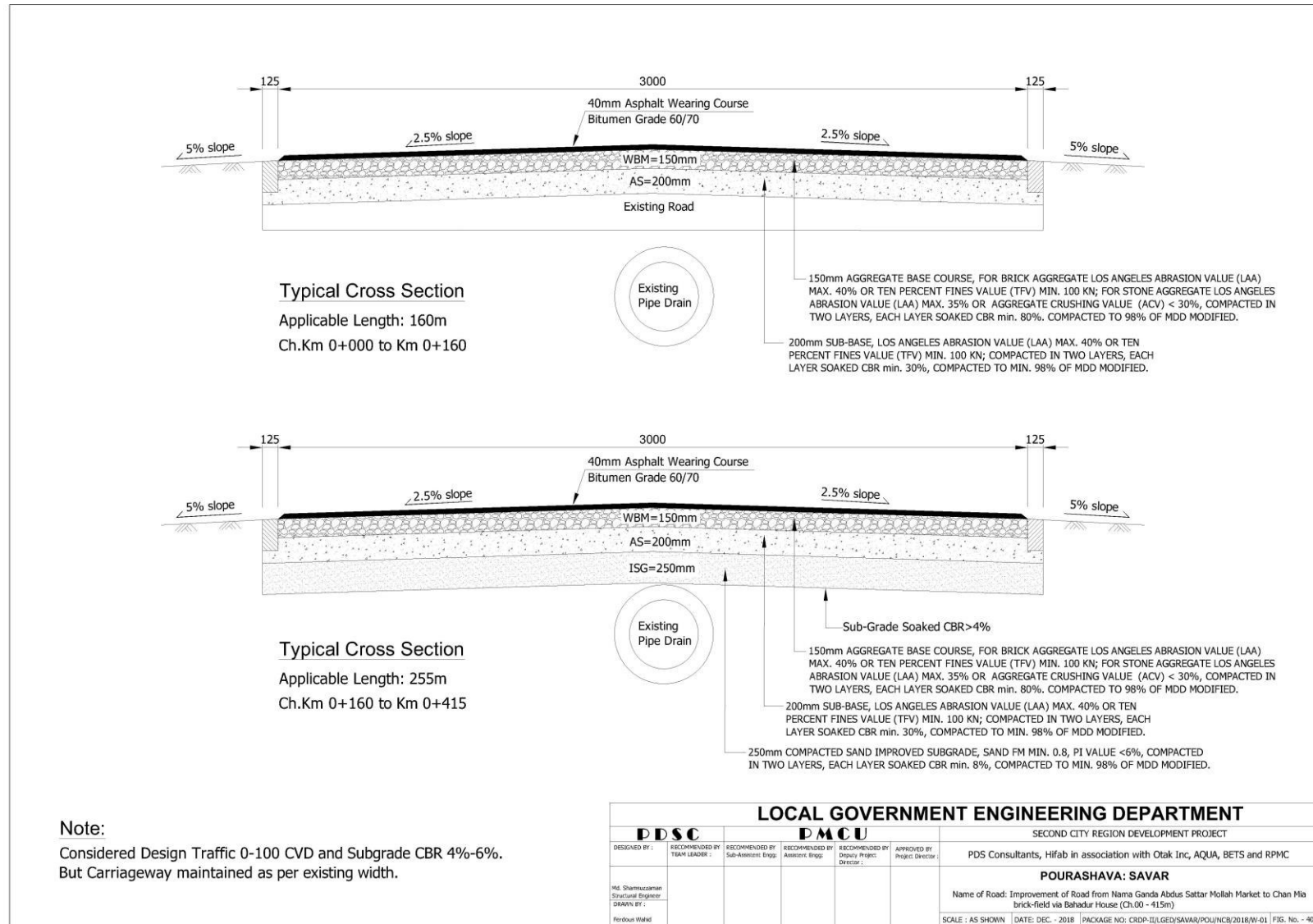
**12. Construction of RCC Pipe drain from Dhaka-Aricha Highway near Langol office to Goir Akra (ISKCON) (Ch.0-350m) including 1110 m link drains.**

32. Under this subproject 0.350 km RCC pipe drain will be constructed from Ch.0-350 m on the road Dhaka-Aricha Highway near Langol office to Goir Akra (ISKCON). And 1.110 km link drains will be constructed to drain out wastewater from roads of a residential area adjacent to Dhaka-Aricha Highway near Langol office to Goir Akra (ISKCON) road. All constructions will be done following the existing alignment, within vacant road widths and within land owned by the Pourashava.

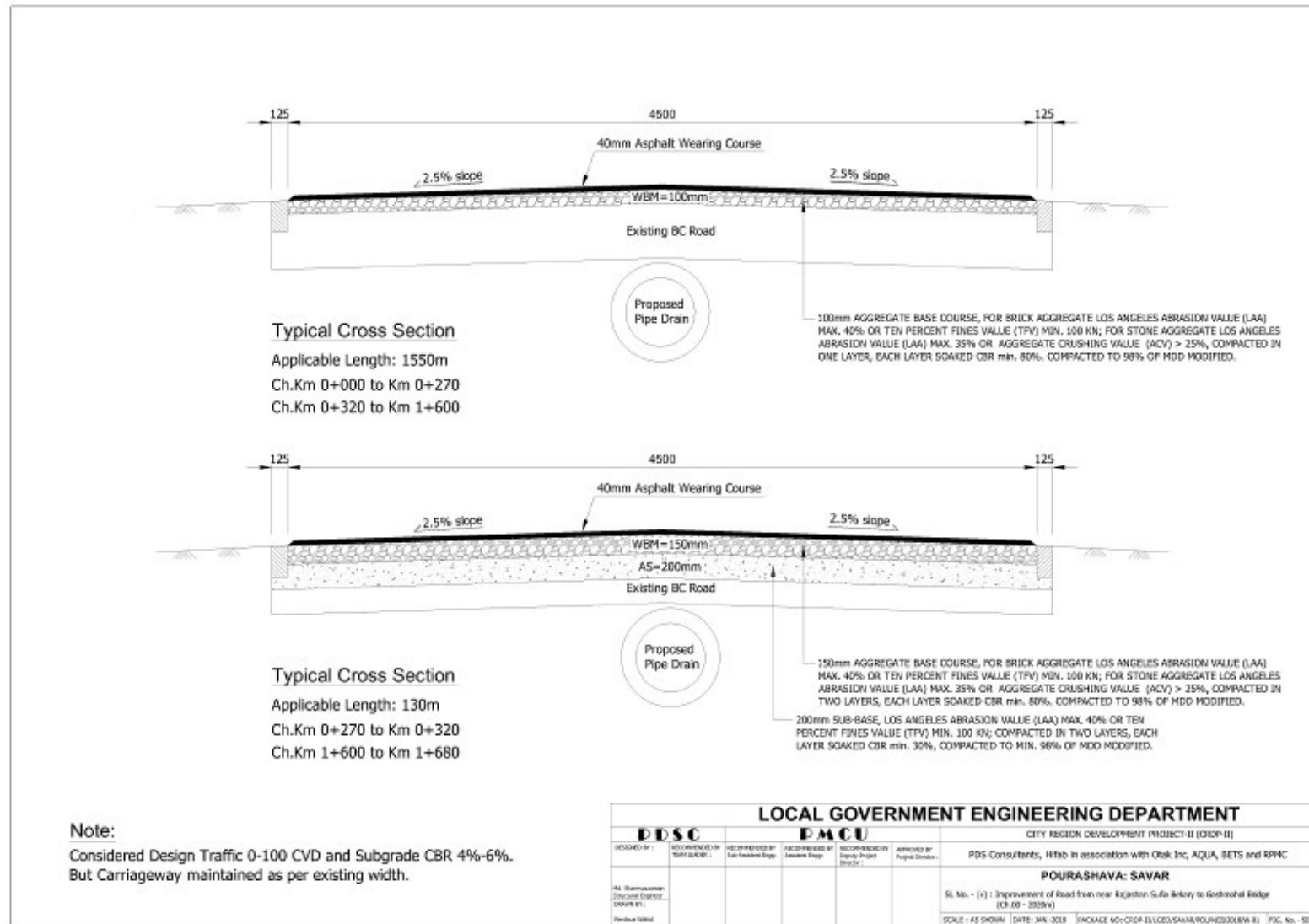
Figure 7: Cross section Birulia road to Dharanda church Road



**Figure 8: Cross section of road from Nama Ganda Abdus Sattar Mollah market to Chan Mia brick-field via Bahadur house**

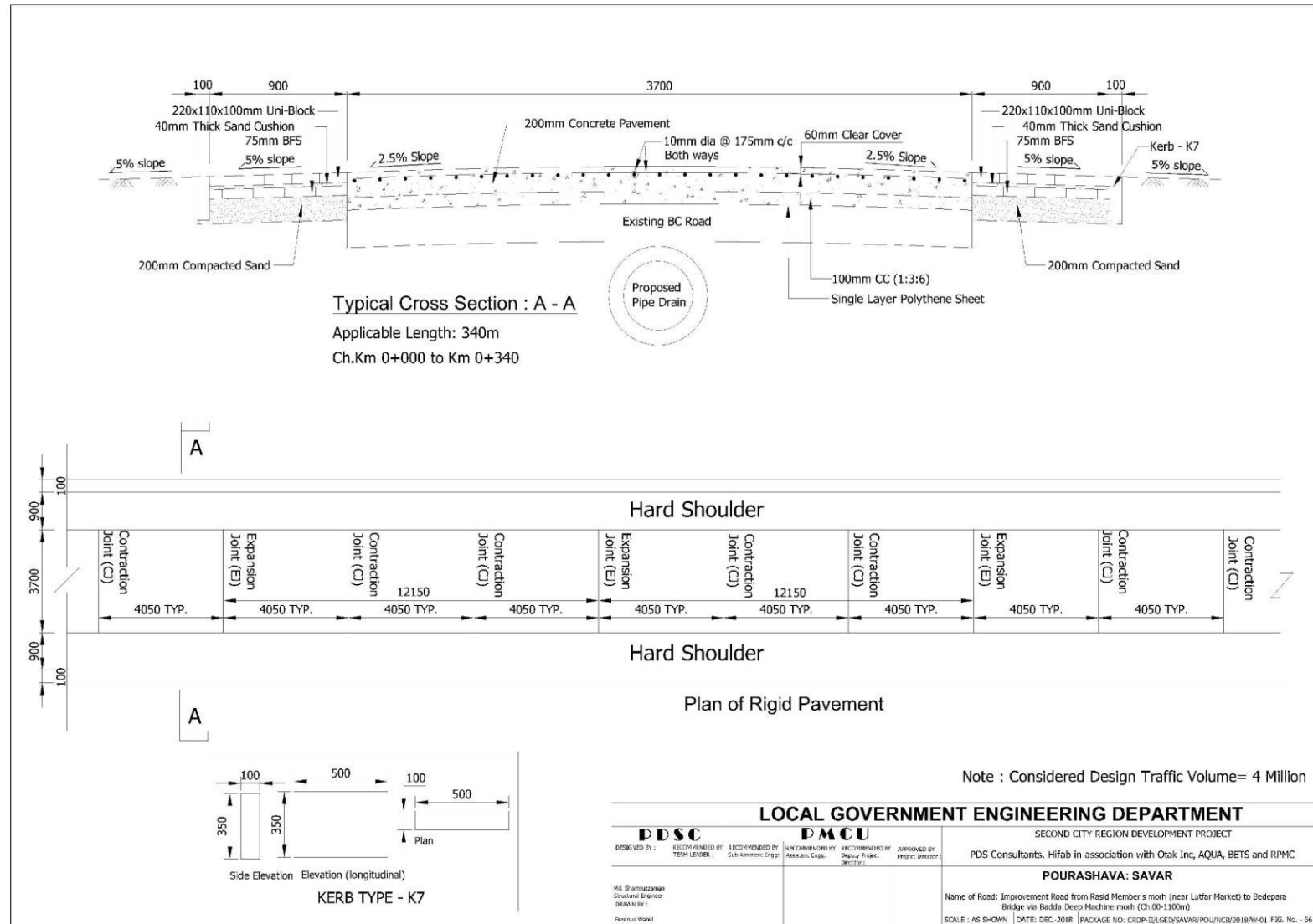


**Figure 9: Cross section of road from Rajashan Sufia Bakery to Gasmohol Bridge**

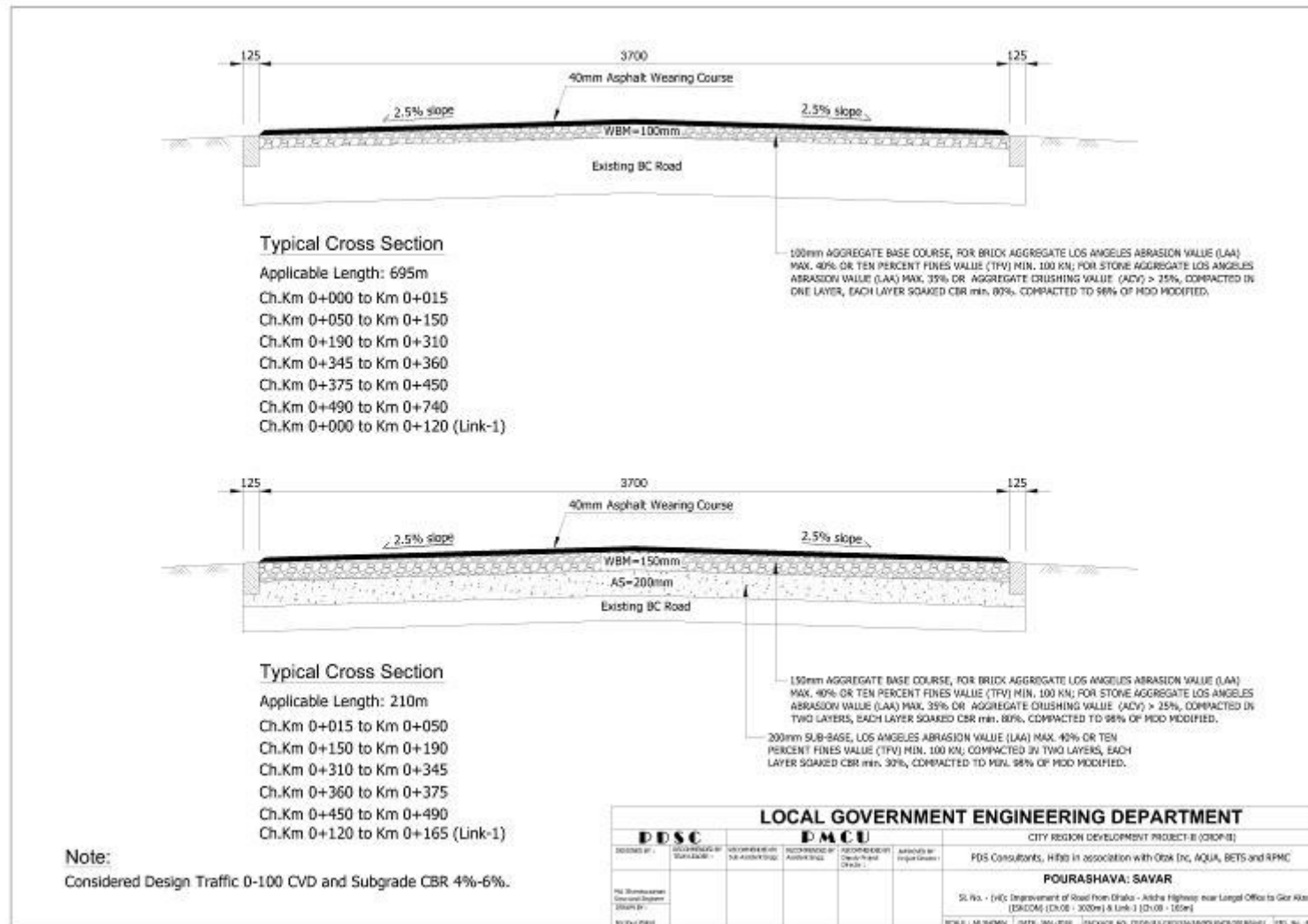




**Figure 10: Cross section of Road from Rashid member's morh to Bedepara Bridge via Badda deep machine morh**



**Figure 11: Cross section of Road from Dhaka Aricha Highway near Langol office to Goir Akra (ISKON)**



**Table 2: Existing and Proposed Carriageway and Road width**

Road Name: Road from Birulia road to Dharanda Church. (Ch.0-770 m) including 335m link roads.				
Chainage	Existing Vacant Road Width (Min –Max) m	Proposed Road Width (Min –Max) m	Existing Carriageway (Min –Max) m	Proposed Carriageway (Min –Max) m
0+000 – 0+470	5.40 – 5.50 (0+315) (0+130)	5.00 – 5.50	3.00	3.00
0+470 – 0+770	5.20 – 5.50 (0+510) (0+650)	5.20 – 5.50	2.50 – 3.00 (0+650) (0+510)	3.70
0+000 – 0+190 (Link 01)	4.50	3.70	3.70	3.70
0+000 – 0+065 (Link 02)	4.50	4.50	3.70	3.00
0+000 – 0+080 (Link 03)	4.50	4.50	3.70	3.00

Road Name: Road from Nama Ganda Abdus Sattar Mollah Market to Chan Mia brick - field via Bahadur House. (Ch.0-415m)				
Chainage	Existing Vacant Road Width (Min –Max) m	Proposed Road Width (Min –Max) m	Existing Carriageway (Min –Max) m	Proposed Carriageway (Min –Max) m
0+000 – 0+160	5.20	3.00	3.00	3.00
0+160 – 0+415	5.00 – 5.90 (0+230) (0+440)	5.00 - 5.55	3.00	3.00

Road Name: Road from Rajashan Sufia Bekary to Gashmohol Bridge. (Ch.0-2175 m)				
Chainage	Existing Vacant Road Width (Min –Max) m	Proposed Road Width (Min –Max) m	Existing Carriageway (Min –Max) m	Proposed Carriageway (Min –Max) m
0+000 – 0+270	4.50 – 5.50 (0+010) (0+240)	4.50 – 5.50	4.50	4.50
0+270 – 0+320	5.50	5.50	4.50	4.50
0+320 – 1+600	5.50 – 6.00 (0+990) (1+080)	5.50 – 6.00	4.50	4.50
1+600 – 1+680	5.50	5.50	4.50	4.50
1+680 – 2+020	5.50	5.50	3.00	3.70
2+125 – 2+175	5.50	5.50	3.00	3.70

Note: The condition of road at Ch. 2+021 to 2+110 is good and there is a good condition bridge at Ch. 2+111 to Ch 2+124 and excluded from this package.

Road Name: Road from Rasid Member's morh (near Lutfar Market) to Bedepara Bridge via Badda Deep Machine morh. (Ch.0-1100m)				
Chainage	Existing Vacant Road Width (Min –Max) m	Proposed Road Width (Min –Max) m	Existing Carriageway (Min –Max) m	Proposed Carriageway (Min –Max) m
0+000 – 0+340	6.90 – 7.00 (0+230) (0+330)	6.90-7.00	3.70	3.70
0+340 – 0+435	6.30 – 6.30 (0+360) (0+390)	6.30 – 6.30	5.00	5.00
0+435 – 0+485	6.30	6.30	5.00	5.00
0+485 – 1+050	8.00	8.00	5.00	5.00

1+050 – 1+100	6.00	6.00	5.00	5.00
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Road Name: Road from Dhaka-Aricha Highway near Langol Office to Gior Akra (ISKCON). (Ch.0-1020m) including 290m link road.				
Chainage	Existing Vacant Road Width (Min –Max) m	Proposed Road Width (Min –Max) m	Existing Carriageway (Min –Max) m	Proposed Carriageway (Min –Max) m
0+000 – 0+655	5.20	5.20	3.70	3.70
0+655 – 0+740	5.20	5.20	3.70	3.70
0+740 – 1+020	4.30	4.30	3.70	3.70
0+000 – 0+290 (Link -01)	4.00	4.00	3.70	3.70

#### **IV. FIELD WORK AND PUBLIC CONSULTATION**

##### **A. Outline of Field Work**

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

##### **B. Public Consultation**

34. Consultations were undertaken with key stakeholders in line with ADB's requirements related to social safeguard and Involuntary Resettlement and comprehensive consultation program was carried out by the PDSC consultation team. The consultees included Savar pourashava officials, residents and business owners living adjacent to and near the proposed sub-projects, elected representatives and other community members and stakeholders within the area. The initial objective was to identify different issues, problems/constraints and responses of the community to the road sub project. The consultation included information dissemination about the Project/ Sub-project and its scope, possible positive and negative impacts, involvement of local people in different activities of the Project and possible employment in Project works, etc. The public consultation and participation process included (i) identifying affected stakeholders; (ii) information on the background and technical characteristics of the sub project; (iii) creating opportunities and mechanisms for the community to participate and raise their views with regard to the proposed development; (iv) giving the stakeholders feedback on findings and recommendations; and (v) ensuring compliance to process requirements with regards to environmental and related legislations.

35. In connection with this sub project the safeguard team of PDSC visited Savar pourashava from 19<sup>th</sup>-23<sup>rd</sup> November, 2017 and had an introductory meeting with the Executive Engineer, Sub-Assistant Engineer, and some councilors. Five field consultation meetings were arranged by the pourashava officials. Attendance included local public representatives and other stakeholders including community representatives, members of the community, local government representatives, and businesses and family living adjacent to the road. During these field visits, the consultants investigated the existing condition of the roads and drainage alignments, any resettlement needs, rehabilitation, and the grievance redress mechanism.

36. The five field meetings took place at the roadside during 19<sup>th</sup>-23<sup>rd</sup> November. The total participants were 112, of which male were 90 and female were 22. Details of these meeting: attendance sheets, meeting notes and photos are included in Appendix 3. During site visits, Councilors', the Executive Engineer, other and a surveyor accompanied by the consultants to assist identifying the locations of the road alignments were in attendance.

37. During consultations and field visits, the community was informed that the road and drainage proposals would not require any land acquisition. The participants were also informed that there would be no tree cutting, relocation of business, and permanent removal of mobile vendors/hawkers. There is no possibility of any long-term adverse impact in terms of losing income or livelihood. Pedestrian safety would be taken care of by the contractors during the construction period by providing alternate roads, safety signboards, and providing speed

breakers where required. Moreover, mitigation measures as specified in EMPs would also be implemented by the contractors which would be closely supervised by the pourashava officials and consultants. The participants were also informed that there may be local employment opportunities for skilled and unskilled laborers. The active participation of women was encouraged during the field visits.

38. During discussions, the local community expressed their worries about the poor condition of the present road and drainage facilities. The general conclusion of the community was that they supported the improvement of the road and drainage channel. Details of the consultation program are included in Appendix 3.

### **C. Consultations with shopkeepers who may be temporarily affected**

39. Consultations were also undertaken with the shopkeepers who may be temporarily affected (46 shopkeepers) which is related to noise, movement of people, obstruction of drainage etc., during construction of the roads. Their concerns are about dust, noise and access to the shops and they are aware that these temporary disruptions, which may last for 3 days approximately. They understand that the problem is temporary only and could be mitigated by adopting appropriate environmental management plan (EMP) by the contractor during construction. The EMP will include a provision requiring the contractor to conduct works in congested commercial stretches in non-business hours and prepare site specific impact avoidance and minimization plans. The EMP will take measures to minimize excavation, avoiding disturbance to pedestrian movement through provision of planks for access, provision of adequate signage, careful traffic management and alternative temporary drainage systems. The work for the road could take place overnight and advance notices shall be given to the community where partial road closures are inevitable. Only partial road closures are anticipated. Works will be undertaken section by section so that traffic may continue to flow, and access disruptions are minimized. The public will also be informed about any alternate routes, if available. The 'no objection' to temporary disruption is attached in Appendix 5, which is signed by all 46 shopkeepers without any coercion or objection. The updated DDR will include a third-party certification of the no objection.

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

### **A. Involuntary Resettlement**

40. The social safeguard study for package W-01 of the Savar Pourashava road and drainage subprojects confirms that there is no need for land acquisition as development of roads and drainages will be done on the existing available land of the roads, land which belongs to government/ pourashava. A certificate from the Mayor of Savar Pourashava is provided in (Appendix 2).

41. It was revealed through physical investigation that the subproject will not impact any private owned land for undertaking civil works. As such no land acquisition and resettlement will be required. There will also be no loss of livelihood, either permanent or temporary due to loss of land/assets, whether titled or non-titled.

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

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

43. Summary of land acquisition and resettlement impacts which has been assessed using a standard involuntary resettlement checklist undertaking a complete transect walk for the subproject shown at Table 3.

**Table 3: Proposed subproject components in Savar Pourashava Road and Drainage Subproject, package W-01 and their Involuntary Resettlement Impact status**

<b>Component</b>	<b>Length (km)</b>	<b>Land Ownership</b>	<b>IR Impact</b>
Construction of RCC Pipe Drain along the Road from Jamsing Bridge to Jalil's shop near to connecting four crossing roads at Jamsing. (Ch.0-560 m)	0.560 km	Government/ Savar Pourashava	Drain construction will be done on the existing available width of the roads. The land has been in possession of Pourashava. There are no issues related to land acquisition or resettlement. There are 6 shopkeepers at this subproject who may be temporarily affected during construction.
Improvement of Road from Birulia road to Dharanda Church. (Ch.0-770m) including 335m link roads.	1.105 km	Government/ Savar Pourashava	Road construction will be done on the existing available width of the roads. The land has been in possession of Pourashava. There are no issues related to land acquisition or resettlement. There are 9 shopkeepers at this subproject who may be temporarily affected during construction.
Construction of RCC pipe drain along the road from Birulia road to Dharanda Church (Ch.0-475m) including 335m link drain	0.810 km	Government/ Savar Pourashava	Drain construction will be done on the existing available width of the roads. The land has been in possession of Pourashava. There are no issues related to land acquisition or resettlement.
Construction of RCC Drain along the road from Chourangi Super Market to Shahibag Chow-rasta morh. (Ch.0-525 m)	0.525 km	Government/ Savar Pourashava	Drain construction will be done on the existing available width of the roads. The land has been in possession of Pourashava. There are no issues related to land acquisition or resettlement.

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



Improvement of Road from Nama Ganda Abdus Sattar Mollah Market to Chan Mia brick - field via Bahadur House. (Ch.0-415m)	0.415 km	Government/ Savar Pourashava	Road construction will be done on the existing available width of the roads. The land has been in possession of Pourashava. There are no issues related to land acquisition or resettlement. There are 8 shopkeepers at this subproject who may be temporarily affected during construction.
Construction of Catch Pit along the road from Nama Ganda Abdus Sattar Mollah Market to Chan Mia brick field via Bahadur House (Ch.0-575m)	0.575 km	Government/ Savar Pourashava	Catch Pits will be constructed on the existing available width of the roads. The land has been in possession of Pourashava. There are no issues related to land acquisition or resettlement.
Improvement of Road from Rajashan Sufia Bekary to Gashmohol Bridge. (Ch.0-2175m)	2.175 km	Government/ Savar Pourashava	Road construction will be done on the existing available width of the roads. The land has been in possession of Pourashava. There are no issues related to land acquisition or resettlement. There are 10 shopkeepers at this subproject who may be temporarily affected during construction.
Construction of RCC pipe drain along the road from Rajashan Sufia Bekery to Gasmohol Bridge (Ch.0-2110m)	2.110 km	Government/ Savar Pourashava	Drain construction will be done on the existing available width of the roads. The land has been in possession of Pourashava. There are no issues related to land acquisition or resettlement.
Improvement of Road from Rasid Member's morh (near Lutfar Market) to Bedepara Bridge via Badda Deep Machine morh. (Ch.0-1100m)	1.10 km	Government/ Savar Pourashava	Road construction will be done on the existing available width of the roads. The land has been in possession of Pourashava. There are no issues related to land acquisition or resettlement. There are 8 shopkeepers at this subproject who may be temporarily affected during construction.
Construction of RCC pipe drain along the road from Roshid Member's morh (near Lutfar Market) to Bedepara Bridge via Badda Deep Machine morh (Ch.0-1240 m)	1.240 km	Government/ Savar Pourashava	Drain construction will be done on the existing available width of the roads. The land has been in possession of Pourashava. There are no issues related to land acquisition or resettlement.
Improvement of Road from Dhaka-Aricha Highway near Langol Office to Gior Akra (ISKCON). (Ch.0-1020m) including 290m link road.	1.310 km	Government/ Savar Pourashava	Road construction will be done on the existing available width of the roads. The land has been in possession of Pourashava. There are no issues related to land acquisition or resettlement. There are 5 shopkeepers at this subproject who may be temporarily affected during construction.
Construction of RCC Pipe drain from Dhaka-Aricha Highway near Langol office to Goir Akra	1.460 km	Government/ Savar Pourashava	Drain construction will be done on the existing available width of the roads. The land has been in possession of Pourashava. There are no issues related to land acquisition or

(ISKCON) (Ch.0-350m) including 1110m link drains.			resettlement.
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## VI. CONCLUSIONS

### A. Summary and Conclusions

44. A due diligence process was conducted for the subproject to examine the involuntary resettlement issues particularly with respect to the ADB SPS (2009) and GOB Land Acquisition Policy, 2017 requirements. The road and drainage construction/improvement subproject at Savar Pourashava will be a straightforward construction/improvement along the existing alignments of the Government/pourashava-owned roads and within the vacant road widths. As a result, the subproject road and drainage improvement/construction will neither cross nor affect any private owned land or structures. Further, any disturbance will be limited to construction period only. The likely impacts are short-term, localized and could either be easily avoided or mitigated. The present report describes the findings of the study focused on the likely subproject impacts in terms of involuntary resettlement. The results of the study suggest that the subproject will not result in any land acquisition, resettlement or economic displacement. The reasons for this outcome are:

- (i) improvement of the proposed roads and drainages will be done on the existing Government lands, which are also are encumbrance free; and
- (ii) the economic activities of the population along the proposed subproject alignments will hardly be impeded by the excavation and constructions on existing road widths, so there should be no resulting losses in income or assets.

45. The subproject is not anticipated to have any involuntary resettlement impacts, thus can be classified as Category C. It does not require any resettlement survey and preparation of Resettlement Plan; nonetheless, extensive consultations/discussions with the people and beneficiaries will be conducted and their participation will be ensured during subproject implementation to immediately address concerns, if any, to expedite project works. Safeguard compliance monitoring will be conducted during the project implementation and civil works activities.

### B. Next Steps

46. The DDR needs to be updated with the following information:

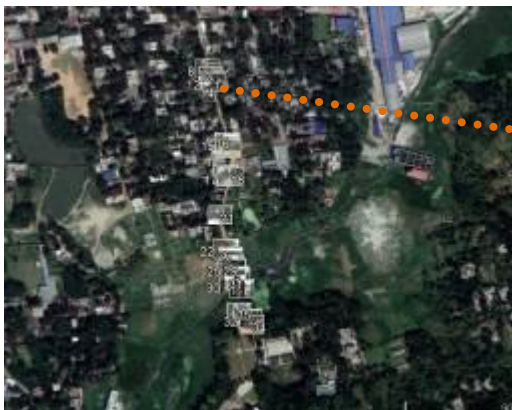
- (i) Continuous community consultations and stakeholder discussions are to be conducted at and around the subproject location. Issues discussed, concerns and suggestions of stakeholders to be taken into consideration during final design and implementation, will be included in the updated DDR.
- (ii) The due diligence report will be updated, initiation and completion of due procedures will be reported, and ADB approval for the DDR will be obtained prior to contract award.
- (iii) The updated DDR will also include a third-party certification of the no objection to temporary disruption for all shopkeepers.

## Google Earth Image & Photos at Congested/ Dense Stretches with Commercial Development of the Subproject Roads

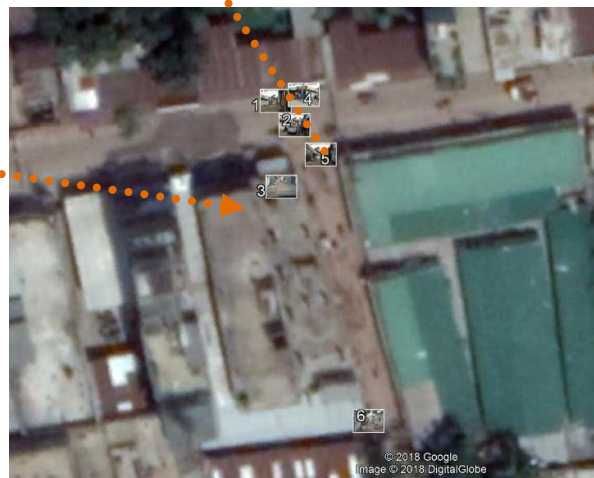
### 1. Google Earth Image & Photos of road from Birulia road to Dharanda church, Chainage 5



Photo 5 of Key Map



Key Map



Google Earth Image at Chainage 5

**2. Google Earth Image & Photos of Link Road-1 which started at Chainage 215 of Birulia road to Dharanda church**



Photo 9 of Key Map



Field Investigation to confirm that there will be no tree cutting

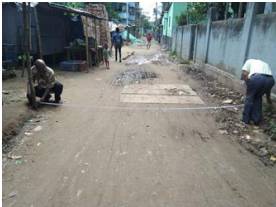


Key Map



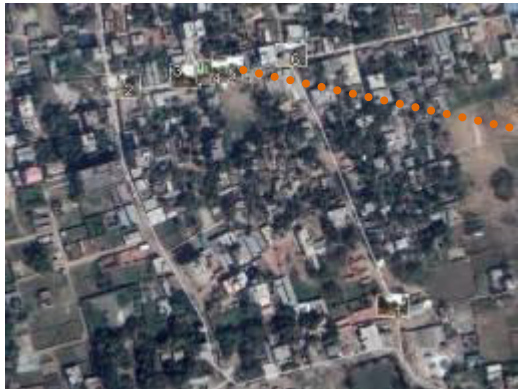
Google Earth Image at Chainage 215

3. Google Earth Image & Photos of road from Nama Ganda Abdus Sattar Mollah market to Chan Mia brick-field, Chainage 110

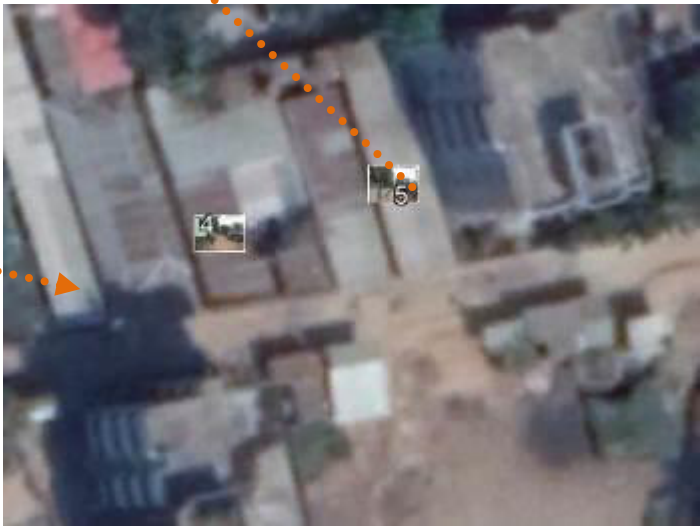


Field Investigation to confirm that there will be no impact on structures

Photo 5 of Key Map, chainage 110



Key Map



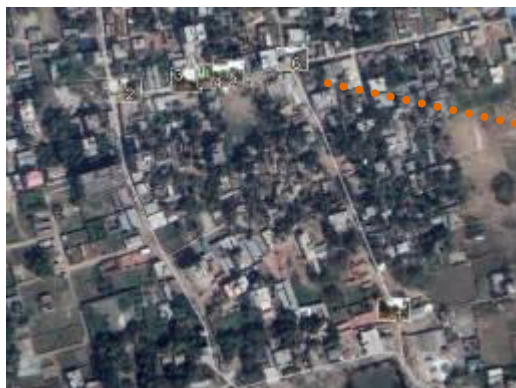
Google Earth Image at Chainage 110



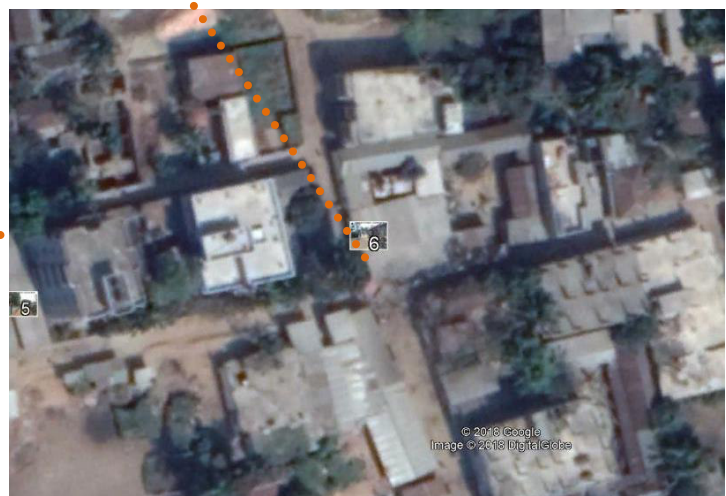
**4. Google Earth Image & Photos of road from Nama Ganda Abdus Sattar Mollah market to Chan Mia brick-field, Chainage 158**



Photo 6 of Key Map, chainage 158



Key Map

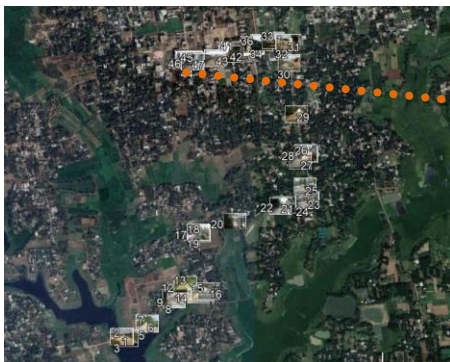


Google Earth Image at Chainage 158

### 5. Google Earth Image & Photos of road from Rajashan Sufia Bakery to Gasmohol Bridge, Chainage 10



Photo 47 of Key Map, chainage 10



Key Map

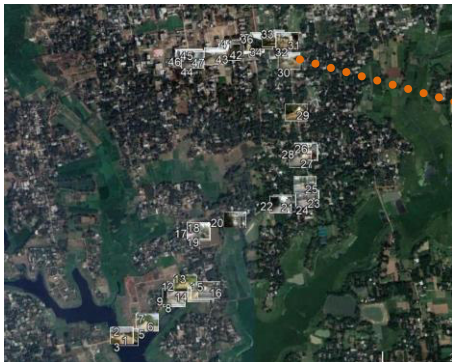


Google Earth Image at Chainage 10

**6. Google Earth Image & Photos of road from Rajashan Sufia Bakery to Gasmohol Bridge, Chainage 248**



Photo 35 of Key Map, chainage 248



Key Map



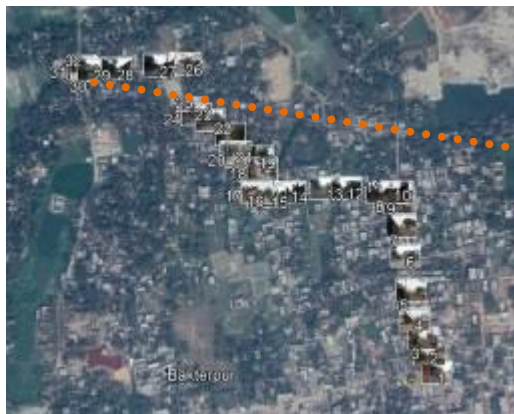
Google Earth Image at Chainage 248



**7. Google Earth Image & Photos of road from Rashid member's morh to Bedepara Bridge via Badda deep machine morh, Chainage 1080**



Photo 32 of Key Map, chainage 1080



Key Map

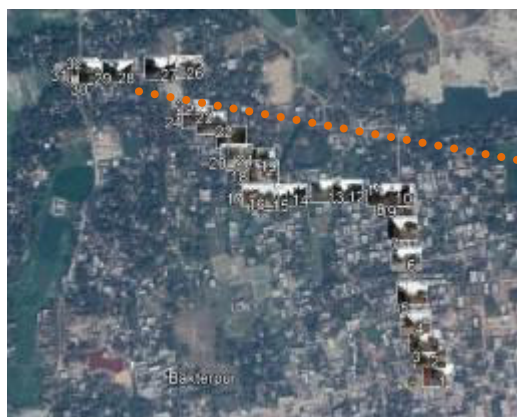


Google Earth Image at Chainage 1080

**8. Google Earth Image & Photos of road from Rashid member's morh to Bedepara Bridge via Badda deep machine morh, Chainage 1020**



Photo 28 of Key Map, chainage 1020



Key Map

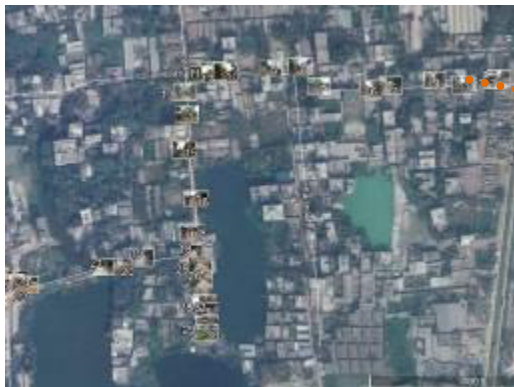


Google Earth Image at Chainage 1020

**9. Google Earth Image & Photos of road from Dhaka Aricha Highway near Langol office to Goir Akra (ISKON), Chainage 127**



Photo 5 of Key Map, chainage 127


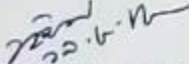
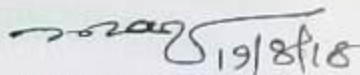


Key Map



Google Earth Image at Chainage 127

### Land Ownership Certificate from the Mayor of Savar Municipality

	<h1 style="margin: 0;">SAVAR MUNICIPALITY</h1> <p style="margin: 0;">Savar, Dhaka</p>	<p style="margin: 0;">উন্নয়নের পথতায় শেখ হাসিনার মূলমন্ত্র</p>
<p>Memo No. SAPOUS/PROKOU/2018-2019/ 122</p>		<p>Date: 19.08.2018</p>
<h2 style="margin: 0;"><u>Land Ownership Certificate</u></h2>		
<p>Project reference no.savar/pou/ w-01 Improvement of roads and drainage in savar pourashava</p> <p>This is to certify that the proposed schemes of Municipal infrastructures including (i) Road; (ii) Drainage; proposed the Second City Region Development project LGED for implementation under CRDP-II, LGED, financed by ADB/GOB, are wholly situated within the pourashava owned land. No other land owners are involved.</p>		
<p style="margin: 0;">               (Md. Shariful Imam)              Executive Engineer              Savar pourashavar              Savar, Dhaka.           </p>		<p style="margin: 0;">               (Haji Md. Abdul Gani)              Mayor              Savar pourashavar              Date _____           </p>

**List of Consultations/ Meetings at different locations of the subproject under Savar Pourashava**

Sl. No	Date of Consultation	Place of consultation	Number of Participants	Issues Discussed	Major findings
01	22 November 2017	At roadside Birulia road to Dharanda Church.	Total 23 (male 20, female 03)  Councilors, Officials, Local Elite, Businessmen, project beneficiaries, etc.	Purpose of the visit, information dissemination about the sub-project, possible positive and negative impacts, necessity of land acquisition, compensation issues, local people's opinions, feedback on different social issues and concerns, grievances redress mechanism, participation of local people in different project activities, employment opportunity in project works etc.	All of the participants heard about the proposed development program and welcomed the sub-project. The local people are facing problems due to poor condition of road and lack of drainage. The Participants appreciated the roads and drains sub-project, they expected that after improvement of road and drain will improve the transportation system reduce the existing problem & flooding situation of the area as well. Participants confirmed, there are no IR impacts considering land acquisition & physical or economic displacement of people, being construction/development of roads on the existing alignments & drains will be done on the road shoulder. The participants understood GRM procedure
02	21 November 2017	Rajashan Sufia Bekary to Gashmohol Bridge  Dhaka-Aricha Highway near Langol Office to Gior Akra (ISKCON).	Total 21 (male 15, female 6)  Councilors, Officials, Local Elite, Businessmen, project beneficiaries, etc.		They welcomed the project implementation policy & would be happy to get employment opportunity during sub-project implementation, if possible.
03	20 November 2017	Rasid Member's morh (near Lutfar Market) to Bedepara Bridge via Badda Deep Machine morh.	Total 17 (male 12, female 05)  Councilors, Businessmen, Local Elites, Beneficiaries Service holders	- Information dissemination about the sub-project - possible impacts of the sub-project - necessity of land acquisition, - compensation issues - Local people's opinions - social issues - grievances redress mechanism. etc	The Participants heard and appreciated the road and drainage sub projects under the sub-project. They told their sufferings due to bad condition of road and lack of drainage facilities. They requested early implementation of the proposed sub projects. The Peoples are expecting improvement of road and drain sub projects for their easy movement and to reduce traffic congestion and water logging in the area. The construction of road and drain will not bring any adverse impacts on the people in connection to land acquisition & physical or economic displacement of people, because construction/development of road and drain will be undertaken along the existing road and edges of the road. Participants understood the project policy to some extent. However, they told the team to keep them aware of the ongoing activities of the sub-project with quality works.
04	19 November 2017	Rasid Member's morh (near Lutfar	Total 28 (male 21, female 07)  Councilors, Retired Govt.	- Information dissemination about the sub-project - possible impacts of the sub-project	The Participants appreciated the proposed road and drainage sub projects. They expressed their sufferings due to bad condition of road and drainage facilities. They are expecting improvement of road and drain sub projects for



Sl. No	Date of Consultation	Place of consultation	Number of Participants	Issues Discussed	Major findings
		Market) to Bedepara Bridge via Badda Deep Machine morh.	Officials, Local Elite, Businessmen, project beneficiaries, etc.	<ul style="list-style-type: none"> <li>- necessity of land acquisition,</li> <li>- compensation issues</li> <li>- Local people's opinions</li> <li>- social issues</li> <li>- Grievances redress mechanism. etc</li> </ul>	<p>their easy movement and to reduce traffic congestion and water logging in the area.</p> <p>The construction of road and drain will not bring any adverse impacts on the adjacent residents and shop owners in connection to land acquisition &amp; physical or economic displacement, because construction/ development of road and drain will be undertaken within the existing road and edges of the road.</p> <p>Participants understood the project policy , however, they told the team to keep them aware of the ongoing activities of the sub-project.</p>
05	23 November 2017	Nama Ganda Abdus Sattar Mollah Market to Chan Mia brick - field via Bahadur House.	<p>Total 23 (male 22, female1)</p> <p>Councilors, Officials, Local Elite, Businessmen, project beneficiaries, etc.</p>	<ul style="list-style-type: none"> <li>- Information dissemination about the sub-project</li> <li>- possible impacts of the sub-project</li> <li>- necessity of land acquisition,</li> <li>- compensation issues</li> <li>- Local people's opinions</li> <li>- social issues</li> <li>- Grievances redress mechanism. etc</li> </ul>	<p>The meeting participants appreciated the proposed road and drainage sub project. They requested early implementation of the proposed sub project. The People are expecting improvement of road and drainage sub projects for their easy movement and to reduce traffic congestion and water logging in the area.</p> <p>The construction of road and catch pits will not bring any adverse impacts on the people in connection to land acquisition &amp; physical or economic displacement of people, because construction/development of road and drain will be undertaken within the existing land of road owned by Pourashava.</p> <p>Participants understood the project policy and they told to keep them aware of the ongoing activities of the subproject .</p>

### Photographs of Community Consultations



Photo 1: Consultation at Birulia road to Dharanda Church and Rajashan Sufia Bekary to Gashmohol Bridge road.



Photo 2: Consultation at road from Nama Ganda Abdus Sattar Mollah Market to Chan Mia brick - field via Bahadur House.



Photo 3: Consultation at road from Nama Ganda Abdus Sattar Mollah Market to Chan Mia brick - field via Bahadur House.



Photo 4: Consultation at road road from Rasid Member's morh (near Lutfar Market) to Bedepara Bridge via Badda Deep Machine morh.



Photo 5: Consultation at road from Dhaka-Aricha Highway near Langol Office to Gior Akra (ISKCON).



Photo 6: Consultation at road road from Rasid Member's morh (near Lutfar Market) to Bedepara Bridge via Badda Deep Machinemorh.



**List of Participants in Consultations Meetings in different Location of 2nd CRDP Savar  
Pourashava, Package W-01**

**Attendance sheet of Consultation meeting**

Name of the Upazila/ pōura: Savar

Meeting date: 23.11.17

Name of the sub-project: LRS-22, Improvement of road from Kame ganda  
Abdus Gattar mollah market to Chand mia brick field via Balakur  
house incl. drainage.

Sl.#	Name of the participants	Address	Mobile Number	Signature
01.				
02.	শ্রী: কামরুজ্জোব্বার	কোরণা	0562802552	
03.	KAZI BABUL	Kornepara	0179263500	
04.	CHANDAN Acharjee	Kornepara	01819470751	
05.	শ্রী: আব্দুল হাদি	কোরণা	01716165225	
06.	শ্রী: জাহাঙ্গীর	কোরণা	01910528343	
07.	শ্রী: আব্দুল হাদি	কোরণা	01680018180	
08.	শ্রী: আব্দুল হাদি	কোরণা	01711045336	
09.	শ্রী: আব্দুল হাদি	কোরণা	01855918969	
10.	শ্রী: আব্দুল হাদি	কোরণা	01712219920	
11.	শ্রী: আব্দুল হাদি	কোরণা	01726006634	
12.	শ্রী: আব্দুল হাদি	কোরণা	01715668724	
13.	শ্রী: আব্দুল হাদি	কোরণা	01766676777	
14.	শ্রী: আব্দুল হাদি	কোরণা		

### Attendance sheet of Consultation meeting .

Name of the Upazila/ poura:

Meeting date: 19.11.17

Name of the sub-project: Jamung bridge to Jalil shops to connect  
to crossing road at Jamung including Pipe drain

Sl.#	Name of the participants	Address	Mobile Number	Signature
01.	Md. Shahen Hossain	50/4 Purbob Jamung	01942850655	Shahen (Teacher)
02.	Md. Shorif Hossain	56/68	01727260781	Shorif Hossain
03.	Md. Tazul Hossain	22/10 Jamung	02879062292	Tazul
04.	Md. Tazul Hossain	3/15 Jamung	01712075517	Tazul
05.	Md. Tazul Hossain	87/10 Jamung	01712221062	Tazul
06.	Md. Tazul Hossain	2/9 Jamung	02999262282	Tazul
07.	Md. Tazul Hossain	22/10 Jamung	02879062292	Tazul
08.	Md. Tazul Hossain	2/10 Jamung	03028800098	Tazul
09.	Md. Tazul Hossain	87/10 Jamung	01711230102	Tazul
10.	Md. Tazul Hossain	2/9 Jamung	01732586443	Tazul
11.	Md. Tazul Hossain	2/9 Jamung	01757063449	Tazul
12.	Md. Tazul Hossain	2/9 Jamung	01715010587	Tazul
13.	Md. Tazul Hossain	2/9 Jamung	02926890869	Tazul
14.	Md. Tazul Hossain	2/9 Jamung	01728962396	Tazul

### Attendance sheet of Consultation meeting

Name of the Upazila/ poura:

Meeting date:

Name of the sub-project:

Sl.#	Name of the participants	Address	Mobile Number	Signature
01.	আব্দুল হক	আব্দুল হক	01703506043	আব্দুল হক
02.	আব্দুল আজাদ	আব্দুল আজাদ	019489082	আব্দুল আজাদ
03.	রুহি আক্তার	আব্দুল আজাদ	0177620709	রুহি
04.	মুন্স	আব্দুল আজাদ	01736986401	মুন্স
05.	কালিম	আব্দুল আজাদ	0188394943	কালিম
06.	মির্জা মাহাবুব	আব্দুল আজাদ	01944729636	মির্জা
07.	নিমাই চন্দ্র	আব্দুল আজাদ	018389159	নিমাই
08.	রাজন	আব্দুল আজাদ	01733409910	রাজন
09.	মুন্সিম মুন্সিম মুন্সিম	আব্দুল আজাদ	01714270335	মুন্সিম
10.	রাজন দত্ত	আব্দুল আজাদ	01731463514	রাজন
11.	কামাল	আব্দুল আজাদ		কামাল
12.	কামাল	আব্দুল আজাদ		কামাল
13.	ইমদা	আব্দুল আজাদ		ইমদা
14.	লীমদা	(আব্দুল আজাদ)		লীমদা



## Attendance sheet of Consultation meeting

② Improvement of road from north side of Baspatti

Name of the Upa-zila/ poura: Savar

Meeting date: 26.11.17

the Opa-zha/poula <sup>savar</sup> road near to RCC road at Bedepara Kandhambar

Name of the sub-project: Improvement of road from Rasid number north (near Inffur market) to Bedhepara bridge and one line

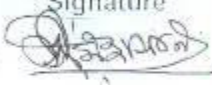
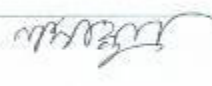
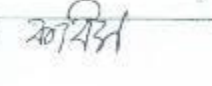

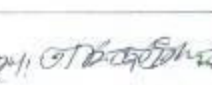


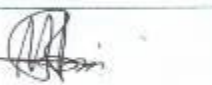
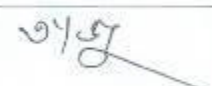
Sl.#	Name of the participants	Address	Mobile Number	Signature	Ref.
01.	শ্রীমতী সত্যজিৎ সত্যজিৎ সত্যজিৎ সত্যজিৎ	সত্যজিৎ সত্যজিৎ, ঢাকা	০১৭১১২০৬৪৪০	সত্যজিৎ	
02.	শ্রীমতী সত্যজিৎ সত্যজিৎ	সত্যজিৎ		সত্যজিৎ	
03.	শ্রীমতী সত্যজিৎ সত্যজিৎ	সত্যজিৎ		সত্যজিৎ	
04.	শ্রীমতী সত্যজিৎ সত্যজিৎ	সত্যজিৎ	০১৭১২৭২৩৭১	সত্যজিৎ	
05.	শ্রীমতী সত্যজিৎ সত্যজিৎ	সত্যজিৎ	০১৭১৫৪১১৭	সত্যজিৎ	
06.	শ্রীমতী সত্যজিৎ সত্যজিৎ	সত্যজিৎ	০১৭৪৭৭৫ ৬৭৭১	সত্যজিৎ	
07.	শ্রীমতী সত্যজিৎ সত্যজিৎ	সত্যজিৎ	০১৬২২৭৩৭৭৮	সত্যজিৎ	
08.	শ্রীমতী সত্যজিৎ সত্যজিৎ	সত্যজিৎ	০১৭৪৭৭৫৭৭৭	সত্যজিৎ	
09.	শ্রীমতী সত্যজিৎ সত্যজিৎ	সত্যজিৎ		সত্যজিৎ	

## Attendance sheet of Consultation meeting

Name of the Upa-zila/ poura:

Meeting date:

Name of the sub-project:

Sl.#	Name of the participants	Address	Mobile Number	Signature
01.	ଅ. ସମ. ଅ. 212021	ବାହା	01623506722	
02.	ଅ. 212021	ବାହା	0181265364	
03.	ଅ. 212021	ବାହା	01726451637	
04.	ଅ. 212021	ବାହା	02626601000	
05.	ଅ. 212021	ବାହା	029215589 760	
06.	ଅ. 212021	ବାହା	026258260 268	
07.	ଅ. 212021	ବାହା	01992558304	
08.	ଅ. 212021	ବାହା	02992558304 760	
09.	ଅ. 212021	ବାହା	02626902966	

## Attendance sheet of Consultation meeting

Name of the Upa-zila/ poura:

Meeting date:

Name of the sub-project:

Sl.#	Name of the participants	Address	Mobile Number	Signature
01.	শ্রী. অরুণ কুমার	গাওঁ	02902209880	অরুণ কুমার
02.	শ্রী. আফিজুর রহমান	কবজা	01711683441	আফিজ
03.	অজয় কুমার দাস	কবজা	01731389641	অজয়
04.	শ্রী. অরুণ কুমার ৯ নং ওয়ার্ড - সাত্তা অঞ্চল	সাত্তা অঞ্চল	0171532848	অরুণ কুমার
05.	শ্রী. আবদুল হক	৭	07812025585	আবদুল হক
06.				
07.				
08.				
09.				

**No objection to temporary disturbance by the shop owners who may be temporarily affected**

স্থানীয় সরকার প্রকৌশল অধিদপ্তর  
নগর অঞ্চল উন্নয়ন প্রকল্প ( ২য় পর্যায় )  
লেবেল-৪, আর ডি ই সি ভবন, আগারগাঁও শের-এ-বাংলা নগর  
ঢাকা-১২০৭

অদ্য ৩০/০৫/২০২১ ইং তারিখে সড়কের নাম রাস্তাটি ব্রিড হাউজ কমিউনিটি  
দোহার সড়ক নির্মাণ কার্যক্রমে ব্যবসা বানিজ্যে সাময়িক অসুবিধা সম্পর্কে এক আলোচনা সভা অনুষ্ঠিত হয়।

আমরা অবহিত আছি যে রাস্তা পুনঃনির্মানের সময় ব্যবসা বানিজ্যে সাময়িক অসুবিধা হতে পারে। আমরা বলতে চাই যে, উন্নত রাস্তা আমাদের সবার জন্য প্রয়োজন। যদি রাস্তা বর্ধিত করন না করা হয় তাহলে আমাদের কোন অসুবিধা হবে না।

আমরা সেচ্ছায় নির্মান করার সময় ঠিকাদার তার কর্মীদেরকে সহযোগিতা করবো। আমাদের সম্মুখে এই রাস্তা উন্নয়নের কাজের প্রতি কোন আপত্তি থাকবে না।

**No objection for temporary disruption**

We are well aware about the temporary disruption of business/access during construction of road. If there is no widening to the existing, carriageway we will not face any problem. We would like to express that all of us require an improved road and are willing to cooperate with the contractor during period of construction.

We don't have any objection for the road improvement work for the temporary disruption of business/access.

Attachment of attendance sheet



~~কোম্পানি~~

সমষ্টি বিবরণী ২০১৩ সালের মোকামলায় অন্তর্ভুক্ত

ক্রমিক নং	ব্যবসা মালিকের নাম	ব্যবসায়ের ধরন	ঠিকানা	স্বাক্ষর	মোবাইল নং
১	মে. মোহাম্মদ আলী	চা. মোহাম্মদ		মুহাম্মদ	০১৭৪৭৪৪১৬৪
২	মে. মাসুম	হোটেল		মাসুম	N/A
৩	মে. মোহাম্মদ হোসেন	চা. মোহাম্মদ		মুহাম্মদ	০১৭০৬২৪৬০০০
৪	মে. মোহাম্মদ হোসেন	চা. মোহাম্মদ		মুহাম্মদ	০১৭১৩৪১৭১৪০
৫	মুহাম্মদ ওয়াজেদ	মোবাইল		মুহাম্মদ	০১৭০৬৫৭৪৬৪
৬	মে. মোহাম্মদ হোসেন	চা. মোহাম্মদ		মুহাম্মদ	০১৭৭৬৭২৪০৪৩
৭					
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স্থানীয় সরকার প্রকৌশল অধিদপ্তর

নগর অঞ্চল উন্নয়ন প্রকল্প ( ২য় পর্যায় )

লেবেল-৪, আর ডি ই সি ভবন, আগারগাঁও শের-এ-বাংলা নগর

ঢাকা-১২০৭

অদ্য ০০/০৫/২০২৫ ইং তারিখে সড়কের নাম বঙ্গবন্ধু সড়ক (মাতা হাট হাট বৈদেশিক)  
নির্মান কার্যক্রমে ব্যবসা বানিজ্যে সাময়িক অসুবিধা সম্পর্কে এক আলোচনা সভা অনুষ্ঠিত হয়।

আমরা অবহিত আছি যে রাস্তা পুনঃনির্মানের সময় ব্যবসা বানিজ্যে সাময়িক অসুবিধা হতে পারে। আমরা বলতে চাই যে, উন্নত রাস্তা আমাদের সবার জন্য প্রয়োজন। যদি রাস্তা বর্ধিত করন না করা হয় তাহলে আমাদের কোন অসুবিধা হবে না।

আমরা সেচ্ছায় নির্মান করার সময় ঠিকাদার তার কর্মীদেরকে সহযোগিতা করবো। আমাদের সম্মুখে এই রাস্তা উন্নয়নের কাজের প্রতি কোন আপত্তি থাকবে না।

No objection for temporary disruption

We are well aware about the temporary disruption of business/access during construction of road. If there is no widening to the existing, carriageway we will not face any problem. We would like to express that all of us require an improved road and are willing to cooperate with the contractor during period of construction.

We don't have any objection for the road improvement work for the temporary disruption of business/access.

Attachment of attendance sheet

কর্মসম্পন্ন কর্মসূচির মোট ২২৬ (বহুদলীয় সীল অঙ্ক)

ক্রমিক নং	ব্যবসা মালিকের নাম	ব্যবসায়ের ধরন	ঠিকানা	স্বাক্ষর	মোবাইল নং
১	(মঃ) মাহীদুল্লাহ	ফার্ম হুড		(মঃ) মাহীদুল্লাহ	01724853017
২	(মঃ) মাহীদুল্লাহ	ফার্ম (মঃ) মাহীদুল্লাহ		(মঃ) মাহীদুল্লাহ	01913658176
৩	মাহীদুল্লাহ	মাহীদুল্লাহ		(মঃ) মাহীদুল্লাহ	01783923923
৪	মাহীদুল্লাহ	ই(মঃ) মাহীদুল্লাহ		(মঃ) মাহীদুল্লাহ	01911152139
৫	(মঃ) মাহীদুল্লাহ	ই(মঃ) মাহীদুল্লাহ		(মঃ) মাহীদুল্লাহ	01718650061
৬	(মঃ) মাহীদুল্লাহ	(মঃ) মাহীদুল্লাহ		(মঃ) মাহীদুল্লাহ	01740544747
৭	(মঃ) মাহীদুল্লাহ	ই(মঃ) মাহীদুল্লাহ		(মঃ) মাহীদুল্লাহ	01628776726
৮	মাহীদুল্লাহ	মাহীদুল্লাহ		মাহীদুল্লাহ	N/A
৯					
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স্থানীয় সরকার প্রকৌশল অধিদপ্তর

নগর অঞ্চল উন্নয়ন প্রকল্প ( ২য় পর্যায় )

লেবেল-৪, আর ডি ই সি ভবন, আগারগাঁও শের-এ-বাংলা নগর

ঢাকা-১২০৭

অদ্য ২০/০৫/২০২৫ ইং তারিখে সড়কের নাম বিজ্ঞানী সড়ক ২য় ও ৩য় চ্যানেল  
৩১৩৫৬ নিৰ্মান কার্যক্রমে ব্যবসা বানিজ্যে সাময়িক অসুবিধা সম্পর্কে এক আলোচনা সভা অনুষ্ঠিত হয়।

আমরা অবহিত আছি যে রাস্তা পুনঃনিৰ্মানের সময় ব্যবসা বানিজ্যে সাময়িক অসুবিধা হতে পারে। আমরা বলতে চাই যে, উন্নত রাস্তা আমাদের সবার জন্য প্রয়োজন। যদি রাস্তা বর্ধিত করন না করা হয় তাহলে আমাদের কোন অসুবিধা হবে না।

আমরা সেচ্ছায় নিৰ্মান করার সময় ঠিকাদার তার কর্মীদেরকে সহযোগিতা করবো। আমাদের সম্মুখে এই রাস্তা উন্নয়নের কাজের প্রতি কোন আপত্তি থাকবে না।

**No objection for temporary disruption**

We are well aware about the temporary disruption of business/access during construction of road. If there is no widening to the existing, carriageway we will not face any problem. We would like to express that all of us require an improved road and are willing to cooperate with the contractor during period of construction.

We don't have any objection for the road improvement work for the temporary disruption of business/access.

Attachment of attendance sheet

বিস্তারিত তথ্য ২০২০ সালের চার্টার্ড অফিস  
স্বাক্ষর চার্টার্ড অফিস

ক্রমিক নং	ব্যবসা মালিকের নাম	ব্যবসায়ের ধরন	ঠিকানা	স্বাক্ষর	মোবাইল নং
১	মাহবুব হোসেন আব্দুল	মিস্টার দাস			01716356231
২	বাবু	মুদ্রা			
৩	মাহবুব হোসেন	মিস্টার			01673179934
৪	মাহবুব হোসেন	মুদ্রা			01754369070
৫	মাহবুব হোসেন	মুদ্রা			01837677201
৬	মাহবুব হোসেন	মুদ্রা			01726029569
৭	মাহবুব হোসেন	মুদ্রা			01768643417
৮	মাহবুব হোসেন	মুদ্রা			01950966894
৯	মাহবুব হোসেন	মুদ্রা			01854366329
১০					
১১					
১২					
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### স্থানীয় সরকার প্রকৌশল অধিদপ্তর

নগর অঞ্চল উন্নয়ন প্রকল্প ( ২য় পর্যায় )

লেবেল-৪, আর ডি ই সি ভবন, আগারগাঁও শের-এ-বাংলা নগর

ঢাকা-১২০৭

অদ্য-২২/০৫/২০২৪ ইং তারিখে সড়কের নাম- নতুন সেতু অর্থাৎ চরতর মোড়  
মহোদয় নির্মান কার্যক্রমে ব্যবসা বানিজ্যে সাময়িক অসুবিধা সম্পর্কে এক আলোচনা সভা অনুষ্ঠিত হয়।

আমরা অবহিত আছি যে রাস্তা পুনঃনির্মানের সময় ব্যবসা বানিজ্যে সাময়িক অসুবিধা হতে পারে। আমরা বলতে চাই যে, উন্নত রাস্তা আমাদের সবার জন্য প্রয়োজন। যদি রাস্তা বর্ধিত করন না করা হয় তাহলে আমাদের কোন অসুবিধা হবে না।

আমরা সেচ্ছায় নির্মান করার সময় ঠিকাদার তার কর্মীদেরকে সহযোগিতা করবো। আমাদের সম্মুখে এই রাস্তা উন্নয়নের কাজের প্রতি কোন আপত্তি থাকবে না।

#### No objection for temporary disruption

We are well aware about the temporary disruption of business/access during construction of road. If there is no widening to the existing, carriageway we will not face any problem. We would like to express that all of us require an improved road and are willing to cooperate with the contractor during period of construction.

We don't have any objection for the road improvement work for the temporary disruption of business/access.

Attachment of attendance sheet



স্থানীয় সরকার প্রকৌশল অধিদপ্তর

নগর অঞ্চল উন্নয়ন প্রকল্প ( ২য় পর্যায় )

লেবেল-৪, আর ডি ই সি ভবন, আগারগাঁও শের-এ-বাংলা নগর

ঢাকা-১২০৭

অদ্য-২২/০৫/২০২১ ইং তারিখে সড়কের নাম-রাব্বানী চৌকি, বেকারী-২ হাট চারমুখ  
বীর নির্মাণ কার্যক্রমে ব্যবসা বানিজ্যে সাময়িক অসুবিধা সম্পর্কে এক আলোচনা সভা অনুষ্ঠিত হয়।

আমরা অবহিত আছি যে রাস্তা পুনঃনির্মানের সময় ব্যবসা বানিজ্যে সাময়িক অসুবিধা হতে পারে। আমরা বলতে চাই যে, উন্নত রাস্তা আমাদের সবার জন্য প্রয়োজন। যদি রাস্তা বর্ধিত করন না করা হয় তাহলে আমাদের কোন অসুবিধা হবে না।

আমরা সেচ্ছায় নির্মাণ করার সময় ঠিকাদার তার কর্মীদেরকে সহযোগিতা করবো। আমাদের সম্মুখে এই রাস্তা উন্নয়নের কাজের প্রতি কোন আপত্তি থাকবে না।

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Attachment of attendance sheet



ব্যবসায়ীদের তালিকা (স্বাক্ষরিত) এবং মোবাইল নং

ক্রমিক নং	ব্যবসা মালিকের নাম	ব্যবসায়ের ধরন	ঠিকানা	স্বাক্ষর	মোবাইল নং
১	মোঃ হুমায়ুন	চা-দোকান	কাজলান হাট	Schag	01812902418
২	মোঃ মিলন	মুদি দোকান	"		01822877811
৩	মোঃ কাসিম	হার্ডওয়্যার দোকান	"	আবুল কালাম	01726451037
৪	আবু মিয়া	মেসার্স	হাট, কাজলান	আবু	01846203028
৫	আবুল	বিল্ডিং ম্যাটেরিয়াল	"	আবুল	01611588218
৬	মুন্সি	মেসার্স	"	মুন্সি	01644398689
৭	মোঃ মাহবুব মিয়া	হার্ডওয়্যার দোকান	"	মোঃ মাহবুব	01631194890
৮	মোঃ মোস্তাফিজুর রহমান	হার্ডওয়্যার	"	মোস্তাফিজুর	01885542899
৯	মোঃ মাহবুবুল	মেসার্স	"		01897772153
১০	মুন্সি	চা-দোকান	"	আবু	01611588218
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স্থানীয় সরকার প্রকৌশল অধিদপ্তর

নগর অঞ্চল উন্নয়ন প্রকল্প ( ২য় পর্যায় )

লেবেল-৪, আর ডি ই সি ভবন, আগারগাঁও শের-এ-বাংলা নগর

ঢাকা-১২০৭

অদ্য ৩০/০৫/২০২৫ ইং তারিখে সড়কের নাম ঢাকা হাবিচ RHD to লক্ষ্মী রোড  
 ইতিমধ্যে নিম্নান কার্যক্রমে ব্যবসা বানিজ্যে সাময়িক অসুবিধা সম্পর্কে এক আলোচনা সভা অনুষ্ঠিত হয়।

আমরা অবহিত আছি যে রাস্তা পুনঃনির্মানের সময় ব্যবসা বানিজ্যে সাময়িক অসুবিধা হতে পারে। আমরা বলতে চাই যে, উন্নত রাস্তা আমাদের সবার জন্য প্রয়োজন। যদি রাস্তা বর্ধিত করন না করা হয় তাহলে আমাদের কোন অসুবিধা হবে না।

আমরা সেচ্ছায় নির্মান করার সময় ঠিকাদার তার কর্মীদেরকে সহযোগিতা করবো। আমাদের সম্মুখে এই রাস্তা উন্নয়নের কাজের প্রতি কোন আপত্তি থাকবে না।

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স্বাক্ষর করে  
 ঢাকা জাদুঘর RHD নথিতে অন্তর্ভুক্ত ২২৩ (মহাবাজার (ISKON) অঞ্চল)

ক্রমিক নং	ব্যবসা মালিকের নাম	ব্যবসায়ের ধরন	ঠিকানা	স্বাক্ষর	মোবাইল নং
১	শ্রী বৃদ্ধ	অন্যান্য ব্যবসায়িক	হুগলি		01736556769
২	সাহাব আলী	ব্যবসায়িক	১	স্বাক্ষর	01834277545
৩	আব্দুল হুসেন	বিজ্ঞান মালিক	১	স্বাক্ষর	01925780882
৪	বাহিদ	টেক্সটাইল	১	স্বাক্ষর	01763898828
৫	আঃ মোস্তাফিজুল হক	ফ্যাশন	৫	আমার	01750-441962
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