

SOCIAL SAFEGUARDS ASSESSMENT REPORT

Improvement of Truck Terminal cum Boundary Market & Multipurpose Building and Installation of Solar Panel in Truck Terminal



Municipal Governance and Services Project (MGSP)

Bangladesh Municipal Development Fund (BMDf)

TABLE OF CONTENTS

TABLE OF CONTENTS.....	ii
ABBREVIATIONS.....	iv
SECTION 1: INTRODUCTION.....	1
1.1 Background	1
1.2 Justification of Selecting the Subproject.....	3
1.3 Importance of Social Safeguard Assessment.....	3
1.4 Project Description.....	4
1.5 Project Location	4
1.6 Project Affected People	5
1.7 Legal and Policy Framework.....	5
SECTION 2: METHODOLOGY OF SOCIAL SAFEGUARD ASSESSMENT.....	7
2.1 Objective of the Study.....	7
2.2 Methodology of the Study	7
SECTION 3: SOCIO ECONOMIC BASELINE OF MONGLA MUNICIPALITY	8
3.1 Population Status and Household Size	8
3.2 Education.....	8
3.3 Street poles and light	8
3.4 Community center.....	8
3.5 Economic System.....	8
3.6 Recreational Park	9
3.7 Health and Sanitation Status.....	9
3.8 Water Supply Situation	9
3.9 Drainage System	9
3.10 Road.....	10
3.11 Bus and truck terminal	10
3.12 Market facilities	10
3.13 Solid Waste Management.....	10
3.14 Economic Benefit of the Market	11
3.15 Stakeholder Identification and Analysis.....	11
3.16 Gender and Vulnerability Analysis	12
SECTION 4: SOCIO ECONOMIC IMPACT ASSESSMENT	15
4.1 Social Safeguard Assessment Using Screening Format	15
4.2 Community Consultation and Participation.....	16
4.2.1 Consultation and participation process	16
4.2.2 Key findings: Issues and Recommended Mitigation Measures	17
SECTION 5: SOCIAL MANAGEMENT PLAN (SMP)	19

5.1 Key Issues Considered in Social Management Plan	19
5.2 Access to Information and Disclosure	19
5.3 Grievance Redress Mechanism	19
5.3.1 Grievance redress committee (GRC).....	20
5.3.2 Grievance resolution process	21
5.4 Labor Influx and Management	22
5.5 Social Management Plan	22
SECTION 6: MONITORING PLAN OF SMP	25
6.1 Monitoring Strategy	25
6.2 Internal Monitoring	25
6.3 External Review and Evaluation	25
6.4 Monitoring Plan Matrix	25
6.5 Reporting	27
SECTION 7: CONCLUSION AND RECOMMENDATION	28
7.1 Conclusion.....	28
7.2 Recommendations.....	28
REFERENCES	30
ANNEXURES	31
Annexure 1: Form I: Sscreening format for social safeguards issues	31
Annexure 2: Layout plan of the proposed Improvement of Truck Terminal cum Boundary Market & Multipurpose Building (CIP-20).....	37
Annexure 3: Legal document of the land.....	38
Annexure 4: Attendance of community people in FGD (female).....	38
Annexure 5: Attendance of community people in FGD (male).....	40

ABBREVIATIONS

B MDF	Bangladesh Municipal Development Fund
CIP	Capital Investment Plan
FGD	Focus Group Discussion
GoB	Government of Bangladesh
GRC	Grievance Redress Committee
GRM	Grievance Redress Mechanism
GRP	Grievance Redress Procedure
KII	Key Informants Interviews
LGED	Local Government Engineering Department
MD	Managing Director
MGSP	Municipal Governance and Services Project
NGO	Non-Governmental Organization
OP	Operational Policy
PAP	Project Affected Person
PIU	Project Implement Unit
PMU	Project Management Unit
RCC	Reinforced Concrete Cement
SIA	Social Impact Assessment
SMF	Social Management Framework
SMP	Social Management Plan
SSS	Social Safeguards Specialist
ULB	Urban Local Body
WB	World Bank

SECTION 1: INTRODUCTION

1.1 Background

Mongla is an Upazila under Bagerhat District at Khulna division and in the South-West corner of Bangladesh. It is bounded by Rampal Upazila on the North, Bay of Bengal on the South, Morrelganj and Sarankhola Upazilas on the East, Dacope Upazila on the west. Historically, it was known as Chalna. Mongla stands on the river Pashur. It is the second biggest seaport of the country. Mongla Thana was formed on 19 September 1976 and it was turned into an Upazila on 14 September 1983. Mongla is located at 22.4833°N 89.6083°E. The total area of the Mongla Upazila area is 1461.22 square kilometers (sq.km). It consists of 1 municipality, 7 union parishads, 37 mouzas and 77 villages.

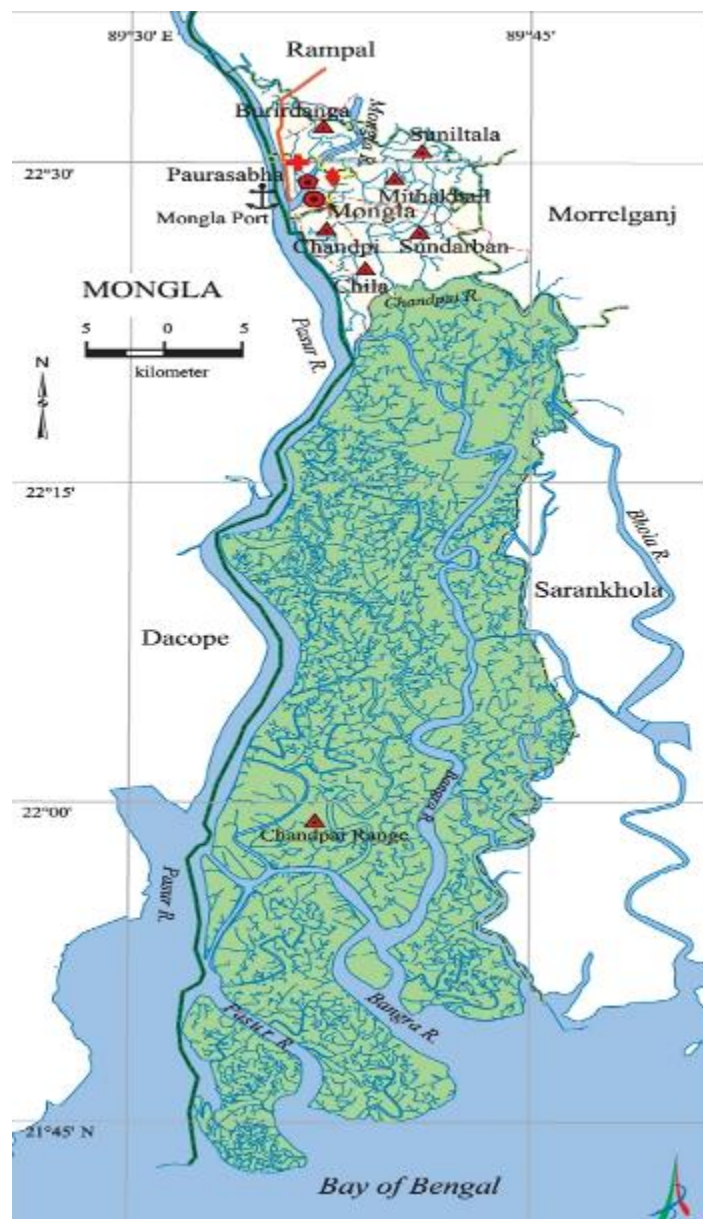


Fig: The Map of Mongla

Mongla municipality stands on the river Pashur. It is the second biggest seaport of the country. It consists of 9 wards and 13 mahallas. Mongla municipality was established in 1991. The area of the town is 19.43 km². The density of population is 2943 per km². The literacy rate among the town's people is 53.6%. The population is 1,37,947, 54.73% of whom are male and 45.27% female. 71.31% of the population are Muslim, 24.95% Hindu, 3.74% follow other beliefs. Average literacy rate is 56.1% of which male 59.5% & female 52.1%. The town has one dakbungalow. Number of educational institutions are: College 4, Secondary school 28, Primary school 64, Madrasa 297. Noted educational institutions: Mongla College (1981), Digraj Degree College (1988), Mongla Port' School and College (1987), Tatibunia' Secondary School (1927), St Pauls High School (1954), Burirdanga Secondary School (1961), Chalna Bandar High School (1962), Yunus Ali Collegiate School (1985), Chalna Bandar Senior Madrasa (1960), Adarsha Islami Academy (1991).The Municipality has already submitted an application for sub-credit to BMDF seeking financial support in order to vertical extension of the municipal Market. The significant features of the subproject are given in **Table 1-1** as below:

Table 1-1: The significant features of the proposed sub-project

Name of the Sub-Project	: Improvement of Truck Terminal cum Boundary Market & Multipurpose Building (CIP-20) and installation of solar panel in Truck Terminal(CIP-31)
Name of District	: Bagerhat
Name of ULB	: Mongla Municipality
Location	: Mongla Port, Ward no. 04
Service Areas	: All the areas under the municipality
Types of shops	: Community Center Show room of different branded companies and financial institutions such as bank, hotel, insurance company etc.
Total Land Area	: 05 Acres
Land Acquisition	: Municipality Owned Land
Estimated Cost	: 170,000,000 BDT
Subproject Duration	: 10/07/2018 to 31/08/2019
Tentative Starting Date	: 31/08/2018
Tentative Completion Date	: 31/08/2019

1.2 Justification of Selecting the Subproject

Mongla Municipality is the main town as well as the key business center of the district. The citizens who are living in the municipality areas have some needs of space for community center and market. In one hand, the people of the municipality areas have been increasing day by day, thus increasing more demand for both essential and luxury goods of households and a place like community center. On the other hand, adequate market facilities are required to meet the increasing demand of the citizens. Mongla port now one growing port of our country. Everyday numerous number of truck are coming at Mongla. This terminal is beside to the proposed Mongla rail station. If this truck terminal is well managed, it will be flexible for export & import. Though the Mongla municipality truck terminal has huge land but there is no boundary. In order to overcome the barrier of limited land and to meet the increasing demand for municipal market and terminal, the construction of improvement of Truck Terminal cum Boundary Market & Multipurpose Building becomes rational. Again for installation of Solar panel in market there is no need to acquire any land. The roof top can be used for solar panel installation. Solar powered lighting pole is also a good option. Digraj truck terminal authority had installed three solar powered lighting system in the terminal. After the completion of the project, it will ensure the opportunity of supplying all necessary and luxury goods as well as commercial space.

In addition, the proposed subproject site is owned by the municipality and no need to acquire additional land and there is no possibility of displacement of people as well as shop keepers. Moreover, it will create business opportunity for many traders and service providing organizations and create employment opportunities for workers and salesmen, thus helps to increase income and earnings for livelihood. It will also make the revenue generation avenue for the municipality and will help the municipality in attaining the sustainability of the institution. Hence, considering the overall social and economic benefits, the construction of the proposed construction of Digraj Market cum Community Center is justified and will be one of the key income generating establishments for Mongla Municipality. As the truck stand is in the open space, security issue is a big concern there. If boundary market is made, security can be assured in truck stand.

1.3 Importance of Social Safeguard Assessment

The Social Management Framework (SMF) that is developed by BMDF according to regulatory framework of the country and policy guidelines of the World Bank indicates that any subproject to be implemented by ULBs through the finance of BMDF must consider some social issues. It is expected in the SMF that the subproject to be selected for infrastructural improvement preferably use land available with ULBs and avoid acquisition of additional lands and displacement of people from public or private land. However, there could be some subprojects that may require additional land that are private in nature or belong to other public agencies.

Additionally, people may be using land that belongs to ULBs or other agencies that may have been under use by authorized or unauthorized citizens. It is also indicated in the SMF that no intervention will be undertaken that impacts “tribal group” in subproject areas. Therefore, it becomes a policy obligation to consider ownership of the land, requirements of acquisition of addition land, displacement of people and areas of tribal groups during selecting and implementing any subproject. In order to determine the above issues, it becomes important to conduct social safeguard assessment under the proposed subproject.

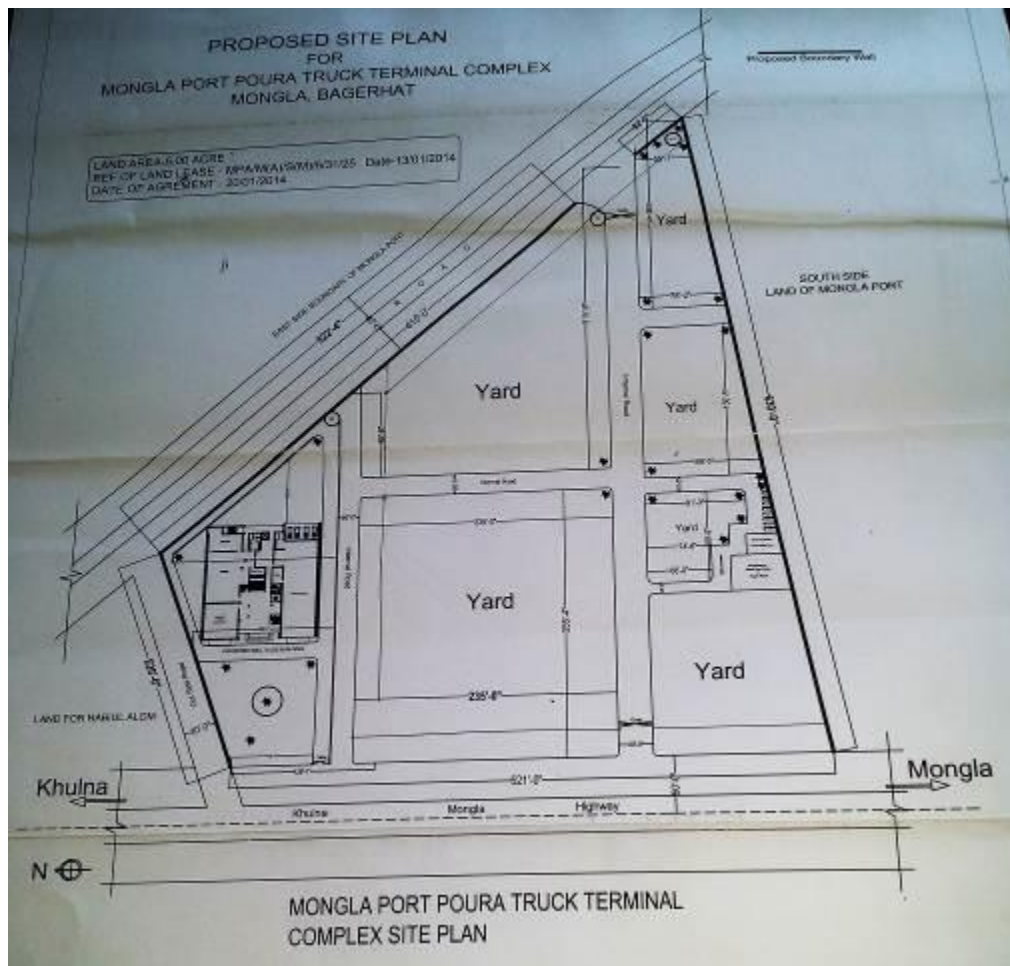
Now, as per the social management framework of BMDF, it is required to conduct a social safeguard assessment of the proposed Improvement of Truck Terminal cum Boundary Market & Multipurpose Building to meet the regulatory framework of the Government of Bangladesh and World Bank policies. Therefore, the Mongla Municipality has deployed an individual consultant to carry out the social safeguards assessment on the proposed Improvement of Truck Terminal cum Boundary Market & Multipurpose Building as a subproject.

1.4 Project Description

The proposed subproject is located at Digraj Bazar, the heart of the main town, under ward no. 04 of Mongla Municipality. At the north of the market, there is proposed rail station under construction and at the South there is Digraj Bazar. On the other hand, ward no. 6, Digraj Bazar extension and Mosque are at the west side and Digraj Bazar is at the east side of the market. There is an approach road in front of the market which is connected with Mongla Port Municipality road. The proposed Municipal Market has already two-storied building with a basement. Three solar powered lighting pole is already existing in truck terminal. Roof top of the market could be used for solar panel for lighting of security lights and stair lighting.

1.5 Project Location

The proposed subproject is located at Digraj Bazar, the heart of the main town, under ward no. 04 of Mongla Municipality. At the north of the market, there is proposed rail station under construction and at the South there is Digraj Bazar. On the other hand, ward no. 6, Digraj Bazar extension and Mosque are at the west side and Digraj Bazar is at the east side of the market. There is an approach road in front of the market which is connected with Mongla Port Municipality road.



Map 2: Improvement of Truck Terminal cum Boundary Market & Multipurpose Building (CIP-20) and installation of solar panel in Truck Terminal (CIP-31)

1.6 Project Affected People

The proposed subproject will be constructed on the top of the existing newly constructed Municipal market and the land is owned by the Municipality (the legal document of land ownership is attached as Annexure 2). There is no settlement on that land and the Municipal market is not yet started. Only. Therefore, no people will be directly or indirectly affected by the proposed subproject. Further, there is no human settlement within the subproject area. Only the south side of the market, there is a residential area and may face some impacts during construction and operation of the subproject.

1.7 Legal and Policy Framework

For the sub-project preparation and implementation, the World Bank's Operational Policy (OP) on Involuntary Resettlement (OP 4.12) and on Indigenous Peoples (OP 4.10) has been triggered to the subproject. A Social Management Framework (SMF) has been adopted by BMDF for the subproject that meets the requirements of the country's legal frameworks in Bangladesh "The Acquisition and Requisition of Immovable Property, Ordinance, 1982" and the Bank's requirements including OP

4.12 and OP 4.10. The SMF also requires that the sub-projects are prepared ensuring inclusion, participation, transparency, and social accountability. The sub-projects have been prepared by the respective urban local bodies (ULBs) in a process complying with the SMF requirements. BMDF reviews the sub-project proposals for technical, engineering, environmental, social development, and safeguards compliance before allocation of the financing to the ULBs.

SECTION 2: METHODOLOGY OF SOCIAL SAFEGUARD ASSESSMENT

2.1 Objective of the Study

This assessment is undertaken to complement the necessary social compliances relevant to the proposed market as per the Government of Bangladesh and World Bank safeguards compliances. The key objectives of the study are:

- To provide an accurate representation of the social, cultural and economic conditions of the population surrounding the subproject areas;
- To identify the potential socio-economic positive and negative impacts on local community, organizations and groups;
- To develop attainable mitigation measures to enhance positive impacts and to eliminate, reduce or avoid negative impacts; and
- To develop management and monitoring measures to be implemented throughout the life of the subproject.

2.2 Methodology of the Study

This is a qualitative study. However, both quantitative and qualitative data are collected and analyzed to achieve the objective of the study and show the baseline information of the study areas. The quantitative data are collected from secondary sources through literature review and qualitative data are collected from primary sources using different qualitative approach and methods. The approach and methods those are employed during the assessment include: (i) literature review of relevant national and local documents; (ii) social survey; (iii) key informant interview (iv) consultative meeting and (v) focus group discussion.

Relevant national, district and Municipality documents are reviewed for gathering available and updated quantitative data of socio-economic condition of the community people.

Social survey through random interview is done for gathering both qualitative and quantitative data of community people living around the subproject areas.

Key informant interview is done to know about the key features of the areas on which the proposed subproject might have an impact.

Consultative meeting with different stakeholders such as Ward Councilors, available businessmen, available local people, representatives of shop keepers adjacent to the market etc, male and female community participants has done to know their attitudes towards the proposed subproject, its impact and their feedback, and suggestions on mitigating the potential negative impacts and enhancing the positive impacts of the subproject.

In addition, social screening of the project subproject is done using prescribed social safeguard assessment form of BMDF with the participation of different stakeholders and community representatives.

SECTION 3: SOCIO ECONOMIC BASELINE OF MONGLA MUNICIPALITY

3.1 Population Status and Household Size

The total population of the Mongla Port Municipality is 1,10,000 of which 51.08 % is male and 48.93 % is female with the population density of 6944.1 per square km. Number of Muslims are 112707, Hindus 31010, Buddhist 5166, Christian 11 and others 136. The total area of the Municipality is 19.43 square km.

(Source: Population and Housing Census, 2011)

3.2 Education

Literacy rate and educational institutions: Average literacy rate 56.1% of which male 59.5% & female 52.1%. Number of Educational institutions are: college 4, secondary school 28, and primary school 64, Madrasa 297. Noted educational institutions are: Mongla College (1981), Digraj Degree College (1988), Mongla Port School and College (1987), Tatibunia Secondary School (1927), St Pauls High School (1954), Burirdanga Secondary School (1961), Chalna Bandar High School (1962), Yunus Ali Collegiate School (1985), Chalna Bandar Senior Madrasa (1960), Adarsha Islami Academy (1991). Also there is one Museum & 10 play grounds in Mongla municipality.

(Source: Population and Housing Census 2011)

3.3 Street poles and light

The Mongla Port Municipality has 1,004 street poles and at present, there are 925 bulbs. It lightens the 85% areas of the municipality. There are also 113 solar lighting bulbs. More bulbs are required. The municipality has a plan to cover 100% areas with street lights.

3.4 Community center

At present, there is no community center in the Municipality. A need of the community center is a long desired project for the people of Mongla Municipality. The construction of Digraj Market cum Community center will mitigate this problem.

3.5 Economic System

Main sources of income are: Agriculture 36.31%, non-agricultural laborer 17.02%, industry 0.80%, commerce 18.85%, transport and communication 2.48%, service 10.65%, construction 1.36%, religious service 0.24%, rent and remittance 0.27% and others 12.02%. Ownership of agricultural land are: Landowner 41.12%, landless 58.88%, agricultural landowner: urban 31.55% and rural 46.97%, nearly extinct traditional transport Palanquin, horse carriage, bullock cart. Noted manufacturing Rice mill 6, cement factory 2, LP gas plant 1, Ice factory 10. Cottage industries, Goldsmith, potteries, jute industry, wood work, cane work, nakshi kantha. Hats, bazars and fairs Hats and bazars are 20, fair 1, most noted of which are Mongla Port Bazar, Digraj Hat, Chater Hat and Tayeb Bari Mela at Chandpi.

3.6 Recreational Park

There is a one mini park of a capacity 200-250 people and this facility is provided full free for the municipal people.

3.7 Health and Sanitation Status

Health centers are: Upazila health complex 1, hospital 3, Union and family welfare center 6, Community clinic 10. Many people and animals were victims by natural disasters like the cyclones of 29 December 1988 and 5 November 2007. These cyclones also caused heavy damages to settlements and other properties of the upazila. NGO activities operationally important NGOs are BRAC, ASA, CARITAS, World Vision.

Sanitation 22.23% (rural 12.19% and urban 38.67%) of dwelling households of the upazila use sanitary latrines and 71.70% (rural 81.42% and urban 55.81%) of dwelling households use non-sanitary latrines; 6.07% of households do not have latrine facilities.

3.8 Water Supply Situation

The water supply system of the municipality consists of 1 impounding reservoir, 2 Intec station (30HP-2Nos & 20HP-2Nos). One water treatment plant (200cubic meter) with an overhead tank of capacity 500 cubic meter is situated. Another treatment plant with an overhead tank is newly established. Mongla Municipality is a role model in Bangladesh about rain water harvesting. 2 reserve pond is used to utilize the rain water and additionally river water when it becomes less brackish. There are 5 overhead tank in mongla port and 2 in mongla port municipality area. The total water supply line is 25 km, where distribution line is 22.15 km. 32 drinking water tape is given for continuous potable water supply around the municipality road. A number of 40,000 people are getting this water supply facility.

(Source: Municipality Data, 2018)

3.9 Drainage System

The Mongla Port Municipality has 8.59 km drain network to run out the storm water. The scenario of the drainage system is very good.

3.10 Road

The Mongla Port Municipality has 89.997 km road networks for internal communication. The road network includes different types of road and brief of these roads are given in **Table 1-2** as below:

Different types of road, its lengths and present condition

Sl. No	Type of Roads	Length (km)	Present Condition (in percentage)		
			Good	Moderately good	Not good
01	Bituminous Carpeting Road	12.72	90%	10%	-
02	RCC Road	6.678	93%	5%	2%
03	HBB	2.102	80%	20%	-
04	Soling	31.158	75%	20%	5%
05	Earthen Road	14.096	70%	20%	10%
06	Footpath	2.10	100%	-	-
	Total length of roads	89.997			

(Source: Municipality Data, 2018)

3.11 Bus and truck terminal

There are two bus terminal and one truck terminal in the municipality for facilitating the traffic movement and proper transportation of people and commodities

3.12 Market facilities

There are 4 markets in the municipality areas amongst which 2 market is owned by the Mongla Port Municipality and 2 are privately owned markets. The brief scenario of municipality owned markets is given in Table 1-5 as below:

	Name/Type	Location	Earning Per year (in lac)	Present Condition		
				Good	Moderately good	Not good
Nos	Zetty Market	1 no. Zetty	2.42	Good	-	-
Nos	Digraj Multipurpose super market	Digraj	10	Good	-	-

In addition, there are 6 hut bazar.

3.13 Solid Waste Management

The solid waste management system of the municipality is consisted of solid waste collection from the households at every day as well as there are 60 dustbins. A total of 46 cleaners are engaged in collecting, depositing and transferring the solid waste by using 9 vans, and two small and large garbage trucks. A total of 10 tons' garbage is produced every day at the municipality areas. There is a landfill in the municipality area. (Source: Municipality Data 2018)

3.14 Economic Benefit of the Market

There is no possibility of any adverse impact in terms of losing income or livelihood of the people living and/or running their business within the market and at the surrounding areas. Eventually, the proposed market will create employment and business opportunities for the people living around the site or within the Municipality. No grievances are found that need to be mitigated.

Moreover, the municipality will earn a significant amount of revenue as rent from this market. The rent at different floors is different. At the prevailing market price of rent of commercial space, the municipality will earn and can use these earnings for the salary of the officials. This earning will help to increase finance for development of municipality people.

3.15 Stakeholder Identification and Analysis

As a part of the overall assessment, the study identified the key stakeholders of the proposed sub-project areas and assessed the power relationships as well as influence and interests of stakeholders involved in the development work of the sub-project. Key stakeholders for Improvement of Truck Terminal cum Boundary Market & Multipurpose Building (CIP-20) were identified in consultation with the Mayor and officials of Mongla Municipality, local elites, representatives of business associations, and community people etc. who are involved directly and indirectly with management and being benefited from the market. **Table 3-1:** shows a list of stakeholders.

Table 3-4: List of stakeholders and anticipated benefits of stakeholders

Level of consultation	How they become Stakeholders	Benefit	Level of Influence and Interest
Ward Councilors	The market will create easy scope and opportunity to serve the citizens of the Municipality. Play key role in making decision and management of market	Fulfill the requirements of the citizen and show the commitments to the voters.	High
Truck driver	Directly connected to stand their truck.	Boundary make ensure their safety of vehicles.	High
Municipality Authority	Owner of the land.	Every maintenance are conducted by Municipality Authority.	High

Level of consultation	How they become Stakeholders	Benefit	Level of Influence and Interest
Community people	Visit the market area frequently and can purchase required goods within short time and travelling short distance.	Safety of the people to travel. Employment opportunity at the market. Easy access to the transport facilities.	High
House wives	Visit the market for purchasing required household goods	Safety of the people to travel Can get all daily necessity household goods at one market	High
Labor	Get easy access to support the customer to carry their goods at particular place.	Earn wages through carrying out the goods. Safety access and reduce the travelling / labor cost.	Medium
Business men/traders	Easy access to sell and buy the products.	Business opportunity will increase and mobility of people will also increase.	High

3.16 Gender and Vulnerability Analysis

The implementation of subprojects under the MGSP of BMDF are inclusive in nature and involves all categories of local stakeholders particularly women in different stages of the subproject planning, design, implementation and operation. The gender and vulnerability analysis in consultation with female participants at Municipality Office and community level shows some concerns as given below:

- Access of women to detail information about the market;
- Voice of women in making decision related to the market;
- Access to allocation of shops within the market building;
- Wage discrimination of female workers and labors;
- Improper toilet facilities at the market;
- Eve teasing and sexual abuse; and
- Facilities for disable people at the terminal premises.

The above-mentioned concerns might be mitigated using the approach shown in the **Table 3-5** as given below:

Table 3-5: Concerns on gender and mitigation measures

SL No.	Likely Negative Impacts	Suggested Mitigation Measures	Institutional Responsibility
1.	Inequitable access to improved infrastructure (might not get allocation of shop within the market) Street vendor women's livelihoods might be affected	<ul style="list-style-type: none"> ▪ Allocate shops to woman traders, crafts women, etc. at good location (front row) of market complex. ▪ Keep open space at the developed Commercial Complex premises for street vendor women and farm women 	PIU of Mongla Municipality
2.	Women, particularly of weaker sections may be discouraged to speak and demand equitable benefits in the name of purda/ dignity of women or lineage	<ul style="list-style-type: none"> ▪ Engage competent Women Ward Councilor speaking for women and working for them to participate in the subproject selection, designing, implementation and participatory M&E 	PIU of Mongla Municipality
3.	ULBs may lack information, awareness and expertise to take up implement subprojects specially beneficial to women	<ul style="list-style-type: none"> ▪ Impart awareness training for both elected representatives and employees (executives) ▪ Impart more detailed training for the executives and staff. 	PIU of Mongla Municipality
4.	Wage discrimination during construction work and operational stages	<ul style="list-style-type: none"> ▪ Make conditionality in the bidding document to ensure equal wage for equal work ▪ Ensure compliance by close supervision by the ULB with the assistance of consultant as required ▪ Activate GRC in this regard hearing complaints and resolving them 	PIU of Mongla Municipality

SL No.	Likely Negative Impacts	Suggested Mitigation Measures	Institutional Responsibility
5.	Improper Toilet Facilities at the market.	<ul style="list-style-type: none"> ▪ Proper consultation with women at the designing and implementation stage; ▪ Proper cleanliness, management and operational and maintenance of toilets; ▪ Separate toilets for women at every floor of the market; ▪ Woman care-taker for women area toilets 	PIU of Mongla Municipality
6.	Lack of arrangement for breastfeeding mother who will be visiting the market with their babies	<ul style="list-style-type: none"> ▪ Specific space of the market should be allocated for breast feeding mother and it should be restricted for male counterpart 	PIU of Mongla Municipality and truck terminal Management Committee
7.	Eve teasing and sexual abuse	<ul style="list-style-type: none"> ▪ Woman-friendly design and implementation ▪ Proper supervision by ULB with the engagement of woman group and elected women in management committee. ▪ Proper lighting and women security staff. 	PIU of Mongla Municipality and truck terminal Management Committee
8	Absence of movement facilities for disable people at the terminal premises	<ul style="list-style-type: none"> ▪ Disable friendly design and implementation; ▪ Involvement of disable people in the management committee, if possible; ▪ Provision of ramp for the movement of the disable people; 	PIU of Mongla Municipality and truck terminal Management Committee

SECTION 4: SOCIO ECONOMIC IMPACT ASSESSMENT

4.1 Social Safeguard Assessment Using Screening Format

The social safeguard assessment of proposed Improvement of Truck Terminal cum Boundary Market & Multipurpose Building (CIP-20), using the screening format given in the EMF of MGSP, BMDF, has been conducted with the participation of different stakeholders and community people. The screening format is used to collect some key information regarding the social safeguard issues includes: (i) identification of the subproject, participants in screening exercise and would-be affected people; (ii) land requirements and ownership; (iii) current use of existing and additional lands and potential impacts; and (iv) information on tribal people living in the subproject areas. The filled in screening format for social safeguard issues and the list of participants attended in the screening exercise are attached as **Annexure 1** and **Annexure 6** respectively.

The key findings of the screening exercise are as below:

- (i) **Subproject site and would-be affected people:** The participants identified the subproject site as an appropriate place and there is no objection about the place as the subproject will be implemented at the top of the newly constructed Municipal market and boundary market. They also identified that no people would be affected by the implementation of subproject as there is no shops and establishment owned by the community people or any authority within the subproject areas. However, there are many shops and other establishments around the subproject site particularly at the opposite side of the road adjacent to the Municipal Market.
- (ii) **Land requirements and ownership:** The proposed subproject will be implemented at the top of the recently constructed Municipal market and boundary market that is considered as adequate for constructing the proposed Improvement of Truck Terminal cum Boundary Market & Multipurpose Building (CIP-20) as per design. Hence, no additional land will be required. In addition, the proposed land is owned by the Mongla Municipality. The legal document is attached as **Annexure 3**.
- (iii) **Current use of proposed land and potential impacts:** The proposed land is the legal property of Mongla Municipality under the management of Mongla Municipality authority. But the market is not yet started and waiting for the inauguration. No users, private homestead, business premises/building and residential households would be affected entirely or partially as there are no such features within the Municipal market area. In addition, there are no community facilities such as school, cemetery, and mosque, cultural and historical establishments adjacent or nearby areas. There is a mosque adjacent area. Mosque community and Municipality authority agreed to mosque will shifted to the first floor of the market. The existing mosque will replace to the proposed boundary market before replace.

- (iv) **Information of tribal people:** No tribal group resides in the subproject areas. So, there is no question of affecting their income or livelihood by the proposed subproject.

4.2 Community Consultation and Participation

4.2.1 Consultation and participation process

Public consultation about the planning, design, implementation and operation is done at different stages following different participatory methods. The methods followed in public consultation are: (i) consultative meeting with different stakeholders, (ii) Focus group discussion with community people through the participation of male participants, (iii) Focus group discussion with community people through the participation of female participants, girls and boys, and disable people, and (iv) key informant interview with relevant persons of Municipality and local elites.

Consultative meeting with

stakeholders: One consultative meeting was organized at community level through the participation of concern Counselor of Mongla Municipality, local leaders, Community elites and representatives of business men and traders surrounding the Municipality Market. The participants were informed about the detail design and activities of subproject going to be implemented. They were asked to share their opinion, feedback and suggestions on environmental and

social impacts of the subprojects as well as the mitigation measures to avoid or reduce the potential impacts.

Further, **one focus group discussion** was organized with male community participants from different professions residing surrounding the subproject site and doing business at the area. The participants were informed about the detail design and activities of



Picture 2: FGD with community people (male)



Picture 3: Consultative meeting with stakeholders

subproject going to be implemented and asked about their opinion, feedback and suggestions on environmental and social impacts of the subprojects as well as the mitigation measures to avoid or reduce the potential impacts.

Another **focus group discussion** was organized with female community participants living around the subproject site. The participants were also informed about the detail design and activities of subproject going to be implemented and asked about their opinion, feedback and suggestions on environmental and social impacts of the subprojects as well as the mitigation measures to avoid or reduce the potential impacts on women's point of view. In this session, boy and girls, and disable people were also present.

The **key informant interviews** were done with local elites and Municipality representatives to get the in-depth information about the surrounding ecological, physico-chemical, biological and socio-economic environment of the subproject area and the potential impact of subproject on surrounding environment. Key informant interview was also organized with females visited the adjacent shops to buy their daily household goods.

Special efforts were made to include the elderly, women, and vulnerable groups and to allow them to express their views regarding the subproject implementation.

In all cases, the impression of stakeholders and general mass regarding subproject implementation found positive.



Picture 4: Consultation with community people (female)

4.2.2 Key findings: Issues and Recommended Mitigation Measures

Different issues raised by the participants related to subproject during community consultation. The issues, concerns and recommendations by the participants are given as below:

- (i) **Employment of local labor in construction work:** There are many working age group people both male and female. These local labor forces may not get opportunity to be engaged in construction work. There is a chance of hiring external labor.

In order to mitigate the issue, it is recommended that the contractor must be instructed by the Municipality authority so that he/she can give priority to employ local labor.

- (ii) **Security of women at the community level:** There is a possibility that the workers who will be engaged in construction works may enter into the adjacent

community at any time and may cause a security issue for the women of the local residential areas.

In order to mitigate the problem, it is recommended that the workers should be restricted within the construction site and a temporary boundary wall should be constructed around the labor shed before the starting of construction work to avoid the social security problem.

- (iii) **Generation of employment opportunity of local people during operation of Municipal Market:** The construction of Municipal Market will create employment opportunity for the local people as different kinds of shops will be installed within the market at different floors. It will have a positive impact at the community level.

In order to enhance the positive impact, it is recommended that the local unemployed people should be given priority in case of allocating shops within the Municipal Market and recruiting as salesman. It is also recommended to ensure that there is no discrimination between the male and female in terms of the wages and getting work opportunity.

- (iv) **No construction work at night:** The construction work at night will create high level of noise and affect the community people in taking rest at night.

In order to mitigate the impact, it is recommended that no construction work at night will be done by the contractor and the work schedule should be prepared on that way.

- (v) **Ensure quality of work through regular monitoring:** Construction works should be scheduled properly and the quality of construction work should be ensured. However, in general, it happens that the materials to be used and quality of work may not be maintained as per schedule of work and proper monitoring and supervision are not done.

In order to avert the impact on quality of work, the construction work should be monitored to ensure the quality of work as per schedule and the regular payment to the workers to be ensured by PIU and consultants.

- (vi) **Special facilities for disable people:** Disable people are integral part of our society and they will have the need to buy goods from the Municipal market. They may face problem in entering into the market and buy goods.

In order to mitigate the problem, especial facilities should be available at the Improvement of Truck Terminal cum Boundary Market & Multipurpose Building (CIP-20) in terms of arrangement of ramp for easy movement at the market.

SECTION 5: SOCIAL MANAGEMENT PLAN (SMP)

5.1 Key Issues Considered in Social Management Plan

Social management principles such as inclusion, participation, transparency, social accountability and social safeguards are considered at different stages of subproject cycle such as subproject identification, subproject planning and detailed subproject preparation as well as the principles will be followed during subproject appraisal, subproject implementation, and operation and maintenance. The social screening and community consultation identifies some key social issues or impacts (both negative and positive) that need to be brought under social management and monitoring plan. Some other additional issues are considered in social management plan following the guidelines of SMF of BMDF.

5.2 Access to Information and Disclosure

The social safeguards assessment report should be translated into Bengali and disseminated locally. The copies of the report (both in English and Bengali) will be sent to all the concerned personnel responsible for subproject implementation. It will also be made available to the public. The final assessment report (both English and Bangla) will also be uploaded in the Mongla Municipality website, BMDF website and the World Bank website after approval. In addition, a signboard containing all information of the subproject will be hanged at the construction site in order to inform the people about the subproject.

5.3 Grievance Redress Mechanism

The subproject-specific Grievance Redress Mechanism (GRM) will be established by the PIU of Mongla Municipality to receive, evaluate, and facilitate the solution of affected people's (APs) concerns, complaints and grievances concerning the social and environmental performance of the subproject. The GRM is aimed to provide a time-bound and transparent mechanism to voice and resolve social and environmental concerns linked to the subproject.

The grievance mechanism is related to resolve the risks and adverse impacts of the subproject. It addresses APs' concerns and complaints promptly, using an understandable and transparent process that is also gender responsive, and culturally appropriate. It is readily accessible to all segments of the affected people at no costs and without retribution. The mechanism should not impede access to the country's judicial or administrative remedies. The affected people will be appropriately informed about the mechanism.

BMDF has its own Grievance Redress Procedure (GRP) and they operate it to address any dissatisfaction and complaints by the local people regarding its activities. This procedure is being applied to address any complaints or grievances through negotiations with the community leaders and representatives of the APs during implementation of the MGSP.

5.3.1 Grievance redress committee (GRC)

Mongla Municipality has formed a Grievance Redress Committee (GRC) headed by The Mayor. With the facilitation of Consultant, the Mayor nominated the GRC members and included representative from the Government Agencies, local NGO, and Civil Society. The GRC will nominate a focal person. Complaints will be received through drop box, by post, email and website of Municipality. The grievance box will be set up at construction site to receive complaints. The grievance response focal point will be available at the Municipality for recording the complaints and necessary response to an aggrieved person. It will receive complaints or suggestions, and produce them to the GRC for hearing and resolution. If any complaint is not resolved at Municipality level, then the complaint will be produced to MD-BMDF. If it is not resolved by the MD-BMDF, then the subproject will be dropped.

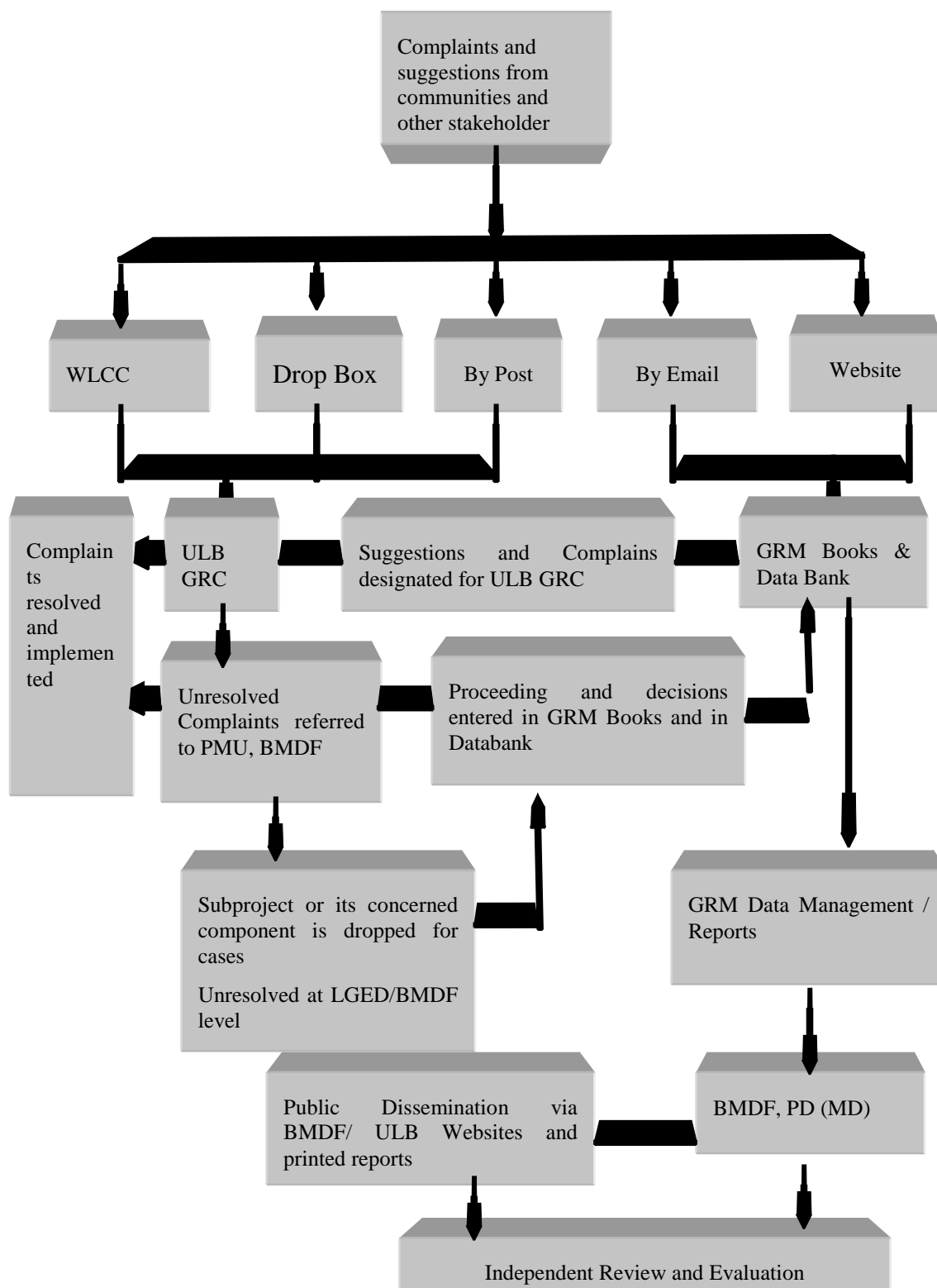
The structure of the GRC and membership are given as below:

Chairman	: ULB Mayor
Member-Secretary	: Head of the Engineering Section of ULB
Member	: Representative from local administration
	: Teacher from a local educational institution
	: Representative of a local NGO
	: Representative of civil society
	: Female ward councilor (of respective area)

The list of GRC members along with the notification from the Mayor is attached in **Annexure 7**.

5.3.2 Grievance resolution process

The grievance resolution is a systematic process. The flow chart to be followed as grievance resolution process for this subproject is given as below:



Flow chart 5-1: Grievance Resolution Process

Note: If the appellant is still not satisfied, he or she has the right to take the case to the public courts. Mongla Municipality should also publish the outcome of the cases on the public notice boards. All costs involved in resolving the complaints (meetings, consultations, communication, and information dissemination) will be borne by the Mongla Municipality. The Municipality authority will try to resolve the issues (in most of the cases, in amicable settlement) within shortest possible time. However, the public court system is always open to resolve the issues.

5.4 Labor influx and Management

The Improvement of Truck Terminal cum Boundary Market & Multipurpose Building (CIP-20) has a positive impact on labor engagement since it will attract employment of local labor. The labor influx will be minimum, because of the most of the works will be done by the local laborers and there is very limited chance of engagement of outside labors. So, the labor influx issue will be less in the construction of subproject. However, there is a chance to avoid female workers from poor households to be employed in construction activities.

Mongla Municipality will ensure the labor rights. Project Implementation Unit (PIU) of the Mongla Municipality will monitor the labor management issues with the assistance of Contractor. PIU of Mongla Municipality will ensure the following issues:

- No child (age group 0 to below) will be engaged in the infrastructure activities as labor; and no labor of age group of more than 65-years old will be engaged in the sub-project site;
- No gender discrimination regarding payment of sub-project site;
- Availability of safe drinking water, first aid and sanitation to the workers of sub-project site;
- Separate restroom and toilet for the women including breast feeding corner;
- Equal payment for equal work in due time for the male and female labor.

5.5 Social Management Plan

Based on the impact assessment, it is found that the municipality is the legal owner of the land and there is no human settlement on that land. Therefore, no people will be directly or indirectly affected by the proposed subproject hence the issues of resettlement and compensation are absent here. However, there is residential area at the south side of the market and may face negligible impacts during construction period. In addition, no tribal people are living in subproject and its adjacent area even in the municipality. However, the community people has raised some concerns that need to be addressed as part of social management to avert or minimize the potential social impacts. Considering the abovementioned situation, the social management plan has been developed and will continue to be updated for the subproject period. **Table 5-1** depicts the social management plan to be adopted during the

implementation and operation of the Improvement of Truck Terminal cum Boundary Market & Multipurpose Building (CIP-20).

Table 5-1: Social management plan matrix

Issues/ Impacts identified	Proposed mitigation measures to be undertaken	Responsibility	Timeframe
Employment of local labor in construction work	Circulate labor employment message through community consultation and hanging notice at the construction site.	Contractor	During pre-construction
Issue raised from truck terminal stockholder	Give highest priority those issue.	Municipality authority.	During construction
Objection from mosque committee	Give highest priority those issue.	Municipality authority.	During mosque construction
Security of women at the community level	Provide proper orientation of the employed labor on the social security issue and prohibit them not to visit local community especially at night.	Contractor and PIU of Mongla Municipality	During construction period
Generation of employment	Prepare a list of interested and capable people giving emphasis on local people during allocation of shops within the Municipal market complex. Recruit eligible persons giving emphasis on local people as salesman and supporting staff for different services at the Municipal market.	PIU of Mongla Municipality	During operational period
Gender and vulnerability	Include female and other vulnerable groups in every work related to planning, design, implementation and operation of the Municipal Market.	PIU of Mongla Municipality	During planning, design, construction and operational period
Parking of traffic	Prepare a traffic management plan and ensure its proper	PIU of Mongla Municipality	During construction

Issues/ Impacts identified	Proposed mitigation measures to be undertaken	Responsibility	Timeframe
	implementation and monitoring at construction phase; Select a specific space for car parking maintaining rational distance from the market at operational stage.		and operational period
Construction work at night	Prepare a proper work schedule of construction work and orient the labors and supervisors on it. Follow the schedule properly.	Contractor and PIU of Mongla Municipality	During construction period
Quality of work	Involve community people in monitoring and supervision of the construction work, and Create a provision to check the quality of work at certain interval.	PIU of Mongla Municipality	During construction period
Facilities for disable people	Ensure the proper facilities for disable people in the design of Municipal Market and its effective implementation.	PIU of Mongla Municipality	During construction and operational period

SECTION 6: MONITORING PLAN OF SMP

6.1 Monitoring Strategy

Monitoring of the subproject will be done in a participatory manner and will be a bottom up process. The participants, in monitoring and evaluation particularly in reporting the grassroots level activities on social management issues in sub-project planning and implementation, will be the community people, shop keepers and traders, representative of Give highest priority those issue. Management committee, and assigned staff of Municipality authority. The PIU of Mongla Municipality and the Specialist of PMU under BMDF will ensure the monitoring of social management issues during construction and operational phase. The monitoring of social management issues as identified during social safeguard assessment will be done from inclusiveness, participation, transparency and social accountability point of view.

6.2 Internal Monitoring

Social Development Focal Point of the Mongla Municipality will be responsible for internal monitoring of the social management actions. He or she will monitor the subproject activities and provide report to Municipality authority after certain interval as suggested by the BMDF.

6.3 External Review and Evaluation

External review and evaluation will be carried out to assess how effectively and efficiently social development and social safeguards issues have been identified, management and mitigation measures planned and implemented. An independent consultant (individual expert or an organization) will be employed upon agreement and jointly by both BMDF and Mongla Municipality for carrying out independent evaluation.

6.4 Monitoring Plan Matrix

The monitoring plan matrix as given in **Table 6-1** will be followed in monitoring the social impacts:

Table 6-1: Monitoring plan matrix

Key issues to be Monitored	Indicators to be monitored	Responsibility	Frequency of monitoring
Employment of local labor in construction work	<ul style="list-style-type: none">▪ Total number of labors employed▪ Ratio of local and external labor	PIU of Mongla Municipality	Once in a month

Key issues to be Monitored	Indicators to be monitored	Responsibility	Frequency of monitoring
Security of women at the community level	<ul style="list-style-type: none"> ▪ Number of cases related to visit of labor to the community happened. ▪ Numbers of sides of labor shed where construction wall/fence are constructed. 	PIU of Mongla Municipality	Once in a month
Generation of employment	<ul style="list-style-type: none"> ▪ Number of local people got opportunity to employ as salesman and service staff. ▪ Total number of people got allocation of shop in the Municipal Market complex. ▪ Number of local people got allocation of shop in the Municipal Market complex. 	PIU of Mongla Municipality	Once in a month
Gender and vulnerability	<ul style="list-style-type: none"> ▪ Number of women got allocation of shop in the Municipal Market complex. ▪ Number of other vulnerable group members got allocation of shop in the Municipal Market complex. 	PIU of Mongla Municipality	Once in a month
Parking of traffic	<ul style="list-style-type: none"> ▪ Whether or not, proper traffic control and management system is functional. 	PIU of Mongla Municipality	Once in a month
Construction work at night	<ul style="list-style-type: none"> ▪ Whether or not, construction activities are going on at night. 	PIU of Mongla Municipality	Once in a month
Quality of work	<ul style="list-style-type: none"> ▪ Number of event happened in checking the quality of work ▪ Number of community people are involved in checking the quality of work 	PIU of Mongla Municipality	Once in a month

Key issues to be Monitored	Indicators to be monitored	Responsibility	Frequency of monitoring
Facilities for disable people	<ul style="list-style-type: none"> Numbers of ramp constructed for the movement of disable people. 	PIU of Mongla Municipality	Once in a month
Safety for Solar Panel	<ul style="list-style-type: none"> At night security should ensure the safety of solar panel from being stolen. 	PIU of Mongla Municipality	Every day

6.5 Reporting

Mongla Municipality will provide monthly progress reports to the PMU of BMDF on progress and achievements against the social management plan.

- Quarterly, semi-annual and annual Progress Report indicating progress on social safeguards issues and mitigation measures.
- Updates for formal supervision missions, if the report produced for the current quarter is deemed not sufficiently informative.
- The independent social review and evaluation consultant will produce a baseline, a mid-term review and an end-term evaluation report.

SECTION 7: CONCLUSION AND RECOMMENDATION

7.1 Conclusion

Based on the analysis of overall social environment of surrounding areas and potential social impacts of the subproject, it can be concluded that the proposed subproject stands socially sound and sustainable. No people will be affected by the subproject and there is no need of land acquisition and preparing resettlement plan for affected people. The issue of tribal people is also absent here. The community people appreciated the construction of the subproject positively and hoping to be benefited by it as it will create employment opportunity, ease to access as situated at the center of the town and opportunity for business or income generating activities at the Municipal Market. It will also help to increase the revenue generation of the municipality. However, community people raised some community related issues that might be happened due construction work in the Municipal Market areas. The negative social impacts that might be created will be avoided or minimized through undertaking necessary mitigation measures by the concern authority as proposed in the report.

7.2 Recommendations

The attitude of the community people towards the construction of the vertical extension of Improvement of Truck Terminal cum Boundary Market & Multipurpose Building (CIP-20) and installation of Solar Panel in Truck Terminal (CIP-31) is positive as well as they have some recommendations to minimize the social impacts of the Improvement of Truck Terminal cum Boundary Market & Multipurpose Building (CIP-20) and installation of Solar Panel in Truck Terminal (CIP-31) during its construction and operation. The Government of Bangladesh and World Bank have some legal and social safeguard compliance issues those are applicable during constructing and operating the proposed market. Considering the above-mentioned issues and findings of the study, following key recommendations are made for smooth construction and successful operation of the Improvement of Truck Terminal cum Boundary Market & Multipurpose Building (CIP-20) and installation of Solar Panel in Truck Terminal (CIP-31):

- The inclusion and participation of community people, relevant stakeholders, women and other vulnerable group members should be ensured at every stage of planning, design, implementation and operation of the subproject.
- The community people should have the access to all the information of subproject, and all the information of the subproject should be disclosed in order to ensure its transparency.
- Emphasis should be given to employ local labor and salesman during construction and operation of the subproject.
- Special attention should be given to involve women and other vulnerable groups in construction and operational activities of the Improvement of Truck Terminal cum Boundary Market & Multipurpose Building (CIP-20) and installation of Solar Panel in Truck Terminal (CIP-31).

- Specific space for car parking and proper traffic management plan should be in place.
- No construction work should be done at mid-night to avoid noise pollution.
- Improvement of Truck Terminal cum Boundary Market & Multipurpose Building (CIP-20) and installation of Solar Panel in Truck Terminal (CIP-31) should have adequate provision for friendly movement and amenities for the disable people.
- Women friendly facilities especially water supply and sanitation facilities, and breastfeeding corner should be available at the Municipal Market premises.
- Adequate facilities should be available in the Municipal Market areas for solid waste management and keeping the premises hygienic and environment friendly.
- The grievance should be redressed properly as per GRM.

REFERENCES

1. Bangladesh Bureau of Statistics. Report of the household income and expenditure survey 2010.
2. Bangladesh Bureau of Statistics. Bangladesh Population and Housing Census 2011.
3. Bangladesh Municipal Development Fund. Social Management Framework, 2017.
4. Mongla Municipality Data, 2018.
5. Mongla Municipality. Municipality Development Plan, 2017.

ANNEXURES

Annexure 1: Form I: Sscreening format for social safeguards issues

A. Identification

1. Name of ULB: Mongla Municipality Ward/Mahalla: Digraj, Ward No. 04	District: Mongla Upazila: Mongla port
2. Improvement of Truck Terminal cum Boundary Market & Multipurpose Building (CIP-20) and Installation of Solar Panel in Truck Terminal (CIP-31)	
<p>Project Component: The Proposed vertical extinction will be Fourth storied. The plan of floors is given below,</p> <p>Ground Floor</p> <ul style="list-style-type: none"> ▪ 12 Shops <p>First Floor</p> <ul style="list-style-type: none"> ▪ Bank <p>Second Floor</p> <ul style="list-style-type: none"> ▪ Office ▪ Conference room <p>Third Floor</p> <ul style="list-style-type: none"> ▪ Auditorium <p>Fourth Floor</p> <ul style="list-style-type: none"> ▪ Office space 	
<p>3. Brief description of the physical works:</p> <p>Mongla Municipality is the main town as well as the key business center of the district. The citizens who are living in the municipality areas have some needs of space for community center and market. In one hand, the people of the municipality areas have been increasing day by day, thus increasing more demand for both essential and luxury goods of households and a place like community center. On the other hand, adequate market facilities are required to meet the increasing demand of the citizens. Mongla port now one growing port of our country. Everyday numerous number of truck are coming Mongla. This terminal near beside to the proposed Mongla rail station. If this truck terminal is well managed, it will be flexible for export & import. Though the Mongla municipal truck terminal has huge land without no boundary. In order to overcome the barrier of limited land and to meet the increasing demand for municipal market and terminal, the construction of Improvement of Truck Terminal cum Boundary Market & Multipurpose Building becomes rational. After the completion of the project, it will ensure the opportunity of supplying all necessary and luxury goods as well as commercial space. In addition, the proposed sub-project site is owned by the municipality and</p>	

no need to acquire additional land and there is no possibility of displacement of people as well as shop keepers. Moreover, it will create business opportunity for many traders and service providing organizations, and create employment opportunities for workers and salesmen, thus helps to increase income and earnings for livelihood. It will also make the revenue generation avenue for the municipality and will help the municipality in attaining the sustainability of the institution. Hence, considering the overall social and economic benefits, the construction of the proposed construction of Municipal Market Community Center is justified and will be one of the key income generating establishments for Mongla Municipality. If boundary market is ready, it can ensure the security in truck stand.

The existing layout is included by:

Ground floor:

- One Space for Bank
- One Departmental Store
- One official room
- Dining, Kitchen
- And Parking

First floor:

- 8 Commercial room for shops
- One Waiting Lobby
- One Administration room
- One Accounting room

4. Screening Date(s): 04-July-2018

B. Participation in Screening

5. Names of Consultants' representatives who screened the subproject:

(i) Md. Humayun Kabir, Lead Auditor

6. Names of ULB officials participated in screening:

(i) Amal Krishna Saha, Secretary, Mongla Port Municipality

(ii) Md. Ismail Hossain, Sub-Assistant Engr. Mongla Port Municipality.

7. WLCC members, NGOs, community groups/CBOs participated in screening: List them in separate pages with names and addresses, in terms of road sections/spots and any other information to identify them during preparation of impact mitigation plans. List of participants is attached as Annexure 6.

8. Would-be affected persons participated in screening: List them in separate pages with

9. Will there be a need for additional lands to carry out the intended works under this contract?

☐ Yes ☒ No

10. If 'Yes', what will the additional lands be used for? (Indicate all that apply): N/A

☐ road widening ☐ curve correction ☐ construction/expansion of physical structure
☐ strengthening narrow eroding road ☐
section between high and low lands Others (Mention):

11. If 'Yes', the required lands presently belong to (Indicate all that apply): N/A

☐ ULB ☐ Government – khas & other GOB agencies ☐ Private citizens
☐ Others (Mention):

names, addresses in terms of road sections/spots where they would be affected, and any other information to identify them during preparation of impact mitigation plans. N/A

C. Land Requirements & Ownership

12. If the proposed activities have been planned to use the existing available land, is it free from encroachment and encumbrances by private people?

☒ Yes ☐ No

D. Current Use of Existing and Additional Lands and Potential Impacts

13. If the required lands belong to Private Citizens, they are currently used for (Indicate all that apply): N/A

☐ Agriculture Number of households using the lands:
☐ Residential purposes Number of households using them:
☐ Commercial purposes Number of persons using them: ... No. of shops:
☐ Other Uses (Mention)..... No. of users: N/A

14. If the required lands (existing and additional) belong to ULB and/or other Government agencies, they are currently used for (Indicate all that apply):

☐ Agriculture Number of persons/households using the lands:
.....N/A.....
☐ Residential purposes Number of households living on them: ... N/A.....
☒ Commercial purposes Number of persons using them: ... No. of Shops:.....
☒ Other Uses (Mention): truck terminal No. of Users: N/A

15. How many of the present users have lease agreements with any government agencies? N/A

16. Number of private homesteads that would be affected on private lands: N/A

Entirely, requiring relocation: N/A Partially, but can still live on present homestead: N/A

17. Number of business premises/ buildings that would be affected on private lands :N/A

Entirely and will require relocation: N/A # of businesses housed in them: N/A

Partially, but can still use the premises: N/A # of businesses housed in them: N/A

18. Residential households will be affected on ULB's own and & public lands: N/A

Entirely affected and will require relocation: N/A No. of these structures: N/A

No. of structures built with brick, RCC, & other expensive and durable materials: N/A

No. of structures built with inexpensive salvageable materials (bamboo, GI sheets, etc): N/A

Partially affected, but can still live on the present homestead:N/A No. of structures: N/A

No. of structures built with brick, RCC, & other expensive and durable materials: N/A

No. of structures built with inexpensive salvageable materials (bamboo, GI sheets, etc): N/A

19. No. of business premises that would be affected on ULB's own & other public lands: N/A

Entirely affected and will require relocation: N/A No. of these structures: N/A

No. of businesses housed in these structures: N/A

No. of persons presently employed in the above businesses: N/A

No. of these structures built with brick, RCC, & other durable materials: N/A

No. of structure built with inexpensive salvageable materials (bamboo, GI sheets, etc): N/A

Partially affected, but can still stay in the present No. of these structures: ..N/A
premises: N/A

No. of businesses housed in these structures: N/A

No. of persons presently employed in these businesses: N/A

No. of these structures built with brick, RCC, & other durable materials: N/A

No. of structure built with inexpensive salvageable materials (bamboo, GI sheets, etc): N/A

20. No. of businesses/trading activities that would be displaced

from make-shift structures on the road, and other areas/spots: None

21. Do the proposed subproject works affect any community groups' access to any resources that are used for livelihood purposes?

[] Yes [✓] No

22. If 'Yes', description of the resources: N/A

.....
...

23. Do the proposed works affect community facilities like school, cemetery, mosque, temple, or others that are of religious, cultural and historical significance?

☐ Yes ☒ No

24. If 'Yes', description of the facilities: N/A

25. Describe any other impacts that have not been covered in this questionnaire? N/A

26. Describe alternatives, if any, to avoid or minimize use of additional lands: N/A

E. ADDITIONAL INFORMATION ON TRIBAL PEOPLES

(This section must be filled in if subprojects are located in areas that are also inhabited by tribal peoples) No tribal people inhabits in proposed subproject areas. So this section is not applicable for the proposed subproject.

27. Names of tribal community members and organizations who participated in screening: N/A

28. Have the tribal community and the would-be affected TPs been made aware of the potential positive and negative impacts and consulted for their feedback and inputs?

☐ Yes ☒ No

29. Has there been a broad-based community consensus on the proposed works?

☐ Yes ☒ No

30. Total number of would-be affected tribal households: N/A

31. The would-be affected tribal households have the following forms of rights to the required lands: N/A

☐ Legal: No. of households:

☐ Customary: No. of households:

☐ Lease agreements with any GOB agencies: No. of households:

☐ Others (Mention): No. of households:

32. Does the subproject affect any objects that are of religious and cultural significance to the IPs?

☐ Yes ☒ No

33. If 'Yes', description of the objects: N/A

34. The following are the three main economic activities of the would-be affected tribal households: N/A

a.
.....

b.
.....

c.
.....

35. Social concerns expressed by tribal communities/organizations about the works proposed

under the subproject: N/A

36. The tribal community and organizations perceive the social outcomes of the subproject:

☐ Positive ☐ Negative ☒ Neither positive nor negative

On behalf of the ULB, this Screening Form has been filled in by:

Name: Harun Ur Rashid

Designation: Road Inspector, Ward-05, Mongla Port
Municipality



Signature:

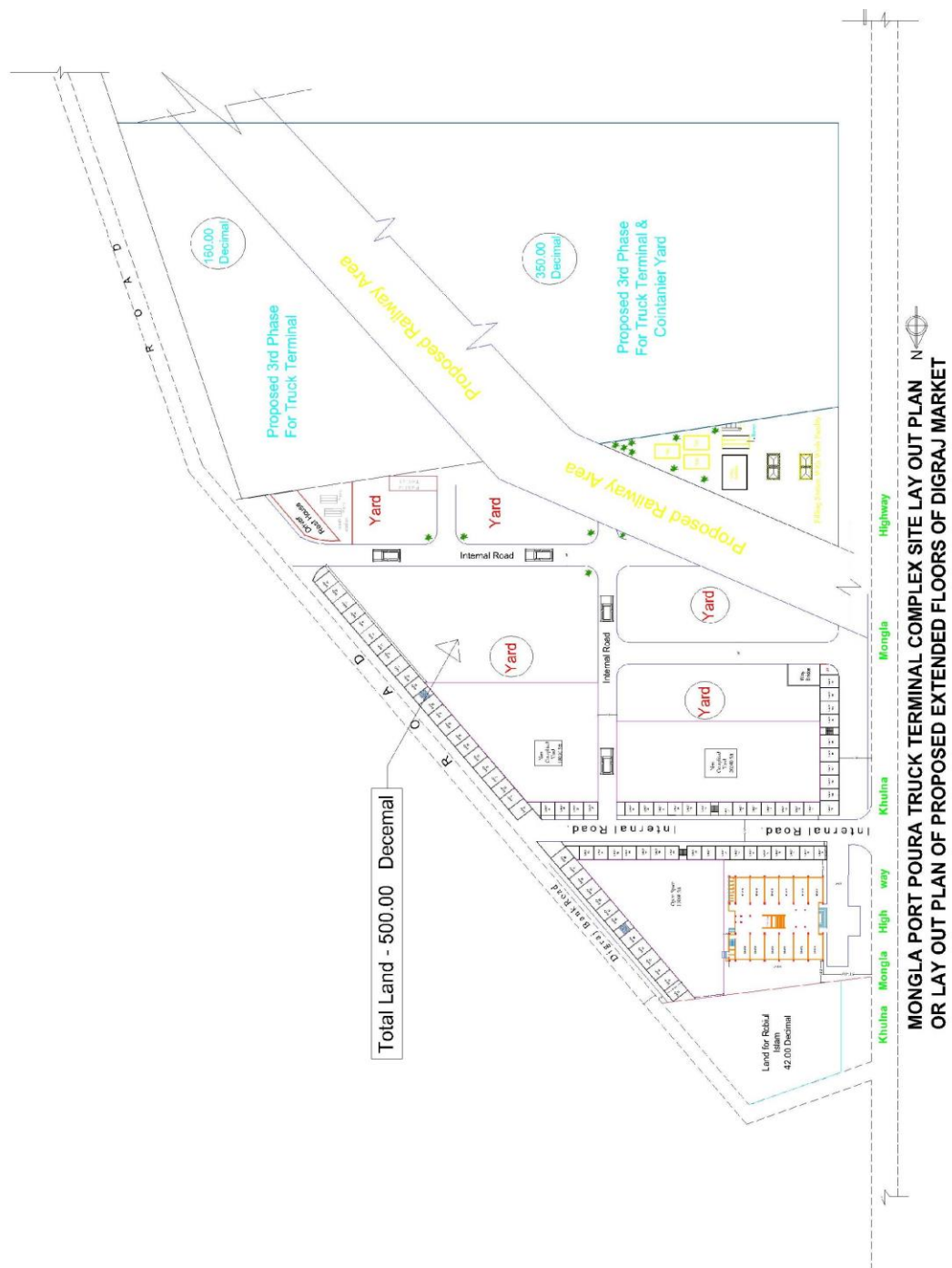
Date: 05 July 2018

The attached filled out format has been reviewed and evaluated by: Decision on selection:

Reviewed by: Md. Ismail Hossain, Sub-Assistant Engineer, Mongla Port Municipality

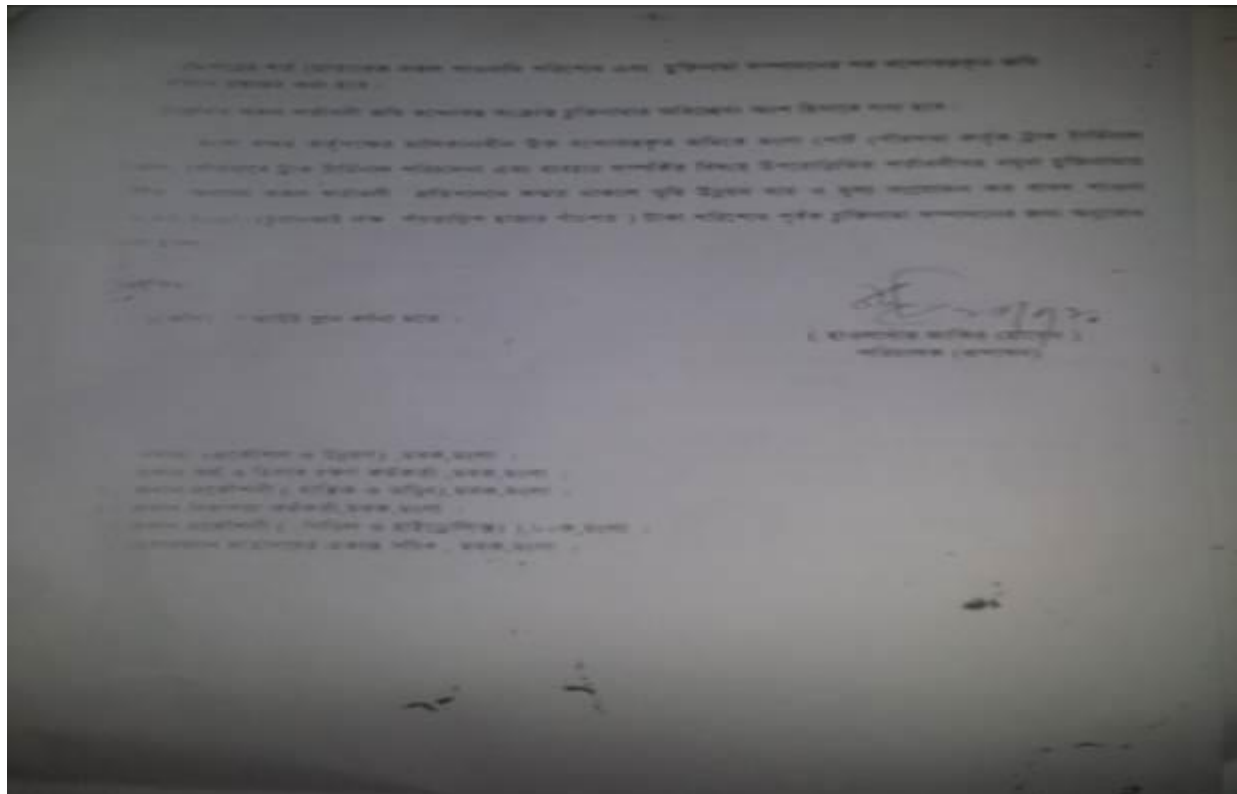
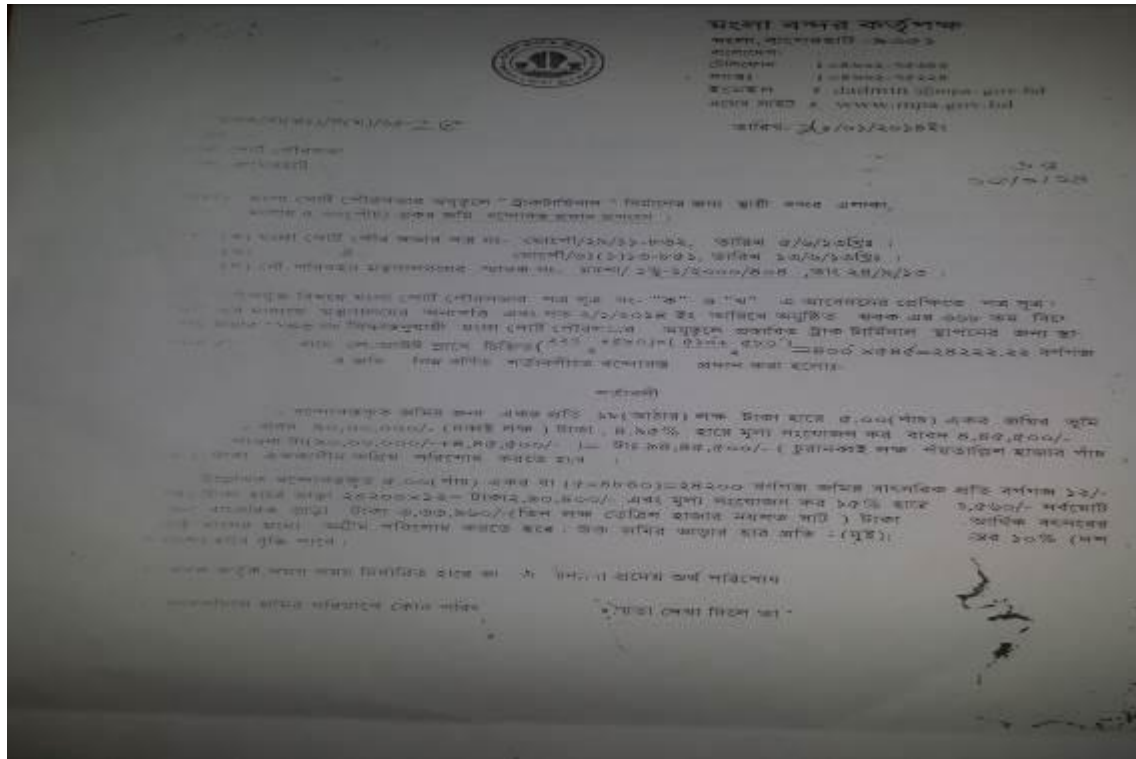
Signature: 

Date: 05 July 2018



Annexure 2: Layout plan of the proposed Improvement of Truck Terminal cum Boundary Market & Multipurpose Building (CIP-20) and Installation of Solar Panel in Truck Terminal.

Annexure 3: Legal document of the land



Annexure 4: Attendance of community people in FGD (female)

Improvement of truck Terminal Cum Boundary Market & Multipurpose Building (CIP-20), & Installation of Solar panel in Truck Terminal (CIP-31)

Package number:

Name of ULB: Ward-4, Mongla Municipal Office

Name of District: Bagerhat

Name of Place: Mongla Port, Digraji Ward

Date: 05/07/18

Level of participant community people (Female group)

Attendance of community people in FGD

Nos.	Name	Gender	Social status	Contact no.	Signature
১	নাজিমা বেগম	মহিলা	মহিলা	০১৩০২৫৭৮৫	নাজিমা
২	সুফিয়া সুলতান	মহিলা	মহিলা	০১৭৬৫-৮২০২১	সুফিয়া
৩	আবদুল্লাহা খাতুন	মহিলা	মহিলা	০১৬৮২১৮২৬	আবদুল্লাহা
৪	সিদ্দিকা (মহিলা)	মহিলা	মহিলা	০২৭৮৫৬৮০২৮	সিদ্দিকা
৫	সুফিয়া (মহিলা)	মহিলা	মহিলা	০১৭৬৫-৮২০২১	সুফিয়া
৬	সিদ্দিকা খাতুন	মহিলা	মহিলা	০১৭৬৫-৮২০২১	সিদ্দিকা
৭	সুফিয়া খাতুন	মহিলা	মহিলা	০১৭৬৫-৮২০২১	সুফিয়া
৮	আবদুল্লাহা খাতুন	মহিলা	মহিলা	০১৭৬৫-৮২০২১	আবদুল্লাহা
৯	আবদুল্লাহা খাতুন	মহিলা	মহিলা	০১৭৬৫-৮২০২১	আবদুল্লাহা
১০	সুফিয়া খাতুন	মহিলা	মহিলা	০১৭৬৫-৮২০২১	সুফিয়া

Annexure 5: Attendance of community people in FGD (male)

Improvement of truck Terminal Cum Boundary Market & Multipurpose Building (CIP-20), & Installation of Solar panel in Truck Terminal (CIP-31)

Name of Sub-project:

Package number:

Name of ULB: Ward-4, Mongla Municipality

Name of District: Bagerhat

Name of Place: Digraj, Mongla.

Date: 05/07/18

Level of participant community people (Male group)

Attendance of community people in FGD

Nos.	Name	Gender	Social status	Contact no.	Signature
১	ফিরোজ আলী	পুরুষ	ড্রাইভ	০১৯৩০৩৫৩০২৬	[Signature]
২	ডো: হিম্মত আলী	পুরুষ	মাসী	০১৯৯০৫৩৩২১	[Signature]
৩	ডো: আলী	পুরুষ	ব্রহ্ম	০১৯১২২০০৩৩৩	[Signature]
৪	মিলন হাও:	পুরুষ	ড্রাইভ	০১৭১১৩৭৫২০৬	[Signature]
৫	ডো: মাসুদ	পুরুষ	সরকারি	০১৯৩৭২৪০৪৩৩	[Signature]
৬	মিলন আলী	পুরুষ	ড্রাইভ	০১৭১০-২১৩৪৩	[Signature]
৭	ডো: হিম্মত আলী	পুরুষ	সরকারি	০১৯১১৪০০০০	[Signature]
৮	ডো: মিলন আলী	পুরুষ	সরকারি	০১৭১১৪০০০০	[Signature]
৯	ডো: মিলন আলী	পুরুষ	সরকারি	০১৭১১৪০০০০	[Signature]
১০	ডো: মিলন আলী	পুরুষ	সরকারি	০১৭১১৪০০০০	[Signature]
১১	ডো: মিলন আলী	পুরুষ	সরকারি	০১৭১১৪০০০০	[Signature]
১২	ডো: মিলন আলী	পুরুষ	সরকারি	০১৭১১৪০০০০	[Signature]
১৩	ডো: মিলন আলী	পুরুষ	সরকারি	০১৭১১৪০০০০	[Signature]
১৪	ডো: মিলন আলী	পুরুষ	সরকারি	০১৭১১৪০০০০	[Signature]
১৫	ডো: মিলন আলী	পুরুষ	সরকারি	০১৭১১৪০০০০	[Signature]
১৬	ডো: মিলন আলী	পুরুষ	সরকারি	০১৭১১৪০০০০	[Signature]
১৭	ডো: মিলন আলী	পুরুষ	সরকারি	০১৭১১৪০০০০	[Signature]
১৮	ডো: মিলন আলী	পুরুষ	সরকারি	০১৭১১৪০০০০	[Signature]
১৯	ডো: মিলন আলী	পুরুষ	সরকারি	০১৭১১৪০০০০	[Signature]
২০	ডো: মিলন আলী	পুরুষ	সরকারি	০১৭১১৪০০০০	[Signature]

Annexure 6: Attendance of local participants in screening exercise

Improvement of truck Terminal Cum Boundary Market & Multipurpose Building (CIP-20), & Installation of Solar panel in Truck Terminal (CIP-31)

Package number:

Name of ULB: Ward-4, Mongla Municipality Office Name of District: Bagerhat

Name of Place: Mongla Port, Digraj Ward Date: 05/07/18

Level of participant: Local stakeholders, community member, WLCC/CBO

Attendance of participants in social screening exercise.

Nos.	Name	Gender	Social status	Contact no.	Signature
1	কাজী (২৪শ্রম)	পুরুষ	কাজী	০১৭৯-৭৬৫২	কাজী
2	কাজী: মাহবুবুল	পুরুষ	কাজী	০১৭৬৫৫৩৭৭৮	কাজী: মাহবুবুল
3	কাজী: মাহবুবুল (২৪শ্রম)	পুরুষ	কাজী	০১৭২১-৬৬৫৫৫৫৫৫	কাজী: মাহবুবুল
4	কাজী: মাহবুবুল (২৪শ্রম)	পুরুষ	কাজী	০১৭২৫-৫৫৫৫৫৫৫৫	কাজী: মাহবুবুল
5	কাজী: মাহবুবুল (২৪শ্রম)	পুরুষ	কাজী	০১৭৬৫-৬৫৫৫৫৫৫৫	কাজী: মাহবুবুল
6	কাজী: মাহবুবুল (২৪শ্রম)	পুরুষ	কাজী	০১৭৬৫-৬৫৫৫৫৫৫৫	কাজী: মাহবুবুল
7	কাজী: মাহবুবুল (২৪শ্রম)	পুরুষ	কাজী	০১৭৬৫-৬৫৫৫৫৫৫৫	কাজী: মাহবুবুল
8	কাজী: মাহবুবুল (২৪শ্রম)	পুরুষ	কাজী	০১৭৬৫-৬৫৫৫৫৫৫৫	কাজী: মাহবুবুল
9	কাজী: মাহবুবুল (২৪শ্রম)	পুরুষ	কাজী	০১৭৬৫-৬৫৫৫৫৫৫৫	কাজী: মাহবুবুল
10	কাজী: মাহবুবুল (২৪শ্রম)	পুরুষ	কাজী	০১৭৬৫-৬৫৫৫৫৫৫৫	কাজী: মাহবুবুল

Annexure 7: The list of GRC members along with the notification from the Mayor



মোংলা পোর্ট পৌরসভা কার্যালয়

মোংলা, বাগেরহাট

স্থাপিত : ১৯৭৫ খ্রিঃ।

ইমেইল : pourashavamongla@yahoo.com

ওয়েব সাইট : www.paurainfo.gov.bd

ফোন : ০৪৬৫৮-৭৩৪৯০

ফ্যাক্স : ০৪৬৫৮-৭৩৪৯৫

স্মারক নং : প্রো/প্রাঃ/৩৯/১৯ - ৪৪৭/১

তারিখ : ৯/৭/১৮

“অফিস আদেশ”

মোংলাপোর্ট পৌরসভার Municipal Governanec & Service Projectn (MGSP) এর অধীনে বাস্তবায়িত নিম্ন লিখিত Grivence and Redress কমিটি গঠন করা হলঃ

	আহ্বায়ক	GRC কমিটি
১. মেয়র, মোংলাপোর্ট পৌরসভা	সদস্য	"
২. জেলা প্রশাসন কর্তৃক মনোনীত একজন কর্মকর্তা।	সদস্য	"
৩. প্রধান শিক্ষক, টি,এ ফারুক স্কুল এন্ড কলেজ।	সদস্য	"
৪. জনাব মোঃ বাবুল চৌধুরী, কাউন্সিলর ৫নং ওয়ার্ড, মোংলাপোর্ট পৌরসভা।	সদস্য	"
৫. জনাব মোঃ টিপু সুলতান, মেম্বর সিভিল সোসাইটি।	সদস্য	"
৬. জনাব লিলি বেগম, মহিলা কাউন্সিলর ৪,৫,৬নং ওয়ার্ড,মোংলাপোর্ট পৌরসভা।	সদস্য	"
৭. জনাব অহিন্দ্র নাথ বিশ্বাস, নির্বাহী প্রকৌশলী, মোংলাপোর্ট পৌরসভা।	সদস্য	"

আলহাজ্ব মোঃ জুলফিকার আলী
মেয়র
মোংলা পোর্ট পৌরসভা
মোংলা, বাগেরহাট।

স্মারক নং মো পৌ-প্রাঃ/৩৯/১৯ - ৪৪৭/১ (৮)

তারিখঃ ৯/৭/১৮

সদয় অবগতি ও প্রয়োজনীয় ব্যবস্থা গ্রহণের জন্য প্রেরিত হইল।

১. ব্যবস্থাপনা পরিচালক, বাংলাদেশ মিউনিসিপালিটি ডেভেলপমেন্ট ফান্ড (BMIDF)
গ্রামীনব্যাংক ভবন, মিরপুর, ঢাকা-১২০৭
২. জেলা প্রশাসক, বাগেরহাট,
(বর্ণিত কমিটিতে একজন কর্মকর্তা সদস্য হিসেবে মনোনয়নের জন্য অনুরোধ করা হইল)।
৩. প্রধান শিক্ষক, টি,এ ফারুক স্কুল এন্ড কলেজ।
৪. জনাব মোঃ বাবুল চৌধুরী, কাউন্সিলর ৫নং ওয়ার্ড, মোংলাপোর্ট পৌরসভা।
৫. জনাব মোঃ টিপু সুলতান, মেম্বর সিভিল সোসাইটি।
৬. জনাব লিলি বেগম, মহিলা কাউন্সিলর ৪,৫,৬ নং ওয়ার্ড,মোংলাপোর্ট পৌরসভা।
৭. জনাব অহিন্দ্র নাথ বিশ্বাস, নির্বাহী প্রকৌশলী, মোংলাপোর্ট পৌরসভা।
৮. সংশ্লিষ্ট নথি।

আলহাজ্ব মোঃ জুলফিকার আলী
মেয়র
মোংলা পোর্ট পৌরসভা
মোংলা, বাগেরহাট।