

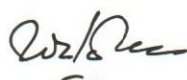
Social Impact Assessment Report on proposed D -9 and D-3(b), D-3 (c) under Kaliakoir Pourashava

Kaliakoir Pourashava proposed to revised D-3-CIP -29 Part-(b) RCC drain from Board Mill Bazar to Main Canal via H/O Mrs. Amena (Ch.0+000 to 0+320 m and Part- (c) RCC drain from Board Mill to CRDP Drain via H/O Mr. Azahar (Ch.0+000 to 0+200 m. Newly Proposed construction of drain D-9 starting from Kaliakoir Road to Turag River via Kaliakoir Bazar(Ch.0+000 to 0+ 575 (m) CIP-2.

On 4 February 2020, I myself with Environmental Specialist of PMU, MGSP and XEN, AE of Kaliakoir Pourashava visited the proposed sites to review the Social Impacts on proposed revised drains. Findings of our visit mentioned below:

1) Proposed new drain D-9 Starting from Kaliakoir Road to Turag River via Kaliakoir Bazar. We have visited physically this road to observe the present drainage condition. This is situated in Kaliakoir Bazar. The length of this road is 575(m). Socially this road is feasible and no households or shops will be affected due to construction of this road. The drain will be constructed on the western part of the existing road. If this drain will continue through western part of the existing road. There are 30 shops in length 60(m) are needs to be partially dismantling. So during our visit we have discussed this issue with the Engineering staffs of Kaliakoir Pourashava and suggested that there is a scope to construct this 60(m) drain on the eastern part of the existing road with provision of crossed drain to minimize the negative impacts of dismantling of these 30 shops. Only 2 electric pillar needs to be relocated. Pourashava ensure that they will shifted these two pole before civil works started. We have met with the shop keepers they are interested for constructing this drain to get rid of water logging during monsoon. There will be cover slab throughout the total drain. This cover slab will be used as footpath for the pedestrians. This area is a Bazar area so during construction of this drain business of the shop keepers may be hampered for the short period of time. From social point of view this drain construction is feasible for the benefit of the local people.

2) RCC drain from Board Mill Bazar to Main Canal via H/O Mrs. Amena (Ch.0+000 to 0+320 m: We have physically visited the proposed sites. This area is densely populated. Water logging is happing almost round the year. Community peoples are very much interested to construct this drain. But from starting point this drain construction could not be easy. Because the scope of work is limited due to clumsy housing. Materials

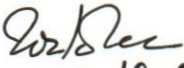


carrying can be difficult and need to dismantle of partial portion of some pacca houses. During our visit we have discussed with the engineering staffs of Pourashava and opined that this drain may be constructed from the end point. There is clear scope up to the workers residence of Modina Tank. This drain goes through this workers residence and found that the workers residence portion of drain already constructed earlier by the Pourashava. After Mondina Tank workers residence there are approximately 20 (m) already cleared by the house owners themselves. So this drain may be constructed up to this point without any negative social impact. Up to this point land owners are willing to provide their land for constructing this drain and gave consent for providing land on non-judicial stamp.

3) RCC drain from Board Mill to CRDP Drain via H/O Mr. Azahar (Ch.0+000 to 0+200 m:

We have visited this site and found that this area is densely populated. Existing drain is nonfunctional. Community peoples are willing to provide their land for constructing this drain. We are recommending to start construction of this drain from outfall. The land owners already gave consent for providing land on non-judicial stamp.

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