



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 (ESA) REPORT FOR

Package No: RUTDP/JAS/2024-25/W-01

at

Jashore Pourashava, Jashore



Resilient Urban and Territorial Development Project (RUTDP)

Sub-Project Preparation Team, RUTDP, LGED

Summary of Environmental and Social Assessment (ESA)

Package No: RUTDP/JAS/2024-25/W-01

Location: Jashore Pourashava, Jashore

Project: Resilient Urban and Territorial Development Project (RUTDP), LGED

1. Introduction and Background

Jashore Pourashava, one of the oldest municipalities of Bangladesh (established 1864), is an “A” grade Pourashava with a population of about 286,163 (2021). Rapid urbanization and increasing population have led to growing demands for upgraded infrastructure. Under RUTDP, this subproject aims to improve urban transport, drainage, and public safety through road, drain, and streetlight improvements across Ward Nos. 1, 5, 7, and 9. The works include:

- **Road improvement** (BC pavement)
- **RCC drains with footpaths**
- **Street lighting installation**

The direct beneficiary population is estimated at **114,800 people**.

2. Subproject Description

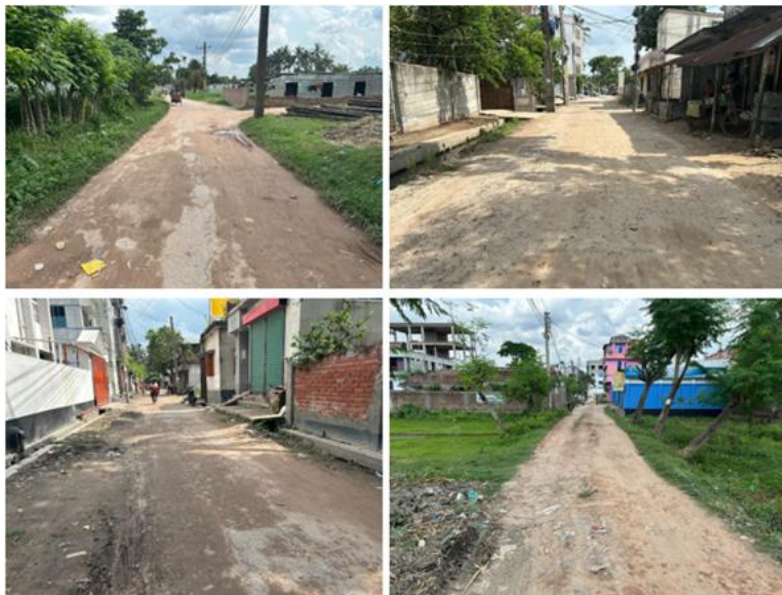
The subproject covers:

1. **Nomosudro Para Road & links** (1.72 km + side links)
2. **Chopdapara Road & links** (1.13 km + side links)
3. **Chormara Dighi Road (North side) & links** (1.02 km + side links)
4. **Abdur Rashid Road & links** (0.26 km + side links)

Current Issues

- **Roads:** Damaged, narrow (3.0–3.5 m), potholed, poor connectivity.
- **Drains:** Narrow, silted, damaged; lack proper outfall → drainage congestion, waterlogging in monsoon.
- **Lighting:** Absent, causing traffic safety risks at night.

Current Situation



Project Benefits

- Smoother traffic movement and reduced congestion.
- Improved stormwater drainage and reduced waterlogging.

- Enhanced public safety and reduced accidents through streetlighting.
- Strengthened municipal governance and service delivery.

3. Baseline Environmental and Social Conditions

Physical Environment

- **Topography:** Flat with natural drainage via Mukteshawari Khal, Nilganj Shahpara Khal, Kazir Khal → Bhairab River.
- **Climate:** Tropical monsoon; 5–19 km/h winds mainly from E–SE direction.
- **Water:** Declining groundwater table (5.3–7.6 m depth); arsenic and iron contamination reported.
- **Air:** Generally fair, but localized degradation due to traffic dust, roadside waste burning.

Biotic Environment

- Limited vegetation; a few small roadside trees (low economic value).
- Minimal ecological impact expected.

Socio-economic & Cultural Environment

- **Population Literacy:** ~76.4% (higher than national average).
- **Livelihoods:** Predominantly small business, transport services, employment in government and private sectors.
- **Land & Resettlement:** No land acquisition needed. Only partial removal of roadside tin-sheds, semi-pucca/pucca structures, and boundary walls/fences. Owners consulted and consented voluntarily.
- **Indigenous People:** None in project area.
- **Cultural Heritage:** Within influence zone – Jashore Collectorate Building, Muruli Jora Mondir, Muruli Imama Bari, Chanchra Shib Mondir, Alomgir Siddik Hall . None directly affected.

4. Environmental and Social Impacts

Positive Impacts

- Improved road safety, connectivity, and urban mobility.
- Reduced flooding and drainage congestion.
- Employment generation for local unskilled and semi-skilled workers.
- Boost to local economy, business, and property values.
- Enhanced night safety through streetlights.

Potential Adverse Impacts (and Mitigation)

1. Construction phase

- Dust, noise, and vibration → Use water spraying, mufflers, work-time restrictions.
- Waste from dismantling and earthworks → Proper disposal and reuse.
- Tree felling (few small trees) → Compensatory plantation with bamboo fencing.
- Drainage/surface water pollution → Controlled disposal, sediment traps.
- Worker health & safety risks → PPE, training, sanitation, first aid.

2. Social impacts

- Minor disruption due to roadside structure clearance → Community agreements in place.
- Temporary labor influx risks → Awareness programs on hygiene, STI/HIV, and grievance redress.
- Traffic congestion during works → Staggered construction, cautionary signage.

Overall, risks are classified as **Moderate (World Bank)** and **Orange (DoE)**.

5. Consultation and Stakeholder Engagement

Several public consultations were conducted across the subproject area (wards 1, 5, 7, 9).

Key issues raised by community:

- Demand for more subprojects per year.
- Ensure quality of construction and monitoring.
- Stress on solid waste management and environmental compliance.
- Request for proper scheduling to minimize disturbances.

Community response:

- Strong support for the project.
- Voluntary cooperation for structure removal.
- Expectation of employment and local economic growth.

6. Environmental and Social Management Plan (ESMP)

Institutional Arrangement

- **PMU (LGED)** → Overall supervision and reporting to World Bank.
- **PIU (Jashore Pourashava)** → Day-to-day implementation.
- **DSM Consultants** → Technical and safeguards support.
- **Contractors** → Implement mitigation measures .

Key ESMP Components

- **Access to information:** Reports in Bangla & English, public dissemination.
- **Capacity building:** Training for Pourashava, contractors, and workers.
- Emergency response & disaster preparedness planning.
- Environmental codes of practice (ECoPs) for construction camps, waste management, traffic, drainage, and worker safety.
- **Monitoring & reporting:** Regular by PIU, DSM, and PMU with quarterly updates to WB.
- **Grievance Redress Mechanism (GRM):** Multi-tiered, accessible to community.

7. Conclusion and Recommendations

The ESA concludes that the proposed subproject is **technically feasible, socially acceptable, and environmentally manageable**.

- No private land acquisition is required.
- Environmental and social risks are moderate and can be effectively mitigated.
- Subproject will significantly improve transportation, drainage, and urban safety in Jashore Pourashava.
- Strong community support and stakeholder participation ensure smooth implementation.

Recommendation: Proceed with implementation under strict adherence to ESMP, safeguard compliance, and community engagement for maximizing benefits and minimizing risks.