



GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH

Local Government Engineering Department (LGED)

Local Government Division

Ministry of Local Government, Rural Development and Cooperatives

**Environmental and Social Assessment Report on Dinajpur
Pourashava**

RUTDP/DIN/2024-25/W-02



Resilient Urban and Territorial Development Project (RUTDP)

Sub-Project Preparation Team, RUTDP, LGED

Summary of ESA Report for RUTDP/DIN/2024-25/W-02

Project: Resilient Urban and Territorial Development Project (RUTDP)

Location: Dinajpur Pourashava, Wards 1, 5 & 6

1. Introduction

Background

Dinajpur Pourashava, established in 1869, is an “A” grade municipality in northwestern Bangladesh. With increasing population and rapid urbanization, the municipality faces deteriorated road networks, inadequate drainage, and insufficient lighting facilities.

The subproject under RUTDP aims to:

- Rehabilitate **4.66 km of bituminous carpeting (BC) road**,
- Replace and upgrade **RCC drains with allied works (including footpaths)**, and
- Install **street lighting** along key roads.

Objectives of ESA

- Assess baseline environmental and social (ES) conditions.
- Identify potential ES impacts during construction and operation.
- Develop an **Environmental and Social Management Plan (ESMP)** to mitigate negative and enhance positive impacts.

Methodology

- **Desktop study** (review of laws, policies, reports).
- **Field investigations** (site visits, photographs, consultations, surveys).
- **Public consultations** with officials and communities.
- **Data analysis** to develop baseline and risk assessments.

2. Subproject Description

Study Area & Activities

- **BC Road Development:** Rajbari Kata Para → Chirirbandar Bus Stand → Thana Mour → Lalbagh Mour via Ramnagar (4665m).
- **Drainage:** Replacing damaged drains with RCC drains having proper outfalls (Girija & Ghagra Khal → Purnonova & Gabura rivers).
- **Street Lighting:** Installation of GI poles, overhead conductors, meters, and fittings for safety.



Existing Road Condition of the Subproject Site

Justification

- Roads are **damaged, narrow, potholed**; drainage is **silted, discontinuous, and dysfunctional**.
- Monsoon flooding and waterlogging create major challenges.
- Lack of streetlights affects **traffic safety, pedestrian safety, and social security**.
- Approximately **50,000 people** will directly benefit.

Category & Risk

- **ECR 2023 Classification:**
 - Roads/Drains → Orange Category (moderate environmental risks).
 - Street Lights → Green Category (low risks).
- **World Bank Categorization:** *Moderate risk project*.
- No land acquisition required; minor voluntary structure removal with community consent.

3. Baseline Environmental & Social Conditions

Physical Environment

- **Geology:** Barind clay, flood-free highland area, seismic Zone-2 (moderate risk).
- **Climate:** Mean temperature 24.6°C; annual rainfall ~2000 mm (mostly May–Oct).
- **Hydrology:** Local canals (Girija, Ghagra), rivers (Purnonova, Gabura); groundwater available but arsenic/iron contaminated.
- **Air/Noise:** Air quality generally clean; localized dust and noise from traffic.
- **Waste:** Disposal site at Matasagor Dumping Station, but community practices cause pollution.

Biotic Environment

- Natural and planted vegetation (rain tree, mahogany, mango, jackfruit, bamboo, etc.).
- Fauna includes local birds, fish, reptiles, small mammals; occasional vulnerable species (mongoose).
- Loss of **5 roadside trees** expected; compensatory planting planned (30 trees).

Socio-economic & Cultural Context

- **Population:** ~50,000 beneficiaries.
- **Literacy:** 75.4% (above national average).
- **Livelihoods:** Small business, trade, services, transport.
- **No indigenous communities** (per WB ESS7).
- **Cultural heritage:** Rajbari, Sukhsagor, and Matasagor nearby but unaffected.
- **Resettlement:** Minor voluntary dispossession of roadside sheds/walls, agreed by owners.

4. Environmental & Social Impacts

Key Risks during Construction

- **Air & Dust Pollution:** From excavation, sand filling, asphalt plant.
- **Noise & Vibration:** Machinery and vehicles may disturb nearby schools, residences, and institutions.
- **Water Pollution:** Possible contamination from waste, effluents, and construction materials.
- **Waste Management:** Solid/construction waste disposal challenges.
- **Tree Felling:** Minimal, but compensated with plantation.
- **Occupational Health & Safety (OHS):** Risks include heat stress, dust, heavy loads, machinery use, accidents.
- **Traffic Disruption:** Temporary congestion, risk of accidents.
- **Labor Influx:** Potential risks of crime, gender-based violence (GBV), communicable diseases.
- **Community Impacts:** Temporary disturbance, but creation of employment opportunities.

Operational Phase Impacts

- Improved connectivity, trade, and drainage.
- Risks of increased traffic, emissions, noise, and waste generation.
- Enhanced safety from streetlights.

5. Mitigation & Enhancement Measures

- **Dust/Noise:** Water spraying, covering stockpiles, mufflers on machinery, transport scheduling.
- **Waste:** Disposal at Matasagor station; no dumping in lowlands or water bodies.
- **Tree Plantation:** At least 30 saplings (fruit, medicinal, ornamental) with bamboo fencing and care.
- **OHS:** PPE, first aid, sanitation, accident compensation policies.
- **Traffic Management:** Section-wise construction, diversion roads, signage, fencing.
- **Labor Influx:** Engage local workers where possible; monitor worker behavior; awareness on GBV and communicable diseases.
- **Community Engagement:** Continuous liaison, information dissemination, grievance redress mechanism (GRM).

6. Environmental & Social Management Plan (ESMP)

- **Access to Information:** Community disclosure of plans.
- **Institutional Roles:** LGED, Pourashava, DSM consultants, PMU, and World Bank oversight.
- **Capacity Building:** Training for contractors, workers, officials.
- **Monitoring:** Visual and analytical monitoring of air, water, noise, waste.
- **Budget:** Environmental and social enhancement costs included in BOQ.
- **GRM:** Accessible to affected persons; complaints resolved through Grievance Redress Committee (GRC).

7. Conclusions & Recommendations

- The subproject is **technically justified, socially accepted, and environmentally manageable.**
- No major environmental or social risks identified; impacts are **site-specific, temporary, and mitigable.**

Benefits include:

- **Improved transport, trade, drainage, and urban resilience.**
- **Enhanced public safety and quality of life.**
- **Employment and business opportunities.**
- Implementation should strictly follow **ESMP, OHS standards, and GRM** for sustainability.