

**GOVERNMENT OF THE PEOPLE'S
REPUBLIC OF BANGLADESH**



**SOCIAL SAFEGUARD
ASSESSMENT (SSA) REPORT**

**Improvement of Road, Pipe RCC Drain and Street Light
Facilities at Different Locations under Dhamrai
Pourashava (Package –one. CIP No:03.)**

Dhamrai Pourashava, Dhaka

**BANGLADESH MUNICIPAL DEVELOPMENT
FUND (BMDf)**

**MUNICIPAL GOVERNANCE AND SERVICES
PROJECT (MGSP)**

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ABBREVIATIONS

ARP	Abbreviated Resettlement Plan
BMDf	Bangladesh Municipal Development Fund
CBO	Community Based Organization
CC	Cement Concrete
CIP	Capital Investment Plan
CUL	Compensation-Under-Law
DC	Deputy Commissioner
DLAC	District Land Acquisition Committee
DUTP	Dhaka Urban Transport Project
GoB	Government of Bangladesh
GRC	Grievance Redress Committee
GRM	Grievance Redress Mechanism
HCG	House Construction Grant
HTG	House Transfer Grant
IDA	International Development Association
IP	Indigenous People
IPP	Indigenous Peoples Plan
KII	Key Informants Interviews
FGD	Focus Group Discussion
LGD	Local Government Division
LGED	Local Government Engineering Department
M&S	Management & Supervision
MGSP	Municipal Governance and Services Project
MOLGRDC	Ministry of Local Government, Rural Development & Cooperatives
MSP	Municipal Services Project
MSL	Mean sea Level
NGO	Non-governmental Organization
PAH	Project Affected Household
PAP	Project Affected Person
PMU	Project Management Unit
RCC	Reinforced Concrete Cement
RP	Resettlement Pan
SIA	Social Impact Assessment
SMP	Social Management Plan
SSS	Social Safeguards Specialist
TLCC	Town Level Coordination Committee
ULB	Urban Local Body
WB	World Bank
WC	Ward Committee

EXECUTIVE SUMMARY

Introduction

Cities in Bangladesh are growing in an unprecedented speed. Rapid urbanization, improving economic productivity and benefits, and that demands also for urban infrastructure and services. The Government of Bangladesh, through the Local Government Engineering Department (LGED) and Bangladesh Municipal Development Fund (BMDF) has been implementing the Municipal Governance and Services Project (MGSP).

In Dhamrai Pourashava, the current infrastructures are in vulnerable condition. Most of the roads of Pourashava are inadequate in carrying the communication standard, the similar condition lies with drainage system. So, Dhamrai Pourashava authority has targeted to implement road, pipe drainage subproject along with the street lights for the betterment of Pourashava communication and economy. Though all the interventions will be in the right of ways, no question of land acquisition, involuntary resettlement etc. the social safeguard issues has been carefully dealt with. Social Management Plan (SMP) has been suggested through the participation of communities and use GRC in the sub-project implementation process. The targeted interventions are five roads with 1515 m length, three drains with 3800 m length and 5800 m street light on four different roads. All the intervention is in the whole Pourashava and the total Pourashava people are the subproject beneficiaries. The sub-projects have been prepared by respective 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.

Methodology of Social safeguard Assessment

The Social Safeguard Assessment (SSA) report has been developed, addressing social issues, need for land acquisition, physical displacement of people, loss of livelihood, and Social Management Plan (SMP) has been suggested through the participation of communities, along with the issue of grievance redress mechanism. The Social Management Plan (SMP) is based on collection of primary data and information by conducting field survey. A set of structured questionnaires were used and the representative society people were also consulted.

Socio-economic Baseline of Dhamrai Pourashava

Dhamrai Pourashava established in 1999 is one of the major Upazila level municipalities of Bangladesh. It consists of 9 Wards and 29 Mohall's. The area of Poura town is 6.98 sq.km. The towns have population of 145390 and population density per square km is 20800 /sq.km and growth rate is 1.92 percent. The literacy rate among the town peoples is 78 percent. Dhamrai Pourashava people are with the people of mixed occupations. Dhamrai Pourashava has no pipe line water supply system but have 4700 individual/ /private Tube-well water supply system for all households. For solid waste management, there is no home collection system in the Pourashava. People are used to disposing waste in 03 nos dustbin that are also very scanty in the town. There is a one bus terminal and 2 nos. micro/rickshaw stand in the Dhamari town area. There are 20 Km Carpeting road, 9 Km RCC roads, one km HBB road, 7 km BFS road and 15 km earthen (kutchra) road, 07 nos. Bridge and 3 Culverts, 9 km brick drain and 11 km earthen drain in the whole Poura areas. After completion of the sub-project, it will provide improved facilities for the inhabitant buyers, retail traders and service provider. Land value will be increased. Opportunity for making commercial and residential houses will be increased. It is envisaged that revenue collection of the Dhamarai Pourashava will be increased as an outcome of constructing the proposed subprojects.

Socio-economic Impact Assessment

Based on Social Screening from the Pourashava, it is confirmed that there is no need of land acquisition, resettlement or compensation payment. No grievances found that need to be mitigated. There is no possibility of any adverse impact in terms of losing income or livelihood. There is no any historical and cultural heritage in this Pourashava area. The sub-project interventions are to be implemented under the MGSP-BMDF. There are no tribal people residing in the sub-project area. On the other hand, through the improvement of roads, drains with street light facilities, i) Easy entrance for sellers, buyers and service provider, ii) Wider road will provide easy entrance of trucks/pickups for transportation of goods. iii) Drainage system will be improved which is essential for Poura town iv) More spacious well designed display area will be available for the sellers. v) Wider walkway for the buyers will be available. vi) Reduced water logged condition over the rainy season viii) Hygiene condition will be improved and people will get relief from waterborne diseases, ix) Parking area and goods loading/ unloading facilities will be improved, X) 79,000 people of Dhamrai Pourashava will be benefited through the improvement works.

As a part of the overall assessment, the key stakeholders of the proposed sub-project areas has been identified and interests of stakeholders has been found. Participatory public consultations were conducted in the sub-project area. Key Informant Interviews (KII) was conducted involving the participants of the ULB Mayor, Councilors and Officials, representatives of local communities and civil society members. Different issues raised by the participants related to sub-project; feedback, suggestions and recommendations by the participants were examined.

Social Management Plan

The social screening findings and consultation meeting proceedings were validated through social assessment survey. Consultant has initially completed social screening for the sub-project and there is no problem for the improvement of sub-project in regards to social safeguard issues. Suggestions and recommendations made by the participants are incorporated in the SMP accordingly. To meet the necessity of disclosure of information, the GRC members are selected in such a way that, general people have easy accessibility and they can represent the public opinion .Grievance Redress Mechanism (GRM) has been set up in Dhamrai Pourashava. The ULB has formed Grievance Redress Committee (GRC). The committee will be headed by the Mayor of the Pourashava, along with other members like, representatives from Local Administration, Teacher, NGO, Civil Society members, female Ward Councilor and Head of Engineering Section of ULB as member secretary. The committee will be responsible for receiving the complaints, placing in front of the GRC and decision making until the satisfaction of the complainers, and the whole process will have to be recorded properly. Dhamari Pourashava will ensure the labor rights. Project Implementation Unit (PIU) of the ULB will monitor the labor management and will ensure the issues like, child rights, indiscrimination in the wages for male-female laborers, including ensuring availability of living shed, drinking water, sanitation, health issues etc. will have to be taken care. The Dhamarai Pourashava authority will disclose the EA and SSA reports in the Pourashava website and that will be ensured in the BMDF website also, and that is the requirement of WB disclosure process. On the issue like Labor Influx and Management, it can be ensured that in most of the cases, the Contractor will engage the local labor force for the construction activities. If the laborers are engaged from outside, proper care to control infectious diseases will be undertaken .Institutional capacity Building issue is important for smooth implementation of works. The

Pourashava Officials, especially engineer in charge will be responsible for supporting the construction supervision with the facilitation of BMDF. The civil works contractors will implement the environmental mitigation measures. The BMDF, with the help of Environmental Specialist will submit the monthly monitoring reports on Environmental Compliances to the World Bank.

Social Management Plan (SMP)

Though there is no social impacts like land acquisition, involuntary resettlement etc. the Social Management Plan has been outlined in *Table 7.1* to overcome and control any anticipated social impacts that may be raised during construction works. The mitigation measures as well as responsible parties to implement the EMP are also incorporated in the action plan. In the social management plan, potential anticipated impacts are considered and corresponding mitigation measures are prescribed, along with the monitoring method, frequency of monitoring and responsible person/ authority are suggested in the SMP. The important activities in the pre-construction phase (egg labor-shed management, health hazard control mechanisms etc.) and in construction phases (traffic congestion, accidents etc.) are duly considered in the EMP. Similar activities in the operation and maintenance periods are duly considered.

Monitoring Plan of SMP

Monitoring in the MGSP-BMDF funded subprojects will be done in a participatory manner. The participants in monitoring and evaluation particularly in reporting the grassroots level activities on social management in sub-project planning and implementation will be the beneficiary communities including the residents of Dhamarai Pourashava traders, marketers ,pedestrians and visitors in the ULB areas .During construction, consultant, Dhamarai Pourashava and PMU office will ensure monitoring of social management issues. Self-monitoring by communities through WCs will be a main input to both internal and external monitoring. External review and evaluation will be carried out to assess how effectively and efficiently social development and social safeguards issues are in place. An independent consultant (individual expert or an organization) may be deployed for the evaluation .Dhamrai Pourashava will provide monthly progress reports to and achievements in social management plan

Conclusion and Recommendations

The people of all level will be benefitted through the improvement of the interventions under proposed subproject The sub-project sites will not affect any community property, cultural heritage, indigenous people and no community groups' access to common property or livelihoods will be affected. Local stakeholders are highly supportive of implementing the subproject project immediately. The Dhamrai Pourashava authority will have to be careful in the process of social safeguard compliance issues and they will have to be careful for the suggested social issues:

SECTION-1 INTRODUCTION

1.1 Background

Bangladesh is running with the rapid urbanization with its successive economic productivity and growth, demanding several type of urban infrastructures and demand of road and drain is in the peak. The Local Government Engineering Department (LGED), in synchronization with Bangladesh Municipal Development Fund (BMDF) has been implementing the Municipal Governance and Services Project (MGSP) for the infrastructural development in the urban bodies in the country.

The Government of Bangladesh, through the Local Government Engineering Department (LGED) and Bangladesh Municipal Development Fund (BMDF) has been implementing the Municipal Governance and Services Project (MGSP). The project aims to improve municipal governance and basic urban services in the participating ULBs. Project interventions under component-1 will be implemented by LGED in 26 ULBs while the BMDF will implement component-2 to about 200 ULBs across the country. The subproject is selected on interest basis under certain criteria including institutional and financial capabilities of initial contribution of 10% fund. Out of 90% BMDF fund, 80% amount is grant and 20% is loan, subject to repay in next 10 years with 5% interest. The type of subproject interventions are; development and rehabilitation of Road, drain, street light, traffic control, bus terminal, truck terminal, boat landing Jetty, drain, retaining wall, commercial complex, cattle market, slaughter house, public toilet, solid waste management, sweeper colony, park, Community Centre, whole sale market etc. The sub-project comprises interventions proposed as per **CIP** of the Pourashava.

The MGSP did not avoid taking up of sub-project in area inhabited by tribal peoples and instead ensure their inclusion and participation where applicable. Relocation of business and removal of obstructions are also in the process of implementation for the PAPS under BMDF funded sub-projects. Thus land acquisition, population displacement and tribal people's issues have been addressed following the country's legal framework and the World Bank policy on social safeguards.

1.2 Justification of selecting subprojects

Dhamrai is medium Pourashava with a population 145390¹. Still 44.410% of total existing land is agricultural land². The Pourashava was established on, 1999. It is 'A' class Pourashava with 9 ward. It has moderate level of economic activities and economical potential to flourish as an urban center in near future. Though, it is about 17 year's aged Pourashava, the road and drain infrastructure yet not up to the standard. In Dhamrai Pourashava, the current infrastructure situation is in vulnerable condition. Most of the roads of Pourashava is narrow and badly damaged. In addition, there is no adequate and integrated drainage system in the Pourashava. Moreover, exiting drain is also mostly clogged that cannot properly drain out storm water during heavy rains. Under such circumstances, Pourashava needs focuses mainly on the infrastructure development and control of haphazard spatial development through the instrument of land use zoning.

The substandard road and drain network cannot cope with the growing demand. Hence, planned development of road and drain network with street light is essential to meet the emergent demand. Hence, this subproject directly will contribute to the infrastructure development of the Pourashava.

The Dhamrai Pourashava prepared the CIP, though proper discussion with the community people which was duly approved by PMU-BMDF and the World Bank. According to the CIP list, Dhamrai Pourashava prepared the priority list of the subprojects considering the demand and requirements of the local peoples. As a part of the reconnaissance survey, PMU Officials and hired consultants of Pourashava visited and evaluated the existing sites' of the sub-project component. Different alternatives were taken into consideration and finally the particular components have been considered. Hence, this

¹ BBS, 2011, Bangladesh Bureau of Statistics

²Master Plan, 2013, Dhamrai Pourashava, Dhaka

subproject has been considered as priority subproject in the CIP. PMU representatives and consultants visited the subproject areas to assess the site condition and sufferings of the local people around. From the site visit, it has been observed that the road components are playing a very important role for the local community people. Though the roads' conditions are in worst condition, the local dwellers have to cross those roads for their important business and daily activities, and the improvement of the targeted roads have no alternatives. The subproject is located mostly on the right of way of the existing roads. Adequate spaces are available for the improvement towards both geometric and structural design and the lands are owned by the Pourashava. Hence, private land acquisition is not an issue for the implementation of the subproject. From the site inspection, it is also observed that roadside built-up infrastructure will not be affected due to the implementation of the subproject.

The subproject will yield a significant benefit to the community people. After completion of the road components, a uniform road width will be in front of the running vehicles and through providing the repair works of the pot holes etc. smooth road surface will be in front of vehicles and as a whole the local dwellers will be benefitted during their movement around for their daily livelihoods and business activities. After improvement of the associated drains, the local dwellers will get an adequate and functional drains which will reduce water logging problem in the subproject area. The new drains will also be a part of the drainage network in the Paura area. After completion of drainage components, a significant benefit will be in front of the people, mainly through reducing water logging problem. Therefore, considering the benefits that will derive, the subproject has been selected for implementation.

This subproject includes the following components: BC/RCC Road, RCC pipe, footpath and Street light

This subproject includes the following components:

Name of the Subproject:	Improvement of Road, RCC/Pipe Drain, footpath and streetlight Facilities at Different Locations under Dhamrai Pourashava. .
Package No.:	BMDF/DHAMRAI /2017-2018/ W-01
District Name:	Dhaka
ULB Name:	Dhamrai Pourashava
Jurisdiction Area :	Ward number: 1,2,3 and 9
Structural Design Option :	RCC/BC Road and RCC pipe drain with footpath and streetlights
Beneficiary Population :	About 79000 peoples as per information by the Dhamrai
Tribal People :	No tribal people settlement is there in the subproject area
Land Acquisition :	The land is owned by Dhamrai Pourashava and no question of acquisition
Estimated Cost :	120 Million BDT
Subproject Duration :	12 months
Tentative Start Date :	January 2019
Tentative Completion Date :	December 2019

1.3 Improvement of Social Safeguard Assessment

Social Safeguard Assessment has been done through assessing the social impacts and mitigation and those are the key initiatives for the protection of environment and society around the subproject. The SSA complies with the GOB and the World Bank OP 4.12, 4.11 and OP 4 where the social impacts are assessed and social management plans has been prepared to protect the society and environment as a whole. As the process is for the social safeguard, the SSA report has been prepared through the consultative process in a responsible and non-detrimental manner to provide safeguard compliances in the implementation process. The Social Safeguard Assessment (SSA) report has been developed to address social issues including need for land acquisition, chance of physical displacement of people and loss of livelihood activities. The SMP has been suggested through consultation with the participation of communities and use of GRM in the sub-project implementation process. In the case of this Sub project social management plan (SMP) has been prepared as paying compensation to PAPs (if any).

The SMP contains a description of the sub-project area, social screening and probable impacts during implementation of sub-project components. A thorough consultation process has been adapted during identification, design and probable plan for implementation stage. Other associated issues like, impact mitigation measures, grievance resolution process, labor management issues and implementation arrangements has been set up along with monitoring and supervision process to be adapted during implementation and operation and maintenance periods. The SMP will guide the social safeguards to achieve sound construction& operation of the sub-project and ensure efficient lines of communication between the PMU, PIU, consultant and the contractors.

1.4 Subproject Description

On the basis of crying needs, the Pourashava authority set up the requirements of Pourashava in the infrastructural development through improvement of roads, drains, markets, street lightening etc. and the authority has also prepared and approved a list of activities (CIP). From the CIP, another list of sub-project components has been prepared for development under BMDF funding with the need of extreme emergency. The proposed interventions are listed below:

Improvement road, drain and street light (Package 01)

SL. 01

- a)Improvement of Dhamrai Bazar road from Kayetpara Baily bridge to Jatrabari moar by 50 mm Dense carpeting in ward no-01 & 03 (Ch.0.00-1000 m).
- b) Construction of 900 mm internal dia RCC pipe drain both side of Dhamrai Bazaar road from Upazila gate to Jatrabari moar & one side of bypass road from Abdus Sobhan School to Bongshi river via AC land office, Tangail School & Shima auto rice Mill in Ward no-01 & 03. (Ch. 0.00 -1650 m)
- c) Construction of footpath both side of Dhamrai Bazar road from Upazila gate to Jatrabari moar to Upazila Gate by Tiles ,in ward no: 02 .Ch.0,00-450 m)
- d)) Construction of 600 mm Internal dia RCC pipe drain from Ayongong moar to Bongshi river branch , in ward no-01. (Ch. 0.00-650 m)
- e) Construction of RCC road from House of Abdul to shantipara at Aynong, in ward no-01 (Ch, 0.00-500 m).
- f) Supplying, fitting & fixing (Street light) Electricity line starting from Jatrabari bus stand to kayet para Bialy Bridge via Dhamrai Bazar, Upazila compound to Boro Bazar Mondir & Dhulivita bus stand to Choto Chandrail poura border in ward no .01, 02, 03 & 09. (Ch.0.00-2100 m)
- g) Supplying, fitting & fixing (Street light) Electricity line starting from house of Abdul to Shantipara at Aynong,in ward no-01. (Ch.0.00-500 m)

SL .02.

- a) Construction of RCC road from Boro Bazar moar to Bogarbil via t & t office moar Mohila Madrasha & h/o Nobin Journalist, in ward No-02. (ch: 0.00-1500 m)
- (b) Construction of 800 mm internal dia RCC pipe drain from boro Bazaar moar to Bongshi river via t &t office moar ,Mohilla Madrasha & h/o Nobin Journalist, in ward No-02 (ch: 0.00-1500 m)
- (c) Supplying & fitting, fixing street light from Boro Bazaar moar to Bogarbil via t & t office moar, Mohila Madrasha & h/o Nobin Journalist, in ward No-02. (Ch: 0.00-1500 m)

SL. 03.

- a) Construction of RCC road (Bandimara) staring from Jatrabari –Dhulivita road to Cosmos (Dhaka –Aricha high way) via Bandimara Jami Mosque in ward no-03. (Ch. 0.00-1700 m)
- b)Supplying ,fitting & fixing street light (Bandimara) staring from Jatrabari –Dhulivita road to Cosmos (Dhaka –Aricha high way) via Bandimara Jami Mosque in ward no-03 .(Ch.0.00-1700m).

Details Description.

Improvement road, drain and street light (Package 01)

- a)Improvement of Dhamrai Bazar road from Kayetpara Baily bridge to Jatrabari moar by 50 mm Dense carpeting in ward no-01 & 03 (Ch.0.00-1000 m).

This subproject component is an important construction work of Dhamrai Pourashava under Ward numbers 01 & 03 the proposed Dhamrai Bazaar road this alignment Kayetpara Baily bridge and ends at Jatrabari moar total length is 1000 m. The existing road width 11 m and it is a bituminous carpeting road. The required land for road belongs to the Dhamrai Pourashava. The proposed subproject will have 5 road crossings into the town internal road system in different locations and have covered a Ward no-1 and main trading areas of Dhamari Pourashava.



Moreover about huge number of business men general peoples, passengers, traders and official use this road over the day and night by used auto, CNG, truck and rickshaw. But existing road is badly damaged due to worn out of the wearing surface. Both sides of road have various types of shops like; hardware, rice-wholesales, grocery, meat/fish fruits markets, cloths shops etc. and post office Bank ,old Dhamrai Roth, Dhamrai Bazaar , Mosques, Upazila perished and Government primary school. As a result occurred heavy traffic jam and spend passengers' valuable time and increased travel expenses. To ensure safe journey,

Dhamrai Pourashava authority proposed this road's improvement through the assistance of BMDF. About **5000** peoples will benefit from this subproject. There is no requirement of dismantling works for this road's improvement works. These are the residential and commercial areas.

b) Construction of 900 mm internal dia RCC pipe drain both side of Dhamrai Bazaar road from Upazila gate to Jatrabari moar & one side of bypass road from Abdus Sobhan School to Bongshi river via AC land office, Tangail School & Shima auto rice Mill in Ward no-01 & 03. (Ch. 0.00 - 1650 m)

This is a very much important construction works of Dhamari Pourashava under Ward no 01& 03 As a part of Dhamari Bazar road improvement ULBs authorities' proposed one 900 mm dia both side RCC pipe and one side drains . The proposed drains alignment starts from Upazila gate to Jatrabari moar (Both side) and one side on by pass road side from Abdus Sobhan school to Bongshi river via Upzila Assistant Commissioner (AC-land) office Tangail school & Shima auto rice mill covered wards 01 & 03 of Dhamari Pourashava. Total length is 1650 m and its outfall is Bongsihi River. The existing drain is narrow, damaged, and discontinuous and somewhere is absent, so it is does not function properly to less water discharge capacity. In the rainy season water logged prolong over the season in the subproject areas. Due to that town peoples especially women & children attacked various water born disease and



increased travel time & expenses and all carriers faced difficulties .To reduce these difficulties the Dhamari Pourashava proposed this subproject implementation by the technical & financial assistant of the BMDF. About **6000** peoples will be benefit from this subproject. The required land for road belongs to the Dhamarai Pourashava. Both sides of these road & drain have Dhamrai Bazar ,variuose types of shops like; hardware, rice-wholesales, grocery, meat/fish fruits markets, cloths shops etc. and post office Bank ,old Dhamrai Roth, Mosques, Upazila perished , AC –land office ,Tangail school, Shima auto rice mil, Mondir, Government primary school. As a result occurred heavy traffic jam and spend passengers' valuable time and increased travel expenses. There is no requirement of dismantling works

Photographs: Existing drain condition near Baily bridge areas.

for this road's improvement works, This residential and commercial areas.. To implementation this subproject will not requiring any establishments dismantling or shift backs from Pourashava but needs about 02 electric poles will needs relocate.

c) Construction of footpath both side of Dhamrai Bazar road from Upazila gate to Jatrabari moar to Upazila Gate by Tiles ,in ward no: 02 .Ch.0, 00-450 m)

This is a very much important construction works of Dhamari Pourashava under Ward no 2. The proposed footpath alignment name is both sides footpath construction on besides the Dhamrai Bazaar proposed drains. This footpath alignment start from the Dhamrai Upazila gate to Jatrabari moar to Upazila gate by the use of tiles. The total length of footpath is 450 m long. To reduce the traffic jam and safely movement of customers in Bazaar areas and office going peoples. This subproject proposed for implementation by the assistant of BMDF. About **4000 peoples** + outsides peoples will be benefit

from this subproject. To implementation this subproject will not requiring any establishments dismantling or shift backs from Pourashava. The footpath land belongs to the Dhamrai pourashava.

D) Construction of 600 mm Internal dia RCC pipe drain from Ayongong moar to Bongshi river branch , in ward no-01. (Ch. 0.00-650 m)

This is an important construction works (RCC pipe drain) of Dhamrai Pourashava starting from Ayongong moar to Bongshi River. The proposed drain road is HBB (0 to 100 m) and rest are Bituminous carpeting .The existing road width is about 3.5 to 4 m, considering the traffic jam and user frequency/pattern this width is less than requirement. So Dhamrai Pourashava proposed pipe RCC drain instead of RCC box drain for maximum areas of road allocate for users and carriers. This is



residential areas and road pavement is low lying. During rainy season water logged over the road. Moreover have mosques, school, Madras, various types of shops. The Wards peoples, traders, various transports used this road. But there is no proper drainage networks and water logging creates unhealthy situation for all users.

Considering the peoples difficulties Dhamrai Pourashava proposed this subproject implementation by the assistant of BMDF. To implementation this subproject will not requiring any establishments dismantling or shift backs from

Photographs: Existing road condition.

Pourashava It is mentioned road land belongs to the Dhamrai Pourashava..

e) Construction of RCC road from House of Abdul to Shantipara at Ayngong, in ward no-01 (Ch, 0.00-500 m).

This is a very much important construction works of Dhamrai Pourashava starting from house of Abdul (adjacent chowrasta moar) and ends at Shantipara at Ayngong under Ward no 1 total length is 500 m.



The existing road width is average 4 to 5 m and has opportunities for expansion the road. This is also Urban and Agricultural villages and exclusively residential areas. The existing is mainly brick flat soling (BFS) and 200 m earthen road and damaged broken, narrow and low down. During rainy season water logged over the road. Both sides of the road have 100 m low areas, KG school, Poultry Farm Rice processing mills (Chatal). The wards peoples, traders, student, men women, general peoples including various transports used this road. Considering the peoples difficulties Dhamrai Pourashava proposed this subproject implementation by the assistant of BMDF. About 3000 peoples will benefit from this subproject.

Photographs: Existing road condition at Chowrestar more.

To implementation this subproject will not requiring

any establishments dismantling or shift backs from Pourashava land but needs about 100 m palisading works needs at low areas.

f) Supplying, fitting & fixing (Street light) Electricity line starting from Jatrabari bus stand to kayet para Bialy Bridge via Dhamrai Bazar, Upazila compound to Boro Bazaar Mondir & Dhulivita bus stand to Choto Chandrail poura border in ward no .01, 02, 03 & 09. (Ch.0.00-2100 m)

This is a very much important construction works of Dhamrai , as the part construction of road , drain and footpath. The Dhamrai Pourashava authorities proposed supply fitting & fixing street light during



at night time (Ch.0.00 to 2100 m) for safely movement of town dwellers. These alignment starting from Jatrabari bus stand to kayet para Bialy Bridge via Dhamrai Bazaar, Upazila compound to Boro Bazaar Mondir & Dhulivita bus stand to Choto Chandrail Poura border covered four wards (Ward no's 1,2 .3 & 9) by the assistant of the BMDF. These proposed sub project location is commercial, official and residential areas and land belongs to the Dhamrai pourashava. About 10,000 peoples, visitors and customers, traders, especially women & student, teachers and official persons will benefit from these subprojects. It was mentioned there is no obstacles were found and also

Photographs: No Street light besides road.
land belongs to the Dhamrai Pourashava.

g) Supplying, fitting & fixing (Street light) Electricity line starting from house of Abdul to Shantipara at Ayngon, in ward no-01. (Ch.0.00-500 m)

This is a very much important construction works of Dhamra, as the part construction of RCC road at Shantipara. The Dhamrai Pourashava authorities proposed supply fitting & fixing street light (Ch.0.00 to 500 m) for safely movement of town dwellers during at night time. This alignments starting from house of Abdul to Shantipara at Ayngon covered one ward no-01 by the assistant of BMDF .These proposed sub project location is commercial, official and residential areas and land belongs to the Dhamrai Pourashava. About 5,000 peoples, visitors and customers, traders, especially women & student, teachers and official persons will benefit from these subprojects. It was mentioned there is no obstacals found there and also land belongs to the Dhamrai Pourashava

SL .02

a)Construction of RCC road from Boro Bazar moar to Bogarbil via T & T office moar Mohila Madrasha & house of Nobin Journalist, in ward No-02. (Ch: 0.00-1500 m).

This subproject component is an important construction work of Dhamrai Pourashava under Ward numbers 02 .The proposed road construction alignment start from Boro Bazaar moar (East sides of



Dhamrai Upazila perished) and ends at Bogarbil via T & T office moar, Mohalla Madrasha & house of Nobin Journalist total length is 1500 m long. The existing road width 4.5 m and it is a BFS, HBB and earthen road and proposed RCC road. The required land for road belongs to the Dhamrai Pourashava. The proposed subproject will have 3 road crossings into the town internal road system in different locations and have covered a ward no-2 and main residential areas of Dhamari Pourashava. Moreover about **8000** of business men, general peoples, passengers, traders and official use this road over the day and night by used

Photographs: Existing road condition

auto, Motor bike, CNG and rickshaw. But existing road is badly damaged due to broken of surface area and make holes on earthen part of the road. In rainy season peoples faced difficulties and risky situation due to water logged over the road. Both sides of road have various types of shops, Mosque, Mohilla Madrasha Rice mills and 250 m pond low areas. As a result occurred unhealthy situation and spend passengers' valuable time and increased travel expenses. To ensure safe journey, Dhamrai Pourashava authority proposed this road's improvement through the assistance of BMDF. There is no requirement of dismantling works for this road's improvement works. This is exclusively residential areas

(b) Construction of 800 mm internal dia RCC pipe drain from Boro Bazaar moar to Bongshi river via T & T office moar ,Mohilla Madrasha & house of Nobin Journalist, in ward No-02 (ch: 0.00-1500 m)

This is a very much important construction works of 800 m internal dia RCC pipe drain of Dhamari Pourashava under Ward no 02 .The proposed drains alignment start from Boro Bazaar moar to Bongshi river via T &T office moar ,Mohilla Madrasha & house of Nobin Journalist (ch: 0.00-1500 m). As a part of Dhamari Boro Bazar road improvement ULBs authorities' proposed one 800 mm dia one side



Photographs. Existing drain condition near T & T moar.

RCC pipe drains. The proposed drains outfall is Bongshi Dead River. Total length is 1500 m and its outfall is Bongsihi River. The existing drain is narrow, damaged, and discontinuous and somewhere is absent, so it does not function properly and less water discharge capacity. In the rainy season water logged prolong over the season in the subproject areas. Due to that town peoples especially women & children attacked various water born disease and increased travel time & expenses and all carriers faced difficulties. To reduce these difficulties the Dhamari Pourashava proposed this subproject implementation by the technical & financial assistant of the BMDF. About **8000** peoples will be benefit from this subproject. The required land for road belongs to the Dhamarai

Pourashava. Both sides of these road & drain have need base shops etc., Mosques, Mohilla Madrasha rice mills and 250 ponds bank low areas. As a result peoples faced unhealthy situation and spend passengers' valuable time and increased travel expenses. There is no requirement of dismantling works for this road's improvement works, This residential is areas.. To implementation this subproject will not requiring any establishments dismantling or shift backs from Pourashava but needs about 02 electric poles will needs relocate and 250 m long ponds banks palisading works will also need do..

(c) Supplying & fitting, fixing street light from Boro Bazar moar to Bogarbil via t & t office moar, Mohila Madrasha & h/o Nobin Journalist, in ward No-02. (Ch: 0.00-1500 m)

This is a very much important construction works of Dhamra , as the part construction of RCC road



Photographs: Town dwellers explained the necessity of streetlight.

and pipe drain at Boro Bazaar moar road. The Dhamrai Pourashava authorities proposed supply fitting & fixing street light (Ch.0.00 to 1500 m) for safely movement of town dwellers during at night time. This alignments staring from Boro Bazar moar to Bogarbil via t & t office moar, Mohila Madrasha & h/o Nobin Journalist covered ward 02 by the assistant of BMDF .These proposed sub project location is residential areas and land belongs to the Dhamrai pourashava. About 10,000 peoples, visitors and customers, traders, especially women & student, teachers and official persons will benefit from these subprojects. It was mentioned there is no obstacles' were found and also land belongs to the Dhamrai Pourashava.

SL. 03.

a) Construction of RCC road (Bandimara) staring from Jatrabari –Dhulivita road to Cosmos (Dhaka –Aricha high way) via Bandimara Jami Mosque in ward no-03. (Ch.0.00-1700m)

This subproject component is an important construction work of Dhamrai Pourashava under Ward numbers 03 .The proposed road construction alignment start from Jatrabari –Dhulivita road (near safe life private hospitals) to Cosmos near Dhaka –Aricha high way via Bandimara Jami Mosque(adjacent Abu Talab house) (Ch.0.00-1700 m) and total length 1700 m long and proposed RCC road..

The existing road width is 3.66 m above and it is a 300 m BFS and rest are fully earthen road and proposed RCC road. The required land for road belongs to the Dhamrai Pourashava. The proposed



Photographs: Existing road condition at Bandimara

subproject will have 4 road crossings into the town internal road system in different locations and have covered a ward no-3 and residential and commercial areas of Dhamrai Pourashava. Moreover about **8000** of business men, general peoples, passengers, traders and official use this road over the day and night by used auto, Motor bike, private care, CNG and rickshaw.

But existing road is badly damaged due to broken of surface area and make holes on earthen part of the road. In rainy season peoples faced difficulties and risky situation due to water logged over the road and turned muddy road.

Both sides of road have various types of shops, mosque, Madrasha, private hospital, 50 m low areas and Agricultural field. As a result occurred traffic jam & unhealthy situation and spend passengers' valuable time and increased travel expenses. To ensure safe journey. Dhamrai Pourashava authority proposed this road's construction through the assistance of BMDF. To implementation this subproject will not requiring any establishments dismantling or shift backs from Pourashava but needs about 50 m long low areas palisading works will need do. It is mentioned that the proposed road improvement land belongs to the Dhamrai Pourashava. This is residential and commercial areas.

b)Supplying ,fitting & fixing street light (Bandimara) staring from Jatrabari –Dhulivita road to Cosmos (Dhaka –Aricha high way) via Bandimara Jami Mosque in ward no-03 .(Ch.0.00-1700m).

This is a very much important construction works of Dhamra as the part construction of RCC road at Bandimara . The Dhamrai Pourashava authorities proposed supply fitting & fixing street light (Ch.0.00



Photographs: Peoples explained the importance of street light.

to 1700 m) for safely movement of town dwellers during at night time. This alignments staring from from Jatrabari –Dhulivita road to Cosmos near Dhaka –Aricha high way via Bandimara Jami Mosque total length is 1700 m long covered ward 03 by the assistant of BMDF. These proposed sub project location is residential areas and commercial and land belongs to Dhamrai pourashava. About 7,000 peoples, visitors and customers, traders, especially women & student, teachers and official persons will benefit from these subprojects. It was

mentioned there is no obstacles' were found and also land belongs to the Dhamrai Pourashava.

Table 1-1: Land & Estimated Cost of the proposed Roads and drains.

Component	Land Required	Available Area	Estimated Cost (BDT Million)
Improvement of 3, road pipe drain 3 no,s and 3 streetlight facilities at different locations covered 4 wards under Dhamari pourashava. Dhaka	13175 m	13175 m	120.00
Total :			120.00

1.5 Subproject Location

The proposed sites have been covered 4 Wards out of nine administrative Wards of Dhamarai Pourashava. It's located at main town, commercial & residential, hat Bazar and educational & official areas of Dhamarai Pourashava. Starting from main Poura town and covered important location of town areas. Land of the purposed subprojects is within the Dhamrai Pourashava. Dhamrai Poura town is in Dhaka district under Dhaka division Located close to the Bongshi River. It hosts numerous Bangladeshi and various businesses, banks, financial institutions, and other commercial entities. The different educational and religious institutes, market, bank & finical institutes are most prominent here. The area forms part of the Dhamrai main town are directly connected to the nearest Upazila and other inter district roads and some of the important commercial streets located in the subproject area.

1.6 Justification of selecting the sites

The above subproject improvement works will be in the commercial and residential area located at main town as well as in the residential, official and busy area of Dhamrai town. By the side of said interventions, there are several types of shops and traders like grocery shops, stationary shops, medicine shop, tea stall, mobile sells shop, Electronic shops, Bread and foods shop, Dhamrai micro bus and CNG station ,Upazila perished , Bank, Post office ,Marriage registry office, local NGOs office, whole sales, cloth market, Hotel & Restaurants, ,Mosque, Temple residential areas and other needs base trades, financial and commercial entities, general shop, various wholesales, kitchen market is most prominent of them, and the whole Poura-people have to come to these places, so, the improvements is very much essential for the town..

The sub-project will have positive impacts on creating better business environment for the traders and buyers with the growing population of the Dhamrai Pourashava increasing production in the adjoining Wards, office para and Poura town areas therefore, it is planned to construct 5015 m RCC road 3080 pipe drain drain with footpath and added 5080 m streetlight for safe travel & health improvement purposes.

The consultants have visited the proposed subproject improvement sides on 27 July 2018 and organized a series of group discussions, FGD with the traders, market management committee members, customers including community people and councilors. From the opinions and feedback of them, it is clear that Poura town dwellers' is very much interested in constructing the RCC road ,RCC pipe drain with footpath and street light and nearby inhabitants has no objection about the constructions/improvement. About 79,000 people comprising businessmen, student' s children, women, teachers and service holders will benefit from the subproject for improved packages construction.

Various types of transport like, truck, Bus Car, Rickshaw-Van, CNG driven Baby taxi and Battery operated three wheeler auto drivers are using this road but poor drainage causes frequent damage to the road. Moreover movement of pedestrian gets difficulties during rainy season due to prolonged water-logging. Such water logging difficulties will be removed through the improvement works.

The consultants have visited the proposed subproject sides and organized a series of group discussions with the Ward councilor (man and women), including community people, market management

committee members, traders & customers. The Social Screening tasks has been completed in the visits taken place on 27 July, 2018. From the opinions and feedback of stakeholders and assessed the scopes opportunities, advantages, disadvantages and present condition of drain and road it is clear that the existing user of drains/ road and local people unanimously welcomed the project and showed positive attitude to the improvement of the proposed sub-project. No economic activities will be impeded resulting losses in income or asset during construction period. During social screening the consultant team couldn't find any establishment would be affected. So implementations of these interventions by BMDF funding are recommended.

. 1.7 Subproject Beneficiary Communities and Project Affected People

The sub-project gives service a substantial number of people in the Dhamrai Pourashava will directly be benefited once the sub-project would be constructed. Besides customer, service provider, traders and intermediaries gather here to purchase and sell their goods and services from the people of other Upazila and district through safely movement. New drain network system will solve the rain water clogging problems. Street light facilities will ensure the safe movement of local peoples after sunset. In the sub-project, there is no need of land acquisition and resettlement issues and thereby no displacement of population. The Dhamrai Pourashavas ensuring no loss of business and livelihood.

1.8 Scenario of infrastructure and establishment under Dhamrai Pourashavas

Dhamrai Pourashava established in 1999 is one of the major Upazila level municipalities of Bangladesh. It consists of 9 Wards and 29 Mahallas. The area of Poura town is 6.98 sq.km. The towns have population of 145390 and population density per square km is 20800 /sq.km. The literacy rate among the town peoples is 78 percent. Basically Dhamrai Pourashava is located at Dhaka district. Basically Dhamrai pourashava is located in Dhaka district town is it's covered by 06 Upazila like , Dhamrai, Savar ,Dohar ,Keraniganj, Nawbabganj, Tejaon circle upazila and Dhaka division is covered by 12 district Manikganj, Tangail, Manshyganj, Rajbari, Narsingdi,, Narayanganj, Shariatpur, Madaripur, Kishoreganj,Gazipur and Gopalganj

Dhamrai pourashava is under the Ministry of Local Government & Rural Development (LGRD). Basically under the local government unite and Mayor & Councilors are the elected pourashava authority. This election is held in every after 5 year's period. Dhamrai pourashava is under the Dhaka district and Dhaka is the capital city of Bangladesh.

It is administrative seat of Dhamrai upazila and district and Dhaka, situated on It is administrative seat of Dhamrai Pourashava is Dhamrai upazila under the district and division, is Dhaka . Dhamrai Pourashava is located about 32 km far from the north western side of Dhaka capital city and it is bounded by Saturia upazila on the East, and Dhaka district on the west and savar upazila on the south.

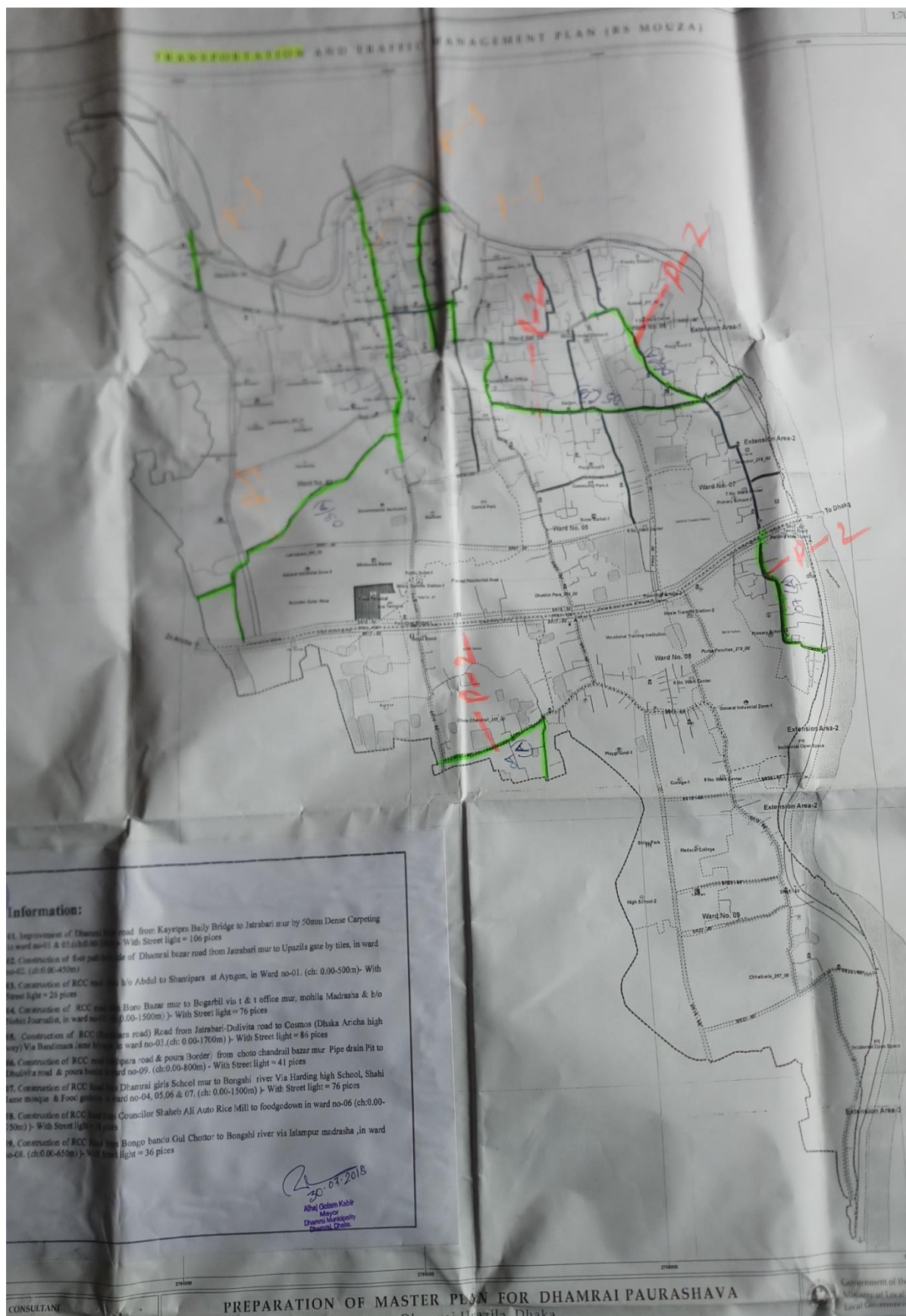


Table 1.7: Location of various improvements in Base Map of Pourashava

Table: Dhamrai Pourashava with major infrastructure and establishments

General Information	Number & Quantity
Date of Establishment	1999 (A category)
Total Area	6.98 sq. km.
Total Wards	09
Population	145390 (M: 75455 & F: 69935)
Number of Household,	29500
Population density	2080/sq.km
Population Growth rate	1.92%
Major status	Local & Migrate peoples
Main Income source	Business , Silver necklaces ,Service & Agriculture
Holdings number	6300 (Res.-6270 & commercial 13 and Govt 17)
Education Facilities	Number & Quantity
Govt. Primary School	08
Private High school	14
Govt High School	0
Hafijia Madrasa	07
Women school /College	01
KG school	12
Vocational school	02
College	05
Garbage Management	Number & Quantity
Pourashava Dust bin	03
Garbage truck	02
Beam Lifter	0
Total Municipal garbage production	5.5 ton/day
Total Pourashava garbage collection	5 tons /day (90% /day
Vehicle and road makers	Number & Quantity
Jeep	01
Micro Bus	Nil
Plodder	Nil
Municipal Road Roller	01
Municipal Vibrator	Nil
Motor Cycle	1
Municipal rikswa van	Nil
Bi-cycle	01
Market and marketing facilities	Number & Quantity
Market/Haat	2 no's

Super shop /Shopping mail	Nil
Slaughterhouse	2 nos.
Road communication	Number & Quantity
Carpeting road	20 km
RCC Road	9 km
HBB road	1 km
BFS road	7 km
Kutchra road	15 km
Bridge	07 nos.
RCC Culverts	3 no,s
Pucca Drain	9 km
Kucca (earthen) drain	11km
Water supply & Infrastructure	Number & Quantity (There no assessment data in ULBs but have hand operated tube well 4700 no's)
Water disposal canal	1 nos.
Daily water requirement	Nil
Daily water supply	Nil
Water supply connection	Nil
Water supply pipe line	Nil
Drinking water tap in road	05
Water supply pump & Tank (private institutes)	06
Religious institution	Number & Quantity
Mosque	44 no's
Temple	22 no's
Orphanage	5 no's
Eid-Gah	1 no
Graveyard (Muslim)	05
Churge	01
Meager	06
Shashan ghat	02
Public Health services	Number & Quantity
Govt Hospital	12 (Govt :01 & private :11 Clinic Child and mother health center)
Community clinic	01
Public Toilet	03 no's
Recreation	Number & Quantity
Park	Nil
Playground	01
Town hall	Nil
Auditorium	01

Club	09
Cinema Hall	Nil
Law & Order	Number & Quantity
Police station	01
Ansar camp	01
Fire service station	01
Bus Terminal & other Transport system	Number & Quantity
Lunch station	Nil
Bus terminal	01
Micro stand /Rickshaw stand	08
Other Important Services	Number & Quantity
Post Office	01
Bank	08
Residential Hotel	Nil
Restaurants	13
Fuel Pump	01
Ferry gates	01
Sand collection center (Balu Mohal)	01
Streetlight (poles)	1130
Streetlight (Tube)	1750
Working NGOs	o 6 no's
Industrial Facilities	Number & Quantity
Big and small Industry	35
Cold storage	01
Monno ceramic	01
Bata shoes factory	01
Lather factory (Mohammade,s)	01
Saw mill	01
Pharmaceutical (Acme)	01
Mobile Tower	Number & Quantity
Garmeen	01
Bangla link	01
Airtel	01
City cell	01
Rabi	01
Others	

1.9 Legal and Policy Framework

For the sub-project preparation and implementation, the World Bank's Operational Policy (OP) on Involuntary Resettlement (OP 4.12) and on Indigenous Peoples (OP 4.10) has been triggered to the subproject. A Social Management Framework (SMF) has been adopted by LGED for the 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 respective ULBs in a process complying with the SMF requirements. BMDF reviews the sub-project proposals for technical, engineering, environmental, social development and safeguards compliance before allocation of the financing to the ULBs.

SECTION-2 METHODOLOGY OF SOCIAL SAFEGUARD ASSESSMENT

2.1 Objective of the Study

The SSA process took into consideration of the applicability of the World Bank OP 4.12, 4.11 and OP 4.10 and preparing SSA for the sub-project. The primary objective of this SSA is to address and assess potential social safeguard issues. The purpose of the Social Safeguard Assessment (SSA) is to demonstrate all-inclusive consultative process in a responsible and non-detrimental manner has been conducted as well as to provide guidance for social development and safeguards compliance in the implementation process. This SMP has been carried out to meet the following objectives:

- thorough assessment of social safeguard issues and impacts - major objective is to assess and identify all the possible socioeconomic and resettlement impacts including impacts on women, poor and vulnerable;
- to plan to avoid, minimize, mitigate or compensate for the potential adverse impact;
- to assess the extent of land acquisition and involuntary resettlement/shifting impacts;
- to inform and consult the affected people to make them aware about the project activities and take feedback to prepare Social Management Plan summarizing mitigation measures, monitoring program/ mechanism, institutional arrangement and presenting budget for resettlement;
- to identify the likely economic impacts and livelihood risks for implementation of the proposed sub-project components;
- To describe the process undertaken during project design to engage stakeholders and the planned information disclosure measures and the process for carrying out consultation with affected people and facilitating their participation during project implementation.

2.2 Methodology of the Study

The Social Safeguard Assessment (SSA) report has been developed to address social issues including need for land acquisition, physical displacement of people and loss of livelihood, and Social Management Plan (SMP) has been suggested through the participation of communities and use of grievance redress mechanism (GRM) and formation of Grievance Redress Committee (GRC) to resolve any complaints in the sub-project implementation process. In the case of this Sub project social management plan (SMP) has been prepared as paying compensation to PAPs.

The SMP contains a description of the sub-project area, social screening and impacts, consultation process adopted during identification and design, and consultation plan for implementation stage, impact mitigation measures, grievance resolution process, labor management issues and implementation arrangements and monitoring and supervision. The SMP will guide to ensure social safeguards and to achieve sound construction of the sub-project and ensure efficient lines of communication between the PMU, PIU and the contractors.

The Social Safeguard Assessment (SSA) and the Social Management Plan (SMP) of the sub-project has been developed as per Social Management Framework of MGSP. A consultation process comprising stakeholder workshops, group discussion, KII and quick survey at the ULB level using participatory approach. The SMP process followed participatory consultation with the local people using the PRA tools like Group Discussion (GD), including Hot Spot consultation with different categories of people such as elected public representatives, local Administrations, teachers, businessmen, NGOs, social workers and civil society members of people who are aware about local situation and needs such as sub-project users.

The Social Management Plan (SMP) is based on collection of primary data and information by conducting field survey. A set of structured questionnaires were already designed in the Social Management Framework of MGSP and these have been supplied to the field officials for obtaining necessary primary data relating to social safeguards issues such as loss of land, displacement of population, income, gender and vulnerability and tribal peoples. The field visit reports on Social Safeguard Assessment (SSA) report has been prepared by the Social Management Officer and reviewed by the Social Management Specialist.

SECTION-3 SOCIO-ECONOMIC BASELINE OF DHAMRAI POURASHAVA

3.1 Population Status and Household Size

Dhamrai Pourashava established in 1999 is one of the major Upazila level municipalities of Bangladesh. It consists of 9 Wards and 29 Mahallas. The area of Poura town is 6.98 sq.km. The towns have population of 145390 and population density per square km is 20800 /sq.km. The literacy rate among the town peoples is 78 percent. Basically Dhamrai Pourashava is located at Dhaka district . Basically Dhamrai pourashava is located in Dhaka district town is it's covered by 06 Upazila like , Dhamrai, Savar ,Dohar ,Keraniganj, Nawbabganj, Tejaon circle upazila and Dhaka division is covered by 12 district Manikganj, Tangail, Manshyganj, Rajbari, Narsingdi., Narayanganj, Shariatpur, Madaripur, Kishoreganj,Gazipur and Gopalganj

. 3.2 Housing and Settlement Pattern

The Pourashava started in 1999 and before that period, these areas were under a Union Perished under Dhamrai Upazila as well as Dhaka District. The people have to obtain permission for the construction of buildings in the Pourashava areas. The Dhamrai Pourashava is predominantly with the scattered housing structures like other rural areas. The existing houses are with pucca/ semi-pucca, Tin shed and kutcha structures. For construction of buildings, the people are now obtaining permission through submitting the design and plan of the buildings. In the subproject area maximum people live on their own houses but a few in rented houses. As more urbanization more households will reside in the rented house in future.

3.3 Education

Dhamrai Pourashava has an average literacy rate of 78% _ref. BBS, 2011) There are a few government and private schools and colleges present in the city. A notable amount of students of Dhamrai move to Dhaka for better education.

3.4 Educational and Cultural Institution

There are 05 nos. college, 08 Govt. Primary School 14 no's non-government High School, 07 nos. Madras, two vocational school and one women school cum college, 12 nos. KG school in the Poura-area. There are some cultural facilities like one Poura auditorium. One playground and 9 clubs etc.

3.5 Land Use, Income and Employment Pattern

The subproject sites are located mostly in the semi urban area of the Pourashava with few portion in the core area and consist of mix land use pattern includes agricultural, commercials and residential. The built up infrastructure includes office buildings, personal homes, supermarkets, malls, government offices, NGO Offices, hospitals, clinics, etc. Though subproject area is inhabited by the people of mixed occupations, but agricultural activities is dominating from any other occupation. Because 46.10% of total Pourashava area is occupied by agricultural filed where rice and seasonal vegetation is abundantly cultivated. Beside this, major income comes frombusiness, enterprises, small trades, private sector jobs and government jobs in the town.

3.6 Economic System

Dhamrai Pourashava people are with the people of mixed occupations, but agricultural activities are dominating from any other occupation. Because 44.41% of total Pourashava area is occupied by agricultural filed where rice and seasonal vegetation is abundantly cultivated beside this, major income comes from business, enterprises, small trades, private sector jobs and government jobs in the town.

Many people from this town area are working in the garments/NGOs and they are contributing a lot in the country's economy.

3.7 Archeological, Historical and Religious Institution

The Dhamrai is the upazila level municipality under the district of Dhaka. This town is the Dhaka district adjacent small, old and renowned areas. So some social, religious, livelihood based practices/institutes have been established. These are stated below

- Old Dhamrai Roth
- Panch peer Mazar at pathentola
- Silver Necklaces
- Potter at works
- Majestic old building
- Dhamrai Boishakhi mela panu
- 85-year old moque at Shallan
- SOJAG NGO.
- Dhamrai central Eidghah
- Modhab Mondir
- Monno ceramic
- Bata Shoes
- ACME Pharmaceutical
- Mohammad's lather ,Shonetex and Emaculate Textile

But by the implementing proposed sub-projects there is no negative impact on historical and cultural heritage. It is noted that the existing cultural heritage is far away from the sub-project site.

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3.8 Health and Sanitation Status

There is a Government Hospital (Upazila Health Complex) in Dhamarai, one Child & mother health care centre and 10 other private hospitals/ clinics are serving the Poura-people in health system safeguard. There is also an animal hospital in the Poura-area.

3.9 Water Supply and Situation

Dhamrai pourashava has no pipe line water supply system under this pourashava.. The Pourashava is not yet to develop own network based water supply system. The entire water supply system based on 4700 no's family based Hand Shallow deep tube well domestic and drinking water supply over the Poura town . However 06 no's pump and tanks established by private institutes for meet up their water by installed deep tube swell. As a result hand tube well water is generally used for the all purpose. Hence, some people have dependency on the pond water for washing purpose. Moreover 4500 families used gas among town areas.

3.10 Sanitation and Drainage System

There is no network based sanitation system in the Dhamrai Pourashava. At present, Hanging latrine, Pit latrine of different types, water sealed latrine and septic tank based latrine are generally used as a sanitary system in the Pourashava. However, a significant percentage of population about 15% use unsanitary latrine which are the responsible for long run environmental pollution. Very recent Pourashava has taken programmer to become a 100% sanitized Pourashava. On the other hand the Drainage system is not organized in the Poura-areas. Most of the outlets are with inadequate slope and drain-out facilities. The project proponent has targeted to rehabilitate three numbers of drains for improving the total drainage system around.

3.11 Solid waste Management

Solid waste management has not yet streamlined in the Pourashava. There is no home collection system in the Pourashava. People are not used to disposing waste in dustbin that are also very scanty in the town. The households usually dispose their waste into the nearby ditch, and low land. A major share of solid waste is generated by Kitchen market. These wastes find their destination in local khal. Therefore, khal is blocking, resulting reducing their water discharge capacity at monsoon period. However, as the density of the population is low, waste is yet to emerge as a major environmental problem in the area. There are 3 nos. dust bin, 2 nos. garbage trucks etc. are available to collect solid wastes. There is no definite sanitary landfill area and the Pourashava will take initiatives to buy a land for safe dumping of solid waste. Currently pourashava dump the waste materials at Dulivita ward no-03.

3.12 Mode of Transportation, Road Network and Traffic Volume

There is a bus terminal and 8 nos. micro/rickshaw stand (parking) in the Dhamrai town area. There are 20 Km Carpeting road, 9 Km RCC road, 1 Km HBB road, 7 Km BFS 15 km earthen (kutcha) road, 3 nos. Bridge, 3 box Culverts, pucca brick drain 9 km and kucca drain 11 km in the total Poura areas. The traffic volume, running on the total road system has not counted but that is definitely less than 150 nos. of mechanized vehicle.

3.13 Land Acquisition and Resettlement

The proposed all subproject sites location is owned by Pourashava. No obstacles will not hampered the proposed construction works'

3.14 Tribal Communities

There is no tribal population present in the Municipality. So, there is no expectation of affecting tribal communities through the sub-project.

3.15 Economic benefits

The advantage of construction of RCC road, RCC pipe drain with footpath and added street light in this location is i) Easy entrance for sellers, buyers and service provider, ii) Wider road will provide easy entrance of trucks/pickups for transportation of goods. iii) Drainage system will be introduced which is essential for Poura town iv) More spacious well designed display area will be available for the sellers. v) Wider walkway for the buyers will be available. VI) Reduced water logged condition over the rainy season viii) Will improve hygiene condition as well as control water born disease. ix) RCC drain & cover slabs is built, visit of women at market places would be increased; facilities

considering rising women visitors should be addressed while preparing the plan. x) It is planned to provide numerous of waste collection bins in the market area so that people can dispose solid wastes there which will help to keep town area neat and clean. xi) Parking area and goods loading/ unloading facilities will be made available. Xii) 79,000 peoples will be benefited. xiii) Established safe drainages networks over the Dhamrai Pourashava.

ii) After completion of the sub-project, it will provide improved facilities for the inhabitant buyers, retail traders and service provider. Land value will be increased. Opportunity for making commercial and residential houses will be increased. It is envisaged that revenue collection of the Dhamrai Pourashava will be increased as an outcome of constructing the proposed subprojects

3.16 Stakeholders Identification and Analysis

The subproject interventions will be implemented in the whole Pourashava areas and the people of all level are the stakeholders for the market facilities. And, the people of all level are the stakeholders.

3.17 Gender and Vulnerability Analysis

The sub-project gives service a substantial number of people in the Dhamrai Pourashava will directly be benefited once the sub-project would be constructed. Besides customer, service provider, traders, businessmen and intermediaries will be benefited because of improved communication system.

SECTION-4 SOCIO-ECONOMIC IMPACT ASSESSMENT

4.1 Social safeguard Assessment using screening format

Based on Social Screening from the Pourashava, it is confirmed that there is no need of land acquisition, resettlement or compensation payment, thus Social Impact Management Plan (SIMP) is not required. There is no land belonging to private owners at the proposed sites. The land required for the sub project entirely belongs to the Dhamrai Pourashava for the interventions. The social safeguard assessment is done, based on the safeguard assessment format (ply refer to annex-1).

4.2 Loss of Income and livelihood

No grievances found that that need to be mitigated. There is no possibility of any adverse impact in terms of losing income or livelihood. There is no chance of affecting local people by the disturbance during construction. In spite of that, if disturbance occur that will be mitigated through proper grievance redress mechanism.

4.3 Loss of Cultural Heritage

There is no any historical and cultural heritage in this Pourashava area. The town, especially the core area, is a densely populated and many people are working in fish cultivation project and they earn a lot of foreign currency, which is pivoting the country's emerging economy for many years, with the country's rising GDP growth rate. By implementing this sub-project there is no negative impact on historical and cultural heritage. It is noted that the existing cultural heritage is far away from the sub-project site

4.4 Gender and Vulnerability

Although the sub-project interventions are to be implemented under the MGSP-BMDF, all categories of local stakeholders hence inclusive in nature, some concerns may still remain which may include the following and might be mitigated using the approach shown in the matrix below.

Table 4-1: Concerns on gender & mitigation measures

SL	Likely Negative Impacts	Suggested Mitigation Measures	Institutional Responsibility
1.	Inequitable access to improved infrastructure (not getting allocation of footpath at good location) Street vendor women's & woman farmers' livelihoods may be affected	a. Allocate footpath to woman traders, crafts women, etc. at good location (front row) of safe location b. Keep open space at the developed.	DHAMRAI POURASHAVA & BMDF
2.	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	DHAMRAI POURASHAVA & BMDF

3.	ULBs may lack information, awareness and expertise to take up implement sub-projects specially beneficial to women	b. Impart awareness training for both elected representatives and employees (executives) c. Impart more detailed training for the executives and staff.	DHAMRAI POURASHAVA & ,BMDF
4.	Wage discrimination	a. Make conditionality in the bid document to ensure equal wage for equal work b. Ensure compliance by close supervision by the ULB with the assistance of consultant as required c. Activate GRC in this regard hearing complaints and resolving them	DHAMRAI POURASHAVA & ,BMDF
5.	Participation	a. Representative of women & Vulnerable groups in GRCs b. Occupational groups men and women consultation process c .Beneficiary options reflected in subproject design and implementation	DHAMRAI POURASHAVA & ,BMDF
6.	Women friendly sitting arrangement and drinking water facilities may not be provided	Ensure woman-friendly sitting arrangement and good drinking water facility in the women area.	DHAMRAI POURASHAVA & ,BMDF
7.	Eve teasing and sexual abuse	a. Woman-friendly design and implementation b. Proper supervision by ULB with the engagement of woman group and elected women in project management committee. c. Ensures women representative in the terminal committee (woman WC)	DHAMRAI POURASHAVA & ,BMDF

4.5 Ethnic Composition and Tribal People

Social screening of the sites depicts that no tribal peoples are residing along the sub-project area. There are no tribal people listed in the PAPs as per record and recent visit. According to information received from the Dhamrai Pourashava, there are also no tribal people live in and around the area. So no tribal

group/ people or any kind of their cultural interest will be affected by the sub-project development works in this area. No tribal peoples plan has therefore been required for this sub-project.

4.6 Social Impact Assessment

4.6.1 Benefits of the Sub project.

The advantage of construction of road, drains cover slabs, footpath and added walkways in this location is i) Easy and safe movement for local peoples, sellers, buyers, general mass and service provider, ii) Wider approach road will provide easy entrance of trucks/pickups for transportation of goods avoiding water logging hazards. iii) Safe drainage system will be introduced which is essential for keeping safe health of town peoples iv). Reduced water logged condition over the rainy season viii) Will improve hygiene condition as well as control water born disease. v) Because of improved street light facilities local people's movement will be easier after sunset. vi) 79,000 peoples will be benefited. vii) Established safe drainages and communication networks over the Dhamrai Pourashava. viii) Build up local, intra town, adjoining wards, nearby upazila and inter district communication networks. x) Reduced traffic jam and safe passengers' valuable time and travel expenses. xi) To decrease road accident. xii) To minimizing difficulties in movement for vehicles and pedestrians. xiii) to increase economical activities. xiv) This subproject will play an important role in national & millennium development goal.

After completion of the sub-project, it will provide improved facilities for the Pourashava Peoples. Land value will be increased. Opportunity for making commercial and residential houses will be increased. It is envisaged that revenue collection of the Pourashava will be increased as an outcome of constructing these subprojects.

4.6.2 Social Safeguard Compliance.

The social screening has provided a rapid assessment of the project characteristics, its beneficiaries, the socio-economic dimensions of the area, and its potential impacts and risks. According to engineering design, implementation of this sub-project will be carried out within the existing land owned by Dhamrai Pourashava.

Results from the social screening are given below.

- No mosques, temples, graveyards and cremation grounds and other places/ objects of religious, cultural and historical significance will be affected;
- No additional public or private lands will be required for the sub-project as the sub-project will be carried out within the existing land owned by the Dhamrai Pourashava
- No threat to cultural tradition and way of life of tribal peoples; or restriction of access to common property resources and livelihood activities are involved;
- Social Screening results there is no obstacles are found in the subproject area the ULB will not render any loss of business and livelihood.

4.7 Consultation and Community Participation

4.7.1 Stakeholder Analysis.

As a part of the overall assessment, the Dhamrai Pourashava identified the key stakeholders of the proposed sub-project areas and assessed the power relationships as well as influence and interests of stakeholders involved in the development work of the sub-project. Key stakeholders for sub-project were identified in consultation with the Mayor and officials of Dhamrai Pourashava, local administration, civil society and local people, representatives of business associations, local contractors for infrastructure development, customers etc., officials, teachers, rickshaw pullers, business men and

women are the prime source of livelihoods or earnings for the people residing in this affected area. Table 4.2 shows a list of stakeholders and benefits anticipated for the groups.

Table: List of stakeholders and benefits anticipated for the groups

Level of consultation	How they become Stakeholders	Benefit	Influence and Interest
Ward councilors	Easy scope and opportunity to go to public door.	To fulfills their commitments to the voters.	High
Officials	To find out the shorter distance to go office and to avail less time to go.	Less time to travel from starting place to destination. Further it will be safety measure for the people.	Medium
Housewife	To take their children to school, do marketing and travel.	Safety of the people to travel	High
Labor	To get easy access to a particular place	Safety access and reduce the travelling / labor cost	Medium
DHAMRAI POURASHAVA office	To reduce the O &M cost of the infrastructures	Maintenance cost will be reduced	High
Business men/traders	Easy access to sell and buy the products	Business opportunity will increase and mobility of people will also increase	High
Rickshaw puller	Road users for livelihood	Rickshaw puller are directly benefited by the subproject. After implementation of the subproject , rickshaw pulling will be easier and safer to them	High
Students	Important users of infrastructures	Through consultation with the communities students can easily reach to their educational institutions by using rickshaws /road and also walking on foot.	High

4.7.2 Consultation and Participation Process.

Methodology

For determining the environmental and social impacts associated with subproject implementation, the GOB and WB give great importance on involving primary and secondary stakeholders of the project area. In order to collect local knowledge for baseline conditions, understand perceptions of the community regarding impact significance, and propose meaningful mitigation measures, participation of stakeholders is an integral part of the SSA process. For conducting this SSA, an attempt has been made to consult with a full range of stakeholders and Pourashava officials to obtain their views on subproject interventions.



Figure 4.1: Public consultation with local people, other stakeholders and Pourashava Officials

During the environmental study of the proposed subproject in conformity with the WB's and DOE's environmental guidelines, the public consultation were conducted on 27 July 2018, through a mix of conventional approach which involved as participatory, focus group discussions (FGD) and one-to one interviews. However, for better understanding the socio-economic and environmental condition four focus group discussion were conducted in the subproject study area (**Figure-4-1**).

The public consultations were specially conducted with the following objectives: (i) to induce awareness of the stakeholders about the subproject and to collect their opinion, suggestions for planning

and designing of the subproject (ii) to identify the need and concern of the public, (iii) to assess cultural patterns and behavior of local communities. Stakeholder consultation, was targeted with people/communities who may – directly or indirectly, be affected by the outcomes of the subproject. Information was disseminated to and develop a thorough coordination with different government, non-government and public private stakeholder's line agencies ensuring their participation and mobilization of support in the process for the successful planning and implementation of the subproject.

Issues Raised by the Participants

For the better traffic operation in the subproject area and to rescue from water logging problem, subproject area peoples are highly interested about this subproject. They also opined to help the Pourashava in implementing the subproject activities.

The participants raised the issues related to the infrastructure development of Dhamrai Pourashava. They emphasized on the subproject selection for the future development and also discussed about the procedure for the quality construction work. In the FGD, the participants discussed the requirements for the Pourashava future development through a list of the subprojects. The Key participants list of Focus Group discussion in the subproject study area is attached in the Appendix-2.

4.7.3 Key findings of Community Consultation.

Different issues raised by the participants related to sub-project. Feedback, suggestions and recommendations by the participants are listed below. Construction works should be scheduled properly and the quality of construction work should be ensured;

- Local labor will be engaged as much as possible and will ensure participation of local community;
- Ensure that there is no discrimination between the male and female in terms of the wages and getting work opportunity;
- Contractor to be monitored to ensure regular payment to the workers by **PIU** and consultants;
- By engaging women workers and encouraging their participation gender issues will be addressed.
- Before finalization of design share with concerned with local peoples

SECTION-5 SOCIALMANAGEMENT PLAN

5.1 Key Issues Considering Social Management Plan

The consultant has carried out the site visit works and consulted with the Dhamrai Pourashava officials, a cross section of the beneficiary communities through interview and participation & consultation meetings. The social screening findings and consultation meeting proceedings were validated through social assessment survey. It has been agreed that Dhamrai Pourashava will ensure participation of the communities and grievance resolution in the process of implementation of the sub-project. This SMP has therefore been prepared to address other social issues related to implementation of sub-project. SMP will ensure the compliance of social management requirements including social safeguards for the sub-project implementation of Dhamrai Pourashava in a participatory process. This plan will assist Project Implementation Unit (PIU) of the Dhamrai Pourashava by providing importance covering sub-project selection, design, institutional arrangement for implementation, participation and consultation process, grievance resolution process, labor management issues, monitoring and supervision with the assistance of consultant, etc.

5.2 Sub-project Selection Process

According to the opinions and views of the Mayor –Dhamrai Pourashava, Councilors, Community people, local administration, relevant stakeholders, and civil society members followed a participatory approach in different stages of sub-project selection to ensure inclusion. Female Ward Councilors participated actively in the selection process. Moreover, the representatives of TLCC and WC of the Dhamrai Pourashava have contributed in the sub-project selection process with an analysis of the inclusiveness of the selection process.

At the time of selecting this sub-project, Social Screening was conducted by Dhamrai Pourashava officials and Consultants from consultant, Views and opinions of these consultations were to explain the sub-project objectives and sought feedback from the participants to maximize the social and economic benefits as well as to minimize the adverse impacts of the sub-project.

5.3 Sub-project Design Process

After final selection of the sub-project from the Dhamrai Pourashava the Consultant designed the proposed sub-project. This sub-project will be constructed under the Dhamrai Pourashava land. Despite the inclusion and participatory consultations, if any person has a grievance relating to the implementation of the sub-project, the Dhamrai Pourashava will mitigate it. The Consultant and Dhamrai Pourashava Officials conducted a number of consultation meetings in the sub-project areas discussing the implementation procedures and mitigation measures, if any, required to be taken in implementing the proposed sub-project.

5.4 Implementation. Institutional Arrangement

Consultant has initially completed social screening for the sub-project and there is no problem for the improvement of sub-project in regards to social safeguard issues. Accordingly, PMU, MGSP has processed the procurement procedures.

i) Dhamrai Pourashavas responsible to implement the sub-project in time in close coordination with the PMU of the project and also with the technical assistance of consultant; engineering section of Dhamrai Pourashava and local representative of Consultancy team will ensure quality of construction of the sub-project. In addition, BMDF will ensure close monitoring of the implementation of sub-project. In the implementation process, Social safeguard Team will ensure monitoring of social safeguard management before civil works starts. It has been ensured that during construction, the communities will not be

affected and following World Bank guidelines the sub project will avoid and minimize the loss of communities through proper monitoring. Construction works will be implemented within right of way where there is no need for land acquisition and involuntary resettlement.

There is no obstacle found in the subproject, any social issues will raise during construction period, Dhamrai Pourashava and PMU office will ensure monitoring of social management issues.

5.5 Consultation and Participation Plan.

This plan has been used for the selection of the sub-project. Key Informant Interviews (KII) and Group Discussions (GDs) were conducted involving the participants of the Dhamrai Pourashava Mayor, Councilors, ULB Officials, representatives of local Communities and civil society members as well as the representative of local BMDF office and the consultant team. A walk-through informal group consultation with the local communities was also held. Through this participation and consultation meeting, the local communities were informed about sub-project implementation and benefits. Suggestions and recommendations made by the participants are incorporated in the SMP accordingly. To meet the necessity of disclosure of information, the GRC members are selected in such a way that, general people have easy accessibility and they can represent the public opinion.

5.6 Grievance Redress Mechanism (GRM).

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

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

BMDF has its own Grievance Redress Procedure (GRP), which it operates 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.

Grievance Redress Committee (GRC)

The discussions and negotiations will be conducted by the PIU of Dhamrai Pourashava and will be involved the APs and Grievance Redress Committee (GRC) headed by the Pourashava 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 be formed and established at Dhamrai Pourashava. The grievance box will be delivered to the Pourashava to receive complaints. The grievance response focal point will be available at Pourashava for instant response to an aggrieved person.

Table: Structure of the GRC Committee

Person	Status
ULB Mayor	Convener
Representative of Local Administration	Member
Teacher from a Local Educational Institution	Member
Representative of a Local NGO	Member
Representative of Civil Society	Member
Female Ward Councilor	Member
Head of Engineering Section of ULB	Member Secretary

Grievance Resolution Process

In case of grievances that are immediate and urgent in the opinion of the complainant, the contractor and PIU on-site personnel will provide the most easily accessible or first level of contact for quick resolution of grievances.

The phone number of the PIU official should be made available at the construction site signboards. The contractors and PIU safeguard focal person can immediately resolve on-site in consultation with each other, and will be required to do so within 7 days of receipt of a complaint/grievance.

All grievances that cannot be redressed within 7 days at site will be reviewed by the grievance redress cell (GRC) headed by Mayor of the Pourashava with support from PIU designated safeguard focal person. The PIU designated safeguard focal person will be responsible to see through the process of redressed of each grievance.

The PIU designated safeguard focal person will refer any unresolved or major issues to the PMU, BMDF. The PMU of BMDF in consultation with the MD of BMDF will resolve them within 30 days.

If the appellant is still not satisfied, he or she has the right to take the case to the public courts. Dhamrai Pourashava should also publish the outcome of cases on public notice boards. All costs involved in resolving the complaints (meetings, consultations, communication, and information dissemination) will be borne by Dhamrai Pourashava.

Records of all grievances received, including contact details of complainant, date the complaint was received, nature of grievance, agreed corrective actions and the date these were effected and final outcome will be kept by PIU. The number of grievances recorded and resolved and the outcomes will be disclosed in the PMU office, Pourashava office, and on the web, as well as reported in monitoring reports submitted to WB on a quarterly year basis.

5.7 Surprise Complaints.

During the sub-project implementation, different kind of problem may arise in terms of social safeguard issues and quality. PIU of the ULB will mitigate the problem with the assistance of PMU and consultant, by ensuring community participation. But the PIU of the ULB will ensure to minimize adverse social effects and maximize sub-project benefits to the community. The project also ensures transparency and social accountability at each stage of the sub-project execution through engaging communities in the process of suggestion and complaint and grievance redress mechanism (GRM). As a continued process

of participation, Dhamrai Pourashava has included consultation and Participation Plan and Grievance Redress Mechanism for further inclusion, participation, transparency and social accountability in the implementation process.

5.8 Labor Management

Dhamrai Pourashava will ensure the labor rights. Project Implementation Unit (PIU) of the ULB will monitor the labor management with the assistance of consultant, consultants. Dhamrai Pourashava will ensure the following issues:

- No child (age group 12 to below) will be engaged in the infrastructure activities as labor and no labor of age group of more than 65-years old will be engaged in the sub-project site
- No gender discrimination regarding payment of sub-project site
- Availability of safe drinking water, first aid and sanitation to the workers of sub-project site
- Separate restroom and toilet for the women including breast feeding corner
- Equal payment for equal work in due time for the male and female labor.

5.9 Access to Information and Disclosure

The Dhamrai Pourashava authority will disclose the EA and SSA reports in the Dhamrai Pourashava website and that will be ensured in the BMDF website also, and that is the requirement of WB disclosure process.

5.10 Labor Influx and Management

Through the consultation with the people of different level in the sub-project areas about the engagement of labor force from the surrounding localities. Local people should be employed for the construction works to the maximum extent possible, and any workers from other Upazila/ districts should be taught to respect local customs in order to facilitate good relationships with local people.

Conflicts may occur between local and outside laborers who may feel that they have received unfair wages. During construction, conflict may occur between local people and external workers because of any changes to local customs, but it is anticipated that this type of conflict will not occur; because, the construction of road and drainage works are so simple that it is possible by the normal workers work in the Pourashava activities.

To minimize the adverse impacts of temporary project induced labor influx, in case, it is suggested to the project authority (DHAMRAI POURASHAVA) to follow the World Bank guidance note for “Managing the Risk of Adverse Impacts on Communities from Temporary Project Induced Labor Influx” (Managing the risks of adverse impacts on communities from temporary project induced labor influx, Environmental and Social Safeguards Advisory Team (ESSAT); Operations Policy and Country Services (OPCS); 1 December 2016) during the implementation of this subproject. The Guidance Note focuses on the assessment and management of social and environmental risks and impacts, both anticipated and unanticipated, from the influx of labor into a project area.

As the intervention activities are not so technical, in most of the cases, the Contractor will engage the local labor force for the construction activities. If the laborers are engaged from outside, the activities are to be provided like;

- Proper orientation meeting/ workshop will have to be performed, describing the local socio-economic values,
- Screening of the outside laborers is to be done to check the infected diseases,

5.11 Institutional capacity Building

The Pourashava Officials, especially engineer in charge will be responsible for supporting the construction supervision with the facilitation of BMDF. The civil works contractors will implement the environmental mitigation measures. The BMDF, with the help of Social Specialist will submit the monthly monitoring reports on Social Compliances to the World Bank.

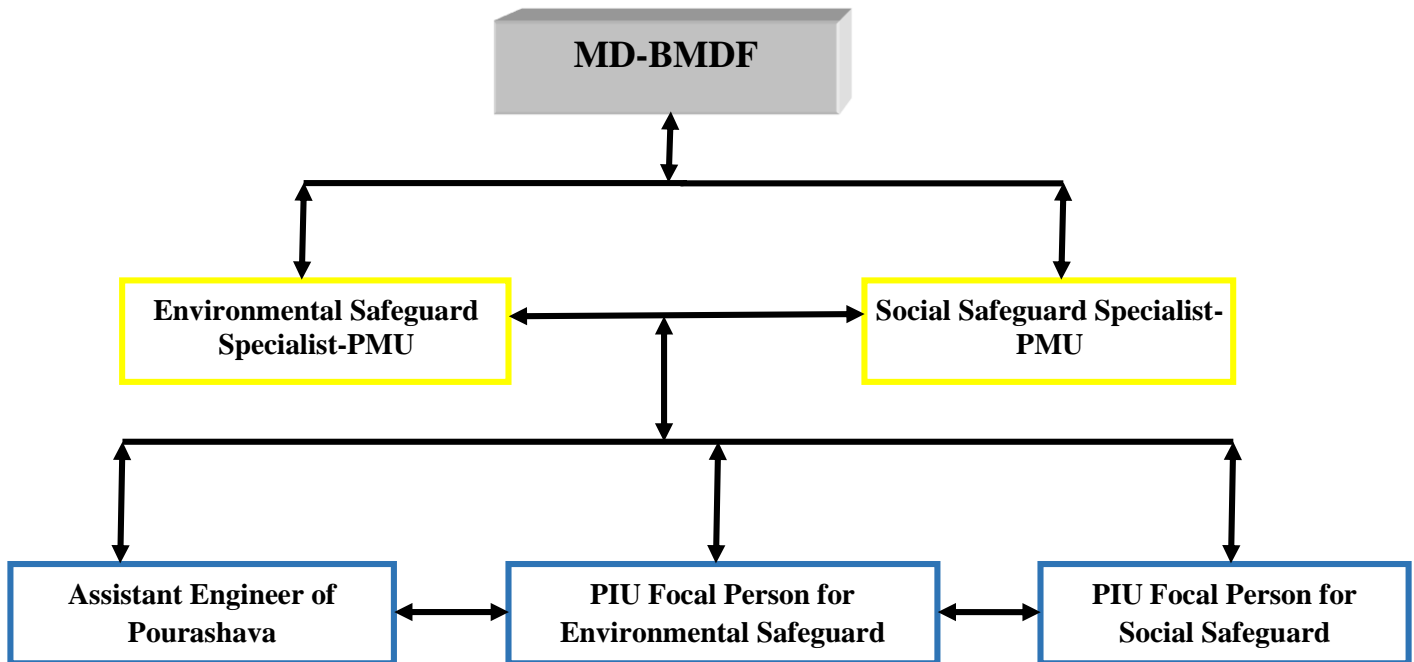


Figure 5-1: Environmental and Social Management Team (Tentative)

5.12 Social Management Plan

Though there is no social impacts like land acquisition, involuntary resettlement the social management plan has been outlined in **Table 5.2**. The mitigation measures as well as responsible parties to implement of the SMP/ EMP are also incorporated in action plan

Table: Anticipated Impacts during Construction and Corresponding Mitigation Measures

Activity/ Issues	Potential Impact	Proposed Mitigation &Enhancement Measure	Monitoring Method	Frequency of Monitoring	Responsible for Monitoring	
					Implemen t	Supervision
Pre-construction stage						
Arrangement labor shed for the workers	Generation of sewage and solid waste may cause water/ environmental pollution/	<ul style="list-style-type: none">•Ensure construction of the labor shed and stockyard at the designated place (Pourashava owned abandoned Zia hall at KDA Avenue., at ward no-8);•Construction of sanitary latrine considering 15 persons for one toilet at the labor shed and separate toilet for male and female;•Erection of “no litter” sign, provision of waste bins (introduce separate waste bins for organic and inorganic wastes);•Ensure wastes (solid wastes and other forms of the wastes) disposal at the dumping yard is located at the Solua dump site.•Ensure emptying and cleaning of the waste bins regularly;•Drum trucks are available in the Pourashava. Hence, drum truck should be used for transportation of the wastes;•Cleanliness of premises and workers living places and at the Labor Shed;•Arrangement of the proper ventilation and temperature at the Labor Shed;•Protection against dust by using masks and covering of the head and body;•Proper disposal of the wastes and effluents;	Visual Observation	Regularly	Contractor	Primarily by PIU of Pourashava Secondarily by PMU of BMDF

	Health Hazard of Labor	<p>Conduct formal and unofficial discussion to increase awareness about hygiene practices among the workers;</p> <p>Arrange for readily available first aid unit including an adequate supply of sterilized dressing materials and appliances</p> <p>Comply with requirements of Government of Bangladesh Labor law of 2006 and all applicable laws and standards on worker's Health and Safety;</p> <p>Provide construction workers and local people with basic information on infectious diseases including HIV/AIDS</p> <p>Mark and provide sign boards for hazardous areas such as energized electrical devices and lines, service rooms housing high voltage equipment, and areas for storage and disposal</p>	Visual Observation	Regularly and As per requirement	Contractor	<p>Primarily by PIU of Pourashava</p> <p>Secondarily by PMU of BMDF</p>
	Outside labor force causing negative impact on health and social well-being of local people	<p>Ensure that contractor employ local work force to provide work opportunity to the local people and conduct formal and unofficial awareness program for the health and social well-being of the local people.</p>	Visual Observation	Regularly	Contractor	<p>Primarily by PIU of Pourashava</p> <p>Secondarily by PMU of BMDF</p>
Construction Stage						
General construction works	Traffic congestion, effect on traffic and pedestrian safety	<p>Ensure schedule deliveries of material/ equipment during off-peak hours;</p> <p>Avoid road side storage of the construction materials;</p> <p>Place cautionary sign for the pedestrian and safety traffic movement.</p> <p>Inform the local people about subproject activities and inspire them use to alternative road to avoid traffic jam.</p>	Visual Observation	Regularly	Contractor	<p>Primarily by PIU of Pourashava</p> <p>Secondarily by PMU of BMDF</p>

		Increase workforce in front of critical areas such as institutions, establishment, hospitals, and schools.				
	Accidents	Conduct formal and informal discussion for creating awareness about the accident; Provides PPEs and ensure using of the personal protective equipment by the workers. Maintain the register to record accidental events if occur;	Visual Observation	Regularly	Contractor	Primarily by PIU of Pourashava Secondarily by PMU of BMDF

Table: Anticipated Social; Impacts during Operation Phase and Corresponding Mitigation and Enhancement Measures

Activity / Issues	Potentials Impacts	Proposed Mitigation and Enhancement Measures	Responsible Parties
Operation of the road	Increase in traffic speed and accidents; Increased traffic congestion due to movement of increased number of vehicles;	<ul style="list-style-type: none"> Better traffic management; Control heavy traffic movement. 	Primarily by Pourashava
	Increased air and noise pollution affecting surrounding areas	<ul style="list-style-type: none"> Traffic management, increased vehicle inspection 	
Operation of the drain	Pollution of downstream water body due to disposal of polluted water from the drain	<ul style="list-style-type: none"> Ensure installation of septic tank by the household people in all establishment; Stop connecting sanitation facilities to storm drain directly. 	Primarily by Pourashava
	Blockage in the drain due to disposal of solid waste/debris	<ul style="list-style-type: none"> Creation of awareness, introduce SWM system and install and maintenance cover in open manholes; Regular maintenance / cleaning of the drain; Stop throwing of the wastes materials in to the drain by the community people. 	
	Possible backflow of water due to blockage in the drain and at outfall	<ul style="list-style-type: none"> Proper maintenance and cleaning of the drain and outfall on regular basis. 	
Operation and maintenance for street light	Accident due to collapse of the arms, electric bulbs and poles	<ul style="list-style-type: none"> Monthly checking and maintenance of the arms, switch box, electric bulbs; Provision of automatic shut-down the switch, lamps during thunder storm and other natural disasters. 	Primarily by Pourashava
	Traffic congestion, traffic problems for maintenance works	<ul style="list-style-type: none"> Schedule deliveries of materials/ equipment during off-peak hours; 	
	Beneficial impact on employment generation for maintenance works	<ul style="list-style-type: none"> Engage local people for the maintenance activities. 	

Most of the monitoring parameter evaluation will be done by visual observation except noise, air, and water quality parameter. These parameter will be monitored by analytically. Hence, analytical monitoring guideline are shown below in tabular form

SECTION-6 MONITORING PLAN OF SMP

6.1 Monitoring Strategy.

Monitoring in the MGSP 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 in sub-project planning and implementation will be the beneficiary communities including the residents of Dhamrai Pourashava traders, marketers, pedestrians and visitors in the ULB areas. During construction, consultant, in coordination with the Dhamrai Pourashava and PMU office will ensure monitoring of social management issues. Self-monitoring by communities through WCs will be a main input to both internal and external monitoring.

6.2 Internal Monitoring.

Social management focal point of PMU will carry out internal monitoring with assistance from respective consultants. Social Development Focal Point of the Dhamrai Pourashava will be responsible for internal monitoring of the social management actions. Monitoring formats which will be filled in by the social development officer (SDO) at Dhamrai Pourashava. The internal monitoring will broadly involve

- Administrative monitoring
- Social management issues
- Impact evaluation:

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) maybe employed by both BMDF for evaluation.

Table: Social Management Monitoring Plan Matrix

Indicators/ Issues	Actions taken/ Results	Responsibility	Review and monitoring frequency
Inclusiveness	<ul style="list-style-type: none"> • Ensured access to vulnerable communities considered in sub-project identification and implementation period. • Sub-project budget and components, construction timetable and contractors in formation are discussed in TLCC meetings and will display on board at work place. 	Dhamrai Pourashava	<ul style="list-style-type: none"> ❖ PMU/Co nsultant ❖ One in a month
Participation	<ul style="list-style-type: none"> • Representation of women and vulnerable groups in GRCs • Representation of women, and vulnerable groups, occupational groups, men and women in consultation process, • Beneficiary options reflected in sub-project design and implementation 	Dhamrai Pourashava	<ul style="list-style-type: none"> ❖ PMU/ ❖ Consulta nt One in a month
Transparency	<ul style="list-style-type: none"> • Disclosure of project information in SMF • Community awareness about the sub-project and the social management issues and policies are discussed through consultation/ meeting 	Dhamrai Pourashava	<ul style="list-style-type: none"> ❖ PMU/Co nsultant ❖ One in a month
Social accountability	<ul style="list-style-type: none"> • Feedback from communities carried for design and Implementation support by ULBs • Grievance cases resolved at the entry level at WC • Representation of community peoples in monitoring process • Representation of Councilor members in monitoring process. 	Dhamrai Pourashava	<ul style="list-style-type: none"> ❖ PMU/Co nsultant ❖ One in a month
Social Safeguards	<ul style="list-style-type: none"> • Land Acquisition. Shopkeepers shifting • RAP 	Dhamrai Pourashava	<ul style="list-style-type: none"> ❖ PMU/Co nsultant ❖ One in a month

6.5 Reporting

Dhamrai Pourashava will provide monthly progress reports to the PMU at BMDF on progress and achievements in social management and resettlement of project affected persons.

Quarterly, semi-annual and annual Progress Report indicating progress on social development issues, and social safeguards including land acquisition and implementation of any impact mitigation plans (with and without land acquisition) adopted by the individuals under Dhamrai Pourashava ;

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

The people of Dhamrai Pourashava area and the retailers will be benefited from this proposed subproject. The proposed RCC road, RCC pipe drain, added footpath and fixing streetlight total length is 10175 m long. The subproject areas land belongs to the Dhamrai Pourashava for improvement of proposed subprojects.

The sub-project sites will not affect any community property, cultural heritage, indigenous people and no community groups' access to common property or livelihoods will be affected. Local stakeholders are highly supportive of implementing the subproject project immediately

7.2 Recommendations

The Dhamrai Pourashava authority will have to be careful in the process of social safeguard compliance issues and they will have to be careful for the following social issues:

- Grievance Redress Mechanism, the complaints, response and mitigation should be in smooth way and to be complying with the complainers' full satisfaction,
- The Complaints and resolve processes are to be well recorded,
- Labor Management issues are to be handled carefully. The wage discrimination for male and female labors are not allowed,
- The engagement of child laborers are to be prohibited,
- The labor influx issues (in case) will be handled in proper way,
- Social awareness, during construction, are to be followed carefully,
- Local people, transport, local interests etc. shall be carefully handled,
- Proper water supply, sanitation, labor-shed management, personal protection equipment solid waste management etc. shall be ensured during implementation.

REFERENCE

- Web Site: Dhamrai Pourashava [http://www.DhamraiPourashava .gov.bd/](http://www.DhamraiPourashava.gov.bd/);
- Environmental and Social Assessment Volume 1: Overall Environmental and Social Assessment [Draft Final Report], September 2013. Municipal Governance and Services Project (MGSP), Local Government Engineering Department (LGED) and Bangladesh Municipal Development Fund (BMDF), Ministry of Local Government, Rural Development and Cooperatives, Government of the People's Republic of Bangladesh;
- Environmental and Social Assessment Volume 2: Social Management Framework (EMF) [Draft Final Report], September 2013. Municipal Governance and Services Project (MGSP), Local Government Engineering Department (LGED) and Bangladesh Municipal Development Fund (BMDF), Ministry of Local Government, Rural Development and Cooperatives, Government of the People's Republic of Bangladesh;
- Bangladesh Bureau of Statistics (2011) – Community Series
- Bangladesh Meteorological Department data and information;
- Population and Housing Census, 2011, National Volume-II: Union Statistics.

ANNEXURE

Annex- 01 Form I: SCREENING FORM FOR SOCIAL SAFEGUARDS ISSUES

A. Identification

1. Name of ULB: Dhamrai Pourashava	District: Dhaka
2. Location: Ward/Mahalla: 1 ,2,3 & 9	Upazila: Dhamrai

Subproject Name:

Improvement road , drain and street light (Package 01)

SL. 01. RCC road ,pipe drain ,footpath and streetlight facility

a)Improvement of Dhamrai Bazar road from Kayetpara Baily bridge to Jatrabari moar by 50 mm Dense carpeting in ward no-01 & 03 (Ch.0.00-1000 m).

b) Construction of 900 mm internal dia RCC pipe drain both side of Dhamrai Bazaar road from Upazila gate to Jatrabari moar & one side of bypass road from Abdus Sobhan School to Bongshi river via AC land office, Tangail School & Shima auto rice Mill in Ward no-01 & 03. (Ch. 0.00 - 1650 m)

c) Construction of footpath both side of Dhamrai Bazar road from Upazila gate to Jatrabari moar to Upazila Gate by Tiles ,in ward no: 02 .Ch.0,00-450 m)

d)) Construction of 600 mm Internal dia RCC pipe drain from Ayongong moar to Bongshi river branch , in ward no-01. (Ch. 0.00-650 m)

e) Construction of RCC road from House of Abdul to shantipara at Ayngong, in ward no-01 (Ch,0.00-500 m).

f) Supplying, fitting & fixing (Street light) Electricity line starting from Jatrabari bus stand to kayet para Bialy bridge via Dhamrai Bazar, Upazila compound to Boro Bazar Mondir & Dulivita bus stand to Choto Chandrail poura border in ward no .01 , 02 ,03 & 09. (Ch.0.00-2100 m)

g) Supplying, fitting & fixing (Street light) Electricity line starting from house of Abdul to Shantipara at Ayngon,in ward no-01. (Ch.0.00-500 m)

SL .02.

a) Construction of RCC road from Boro Bazar moar to Bogarbil via t & t office moar Mohila Madrasha & h/o Nobin Journalist, in ward No-02. (ch: 0.00-1500 m)

(b) Construction of 800 mm internal dia RCC pipe drain from boro Bazaar moar to Bongshi river via t &t office moar ,Mohilla Madrasha & h/o Nobin Journalist, in ward No-02 (ch: 0.00-1500 m)

(c) Supplying & fitting, fixing street light from Boro Bazaar moar to Bogarbil via t & t office moar, Mohila Madrasha & h/o Nobin Journalist, in ward No-02. (Ch: 0.00-1500 m)

SL. 03.

a) Construction of RCC road(Bandimara) staring from Jatrabari –Dhulivita road to Cosmos (Dhaka –Aricha high way) via Bandimara Jami Mosque in ward no-03 .(Ch. 0.00-1700 m)

b)Supplying ,fitting & fixing street light (Bandimara) staring from Jatrabari –Dhulivita road to Cosmos (Dhaka –Aricha high way) via Bandimara Jami Mosque in ward no-03 .(Ch.0.00-1700 m).		
4.Sub project component screened: RCC road, RCC-Pipe Drains ,with streetlight	.	.
4 1.3Brief description of the physical works Improvement of RCC road, Pipe drain added footpath and streetlight covered four Wards out of 9 administrative Wards of Dhamrai Pourashava. About 79,000 peoples comprising traders, Students , women ,children ,business man farmers’ teachers ,service holders and adjoining Wards peoples including outside visitors will be benefited.		
6 Screening Date(s): 27.07.2018		
B. Participation in Screening		
7. Names of <u>Consultants’ representatives</u> who screened the subproject: i) Md. A.B. Siddique Social Safe gourd Specialist, Imam & Associates		
8. Names of ULB <u>officials</u> participated in screening: ((i)Kazi Md Fazlul Haque Assistant Engineer Dhamrai Pourashava ii) Md. Ruhul Amin Akand Sub Assistant Engineer ,Dhamrai Pourashava iii) Beauty Akter Sub Assistant Engineer Dhamrai Pourashava iv) Jahangir Alam Work Assistant Dhamrai i Pourashava v) Mehidi Hassain Designer Dhamrai Pourashava vi) Md Ratan Chandra Roy Works Assistant Dhamrai Pourashava vii) Md Deluar Hossain Surveyor, Dhamrai Pourashava <u>From LUB :</u> Md. Amzad Hossain , Ward Councilor Ward no: 2 Md. ShahidUllaha Councilor Ward no: 8 Dhamrai Pourashava Ms. Shrin Akter Female Ward Councilor Ward no: 4, 5, 6. Dhamrai Pourashava		
9. 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.		
10. <u>Would-be affected persons</u> participated in screening: List them in separate (Names, addresses in terms of road sections/spots; they, would be affected, and any other information to identify them during preparation of impact mitigation plans).		

C. Land Requirements & Ownership

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

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

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

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

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

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

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

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

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

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

Partially affected, but can still live on the present homestead: No. of structures: None

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

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

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

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

No. of businesses housed in these structures:

No. of persons presently employed in the above businesses: No

No. of these structures built with brick, RCC, & other durable materials RCC drain & cover slabs materials

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

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

No. of businesses housed in these structures: None

No. of persons presently employed in these businesses: Nil

No. of these structures built with brick, RCC, & other durable materials: 3001 m long RCC drain & cover slabs

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

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

from make-shift structures on the road, and other areas/spots:

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

[] Yes [✓] No

24. If ‘Yes’, description of the resources:

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

[] Yes [✓] No

26. If ‘Yes’, description of the facilities: N/A

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

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

E. ADDITIONAL INFORMATION ON TRIBAL PEOPLES

(This section must be filled in if subprojects are located in areas that are also inhabited by tribal peoples)

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

30. 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

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

[] Yes [✓]No

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

33. The would-be affected tribal households have the following forms of rights to the required lands’/A

[] Legal: No. of households:

[] Customary: No. of households:

[] Lease agreements with any GoB agencies: No. of households:

[] Others (Mention): No. of households:

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

[] Yes [✓]No

35. If ‘Yes’, description of the objects:

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

a.
 ...

b.
...

c.
...

37. Social concerns expressed by tribal communities/organizations

about the works proposed under the subproject: N/A

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

☐ Positive ☐ Negative ☒ Neither positive nor negative

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

Mr. Md. Ruhul Amin Akanda

Designation: Assistant Engineer. Dhamari
Pourashava

Signature:

Date: 27/7/2018

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

Reviewed by: Mr..Kazi Md. Fazlul Haque Dhamrai Pourashava .Designation Assistant Engineer
Dhamarai Pourashava

Signature:

Date: 27/7/2018

Annex-02. Local participants attendance sheath next Four against package –one)

Attendance of Local Participants in the Screening Exercise
Local Stakeholders, Community Members and WLCC/CBO.

Name of Subproject's:

Package:

/2017-2018

Name of ULB :

Dhamrai

Upazila:

Dhamrai

District :

Dhaka

Date :

27/07/2018

SL#	Name	Gender	Social Status	Contact Number	Signature
01	MD. Nuzul Islam	Male	Businessman	01871104914	মঃ নূজুল ইসলাম
02	Rupa Rani	Female	HPW	01677569930	রূপা রানি
03	Shompa Rani	"	HPW	01884374958	শম্পা রানি
04	Montu Rajbarhi	male	Business	01943349657	মন্টু রাজবাহী
05	Montu	male	"	01711023273	মন্টু
06	Rathesham pal.	"	"	01915366048	রাতেশাম পাল
07	Abul Hossain	"	"	01915746835	আবুল হোসেন
08	Nikkhal tamik	"	"	01910006200	নিকখাল তামিক
09	Abul Hossain	"	"	01709286132	আবুল হোসেন
10	Rajul Karim	"	"	01921645221	রাজুল কারিম
11	Shazmin Akter	Female	Student	0132900039	শাহমিন আক্তার
12	Kabir	Male	Business	01731800358	কবির
13	Md. Abul Bazar	Male	"	01714243975	মদঃ আবুল বাকর
14	Rozal	Female	HPW	01918227443	রোজাল
15	Alek Mia.	Male	Business	01724209876	আলেক মিয়া

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স্বাক্ষর
স্বাক্ষর

Name of Subproject's:

/2017-2018

: Dhamrai

Dha m

: Dhatke.

27/07/2019

শিরিম আকতার
পায়েন মেইহ-৩
ও কার্ডিয়ার ৪, ৫ ও ৬ নং প্রদায়
খামরাই, পৌরসভা ঢাকা

১৩২৫০০
২৭/৮
১৯৮৮

শিরিম আকতার
পায়েন মেইহ-৩
ও কার্ডিয়ার ৪, ৫ ও ৬ নং প্রদায়
খামরাই, পৌরসভা ঢাকা

খামরাই, পৌরসভা ঢাকা

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27.07.18

27/7/18

সহকারী প্রকৌশলক Md. Ruhul Amin Akanda
 ধামরাই পৌরসভা Sub-Asst Engineer
 ধামরাই, ঢাকা। Dhamrai Pourashava
 Dhaka

আলহাজ্ব গোলাম কবির
মেয়র
খামরাই পৌরসভা
খামরাই, ঢাকা।

Attendance of Local Participants in the Screening Exercise
Local Stakeholders, Community Members and WLCC/CBO.



Name of Subproject's: Bc/Rcc Road & Rcc Pipe

Package: /2017-2018 W-

Name of ULB : Dhamrai
District : Dhaka

Upazila: Dhamrai
Date : 27/07/2018

SL#	Name	Gender	Social Status	Contact Number	Signature
31	Hasan Mahmud	Male	Business	01681142509	
32	Md Anja Rohina	Female	HTO	01868254811 01977567728	
33	Noorunnahar	"	HTO	01868254811	
34	Asma begum	Female	HTO	01720291809	
35	Salaha begum	Female	HTO	01857387527	
36	Lota	Female	HTO	01932789790	
37	Mashuda	Female	HTO	01771297060	
38	Shurica begum	Female	HTO	01967918031	
39	Rashada	Female	HTO	0	
40	Salina begum	Female	HTO		
41	Meggum begum	Female	HTO		
42	Rohsonara	Female	HTO		
43	Shokina begum	Female	HTO		
44	Shabily begum	Female	HTO	01922995480	
45	Shimul	Female	HTO		

স্বাক্ষর
ডায়েরী নং: ৩২২৩৮৮ (২৭/৭)
২৭/৭
শ্রীমতি আকতার
প্যানেল মেম্বর-৩
৫ কাউন্সিলর ৪, ৫ ও ৬ নং পদ
ধামরাই পৌরসভা, ঢাকা

স্বাক্ষর
২৭/৭
স্বাক্ষর
ধামরাই পৌরসভা
ধামরাই, ঢাকা

স্বাক্ষর
২৭-০৭-১৮
উপ-সহকারী প্রকৌশলী
Md. Ruhul Amin Akanda
Sub-Asst. Engineer
Dhamrai Pourashava
Dhaka

স্বাক্ষর
আলহাজ্ব গোলাম কবির
মেয়র
ধামরাই পৌরসভা
ধামরাই, ঢাকা

সাক্ষাৎ

Attendance of Local Participants in the Screening Exercise
Local Stakeholders, Community Members and WLCC/CBO.

Name of Subproject's:

Package:

/2017-2018

Name of ULB

: Dharmrai

Upazila:

Dharmrai

District

: Dhaka.

Date :

27/07/2018


SL#	Name	Gender	Social Status	Contact Number	Signature
46	Aulad Hossain	Male	Ferman	01938132316	আলী হোসেন
47	Anisur Rahman Liton	Male	Business	01917755598	Anisur
48	Raziul Islam	Male	Student	01836886030	Raziul
49	Md. Mohiruddin	Male	Ferman	01752809100	মোহিরুদ্দিন
50	Md. Suzon Ali	Male	Business	01817095123	Suzon
51	Md. Ali	Male	Lpr. Service man	01728980950	আলী
52	Md. ZiaurRah man	"	Business man	01917038495	Ziaur
53	Md. Abdul Zabbar	"	Ferman	01822771267	আব্দুল জব্বার
54	Md. Abdus Salam	"	Business	01879909962	আব্দুস সালাম
55	Shida begum	Femal	H/o		শিডা বেগম
56	Md. Jasim	male	Business	01935956303	জাসিম
57	Aisa begum	Femal	H/o	0187706861	আইসা বেগম
58	Kanehon mala	Femal	H/o		কানেকন মালা
59	Moniun begum	Femal	H/o	01921600689	মনিউন বেগম
60	Juzuba begum	"	H/o	01726502321	জুজুবা বেগম

স্বাক্ষর
ধর্মরাই পৌরসভা
ঢাকা।

স্বাক্ষর
27/7
নিরিন্দ্র কাকডা
প্যানেল মেম্বর-৩
৩ কার্ডিনাল ৪, ৫ ও ৬ নং
ধর্মরাই, পৌরসভা
ধর্মরাই পৌরসভা
ধাককা।

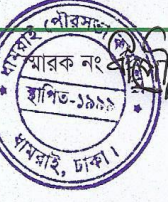
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উপ-সহকারী প্রকৌশলী
ধর্মরাই পৌরসভা
ধাককা।

স্বাক্ষর
আব্দুল গোলাম কবির
মেয়র
ধর্মরাই পৌরসভা
ধাককা।



ধামরাই পৌরসভা

ধামরাই, ঢাকা।



স্মারক নং: ১৯৯৯
স্থাপিত-১৯৯৯
ধামরাই, ঢাকা।

তারিখ: ০৭/০৮/২০১৮

অফিস আদেশ

তারিখ: ০৭/০৮/২০১৮


বিষয় : অত্র পৌরসভার সামাজিক প্রভাব ব্যবস্থাপনার রূপরেখা এর আওতায় অভিযোগ নিরসন সেল (GRC) গঠন প্রসঙ্গে।

এতদ্বারা পৌরসভার বিভিন্ন উন্নয়ন প্রকল্প বাস্তবায়নসহ নানাবিধ সমস্যা দূরীকরণ ও উন্নয়নে অত্র পৌরসভার অভিযোগ নিরসন সেল (GRC) নিম্নোক্তভাবে গঠন করা হলোঃ

ক)	জনাব মোঃ শহিদুল্লাহ প্যানেল মেয়র-১	আহবায়ক
খ)	জনাব আবু সাঈদ কাউন্সিলর, ৯নং ওয়ার্ড	সদস্য
গ)	কাউন্সিলর (সংশ্লিষ্ট ওয়ার্ড)	সদস্য
ঘ)	কাউন্সিলর (সংশ্লিষ্ট আসন) (সংশ্লিষ্ট ওয়ার্ড)	সদস্য
ঙ)	জনাব প্রকৌঃ কাজী মোঃ ফজলুল হক প্রকল্প বাস্তবায়ন ইউনিট (PIU)/ পৌরসভা পর্যায়ে Safeguard Focal Person	সদস্য
চ)	জনাব মোঃ মরতুজ আলী এনজিও প্রতিনিধি (সজাগ)	সদস্য

গঠিত কমিটি সংশ্লিষ্ট ওয়ার্ডের সৃষ্ট বিবাদ মীমাংসার প্রয়োজন অনুযায়ী বিশেষ সদস্য কো-অপ্ট করতে পারবেন এবং সৃষ্ট বিবাদ মীমাংসার প্রয়োজনীয় জরুরী ব্যবস্থা গ্রহণ করবেন।

২। এছাড়াও অত্র পৌরসভা পর্যায়ে সহকারী প্রকৌশলী জনাব প্রকৌঃ কাজী মোঃ ফজলুল হক Safeguard Focal Person হিসেবে দায়িত্ব পালন করবেন।


(আলহাজু গোলাম কবির)
মেয়র
ধামরাই পৌরসভা, ঢাকা।

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