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-01

Resilient Urban and Territorial Development Project (RUTDP)

Sub-Project Preparation Team, RUTDP, LGED

Summary of ESA Report for RUTDP/DIN/2024-25/W-01

Project: Resilient Urban and Territorial Development Project (RUTDP)

Location: Dinajpur Pourashava

1. Introduction

Dinajpur Pourashava, established in 1869 and classified as an "A" grade municipality, covers an area of 24.5 sq. km with a population of ~27,335 (BBS 2011). Rapid urbanization has strained its road, drainage, and civic infrastructure.

The RUTDP subproject under consideration focuses on:

- **Rehabilitation/replacement of RCC pavements and BC roads**
- **Reconstruction of RCC drains with footpaths**
- **Installation of street lighting**

The ESA study aimed to:

- Assess baseline environmental and social conditions
- Identify potential project impacts (construction & operation phases)
- Propose an Environmental and Social Management Plan (ESMP) with mitigation and monitoring strategies

2. Subproject Description

Location and Scope

The works will take place in Wards 2 & 3 of Dinajpur Pourashava.

Key activities:

- **743 m BC road with RCC drain & streetlights** (Modern Mour–Gashipara Bottola)
- **~2220 m BC road rehabilitation with RCC drains & streetlights** (Chauliapatty Bottola–Kanchan Bridge, plus link roads)

Current Issues

- Existing BC roads are potholed, narrow (2–5 m), and unsafe.
- Drains are damaged, silted, or without outfalls → causing monsoon waterlogging.
- Lack of streetlights hinders night-time safety.

Current Situation of the Subproject


Expected Benefits

- Smooth traffic flow, safer pedestrian movement.
- Reduced flooding and drainage congestion.
- Enhanced business activity, municipal service delivery, and governance.
- Direct benefit to ~28,760 residents

3. Baseline Environmental & Social Conditions

Physical environment: Barind Tract geology, elevation ~25 m, flat terrain, seismic Zone II.

- **Climate:** Warm-temperate, avg. temp. 24.6°C, annual rainfall ~1998 mm; heavy monsoon from May–Oct.
- **Hydrology:** Local canals (Girija Khal, Ghagra Khal) drain into Gabura & Purnonova rivers. Groundwater shallow but arsenic/iron-contaminated.
- **Air & noise:** Generally clean, but localized vehicle emissions and horn noise.
- **Solid waste:** Improper disposal into lowlands/drains causes hazard

Biotic environment: Native flora (mango, jackfruit, rain tree, mahogany, bamboo). Few roadside trees (5) will be felled. Wildlife includes common birds and some vulnerable species (mongoose).
Socio-economic environment: Dense residential-commercial mix; literacy 75% (higher than national). ~28,760 direct beneficiaries.

- **Land acquisition:** Not required; only a few roadside structures need voluntary removal.
- **Indigenous peoples:** None in project influence area

4. Environmental & Social Risks and Impacts

During Construction

- **Air/dust:** From excavation, vehicles, asphalt plant.
- **Noise/vibration:** From mixers, vibrators, compactors.
- **Water quality:** Risk from improper waste disposal into canals/rivers.
- **Tree felling:** 5 trees to be removed; compensatory plantation planned (30 saplings).
- **Solid waste:** Construction debris and worker camp waste.
- **Community impacts:** Temporary traffic congestion, minor damage to roads, labor influx risks (social tension, health, GBV concerns).
- **Occupational health & safety:** Heat exposure, dust inhalation, risk of accidents

During Operation

- Improved traffic movement and reduced flooding.

- Risks: vehicle emissions, noise, continued solid waste disposal issues.
- Safety: night-time traffic/pedestrian safety improved with streetlights.

Risk Categorization

- As per **ECR 2023**: Orange category (moderate risk) for roads & drains; Green (low risk) for streetlights.
- As per **World Bank ESF**: Moderate risk overall.
- ESA (not full ESIA) deemed sufficient

5. Mitigation and Enhancement Measures

- **Air & dust:** Water spraying, covering stockpiles, scheduled transport.
- **Noise:** Noise abating gear, restricted work hours.
- **Water & soil:** Proper waste disposal, avoid dumping into canals.
- **Tree plantation:** 30 new saplings (local fruit, shade, medicinal species) with bamboo fencing and maintenance.
- **Worker safety:** PPE, first aid, hygiene facilities, accident compensation.
- **Traffic management:** Section-wise work, signage, avoid peak hours.
- **Labor influx management:** Employ local workers, monitor camps, community liaison, GBV safeguards.
- **Waste management:** Use designated dumping site (Matasagor).

6. Environmental & Social Management Plan (ESMP)

- **Institutional setup:** PMU, LGED, DSM consultants, Pourashava officials, contractors.
- **Capacity building:** Training for staff & contractors.
- **Emergency response & disaster management:** Site-level preparedness.
- **Monitoring:**
    - Construction phase: visual checks (dust, noise, waste disposal).
    - Operation phase: drainage performance, solid waste management.
- **Budgeting:** BOQ includes costs for environmental and social measures.
- **Grievance Redress Mechanism (GRM):** To address community complaints, overseen by a GRC

7. Public Consultation

Community members and local stakeholders were consulted through site visits and meetings.

- **Concerns raised:** drainage congestion, traffic safety, waste disposal, road condition.
- **Feedback:** Strong community support; voluntary removal of structures; demand for timely implementation and quality construction.
- **Outcome:** Consensus that project will significantly improve urban living standards

8. Conclusion and Recommendations

- The Dinajpur Pourashava subproject is **environmentally and socially beneficial**, with moderate, manageable risks.
- Impacts are largely site-specific, temporary, and controllable with ESMP implementation.
- Strong positive impacts include improved transportation, reduced flooding, enhanced business opportunities, employment creation, and safer urban mobility.

Recommendations:

- Ensure strict ESMP implementation.
- Prioritize local labor and materials to maximize community benefits.
- Continuous monitoring and transparent grievance redress.
- Regular stakeholder engagement during implementation.

Final Assessment: Mitigation measures will be taken following the ESMP and ES specification of each subproject. The project is environmentally feasible, socially acceptable, and strongly supported by the community. Its implementation will contribute to the resilient urban growth of Dinajpur Pourashava.