

Land Acquisition and Involuntary Resettlement Due Diligence Report

Document stage: Draft
Project number: 49329-006
April 2021

Bangladesh: Second City Region Development Project

Drainage Improvement in Singair Pourashava
Package No. CRDP-II/LGED/SINGAIR/NCB/2021/W-01

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

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CURRENCY EQUIVALENTS

(As of 18 August 2020)

Currency unit - BDT

\$1.00 = BDT 84.80

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
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 Improvement of Drainage in Pourashavas subprojects in Dhaka and Khulna Region were selected for development under the Second CRDP during the pre-feasibility study conducted by the Project Preparation Technical Assistance (PPTA) consultants appointed by ADB. A preliminary social safeguard screening was also conducted for the proposed schemes combining roads and drainage components. Local Government Engineering Department (LGED) is the Executing Agency of the project. The Engineering Department of Singair Pourashava will be the implementing agency with a project implementation unit (PIU) within its structure.

2. Under package W-01 of the Improvement of Drainage in Pourashavas (Singair) subprojects in Dhaka Region, five 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, 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 Singair Pourashava (A certificate from the Mayor of Singair Pourashava is attached, Appendix-2). The location of the subproject is shown in Figure 1.

3. The Resettlement Framework adopted for the project outlines the objectives, policy principles and procedures for land acquisition, if any, compensation and other assistance measures for displaced/ affected persons,¹ 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 the Report

4. This draft land acquisition and resettlement due diligence report is prepared for the improvement of Drainage in Singair Pourashava Package W-01 subprojects in Dhaka Region and is based on preliminary design. The preliminary design of the proposed subproject is described in detail in 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 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 the Second CRDP.

¹ 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.

6. During project implementation, the Project Management and Coordination Unit (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 contract award under the subproject.

Table 1: List of Roads and Components under Singair Package W-01 Subproject

Sl.	Name & ID of the roads	Length (km)	Major Components
1	Improvement of road from Singair College to Singair Old Bus Stand (Ch.775-1300m)	Road 0.525	Road
2	Construction of drain from Singair College to Singair Old Bus Stand (Ch.0-775m)	Drain 0.775	Drain
3	Improvement of road from Singair Old Bus Stand to Modina Mosque (Ch.635-1990m) including 440m link road	Road 1.795 Drain 0.780	Road, Drain, Box Culvert
4	Re-excavation of Daibari Khal from Modina Mosque to Hospital Road (Ch.0-750m)	Canal 0.750	Canal re-excavation
5	Improvement of road from Daibari Khal to Dhaleshwari River via Hospital Road (Ch.25-1610m)	Road 1.585	Road, Culverts

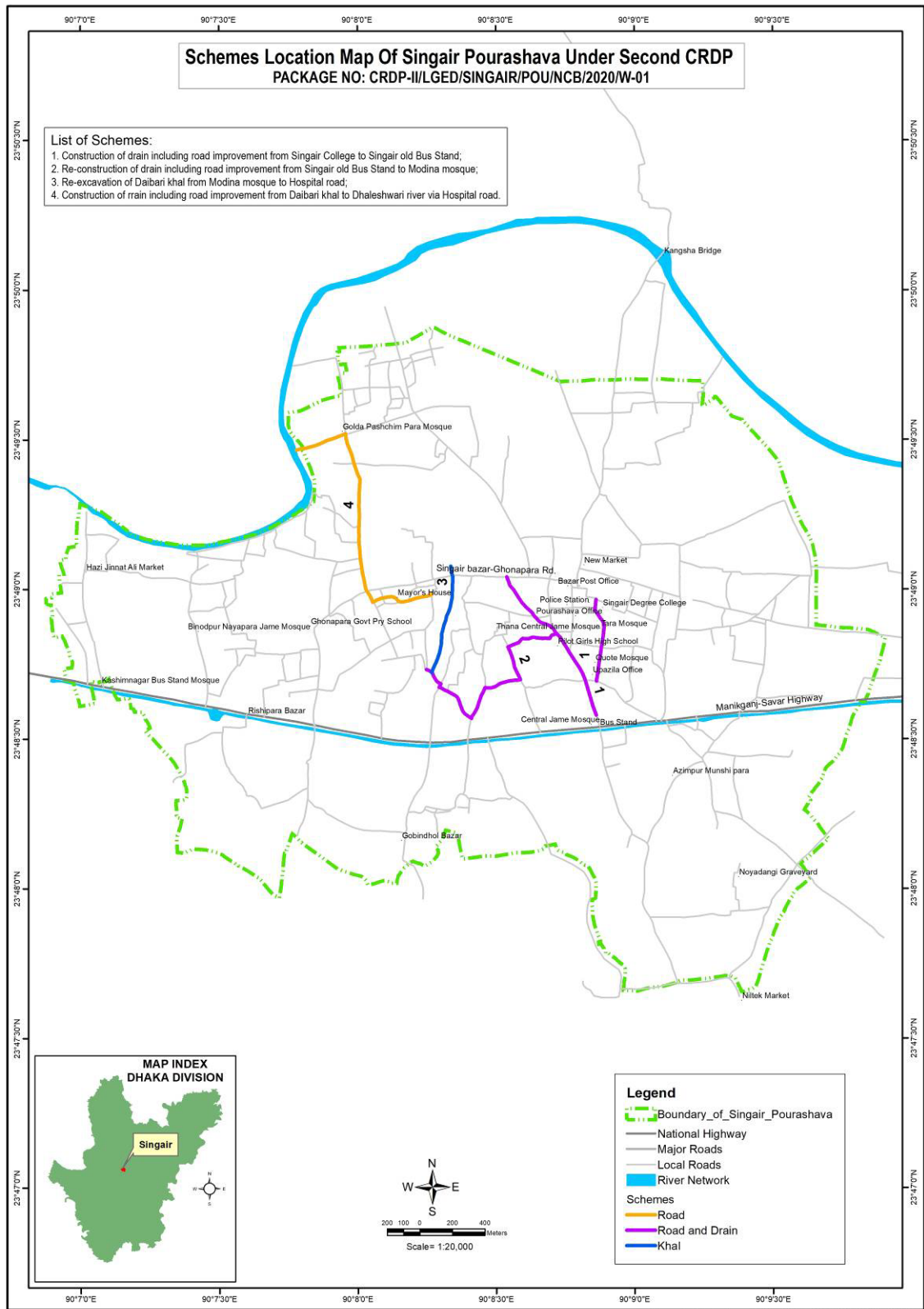
II. POLICY FRAMEWORK

7. The Resettlement Framework prepared for the Second 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 the project.

III. SUBPROJECT DESCRIPTION

8. **Project area:** The proposed subproject is located in Singair Upazila, about 25 km north west of the capital city of Dhaka District in the division of Dhaka, Bangladesh. It is bounded by Savar on the north, Dohar on the south, Savar in the east and Manikganj on the west.

Figure 1: Location Map of Singair Package W-01 Subproject



A. Present Status of the Subproject

1. Improvement of road from Singair College to Singair Old Bus Stand (Ch.775-1300m)

9. This road starts at Singair Pilot High School & ends at Village Azimpur. The existing vacant road width varies along the road; minimum is 5.40 m at chainage 800 and maximum is 7.80 m at chainage 1025. Existing carriageway width is 2.40 m.

10. The road is of bituminous carpeting (BC) and herring bone bond (HBB), most of the road has suffered wear and tear with cracks, pot-holes, broken edges and depressions. There is no functional roadside drain along the alignment of the road.

Figure 2: Photograph of existing condition of Improvement of road from Singair College to Singair Old Bus Stand



Existing road condition of road at chainage 625

2. Construction of drain from Singair College to Singair Old Bus Stand (Ch.0-775m)

11. There is no roadside drain from Chainage 0.00 to chainage 0.775 section of this road. So, water logging on the road is a common scenario which disrupts normal traffic movement.

12. The drain will be constructed within the existing available right of way of the road.



Existing drain condition of the road at chainage 495

3. Improvement of road from Singair Old Bus Stand to Modina Mosque (Ch.635-1990m) including 440m link road

13. The road starts from village Azimpur & ends at village Angaria. This road passes through markets/bazaars, agricultural field and sporadic settlements alongside the road alignment. Existing vacant road width varies along the road - minimum is 5.50 m at chainage 1760 and maximum is 5.80m at chainage 1620 of the main road. Existing carriageway width is 3.0 m.

14. The road surface varies in different sections. Most of the road surface is of bituminous carpeting (BC) but some portions of road are made of brick flat soling (BFS). Most of the road has suffered wear and tear with cracks, pot-holes, broken edges and depressions. There is no functional roadside drain along the alignment of the road.

Figure 3: Photograph existing condition of Improvement of Road from Singair Old Bus Stand to Modina Mosque



Existing road condition of road at chainage 700

4. Re-excavation of Daibari Khal from Modina Mosque to Hospital Road (Ch.0-750m)

15. The subproject is 0.750 km long. It passes through bushes and fallow land and having sporadic rural settlements on both sides of the canal. Existing width of the canal varies along its way. The canal has been silted up and needs to be re-excavated.

Figure 4: Photograph of existing condition of Daibari Khal from Modina Mosque to Hospital Road



Existing condition of khal at chainage 425

5. Improvement of road from Daibari Khal to Dhaleshwari River via Hospital Road

(Ch.25-1610m)

16. The subproject starts at village Moiddo Singair and ends at village Golora (Pachim Para). This road passes through agricultural/open fields, sporadic rural settlements on both sides of the road alignment. The existing vacant road width fluctuates from place to place; minimum is 5.55 m at chainage 235 and at 880 and maximum is 7.80 m at chainage 145 for the main road. Existing carriageway width is 3.70m for the main road and 3.00 m for the link road.

17. The road is of bituminous carpeting (BC), brick flat soling (BFS) and earthen. Most of the road has suffered wear and tear with cracks, pot-holes, broken edges and depressions. There is no functional roadside drain along the alignment of the road.

Figure 5: Photograph of existing condition of Improvement of road from Daibari Khal to Dhaleshwari River via Hospital Road



Existing road condition of road at chainage 1280

18. The existing conditions of the roads are presented in Figures 2 to 5. More photos from congested/ dense stretches with commercial development at various spots of the roads, including Google Earth images, can be seen in Appendix 1.

19. Table 2 shows the chainage to chainage existing carriageway and road widths and proposed carriageway and road widths for each road. The data for existing carriageway and road widths have been extracted from the topographical survey map and cross-checked on site.

Table 2: Existing and Proposed Carriageway and Road Width

Road ID: Road Name: Improvement of road from Singair College to Singair Old Bus Stand (Ch.775-1300m)				
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+775-1+300	7.35 – 7.80 (0+800) (1+025)	7.30-7.80	2.40	3.70

Road ID: Road Name: Improvement of road from Singair Old Bus Stand to Modina Mosque (Ch.635-1990m) including 440m 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+635-0+955	5.60 – 7.10 (0+710) (0+845)	5.50	3.00	3.00
0+955-1+160	5.65 – 5.75 (1+070) (0+960)	5.50	3.00	3.00
1+160-1+730	5.70 – 5.80 (1+270) (1+620)	5.50	3.00	3.00
1+730-1+990	5.55 – 5.60 (1+760) (1+870)	5.50	3.00	3.00
0+00-0+440 (Link-01)	8.40 – 10.90 (0+430) (0+010)	5.50	3.00	3.00

Road ID:				
Road Name: Improvement of road from Daibari Khal to Dhaleshwari River via Hospital Road (Ch.25-1610m)				
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+025-0+075	5.60 – 6.60 (0+075) (0+015)	5.50	3.70	3.70
0+075-0+155	5.65 – 7.80 (0+080) (0+145)	5.50	3.70	3.70
0+155-0+260	5.55 – 7.00 (0+235) (0+220)	5.50	3.70	3.70
0+475-0+525	5.60 – 7.60 (0+480) (0+500)	5.50	3.70	3.70
0+625-0+712	5.65 – 7.75 (0+645) (0+675)	5.50	3.70	3.70
0+712-1+610	5.55 – 7.45 (0+880) (1+590)	5.50	3.00	3.00

*Proposed carriageway widths are the minimum/standard widths of carriageways, however, may be wider at intersections and turnings as they exist, but will never exceed vacant road widths.

A. Proposed Subproject

1. Road-1: Improvement Improvement of road from Singair College to Singair Old Bus Stand (Ch.775-1300m)

20. The existing road is to be improved on the existing alignment and within available vacant road widths. A cross section of the road according to the preliminary design is displayed in Figure 6.

21. There will be reinforced cement concrete (RCC) carriageway. The width of the carriageway 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.

2. Construction of drain from Singair College to Singair Old Bus Stand (Ch.0-775m)

22. The drain is to be constructed following the existing alignment of the road and within the available vacant road width. A cross section of the drain according to the preliminary design is displayed in Figure 7.

There will be reinforced cement concrete (RCC) box drain according to the design.

3. Improvement of road from Singair Old Bus Stand to Modina Mosque (Ch.635-1990m) including 440m link road)

23. The existing road is to be improved on the existing alignment and within available vacant road widths. A cross section of the road according to the preliminary design is displayed in Figure 8.

24. There will be bituminous concrete (BC) and reinforced cement concrete (RCC) carriageway. The widths of both BC and RCC carriageways are 3.0m according to the design. On the other sides of the carriageway there will be hard / soft shoulders depending on the availability of road width. There will be one box culvert.

4. Re-excavation of Daibari Khal from Modina Mosque to Hospital Road (Ch.0-750m)

25. The existing road is to be improved on the existing alignment and within available vacant road widths. A cross section of the road according to the preliminary design is displayed in Figure 9.

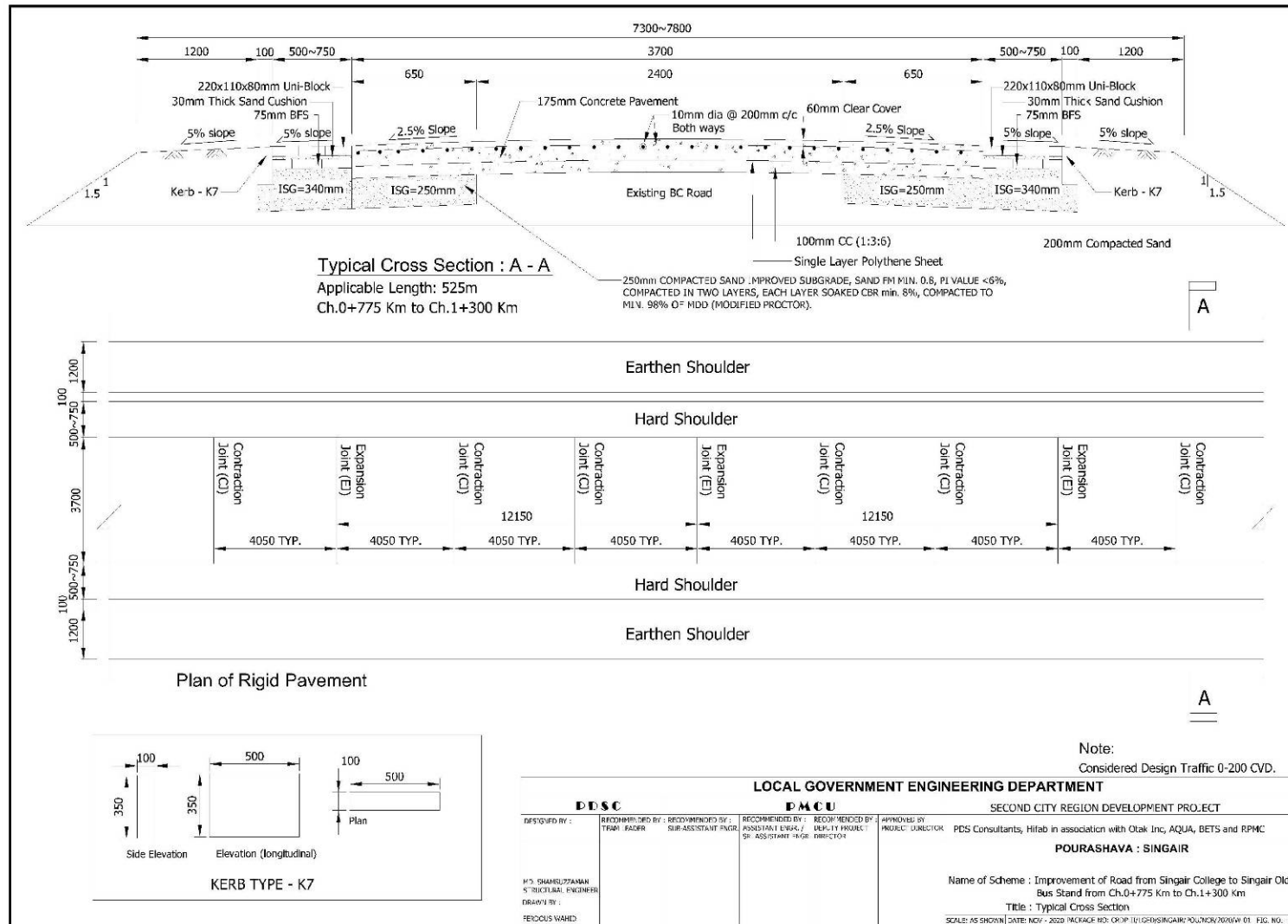
There will be only bituminous concrete (BC) and cement concrete block (Uni-block) carriageway. The width of BC carriageways is 3.7m and the width of the Uni-block carriageway is 3.0m according to the design. On the other sides of the carriageway there will be provided with soft shoulders.

5. Improvement of road from Daibari Khal to Dhaleshwari River via Hospital Road (Ch.25-1610m)

26. The existing road is to be improved on the existing alignment and within available vacant road widths. A cross section of the road according to the preliminary design is displayed in Figure 10.

27. There will be only bituminous concrete (BC) and cement concrete block (Uni-block) carriageway. The width of BC carriageways is 3.7m and the width of the Uni-block carriageway is 3.0m according to the design. On the other sides of the carriageway there will be hard / soft shoulders depending on the availability of road width. There will be one box culvert and four cross drains.

Figure 6: Cross section of Improvement of road from Singair College to Singair Old Bus Stand



[illegible]

Figure 8: Cross section of Improvement of road from Singair Old Bus Stand to Modina Mosque

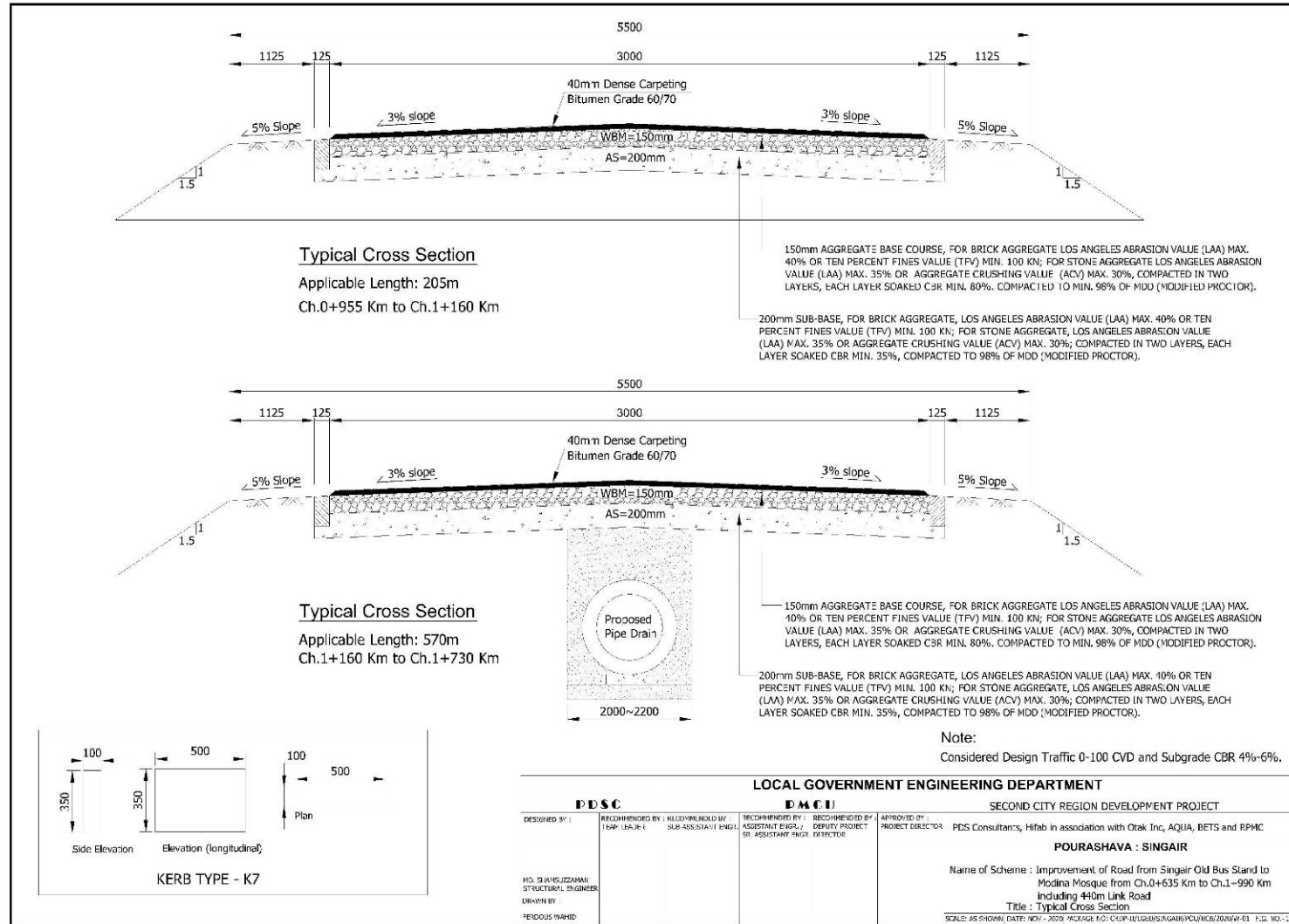


Figure 9: Cross section of Re-excavation of Daibari Khal from Modina Mosque to Hospital Road

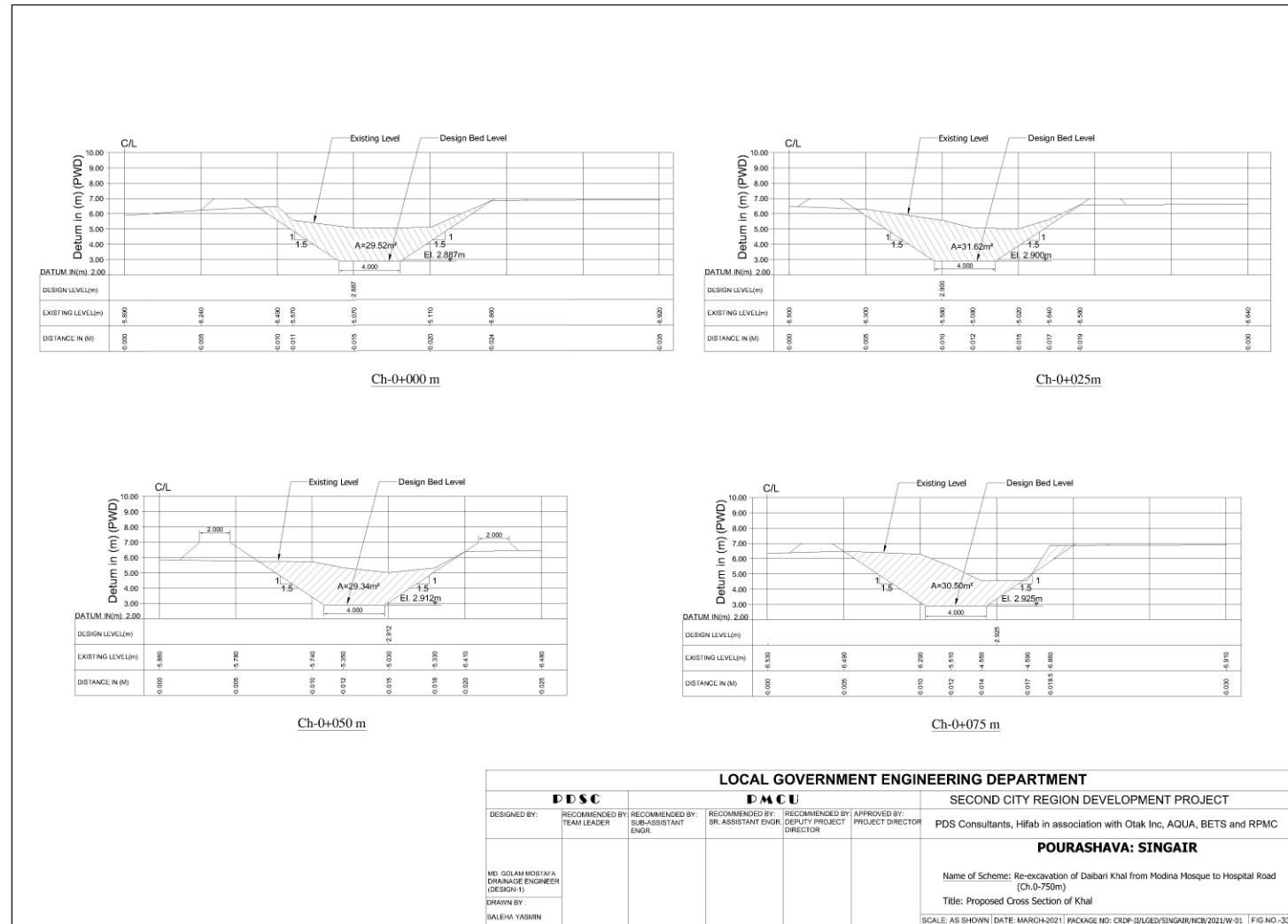
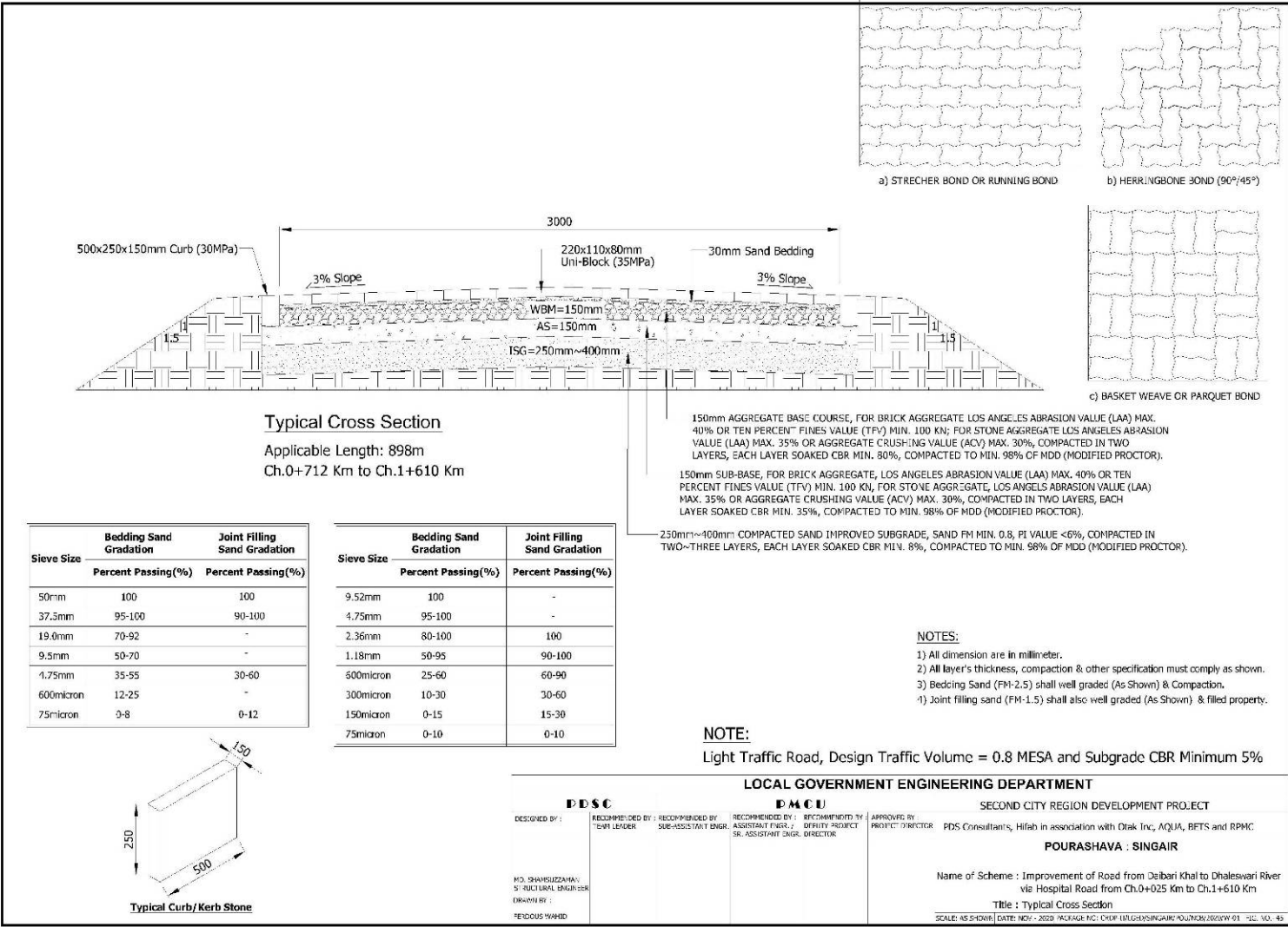


Figure 10: Cross section of Improvement of road from Daibari Khal to Dhaleshwari River via Hospital Road



IV. FIELD WORK AND PUBLIC CONSULTATION

A. Outline of Field Work

28. 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/ Singair Pourashava and no land acquisition will therefore be necessary. A letter from the Mayor of Singair Pourashava stating that the roads under package W01 are owned by Singair Pourashava and they have no objection to improve the roads by LGED through 2nd CRDP is provided in Appendix 2.

B. Public Consultation

29. 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 Singair 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.

30. In connection with this sub project the safeguard team of PDSC along with drainage engineering team visited Singair Pourasghava during 5th March 2018 had field visit and an introductory meeting with the Pourashava Engineer, and some councilors of the pourashava. A consultation meeting was arranged by the pourashava officials on 29th October, 2019 on the drainage master plan prepared by PDSC. Attendance included the Mayor, Counselors, 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 the field visit, the consultants investigated the existing condition of the roads and drainage alignments, any resettlement needs, rehabilitation, and the grievance redress mechanism.

31. The total participants were 38, of which male were 36 and female were 2. Details of these meeting: attendance sheets, meeting notes and photos are included in Appendix 3. During site visit, Councilors', the Pourashava Engineer, other and a surveyor accompanied by the consultants to assist identifying the locations of the road alignments were in attendance.

32. During consultation and field visit, the community was informed that the drainage and road 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 signs & boards, 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.

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 drainage channel and road. Details of the consultation program are included in Appendix 3. Further public consultation will be arranged during the road improvement/construction works begins.

C. Consultations with shopkeepers who may be temporarily affected

33. Consultations were also undertaken with the shopkeepers who may be temporarily affected (13 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 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. 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 13 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

34. The social safeguard study for package W-01 of the Singair Pourashava Drainage Improvement subprojects suggests 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, which belongs to government/ pourashava. A certificate from the Mayor of Singair Pourashava is provided in (Appendix 2).

35. It was revealed through physical investigation that the subproject will not impact any privately-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.

36. Though this subproject will unlikely cause any impact during construction, there may however 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.² The contractor's contract will also provide for repair/ reconstitution for any damage caused during construction.

37. 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, is shown in Table 3.

² 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 Singair Pourashava Drainage Improvement Subproject, package W-01.

Table 3: Proposed subproject components in Improvement of Drainage in Singair Pourashava Subproject., package W-01 and their Involuntary Resettlement Impact status

Component	Length (km)	Land ownership	IR Impact
Improvement of road from Singair College to Singair Old Bus Stand (Ch.775-1300m)	Road 0.525	Government / Singair Pourashava	The 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 is no IR impact issue on this road.
Construction of drain from Singair College to Singair Old Bus Stand (Ch.0-775m)	Drain 0.775		The 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 Singair Old Bus Stand to Modina Mosque (Ch.635-1990m) including 440m link road	Road 1.795 Drain 0.780	Government / Singair Pourashava	The canal re-excavation will be done on the existing available width of the canal. The land has been in possession of Pourashava. There are 13 shopkeepers at this subproject who may be temporarily affected during
Re-excavation of Daibari Khal from Modina Mosque to Hospital Road (Ch.0-750m)	Canal 0.750		The road and 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 Daibari Khal to Dhaleshwari River via Hospital Road (Ch.25-1610m)	Road 1.585	Government / Singair Pourashava	The 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 is no IR impact issue on this road.

VI. CONCLUSIONS

A. Summary and Conclusions

38. 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 drainage and road construction/ improvement subproject at Singair Pourashava will be a straightforward construction/ improvement along the existing alignments of the Government/pourashava-owned roads and within the available road widths. As a result, the subproject road and drainage improvement/ construction will neither cross nor affect any privately-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:

- a. improvement of the proposed drainages and roads will be done on the existing Government lands, which are also are encumbrance free; and
- b. the economic activities of the population along the proposed subproject alignments will not be impeded by the excavation and constructions on existing road widths, so there will be no resulting losses in income or assets.

39. The subproject is unlikely to have any involuntary resettlement impacts, thus is 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

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

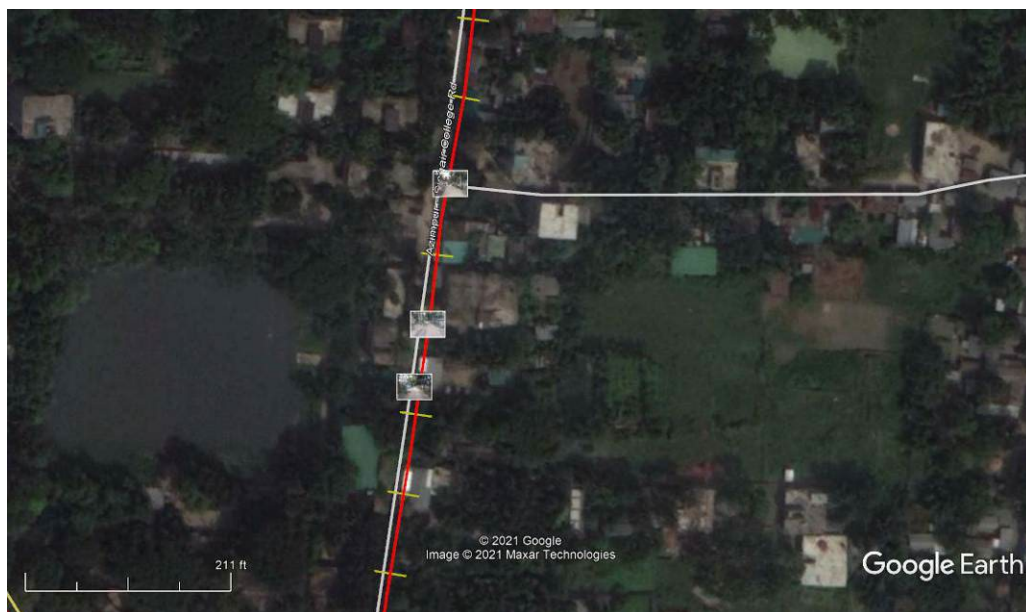
- (i) Continuous community consultations and stakeholder discussions are to be conducted at and around the subproject location. Issues discussed, concerns and suggestions of stakeholders to be taken into consideration during detailed design and implementation, will be included in the updated DDR.
- (ii) The due diligence report will be updated based on detailed design, 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 include a third-party certification of the no objection to temporary disruption.

APPENDIX 1: Google Earth Image & Photos at Congested/ Dense Stretches with Commercial Development of the Subproject Roads

1. Road from Singair College to Singair Old Bus Stand



Photo at chainage 375

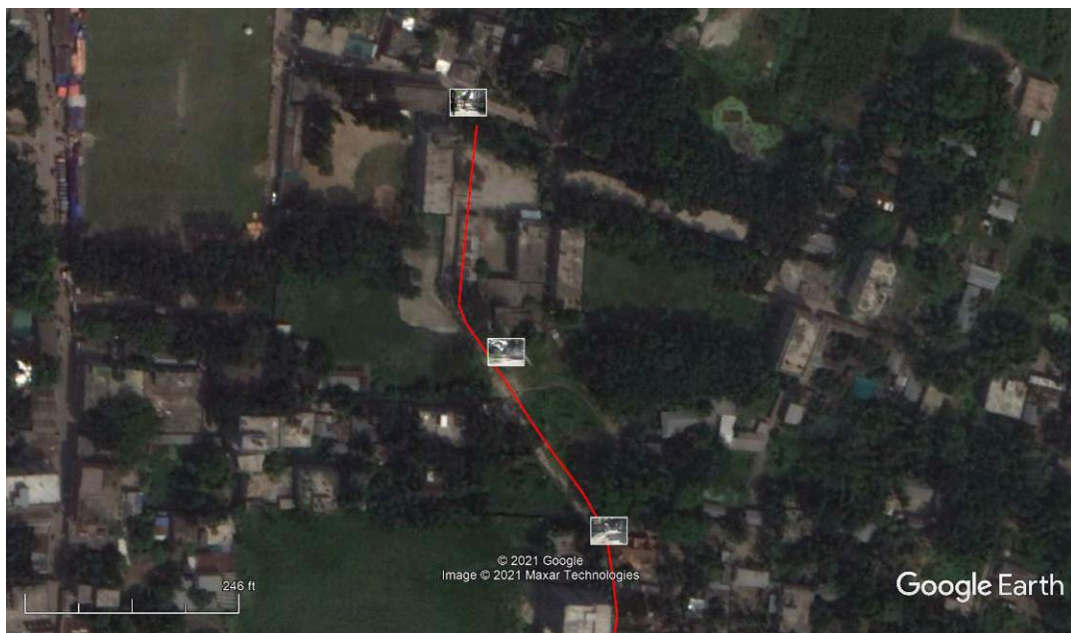


Google Earth Image at Chainage 375

2. Drain from Singair College to Singair Old Bus Stand



Photo at chainage 75



Google Earth Image at Chainage 75

3. Road from Singair Old Bus Stand to Modina Mosque



Photo at chainage 25

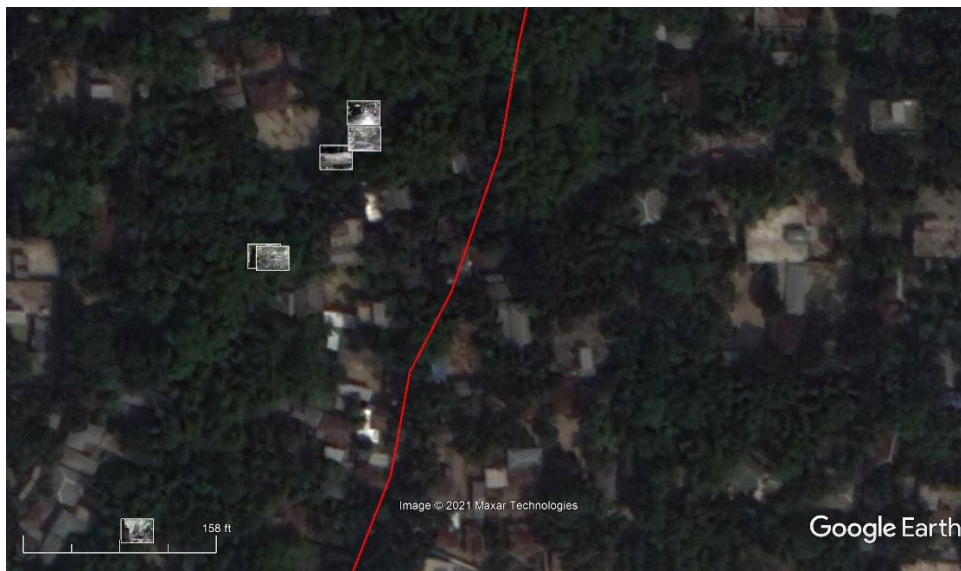


Google Earth Image at Chainage 25

4. Daibari Khal from Modina Mosque to Hospital Road



Photo at chainage 375

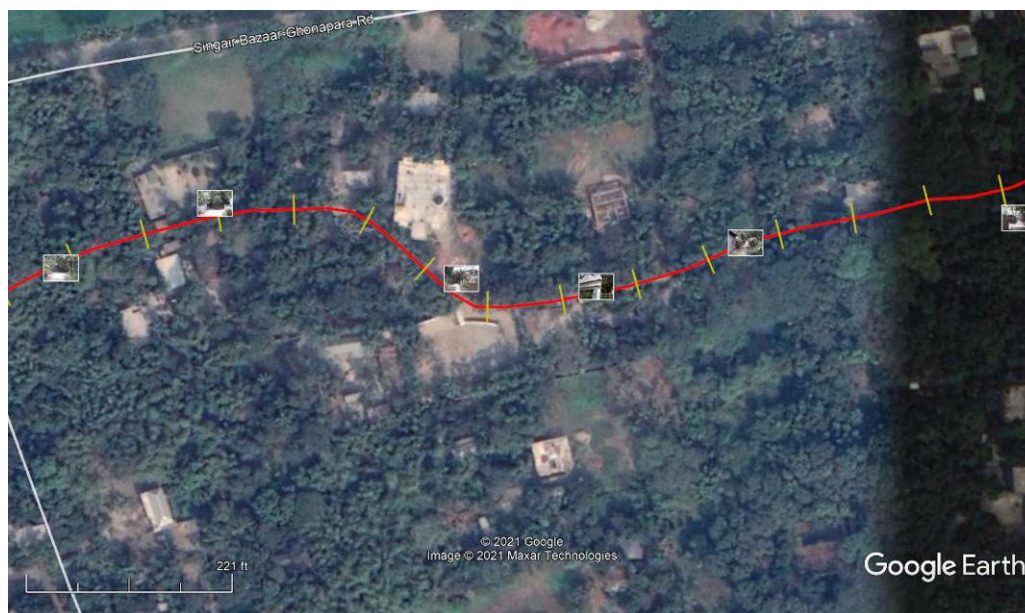


Google Earth Image at Chainage 375

5. Road from Daibari Khal to Dhaleshwari River via Hospital Road



Photo at chainage 215



Google Earth Image at Chainage 215

APPENDIX 2: Land Ownership Certificate from the Mayor of Singair Municipality

গণপ্রজাতন্ত্রী বাংলাদেশ সরকার
স্থানীয় সরকার, পল্লী উন্নয়ন ও সমবায় মন্ত্রণালয়
স্থানীয় সরকার বিভাগ
ইপ-শাখা।

স্মারক নং-ইপ/বিবিধ-০৫/২০০৪/৫৪৮

তারিখঃ-০৮-০৫-২০০৬ইং

বিষয় : পৌর এলাকায় সম্পূর্ণ/আংশিক অন্তর্ভুক্ত ইউনিয়ন পরিষদের সম্পত্তি, জনবল ও দায়দেনা হস্তান্তর সম্পর্কিত নীতিমালা

The Declaration and Alterations of Municipalities Rules, ১৯৭৮ মোতাবেক নতুন পৌরসভা গঠন/বিদ্যমান পৌরসভার সীমানা সম্প্রসারণের ক্ষেত্রে ইউনিয়ন এলাকা সম্পূর্ণ অথবা আংশিকভাবে পৌরসভায় অন্তর্ভুক্ত হয়ে থাকে। পৌরসভা এলাকায় সম্পূর্ণ/আংশিক অন্তর্ভুক্ত ইউনিয়ন পরিষদের সম্পত্তি, জনবল ও দায়দেনা নিষ্পত্তির বিষয়ে উল্লিখিত বিধিমালায় সুস্পষ্ট বিধান না থাকায় প্রায়শঃই এ সকল বিষয়ে জটিলতা সৃষ্টি হয়। পৌরএলাকায় সম্পূর্ণ/আংশিক ইউনিয়ন পরিষদের সম্পত্তি, জনবল ও দায়দেনার সুষ্ঠু নিষ্পত্তির লক্ষ্যে ঐক্যব Declaration and Alterations of Municipalities Rules, ১৯৭৮ বিধি ৬ এর আলোকে নিম্নরূপ নীতিমালা প্রণয়ন করা হলোঃ

- ১। কোন ইউনিয়ন পরিষদের সম্পূর্ণ এলাকা পৌরসভায় অন্তর্ভুক্ত হলে-
 - (ক) বিলুপ্ত ইউনিয়ন পরিষদের স্থাবর/অস্থাবর সকল সম্পত্তি পৌরসভার মালিকানাধীন মর্মে গণ্য হবে এবং যাবতীয় দায়দেনা উক্ত পৌরসভার উপর বর্তাবে।
 - (খ) বিলুপ্ত ইউনিয়ন পরিষদের জনবল যোগ্যতা ও বেতন স্কেল অনুযায়ী পৌরসভায় আত্মীকৃত হবে।
- ২। কোন ইউনিয়ন পরিষদের আংশিক এলাকা পৌরসভায় অন্তর্ভুক্ত হলে ইউনিয়ন পরিষদের সম্পত্তি, জনবল ও দায়দেনা নিম্নরূপভাবে বন্টন করতে হবে :-
 - (ক) ইউনিয়ন পরিষদ ভবন/কমপ্লেক্স ভবন পৌরসভার সীমানাভুক্ত হলে এবং তা সরকারী অর্থায়নে নির্মিত হলে উক্ত ভবন/কমপ্লেক্স ভবন পৌরসভার মালিকানাধীন বলে বিবেচিত হবে।
 - (খ) পৌর এলাকার মধ্যে অবস্থিত ইউনিয়ন পরিষদ ভবন/কমপ্লেক্স ভবনস্থ জমি দানকৃত হলে ক্ষতিপূরণ ব্যতিরেকে পৌরসভার অনুকূলে হস্তান্তরিত হবে।
 - (গ) পৌর এলাকার মধ্যে অবস্থিত ইউনিয়ন পরিষদ ভবনস্থ জমি পয়সাদের নিজস্ব তহবিল দ্বারা ক্রয়কৃত হলে উক্ত জমি পৌরসভার নিকট থেকে যথাযথ ক্ষতিপূরণ আদায় সাপেক্ষে পৌরসভার অনুকূলে হস্তান্তরিত হবে।
 - (ঘ) পৌর এলাকায় বিদ্যমান ইউনিয়ন পরিষদের দোকানপাট, মার্কেট বা অন্য কোন স্থাপনা ইউনিয়ন পরিষদের নিজস্ব অর্থায়নে ক্রয়কৃত বা নির্মিত হলে তা ইউনিয়ন পরিষদের মালিকানায় বহাল থাকবে, তবে ইউনিয়ন পরিষদ সম্মত হলে পৌরসভা কর্তৃক যথাযথ ক্ষতিপূরণ প্রদান সাপেক্ষে পৌরসভার অনুকূলে হস্তান্তর করা যাবে।
 - (ঙ) জেলা প্রশাসক ইউনিয়ন পরিষদ, পৌরসভা ও জেলা প্রশাসনের প্রতিনিধি সমন্বয়ে কমিটি গঠন করে প্রচলিত নিয়মে ক্ষতিপূরণের পরিমাণ নির্ধারণ করবেন।
 - (চ) যে সকল ইউনিয়ন পরিষদের ভবন/কমপ্লেক্স ভবন পৌরসভায় হস্তান্তরিত হবে, সে সকল ইউনিয়ন পরিষদ নতুন কমপ্লেক্স ভবন নির্মাণে অগ্রাধিকার পাবে এবং ভবন নির্মিত না হওয়া পর্যন্ত ইউনিয়ন পরিষদ চেয়ারম্যানের আবেদনের ভিত্তিতে জেলা প্রশাসক সমন্বয়ের মাধ্যমে উভয় প্রতিষ্ঠানকে একই ভবনে দাপ্তরিক কাজ চালানোর অনুমতি প্রদান করতে পারবেন।

(ডা. মোছাম্মৎ নাজমানারা খানুম)
সিনিয়র সহকারী সচিব
ফোন- ৭১৬৭১৪৫।

বিতরণ :

- ১। জেলা প্রশাসক-----
- ২। উপজেলা নির্বাহী অফিসার,----- উপজেলা,----- জেলা।
- ৩। চেয়ারম্যান ----- পৌরসভা ----- জেলা।

(খ) অনুরূপ স্থানসমূহ কখন ব্যবহার করা হইবে, কাহারো ব্যবহার করিবে এবং কাহারো ব্যবহার করিতে পারিবে না তাহা নির্দিষ্ট করিয়া দিবে,

(গ) প্রকাশ্য নোটিশ দ্বারা উক্তরূপ নির্দিষ্ট নহে এইরূপ কোন জায়গাকে উপরিউক্ত উদ্দেশ্যে ব্যবহার করিবার জন্য নির্দিষ্ট করিয়া দিতে পারিবে।

(২) পৌরসভা হইতে প্রাপ্ত লাইসেন্স ব্যতিরেকে এবং লাইসেন্সে উল্লিখিত শর্তাদি লঙ্ঘন করিয়া কোন ব্যক্তি সাধারণের ব্যবহার্য গোসলখানা প্রতিষ্ঠা বা পরিচালনা করিতে পারিবেন না।

১৫। ধোপী-ঘাট এবং ধোপা

(১) পৌরসভা ধোপাদের ব্যবহারের জন্য ধোপীঘাটের ব্যবস্থা করিবে এবং প্রবিধান দ্বারা উক্ত ব্যবহার নিয়ন্ত্রণ এবং ইহার ব্যবহারের জন্য ফিস ধার্য করিতে পারিবে।

(২) পৌরসভা প্রবিধান দ্বারা ধোপাদের লাইসেন্স এবং তাহাদের পেশা নিয়ন্ত্রণের ব্যবস্থা করিতে পারিবে।

১৬। সরকারি জলাধার

(১) যথাযথ কর্তৃপক্ষের পূর্ব অনুমোদনক্রমে, পৌরসভা ব্যক্তি মালিকানাধীন নহে পৌরসভার মধ্যে অবস্থিত এইরূপ সকল পানির উৎস, বার্ণা, নদী, দীঘি পুকুর অথবা ইহার কোন অংশকে সরকারি জলাধার হিসেবে ঘোষণা করিতে পারিবে।

(২) পৌরসভা প্রবিধান অনুযায়ী কোন সরকারি জলাধারে আমোদ-প্রমোদ এবং জীবন রক্ষার নিমিত্ত প্রয়োজনীয় ব্যবস্থা গ্রহণ করিতে পারিবে এবং পানি সেচ, পানি নিষ্কাশন ও নৌ-চলাচল সম্পর্কিত আপাততঃ বলবৎ অন্য কোন আইনের বিধান সাপেক্ষে, ইহার উন্নয়ন ও সংস্কার করিতে পারিবে।

(৩) সরকারি জলাধারকে দূষণমুক্ত রাখিবার লক্ষ্যে, যদি কোন ব্যক্তি বা ব্যক্তিবর্গ দূষিত করিবার প্রয়াস চালায় বা দূষিত করেন বা দূষণের সহিত জড়িত থাকেন, তাহা হইলে পৌরসভা তাহাদের বিরুদ্ধে, শাস্তিমূলক ব্যবস্থা গ্রহণ করিবে।

(৪) যে ক্ষেত্রে দূষণের উৎস মূল পৌরসভা বহির্ভূত হয় সেই ক্ষেত্রে পৌরসভা প্রচলিত আইন অনুযায়ী পদক্ষেপ গ্রহণ করিবে।

১৭। সাধারণ খেয়া পারাপার

(১) পৌরসভা উপ-আইন দ্বারা সরকারি জলাধারে ভাড়ায় চলাচলকারী নৌকা বা অন্যান্য যানবাহনের জন্য লাইসেন্স এর ব্যবস্থা করিতে, লাইসেন্সের শর্ত নির্ধারণ করিতে এবং তজ্জন্য প্রদেয় ফিস নির্দিষ্ট করিতে পারিবে।

APPENDIX 3: List of Consultations/ Meetings at different locations of the package W-01 subproject under Singair Pourashava

Sl. No	Date of Consultation	Place of consultation	Number of Participants	Issues Discussed	Major findings
01	29.10.2019	Road from Singair College to Singair Old Bus Stand Venue: Singair Pourashava Meeting Hall	Male-36 Female-2 Total=38 (Mayor, Councilors, Retired Govt. Officials, Local Elite, Businessmen , project beneficiaries etc.)	Information dissemination about the subproject and drainage master plan,	All of the participants heard about the proposed development program and welcomed the subproject. Participants seemed, there are no possibilities of IR impacts considering land acquisition & physical or economic displacement of people, being construction/ development of road on the existing alignments& drains will be done on the road shoulder and under the road. They assured to cooperate as required. The participants understood GRM procedure and project policy, showed interest to participate in project implementation. They Mayor and the counselors accepted the drainage master plan.
02.	29.10.2019	Road from Singair Old Bus Stand to Modina Mosque Venue: Singair Pourashava Meeting Hall		Re-Construction of roads and drains of the Pourashava Re-Excavation khal/Canal .	
03.	29.10.2019	Road from Daibari Khal to Dhaleswari River via Hospital Road Venue: Singair Pourashava Meeting Hall		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.	

Photographs of Community Consultations



Consultation for Drainage Master Plan



Consultation for Drainage Master Plan



Consultation for Drainage Master Plan

APPENDIX 4: List of Participants in Consultations Meetings in different Location of 2nd CRDP Singair Pourashava, Package W-01

প্রকল্পের নামঃ- সিংগাইর পৌরসভা ড্রেনেজ সার্ভিস প্রকল্প
পৌরসভা - সিংগাইর

Name of Sub-project: Drainage Master Plan of Singair Pourashava.

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখঃ- ২০/১০/২০১৯

Attendance of FGD participants

Date:

ক্রমিক নং Sl. no	নাম ঠিকানা মোবাইল নম্বর Name, address and mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
১।	শ্রীমান মোস্তাফিজ মিল্লাহ ০১৮৫৪২৫৭৮৫	কাজে ৩০/১০/১৯	
২।	শ্রীমান মোস্তাফিজ মিল্লাহ ০১৮৫৫৭৭৮৩৫৮	কাজে ৩০/১০/১৯	
৩।	শ্রীমান মোস্তাফিজ মিল্লাহ ০১৮৫৫৭৭৮৩৫৮	কাজে ৩০/১০/১৯	
৪।	শ্রীমান মোস্তাফিজ মিল্লাহ ০১৮৫৫৭৭৮৩৫৮	কাজে ৩০/১০/১৯	
৫।	শ্রীমান মোস্তাফিজ মিল্লাহ ০১৮৫৫৭৭৮৩৫৮	কাজে ৩০/১০/১৯	
৬।	শ্রীমান মোস্তাফিজ মিল্লাহ ০১৮৫৫৭৭৮৩৫৮	কাজে ৩০/১০/১৯	
৭।	শ্রীমান মোস্তাফিজ মিল্লাহ ০১৮৫৫৭৭৮৩৫৮	কাজে ৩০/১০/১৯	
৮।	শ্রীমান মোস্তাফিজ মিল্লাহ ০১৮৫৫৭৭৮৩৫৮	কাজে ৩০/১০/১৯	
৯।	শ্রীমান মোস্তাফিজ মিল্লাহ ০১৮৫৫৭৭৮৩৫৮	কাজে ৩০/১০/১৯	
১০।	শ্রীমান মোস্তাফিজ মিল্লাহ ০১৮৫৫৭৭৮৩৫৮	কাজে ৩০/১০/১৯	

প্রকল্পের নামঃ- সিংগাইর পৌরসভা ড্রেনেজ মাস্টার প্লান পৌরসভা সিংগাইর

Name of Sub-project: Drainage Master plan of Singair Pourashava

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখঃ-

Attendance of FGD participants

Date: 29.10.19

ক্রমিক নং Sl. no	নাম ঠিকানা মোবাইল নম্বর Name, address and mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
১।	আঃ সাফিউল আজিজ ০১৬৪৫-৫৭৬০৭৭	স্বাক্ষরকারী	আঃ সাফিউল আজিজ
২।	(মোঃ) রুম্মানুল হক ০১৭১০৭৫১০৫০	সিআই	মোঃ রুম্মানুল হক
৩।	(মোঃ) মোস্তাফিজুল হক	সিআই	মোঃ মোস্তাফিজুল হক
৪।	Md. Tayeb Ali ০১৭৭৭৭১২৭	secretary singair municipality munikgang	
৫।	Md. Shafi Mahmud ০১৭১৪৪০৭৭১৬	AE Singair Pourashava	শাফি মাহমুদ
৬।	MST. Tajia Islam ০১৭১৫৫৫০২১	A/O Singair Pourashava	তাজিয়া ইসলাম
৭।	M. A. Batin	SAE Singair Pourashava	
৮।	(মোঃ) মাহবুব ০১৭১৩৩৩৩	সিআই	নাম :- মোঃ মাহবুব, ঠিকানা - নং ৩৩৩৩
৯।	মোঃ মাহবুবুল আলম ০১৭১৫৫৫০২১ ০১৭৭৭৭৭৭৭৭৭	সিআই	
১০।	মোঃ মাহবুবুল আলম ০১৭৭৭৭৭৭৭৭৭৭ ০১৭৭৭৭৭৭৭৭৭৭	সিআই	মোঃ মাহবুব

প্রকল্পের নামঃ- জিওইইস লৌহা মতা স্মার্ট প্লান

পৌরসভা- জিওইইস

Name of Sub-project: Drainage Master plan of Singair Pourashava.

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখঃ-

Attendance of FGD participants

Date: 29.10.19

ক্রমিক নং Sl. no	নাম ঠিকানা মোবাইল নম্বর Name, address and mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
১।	মোঃ মোহাম্মদ হুসেইন ০১৭৩১৫৭১৫৭২	কলেক্টর	[Signature]
২।	২৩২২২		
৩।	মোঃ মোহাম্মদ হুসেইন		
৪।	মোঃ মোহাম্মদ হুসেইন ০১৭৩৩-৭৭২৭২	কলেক্টর	[Signature]
৫।			
৬।	মোঃ মোহাম্মদ হুসেইন ০১৮৩৭ ৬৬৫৫ ৭৭	কলেক্টর	[Signature]
৭।	মোঃ মোহাম্মদ হুসেইন ০১৭৩২৫৫২৫২৫	কলেক্টর	[Signature]
৮।	মোঃ মোহাম্মদ হুসেইন ০১৭১০০৭১০৪২	কলেক্টর	
৯।	মোঃ মোহাম্মদ হুসেইন ০২৭২২-০৭০০০৭ ০০৭২৮-২০২২৫০	কলেক্টর	[Signature]
১০।	মোঃ মোহাম্মদ হুসেইন ০১৭১০০৭১০৪২	কলেক্টর	[Signature]

প্রকল্পের নামঃ- সিংগাইবু পৌরসভা ড্রেনেজ কার্গার প্রকল্প (পৌরসভা - সিংগাইবু)

Name of Sub-project: Drainage Master plan of Singain Pourasaba

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখঃ-

Attendance of FGD participants

Date:

ক্রমিক নং Sl. no	নাম ঠিকানা মোবাইল নম্বর Name, address and mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
১।	শ্রীঃ মহম্মদ হান্না ০২৭৫২-১৫৪৬২৫		
২।	শ্রীঃ বাবুল কবির ০১৩৩৪৫৩৩৭৩৩	ব্যবসা কেন্দ্র	
৩।	শ্রীঃ জাহাঙ্গীর ০১৪৩৩০৩০০০০	ব্যবসা	
৪।	SK. MANIK ০১৪৩১০৪৫৬৪৮	Business	
৫।	শ্রীঃ তৌফাজ্জল হোসেন ০১৪২৭৪৪৭০৪৪	কেন্দ্র	
৬।	শ্রীঃ মাহমুদ হোসেন ০১৪৩৩০০০০০০	ব্যবসা	
৭।	শ্রীঃ মাহমুদ হোসেন	ব্যক্তিগত উপস্থাপনা কেন্দ্র	
৮।	শ্রীঃ আবদুল করিম - ২১৩ - ০১৭১৪৬৭৪১৩৫	স্বতন্ত্র ০৭-০৮- ৩২৫৫	
৯।	০১৭১২২০৭৪০৮	কিউমি. নং ০৮	
১০।			

APPENDIX 5: 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-১৬/০৯/২০২০ ইং তারিখে সিংগাইর বাস স্ট্যান্ড হইত মদিনা মসজিদ সড়কের/ড্রেন ও সড়ক নির্মাণ ও পুনর্নির্মাণ কার্যক্রমে ব্যবসা বানিজ্যে সাময়িক অসুবিধা সম্পর্কে এক আলোচনা সভা অনুষ্ঠিত হয়।

আমরা অবহিত আছি যে রাস্তা/ড্রেন পুনর্নির্মাণের সময় ব্যবসা বানিজ্যে সাময়িক অসুবিধা হতে পারে।

আমরা বলতে চাই যে, উন্নত রাস্তা/ড্রেন আমাদের সবার জন্য প্রয়োজন। আমরা সেচ্ছায় নির্মাণ 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. 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.

প্রকল্পের নামঃ- সিংগাইর বাস স্ট্যান্ড হাওড়া মসজিদ

Name of sub-project: Singair Bus stand to Modina mosque.

দোকানদার অংশগ্রহনকারীর হাজিরা

তারিখঃ ২৩/০৯/২০২০

Discussion with shop owner

Date:- 16.09.20

ক্রমিক নং Sl.#	ব্যবসা মালিকের নাম Name of business owner	ব্যবসার ধরন Category of business	মোবাইল নম্বর Mobile no.	স্বাক্ষর Signature of business owner
১।	সুফুজ্জুদ্দিন মীর	০১২২৭৭৭২৪ মসজিদ	০১২২৭৭৭২৪	সুফুজ্জুদ্দিন মীর
২।	মোঃ মোহাম্মদ		০১৪১৭১২৭০৫	মোঃ মোহাম্মদ
৩।	মোঃ জাহিদুল ইসলাম	মসজিদ	০১৭১১১৫০২	মোঃ জাহিদুল ইসলাম
৪।	জিহাদ	মসজিদ	০১৬৩৬২৩০১	জিহাদ
৫।	হাজেরা	মসজিদ	০১৭১৬৬৩৭০	হাজেরা
৬।	আবদুল	মসজিদ	০১৭১৫৬৭৭০৬	আবদুল
৭।	ফুজ্জুদ্দিন	মসজিদ	০১৭০৫৩১৬০১	ফুজ্জুদ্দিন
৮।	জাহিদ	মসজিদ	০১৭০৫৭১৩৭৬	জাহিদ
৯।	মোঃ আলীপুর	মসজিদ	০১৭১৬৫১২৫৭৭	মোঃ আলীপুর
১০।	কাজল সরকার	মসজিদ	০১৭১১০৩১০২	কাজল সরকার
১১।	মোঃ রায়হান ইসলাম	মসজিদ	০১৭৬০৭৩৩৩ ৭৭	মোঃ রায়হান
১২।	আল-আফিফ	মসজিদ	০১৬৭৭৭৭৭৭৭	আল-আফিফ
১৩।	আল-আফিফ	মসজিদ	০১৬৭৭৭৭৭৭৭	আল-আফিফ