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Ministry of Local Government, Rural Development and Cooperatives
Local Government Division

Improving Urban Governance and Infrastructure Project (IUGIP)

Local Government Engineering Department (LGED)

Improving Urban Governance and Infrastructure Project (IUGIP)

INVOLUNTARY RESETTLEMENT DUE DILIGENCE REPORT

Sub-Project No: IUGIP/GOAL/UT/01/2023

GOALANDA PAURASHAVA

APRIL-2023

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CURRENCY EQUIVALENTS

(As of February 2022)

Currency Unit	-	Tk.
Tk1.00	-	\$0.012
\$1.00	-	Tk. 85.93

GLOSSARY OF BANGLADESHI TERMS

One (1) Crore	-	10 million (= 100 lakh)
Ghat	-	Boat landing area along a river. Market (bazaar) operating certain afternoons during the week when sellers establish temporary shops. There are also some permanent shops in a Hat. Markets usually represent a significant source of income for municipalities
Khal	-	Drainage ditch/canal
Khas	-	Land/property belonging to government
Kutcha	-	Structures built without bricks and mortar or without concrete
Lakh or lac	-	100,000
Moholla or mohalla	-	Sub-division of a ward
Mouza map	-	Cadastral map of mouza showing plots and their numbers
Paurashava or Paurashava	-	Government-recognized land area
Pucca or Puccha, puccha	-	Structures built partly with bricks and mortar or concrete
Thana	-	Police station
Upazila	-	Administrative unit below the district level. A district is called a Zila

WEIGHTS AND MEASURES

Km	-	Kilometer
m	-	meter
m ²	-	Square Meter
mm	-	Milimeter
m ³	-	Cubic meter

NOTES

(i) In this report, “\$” refers to US dollars,

(ii) BDT refers to Bangladeshi Taka

This social safeguard assessment- Due Diligence Report (DDR) is a document of the borrower. The views expressed herein do not necessarily represent those of ADB's Board of Directors, Management, or staff, and may be preliminary in nature.

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status of any territory or area.

Abbreviations

ADB	:	Asian Development Bank
AP	:	Affected Person
ARIPA	:	Acquisition Requisition of Immovable Property Act, Apr-2017
DDR	:	Due Diligence Report
DP	:	Displaced Person
DPD	:	Deputy Project Director
DR	:	Drain
FGD	:	Focus Group Discussion
GICDC	:	Governance Improvement and Capacity Development Consultants
GOAL	:	Goalanda Paurashava
GOB	:	Government of Bangladesh
GRC	:	Grievance Redress Committee
GRM	:	Grievance Redress Mechanism
IA	:	Implementing Agency
IR	:	Involuntary Resettlement
LA	:	Land Acquisition
LA&R	:	Land Acquisition and Resettlement
LGED	:	Local Government Engineering Department
LGRD&C	:	Local Government Rural Development & Cooperatives
MCD	:	Municipal Capacity Development (MCD) Consultants
MDS	:	Management Design & Supervision
MPR	:	Monthly Progress Report
NPV	:	Net Present Value
PD	:	Project Director
PDP	:	Paurashava Development Plan
PMCU	:	Project Management and Coordination Unit
PIU	:	Project Implementation Unit
PPTA	:	Project Preparatory Technical Assistance
PRA	:	Project Readiness Assistance
PRSC	:	Project Readiness Services Consultants
QPR	:	Quarterly Progress Report
RCC	:	Reinforced Cement Concrete
R&R	:	Resettlement and Rehabilitation
RF	:	Resettlement Framework
RP	:	Resettlement Plan
SC	:	Standing Committees
SES	:	Socio-economic Survey
SPS	:	Safeguard Policy Statements
SPAR	:	Sub Project Appraisal Report
SSIA	:	Social Safeguard Impact Assessment
TOR	:	Terms of Reference
TLCC	:	Town Level Coordination Committee
UT	:	Urban Transport
WC	:	Ward Committee
XEN	:	Executive Engineer

TABLE OF CONTENTS

I.	Introduction	1
II.	Project Background and Description	7
III.	Study Methodology	7
IV.	Impact and Outcome of The Subproject.....	9
V.	Subproject Impacts, Benefits and Anticipated Negative Impacts.....	10
VI.	Social Impact Assessment For The Sub Project	11
VII.	Land Acquisition and Resettlement.....	13
VIII.	Mitigation of Social Concerns.....	15
IX.	Community Consultation	16
X.	Grievance Redress Mechanism (GRM)	17
XI.	Conclusion	18
XII.	Annexure-1: Involuntary Resettlement (IR) Impacts Checklist By Scheme of The Road of Goalanda Paurashava.....	20
	Annexure-2: Draft Project Information Leaflet On Social Safeguards Issues	21
	Annexure-3: Involuntary Resettlement Impact Assessment Checklist.....	24
	Annexure-4: Indigenous People Checklist/ Small Ethnic Communities (SEC) Impacts	27
	Annexure-5: Sample Grievance Registration Form	29
	Annexure-6: Sample Grievance Redress Form (Bengali Version)	30
	Annexure-7: Attendance & Records of Public Consultation.....	31
	Annexure-8: Brief Description and Photographs of Alignments of Proposed Road.....	41
	Annexure-9: Land Ownership Certificate of The Paurashava.....	44

LIST OF TABLES

Table-1:	Proposed Package For 2021-2022 Year Package No: IUGIP/GOAL/UT/01/2023	3
Table-2:	Monthly Income Range ¹ Of Paurashava Residents.....	5
Table-3:	Social Impact Assessment of Roads Sub-Projects	12

LIST OF FIGURES

Figure 1:	Bangladesh Map Showing the Project Paurashavas	2
Figure-2:	Structure Plan Map of Goalanda Paurashava Received from Paurashava	3
Figure-3:	Map of the Goalanda Upazila.....	6
Figure-4:	Two Roads Location in Goalanda	8
Figure-5:	Google Map Location of Improvement Municipal Facilities.....	9
Figure-6:	Stakeholder Consultancy Meetings with Mayor, Panel Mayor, Secretary, Councilors, TLCC, WC Members and Concerned Engineers and Officials.....	17
Figure-7:	Grievance Redress System.....	18

I. INTRODUCTION

1. This is the Involuntary Resettlement (IR) report for the Roads sub-project under the Package: IUGIP/GOAL/UT/01/2023., Total Road length is 3605 m for two main Roads including 125 street lights installation and, other civil works for Urban Governance and Infrastructure Improvement Project (IUGIP) of LGED. The present proposed selected road comprises: R03 and R06, of Ward number: 06,07, 08 and 09 of the proposed list of the Paurashava. The total length of two roads is 3605 meters including 125 street lights and including other related civil works.

2. Project Background

Goalanda Paurashava is one of the selected Paurashava under Urban Governance and Infrastructure Improvement Project (IUGIP) of LGED financed by ADB and GoB. The objective of the Project Readiness Assistance (PRA) is to prepare an agreed project design and feasibility study, inclusive of the preparation of a sizeable number of infrastructures sub – projects which would warrant satisfying and in compliance with the pertinent requirements and policy of ADB (SPS-09) and GoB. The project readiness assistance (PRA) will also include preparation of SPAR (Subproject Appraisal Report) and having conformed to the social safeguard, gender, poverty and other issues for the ensuing loan.

3. Urbanization and Social Safeguard and Resettlement/Rehabilitation Needs

There has been a significant influx of people in search of better livelihoods to the Paurashava urban areas and district headquarters which include Goalanda Paurashava of Rajbari district of the south-eastern region of the country. Being one of the important business hubs and communication junction point especially for water route that joints with souther and norther part with east and northern part of Bangladesh, the current trend of urban migration is being driven by rural poverty, lack of facilities, better scope of education, river erosion, unemployment, migration and natural calamities to this Paurashava. In turn, population out migration from the Paurashava has often been triggered by the need for higher education and better employment opportunities. It happens due to push and pull factors. For growing needs of urbanization municipal facilities and development is essential. physical, social and economic displacement is an inevitable part of development and may cause involuntary resettlement resulting physical and economic displacement and the issues should be properly mitigated for avoiding development-based suffering of the urban people.

4. Project Location

This road Sub-Project has been proposed comprising construction and improvement of one road scheme and including other related civil works etc ID number R03 and R06, of Ward number: 06,07, 08 and 09. In total two roads length is= 3605 m.

Table 1, describes the proposed selected sub-project IUGIP/GOAL/UT/01/2023, that will be implemented on the Paurashava's own land. Figure 1 show Paurashava on Bangladesh Map, Figure 2 –Paurashava Base Map, Figure- 3 shows Paurashava Map Received from Paurashava, Figure-4 Upazila Map, Figure-5 Road Location, Figure-6 Google Map Location of Improvement Municipal Facilities respectively. Figure-7: Stakeholder Consultancy Meetings and Figure-8: Grievance Redress System

Figure 1: Bangladesh Map Showing the Project Paurashavas

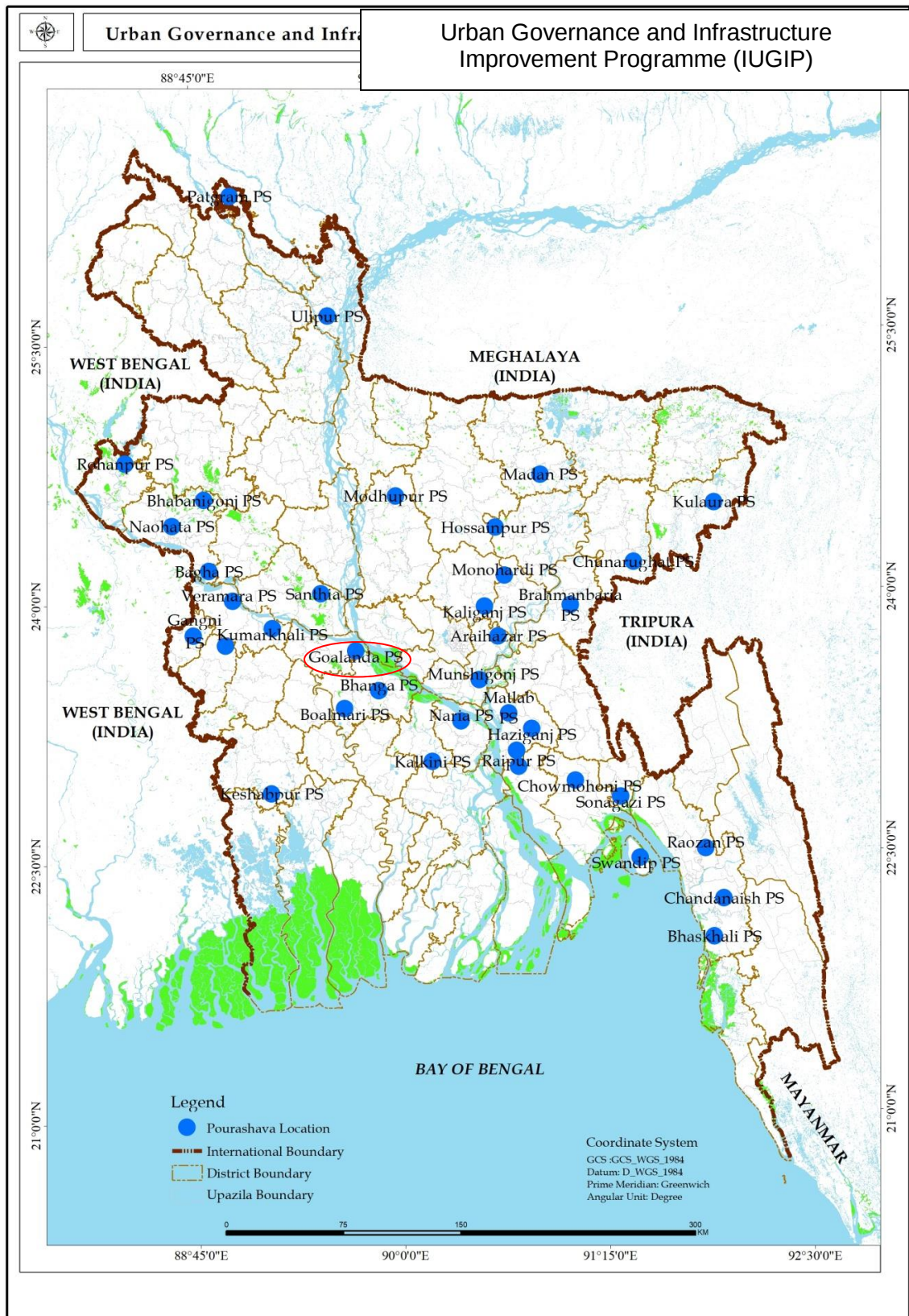


Figure-2: Structure Plan Map of Goalanda Paurashava Received from Paurashava

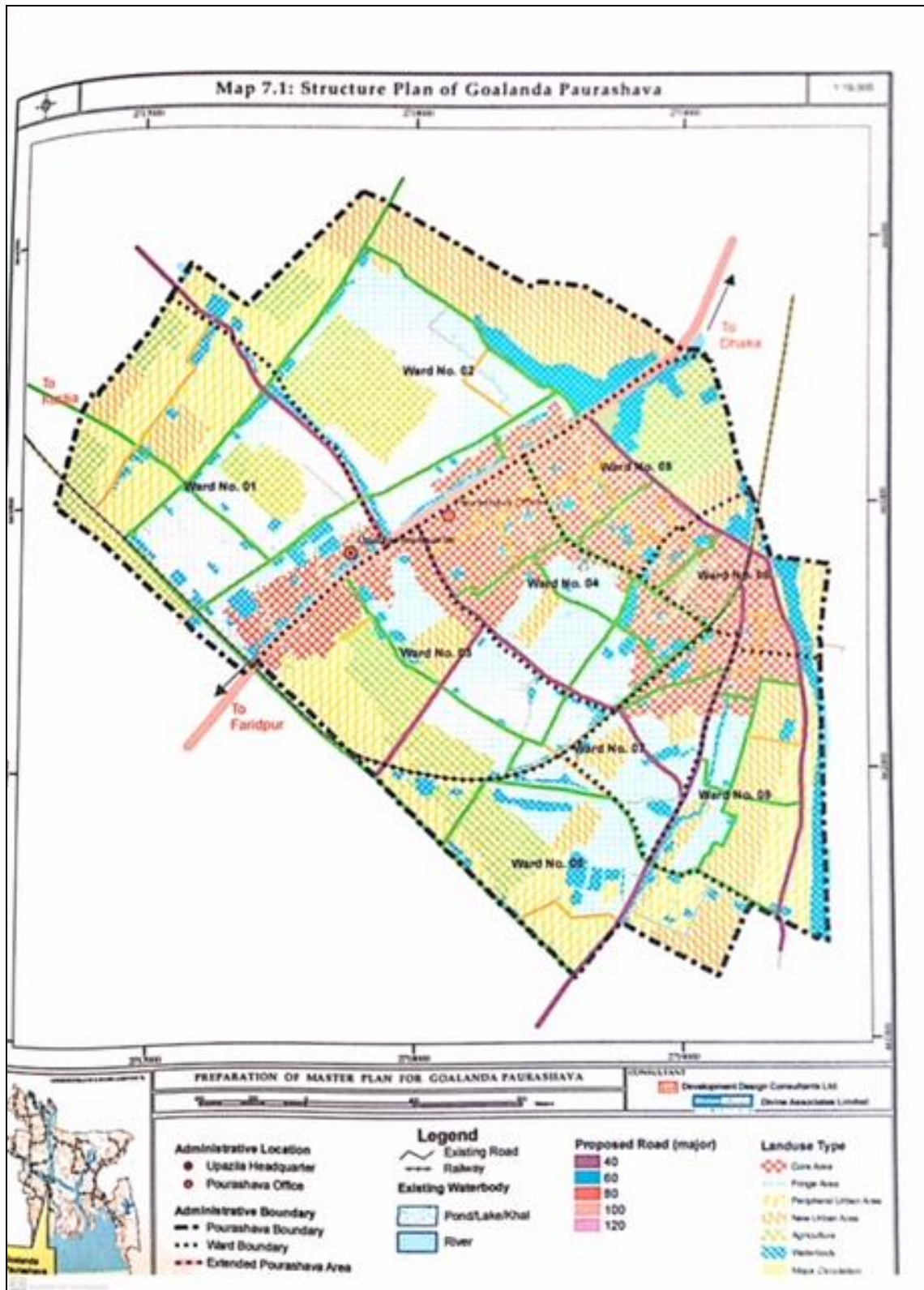


Table-1: Proposed Package for 2021-2022 year Package No: IUGIP/GOAL/UT/01/2023

PDP	Financial Year	PDP ID No.	Scheme Name/ Name of works	Length (m)/Nos	Existing Paved width (m)	Proposed Road/drain width (m)opening	Full width (m)	Land Ownership
			Roads					
GOAL-R-3	IUGIP/GOAL/UT/01/2023	GOAL-R-3	Improvement of Road by RCC a. from D Chattar to Masjid Para Masjid (Ch. 0.00m to Ch. 435m), b. Link - 1 up road Masjid Para Rail Colony Almas Shop near signal down (Ch. 0.00m to 770m), c. Link - 2 Adarsha Gram Monor Bari to Habir Shop near Rail Line (Ch. 0.00m to 350m) including RCC Cross Drain at Ch. 200m, Ch. 125m, Protection Work at (Ch. 150m to 170, R/S), (Ch. 170m to 200m, L/S), (Ch. 60m to 110m, L/S), (Ch. 720m to 740m, L/S), (Ch. 5m to 75m, R/S), (Ch. 310m to 350m, R/S), & installation of Street Light 56 nos. at ward no - 7, Goalanda Paurashava, Rajbari. Total Length = 1555m.	1555 M SL-56	3.30m	3.30m	3. m	Goalanda Paurashava
GOAL-R-6		GOAL-R-6	Improvement of Road from (SR - 3) Khaja Office to Bari Bad via Zen Model Govt. Primary School more including Protection Work at (Ch. 440m to 450m, L/S), (Ch. 533m to 562m, L/S), (Ch. 640m to 660m, L/S), (Ch. 790m to 830m, R/S), (Ch. 867m to 9200m, R/S) & installation of Street Light 69 nos. at ward no - 6, 7, 8, & 9, Goalanda Paurashava, Rajbari. Total Length = 2050m	2050m SI-69	2.50m	3 m	3 m	Goalanda Paurashava
			Total Length of Roads Street Lights	3605 m SL-125	3 m	3 m	3 m	Goalanda Paurashava

5. Brief Socio-economic Condition of Goalanda Paurashava

Goalanda Pourashava was established in 2000. It is an “A” category Pourashava located under Rajbari district headquarters (H.Q) under Dhaka division. The area of Goalanda Pourashava is 4.85 sq.km, has a population of 34,075 (Source-Paurashava). It has 15,694 housing units and has a total area of 149.03 km²

It Consists of 09 (nine) wards. It is in north eastern Bangladesh’s Dhaka division. Goalanda is an important business hub and trade centre in Rajbari district as well as in Bangladesh. The communication facility of the area includes: 20 km of RCC road, HBB roads is 3 km, BFS road is 4 km, and mud road is 15 km. There are only 3 Bridges, and 6 culverts, total 2500 foot drains, kutchra drain is 1000 foot. Most of the roads have huge and several connectivity facilities to reach other upazilas and districts at in and outside of the Paurashava. As such, it is deemed necessary to construct /improve/ develop its’ all roads all year round for smooth transportation mobility. It plays as junction point for transportation network for the inter district travelling facilities. The communication facility includes: It is only 19 km from Rajbari district, 92 Km from Dhaka capital. It has 75 km of Northern Bengal Railway facility that run from Kushtia-Farispur-Goalanda having two stations under the Paurashava, including goods trains (boulders containers) for import and export items. Waterways of 25 nautical miles. (

The total holding numbers of the 9 wards under Paurashava is 5,148. It is learned from Paurashava that about 65 % of the holding taxes are paid every year, which helps to pay the salaries of the paurashava staff. Paurashava administration is taking action for recovery of 100% tax for executing the Paurashava activities smoothly and effectively.

The average Monthly income range of the inhabitants of the Paurashava is presented in the following table 2. (Total Residential, commercial and non-government Holdings number is: 5,148)

Table-2: Monthly Income range¹ of GoalandaPaurashava Residents

Tk.0-5000	Tk.5001-10,000	Tk.10,001-20,000	Tk.20,001-50,000	Tk.50,001-1,00,000	Tk100,000 +	
Very poor	Poor	Lower Middle	Middle	Upper middle	Rich	Total
10%	25%	30%	20%	10%	5%	100%

¹Source: Paurashava June-7-10/2022 Field survey. (Mean Holding Nos: 5,148)

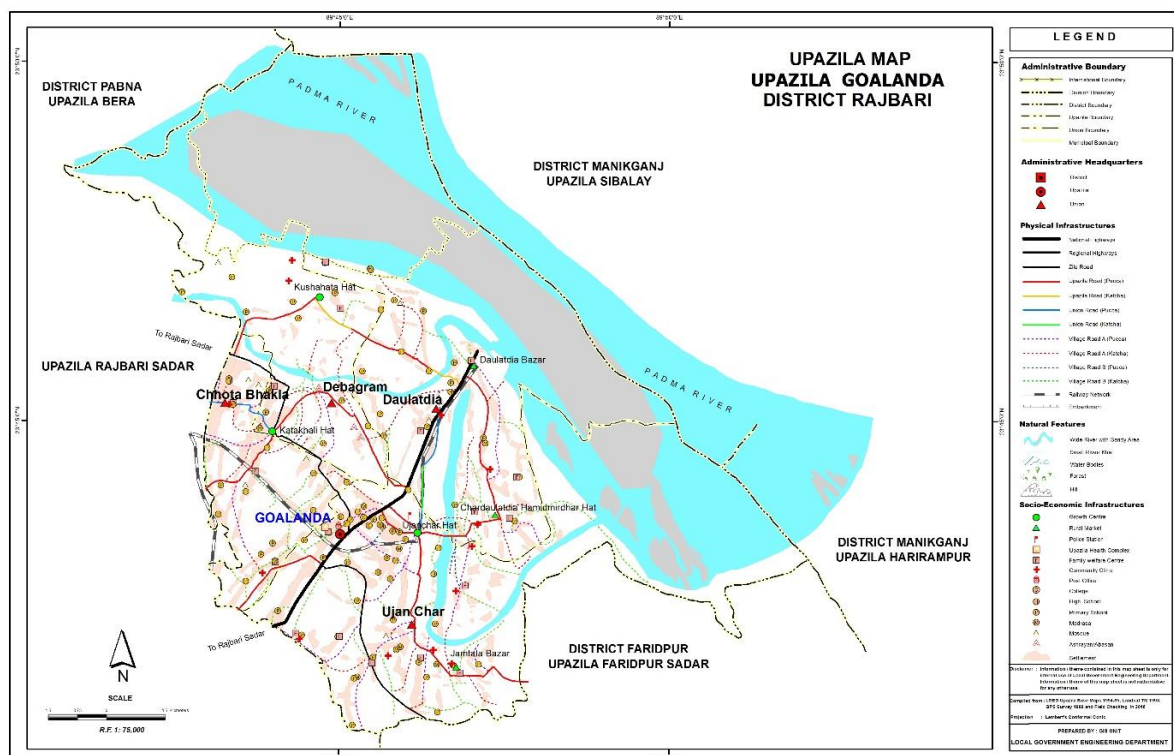
Besides, Goalanda has main income source is 20 items including 8 basic agrobased products most of which are cereal grains, frozen fish, meat, vegetables, flower, fruits, spices, and other agricultural products including livestock, poultry & fish feed to export to other districts from the paurashava. Main sources of income Agriculture 48%, non-agricultural labourer 4.45%, industry 0.77%, commerce 18.98%, transport and communication 6.28%, service 7.48%, construction 3.72%, religious service 0.17%, rent and remittance 0.51% and others 9.64%. Main crops Paddy, jute, sugarcane, pulse, peanut. Noted manufactories Sunipun Organics, Goalanda Textile Mills. Cottage industries Blacksmith, Potteries, bamboo and wood work, nakshi kantha, nakshipakha.

The communication facility of the area has huge connectivity with other upazilas and districts including Capital Dhaka. The proposed subproject area is legally owned by the Pourashava and no land acquisition is required. Again, it will not affect any people living at surrounding areas. Moreover, it will create the employment opportunity for the local people hence will help in reducing the unemployment problem of the people of GoalandaPourashava. It will also create the revenue generation avenue for the Pourashava and will help the Pourashava in

attaining the sustainability of the institution. There are a number of archaeological heritage and relics to attract tourist. The main water bodies and rivers are: PADMA, and Old Kumar river. The “Dead Padma” or “Mora Padma” is also under this paurashava.

The present Mayor of the Paurashava is Md. Nazrul Islam Mondol.

Figure-3: Map of the Goalanda Upazila



6 For Package No **IUGIP/GOAL/UT/01/2023**, in total, two roads including 125 street lights and other construction and Improvement subproject selected for Goalanda Paurashava under IUGIP, LGED is the outcome of the feasibility study conducted during by the PMCU. Under feasibility study, a preliminary Social Safeguard Impact Assessment (SSIA) was conducted comprising a long list of proposed combining roads schemes including RCC cross drains, retaining walls, protective works and other urban facilities components. At this stage of project implementation, PMCU Social safeguard Team conducted resettlement and social impact assessments in detail on the aforesaid design completed and for implementation of subproject, comprising two roads (3605 meters), and 125 street lights for the concerned package. This social impact assessment for the design completed schemes of the sub-project was done conducting a thorough investigation of different social safe guard issues visiting each of the scheme site based on the final detail engineering design prepared by Engineering Consultant to fulfill the requirements of ADB's Involuntary Resettlement and Safeguard Policy Statement (SPS, 2009). The major objective of the above study /investigations was to assess and identify all the possible socio-economic and resettlement impacts with necessary mitigation measures of different concerns. This report has been prepared only for the design completed schemes of two roads. However, the current subproject covers construction of the foresaid roads selected within the Paurashava to facilitate proper communication/ transportation and improved communication network for the people of sub-project area. During investigations, it was revealed that the roads that been selected and so far, completed detail design for implementation will be constructed/ improved respectively on the existing roads will be constructed including road shoulders without affecting any structures. Moreover, due to construction/ improvement of the foresaid roads under the project are not expecting to

have neither any physical nor any economic displacement of any people. The stakeholder meeting revealed that, there is no possibility of new land acquisition and no structure affected and none found to require relocation, consequently no resettlement impacts are anticipating. Under the circumstances, this report may be treated as a Due Diligence Report (DDR) with respect to social safeguard issues for the concerned sub-project.

II. PROJECT BACKGROUND AND DESCRIPTION

7. Urban Government Infrastructure Improvement Project (IUGIP) under LGED is carrying out feasibility study project program for its selected Paurashavas. This Paurashava under Rajbari district is one of the selected Paurashava. The upcoming phase of IUGIP will be implemented by the Government of Bangladesh financed by ADB. The project has been initiated for development of different infrastructure facilities under the project area for the city dwellers to improve the existing condition. Under the current project, the IUGIP is operating its activities covering selected Paurashavas of the country. The project aims at enhancing growth potential and improving environmental sustainability of the targeted city regions through effective regional urban planning. The project is supporting development of key urban infrastructures, focusing on urban environment and local economic development through strengthening municipal management and capacity building for effective and sustainable urban development.

8. This IUGIP project has been formulated as a sector loan will be implemented by LGED and, to be financed by ADB for implementation. The sub-projects under the IUGIP are being selected and implementing are expected to enhance economic activities in the regional context and to provide opportunities for investment, including: (i) comprehensive urban planning and economic revitalization; (ii) transport infrastructure upgrading, public transport, (iii) water supply, and, sanitation; (iv) solid waste management; and (v) strengthening local governance and municipal funding. The project comprises of three components. These are:

- I. Development of Urban Infrastructures;
- II. Improvement of Urban Planning; and
- III. Strengthening of Municipal Management and Capacity

9. Asian Development Bank (ADB) will approve the Loan for IUGIP for development of selected Paurashava in the country.

III. STUDY METHODOLOGY

10. The social Safeguard Consultants team visited all the selected design completed scheme sites under the Subproject at the Paurashava in June 2022. The main purpose of the field trip was to conduct a detail assessment/ study for the selected schemes of the subproject covering different resettlement and social safeguard issues likely to occur due to the construction and improvement of the selected schemes. In course of study, consultants had discussions and sharing of ideas with Mayor, Panel Mayor, councilors, Secretary, Assistant Engineer along with other relevant engineers and staff of the Paurashava at their office. During discussions, the consultants briefed them about the objectives and the purpose of the visit and informed them about the planned site visit and different activities to be carried out along the alignments of the selected subproject/scheme sites. The consultants also had a number of consultations with the local people and beneficiaries at different locations of the subproject during 7-10 June, 2022. During site visit, Mayor, Assistant Engineer, councilors of the concerned wards along with other technical staffs of the Paurashava accompanied the consultant's team to assist them and also to identify the locations and alignments of different schemes. In accordance with the objective of the field visit, the consultants visited all along the roads and drains alignment and investigated about the resettlement and social safeguard issues if any, likely to occur for the selected roads under the sub-project using an IR impact assessment checklist.

Figure-4: Two Roads Location in Goalanda

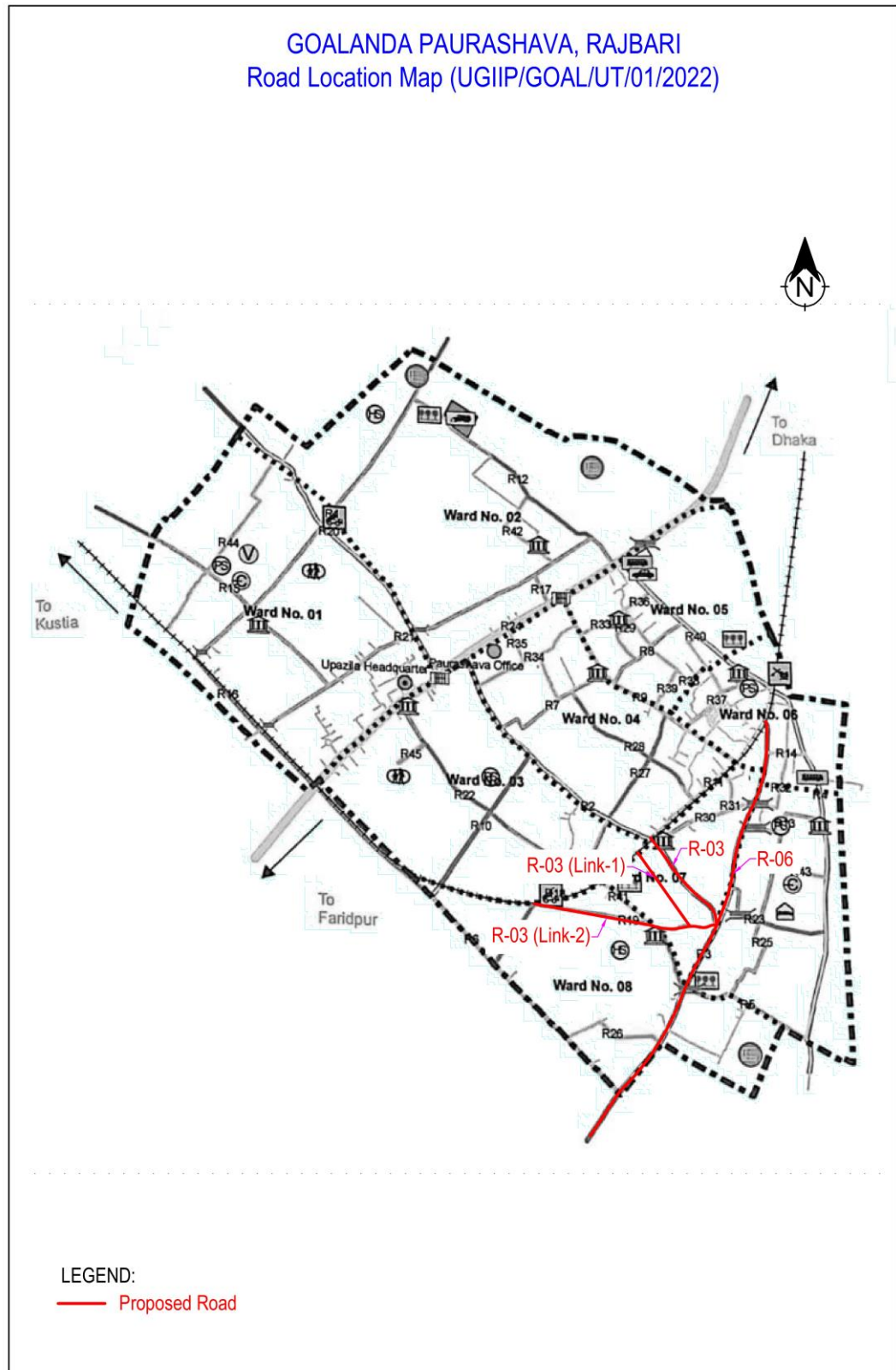


Figure-5: Google Map Location of Improvement Municipal Facilities



IV. IMPACT AND OUTCOME OF THE SUBPROJECT

12. Physical, social and economic displacement is an inevitable part of development. Hence RCC road construction, rehabilitation and widening, and construction of roads as selected roads in the urban areas are the main subprojects in the Paurashava under this package. In most cases these facilities are created based on fulfilling short term needs. Therefore, normally no land acquisition is proposed for the Paurashava development plan (PDP). Most of the development subprojects in the Paurashava are taken on the existing land of Paurashava. In these cases, there is no minor displacement of the extension portion of any houses or shops and makeshift shops or temporary houses of poor as squatters are physically found. As the total land is owned by the Paurashava, there is no loss of livelihood scopes.

13. The sub-project covers construction and improvement of roads to extend facilities for the urban dwellers in the sub-project location and will bring direct benefit to the inhabitants of the Paurashava area. The roads construction/ improvement under the program will improve transport facilities networks connected to all kinds of commercial premises and easy access to all market's facilities under the Paurashava etc. Thus, this sub-project is expected to increase area coverage of improved economic upliftment, education, health facilities and will guarantee standard environmental condition and reduce transport cost of goods and services including travelling cost of the residents of the town. The outcome of the sub-project will improve transport system including drainage facilities within the Paurashava area and also will prevent water logging problem (at household site that resulted in unhygienic condition/environment as well as to the community) and unexpected flood during monsoon. The present sub-projects of roads are therefore, designed for an expansion of transport facilities system, drainage networks including improvement of the transport system to meet the present and calculated future demands for the citizens of Paurashava. The sub-project expected to improve the service standards with respect to proper transport facilities network and other civil works and its effective management including lighting facilities in the Paurashava.

V. SUBPROJECT IMPACTS, BENEFITS AND ANTICIPATED NEGATIVE IMPACTS

14. Employment and Poverty Alleviation. The roads subproject investments will contribute to eradicating poverty by promoting the expansion of employment and business opportunities. Labor intensive technologies will be adopted during the construction phase which will create short-term employment opportunities for those in the Paurashava's skilled and unskilled labor force.

15. Long-term employment opportunities will subsequently be created during each sub-project's operations phase particularly in relation to O and M activities. It is also expected that the subproject investments on basic urban and economic infrastructures will encourage private sector investments there by creating more business and employment opportunities.

16. Through construction and improvement of drains under the sub-project is anticipated to bring various quantifiable benefits. Availability of good transport facilities and improved drainage system will add to improve both the quality of life, and living condition of residents, easy transportation with low cost, which will bring new avenues for investments and consequently will boost up economic development. Extended benefits will include employment opportunity of local people in construction (civil) works and thus to receive short-term socio-economic benefits. To ensure benefits to local people, the contractors will be required to employ labor force from local communities, particularly within the vicinity of construction sites as much as possible. The main beneficiaries of the improved roads and drains, street light for the citizens of Paurashava will be provided with better transport facilities to a considerable number of populations of the town. This will improve the quality of life of residents of the city as well as raising standards of both individual and public health. Moreover, the sub-project will bring economic gains to local people in the form of increased employment and while spending less on health care & transport, will save money leading to improve in livelihood standards significantly.

17. Anticipated Negative Impacts: The identification of negative impacts that may arise from the implementation of the subprojects should give particular attention to the urban poor, women and girls, youth, the differently-abled and other marginalized groups. The needs of these groups should be addressed in the design and construction of the subprojects.

18. Local people, including women, should be given the opportunity to be engaged as construction workers, and as sub-contractors. There are no indigenous people or cultural heritage sites that will be affected during the implementation of the subprojects.

19. Overall Social Impact: On the overall, the outcome of social screening confirms that local people¹ are positive about the implementation of the subprojects.

¹Various stakeholders including Paurashava Councilors, local elites, professional groups, NGO representatives, journalists were consulted during the consultant's field work.

VI.SOCIAL IMPACT ASSESSMENT FOR THE SUB PROJECT

20. **General:** The social safeguard team conducted the social impact study visiting sub-project sites in 7-10 June, 2022. The main purpose of the study was to assess and quantify resettlement and social safeguard issues. During site investigations, consultants had discussions and sharing of ideas with the Mayor, Panel Mayor, Secretary-PS, councilors, and concerned Engineers/officials, at Paurashava office and also conducted meetings with the local people, local government representatives in the sub-project area. However, during field visit program, consultant physically visited all the designs completed road and drain alignments selected for construction and improvement under the sub-project and investigated about likely impacts on the people with respect to land acquisition and resettlement and other social safeguard issues. An IR impact checklist with required verification of the sites is attached with this report as annexure-1. During site visit, Mayor, Panel Mayor, Councilors, Assistant Engineer, one sub-assistant Engineer, and a surveyor of the Paurashava accompanied the consultants to assist in identifying the locations and alignments of the proposed roads, drains and street lights etc. organized consultations/meetings with the local representatives and people of the sub-project area. The major findings of the social impact assessment study have been summarized below:

Table-3: Social Impact Assessment of Road Sub-project**Name of Package: IUGIP/GOAL/UT/01/2023**

PDP SI No.	Financial Year	PDP ID No.	Scheme Name/ Name of works	Length (m)/Nos	Type of loss/ Affected	Name of APs	Possible social Impact	Resettlement required or not	Indigenous people	Remarks
GOAL-R03	IUGIP/GOAL/UT/01/2023	GOAL-R03	Improvement of Road by RCC a. from D Chatter to Masjid Para Masjid (Ch. 0.00m to Ch. 435m), b. Link - 1 up road Masjid Para Rail Colony Almas Shop near signal down (Ch. 0.00m to 770m), c. Link - 2 Adarsha Gram Monor Bari to Habir Shop near Rail Line (Ch. 0.00m to 350m) including RCC Cross Drain at Ch. 200m, Ch. 125m, Protection Work at (Ch. 150m to 170, R/S), (Ch. 170m to 200m, L/S), (Ch. 60m to 110m, L/S), (Ch. 720m to 740m, L/S), (Ch. 5m to 75m, R/S), (Ch. 310m to 350m, R/S), & installation of Street Light 56 nos. at ward no - 7, Goalanda Paurashava, Rajbari. Total Length = 1555m.	1555 m	No loss applicable	Not applicable	- No IR impacts - No requirement for land acquisition - There is no possibility of any adverse impact in terms of losing income or livelihood. - Temporary disturbance of pedestrians and vehicles to be addressed in the sub-project environmental management plan (EMP).	Not required	Not found	Goalanda Paurashava own land
GOAL-R06		GOAL-R06	Improvement of Road from (SR - 3) Khaja Office to Bari Bad via Zen Model Govt. Primary School more including Protection Work at (Ch. 440m to 450m, L/S), (Ch. 533m to 562m, L/S), (Ch. 640m to 660m, L/S), (Ch. 790m to 830m, R/S), (Ch. 867m to 9200m, R/S) & installation of Street Light 69 nos. at ward no - 6, 7, 8, & 9, Goalanda Paurashava, Rajbari. Total Length = 2050m.	2050m.	No loss applicable	Not applicable	- No IR impacts - No requirement for land acquisition - There is no possibility of any adverse impact in terms of losing income or livelihood. - Temporary disturbance of pedestrians and vehicles to be addressed in the sub-project environmental management plan (EMP).	Not required	Not found	Goalanda Paurashava own land
			Total RoadsLength = Street Lights=	3605 m SL-125	No loss applicable	Not applicable		Not found	Not found	Goalanda Paurashava own land

21. It was revealed from the study that the roads, including street lights installation under this sub-project selected for the IUGIP is expected to facilitate improved transport system and enhanced business facilities for the residents of the Paurashava area. During discussions, it was reported by the Paurashava representatives and officials, particularly the local residents and local representatives that the migration of population in the city in every year are causing severe problems to city dwellers due to insufficient civic facilities particularly in consideration of the existing roads and coverage of other urban facilities etc. They were expecting that implementation of this sub-project within the Paurashava area could solve the current problem of the residents at a greater extent. The proposed roads selected under the sub-project were a long demand of the people of the city.

22. During site visit, consultants investigated about the existing condition of the roads and their alignments emphasized on land acquisition, resettlement and rehabilitation issues. Important findings of the study in connection to IR and social safeguard issues is that the improvement/constructions of the roads were found to be carried out on the available existing roads. These construction works of the roads under the sub-project will neither require nor involve any land acquisition. In fact there are no structures, houses, shops or any other establishments found to be affected on the proposed roads alignment, being construction activities will be carried out on the existing road's ROW including the shoulders at the edge of the existing road alignment. As a result, no dislocation, displacement of houses or structures will be required due to the development. Moreover, on the way to different sites, consultant team also had meetings/discussions with some local people about the necessity of these roads and their improvements. All of them unanimously, welcomed the project and narrated the current situation and sufferings of city dwellers due to poor and dilapidated condition of the roads and not having proper drainage system. So, the people discussed/ consulted were found interested and urged for immediate construction/ development of sufficient number of roads including drains within the Paurashava area. Most of the participants during discussions showed positive attitudes to the proposed sub-project improvements. The participants opined that there is no sign of land aNone opposed the sub-project. The public views and suggestions to minimize the likely adverse impacts and to enhance positive impacts due to the sub-project implementation have been noted and incorporated in the report. In this connection, they assured the consultant to extend all sorts of cooperation and participation during construction/development of this sub-project.

VII. LAND ACQUISITION AND RESETTLEMENT

23. Physical, social and economic displacement is an inevitable part of the development. But here road widening and construction of drain are normally will be carried out on existing land of the Paurashava. So, there is no scope of land acquisition.

24. The implementation of the subprojects will be carried out within existing public rights-of-way (ROW) and there will thus be no resettlement issues. The summary results of the resettlement screening are given below:

- i. No additional public or private lands will be required for the subproject outside the public existing rights of way. As such no Resettlement Action Plan (RAP) will be needed for the Sub-projects;
- ii. No private, public, community, or cultural property of any kind of service delivery facilities as well as commercial activities will be affected;
- iii. A phased approach to the construction of the roads, drains and streetlights shall be applied in order to minimize the disruption of business located along their alignments. If required, planks/platforms shall be installed to facilitate the entry and exit of customers and business people alike;

- iv. Agricultural or industrial productivity will not be hampered by the proposed subprojects;
- v. Felling of small trees located may be needed, and a replantation program shall be put in place during the implementation of the subprojects;
- vi. Preparation of resettlement action plan (RAP) will not be required for implementing the subproject

25. In case it is found during detailed design or implementation that a subproject will require resettlement, activities will be subject to considerations and criteria that are consistent with the ADB's policy while taking into account the temporary nature of the displacement. The objective is to minimize disruption to the affected population. Special consideration should be given to avoiding irreversible negative impacts (such as permanent loss of employment), providing satisfactory temporary services, and, where appropriate, compensating for transitional hardships.

26. **Acquisition**, if found necessary, shall entail the payment of compensation to the legal owners. Displaced persons shall be resettled and rehabilitated under the ADB's Safeguard Policy Statement-2009. Any person displaced either titled or non-titled will be compensated for their losses.

- a. Cash compensation equal to lost income for one year, based on tax record or, in its absence, comparable rates from registered businesses of the same type with tax records
- b. Provision of retraining, job placement, additional financial grants and microcredit for equipment and buildings, as well as organizational/logistical support to establish Affected Person (AP) in alternative income generation activity.
- c. Livelihood restoration and rehabilitation program may be included in the subprojects.

27. **Squatters and encroachers:** Squatters are socio-economically vulnerable persons or households, who do not have legal rights to the affected lands, but use them for residential, commercial or livelihood purposes. Encroachers are vulnerable and non-vulnerable persons or households who extended their possession into the affected public lands. The squatters and encroachers, if displaced, will not be compensated for lands but only for assets built or grown on the land they occupy. Paurashava will identify the eligible affected squatters and encroachers.

- d. **Owners of displaced businesses:** Compensation for income loss from businesses that is displaced from private lands. Compensation/assistance will be given to the actual owners of the affected businesses.
- e. **Rental income earners**, from built premises situated on private lands: Affected rental income earners from built premises situated on private land will be compensated for loss of income. Those who earn rental income by erecting buildings/structures on Paurashava and other public lands will be ineligible for compensation/assistance.
- f. **Usufruct rights holders** of affected land/property: Owners of affected business, agricultural, fisheries and other activities on formally leased-in government land, where leases stipulate compensatory conditions in cases where lands are taken back or acquired before lease expiration.

28. **Cut-Off-Dates:** Eligibility of affected persons for compensation and assistance will be governed by eligibility cut-off dates as well. These dates will be established to identify the non-land assets that will qualify for compensation and discourage abuse of the mitigation

policies by defrauding the project. These are the dates on which censuses of the affected persons and assets are completed on particular area (mauza/Ward/village). No person or his/her assets will qualify for compensation directly through Paurashava unless they are recorded in the census taken on the cut-off date.

29. **Contingency for Displacement Fund and Public Consultation:** A Contingency or Displacement Fund may be allocated in the event of the need to compensate temporary business losses, damages to minor structures, felling of trees, and unforeseen losses. **This may be equivalent to 5% of total construction cost.**

30. **Land Acquisition & Resettlement:** The infrastructure improvements under IUGIP could have resettlement impacts. However, this selected sub-projects at the Paurashava under IUGIP comprises two road (3605 m) and 125 street lights of the Paurashava. In this connection, an in-depth social impact assessment was conducted based on the design completed schemes only to examine these issues, particularly with respect to the requirements of the *ADB Policy on Involuntary Resettlement* (1995), Social Safeguard Policy Statement (SPS) 2009, National Resettlement Policy -2009 under Ministry of Land (2009) national legislation of the Government of Bangladesh, Acquisition Requisition of Immovable Property Act-2017 (ARIPA-2017). The social safeguard study for the design completed schemes at the Paurashava suggests that there is no possibility of new land requirements, being improvement of the roads will be done on the existing ROW and land is available belong to Paurashava. The ROW allocated for the road schemes also were confined through design prepared by MDS Consultant using existing road's ROW and the shoulders at edge of existing road shoulders. It was revealed through physical investigation that the proposed sub-project impact does not extend over any privately owned or any other new land for undertaking civil works. As such no land acquisition and resettlement will be required. Besides, the proposed ROW for the design completed road under the sub-project, there is no possibility of affecting any structure and none found to be required relocation. Moreover, there is no possibility to loss of livelihood, neither permanent nor temporary due to loss of land/assets occupied or squatting by anybody is expected for the proposed development. Some minor impacts might be happened but this will be minimized by alternative arrangement. Based on final design of the sub-projects during implementation and construction work, all the probable resettlement impacts will be reviewed and necessary mitigation measures will be taken. Therefore, the potential impact of the sub-projects on privately owned land/assets was fully eliminated, and correspondingly, no issues relating to involuntary Resettlement will occur during implementation of the sub-project. Although, concerned road schemes unlikely to have any IR or resettlement impact. However, the construction/improvement of the subproject may cause only minor temporary disturbances limited to dust and noise, movement of people etc., which will be limited to the construction period only, and could easily be mitigated as described in this report. Summary of land acquisition and resettlement impacts which has been assessed using a standard IR checklist undertaking a complete transect walk for the subproject annexed with this report (Annexure-1).

VIII. MITIGATION OF SOCIAL CONCERNS

31. Although the road schemes under the subproject construction/ improvement is not expecting any land acquisition and involuntary resettlement, either physical or economic displacement, or temporary restrictions to land use. However, some assumptions were made that during civil works for different schemes, pedestrians, residents and shopkeepers/different business operators carrying out different economic activities particularly beside the road; customers might face temporary disturbances in connection to movement and operate their business. In order to avoid even minor temporary disturbances during the construction activities, the following measures are suggested to eliminate such impacts:

- Informing all residents local households and traders about the nature and duration of

works in advance, so that they can make necessary preparations to face the situation.

- Providing wooden walkways/planks across trenches for pedestrians and metal sheets where vehicle access is required and proper precautions and barricade will be provided to avoid accidents into the ditch for children, women, elderly people and handicapped and vehicle. Also, proper signboard, milking, leaflet and communications are essential in this connection. Necessary alternative road network and diversion of traffic will be mandatory for this. Project authority and contractors will be liable and compensate any loss or damage for this for negligence of contractors and this should be included in the contract document and procurement policy of the contractors.
- Increasing the work force and using appropriate equipment to complete the work in a minimum timeframe.
- Suggest people to wear (PPP gadgets) especially mask to prevent from dust problem during construction and also routine water spray is essential to avoid and minimize dust in the air and nearby residence.
- Other social concern, if any will be properly solved by Grievance Redress Committee (GRC) under the Grievance Redress Mechanism (GRM) of the project already formed by the PIU/PMCU.
- Paurashava will prepare Social Action Plan (SAP), Gender Action (GAP), Poverty Reduction Plan and Stakeholders Engagement Plan in this connection. Gender segregated data will be preserved thorough routine monitoring of implementation work and Paurashava will preserve baseline information of pre project, during project and post project evaluation by formation of social development unit of the Paurashava.
- Any other preventive measures to be adopted as required considering the situation during construction.

32 Therefore, the above mitigation measures during civil works would not impede local resident, pedestrians 'customers and clients from shopping locally or using the usual services from local businesses.

IX. COMMUNITY CONSULTATION

33. A workshop cum consultation meeting was held for selection different priority sub-projects viz. roads and other urban facilities on 7-10 June, 2022 with the Mayor, Panel Mayor, local community, Paurashava officials, Councilors, TLCC, WLCC members, public representatives, local community people, local elites, businessmen, minority community, teachers, religious leaders, journalists, other government officials and different stakeholders since subproject preparation to date at different stages of the project activities. In addition to that a number of Focus Group Discussion Meeting (FGDs) were conducted on 07 to 09 June 2022, in the project sites as a part of information dissemination about the upcoming subproject implementation. Details are in the Annexure-07. The major objective of such consultations was to identify different issues, problems/constraints and prospects and feedback from the participants in connection to different development activities under the subproject. Consultation is a continuous process which requires holding meetings from the very beginning of the project preparation to implementation of the project. The consultations conducted so far were mainly covering information dissemination about the project /subproject and its scope, possible positive and negative impacts includes necessity of land acquisition, procedures of compensation valuation for the affected land and properties, payment of compensation, APs/local people's opinions /feedback on different social issues and concerns e.g. fair compensation, grievances, local demand, involvement of APs and local people in different project activities and employment in project works etc.

34. However, Stakeholder consultations/meetings were conducted at Paurashava office on

7, June 2022, with the Paurashava Mayor, Panel Mayor, councilors, officials, TLCC, WC members, local representatives, and local community people to assess the IR impacts. The consultations were covered mainly to inform project stakeholders include project affected and beneficiary people about the project concept, its objectives and different social safeguard issues, land acquisition requirements etc. as per technical design of the subprojects. They were also consulted to know about their perceptions on risks and consequences of the subproject development concerns, views on alternative options and beneficiary participation in Project cycle. The potential affected persons along with local residents/community leaders and other stakeholders were consulted through group meetings and personal contact. The inputs from the stakeholders' meetings have been used to develop appropriate mitigation measures. This interactive approach will continue during the implementation of the subproject. The findings of the above consultations revealed a lot of positive impacts in spite of a few temporary impacts/concerns limited to construction period only, which have the scope of mitigation.

Figure-6: Stakeholder Consultancy Meetings with Mayor, Panel Mayor, Secretary, Councilors, TLCC, WC Members and Concerned Engineers and Officials

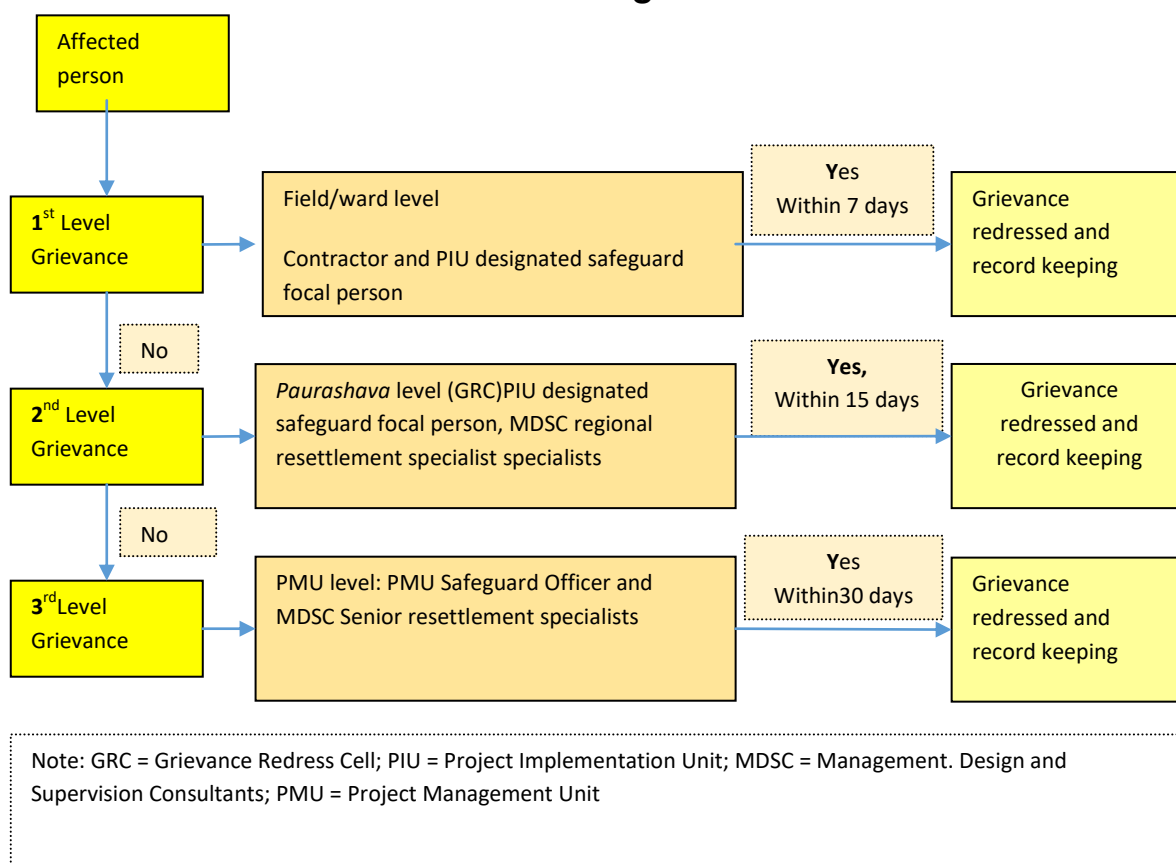


X. GRIEVANCE REDRESS MECHANISM (GRM)

35. In order to receive and facilitate the resolution of affected people's concerns, complaints, and grievances concerning the sub-project's safeguards performance, a GRM to be established at PIU level. This GRM will work to address any complaints that arise during the implementation of the sub-project. In addition, the GRM will include a proactive measure before commencement of construction of subproject (prior to mobilization), the community will be formally disclosed/ advised of project implementation details, so that all necessary project information is communicated effectively to the community and their immediate concerns can be addressed. This proactive approach with communities will be pursued throughout the implementation of the sub-project.

Figure-7: Grievance Redress System

GRM Diagram



36. The GRM will address affected people's concerns and complaints proactively and promptly, using an understandable, communicated, and transparent process that is gender responsive, culturally appropriate, and readily accessible to all segments of the affected people at no costs and without retribution. The mechanism will not impede access to the Country's judicial or administrative remedies. Accordingly, the focal person of PIUs started briefing among the concerned project stakeholders about the GRM procedures of IUGIP and also focusing the mitigation process of grievance/complaint received from the community, if any. It needs to be mentioned that the Consultants discussed /briefed about the formation of GRM, its functions and responsibilities among the project beneficiary/affected persons in the subproject area different times during site visit.

XI. CONCLUSION

37. A due diligence process was conducted for this sub-project to examine the IR issues particularly with respect to the requirements of the ADB's SPS (2009) and Land Acquisition Policy of GOB. However two roads of 3605 meters' construction/ improvement including 125 street lights and other works under the sub-project at Paurashava will be a straight forward construction/improvement along the existing roads on Paurashava/ Government lands. As a result, the sub-project's drains improvement/construction will neither cross nor affect any land or any 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 sub-project likely impacts in terms of social safeguard and Involuntary Resettlement. The results of the study suggest that the impact of this sub-project does not incur any land acquisition, resettlement or economic displacement. The reasons for this outcome are:

- i) Construction and Improvement of the proposed roads will be done on the existing road ROW is also are encumbrance free;
- ii) Construction of the proposed roads will be done along side of existing roads ROW are encumbrance free;
- iii) The population of the town along the proposed subproject alignments will hardly impede their business or any other economic activities due to construction of roads, so there should be no resulting losses in income or assets.

38. The sub-project is unlikely to have any involuntary resettlement impacts, thus can be classified as a Category-C considering the IR impacts. As a result, it will not require any resettlement survey and preparation of Resettlement Plan (RP). But it will require extensive consultations/discussions, with the people and beneficiaries and to ensure their participation during implementation of the sub-project to solve negative impacts if any, to expedite project works. However, safeguard compliance monitoring will still be conducted during the project implementation and civil works activities.

XII. ANNEXURE-1: Involuntary Resettlement (IR) Impacts Checklist by Scheme of the Road of Goalanda Paurashava**Name of Package: IUGIP/GOAL/UT/01/2023**

PDP SI No.	Financial Year	PDP ID No.	Scheme Name/ Name of works	Length (m)/Nos	Type of loss/ Affected	Name of APs	Possible social Impact	Resettlement required or not	Indigenous people	Remarks
GOA L-R03	IUGIP/GOAL/UT/01/2023	GOAL-R03	Improvement of Road by RCC a. from D Chattar to Masjid Para Masjid (Ch. 0.00m to Ch. 435m), b. Link - 1 up road Masjid Para Rail Colony Almas Shop near signal down (Ch. 0.00m to 770m), c. Link - 2 Adarsha Gram Monor Bari to Habir Shop near Rail Line (Ch. 0.00m to 350m) including RCC Cross Drain at Ch. 200m, Ch. 125m, Protection Work at (Ch. 150m to 170, R/S), (Ch. 170m to 200m, L/S), (Ch. 60m to 110m, L/S), (Ch. 720m to 740m, L/S), (Ch. 5m to 75m, R/S), (Ch. 310m to 350m, R/S), & installation of Street Light 56 nos. at ward no - 7, Goalanda Paurashava, Rajbari. Total Length = 1555m.	1555 m 56 SL	No loss applicable	Not applicable	- No IR impacts - No requirement for land acquisition - There is no possibility of any adverse impact in terms of losing income or livelihood. - Temporary disturbance of pedestrians and vehicles to be addressed in the sub-project environmental management plan (EMP).	Not required	Not found	Goalanda Paurashava own land
GOA L-R06		GOAL-R06	Improvement of Road from (SR - 3) Khaja Office to Bari Bad via Zen Model Govt. Primary School more including Protection Work at (Ch. 440m to 450m, L/S), (Ch. 533m to 562m, L/S), (Ch. 640m to 660m, L/S), (Ch. 790m to 830m, R/S), (Ch. 867m to 9200m, R/S) & installation of Street Light 69 nos. at ward no - 6, 7, 8, & 9, Goalanda Paurashava, Rajbari. Total Length = 2050m.	2050m. 69 SL	No loss applicable	Not applicable	- No IR impacts - No requirement for land acquisition - There is no possibility of any adverse impact in terms of losing income or livelihood. - Temporary disturbance of pedestrians and vehicles to be addressed in the sub-project environmental management plan (EMP).	Not required	Not found	Goalanda Paurashava own land
			Total RoadsLength = Street Lights=	3605 m 125 SL	No loss applicable	Not applicable		Not found	Not found	Goalanda Paurashava own land

**ANNEXURE-2: DRAFT PROJECT INFORMATION LEAFLET ON SOCIAL
SAFEGUARDS ISSUES**

**Government of the People's Republic of Bangladesh
Ministry of Local Government, Rural Development and
Cooperatives
Local Government Division
Local Government Engineering Department**

Project Information Leaflet (Draft)

For

Urban Government Infrastructure Improvement Project
(IUGIP)

- 1. Introduction to the Project IUGIP:** The Urban Government Infrastructure Improvement Programme is under implementation by the Government for development of different infrastructure facilities covering selected Paurashavas of the country. The Project will support development of key urban infrastructure, focusing on urban environment and economic development through strengthening municipal management and capacity for effective and sustainable development. The project is implementing number of subprojects funded by ADB and GoB. The subprojects under IUGIP eligible for funding assistance include transport, water supply and sanitation, solid waste management, drainage, municipal facilities like kitchen market, supermarket development, park etc.
- 2. Implementation Arrangement:** Local Government Engineering Department (LGED) is the lead executing agency of the Project. Different subprojects to be undertaken will be implemented by a number of Implementing Agencies (IAs), such as: LGED, Paurashava as under the project area.
- 3. Subproject Selection Procedure:** The implementation of the Project includes identified sample sub-projects during PPTA along with selection and approval of additional new sub-projects during implementation. The process for selection and approval of new sub-projects are: PMCU invited proposals from municipalities and urban centers covered under the Project. Upon approval of the Steering Committee and no objection from ADB, a feasibility study was carried out by the Consultants following the procedure of PPTA and finally is implementing those subprojects found feasible.
- 4. Land Acquisition and Resettlement of the project affected people:** The project is unlikely to have significant land acquisition and resettlement impacts. The basic principles of IUGIP are to: (i) avoid involuntary resettlement whenever feasible; (ii) minimize resettlement where population displacement is unavoidable; and (iii) ensure that displaced persons receive assistance so that they are at least as well-off as they would have been in the absence of the project.
- 5. The persons eligible for compensation:** The APs with or without title to land and properties will be entitled for compensation, resettlement benefits & assistance following the RF and the ADB policy. The APs “with” title to the lands will receive cash compensation for their affected lands, including the structures, fences they have constructed, and crops and trees planted on the lands. Those “without” title to the lands will be compensated for their structures constructed thereon, and crops and trees they have grown in the affected lands. APs eligible for compensation to be identified through a census and detail measurement survey of the affected prosperities.
- 6. Time for conducting census and inventory of losses in the subproject area:** After finalization of detail design for a subproject, concerned PIU office will mark the subproject alignments. After that consultant with support from the PIUs will conduct the census of all APs and will record the inventory of their affected properties in survey questionnaire. The properties recorded in the survey questionnaire will be the bases in calculating the compensation. The completion date of the census survey will be considered “cut-off-date” for receiving entitlements by the APs. After the cut-off-date, no new persons, buildings/ structures or cause, any kind of land use change, will be considered eligible for compensation or resettlement assistance.
- 7. Category of Vulnerable Affected Persons (APs):** i) Households below the poverty line, ii) Households headed by the elderly persons iii) Households headed by physically handicapped, iv). Households headed by women & v) Households headed by Indigenous Persons

8. Bases for calculating the compensation: All unit prices for calculating the compensation for lands, structure and other affected assets will be based on replacement cost at prevailing market rates in the subproject area.

9. Provision of other benefits to the APs: There are various benefits e.g., income restoration, relocation/shifting, vulnerability allowances that the APs will get from the project. In addition, APs or any member of their family will be provided with skill development trainings and also in employment during construction of the subprojects. In the long-term, the subprojects will be of great help to the people.

10. Responsibility of compensation Payment: Depending on the types of loss, the Deputy Commissioner, PIU/PMCU will pay compensation to APs

11. Procedure for resolving the grievances/issues related to compensation or other Social Safeguard Issues: A Grievance Redress Mechanism (GRM) framed for the project with the objective to receive and facilitate resolution of APs, complains & grievances to ensure project safeguard performance. The GRM should be scaled to the risks and adverse impacts of the project. It should address displaced persons concerns and complaints promptly, using an understandable and transparent process that is gender responsive, culturally appropriate, and readily accessible to all segments of the affected people at no costs. The GRM shall not impede access to the existing judicial or administrative remedies. The APs will be appropriately informed about the mechanism. The APs would have every access to file any complaint with the local Grievance Redress Committee (GRC) that established at each PIU. A focal person at each PIU level is responsible (Resettlement safeguards officer or Project Manager) to record complains from APs with convening GRC meetings, recording decisions, issuing minutes of the meetings and taking follow up action etc. The duties of the GRC are: (i) provide necessary support to APs on safeguard related issues; (ii) record grievances of APs and prioritize those that need immediate resolutions; (iii) inform the PMCU of serious disputes that need to be resolved within the appropriate period; and (iv) update the APs on status of their complaints.

12. Public disclosure of social safeguard Documents/Resettlement Plans: The resettlement plan or other safeguard documents of the project/subproject will be disclosed among the APs and beneficiaries in a local language. These documents will also be uploaded on IUGIP/LGED and the ADB website to facilitate dialogue with other individuals and organizations. The PMCU & ADB will ensure the safeguard documents for the subprojects to receive the feedback from stakeholders' during implementation and to disseminate the necessary information about the major changes of a scheme under the subproject (if any).

ANNEXURE-3: INVOLUNTARY RESETTLEMENT IMPACT ASSESSMENT CHECKLIST

Note: This is an expanded checklist based on ADB IR Impact Assessment Checklist. The modifications are indented to facilitate quick IR assessment by PIUs of a proposed sub-project. The checklist may be modified as deemed necessary during project implementation

A. Introduction

Each sub-project/component needs to be screened for any involuntary resettlement impacts which will occur or have already occurred. This screening determines the necessary action to be taken by the Project team/design consultants.

B. Information on proposed scheme/Sub-Project : IUGIP/GOAL/UT/01/2023

- a. District name: Rajbari
- b. Location: Goalanda Paurashava, Rajbari District
- c. Proposed scheme considered in this checklist: (check one)
 - X-- roads
 - drainages
 - water supply
 - solid waste management
 - sanitation
 - (toilets, septage management, etc.)
 - -X-- street lighting
 - community center/auditorium
 - bus and truck terminals
 - river ghats
 - Others (please specify)-

C. Screening Questions for Involuntary Resettlement Impact

Involuntary Resettlement Impacts	Yes	No	Not Known	Remarks
Will the Project include any physical construction work?	X			Rehabilitation/Construction of two roads ,and 125 street lights, other civil works etc.
Does the proposed activity include upgrading or rehabilitation of existing physical facilities?	X			
A. Land (not applicable for public ROWs)				
1. Ownership of land known?	n/a	n/a		(if yes, check appropriate) ___ government ___ private ___ trust/community ___ traditional (IPs/tribal) ___X_ Paurashava
2. Land purchase/acquisition (answer required even for land donation and/or negotiated land purchase)- Not applicable				
a. permanent (owner/s required to transfer ownership/rights to Paurashava)		X		(if yes, provide purpose)
b. temporary (owner/s retain rights/ownership)		X		(if yes, provide purpose)
c. not required	X			(Check appropriate) ___X_ land owned by Paurashava ___ land owned by other

				government agency ___ proposal will not require land (scheme will be along right of way or existing facility)
3. Current usage of the land known?	X			if yes, check as appropriate: ___ agricultural ___ residential ___ commercial/business ___ community use __X_ vacant/not used ___ private access road ___ others (specify) _____
4. Are there any non-titled people who live or earn their livelihood at the site/land?		X		(if yes, provide description)
5. Are there any existing structures on land?		X		
(if yes, complete the following information)	Not applicable			
- Residential		X		(if yes, provide number)
- Business/shops/stalls		X		(if yes, provide number)
- Fences		X		(if yes, provide description – brick, bamboo, wired, etc.)
- Water wells		X		(if yes, provide number)
- Sanitation facility		X		(if yes, provide description)
- Others (specify) _____		X		(if yes, provide description)
6. Are there any trees on land?		X		(if yes, provide number)
7. Are there any crops on land?		X		(if yes, provide if perennial or seasonal)
8. Will people lose access to:		X		
- any facility		X		(if yes, provide description)
- services		X		(if yes, provide description)
- natural resources		X		(if yes, provide description)
9. Will any social or economic activities be affected by land use-related changes?		X		
10. Are any of the affected persons (AP) from indigenous or ethnic minority groups?		X		(if yes, provide description)
B. Linear Works				
1. Within public ROW?		X		
2. Structures on ROW? (applicable to full or partial parts, applicable to permanent/semi-permanent structures)		X		
- Residential		X		
- Commercial/business/stalls		X		
- Fence/boundary walls		X		
- Sanitation facility		X		
- Community facility		X		
- School/educational facility		X		
- Religious structure		X		

- Service provision (light poles, water wells, etc.)		X		
- Others (specify)		X		
3. Any mobile vendors/hawkers using ROW?		X		
4. Will there be loss of agricultural plots?		X		
5. Will there be loss of trees?		X		
6. Will there be loss of crops?		X		
5. Will people lose access to:				
- any facility		X		(if yes, provide description)
- services		X		(if yes, provide description)
- natural resources		X		(if yes, provide description)
6. Are any of the affected persons (AP) from indigenous or ethnic minority groups?		X		(if yes, provide description)

D. Attachments

1. Sub-Project with land requirement: Not applicable

- a. Photograph/s of site/s: not applicable
- b. Photograph/s of existing structure/s (permanent/semi-permanent): not applicable

2. Sub-Project along ROWs:

- a. Photograph/s of each alignment (chain age wise at least 200 meters): not applicable
- B. Photograph/s of existing structure/s (permanent/semi-permanent): not applicable
- C. Photograph/s of trees/crops: not applicable

ANNEXURE-4: INDIGENOUS PEOPLE CHECKLIST/ SMALL ETHNIC COMMUNITIES (SEC) IMPACTS

Introduction:

1. Each Project/Sub-Project/component needs to be screened for any indigenous people
Impacts which will occur or have already occurred. This screening determines the necessary
action to be taken by the Project team.

B. Information on Project/Sub-Project/component: **IUGIP/GOAL/UT/01/2023**

a. District name: Rajbari

b. Location (km): Goalanda distance around 15.2 km from district headquarter- Rajbari and 7 km from Goalanda upazila H.Qs.

c. *Technical description:* The Sub-Project contains Rehabilitation/Construction of two roads, 125 street lights components of the sub-project in the upcoming project of IUGIP.

Screening Questions for Indigenous People/SEC Impact

KEY CONCERNS (Please provide elaborations in the "Remarks" column)	YES	NO	Not Known	Remarks
A. Indigenous Peoples/SEC Identification				
1. Are there socio-cultural groups present in or using the Project area who may be considered "tribes" (hill tribes, scheduled tribes, IP/SEC), "minorities" (ethnic or national minorities), or "indigenous communities"?		X		
2. Are there national or local laws or policies as well as anthropological researches/studies that consider these groups present in or using the Project area as belonging to "ethnic minorities," scheduled tribes, IP/SEC, national minorities, or cultural communities?			X	
3. Do such groups self-identify as being part of a distinct social and cultural group?			X	
4. Do such groups maintain collective attachments to distinct habitats or ancestral territories and/or to the natural resources in these habitats and territories?			X	
5. Do such groups maintain cultural, economic, social, and political institutions distinct from the dominant society and culture?			X	
6. Do such groups speak a distinct language or dialect?			X	
7. Have such groups been historically, socially, and economically marginalized, disempowered, excluded, and /or discriminated against?			X	
8. Are such groups represented as "indigenous peoples, ethnic minorities," "scheduled tribes," or "IP populations" in any formal decision-making bodies at the national or local levels?			X	

B. Identification of Potential Impacts				
9. Will the Project directly or indirectly benefit or target indigenous peoples?	Y			
10. Will the Project directly or indirectly affect indigenous peoples' traditional socio cultural and belief practices (e.g., Child-rearing, health, education, arts, and governance)?		X		
11. Will the Project affect the livelihood systems of indigenous peoples (e.g., food production system, natural resource management, crafts and trade, employment status)?		X		
12. Will the Project be in an area (land or territory) occupied, owned, or used by indigenous peoples, and/or claimed as ancestral domain?		X		
C. Identification of Special Requirements <i>Will the Project activities include?</i>				
13. Commercial development of the cultural resources and knowledge of indigenous peoples?		X		
14. Physical displacement from traditional or customary lands?		X		
15. Commercial development of natural resources (such as minerals, hydrocarbons, forests, water, hunting or fishing grounds) within customary lands under use that would impact the livelihoods or the cultural, ceremonial, and spiritual uses that define the identity and community of indigenous peoples?		X		
16. Establishing legal recognition of rights to lands and territories that are traditionally owned or customarily used, occupied, or claimed by indigenous peoples?		X		
17. Acquisition of lands that are traditionally owned or customarily used, occupied, or claimed by indigenous peoples?		X		

Indigenous People/SEC Impact

After reviewing the answers above, executing agency/safeguard team confirms that the proposed Subsection/ section/Sub-Project/component (tick as appropriate):

[] has indigenous people (IP)/SEC impact, so an SECDP or specific SEC action plan is required.

[✓] has No IP/SEC impact, so no SECDP/specific action plan is required.

ANNEXURE-5: SAMPLE GRIEVANCE REGISTRATION FORM

The Project welcomes complaints, suggestions, queries and comments regarding Project implementation. We encourage persons with grievance to provide their name and contact information to enable us to get in touch with you for clarification and feedback. Should you choose to include your personal details but want that information to remain confidential, please inform us by writing/typing 'CONFIDENTIAL' above your name. Thank you.

Date	Place of registration				
Contact Information/Personal Details					
Name		Gender	* Male	Age	
Home Address					
Place					
Phone no.					
E-mail					
Complaint/Suggestion/Comment/Question Please provide the details (who, what, where and how) of your grievance below: If included as attachment/note/letter, please tick here:					
How do you want us to reach you for feedback or update on your comment/grievance?					
FOR OFFICIAL USE ONLY					
Registered by: (Name of Official registering grievance)					
Mode of communication: Note/Letter E-mail Verbal/Telephonic					
Reviewed by: (Names/Positions of Official(s) reviewing grievance)					
Action Taken:					
Whether Action Taken Disclosed: Yes () No ()					
Means of Disclosure:					

ANNEXURE-6: SAMPLE GRIEVANCE REDRESS FORM (BENGALI VERSION)**অভিযোগ দাখিল ও নিরসন ফর্মের নমুনা**

তৃতীয় নগর পরিচালন ও অবকাঠামো উন্নতিকরণ (সেক্টর) প্রকল্পের সফল বাস্তবায়নের ক্ষেত্রে যে কোন আপত্তি, অভিযোগ, পরামর্শ, প্রশ্ন এবং মতামতকে প্রকল্পে (চৎড়লবপঃ) স্বাগত জানাই। আমরা অভিযোগকারিকে অভিযোগের সাথে নাম-ও যোগাযোগের ঠিকানা দিতে উৎসাহ দেই যাতে তাঁদের অভিযোগ নিরসনকল্পে প্রয়োজনীয় যোগাযোগ করতে ও পদক্ষেপ সম্বন্ধে তাঁদের সময় মতো জানানো যায়। আপনি যদি আপনার পরিচয় জানাতে চান অথচ তা জনসম্মুখে গোপন রাখতে ইচ্ছা পোষণ করেন তাহলে গোপনীয়শব্দটি ফর্মের উপরে উল্লেখ করুন। ধন্যবাদ।

তারিখঃ		রেজিস্ট্রেশনের স্থানঃ			
যোগাযোগের ঠিকানা/ব্যক্তিগত তথ্যঃ					
নামঃ		লিঙ্গ : (টিক দিন)	পুরুষঃ ☐ নারী : ☐	বয়সঃ	
বর্তমান ঠিকানাঃ					
ফোন নং					
ই-মেইল (যদি থাকে)					
আপত্তি/ অভিযোগ/ পরামর্শ/ প্রশ্ন /মতামত অনুগ্রহকরে আপনার অভিযোগের সাথে বিস্তারিত বর্ণনা (কে, কি, কোথায়, কিভাবে ইত্যাদি) প্রদান করুন।					
যদি এর সাথে কোন সংযুক্তি/নোট/চিত্র/ছবি যোগ করা হয় তাহলে টিক দিনঃ ☐					

শুধুমাত্র দাপ্তরিক কাজে ব্যবহারের জন্যে

নামঃ (যে কর্মকর্তার দ্বারা অভিযোগ রেজিস্ট্রিকৃত)	
যে-মাধ্যমে অভিযোগ গৃহীতঃ (টিক দিন)	১. নোট /চিত্রঃ ☐ ২. ই-মেইলঃ ☐ ৩. টেলিফোনে/সশরীরে-মৌখিকঃ ☐
যে কর্মকর্তা অভিযোগটি পর্যালোচনা করেনঃ	
এই অভিযোগের প্রেক্ষিতে যে পদক্ষেপ গ্রহণ করা হয়েছেঃ	
পদক্ষেপটি জনসম্মুখে প্রচার করা হয়েছে কি ? (টিক দিন)	১. হ্যাঁঃ ☐ ২. নাঃ ☐
যে-মাধ্যমে পদক্ষেপটি জনসম্মুখে প্রচার করা হয়েছেঃ	

ANNEXURE-7: ATTENDANCE & RECORDS OF PUBLIC CONSULTATION

Local Government Engineering Department (LGED)

Urban Governance and Infrastructure Improvement Project

Paurashava: Goalanda

Date:09-06-2022

Focus Group Discussion (FGD)

Location: Sub project Side of Road (start point)

Ward No. 07
Shahnaj Akhter

Ward Councilors: Md Khalilur Rahman Mohon and Ms

Sub-project ID: R-03: Improvement of Road by RCC a. from D Chattar to Masjid Para Masjid, b. Link - 1 up road Masjid Para Rail Colony Almas Shop near signal down, c. Link - 2 Adarsha Gram Monor Bari to Habir Shop near Rail Line including RCC Cross Drain at Ch. 200m, Protection Work at and installation of Street Light 56 nos. at ward no - 7, Goalanda Paurashava, Rajbari. Total Length = 1555m.

No. of participants: 10-20

Issues discussed

Existing roads conditions and its development;
People's interest for development of the roads;
Potential resettlement impacts
Government resettlement policy
ADB's Involuntary Resettlement Policy (SPS-2009)
Participation of local people for development of the proposed roads;
Participation of local community in construction, operation & maintenance of roads;
Potential social and economic impacts of the proposed roads;

Existing road conditions and its development:

Existing drains condition of the Ward 07 is disrupted condition. No visible roads system, no drainage and the area is over flooded during rainy season and hinder the polluted and unhygienic environment condition of the community every year and the community suffer devastative. It needs immediate improvement for the smooth transport network. Further they opined that there will be no impact on any private properties, trees or human. There is no sign of IP in the area.

Perception/Findings of Community:

Existing roads condition of this Ward is very poor and mud pathway only, which are flooded during rainy season, community suffer devastative. Local people expressed their deep concern about the welfare of the community and showed interest for development of this roads.

Action to be taken and Summary of outcome:

The participants earnestly approached to Paurashava for Roads development that will have good affects as a whole. The participants appreciated LGED and ADB's Resettlement Policy for eligibility criteria, entitlement for compensation and resettlement assistance, as well as the provisions of the approved Resettlement Framework for the project

Proposed roads will create social and economic benefit for the local poor and vulnerable people through contributing in income generation and employment.

Photo of Focus Group Discussion (FGD)



FGD Participants List

Local Government Engineering Department (LGED)

Urban Governance and Infrastructure Improvement Programme (Project Readiness Services)

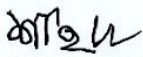
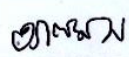
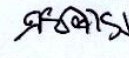
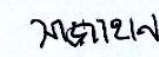
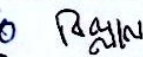
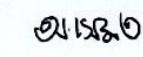
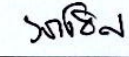
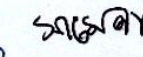
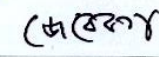
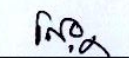
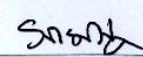
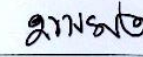
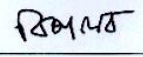
Pourashava: Goalanda

Date: 9-06-2022

Focus Group Discussion (FGD)

Location: Roadside Mondol Shop.

Ward No. 7

Sl No	Name of Participant	Mobile No	Signature	Remarks
1	Sahid Mondol	01734404238		
2	Almas Sheikh	"		
3	Eklas	"		
4	Sahjahan	01799537271		
5	Billal	01752252460		
6	Azmat	"		
7	Shadhin Ahmed	"		
8	Shamela	01723371180		
9	Jebeka Begum	"		
10	Neru molla	01758649445		
11	Samsu Sheikh	01918352154		
12	Hasmat Sheikh	01928067638		
13	Bibop Dewan	01828218728		

Name of Field Visit Specialist with Designation:

- ✓ Maleka Rahman, Social S.G. Specialist
- ✓ Mahfuzul Alam, Environmental Specialist

Maleka Rahman, Social Safeguard Specialist
Mahfuzul Alam, Env. Specialist

Name of Field Visit, Specialist with Designation:

Local Government Engineering Department (LGED)

Urban Governance and Infrastructure Improvement Project

Paurashava: Goalanda

Date:09-06-2022

Focus Group Discussion (FGD)

Location: Councilor office at Sub project Side of Road

Ward No. 09 (joiantly for ward-6,7,8,9)
and
Ms Shahnaj Akhter

Ward Councilors: Md Nasiruddin Roni

Sub-project ID: GOAL/06: Improvement of Road from (SR - 3) Khaja Office to Bari Bad via Zen Model Govt. Primary School more including Protection Work at & installation of Street Light 69 nos. at ward no - 6, 7, 8, & 9, Goalanda Paurashava, Rajbari. Total Length = 2050m.

No. of participants: 10-12

Issues discussed

Existing roads conditions and its development;
People's interest for development of this roads;
Potential resettlement impacts
Government resettlement policy
ADB's Involuntary Resettlement Policy (SPS-2009)
Participation of local people for development of the proposed roads;
Participation of local community in construction, operation & maintenance of roads;
Potential social and economic impacts of the proposed roads;

Existing road conditions and its development:

Existing roads and drains condition of the Ward 06,07,08, and 09 are disrupted condition, road's base top uprooted. No visible roads system, no drainage and the area is over flooded during rainy season and hinder the polluted and unhygienic environment condition of the community every year and the community suffer devastative. It needs immediate improvement for the smooth transport network. Further they opined that there will be no impact on any private properties, trees or human. There is no sign of IP in the area.

Perception/Findings of Community:

Existing roads condition of this Wards are very poor and mud pathway only, which are flooded during rainy season, community suffer devastative. Local people expressed their deep concern about the welfare of the community and showed interest for development of this roads. All the participants expressed their views that there is no IP, no land acquisition issues or any child labours will be employed.

Action to be taken and Summary of outcome:

The participants earnestly approached to Paurashava for Roads development that will have good affects as a whole. The participants appreciated LGED and ADB's Resettlement Policy for eligibility criteria, entitlement for compensation and resettlement assistance, as well as the provisions of the approved Resettlement Framework for the project

Proposed roads will create social and economic benefit for the local poor and vulnerable people through contributing in income generation and employment.

Photo of Focus Group Discussion (FGD)



FGD Participants List

Local Government Engineering Department (LGED)

Urban Governance and Infrastructure Improvement Programme (Project Readiness Services)

Pourashava: Goalanda

Date: 09-06-2022

Focus Group Discussion (FGD)

Location: Ward Councilor office, Ward-09.

Ward No. 9

Sl No	Name of Participant	Mobile No	Signature	Remarks
১.	নাসির হুমায়ুন সানি	০১৭০৭৯৬১৬৫	সানি	
২.	আবদুল আলী মল্লিক	০১৭১৬৯৮১৫৫	আলি	
৩.	আবদুল্লাহ আল মাকসুম	০১৭১৭৬২৫৩২৯২৫	আবদুল্লাহ	
৪.	আঃ রশিদ	০১৭১০৫৩৭২৭১	আঃ রশিদ	
৫.	আবদুল হক খান	০১৭৪৭৭৩২৪১	আবদুল	
৬.	আবদুল মল্লিক	০১৭১৩৫৪১৭৪৪	আবদুল	
৭.	আঃ মল্লিক	০১৭১৫৩৭২৪৭৪	আঃ মল্লিক	
৮.	আবদুল মল্লিক মল্লিক	"	আবদুল	
৯.	আবদুল হক	০১৭২৩৩৭১৮১	আবদুল	
১০.	আবদুল হক	"	আবদুল	
১১.	আবদুল	"	আবদুল	
১২.	আবদুল	০১৭৫৪৬৭৭৭৫	আবদুল	
১৩.	আবদুল	০১৬৭৭-৭৭০৩০৭	আবদুল	

Name of Field Visit Specialist with Designation:

Maleka Rahman, Social S.G. Specialist
 Mahfuzul Alam, Environmental Specialist

Maleka Rahman, Social Safeguard Specialist
 Mahfuzul Alam, Env. Specialist

Name of Field Visit, Specialist with Designation:

Local Government Engineering Department (LGED)

Urban Governance and Infrastructure Improvement Project

Paurashava : Goalanda

Date : 7-6- 2022

Stakeholder Consultation Meeting

Location: Mayor Office Room, Paurashava, with Mayor, Panel Mayor, Councilors, TLCC and LGED Personnel

Ward No. 0-4

Councillor: Mr Fazlul Huque and Ms Shahida Akhter

No. of participants: 20-30

Key Issues discussed

Roads and drains conditions including installation of street lights etc and its development;
Construction/Development of Super Market cum Paurashava/LGED office complex on the existing Paurashava owned lands,
Construction and development of Parks
Role of Councilors in continuing motivation work for the community for onwards support
People's interest for development of this roads, drains and other infrastructures,
Potential resettlement impacts
Government resettlement policy
ADB's Involuntary Resettlement Policy (SPS-2009)
Participation of local people for development of the proposed roads and drains
Participation of local community in construction, operation and maintenance of roads and drains;
Potential social and economic impacts of the proposed roads and drains

Summary of Discussions

The IUGIP Safeguards Consultant Team addressed on the purpose of the IUGIP program and opened the floor for all councilors to share their opinions, comments and any constructive ideas.

Councilors mentioned that the existing roads including its condition of this Paurashava are very poor and mud /kutchra (mostly earthen), which are flooded during rainy season, community suffer devastative period. These need immediate improvement for the smooth transport network.

Everybody presents in the meeting expressed their deep concern about the welfare of the Paurashava and showed interest for development of this Paurashava. They earnestly opined for Roads and drains construction and development that will have good affects as a whole. In addition, the councilors opined that they need an office complex for smooth running of the Paurashava activities. In this respect most of them expressed that it would be a noble initiative to construct a Super Market including Parks in Paurashava on the existing land, that would enhance the income of the Paurashava for its running expenses. Further they opined that there is no impact on any private properties, trees or human. There is no sign of IP in the area. The Councilors appreciated LGED and ADB's Resettlement Policy for eligibility criteria, entitlement for compensation and resettlement assistance, as well as the provisions of the approved Resettlement Framework for the project

Proposed development schemes of Paurashava (roads and drains) will create social and economic benefit for the local poor and vulnerable people through contributing in income generation and employment.

Stakeholder Consultancy Meeting (7-6-2022)





Stakeholder Consultancy Meetings with Mayor, Panel Mayor, Councilors, TLCC

Annexure-3

Key Issues of Discussion at FGDs conducted under Goalanda Paurashava:

Sl. No.	Key issues	Major Findings
1.	Purpose of the FGD Consultation Meeting.	Goalanda is newly awarded as Paurashava in the administrative constituency of Bangladesh administration. Recently it was included in the IUGIP of LGED of LGRD. Paurashava distance from Rajbari district is 15.2 km, and 7 fro Goalanda Upazila.. (Banglapedia-Feb-2022) The Social and Environment Safeguard consultants of IUGIP-LGED, addresses the purpose of the consultation meeting. The main focus was given on the improvement/construction of roads and drains of different wards/areas in the Paurashava, along with the right of way (ROW) and other relevant entities as per ADB SPS 2009.
2.	Existing condition of the roads.	Being a business hub, most of the roads were constructed about 20-30 years ago, but due to not maintenance and repair, mostly are in very bad condition. As such the existing road condition is dilapidated, pot holes in everywhere, broken; narrow, earthen so, when heavy vehicles run side by side it sometimes destruction of household fences. In the rainy season it becomes very difficult for the people & transport to move. It gets worse and movements of vehicles come to a stop at some time when it rains heavily. Sometimes accidents happen. Emergency movement like taking patients to hospitals by ambulance cannot be possible. No provision of drains in any of the roads. Drains's outfall will be done accordingly in R-03 beside end of adjacent wall , and in R-06 will be fall out to the lower land/canal adjacent.
3.	Benefits for the community by the better roads communication that will bring better scopes for the community	The existing condition of the proposed roads are very poor and it needs development. The local community expressed their interest to provide necessary support for construction and maintenance of the proposed roads. Although some households will be affected temporarily with their structures like residential houses, walls/fences and their (detail information of affected assets, number of households and inventory of losses will be provided through detail census and measurement surveys with cost estimate) The local community believes that the development of roads and drains will contribute in their social life and economic development through creating efficient road network in the town, which will also create opportunity for healthy service delivery and increasing quality education for better employment.
4.	Community's willingness to support Paurashava	The FGD conducted in Ward No. 06,07,08 and 09 revealed that the community people as whole expressed their greater interest for the development of the roads and drains and other civil works through their active participation in construction, monitoring and maintenance. Further, very eager to extend all kinds of support for implementing the sub-project. The community representatives /ward councilors expressed that they will continue to motivate the people for extending their support for the roads and drains sub-projects.

ANNEXURE-8: Brief Description And Photographs Of Alignments Of Proposed Road

Proposed Road in Ward No. 06, 07, 08 and 09:

Improvement of Road by RCC a. from D Chattar to Mosjid Para Mosjid (Ch. 0.00m to Ch. 435m), & installation of Street Light 56 nos. at ward no - 7, Goalanda Paurashava, Rajbari. Total Length = 1555m.

R-03(Link-01)TR-11(5):Improvement of Road Starting from D-Chattor Railway Line to Moshjid Para Moshjid .(Ch:00.0.-435.00)m.Ward no-07 Under Goalanda Pourashava District: Rajbari.





R-03(Link-2)TR-30(2):Improvement of Road By RCC Starting from UP Road Moshjid Para Rail Colony to Almas's shop near Railway Down Signal .(Ch:00.0.-770.00)m .Ward no-07 Under Goalanda Pourashava District: Rajbari.

b. Link - 1 up road Mosjid Para Rail Colony Almas Shop near signal down (Ch. 0.00m to 770m),



c. Link - 2 Adarsha Gram Monor Bari to Habir Shop near Rail Line (Ch. 0.00m to 350m) including RCC Cross Drain at Ch. 200m, Ch. 125m, Protection Work at (Ch. 150m to 170, R/S), (Ch. 170m to 200m, L/S), (Ch. 60m to 110m, L/S), (Ch. 720m to 740m, L/S), (Ch. 5m to 75m, R/S), (Ch. 310m to 350m, R/S),

R-03(Link-3)TR-30(2):Improvement of Road Starting from Adorsha Gram Monar Bari to Habir shop near Railway Line.(Ch:00.0.-350.00)m .Ward no-07 Under Goalanda Pourashava District: Rajbari.

R-06.Improvement of Road Start Starting from(SR-3):Khaza Office to Bheri Badh via Zen Model School.(Ch:00.0.-2050.00)m..Ward no-06,07,08 & 09 Under Goalanda Pourashava District: Rajbari.



ANNEXURE-9: LAND OWNERSHIP CERTIFICATE OF THE PAURASHAVA

 **শেখ মুজিব ১০০**

গোয়ালন্দ পৌরসভা কার্যালয়
গোয়ালন্দ, রাজবাড়ী।

শেখ হাসিনার মূলনীতি
গ্রাম বাংলার উন্নতি

ফোন নং ০৬৪২৩-৫৬২৪৪. ই-মেইল নং F xen.goalanda.pou@gmail.com&goalundopaurashava@gmail.com

Ref:
No-01

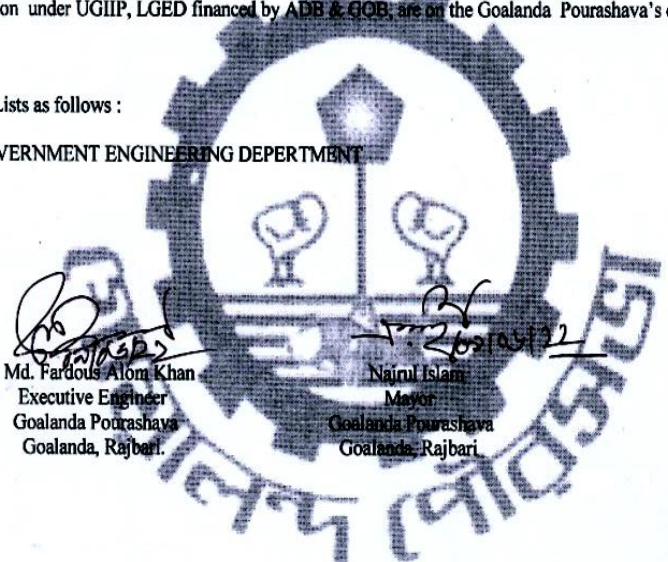


LAND OWNERSHIP CERTIFICATE

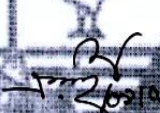
This is to certify that the Proposed Schemes of Municipality Infrastructure including (i) Roads (ii) Drains (iii) Market and Others such as provision for beautification, street lighting and improvement of slums taken up for implementation under UGIIP, LGED financed by ADB & GOB, are on the Goalanda Paurashava's own Land

Sub Project Lists as follows :

LOCAL GOVERNMENT ENGINEERING DEPARTMENT




Md. Fardous Alam Khan
Executive Engineer
Goalanda Paurashava
Goalanda, Rajbari.


Najrul Islam
Mayor
Goalanda Paurashava
Goalanda- Rajbari.