



GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH
Bangladesh Municipal Development Fund (BMDF)

SOCIAL SAFEGUARDS ASSESSMENT REPORT

Name of the Sub-project:

Improvement of Road and Drain; Sub-Project-1



Municipal Governance and Services Project (MGSP)

Submitted by

Kaliakair Municipality

Disclaimer

This Social Safeguards Assessment Report is prepared by the own fund of the Kaliakair Pourashava to fulfill the requirements of Bangladesh Municipal Development Fund (BMDF) in seeking the financial support for the “Construction of Road and Drain (SP-1)” under its Municipal Governance and Services Project (MGSP).

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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

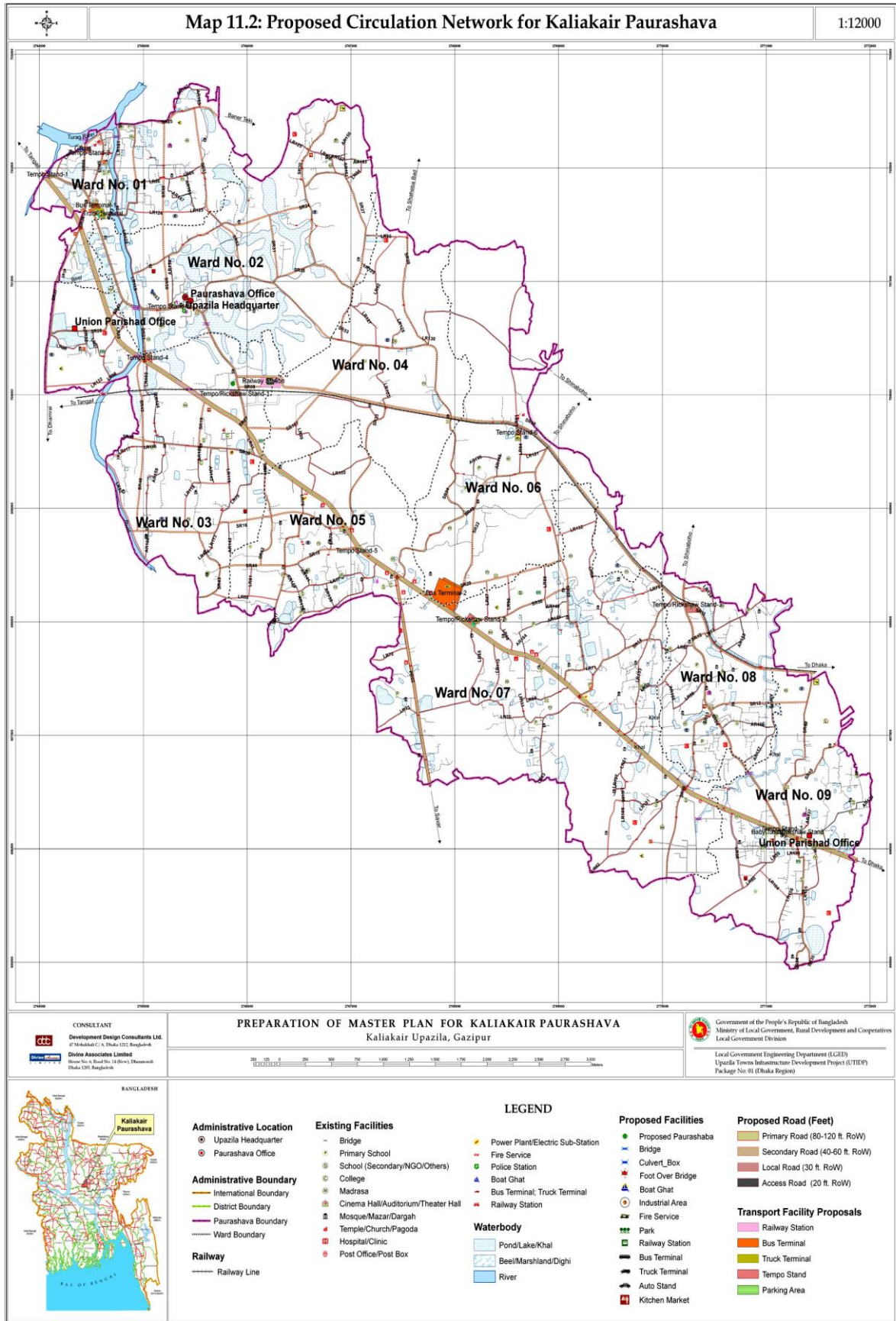
Kaliakair Municipality, having land area 27.28 *sq. km* is located in between 24°05' North and 90°10' East latitudes. It is bounded by Sreefaltali and Mouchak Union Parishad on the north, Atabaha Union Parishad on the south, Mouchak Union Parishad on the east, Sreefaltali Union Parishad on the west. Total population is 6,00,000 of which male 3,13,416 & female 2,86,585; Muslim 231,672, Hindu 34,306, Buddhist 910, Christian 30 and others 85. Main rivers: Turag, Bangshi, Salda; Boali, Hawla, Ujan and Markaj beels and Goala and Betjuri canals are notable. Kaliakair Thana was formed in 1923 and it was turned into an upazila on 2 July 1983. Kaliakair municipality was formed in 2001.



Map 1: Location map of Kaliakair Pourashava

Archaeological heritage and relics are Shiddhimadhav Sakashwar Buddhist Pillar, remnants of historical relics and Kotamoni Dighi of Dholsamudra, Chandra Mosque at Mouchak. Kaliakair has become independent at 13th December 1971. The literacy rate is average Average literacy 48.4%; male 54.9%, female 41.5%. Educational institutions: college 6, secondary school 35, primary school 115, madrasa 15. Noted educational institutions: Kaliakair Degree College (1968), Chapair BB High School (1910), Bhingoraj Talibabad Multilateral High School (1928), Kaliakair Baraibari AKU Institute and College (1949), Akkel Ali High School (1968), Ansar VDP High School (1985), Bhupenashari Girls' High School. (Source: Population and Housing Census 2011)

Urbanization is considered to be closely and positively associated process with complex and mutually reinforcing links of the economic growth. In attaining and sustaining economic growth, it is essential to develop urban areas. The urban centers are the places of accumulation of economic activities, and the important hubs of production, processing, innovation and employment. The importance of urbanization with available urban facilities and services is growing day by day to meet the demand of growing population. Moreover, in the Kaliakair Pourashava, traffic volume is increasing day by day with the increase in population and vehicles. But, the narrow, substandard and damaged infrastructures cannot cope with the growing demand. Hence, planned development of road network and drainage system becomes essential to meet the emergent demand. Therefore, this sub-project will directly contribute to the economy, livelihood and social spheres of the citizen as well as to improve the overall environment of the Pourashava by constructing its infrastructures.



Map 2: Boundary map of Kaliakair Pourashava

The Kaliakair Pourashava has implemented different development projects with the fund of Annual Development Programme allocated by the government and UGIIP. Recently, the Pourashava has prepared its Capital Investment Plan (CIP) for its infrastructural development following a participatory approach with the technical assistance from Bangladesh Municipal Development Fund (BMDf) and identified the “Improvement of roads and drains” as the highest priority for meeting the long pending demand of roads and drains for ensuring easy and water logged free movement of Poura citizen and local vehicles within the Pourashava areas. All the priority of roads of Kaliakair Pourashava have brought under sub-project-1. This sub-project is named as “Improvements of Roads and drains (Sub-project 1)” and includes roads of CIP # R1, R2 and R3 along with drains of CIP # D1, D2, D3, D4, D5, D6, D7 and D8. The estimated cost of the sub-project is BDT 50 million and the duration of construction is 15 months starting in January 2018 and to be ended in April 2020.

The Pourashava has already submitted an application for sub-credit to BMDf in order to the “Construction of roads (Sub-project-1)”. The significant features of the sub-project 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 Road and Drain: Sub-project-1
Name of District	Gazipur
Name of ULB	Kaliakair Pourashava
Location of the Sub-project	The sub-project is located at 07 Wards (out of 09 Wards) of the Kaliakair Pourashava. The Wards are ward # 3, ward # 4, ward # 5, ward # 6, ward # 7, ward # 8 and ward # 9 of the Pourashava.
Service Areas	The sub-project will ultimately serve all the areas under the Pourashava. More specifically, the people living at ward # 3, ward # 4, ward # 5, ward # 6, ward # 7 ward # 8 and ward # 9 will frequently use the facilities.
Beneficiary Population	Primarily, all the people of the Pourashava will be benefitted. But, ultimately, all the people of the Kaliakair district will be benefitted.
Tribal People	No tribal people are living in the sub-project influence areas.
Structural Design Option	Both RCC and BC road; and RCC drain at both sides of the road.
Total length and width of road	The total length of roads is 4490 meters (m). The width of the road ranges from 3m to 5m based on availability of land and requirements. The total length of drains is 5535 m. The width of the drains varies from 1016 millimeters (mm) to 1320mm based on availability of land and requirements.

Land Acquisition	Pourashava is the legal owner of lands.
Estimated Cost	BDT 50 millions
Sub-project Duration	15 months
Tentative Starting Date	January 2019
Tentative Completion Date	April 2020

1.2 Justification of Selecting the Sub-project

The proposed sub-project has significant importance in internal and external communication of the citizen of the Pourashava as well as drainage of household and industrial waste water. The proposed roads under this sub-project are mostly link roads and by lanes which are connected with main roads of the Pourashava and hence, ultimately connected with Kaliakair-Tangail, Kaliakair-Savar and Kaliakair-Dhaka national highways. The proposed roads physically cover 6 Wards, out of 09 Wards, of the Pourashava but ultimately are being used by all inhabitants of all the Wards of the Pourashava. However, the condition of the roads is very bad having wearing surface, damaged WBM, pot holes, depressions, undulation and rubbish mixed pavements which make the inhabitants and vehicles very difficult to move from one place to another. This damaged condition of the roads causes frequent accident to the people by breaking parts and turning over the vehicles. The water logged situation on the roads during heavy rainfall at any season and especially during rainy season becomes ineffectual for the movement of vehicles and people and causes untold sufferings to the citizen particularly school going children and women, and hampers regular movement and transportation of official, drivers, traders and laborers. Thus, ultimately affect the regular income and livelihood of the citizens of the Pourashava. Therefore, the construction of proposed roads is crucially important for the Pourashava.

The drainage system of the Pourashava is very poor and there is limited number of storm drain within the Pourashava. The drains within the Pourashava, those are existing at present, are severely damaged and mostly nonfunctional. Thus, causing water logged in most of the areas of the Pourashava almost all the year round, and inhabitants of the Pourashava have been suffering a lot through intrusion of water into households even at this dry season. Bad smell and reproduction of mosquito fueled the sufferings of the citizen in manifolds. Therefore, the construction of drains within the Pourashava is highly important. The proposed drains, beside the proposed roads, are connected or to be connected with households, offices and business establishments at one end and connected with main drains and ultimate different outfalls of the Pourashava at other end. Thus, ensure the run-off of storm water and reduce the suffering of the people of the Pourashava.

Further, the sub-project has significant social and economic benefits to the community people. After completion, the road sub-project will provide smooth pavement for the safe movement of inhabitants and vehicles which will reduce the risk of accidents. By constructing smooth road surface and footpath over the drain, it will provide better, easy and safe movement facilities for the travelers. On the contrary, new drains will minimize the drainage congestion and water logged problem. In addition, the proposed sub-project will significantly enhance the business facilities and hence increase the income of the people, businessmen and industrialists. It will also add the commercial and aesthetic value of the area. Therefore, considering the benefits that will derive, the sub-project is selected for the implementation in Kaliakair Pourashava.

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 sub-project to be implemented by ULBs through the finance of BMDF must consider some social issues. It is expected in the SMF that the sub-project 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 sub-projects 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 sub-project areas. Therefore, it becomes a policy obligation to consider ownership of the land, requirements of acquisition of additional land, displacement of people and areas of tribal groups during selecting and implementing any sub-project. In order to determine the above issues, it becomes important to conduct social safeguard assessment under the proposed sub-project.

Now, as per the social management framework of BMDF, it is required to conduct a social safeguards assessment of the proposed RCC/BC road to meet the regulatory framework of the Government of Bangladesh and World Bank policies. Therefore, the Kaliakair Pourashava Authority has deployed an individual consultant to carry out the social safeguards assessment on the proposed sub-project.

1.4 Project Description

The proposed sub-project will be consisted of both RCC and BC roads and RCC drains. The sub-project is consisted of 3 roads and 8 drains. The total estimated length of the roads and drains are 4490 m and 4535 m respectively. The width of the roads will be varied from road to road based on the requirements and availability of the land and will be ranged from 3m to 6m. The subgrade and base courses of the existing road will be rebuilt on some roads and as well as for the road widening work, whereas elsewhere new materials will be placed on top of the existing roadway and extension portions. The height of some roads will be raised to ensure the proper drainage system of the Pourashava. The width of the drain will also be varied based on requirements and will be ranged from 1016 mm to 1320 mm. The drains will be constructed along both proposed and existing roads at one or both sides of the roads depending on site condition and to meet the design criteria. The drains will be covered by concrete slabs and it will be used as footpath. The concrete slab will also protect the drains from unwanted throwing of solid waste from households, commercial settings and administrative offices. Hence, will reduce the chance of being blocked and remain the drain functional to run off the storm water and grey water. The height of some drains will also be raised to ensure the proper drainage system of the Pourashava.

The proposed roads and drain under this sub-project are distributed among the ward # 3, ward # 4, ward # 5, ward # 6, ward # 7, ward # 8 and ward # 9 of the Pourashava areas. These areas consist of mixed land use pattern of commercial, industrial, administrative and residential area of the Pourashava. Various commercial, industrial, social, administrative and residential areas are established at the both sides of the road. Hence, the proposed roads remain busy round the clock

due to commercial, industrial, administrative and domestic purposes. In addition, the condition of the proposed drains is very poor. Due to the damaged condition of the drains, about 65% of the Poura area becomes water logged during rainy season and water logged situation persist at about 30%-40% of Poura area even in dry season. A short brief of proposed roads is given in **Table 1-2 and Table 1-3** as below:

Table 1-2: Short brief of proposed roads

ID.	Name of Scheme	Effective length (m)	Present width (m)	Proposed Improvement Length/width (m)	Proposed Improvement RCC/BC
A. Roads					
R1	Improvement of Kalampur road starting from Chandra Tri morh to High-Tech Park Road	3110	2.5	3	RCC, DBC
R2	Improvement of Chapra Moshjid Road	920	3	3,4,5	RCC, DBC
R3	Improvement of Malek Spinning Mill Road	715	2.5	3,4	RCC
Total length of roads		4745 m			

Table 1-3: Short brief of proposed drains

ID #	Name of Scheme	Effective length (m)	Present width (mm)	Proposed Clear width (mm)	Proposed Improvement
B. Drains					
D1	Construction of Drain beside Malek Spinning mill road	715	300	600	RCC
D2	Construction of Drain beside Safipur Bazar to Ibn Sina Bridge	500	No drain	600	RCC
D3	Construction of Drain Ibn Sina bridge to Bord Mill	1820	450	900	RCC
D4	Construction of Allahr Dan colony road side drain	500	No drain	600	RCC

D5	Construction of Aziz Garments road side drain	500	No drain	600	RCC
D6	Construction of Bhanga Mosjid (Jora Pump) road side drain	500	300	600	RCC
D7	Construction of Haisa House road side drain	500	No drain	600	RCC
D8	Construction of Babul Sarker Mosque road side drain	500	No drain	600	RCC
Total length of drains		5535 m			

The layout of the proposed roads and drains is shown in **Annexure 2**. The proposed roads and drains under this sub-project will be constructed on the right-of-way of the existing roads which are owned by the Pourashava. But, the proposed roads and drains will be wider than the existing width of the roads and drain. However, acquisition of land will not be required as there are required space for widening the roads and drain. Hence, there is no need of removing any structures and earth filling to prepare the site for the construction.

1.5 Project Location

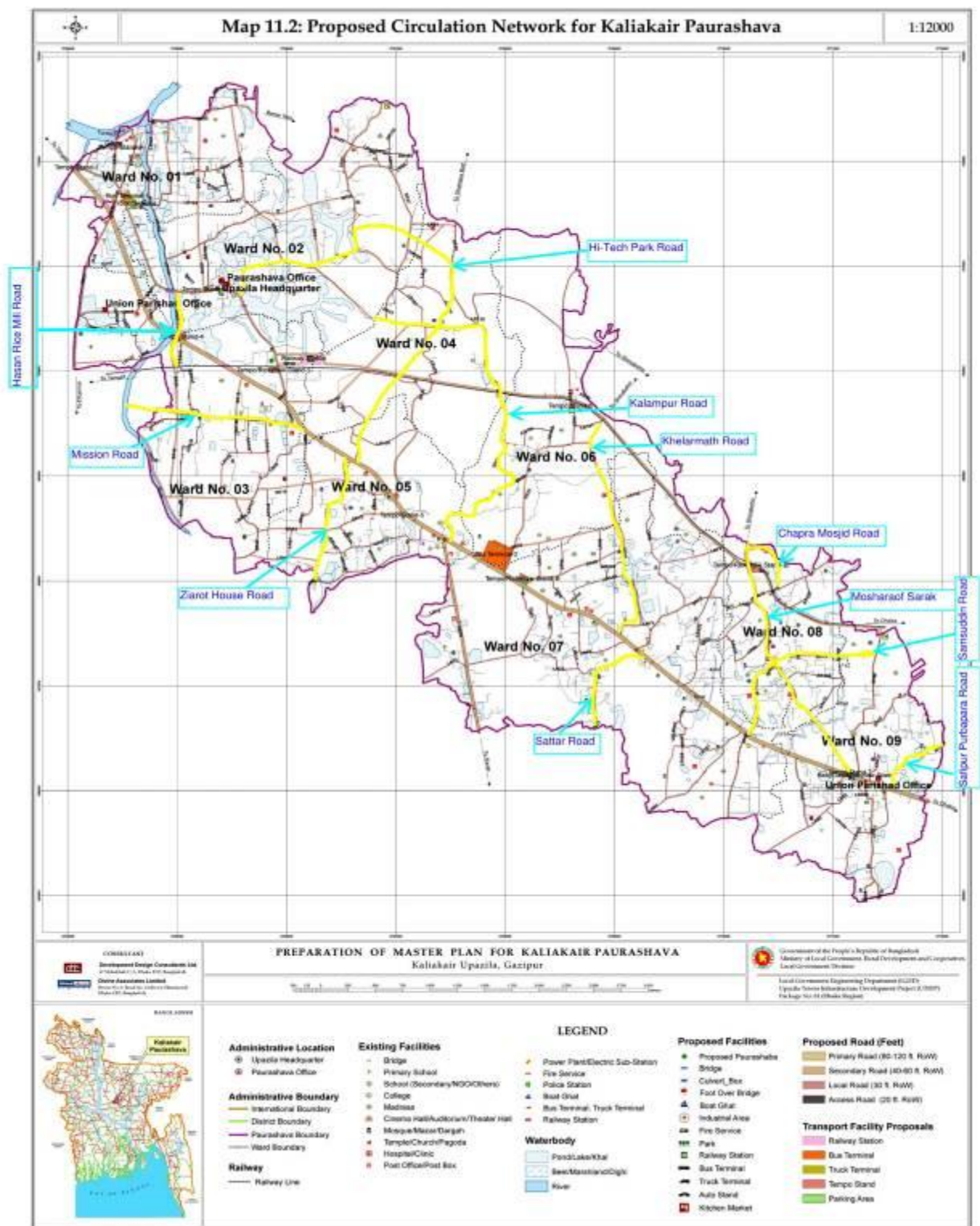
The proposed roads are located at the different parts of 7 Wards (out of 09 Wards) of the Kaliakair Pourashava. The Wards are ward # 3, ward # 4, ward # 5, ward # 6, ward # 7 and ward # 8. The location of roads among these Wards is given in **Table 1-4** for as below:

Table 1-4: Location of proposed roads

CIP #	Name of Scheme	Effective length (m)	Located under the Ward
A. Road			
R1	Improvement of Kalampur road starting from Chandra Tri morh to High-Tech Park Road	3110	3
R2	Improvement of Chapra Moshjid Road	920	4, 5, 6
R3	Improvement of Malek Spinning Mill Road	715	9

Total length of roads		4745 m	
B. Drain			
D1	Construction of Drain beside Malek Spinning mill road	715	9
D2	Construction of Drain beside Safipur Bazar to Ibne Sina Bridge	500	9
D3	Construction of Drain Ibne Sina bridge to Bord Mill	1820	7,8,9
D4	Construction of Allahr Dan colony road side drain	500	7
D5	Construction of Aziz Garments road side drain	500	8
D6	Construction of Bhanga Mosjid (Jora Pump) road side drain	500	7
D7	Construction of Haisa House road side drain	500	8
D8	Construction of Babul Sarker Mosque road side drain	500	6
Total length of drains		5535 m	

The location map of the proposed roads and drains is given as below:



1.6. Present Condition of the Proposed Roads and Drains

All the roads those are proposed under this sub-project are bituminous carpeting (BC), RCC road. There are also few roads those have partial Katcha roads in addition to the BC roads. Under this sub-project, all the roads will be improved as BC or RCC road. The existing condition of the proposed roads is too bad. For about 10 years, partial maintenance work is done on these roads. As a result, BC of the most of the roads is severely damaged. In some cases, no BC is found on roads. Due to long time use by the both light and heavy vehicles, the existing BC roads are severely damaged having damaged WBM, cracks, pot holes, broken edge, undulation and depressions. Waterlogged situation with bad smell and melted earth are found all along the road # R1, R2 and R3 during the field observation. The existing condition of specific roads is shown in **Table 1-5** which is given as below.

Further, the most of the drains those are proposed under this sub-project are brick drain and katcha drain. There are also few RCC drains. In addition, there are some drains having both brick drain and katcha drain. Now, under this sub-project, all the drains will be constructed as RCC drain. The existing condition of the proposed drains is very poor. All the drains are damaged having broken brick drains and filled in katcha drain resulting over flow of roads with long time water logged of the areas, bad smells with environmental pollution and breeding space of mosquitos. Further, the final outfalls of the drains i.e. different sections of Turag River are highly polluted and have comparatively high river bed than the normal land area of the Pourashava. Thus it is causing low speed of water flow through the drains. Sometimes, back flow of water through the drains is also happening in these areas during the rainy season. The existing condition of specific drains is shown in **Table 1-5** which is given as below

Table 1-5: Existing condition of proposed roads and drains

CIP #	Name of Scheme	Effective length (m)	Existing condition of roads and drains
A. Roads			
R1	Improvement of Kalampur road starting from Chandra Tri morh to High-Tech Park Road	3110	Brick Soling are totally damaged , water logged, undulation and some portion constructed by RCC is good.
R2	Improvement of Chapra Moshjid Road	920	BC road having damaged WBM, water logged, undulation and partly katcha road.
R3	Improvement of Malek Spinning Mill Road	715	BC road having damaged WBM, water logged and undulation.
Total length of roads		4745 m	

B. Drains			
D1	Construction of Drain beside Malek Spinning mill road	715	300 mm
D2	Construction of Drain beside Safipur Bazar to Ibne Sina Bridge	500	No drain exist
D3	Construction of Drain Ibne Sina bridge to Bord Mill	1820	450 mm
D4	Construction of Allahr Dan colony road side drain	500	No drain exist
D5	Construction of Aziz Garments road side drain	500	No drain exist
D6	Construction of Bhanga Mosjid (Jora Pump) road side drain	500	300 mm
D7	Construction of Haisa House road side drain	500	No drain exist
D8	Construction of Babul Sarker Mosque road side drain	500	No drain exist
Total length of drains		5535 m	

1.6 Project Affected People

The proposed sub-project will be constructed on the right-of-way of the existing roads which is owned by the Pourashava. The widening of roads and drains where required, will also be done within the land which is also owned by the Pourashava. Therefore, there is no to acquire any land for constructing the proposed sub-project. Thus, no people will be directly or indirectly affected by the proposed sub-project.

1.7 Scenario of Existing Infrastructure by Major Component

The existing infrastructures by major component involves roads, drains, culverts, bridges, water supply facilities, public sanitation facilities, bus terminal, truck terminal, markets, community centers, recreation parks, street lights, slaughter houses etc. The brief scenario of existing infrastructure by major components of the Kaliakair Pourashava is given as below:

1.7.1 Roads

The Kaliakair Pourashava has 200 km road networks for internal communication. The road network includes different types of road and brief of these roads are given in Table 1-5 as below:

Table 1-5: Different types of roads, its lengths and present condition

Sl. No	Type of Roads	Length (km)	Present Condition (in percentage)		
			Good	Moderately good	Bad
01	Bituminous Carpeting Road	70	50%	30%	20%
02	HBB road	91	50%	20%	30%
03	Cement Concrete Road	100%	-	-	-
04	Earthen Road	25	-	10%	90%
05	Footpath	1	100%	-	-
Total length of roads		200			

(Source: Pourashava Data, 2018)

In addition, there are 30 culverts and 15 bridges in the Municipal area.

1.7.2. Drains

The Kaliakair Pourashava has 140.875 km drainage network to run off the storm water. The scenario of the drainage system is given in **Table 1-6** as below:

Table 1-6: Type of drain, its length and present condition

Sl. No	Type of Drain	Length (km)	Present Condition (in percentage)		
			Good	Moderately good	Not good
01	Brick drain	13.75	100%	-	-
02	RCC drain	25.125	100%	-	-
03	Katcha drain	102	20%	20%	60%
Total length of drain		140.875			

(Source: Pourashava Data, 2018)

1.7.3. Water Supply and Sanitation Facilities

There are 278 Hand tube well within the Pourashava. There are also 10957 private hand tube wells, 1276 motorized hand tube wells (private & govt.). The water supply system of the municipality consists of

Figure 1.7.3 Water Supply and Sanitation

Facility	Quantity	Household Served (%)
Piped Water	-	-
Hand tube well (Municipality)	278	2%
Hand tube well (Private)	10957	87%
Hand tube well motorized (Private & Govt.)	1276	10%
Others (Pond & River)	123	1%
Total	12634	100%

(Source: Municipality Data, 2018)

In addition, there are 6 public toilets in the municipality to serve the sanitation facilities of the mass people of the municipality. Kaliakair Pourashava is 100% covered by sanitation facilities.

Sanitation/Public Toilet

Sanitation Facilities	Number	% of Households
Single Pit Latrine	3036	24%
Twin Pit Latrine	3830	30%
Septic Tank with Flash	5658	45%
Use Hanging Latrine/ Open Space	110	1%
Total	12,634	100%

1.7.4. Bus and Truck Terminals

There are one bus terminal and one truck terminal in the municipality for facilitating the traffic movement and proper transition of people and commodities. Bus Terminal and Truck Terminal at Kaliakair Bazar area under Ward # 1.

1.7.5. Market Facilities

There are 2 markets in the municipality areas amongst which 01 market is owned by the Kaliakair Municipality. There is 01 Kitchen market and 01 Hat-bazar. The brief scenario of municipality owned markets is given in **Table 1-7** as below:

Figure 1.7.4 Market facilities

Sl. No	Name/Type	Location	Area of Market	Earnings Per year (BDT)	Present Condition		
					Good	Moderately good	Not good
1	Kaliakair Bazar	Shrefoltoli Mouza	322,000 sq. m	1,400,105.00	Good	-	-
2	Kh. Mosharaf hossain Hat Bazzar	Safipur (Private & Public)	140000 sq. m	4,125,000.00	Good	-	-

(Source: Municipality Data, 2018)

1.7.6. Community Center

At present, there is 01 community center in the Municipality which is located at Kaliakair Bazar area. The condition of the community center is moderately good. It needs some renovation works and adds some modern facilities.

1.7.7. Recreational Park, Public Library and Cinema Hall

Amusement centres and Tourist spots Nandan Park, Shiddhimadhav Pillar, Ansar VDP Academy, Bangladesh Scouts' National Training Centre, Baliadi Zamindar Bari, Sreefaltali Zamindar Bari, Talibabad Satellite Ground Centre. There are 38 Public Library. Further, there are 2 Cinema Hall in the Pourashava.

1.7.8. Street Poles and Lights

The Kaliakair Pourashava has only 2500 street poles and at present, there are 2500 bulbs. It lightens 30% areas of the Pourashava. More bulbs are required. The Pourashava has a plan to cover 50% areas with street light.

1.7.9. Slaughter House

The Kaliakair Pourashava has 2 slaughter house which is located Ward # 02, Ward # 09.

1.7.10. Solid Waste Management System

The solid waste management system of the municipality is consisted of solid waste collection from the households, markets, roads at every day as well as there are 40 dustbins. A total of 94 cleaners are engaged in collecting, depositing and transferring the solid waste by using 10 vans and 5 garbage trucks. A total of 45 tons' garbage is produced every day at the municipality areas. There is a Dumping station in Latifpur at the municipality area.

1.7.11. Fecal Sludge Management system

There is no fecal sludge management system in the Pourashava. Even, there is no vacuum cleaner here. The fecal sludge of individual households is managed by their own. Individual household managed their fecal sludge by digging a hole, discharging the fecal sludge into it and overfilling it by soil. Kaliakair municipal has a plan to install modern fecal sludge system in Latifpur.

1.8. 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 sub-project. A Social Management Framework (SMF) has been adopted by BMDF for the sub-project 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 SAFEGUARDS 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 sub-project 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 sub-project.

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 Pourashava 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 sub-project areas.

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

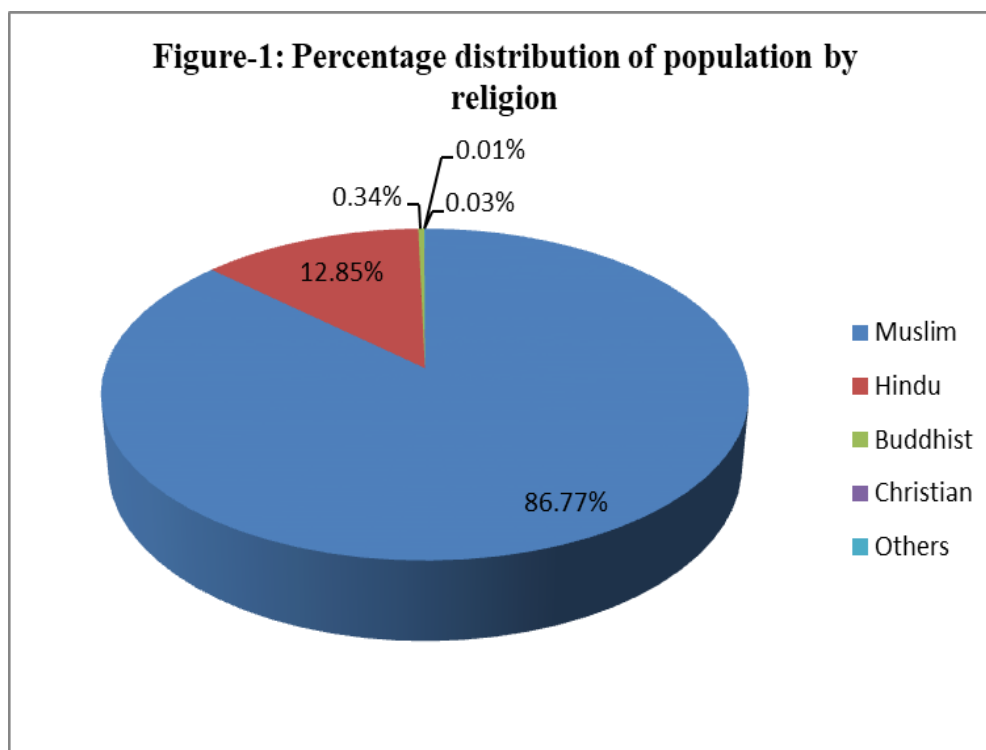
Consultative meeting with different stakeholders such as Ward Councilors, available businessmen, available local people, representatives of shop keepers adjacent to the market etc, male and female community participants has done to know their attitudes towards the proposed sub-project, its impact and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

In addition, social screening of the project sub-project 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 KALIAKAIR POURASHAVA

3.1 Population Status and Household Size

According to the source of pourashava data 2018 there are 6,00,000 people living in Kaliakair Pouraashava amongst which 3,13,416 are male (52.24%) and 286584 are female (47.76%). The average size of the household is 4.2. The total area of the Pourashava is 27.28 km and hence indicating that the density of the population per square kilometer is 22000. The Population and Housing Census 2011 reveals that most of the people in the Pourashava are Muslim. There are Muslim 231672, Hindu 34306, Buddhist 910, Christian 30 and others 85 people live in the Pourashava areas. **Figure 1** shows the percentage distribution of people by religion.



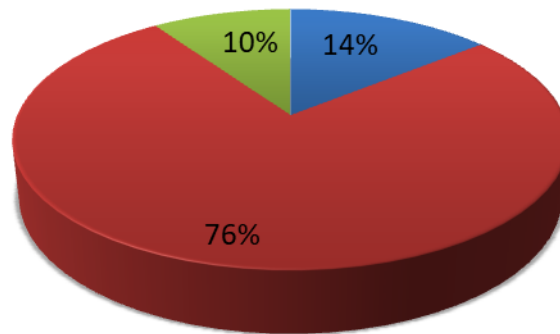
According to the source of pourashava data 2018 also shows that the highest percentage of population lies on the age group of 20-24 and it is 17 percent of the total population. The percentages of other age groups of people in the Pourashava are 9% at 0-4 years, 9% at 5-9 years, 6% at 10-14 years, 11% at 15-19 years, 15% at 20-24 years, 17% at 25-29 years, 12% at 30-49 years, 14% at 50-59 years, 6% at 60-80 years and 1% at 80 plus age group.

3.2 Housing and Settlement Pattern

The Population and Housing Census 2011 reveals that the people of the Pourashava live in Pucca, Semi-Pucca and Kutcha houses. The **Figure-2** shows that the highest percentage of general households of the Pourashava is Semi-Pucca (76 percent). The percentage of other general household by the type of structure of the Pourashava are 14 percent pucca households, 10 percent kutcha households.

Figure-2: Percentage Distribution of Household by type of Structure

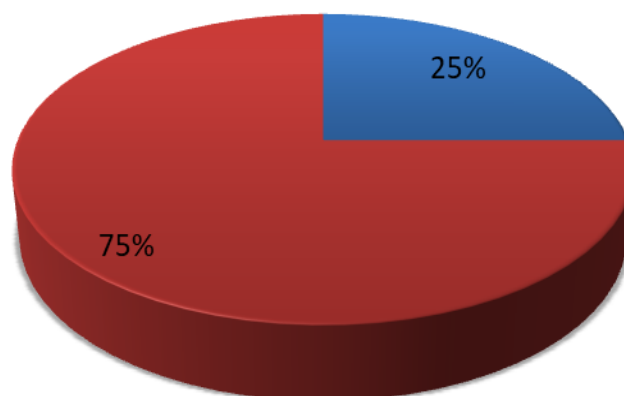
■ Pucca ■ Semi pucca ■ Kutcha



Further, the people of the Pourashava live in owned and rented houses amongst which most of the people have no houses as their own. The **Figure 3** shows that 25 percent people live in own house and 75 percent people live in rented house.

Figure-3: Percentage of tenancy of houses

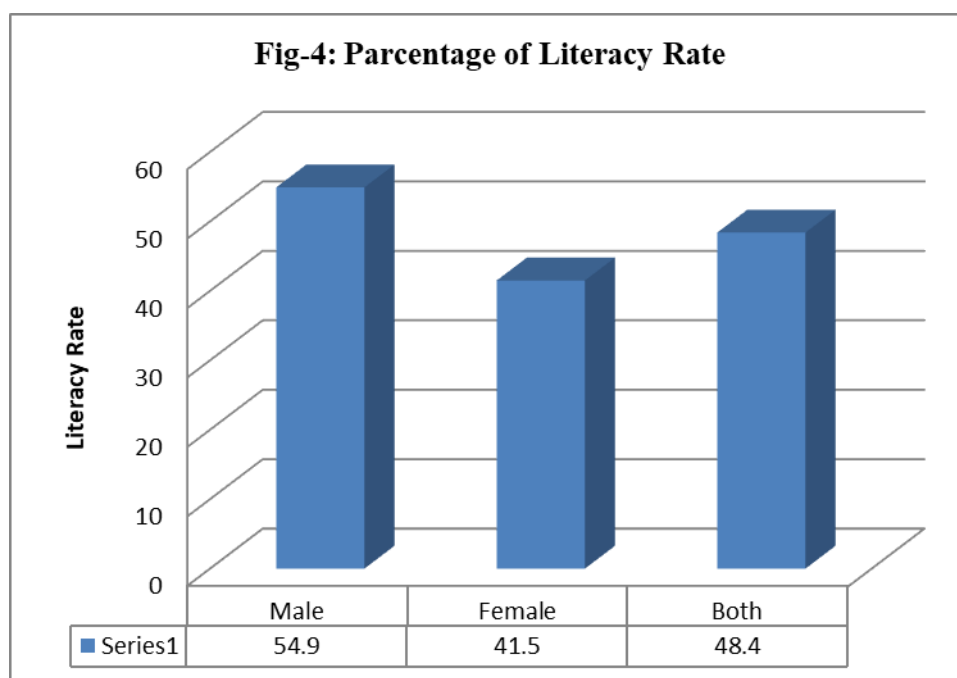
■ Owned ■ Rented ■



There are markets, shops, educational institutes, private offices, government offices, business establishments, industries etc in the surrounding areas of the sub-project.

3.3 Education

According to the Population and Housing Census 2011, the literacy rate among both sex of the Pourashava is 48.4 percent. The **Figure 4** shows that the literacy rate among the male is 54.9 percent and the female is 41.5 percent, remarkably below from the male counterpart.



3.4 Educational and Cultural Institutions

According to the Population and Housing Census 2011, the literacy rate among both sex of the Pourashava is 48.4 percent. The **Figure 4** shows that the literacy rate among the male is 54.9 percent and the female is 41.5 percent, remarkably below from the male counterpart. The Kaliakair Pourashava has Educational institutions: college 6, secondary school 35, primary school 115, madrasa 15. Noted educational institutions: Kaliakair Degree College (1968), Chapair BB High School (1910), Bhingoraj Talibabad Multilateral High School (1928), Kaliakair Baraibari AKU Institute and College (1949), Akkel Ali High School (1968), Ansar VDP High School (1985), Bhupenashari Girls' High School.

There is 03 Recreational park facility in the Municipal area. Nandan Park, Shilpakunjo, Sohag Palli are remarkable.

3.5 Land use, Income and Employment Pattern

The major part (31.15%) of the Kaliakair Pourashava area is being used for residential purposes. Industrial use is the second highest land use of the Pourashava containing 20.46% of land. A large part (19.54%) of the land is occupied by forest. The agriculture and commercial use occupied 15.36% and 1.94 % of land respectively. The detail land use classification under broad category in Kaliakair Pourashava area is given in **Table 3-1** as below:

Table 3-1: Land use classification under broad category in Kaliakair Paurashava area

Land use area	
Type	% of Total Area
Industrial	20.46
Agriculture	15.36
Residential	31.15
Forest	19.54
Commercial	1.94
Others	10.55
Total	100

The Final Master Plan of Kaliakair Pourashava shows that Agriculture 51.5%, non-agricultural labourer 3.6%, commerce 13.63%, transport and communication 3.39%, service 15.4% and others 12.48%.

3.6 Economic System

Main sources of income Agriculture 51.5%, non-agricultural labourer 3.6%, commerce 13.63%, transport and communication 3.39%, service 15.4% and others 12.48%. Ownership of agricultural land Landowner' 58.48%, landless 41.52%; agricultural landowner: urban 54.61% and rural 68.92%. Main crops Paddy, jute, sugarcane, mustard. Extinct or nearly extinct crops Sesame, sweet potato, arahar, cotton, wheat, china. Main fruits Mango, jackfruit, banana, papaya, litchi, blackberry, pineapple, guava. Fisheries, dairies and poultries Fishery 169, dairy 255, poultry 511. Noted manufactories Textile mill, saw mill, rice mill, ice cream factory. Cottage industries Goldsmith, blacksmith, weaving, potteries, bamboo work, wood work, tailoring.

3.7 Archeological, Historical and Religious Institutions

Kaliakair Pourashava is very rich in cultural, historical and religious heritage. There are a number of places of interest within Paurashava area that can become attractions for tourists from home and abroad. These may be broadly classified as heritages and recreational sites. Important heritages in and around the city include Shiddhimadhav Sakashwar Buddhist Pillar, remnants of historical relics and Kotamoni Dighi of Dholsamudra, Chandra Mosque at Mouchak. During the war of liberation in 1971, freedom fighters (the Kaderia Bahini) launched an attack on the Pak army base at Uttar Para under Fulbaria union in which one freedom fighter was killed. About 34 razakars and 12 Pak soldiers were killed when the freedom fighters launched attack on them on 9 October. Encounter also held consequently at 28, 30 October and finally 13 december the Pak army was completely defeated in an encounter with the Kaderia Bahini at Safipur and thereby Kaliakair was liberated. The literacy rate is average Average literacy 48.4%; male 54.9%, female 41.5%. Educational institutions: college 6, secondary school 35, primary school 115, madrasa

15. Noted educational institutions: Kaliakair Degree College (1968), Chapair BB High School (1910), Bhingoraj Talibabad Multilateral High School (1928), Kaliakair Baraibari AKU Institute and College (1949), Akkel Ali High School (1968), Ansar VDP High School (1985), Bhupenashari Girls'HighSchool. More interestingly, Kaliakair Pourashava itself a famous Pourashava of the district, was established in 2001.

(Source: Population and Housing Census 2011)

3.8 Health and Sanitation Status

As a developed Pourashava, health facilities are available in Kaliakair Pourashava area. Health centers are 250 bedded general hospital, health complex 1. Beside Kaliakair General Hospital, Shafipur General Hospital, Kaliakair Central Hospital @ Diagnostic Center(pvt), Tanha Health Care Hospital. There are also 4 satellite clinic, 15 private clinics, 15 diagnostic center, family planning center 8, hospital 4, and diabetic hospital 1. 05 no of Public toilet is owned by Kaliakair Municipal. (Source: Pourashava Data, 2018)

Drainage, sewerage and latrine facilities are very much important facilities for any urban areas. However, there is no separate sewerage line and fecal sludge management facilities in Kaliakair Pourashava. In most of the cases, people in the urban area give direct connection of the household sewer to the surface drains without using any septic tanks. All the drainage out falls of the Pourashava are connected with a canal through to Turag river and discharging directly without any sort of treatment. Thus, domestic water and raw human excreta are polluting surface water resources in and around the Pourashava area.

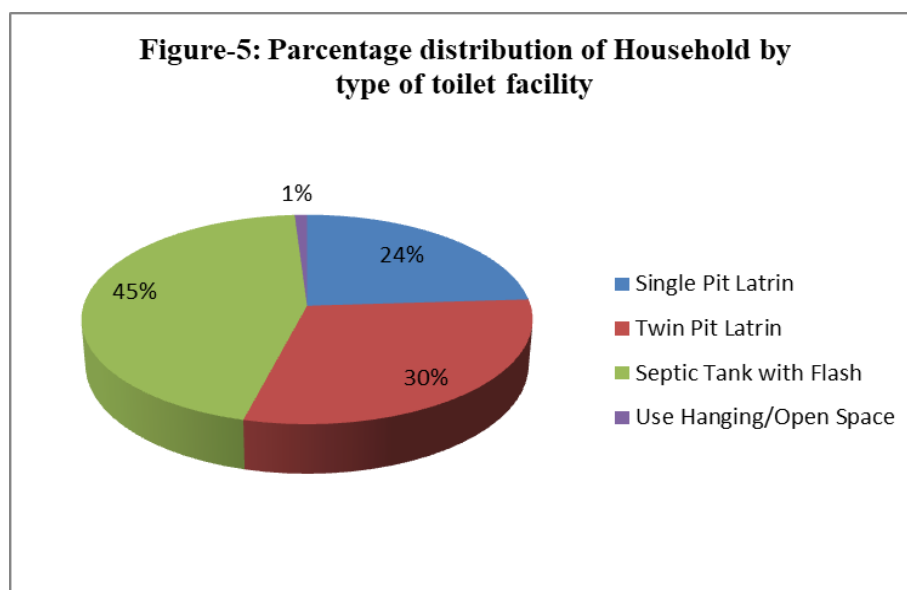
According to the source of pourashava data 2018 reveals that the most of the people of the Pourashava use sanitary latrine.

Table 3-2: Sanitation/Public Toilet

Sanitation Facilities	Number	% of Households
Single Pit Latrine	3036	24%
Twin Pit Latrine	3830	30%
Septic Tank with Flush	5658	45%
Use Hanging Latrine/ Open Space	110	1%
Total	12,634	100%

(Source: Municipality Data, 2018)

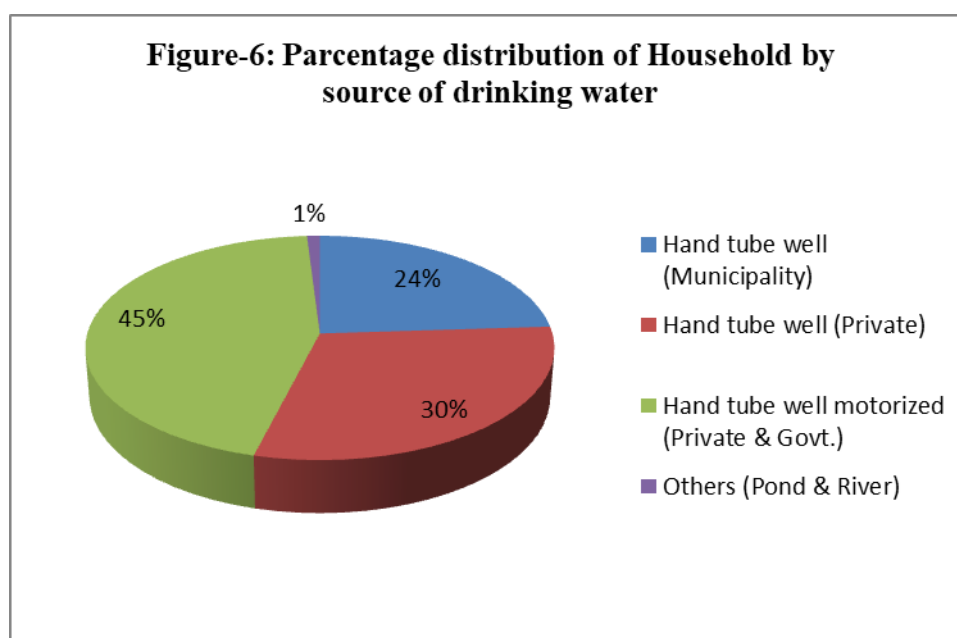
The **Figure 5** shows that 45 percent households have sanitary latrine Septic Tank with Flash, 30 percent households Twin Pit Latrine, 24 percent households have Single Pit Latrine and 1 percent households have Use Hanging Latrine/ Open Space.



In addition, the Pourashava has been providing sanitation facilities for mass citizens within Pourashava areas. There are 6 public toilets in the Pourashava. (Pourashava data, 2018)

3.9 Water Supply Situation

According to the source of pourashava data 2018, the most of the people (87%) of the Pourashava collect drinking water from private tube well while 10% of the people collect drinking water from Hand tube well motorized (Private & Govt.), 2% of the people from Hand tube well (Municipality) and 1% of the people from other (Pond and River). The **Figure 6** which is given as below shows that percentage distribution of general households by source of drinking water.



3.10 Drainage system

According to the source of Pourashava data 2018 shows that the most of the storm water of Kaliakair Pourashava is directed to discharge into Turag River. Existing drains are undersized and inadequate. The existing drains get blocked due to (a) accumulation of refuse, leaves, and earth in the drain, (b) root growth, especially from nearby trees, (c) excessive vegetation growing in drainage channel, (d) silt deposited in low section of drains. Most of the drains fall under bad condition have damaged side-walls and surfaces. .

The Pourashava has 140.875 km long drainage network amongst which 13.75 km are brick drain, 25.125 km are RCC drain and 102 km are earthen drain respectively. Most of the drain is damaged and blocked. Water logging situation prevails in most of the areas of the Pourashava. These existing drains are not enough to carry both storm and domestic waste water.

Table 3-3: Type of drain, its length and present condition:

Sl. No	Type of Drain	Length (Km)	Present Condition (In percentage)		
			Good	Moderately Good	Not Good
1	Drain (Brick)	13.75	100%	-	-
2	Drain(RCC)	25.125	100%	15%	-
3	Drain(Earthen)	102	20%	20%	60%
Total Length of drain		140.875	70%	10%	20

(Source: Pourashava Data, 2018)

3.11 Solid Waste Management

The solid waste management system of the municipality is consisted of solid waste collection from the households, markets, roads at every day as well as there are 40 dustbins. A total of 94 cleaners are engaged in collecting, depositing and transferring the solid waste by using 10 vans and 5 garbage trucks. A total of 45 ton's garbage is produced every day at the municipality areas. There is a Dumping station in Latifpur at the municipality area.

(Source: Municipality Data 2018)

3.12 Mode of Transportation, Road Network and Traffic Volume

The Pourashava data 2018 reveals that the Kaliakair Pourashava area is served by 200 km of road network. Among the total length of road network, 70 km is BC road, 13 km is RCC road, 91 km is HBB road, 25 km is earthen road and only 1 km is footpath. The condition of most of the road (30%) is not good while 20% is moderately good and only 60% is good. The condition of BC road is extremely bad and only 10.19% of BC road is in good condition leaving 73.46% BC road in bad condition and the rest of BC road is in moderately good condition. However, the

condition of 6.5 km road is very bad while only 1.5 km and the same length of road are in good and moderately good condition.

The Final Master Plan 2011 shows that non-motorized transport (rickshaw, van, bicycle, etc.) dominates the traffic scene in the Kaliakair Paurashava where percentage of rickshaws and bicycles varies between 70 to 91% of the traffic and where 90% of all retail and wholesale food stuff are moved by rickshaws and vans. This Master Plan also shows that 90% of daily trips in Kaliakair Paurashava are made by rickshaws/vans, easybike and bicycles, while another 7% are made on foot and rest of the 3% made by cars. Average journey time within Paurashava area is around 20 minutes and 69% of all trips are related to either home or work, leaving another 15% which are made to schools and college. No major traffic congestion is observed anywhere in city except in front of Chandra Bus stand, Safipur bazar road and kaliakair bazar mostly due to lack of strict traffic rules enforcement. But during the rush hour of factories, entry-exit and lunch time there are traffic congestion in overall roads. The community Traffic Policing controlled the traffic congestion. The traffic rush is observed from 8am to 10am before noon and 4pm to 7pm in after noon. Paurashava sources revealed the existing condition of roads 60-70% are in bad condition. There is no foot path in Kaliakair Paurashava except Safipur bazar.

In addition, consultation with community people reveals that the movement of vehicles through the proposed road is less than the actual movement of vehicles at present. There are some roads through which no vehicle move and local people move through these roads only on foot. It is anticipated that five times more movement of vehicles will be happened after the construction of the road.

3.13 Land acquisition and resettlement

The sub-project will be implemented along the right-of-way of existing roads. And the land of all the sub-project sites is owned by the Paurashava. Hence, there is no need to acquire land. There is no human settlement and business establishments on the land of proposed sites for the sub-project. Thus, the issue of resettlement is absent here. In addition, the social expert will evaluate the anticipated social issues regarding the sub-project intervention and measures will be given accordingly.

3.14 Tribal Communities

There is no indigenous or tribal people settlement in the sub-project area. Therefore, there is no need to take any kind of protective measures for indigenous peoples' safeguard.

3.15 Economic Benefits

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 markets and industries at the surrounding areas. Eventually, the proposed roads will create employment and business opportunities for the people living around the site or within the Paurashava. No grievances are found that need to be mitigated.

The proposed sub-project will create business and employment opportunity. The local economy will be highly influenced by the constructed road by easing the transportation facilities for business and daily household services, and enhancing the land value of the surrounding areas.

The improved road will encourage other industries to be installed by the industrialists which will create more employment opportunities. In addition, it will create more employment opportunity by engaging young people in transportation business and driving of motorized vehicles. The local people will be benefited by getting opportunity of easy and quick movement from one place to another place within the Pourashava as well as outside of the Pourashava. Moreover, the Pourashava will be able to earn more revenue from the establishments of the road.

3.16 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. The key stakeholders for Roads were identified in consultation with the Mayor and officials of Kaliakair Pourashava, local elites, representatives of business associations, and community people etc who are involved directly and indirectly with management and are benefited from the roads. **Table 3-3** shows a list of stakeholders, their benefits from the road, and the level of their influence to the road.

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

Potential stakeholders	How they become Stakeholders	Benefit	Level of Influence and Interest
Pourashava Authority	Pourashava authority is owner and key implementation, operation and maintenance authority of the sub-project	Pourashava authority will fulfill their commitment to the people as a serve providing institution.	High
Owner of Industries and Business institutions, and Business men/ and traders	The vehicles of Industries, business institutions, businessmen or traders will move through the road and use the drainage facility.	Transport raw materials, products, business items and others to and from their business establishments easily using different types of vehicles. Facility to discharge their waste water into the drain,	High
Owners of bus, truck, pick-up and other heavy vehicles	User of the road as vehicle owner	Good conditioned road for smooth transportation facility. Reduce operation and maintenance cost of vehicles. Reduce fuel consumption of vehicles by getting smooth	High

		running surface. More trip and more regular earnings.	
Officials	Regular road user for living smooth livelihood	Take less time to go to office, decrease travelling cost and reduce the risk of accident.	Medium
Community people	All time user of road	Good transportation facilities. Take less time to go at different places. Decrease travel cost. Reduce the chance of accident. Facility to discharge their waste water into the drain. Enjoy waterlogging and odor free environment. Footpath for safe movement.	High
House wives	All time user of road	Good transportation facilities. Discharge household waste water into drain and enjoy hygienic environment.	High
Laborers	Working opportunity during construction and operation	Earn wages during construction. Earn more wages through carrying out the goods at different industries, business centers and shops.	Medium
Mayor and Ward Councilors	Key persons of taking decision in implementation, operation and maintenance of road.	Can fulfill the requirements of the citizen and show the commitments to the voters.	High
Rickshaw pullers, easy	Road users for	More trip and more regular	High

bike and auto-rickshaw drivers	livelihood	<p>earnings.</p> <p>Good conditioned road for safe driving.</p> <p>Reduce operation and maintenance cost of vehicles.</p> <p>Reduce fuel consumption of vehicles by getting smooth running surface.</p>	
Traffic control authority	Service provider for ensuring smooth and congestion free movement of vehicles	<p>Easy to manage the movement of vehicles.</p> <p>Easy to ensure congestion free road.</p> <p>Fulfill the duty with less mental pressure.</p>	Medium

3.17 Gender and Vulnerability Analysis

The implementation of sub-projects under the MGSP of BMDF are inclusive in nature and involves all categories of local stakeholders particularly women in different stages of the sub-project planning, design, implementation and operation. The gender and vulnerability analysis in consultation with female participants at Pourashava Office and community level shows some concerns. The concerns and its mitigation measures are shown in the **Table 3-4** as below:

Table 3-4: Concerns on gender and mitigation measures

SL No.	Likely Negative Impacts	Suggested Mitigation Measures	Institutional Responsibility
01	Inequitable access to improved infrastructure	<p>Keep a provision of adequate space for footpath.</p> <p>Keep footpath free for the movement of all people especially walking women, girls, students and disable people</p>	PIU of Kaliakair Pourashava
02	Women, particularly of weaker sections may be discouraged to speak and demand equitable benefits in the name of porda/ dignity of women or lineage	Engage competent women ward councilor speaking for women and working for them to participate in the sub-project selection, designing, implementation and participatory M&E	PIU of Kaliakair Pourashava

03	ULBs may lack information, awareness and expertise to take up implement sub-projects specially beneficial to women	Impart awareness training for both elected representatives and employees (executives). Impart more detailed training for the executives and staff.	PIU of Kaliakair Pourashava
04	Wage discrimination	Make conditionality in the bid 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 Kaliakair Pourashava
05	Participation	Representative of women and vulnerable groups in GRC Occupational groups men and women consultation process Beneficiary options reflected in sub-project design and implementation	PIU of Kaliakair Pourashava
06	Eve teasing and sexual abuse	Keep a provision of safe space for women and girls at all stoppages along with road.	PIU of Kaliakair Pourashava
07	Absence of movement facilities for disable people from road to market premises	Disable friendly design and implementation; Involvement of disable people at planning and design stage, if possible; Provision of ramp from road to markets for the movement of the disable people.	PIU of Kaliakair Pourashava

SECTION 4: SOCIO ECONOMIC IMPACT ASSESSMENT

4.1 Social Safeguard Assessment Using Screening Format

The social safeguard assessment of proposed road, using the screening format given in the SMF of MGSP, BMDF, has been conducted with the participation of different stakeholders and community people. The screening format, prescribed in SMF of MGSP, is administered to collect some key information regarding the social safeguard issues includes: (i) identification of the sub-project, 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 sub-project 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 2** respectively.

The key findings of the screening exercise are given as below:

- (i) **Sub-project site and would-be affected people:** The sub-project will be implemented along the alignment of existing 4 roads and 6 drains those go through the 07 Wards (out of 09 Wards) of the Kaliakair Pourashava. The Wards are ward # 3, ward # 4, ward # 5, ward # 6, ward # 7 ward # 8 and ward # 9 of the Pourashava. The participants identified the sub-project site as an appropriate because it is in worst condition for movement of vehicles and community people by foot even. The regular business and household activities are being hampered severely due to lack of proper communication way. No people or households or business establishments will be affected by this sub-project. Even, the widening of roads will be done within the right-of-way of the roads those are owned by the Pourashava.
- (ii) **Land requirements and ownership:** No additional land is required for constructing the proposed roads. All the lands of the proposed roads are owned by the Pourashava. Hence, there is no issue of land acquisition and subsequently, the issue of compensation is absent here.
- (iii) **Current use of proposed land and potential impacts:** The existing sub-project sites are being used as for the local transportation facilities. However, the condition of the roads is too worse to move the vehicles. The local transportation vehicles those are running through these roads has been facing frequent accident due to sudden broken of different parts as there are holes, depressions, cracks, waterlogging and muddy conditions all along the road. The daily life of the community people and business are being hampered severely. By the improvement of the roads under this sub-project will ensure the proper transportation facility for the community people and smooth movement of vehicles for business and trades. It will quicken transportation of business goods and raw materials, the reduce the operation and maintenance cost of vehicles, reduce the consumption of fuel of vehicles, reduce the travelling cost of local people and officials, increase the value of local land, attract more industries and business centers to install, increase the employment opportunity in different industries and business centers, engagement of unskilled young people in driving local motorized vehicles, reduce the incidents of accidents and ultimately enhance the revenue generation of the Pourashava. After the completion of the sub-project, the overall environmental and social condition of the sub-project areas will be improved.
- (iv) **Information of tribal people:** There is no indigenous or tribal people settlement in the sub-project area. Therefore, there is no need to take any kind of protective measures for indigenous peoples' safeguard.

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: (1) 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 Pourashava and local elites.



Figure: Consultative meeting with stakeholders

the proposed road. The participants were informed about the detail design and activities of sub-project going to be implemented. They were asked to share their opinion, feedback and suggestions on potential environmental and social impacts of the sub-projects as well as the mitigation measures to avoid or reduce the potential impacts. All the participants provided their opinions spontaneously. The list of participants is attached as **Annexure 4**.

Further, **one focus group discussion** was organized with male community participants from different professions residing at the surrounding areas of the sub-project site and doing business at the both sides of the road and surrounding areas. The participants were informed about the detail design and activities of sub-



Figure: Consultative meeting with local people (male)



Figure: Consultative meeting with local people (Female)

project going to be implemented and asked about their opinion, feedback and suggestions on environmental and social impacts of the sub-projects as well as the mitigation measures to avoid or reduce the potential impacts. All the participants provided their opinions spontaneously and raised different important issues to be considered at both pre-construction, construction and operational phases. The list of participants of the FGD is attached as **Annexure 5**.

Another **focus group discussion** was organized with female community participants

living at the surrounding areas and both sides of the proposed sub-project site. The participants were also informed about the detail design and activities of sub-project going to be implemented and asked about their opinion, feedback and suggestions on environmental and social impacts of the sub-projects 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. All the participants provided their opinions spontaneously and raised different important issues to be considered at both pre-construction, construction and operational phases. Most of the female participants gave emphasis on discharge of household waste water and disposal of household waste. The list of participants of FGD is attached as **Annexure 6**.

The **key informant interviews** were done with local elites and Pourashava representatives to get the in-depth information about the surrounding socio-economic environment of the sub-project area and the potential impacts of sub-project on surrounding communities and livelihood.

Special efforts were made to include the elderly, women, and vulnerable groups and to allow them to express their views regarding the sub-project implementation. In all cases, the impression of stakeholders and general mass regarding sub-project implementation found highly positive.

4.2.2 Key findings of Community Consultation: Issues and Recommendations

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

- The water logging condition should be removed and healthy environmental condition should be retrieved by constructing and improving all the roads;
- Narrow roads should be widened and brick roads should be replaced by RCC road;
- The drains should be widened and the depth of the drains should be increased to ensure flow; the functional water
- The drain should be constructed in such a way that the household waste water can discharge easily to drain and no water can flow from one house to another house. It will help to avoid quarrels among the neighbor households;
- The height of roads should be maintained in such a way that the storm water on road may discharge easily into the drain;
- The Pourashava should collect the household waste and remove the fecal sludge by introducing proper solid waste and fecal sludge management system. In addition, there should be provision of penalty, if any household throw solid waste into drains and connect septic tank with the drains;
- Noise and air pollution should be controlled so that its impact might be minimum on community people;
- Sufficient protective measures should be taken so that no accident of workers and community people occurs during the construction work;
- The construction of roads should be completed within least possible time to reduce the transportation problem of the local people;
- The constructed roads should be cleaned and regular maintenance of roads should be ensured by the Pourashava;

- The footpath over the top of the drains should be ensured, where required and possible, for the pedestrians;
- In most of the cases, utility lines are given after the construction road and it damaged the road. Hence, the utility lines should be given whether before the construction of road or there should be adequate provision of road repair and maintenance during providing utility lines;
- In most of the cases, small roads of the Pourashava are being damaged due to movement of heavy vehicles those are being used for carrying construction materials for building of individual household. It is not rational to damage the public property for individual purposes. Hence, the movement of these heavy vehicles should be restricted in the constructed road by providing barrier at the entry point of each road so that limited height fleet can enter into the road only.
- Proper traffic control mechanism including sign of speed, sign of turning, community traffic police with flag at important points etc. should be ensured;
- Community people and shop keepers should be mobilized through awareness campaign so that they can keep generated solid waste in own waste bin and no waste is thrown on the road. The Pourashava should ensure the collect, treatment and disposal of solid waste properly; and
- Overall the quality of the work should be ensured through proper monitoring of works as well as involving community people in monitoring.

SECTION 5: SOCIAL MANAGEMENT PLAN

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 sub-project cycle such as sub-project identification, sub-project planning and detailed sub-project preparation as well as the principles will be followed during sub-project appraisal, sub-project implementation, and operation and maintenance. The social screening and community consultation identified 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 sub-project implementation. It will also be made available to the public. The final assessment report (both English and Bangla) will also be uploaded in the Kaliakair Pourashava website, BMDF website and the World Bank website after approval. In addition, a signboard containing all information of the sub-project will be displayed at the different places along the roads so that mass people can know about the sub-project.

5.3 Grievance Redress Mechanism

The sub-project-specific Grievance Redress Mechanism (GRM) is established by the PIU of Kaliakair Pourashava to receive, evaluate, and facilitate the solution of affected people's (APs)

concerns, complaints and grievances concerning the social and environmental performance of the sub-project. The GRM is aimed to provide a time-bound and transparent mechanism to voice and resolve social and environmental concerns linked to the sub-project.

The grievance mechanism is related to resolve the risks and adverse impacts of the sub-project. 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)

The Kaliakair Pourashava 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 Pourashava. The grievance box will be set up at construction site to receive complaints. The grievance response focal point will be available at the Pourashava 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 Pourashava level, then the complaint will be produced to MD-BMDF. If it is not resolved by the MD-BMDF, then the sub-project 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)

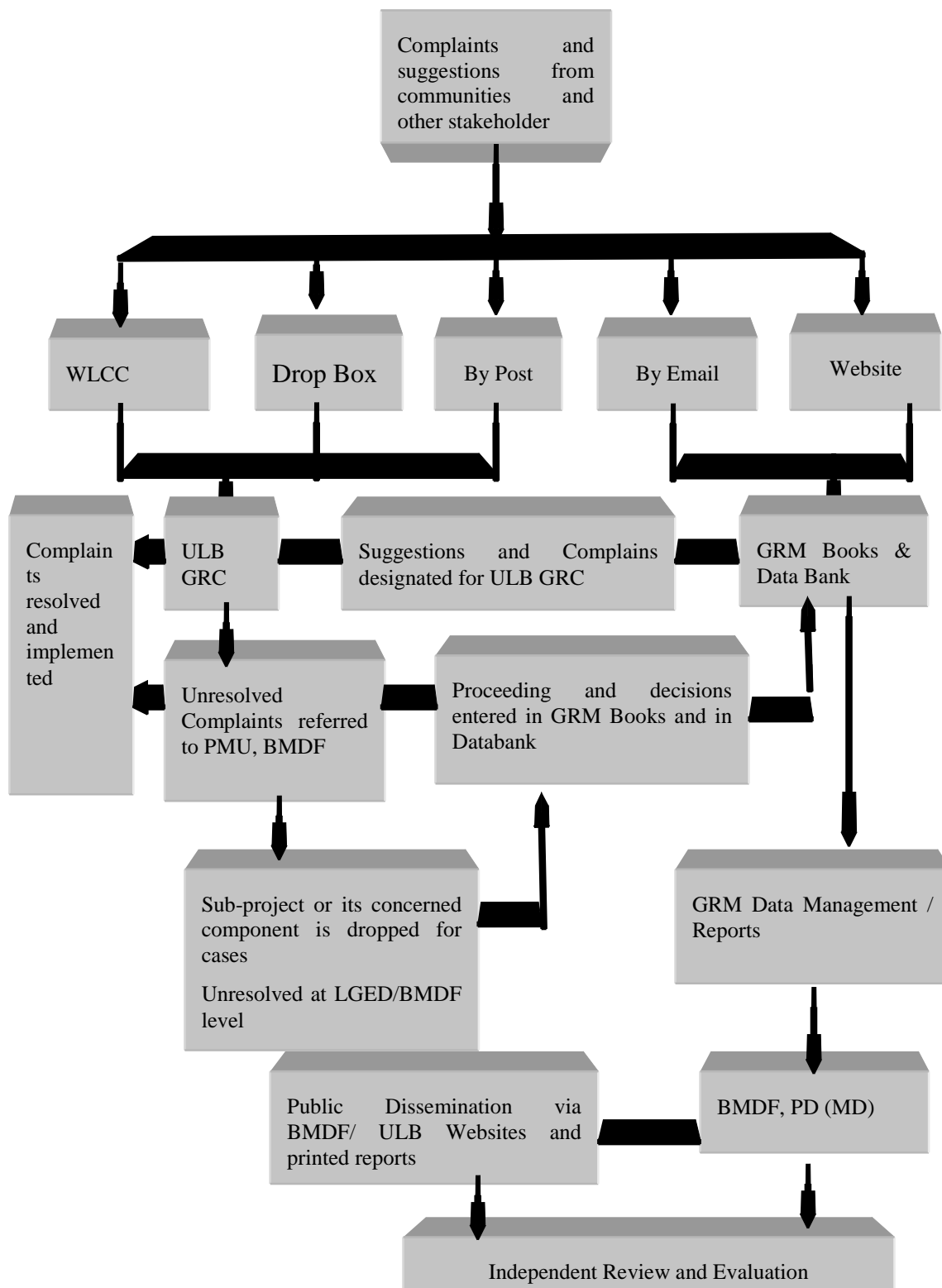
The GRC members will play their roles and responsibilities as per SMF of BMDF. They will also ensure the proper documentation of the complaints to be raised as per this guideline. The list of GRC members along with office order from the Mayor is attached as **Annexure 7**.

It is to be noted that if the appellant is still not satisfied, he or she has the right to take the case to the public courts. The Kaliakair Pourashava 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 Kaliakair Pourashava. The Pourashava 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.

5.3.2 Grievance resolution process

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



Flow chart 5-1: Grievance Resolution Process

5.4 Labor influx and Management

The proposed road will have a positive impact on labor engagement since it will attract employment of local laborers. The labor influx will be minimum here, because of the most of the works will be done by the local laborers and there is very limited chance of engagement of outside laborers. However, there is a chance to deprive female workers of poor households to be employed in construction activities.

Kaliakair Pourashava Authority will ensure the labor rights. Project Implementation Unit (PIU) of the Kaliakair Pourashava will monitor the labor management issues with the assistance of Contractor. The PIU of Kaliakair Pourashava will ensure the following issues:

- No child (age group 0 to below 18) and no people of more than 65-years old will be engaged in the sub-project's activities as laborer;
- No gender discrimination at any work of the sub-project;
- Availability of safe drinking water, first aid and sanitation to the workers at sub-project site;
- Separate toilet for the female laborers including breast feeding corner;
- Equal payment for equal work in due time for both male and female laborers.

5.5 Institutional Capacity Building

A day-long training in participation of PIU members of Kaliakair Pourashava was organized by the Project Management Unit (PMU) of BMDF to build the capability of PIU of Kaliakair Pourashava dated on October 11, 2018. The Consultant, hired by the Kaliakair Pourashava also participated in the training program. The PMU of BMDF organized this training program in order to enhance the ULB's capacity to conduct Environmental Assessment and Social Impact Assessment to be done for any proposed sub-project. A series of sessions were conducted by the Specialists of the PMU of BMDF. The major sessions include: (i) importance of social safeguard assessment, (ii) legal and administrative framework of GoB and World Bank, (iii) process of social management plan, (iv) contents and preparation of social safeguard assessment, (v) grievance redress mechanism, and (v) safeguard compliance issues to be incorporated with the tender document as well as with BOQ for construction. The PIU of Kaliakair Pourashava will organized an orientation of contractor, workers and other support staff on social safeguard issues to be considered and mitigation measures to be taken during pre-construction, construction and operational phases before deploying to the work sites in order to achieve the expected standards.

5.6 Social Management Plan

Based on the social safeguards assessment, it is found that although the Pourashava is the legal owner of the land of existing road, there is a need to acquire addition land for extending road at both sides. The extension of road at both sides will require removal of extended portion of some business premises. However, during the consultative meeting and FGDs with community people, businessmen, local leaders, community elites etc. it is found that they will remove the extension parts of their structures voluntarily considering their own business interest and importance of

road in this areas. In addition, there is no human settlement on that land. Therefore, no people will be directly or indirectly affected by the proposed sub-project. Hence the issues of resettlement and compensation are absent here. Further, no tribal people are living in sub-project and its adjacent area. However, the commercial markets and shops at the both sides of the road may face minor negative impacts during construction period. On the other hand, the community people and businessmen have 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 (SMP) has been developed and will continue to be updated for the sub-project period. The **Table 5-1** depicts the SMP to be adopted during the implementation and operation of the RCC/BC road.

Table 5-1: Social management plan matrix

Issues/ Impacts identified	Proposed mitigation or enhancement measures to be taken	Responsibility	Timeframe
Employment of local laborers in construction work	Circulate labor employment message through community consultation and hanging notice at the construction site.	Contractor	During pre-construction
Regular movement of vehicles on the road	Engage more than two contractors in completing the works in earliest possible time.	The PIU of Kaliakair Pourashava	During pre-construction
Security of the community people	Provide proper orientation of the employed laborers on the social security issue and prohibit them not to visit local community especially at night.	Contractor and the PIU of Kaliakair Pourashava	During construction period
Occurrence of accidents	Provide speed-breaker at certain interval of the road and in front of each vulnerable institution such as schools and markets. Provide PPEs to all workers.	Contractor and the PIU of Kaliakair Pourashava	During construction period
Generation of employment	Encourage unemployed and less educated young people in driving vehicles	PIU of Kaliakair Pourashava	During operational period
Gender and vulnerability	Include female and other vulnerable groups in every work related to planning, design, implementation and operation of the proposed road Make conditionality in the bid document to ensure equal wage for equal work.	PIU of Kaliakair Pourashava	During planning, design, construction and operational periods
Construction work	Prepare a proper work schedule of	Contractor and	During

at night	<p>construction work and orient the laborers and supervisors on it. No construction work should be done after 10:00 pm.</p> <p>Follow the schedule properly.</p>	PIU of Kaliakair Pourashava	construction period
Quality of work	<p>Involve community people both male and female groups in monitoring and supervision of the construction work, and</p> <p>Create a provision to check the quality of work at certain interval.</p>	PIU of Kaliakair Pourashava	During construction period
Facilities for disable people	Ensure the proper facilities for disable people in the design of road so that they can go to different markets adjacent to the road and its effective implementation.	PIU of Kaliakair Pourashava	During construction and operational period
Solid waste disposal on road	<p>Arrange awareness campaign among the shop keepers and businessmen and community people not to throw solid waste on the roads, and use dustbin.</p> <p>The Pourashava should collect the waste from dustbin and dispose the waste in a selected landfill.</p>	PIU and the Pourashava Authority of Kaliakair Pourashava	During operational phase.
Fecal sludge management	<p>Restrict the connection of septic tank of household to the drainage system.</p> <p>Keep provision of penalty to the households that are connected septic tank with drains</p> <p>Organize awareness campaign among the community people</p> <p>Ensure proper collection, treatment and disposal of fecal sludge.</p>	Pourashava Authority	During operational phase.
Damage of roads by the movement of heavy vehicles	Restrict the movement of heavy vehicles through the small link roads by installing height barrier at the entrance of the roads.	Pourashava Authority	During operational phase.

SECTION 6: MONITORING PLAN OF SMP

6.1 Monitoring Strategy

Monitoring of the sub-project 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 drivers and rickshaw pullers, and assigned staff of Pourashava authority. The PIU of Kaliakair Pourashava 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 Kaliakair Pourashava will be responsible for internal monitoring of the social management actions. He or she will monitor the sub-project activities and provide report to Pourashava 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 Kaliakair Pourashava 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 laborers in construction work	<ul style="list-style-type: none">Total number of labors employedRatio of employed local and external laborers	PIU of Kaliakair Pourashava	Once in a month
Regular movement of vehicles on the road	<ul style="list-style-type: none">Number of contractors are engaged	PIU of Kaliakair Pourashava	Once in a month
Security of the community	<ul style="list-style-type: none">Number of cases related to visit of laborer to the community happened.	PIU of Kaliakair	Once in a month

		Pourashava	
Occurrence of accidents	<ul style="list-style-type: none"> ▪ Number of speed-breakers is built. ▪ Number of accidents occurs. ▪ Number of PPEs set delivers to the workers 	PIU of Kaliakair Pourashava	Once in a month
Generation of employment	<ul style="list-style-type: none"> ▪ Number of young people engaged in driving motorized vehicles. 	PIU of Kaliakair Pourashava	Once in a month
Gender and vulnerability	<ul style="list-style-type: none"> ▪ Number of women involved in construction and operation and maintenance related activities. 	PIU of Kaliakair Pourashava	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 Kaliakair Pourashava	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 Kaliakair Pourashava	Once in a month
Facilities for disable people	<ul style="list-style-type: none"> ▪ Numbers of ramp constructed for the movement of disable people. 	PIU of Kaliakair Pourashava	Once in a month
Solid waste disposal	<ul style="list-style-type: none"> ▪ Number of awareness campaigning sessions organized ▪ Whether or not, the Pourashava Authority collects solid waste from households or dustbins. 	PIU of Kaliakair Pourashava	Once in a month
Fecal sludge management	<ul style="list-style-type: none"> ▪ Whether or not, an office order is circulated to restrict the connection of septic tank with drainage system. ▪ Number of household fined for connecting septic tank with local drainage system. ▪ Number of awareness campaigning sessions organized ▪ Whether or not, the Pourashava Authority collects fecal sludge from 	PIU of Kaliakair Pourashava	Once in a month

	households.		
Damage of roads by the movement of heavy vehicles	▪ Number of height barrier of vehicles installed.	PIU of Kaliakair Pourashava	Once in a month

6.5 Reporting

The Kaliakair Pourashava 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 RECOMMENDATIONS

7.1 Conclusion

Based on the analysis of overall social environment of surrounding areas and potential social impacts of the sub-project, it can be concluded that the proposed sub-project stands socially sound, highly required and sustainable. The lands are owned by the Pourashava and the proposed roads will be constructed along the alignment of the existing roads. No people will be affected by the sub-project and there is no need of compensatory 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 sub-project positively and hoping to be highly benefited by it as it will relief them from waterlogging situation and unhealthy environment; create employment opportunity, ease to the communication. It will create highly positive impact on social economy by increasing demand and value of the land, creating income opportunity by renting the houses to outsiders and easy movement of community people and official with decreased travelling cost and time. It will also help to increase the revenue generation of the Pourashava through increasing tax.

7.2 Recommendations

The attitude of the community people towards the improvement of RCC road is highly positive as well as they have some recommendations to minimize the social impacts 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 road. Considering the above-mentioned issues and findings of the study, following key recommendations are made for smooth construction and successful operation of the road:

- The condition of the roads is very bad and public demand for this road is very high. The construction of the road should be started as soon as possible and should be completed within least possible time;
- Proposed social management plan should be implemented strictly both during operation and construction phase of the project;
- Suggestions and recommendation made by public for design and construction of road, traffic management, solid waste management and waste water discharge should be taken into consideration;
- This plan could be updated at any stages of the construction and operation of the sub-project in case of addressing the environmental issues those are not identified and raised at this stage
- The grievance should be redressed and documented properly as per GRM.

REFERENCES

1. Bangladesh Bureau of Statistics. District Statistics 2011 of Kaliakair.
2. Bangladesh Bureau of Statistics. Bangladesh Population and Housing Census 2011.
3. Bangladesh Municipal Development Fund. Social Management Framework, 2017.
4. Final Master Plan of Kaliakair Pourashava, May 2008.
5. Kaliakair Pourashava Data, 2018.
6. https://en.wikipedia.org/wiki/Kaliakair_District, Dated on 5 July 2018.

ANNEXURES

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

A. Identification

1. Name of ULB: Kaliakair Pourashava ward # 3, ward # 4, ward # 5, ward # 6, ward # 7 ward # 8 and ward # 9	District: Kaliakair Upazila: Kaliakair
2. Sub-project Name: “Improvement of Roads and Drains (Sub-project -1)	
Project Component: The key components of the sub-project are as below: (i) BC and RCC roads; and (ii) RCC drains	
3. Brief description of the physical works: This sub-project is located at different Wards (7 Wards out of 9 Wards) within the Pourashava. The Wards ward # 3, ward # 4, ward # 5, ward # 6, ward # 7, ward # 8 and ward # 9 of the Pourashava. Many residential and commercial buildings are situated beside the sub-project site. The condition of roads and drains are very poor and water logging persist almost all the year round even in dry season. The major activities to be carried out during preconstruction phase of RCC roads and drains include: <ul style="list-style-type: none"> • Site cleaning and grabbing works; • Construction of semi-pucca site office; • Construction of separate labor shed with latrine facilities for male and female; • Relocation of electric poles and GI poles; • Removal of illegal establishment at the both sides of the road; • Voluntarily acquisition of land for expansion of road; • Construction of temporary fence around the labor shed and stockyard; and • Construction of pucca platform for stocking construction materials; The major activities to be carried out during the construction phase of RCC road include: <ul style="list-style-type: none"> • Loosing, leveling and dressing of the damaged BC road; • Sand filling on the existing road bed and on the extended portions at the both sides; • Construction of aggregated sand sub base; • Box cutting; • Mechanical compaction; 	

- Laying of polythene sheet; and
- Casting of pavement by RCC mixture.

The major activities to be carried out during the construction phase of RCC drain include:

- Earth work in excavation of the foundation;
- Pumping and bailing out of water as per requirement;
- Laying of polythene sheet;
- Sand filling for the preparing foundation bed;
- Plain cement concrete work in foundation;
- Manufacturing and placing of CC blocks;
- Fabrication of the ribbed or deformed bar;
- Reinforced cement concrete work;
- Construction of collection box or hole;
- Construction of drain slabs; and
- Placing of pavement tiles on the top of the drain.

4. Screening Date(s): 11th October 2018

B. Participation in Screening

6. Names of Consultants' representatives who screened the sub-project:

(i) Md. Humayun Kabir, Lead Auditor

7. Names of ULB officials participated in screening:

(i) Engr. Haripada Roy, Executive Engineer, Kaliakair Municipality

(ii) Md. Ferdous Alam Khan, Assistant Engineer, Kaliakair Municipality.

8. 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 2.**

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

10. Will there be a need for additional lands¹ to carry out the intended works under this contract?

☐ Yes

☒ No

¹Additional lands' mean lands beyond the carriageways and shoulders in case of roads/drains and outside currently used space for markets, community centers or other interventions

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

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

12. If 'Yes', the required lands presently belong to (Indicate all that apply):

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

13. If the proposed activities have been planned to use the existing available land, is it free from encroachment and encumbrances by private people? Not applicable.

- ☐ Yes ☐ No

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

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

- ☐ 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:

15. 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:
☐ Residential purposes Number of households living on them:
☐ Commercial purposes Number of persons using them: No. of Shops:
☒ Other Uses (Mention): There is exiting roads. No. of Users: N/A

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

17. 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

18. Number of business premises/ buildings that would be affected on private lands :

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

☒ Partially, but can still use the premises: # of businesses housed in them:

19. Residential households will be affected on ULB's own and & public lands:

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: No. of structures:

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.):

20. 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

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

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

22. Do the proposed sub-project works affect any community groups' access to any resources that are used for livelihood purposes?

☐ Yes ☒ No

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

.....
...

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

☐ Yes ☒ No

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

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

27. 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 sub-projects are located in areas that are also inhabited by tribal peoples) **No tribal people inhabits in proposed sub-project areas. So, this section is not applicable for the proposed sub-project.**

28. Names of tribal community members and organizations who participated in screening:

29. 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

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

☐ Yes ☐ No

31. Total number of would-be affected tribal households:

32. The would-be affected tribal households have the following forms of rights to the required lands:

☐ Legal: No. of households:

☐ Customary: No. of households:

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

☐ Others (Mention): No. of households:

33. Does the sub-project affect any objects that are of religious and cultural significance to the IPs?

☐ Yes ☐ No

34. If 'Yes', description of the objects:

35. The following are the three main economic activities of the would-be affected tribal households:

a.
.....

b.
.....

c.
.....

36. Social concerns expressed by tribal communities/organizations about the works proposed under the sub-project:


37. The tribal community and organizations perceive the social outcomes of the sub-project:

☒ Positive ☐ Negative ☐ Neither positive nor negative

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

Name: Haripada Roy

Designation: XEN, Kaliakoir Pourashava


ENGR. HARIPADA ROY
B.Sc. Engg.-Civil (BUET), MPRE, FIEB
Executive Engineer
Kaliakair Pourashava, Gazipur

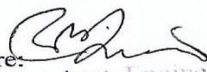
Signature:

Date: 11. 10. 2018

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

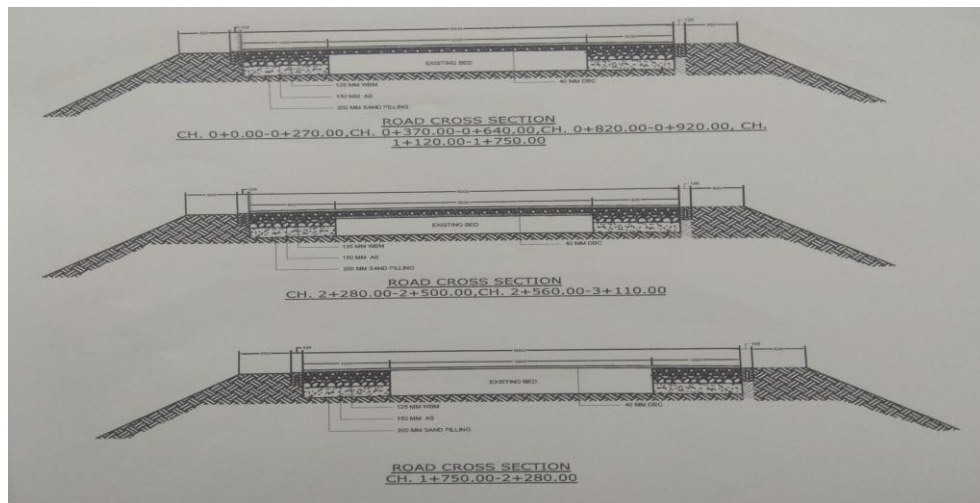
Name: Md. Fardous Alam Khan

Designation: Assistant Engineer

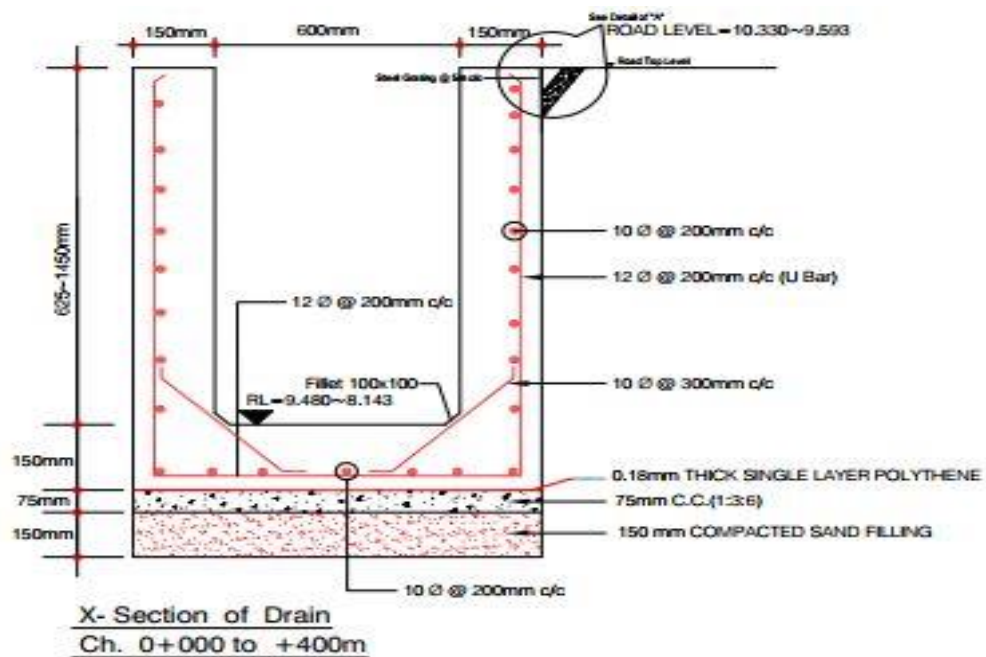

Signature: Assit. Engineer
Kaliakair Pourashava
Gazipur

Date: 11. 10. 2018

Annexure 2: Layout Plan of the proposed RCC roads and drains

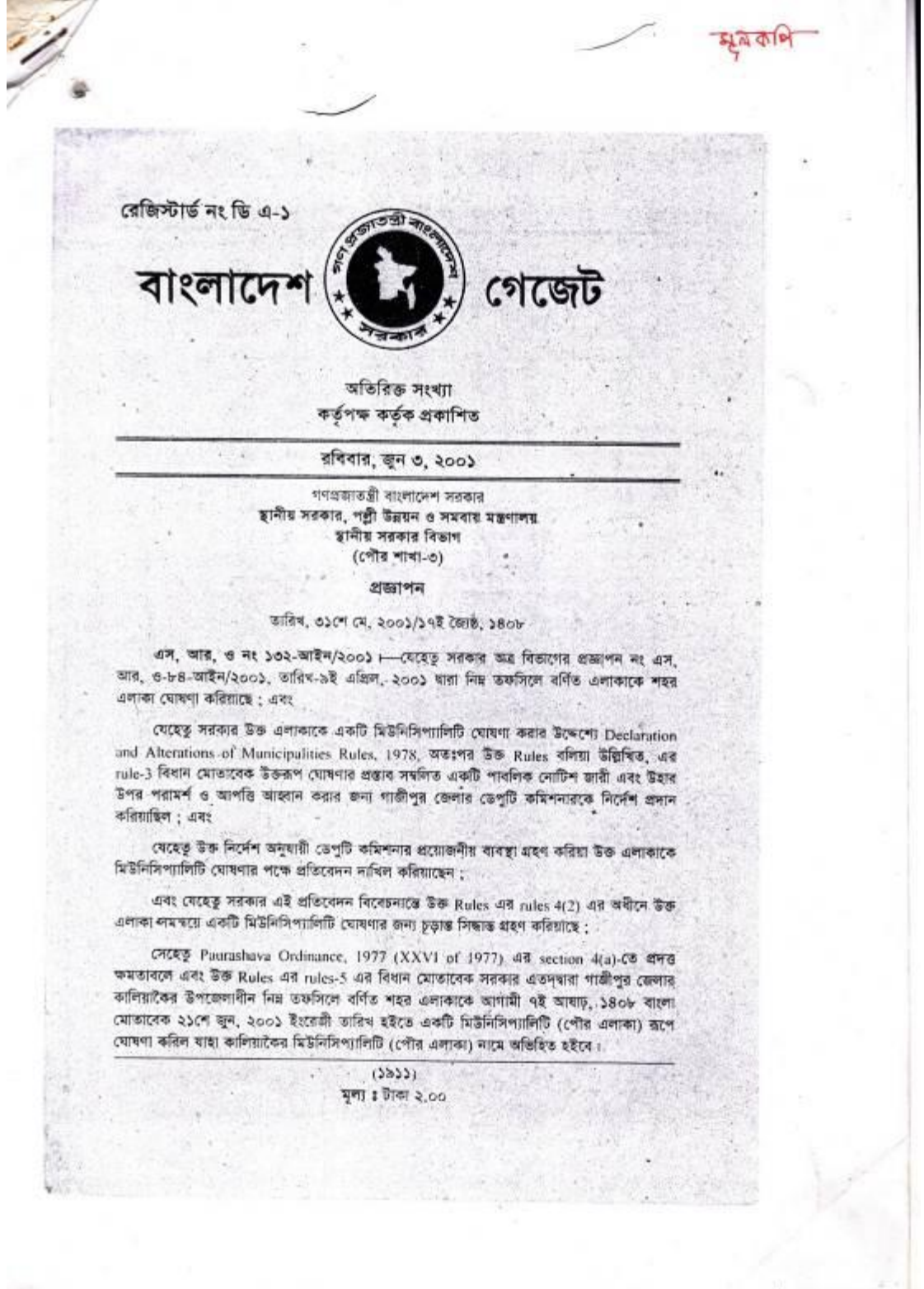


Cross Section of RCC Road



Cross Section of RCC Drain

Annexure 3: Legal document of the land



জফসিল				
ক্রমিক নং	ইউনিয়নের নাম	মৌজার নাম	জে. এল, নং	মাণ নম্বর
১	২	৩	৪	৫
১।	মৌচাক	কোচাকুড়ি	৪১৪	১-২৫৯, ২০৬৯, ২০৭১, ২৬০-৬৮৭, ২০৬৭, ২০৬৮, ২০৭০, ২০৭৫, ২০৭৮, ২০৭৯, ৬৮৮-৯২৯, ৯৩১- ৯৬৯, ৯৭১-১০৮৯, ২০৭২, ২০৮০, ১০৯০-১৪৫৬, ২০৭৬, ২০৭৭, ২০৮১, ১৪৫৭-১৮১৬, ২০৭৩, ২০৮২, ১৮১৭- ২০৬৮, ২০৭৪।
		ভানারা	৪১২	১-৯২, ২০১-৯৪৩, ১১০১-১৪১৯।
		পাঁচলক্ষী	১৪৭	১-২৪০।
		বরাব	৪১১	১-৩৭৯, ৫০০-১০২০, ১২০১-১৪৫৯।
		কালামপুর	৪২৭	১-২১০, ৩২১-৮০০।
		ভুলুয়া	৪২৫	১-২৪০।
		সিনারহ	৪২৬	১-৮৪০।
		মাঝুখান	৪১৩	১-৬৯০, ১০০১-১০৩০, ১০৬১-১৫১০।
		সফিপুর	৪২১	১-৪৭২, ৬০০-১০৭৪।
		হরিরা উৎপলকর	৪১৬	১-১৭২।
		হাবিবপুর	৪১৮	১-১৮৬।
		উলুসারা	৪১৯	১-১৮৪।
		চান্দরা	৪২০	১-৩২৯, ৩৩০-৫০০ হুট, ৫০১-৯৭১, ৯৭২-১১০০ হুট, ১১০১-১৬৩৭, ১৬৩৮-২০০০ হুট, ২০০১-২৮৩৮।
		পূর্ব চান্দরা	৪২২	১-৩৫০।
		মাটিকাটা	৪২৩	১-২৩১।
		কারলসুন্নিচালা	৪১৪	১-৫১৫।
২।	শ্রীফলতলী	গোয়ালবাথান	১৪৪	১-১০৮৯।
		পীরের টেকী	৫২	১-৮৮।
		লতিফপুর	১৪৩	১-৫৩৮।
		টেংলাবাড়ী	১৪২	১-১৯০।

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

Name of Sub-project: Improvement of Road; Sub-project - 1

Package number:

Name of ULB: Kaliakair Municipality Name of District: Gazipur

Name of Place:

Date: 11.10.2018

Level of participant community people (Female group)

Attendance of community people in FGD

Nos.	Name	Gender	Social status	Contact no.	Signature
১	সৌম্যনাথ সাহু	Female	গ্রহিণী	০১৭৭৭০০১৫৫	সৌম্যনাথ
২	সৌম্যনাথ	Female	গ্রহিণী	-	সৌম্যনাথ
৩	সৌম্যনাথ (০৫৫৫)	Female	গ্রহিণী	-	সৌম্যনাথ
৪	সৌম্যনাথ (০৫৫৫)	Female	গ্রহিণী	-	সৌম্যনাথ
৫	সৌম্যনাথ (০৫৫৫)	Female	গ্রহিণী	০১৭৭১২৩০১৬	সৌম্যনাথ
৬	সৌম্যনাথ	Female	গ্রহিণী	-	সৌম্যনাথ
৭	সৌম্যনাথ (০৫৫৫)	Female	গ্রহিণী	-	সৌম্যনাথ
৮	সৌম্যনাথ	Female	গ্রহিণী	-	সৌম্যনাথ
৯	সৌম্যনাথ	Female	গ্রহিণী	-	সৌম্যনাথ
		Female			
		Female			
		Female			
		Female			

Name of Sub-project:

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

Name of Sub-project: Improvement of Road, sub-project - 1

Package number:

Name of ULB: Kaliakair Municipality

Name of District: Gra zipwr

Name of Place

Date: 11.10.2018

Level of participant: Community people (Male group)

Attendance of community people in FGD.

Nos.	Name	Gender	Social status	Contact no.	Signature
১	শ্রী: অরুণ-জানি -	Male	কাজে/স্বা. কাজে/স্বা.	০১৭২০০২১২	[Signature]
২	অরুণ-জানি-জানি-জানি ইসলামিক সিস্টেম	Male	কাজে/স্বা. কাজে/স্বা.	০১৭১৫০২৫৬	[Signature]
৩	শ্রী: আবুল হোসেন	Male	কাজে/স্বা.	০১৭১২২২১০৪৪	[Signature]
৪	শ্রী: জলদায়ক	Male	কাজে/স্বা.	০১৭১৪৪২৩৪৫	[Signature]
৫	শ্রী: আবুল হোসেন	Male	কাজে/স্বা.	০১৭১৩৯৪৫১০	[Signature]
৬	শ্রী: সুজা	Male	কাজে/স্বা.	০১৭১৭৭৪৫৫৫	[Signature]
৭	শ্রী: হোসেন/স্বা.	Male	কাজে/স্বা.	০১৭১৪৫২৪৫৫৫	[Signature]
৮	শ্রী: সাদিক/স্বা.	Male	কাজে/স্বা.	০১৭১৫৬৭৫৫৫	[Signature]
		Male			
		Male			
		Male			
		Male			
		Male			
		Male			

Annexure 6: Attendance of local participants in screening exercise

Name of Sub-project: Improvement of Road, sub-Project - 1

Package number:

Name of ULB: Kaliakairi Municipality

Name of District: Gazipur

Name of Place :

Date: 11.10.2018

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	Md. Shahidul Islam	Male	Businessman	01715943000	
2	Md. Amon Ahamed	Male	Business	00723689261	
3	Md. ARIFUL ISLAM	male	Member of Union Parishad	01719145128	
4	Md. Bulbul Ahmed	male	Business	01726895033	
5	Md. Fazlul Haque	male	Business	0181486916	
6	MD. LAL MIHA	male	Business	01815-461434	
7	MOSHARAF	male	"	01947354074	
8	প্রমোদ	Male	"	01961230572	
09	সহকারী কর্মকর্তা	Female	Social worker		
10	Raushan akhter Baki	"	Service holder	01726621446	
11	Kolinur AKter	"	Social worker	01819833416	
12	SUNIA AKTER	"	Housewife	01710622328	
13	সফিয়ারা আক্তার	"	NGO worker	01726638010	
14	Haripada Roy	Male	XEN, Kalinkot Municipal	0174124343	

Annexure 7: The List of GRC members along with office order from the Mayor



কালিয়াকৈর পৌরসভা, গাজীপুর

ফোন-০৬৮২২-৫২১৫৬, ফ্যাক্স-০৬৮২২-৫১৯০৪, e-mail: mayor_kalikata@yahoo.com, xen_kalikata@yahoo.com

স্মারক নং- কাপৌস/প্রকৌ/বিএমডিএফ/২০১৫-৬৩৮

তারিখ: ২৫.০৫.২০১৬ খ্রি.

প্রাপ্ত

ব্যবস্থাপনা পরিচালক

বাংলাদেশ মিউনিসিপাল ডেভেলপমেন্ট ফান্ড (বি.এম.ডি.এফ)

গ্রামীন ব্যাংক ভবন, সেক্টর-১৩

মিরপুর-২, ঢাকা-১২১৬

বিষয়: বিবাদ মীমাংসা কমিটি (জিআরসি) গঠন প্রসঙ্গে।

সূত্র: (১) পত্রের স্মারক নং- বিএমডিএফ/এম-৪৫/২০১৪/৪৩৫, তারিখ-২২.০৫.২০১৬ খ্রি.।

উপর্যুক্ত বিষয় ও সূত্রের আলোকে আপনার সদয় প্রত্যেকনীয় ব্যবস্থা গ্রহণের জন্য জ্ঞানানো যাচ্ছে যে, বিশ্বব্যাংকের অর্থায়নে বিএমডিএফ কর্তৃক অত্র পৌরসভায় এমডিএসপি এর আওতায় বাস্তবায়নাবলীন/বাস্তবায়িতব্য উপ-প্রকল্প সমূহের নির্মাণকাজ সম্পর্কিত কোন অনিয়ম, অভিযোগ উত্থাপিত হলে তা মীমাংসার ক্ষেত্রে সূত্রোক্ত পত্রের নির্দেশনা মোতাবেক নিম্নলিখিত ০৭ সদস্য বিশিষ্ট বিবাদ মীমাংসা কমিটি গঠন করা হল-

ক্র.সং	নাম	পরিচিতি	কমিটির পদবী	মন্তব্য
১.	জনাব মোঃ মজিবুর রহমান	মেয়র, কালিয়াকৈর পৌরসভা	চেয়ারম্যান	মেয়র, সংশ্লিষ্ট পৌরসভা
২.	জনাব মোঃ সাজ্জাদ কবীর	উপজেলা প্রকৌশলী, কালিয়াকৈর	সদস্য	স্থানীয় প্রশাসনের প্রতিনিধি
৩.	জনাব মোঃ খলিলুর রহমান	প্রধান শিক্ষক, লতিফপুর মডেল সার, হা.স. বিদ্যালয়	সদস্য	স্থানীয় শিক্ষা প্রতিষ্ঠানের শিক্ষক
৪.	ব্যবস্থাপক	জার্ক, কালিয়াকৈর	সদস্য	স্থানীয় এনজিও প্রতিনিধি
৫.	জনাব হাউস মোঃ রিয়াজ উদ্দিন	সমাজসেবক, লতিফপুর, কালিয়াকৈর	সদস্য	স্থানীয় সমাজের প্রতিনিধি
৬.	সংশ্লিষ্ট মহিলা ওয়ার্ড কাউন্সিলর	কাউন্সিলর (সংশ্লিষ্ট)	সদস্য	সংশ্লিষ্ট মহিলা ওয়ার্ড কাউন্সিলর
৭.	প্রকৌ. হাউসিং ওয়ার্ড	নির্বাহী প্রকৌশলী, কালিয়াকৈর পৌরসভা	সদস্য	প্রকৌশল বিভাগের প্রধান

এমতাবস্থায়, বিষয়টি সদয় প্রত্যেকনীয় ব্যবস্থা গ্রহণের নিমিত্তে প্রেরণ করা হলো-



মোঃ মজিবুর রহমান

মেয়র

কালিয়াকৈর পৌরসভা, গাজীপুর