

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



SOCIAL IMPACT MANAGEMENT PLAN

**Improvement of Chowrasta Bus Terminal
under
Chowmuhoni Pouroshava.**

Begumgonj, Noakhali

**BANGLADESH MUNICIPAL DEVELOPMENT FUND (BMDF)
MUNICIPAL GOVERNANCE AND SERVICES PROJECT (MGSP)**

JUNE 2018

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ABBREVIATIONS

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

SECTION 1: INTRODUCTION

1.1 Background

The Chowmuhani Pourashava is the main town of Begumganj Upazilla of Noakhali District and the core commercial center of greater Noakhali. It is the largest and oldest pourashava in the district. This “A” class Pourashava is established in 1973. The Begumganj Upazilla is located between 22°57' north latitudes and between 91°06' east longitudes and the Pourashava is bounded by Jamidar hat at East, Banglabazar at West, Bajra at north and Begumganj Sadar at South. The total area of this Pourashava is 20.70 square kilometer. The total area of the Pourashava is divided into nine administrative Wards and 23 Mahallas. (Source: The Pourashava Data 2018, Population and Housing Census 2011 and https://en.wikipedia.org/wiki/Begumganj_Upazila)

According to the Population and Housing Census 2011, the total households of the Pourashava are 13919 and the total population is 80001 of which 42062 are male and 37939. The average size of the household is 5.4. The population density of the Pourashava is 5517 per sq. km. However, the Pourashava data 2018 shows that the total population is around 117000.

As a “Category A” Pourashava as well as the main town of the Begumganj Upazilla, the Chowmuhani Pourashava has been improving its infrastructural development for ensuring the necessary services to its inhabitants and taking new initiatives to meet the growing demand of the people. Recently, the Pourashava has prepared its Capital Investment Plan (CIP) for its infrastructural development following a participatory approach with the technical assistance from Bangladesh Municipal Development Fund (BMDF) and identified the Improvement of Chowrasta Bus Terminal as a one of the priority work (CIP No.36) for ensuring smooth and easy communication of all people who are living in different parts of the Pourashava as well as the people of greater Noakhali who are travelling to Dhaka, Chittagong, Sylhet, Khulna, Rangpur and Rajshahi divisions using the Chowrasta Bus Terminal as a transit point.



MAP: 1 Location map of Chowmuhani Pourashava

The Pourashava has already submitted an application for sub-credit to BMDF seeking financial support in improving the Chowrasta Bus Terminal. The significant features of the subproject are given in Table 1-1 as below:

1.2 Legal and Policy Framework

For the sub-project preparation and implementation, the World Bank's Operational Policy (OP) on Involuntary Resettlement (OP 4.12) and on Indigenous Peoples (OP 4.10) has been triggered to the subproject. A Social Management Framework (SMF) has been adopted by BMDF for the subproject that meets the requirements of the country's legal frameworks in Bangladesh "The Acquisition and Requisition of Immovable Property, Ordinance, 1982" and the Bank's requirements including OP 4.12 and OP 4.10. The SMF also requires that the sub-projects are prepared ensuring inclusion, participation, transparency, and social accountability. The sub-projects have been prepared by the respective urban local bodies (ULBs) in a process complying with the SMF requirements. BMDF reviews the sub-project proposals for technical, engineering, environmental, social development, and safeguards compliance before allocation of the financing to the ULBs.

1.3 Justification of selecting the subproject

The transportation system of Chowmuhani Pourashava is mainly dependent on road and railway system. Transportation through water system is not available within and around this Pourashava area. The road system is the main communication system of the Pourashava by which the Pourashava is connected with different sub-districts and districts of greater Noakhali. Chowmuhani Pourashava is the head quarter of Begumganj sub-district and the main center of trade and business of sub-district as well as greater Noakhali areas. It also serves as the main town of administrative work and other public services and facilities of the people. The proposed subproject named Chowrasta Bus Terminal is the central bus terminal of the Pourashava as well as the key terminal through which inter and intra district buses moves at different parts of the district and the country. It is situated beside the Noakhali-Feni National Highway and connected with four key routes of the Noakhali region through four Regional Highways such as Laksham- Sonaimurhi from North, Maijdee-Sonapur from South, Feni from East and Laxmipur from West. A total of 35 travel agencies have been providing services through this bus terminal and carrying passengers to Dhaka, Chittagong, Sylhet, Rajshahi, Rangpur, Barishal and Khulna divisions of the country. The specific routes through which inter-district buses moves include: Sonapur- Chowmuhani-Dhaka, Raipur-Chowmuhani-Dhaka, Laxmipur-Chowmuhani-Dhaka, Chowmuhani- Rajshahi, Chowmuhani-Rangpur, Chowmuhani-Sylhet, Chowmuhani-Comilla, Chowmuhani- Dhaka, Chowmuhani-Chittagong, Raipur-Chowmuhani-Chittagong, Sonapur-Chowmuhani- Chittagong, Ramganj-Chowmuhani-Chittagong, Chowmuhani-Feni, Raipur-Chowmuhani-Laxmipur, Raipur-Chowmuhani-Feni, Maijdee-Chowmuhani-Feni, Feni-Chowmuhani-Barishal- Khulna, and Chowmuhani-Raipur. The specific local route through which local buses, maxi and CNG moves include: Chowmuhani-Maijdee -Sonapur, Chowmuhani-Chandraganj, Chowmuhani-Sonaimurhi, Chowmuhani-Senbagh and Chowmuhani-Chatkhil. About 503 inter-district buses (both 52 and 40 seated), 75 intra-district or local buses (mostly 40 and 26 seated), 100 maxis, 5000 CNG driven auto rickshaws, 1000 easy bikes, 70 micro-bus and 600 motorized rickshaws move through this bus terminal for carrying passengers and goods. It is estimated that around 8000 people have been using this terminal per day at present for moving at different local, regional and national areas. It is expected that it will serve the increasing demand of future increased population and around 10000 people will travel through this bus terminal after its completion.

Further, the Pourashava is the owner of the land and presently using the bus terminal with old and damaged infrastructure and facilities. In fact, after completion of the sub-project, a well-designed structure will facilitate a modern user friendly bus terminal where all the essential facilities for both bus operators as well

as passengers (male, female and disabled) will be available. Thus a passenger or a bus operator who will come for travel will enjoy modern facilities and traffic congestion free movement. Moreover, it will create an employment opportunity through jobs and business facilities in the bus terminal areas and within the Pourashava. The Pourashava will also get huge revenue from the proposed bus terminal.

Hence, considering the overall benefits, the construction of the proposed bus terminal is justified and will be one of the key income generating establishments for Chowmuhani Pourashava.

1.4 Importance of Social Safeguard Assessment

The Social Management Framework (SMF) that is developed by BMDF according to regulatory framework of the country and policy guidelines of the World Bank indicates that any subproject to be implemented by ULBs through the finance of BMDF must consider some social issues. It is expected in the SMF that the subproject to be selected for infrastructural improvement preferably use land available with ULBs and avoid acquisition of additional lands and displacement of people from public or private land. However, there could be some subprojects that may require additional land that are private in nature or belong to other public agencies. Additionally, people may be using land that belongs to ULBs or other agencies that may have been under use by authorized or unauthorized citizens. It is also indicated in the SMF that no intervention will be undertaken that impacts “tribal group” in subproject areas. Therefore, it becomes a policy obligation to consider ownership of the land, requirements of acquisition of addition land, displacement of people and areas of tribal groups during selecting and implementing any subproject. In order to determine the above issues, it becomes important to conduct social safeguard assessment under the proposed subproject.

Now, as per the SMF of BMDF, it is required to conduct a social safeguards assessment of the proposed bus terminal to meet the regulatory framework of the Government of Bangladesh and World Bank policies. Therefore, the Chowmuhani Pourashava has deployed an individual consultant to carry out the social safeguards assessment on the proposed bus terminal as a subproject.

1.5 Project Description

The proposed subproject named Improvement of Chowrasta Bus Terminal is situated at Kuripara of Alipur area under the Ward No. 03 of Chowmuhani Pourashava and at the northern side of the Pourashava. It is located near the Zero Point or Chowrasta crossing where the Noakhali-Feni national highway and regional highways such as Maijdee-Sonapur, Maijdee-Chowmuhani, Laxmipur-Chowmuhani roads crossed with each other. There is temporary dumping ground, sweeper colony and Kuripara residential area at the north side, Pura Kitchen market at the south side, water treatment plant and kuripara residential area at the east side and Laksham road at the west side of the bus terminal. It is located at the heart of the town.

Table 1-1: The significant features of the proposed subproject

Name of the Sub-Project	Improvement of Chowrasta Bus Terminal
Name of District	Noakhali
Name of ULB	Chowmuhani Pourashava under Begumganj Upazilla
Location of the Bus Terminal	Kuripara, Alipur under Ward number 03.
Service Areas	Primarily, the total Pourashava and Upazilla area, But, ultimately, different Upazillas and districts of greater Noakhali.
Types of Vehicles Served	Inter District Bus
Structural Design Option	Brick, RCC and steel structure mixed design
Total Land Area	1.95 acres
Land Acquisition	Chowmuhani Pourashava is the legal owner of the land
Estimated Cost	BDT 102.83 millions
Subproject duration	15 months
Tentative Starting date	January 2019
Tentative Completion date	March 2020

The total area of the proposed bus terminal is 1.95 acres. There would be one exit way and one entry way for inter-district buses. In addition, there would be separate entry and exit ways for private car, rickshaw or CNG, and passengers. The features and services to be available at the bus terminal area include:

- ❖ Entry porch;
- ❖ Ticket counter;
- ❖ Firefighting room;
- ❖ ATM Booth;
- ❖ Information room;
- ❖ Waiting area;
- ❖ Separate toilet for male, female and disable for passengers;
- ❖ Arrival and departure shade;
- ❖ Bus parking area;
- ❖ Internal drive ways;
- ❖ Service area (Vehicle servicing, vehicle washing, repair shop etc)
- ❖ Electro-mechanical room,
- ❖ Separate toilet for drivers, helpers and contractors;
- ❖ Fruit shops,
- ❖ Boundary wall all around the premises;

- ❖ RCC drain all around the premises;
- ❖ Lighting (at the premises and boundary)

In addition, the 3-storied terminal building will be constructed and will have different service areas. The floor wise details of the terminal building of the subproject are as below:

Ground floor: the approximate size of the ground floor is 872 sqm.

- ❖ Entry concourse area;
- ❖ Ticket counters;
- ❖ Firefighting room;
- ❖ ATM Booth;
- ❖ Information room;
- ❖ Waiting area;
- ❖ Separate toilet for male, female and disable;

First Floor: the approximate size of the first floor is 536 sqm.

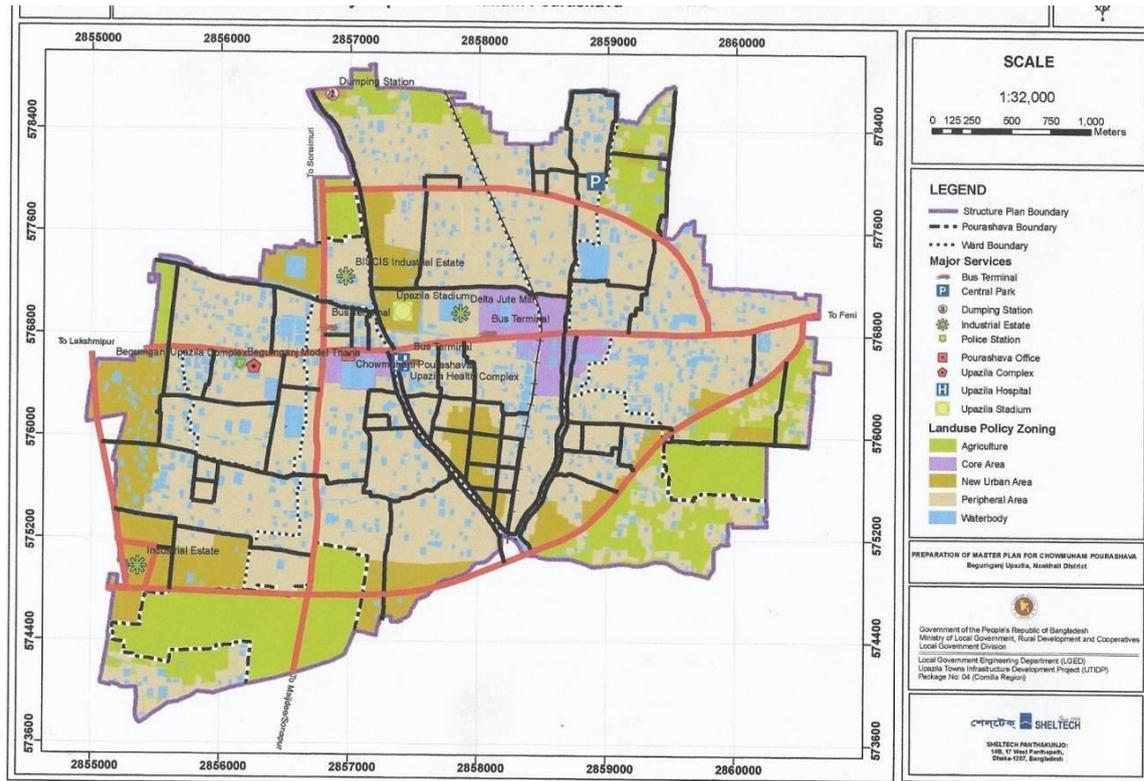
- ❖ A/C Lounge;
- ❖ Separate toilet for male and female;
- ❖ Office rooms;
- ❖ Restaurant with kitchen;
- ❖ Dormitory with toilet;
- ❖ Passage area;

Second floor: the approximate size of the second floor is 536 sqm.

- ❖ Office;
- ❖ Dormitory;
- ❖ Separate toilet for male and female.
- ❖ In addition, there will be a water tank and solar panel at the top of the building.

1.6 Project Location

The Chowrasta Bus Terminal is situated at Kuripara of Alipur area under Ward No. 3 which is at the northern side of Chowmuhani Pourashava and near the Zero Point or Chowrasta crossing where the Noakhali-Feni national highway and regional highways such as Maijdee-Sonapur, Maijdee-Chowmuhani, Laxmipur-Chowmuhani roads crossed with each other. There is temporary dumping ground, sweeper colony and Kuripara residential area at the north side, Poura Kitchen market at the south side, water treatment plant and kuripara residential area at the east side and Laksham road at the west side of the bus terminal. It is located at the heart of the town. The location map of the proposed bus terminal is given as below:



MAP: 2 Location map of Chowrasta Pura Bus Terminal

1.7 Project Affected People

The proposed bus terminal is the improvement of an old and damaged existing bus terminal and situated at the land which is owned by the Pourashava. This terminal is almost vacant and not using as the bus terminal. There are 6 municipality employee are residing in old terminal building temporarily with permission from municipality. As per screening report there are 19 shops in terminal compound who are tenant of ULB. These are mostly workshops and motor mechanical service shops among which 3 being used as bus operating counter. Meantime an agreement has been signed between shop owners and municipality for their shifting during construction of bus terminal. Municipality has agreed to provide alternate shops which very closed to old site to continue their business .After construction of terminal they will get back in terminal to continue their business (**Commitment Letter enclosed**). Municipality already started construction of temporary shed closed to municipality own land.

Therefore, no people will be directly or indirectly affected by the proposed subproject. Further, there is no human settlement within or immediate surrounding areas of the bus terminal. The nearest residential areas named sweeper colony and Kuripara of Alipur area under Ward number 3 is about 150 meters and 200 meters respectively far from the bus terminal.

1.8 Scenario of Existing Infrastructure by Major Components

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

1.8.1 Roads

According to the sources of the Pourashava, the Chowmuhani Pourashava has 134 km road networks for internal communication. The road network includes different types of road and brief length and condition of these roads are given in **Table 1-2** as below:

Table 1-2: Different types of road, its lengths and present condition					
Sl. No	Type of Roads	Length (km)	Present Condition (in percentage)		
			Good	Moderately good	Not good
01	Bituminous Carpeting Road	45.00	40%	20%	40%
02	HBB road	0.25	60%	00	50%
03	Cement Concrete Road	59.00	60%	20%	20%
04	Water Bound Macadam Road	00	00	00	00
05	Earthen Road	29.75	20%	20%	40%
Total length of roads		134.0			

(Source: Pourashava Data, 2018)

In addition, there are 78 culverts and 17 bridges within the Pourashava areas.

1.8.2 Drains

According to the sources of the Pourashava, the Chowmuhani Pourashava has 12.442 km drain network to run out the storm water. The brief scenario of the drainage system is given in **Table 1-3** as below:

Table 1-3: Type of drain, its length and present condition					
Sl. No	Type of Drain	Length (km)	Present Condition (in percentage)		
			Good	Moderately good	Not good
01	Drain (primary)	6.00	00	50%	50%
02	Drain (secondary)	3.082	60%	40%	00
03	Drain (tertiary)	3.36	40%	20%	30%
Total length of drain		12.442			

(Source: Pourashava Data, 2018)

The main out falls of the drain includes Noakhali khal, Delta khal, Chatarpaiya khal, Tulatoli khal, Noimuddin khal, Nadana-Sonaimurhi khal and Begunganj khal.

1.8.3 Water Supply and Sanitation Facilities

There are two overhead tanks within the Pourashava area. The Pourashava has 13 production tube wells, 147 hand tube wells and one water treatment plant. In addition, there are seven public toilets within the Pourashava areas.

1.8.4 Bus and Truck Terminals

There are two bus terminal and one truck terminal in the Pourashava areas.

1.8.5 Market Facilities

There are 30 markets in the Pourashava areas amongst which six markets are owned by the Chowmuhani Pourashava and 24 are privately owned markets. The brief scenario of Pourashava owned markets is given in **Table 1-4** as below:

Table 1-4: Brief scenario of Pourashava owned markets							
Sl No.	Name of market	Location of market	Area of market (in decimals)	Earning per year from the market (in BDT)	Present condition (in percentage)		
					Good	Moderately good	Not good
Super Market							
01	Poura Super Market	Karimpur, Feni road, Ward # 04	9.91	375000.00	Under re-construction		
02	Poura Biponi Bitan	Karimpur, Feni road, Ward # 04	13.85	450000.00	Under re-construction		
Poura Market							
01	Poura Banijya Bitan	Karimpur, Feni road, Ward # 04	107	1480560.00	-	√	-
02	Bank Road Market	Bank Road, Ward # 04	5.28	174300.00	√	-	-
Kitchen Market							
01	Golabaria kitchen market	Golabaria bazar, Ward # 04	77	374400.00		√	
02	Chowrasta kitchen market	Chowrasta, Ward # 03	21	Under Construction			

1.8.6 Community Center

There is no community center owned by the Pourashava. However, there are 7 privately owned community centers within the Pourashava areas.

1.8.7 Recreational Park

There is a shishu park at Golabaria area of the Pourashava.

1.8.8 Street Poles and Lights

The Chowmuhani Pourashava has 4852 street poles and at present, there are 2430 tube lights and 1482 energy savings bulbs. It lightens 80.7% areas of the Pourashava.

1.8.9 Slaughter House

The Chowmuhani Pourashava has a slaughter house which is located at Atia Bari area under Ward # 4. The condition of the slaughter house is moderately good.

1.8.10 Solid Waste Management System

A total of 63 cleaners are engaged in collecting solid waste from the households by using 40 trolleys. There are 45 dustbins at community level to primarily dump household solid waste and five trucks to carry the waste from the dustbins to final dumping place. There is a permanent landfill at Gonipur under Ward # 5 of the Pourashava. The total area of the landfill is 2 acres and the development of this landfill is going on. Although, there is a permanent landfill of the Pourashava, but solid waste that are generating at household level are being disposed at different temporary areas without any treatment.

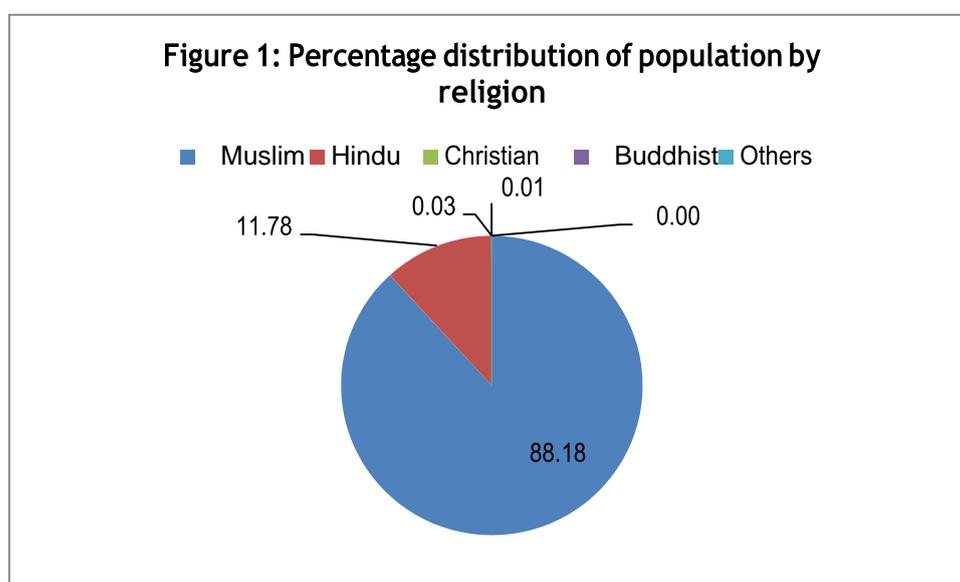
1.8.11 Fecal Sludge Management system

The Pourashava has a fecal sludge treatment plant at Gonipur under Ward # 5 which was constructed by the support of DPHE. The Pourashava has one vacuum truck to carry and dispose the fecal sludge. The Inhabitants of the Pourashava took this vacuum truck as rent at the rate of BDT 4500.00 per household. The fecal sludge is collected from the septic tank using the vacuum truck and disposed it at the treatment plant. There is no separate sewerage system in the Pourashava areas.

SECTION 2: SOCIO ECONOMIC BASELINE OF CHOWMUHANI POURASHAVA

2.1 Population Status and Household Size

According to the Population and Household Census 2011, the Chowmuhani Pourashava has 13919 households and there are 80001 people living in these households amongst which 42062 are male (53.25%) and 37939 are female (46.75%). However, according to the Pourashava sources, the current population of the Pourashava is 117000. The average size of the household is 5.4. The total area of the Pourashava is 20.70 sq. km and hence indicating that the density of the population per square kilometer is 5652. The Census 2011 also reveals that most of the people in the Pourashava are Muslim. There are 70540 Muslim, 9426 Hindu, 10 Christian, 23 Buddhist and 2 others people live in the Pourashava areas. Figure 1 shows the percentage distribution of people by religion.

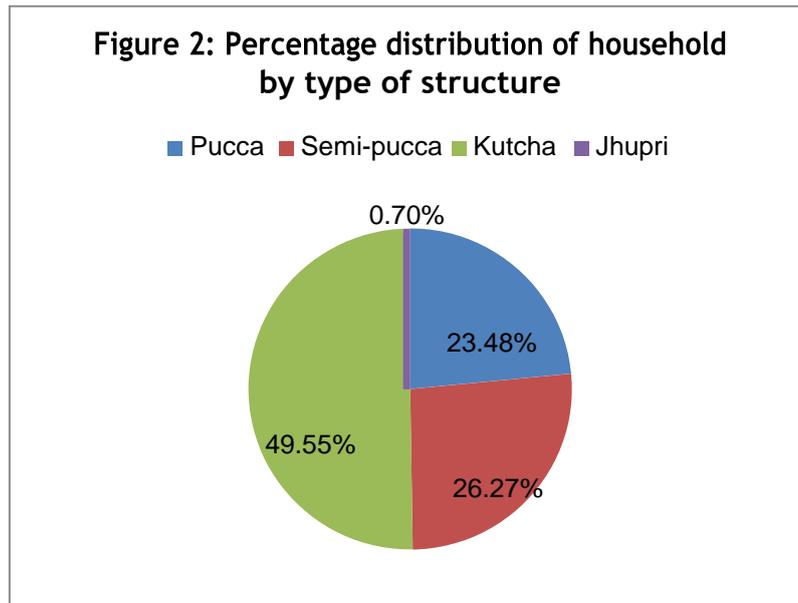


In addition, there are 8 ethnic households containing 153 people and most of them are belonging to Chakma Community. Moreover, the disabled in the Pourashava is 1.1% of the total population.

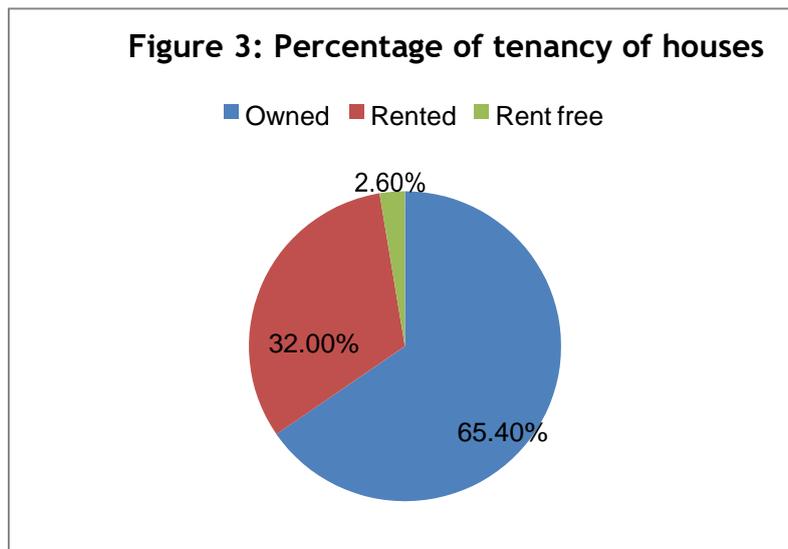
The Census 2011 also shows that the highest percentage of population lies on the age group of 30-49 and it is 21.9 percent of the total population. The percentages of other age groups of people in the Pourashava are 10.5 at 0-4 years, 12.4 at 5-9 years, 13.0 at 10-14 years, 11.0 at 15-19 years, 10.3 at 20-24 years, 9.0 at 25-29 years, 5.4 at 50-59 years, 2.4 at 60-64 years and 4.0 at 65 plus age group.

2.2 Housing and Settlement Pattern

The Population and Housing Census 2011 reveals that the people of the Pourashava live in Pucca, Semi-Pucca, Kutcha and Jhupri houses. The **Figure 2** shows that the highest percentage of general households of the Pourashava is Kutcha houses (49.6 percent). The percentage of other general household by the type of structure of the Pourashava are 26.3 percent semi-pucca houses, 23.5 percent pucca houses and only 0.7 percent jhupri houses.



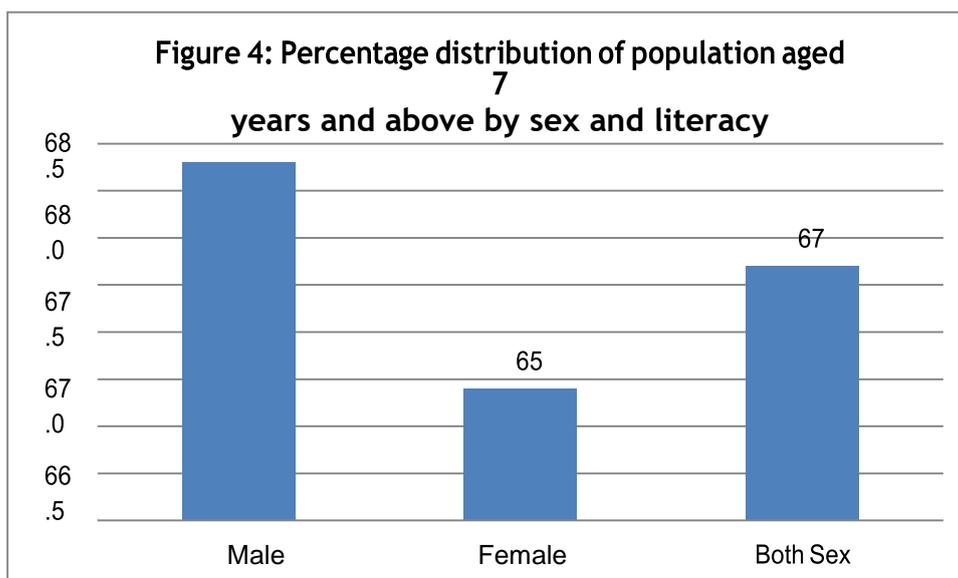
Further, the people of the Pourashava live in owned, rented and rent free houses amongst which most of the people have no houses as their own. The **Figure 3** shows that 65.4 percent people live in own house, 32.0 percent people live in rented house and 2.6 percent people live in rent free house.



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

2.3 Education

According to the Population and Housing Census 2011, the literacy rate of the Pourashava among both sex is 67.2 percent. The **Figure 4** shows that the literacy rate among the male is 68.3 percent and the female is 65.9 percent which remarkably low from the male counterpart.



2.4 Educational and Cultural Institutions

There are four colleges (one government and three non-government colleges), eight high schools (two government and six non-government schools), 29 primary schools (15 government and 14 non-government primary schools), 30 madrasas, one textile engineering colleges, two technical institutes, one technical school and college, one art school, one cultural academy, one public hall, one Fazil madrasa, and one agricultural training institute which are providing educational supports and services to the inhabitants in Pourashava areas.

There is a children's park, stadium, auditorium and public library in the Pourashava areas. There is also a cinema hall in the Pourashava area to provide recreational facility for the inhabitants of the Pourashava and surrounding areas.

2.5 Land use, Income and Employment Pattern

Field observation is done to gather information about the land use of the Pourashava. The field observation shows that the lands under the Pourashava are being used as agriculture, residential, official, business center, and industry and road network. According to the Master Plan of the Pourashava, the highest land use of the Pourashava goes to agricultural (39.65%). The second major land use is residential area and it occupies about 31.17% of the Pourashava areas. Besides, there are about 16.82% water bodies, about 2.92% circulation network, about 2.47% commercial establishments and otherwise about 1.65% lands are being used for education, green space, recreational facilities etc. In addition, vacant land is significance in percentage (2.36%).

Among the male income earner, over 24.65% are engaged in trading, 7.58% are working in private company, 2.06% are labor, 1.25% are in public services and 2.21% are day labor (agriculture).

In addition, the unemployment rate of the Pourashava is only 8.9 percent and 24.27 percent of the population is housewives.

No area specific income survey is done for this study and used the data of HIES 2010. The HIES 2010 data for all income groups in urban area shows that the average monthly income per household is BDT 11,479.

2.6 Economic System

The subproject area is inhabited by the people of mixed occupation. Livelihood of the people of Chowmuhani Pourashava is mainly dominated by trade and business. The commercial establishments and industries play significant role in maintaining the livelihood here. According to the Master Plan 2011-2031 of Chowmuhani Pourashava, among the male income earner, over 24.65% are engaged in trading, 7.58% are working in private company, 2.06% are labor, 1.25% are in public services and 2.21% are day labor (agriculture).

The Pourashava is well known for industrial establishments in Noakhali region. Delta Jute Mills is the largest and oldest individual industry. The second largest industrial establishment is BSCIC. Besides, other small and processing establishments include Oil Mills (7), Printing Press (20), Rice Mills (40), Flour Mills (27), Ata Mills (15), Saw Mills, small scale factories etc.

The commercial activities of the Pourashava are dominated by both wholesale and retail business. The Pourashava is the largest wholesale market of the region. The major part of trade and commerce of the Pourashava is conducted through hat/bazar where agricultural produces, consumer items, merchandise for household and other farm and non-farm items are traded. The market/bazar performs significant role in the economy of the Pourashava.

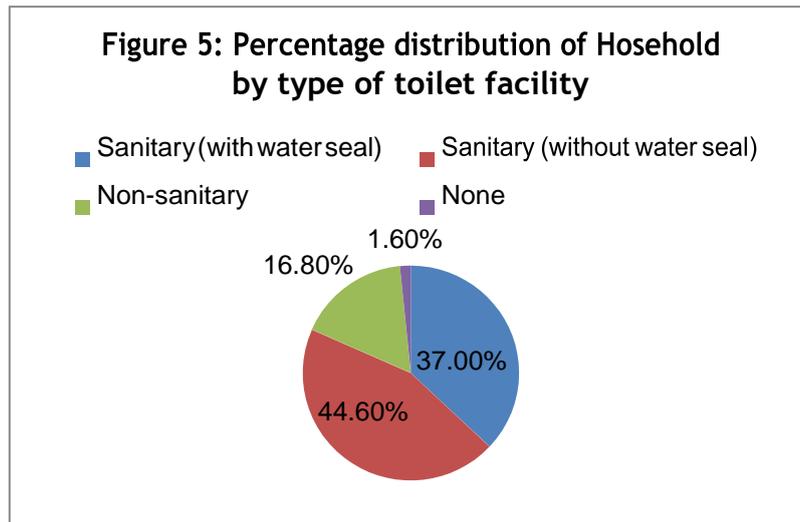
2.7 Archeological, Historical and Religious Institutions

No known remarkable archeological or historically important structure and protected areas are reported in the subproject site. There are 85 mosques, 11 temples, one Poura mahashasans, Shree Shree Thakur Ramdeb Ashryam and one central graveyard in the Pourashava areas.

2.8 Health and Sanitation Status

The health service delivery system of the Pourashava is constituted by one 50 bedded Upazilla Health Complex, 15 private hospitals and clinics, one school health clinic, one EPI sub-depu, 28 EPI centers run by pourashava and NGOs from which the inhabitants of Pourashava and surrounding areas are getting their necessary health supports and services. (Source: Pourashava Data, 2018)

Drainage, sewerage and latrine facilities are very much important facilities for any urban areas. However, drainage and sewerage facilities are not up to the mark in Chowmuhani Pourashava. The Population and Housing Census 2011 reveals that the most of the people of the Pourashava use sanitary latrine but most of them are without water seal which is not environmentally hygienic. The **Figure 5** shows that 37 percent households have sanitary latrine with water seal, 44.6 percent households have sanitary latrine with no water seal, 16.8 percent households have non-sanitary latrine and 1.6 percent households have no latrine. No hanging latrine is observed within the Pourashava areas.



In addition, the Pourashava has been providing sanitation facilities for mass citizens within Pourashava areas. There are eight public toilets in the Pourashava. The Pourashava has two vacuum cleaners and a fecal sludge treatment plant for collecting and carrying fecal sludge from septic tank of individual households and disposed it on the treatment plant.(Pourashava data, 2018)

2.9 Water Supply Situation

The people of the Pourashava mostly collect drinking water from tube-well and pipe line water supply system. According to the sources of Pourashava, there are 147 deep tube wells, and 13 production tube wells and three water treatment plants for ensuring drinking water supply in the Pourashava areas. In addition, there are 6399 shallow tube wells to meet the demand of domestic uses. According to the Population and Household Census 2011, the most of the people (56.6%) of the Pourashava collect drinking water from tube wells while 39.7% of the people collect drinking water from taps and 3.7% of the population from other sources.

2.10 Drainage system

There is no river flow through the Chowmuhani Pourashava. The Dakatia and Meghna rivers are the nearest rivers which are connected with Bay of Bengal.

The drainage system of the Pourashava can be classified into two parts namely natural and man-made drainage system. The natural drainage system, comprising the natural khals, has fall into nearby or far off rivers. Natural khals such as Noakhali khal, Delta Khal, Chatarpaiya khal, Tulatoli khal, Noimuddin khal, Nodona-Sonaimurhi khal and Begumganj khal act as primary drain and drain out all storm and domestic water which finally discharged into Dakatia River which is the nearest river of Chowmuhani Pourashava and meets with lower Meghna at 15 to 20 km down to south. Existing 33.35 km natural khals and 1657 large ponds and ditches act as the local outfalls of the existing available drain. These also serve as storage and retention area for storm water during rainy monsoon.

The man-made drains are constructed by the Pourashava and a total of 12.442 km drain in Pourashava area is used to collect waste water from residential areas and commercial establishments. (Source: Pourashava Data, 2018)

2.11 Solid Waste Management

The solid waste management system consists of waste generation and storage, collection and final disposal. There is a landfill at Gonipur area under Ward No 5 of the Pourashava to dump the solid waste being collected from the commercial and residential areas of the Pourashava. There are 6 garbage trucks, 5 vans and two vacuum cleaners of Pourashava for carrying and disposing generated solid waste and fecal sludge. (Source: Pourashava Data, 2018)

2.12 Mode of Transportation, Road Network and Traffic Volume

Railway and road are the major mode of transportation in the Pourashava. There is no waterway within the Pourashava and its surrounding areas. There are 3.78 km railway track that passes through the center of Chowmuhani Bazar. The rail network has connected Chowmuhani Pourashava with Laksham, Maijdee and the rest of the country. There is about 0.5 acres railway terminal in Chowmuhani Pourashava near Chowmuhani Bazar. (Source: Master Plan 2011-2031 of Chowmuhani Pourashava)

According to the Pourashava sources, the length of the total road of the Pourashava is 134 km amongst which 45 km pucca road, 59 km cement concrete road, 0.25 km semi-pucca road and 29.75 km kutcha road. Besides, the Pourashava has 17 bridges and 78 culverts. In addition, there are 7.85 km road which is under R&H connecting Feni, Maijdee, Sonaimurhi and Laxmipur. There are one central bus terminal, two town level bus terminals, seven CNG stands and 26 rickshaw stands in the Pourashava area. The proposed subproject is the improvement of central bus terminal.

Two major roads that pass through the heart of the Pourashava form an intersection at the center of the town known as Zero Point or Chowmuhani Chowrasta. The intersection at Zero Point makes four routes at four different directions. The four routes coming from different directions are: Laksham-Sonaimurhi from North, Maijdee-Sonapur from South, Feni from East and Laxmipur from West. The Maijdee-Chowmuhani road from South and Feni-Chowmuhani road from East constitute Noakhali-Feni National Highway. The Laxmipur-Chowmuhani road and Begumgonj-Sonaimurhi-Ramgonj road are the Regional Highways meet at Chowmuhani from West and North respectively.

Both motorized and non-motorized vehicles are operated in all the roads of the Pourashava. The motorized vehicles are mostly inter-district passenger buses carrying passengers from greater Noakhali to Dhaka, Chittagong, Sylhet, Rajshahi, Ranpur and Khulna divisions, and trucks and lorry mainly carry agro and industrial products. In addition, CNG driven auto rickshaws, private cars, motorcycles and battery-engine driven rickshaws are operated within the Pourashava areas to meet the local demand. The non-motorized vehicles mainly man-driven rickshaws and vans are operated mainly short distance and meet the local demand for carrying passengers and goods. (Source: Field Survey, 2018)

Based on the interview with the Lineman, it is found that 503 inter-district buses (both 52 and 40 seated), 75 intra-district or local buses (mostly 40 and 26 seated), 100 maxis, 5000 CNG driven auto rickshaws, 1000 easy bikes, 70 micro-bus and 600 motorized rickshaws move through this bus terminal. In addition, a traffic survey was conducted to find the movement of vehicles per day through this bus terminal. A day-long, from 6:00am to 9:00pm, traffic survey was conducted for this study and it is reported that 308 buses, 246 trucks, 295 pick-ups, 134 private cars, 110 lorries, 196 covered vans, 1497 CNG driven auto rickshaws, 554 motorized

rickshaws, 132 maxis, 457 easy bikes, 71 man-driven rickshaw and 51 vans move through the road in front of the bus terminal. Due to the unsuitable condition of the bus terminal, no vehicles except truck entered into the bus terminal. Most of the vehicles halt beside the road, and drop passengers here and move towards the destination.

2.13 Land acquisition and resettlement

The land of the subproject site is legally owned by Pourashava. Hence, land acquisition is not required. However, there is an existing Bus Terminal which will be improved by demolishing existing terminal building and some semi-pucca and tin shed structures. There are 19 nos. shops found during field survey by the Consultant.

2.14 Tribal Communities

There is no indigenous or tribal people settlement in the subproject area. Therefore, there is no need to take any kind of protective measures for indigenous peoples' safeguard. However, there are 8 households live in the Pourashava areas and they will be benefited from the subproject.

2.15 Economic Benefits

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

The proposed subproject will create business and employment opportunity. The local economy will be highly influenced by the improvement of bus terminal by easing the transportation facilities for business and daily household services, and enhancing the land value of the surrounding areas. The improved bus terminal will encourage other industries to be installed by the industrialists which will create more employment opportunities. In addition, it will create more employment opportunity by engaging young people in transportation business and driving of motorized vehicles. The local people will be benefited by getting opportunity of easy and quick movement from one place to another place within the Pourashava as well as outside of the Pourashava. Moreover, the Pourashava will be able to earn more revenue from the bus terminal and different commercial establishments and small shops at the surrounding areas of the bus terminal.

2.16 Loss of Income and Livelihood

There is no possibility of any adverse impact in terms of losing income or livelihood. Eventually, the proposed bus terminal will create employment and business opportunities for the people living around the site or within the Pourashava. No grievances are found that need to be mitigated. None of the community facilities like schools, cemeteries, mosques, temples, or others religious, cultural and historical properties are going to be affected by the proposed subproject.

2.17 Social Safeguard Status

Recent report reveals that the sub-project will have huge positive impacts while minimum negative impact identified which can be mitigated by taking appropriate measures. It is mentioned here that no land belonging to private citizens at the proposed site. The land required for the subproject entirely belongs to the Chowmuhani Pourashava. Total area of the proposed bus terminal is 1.95 acres and there is no human settlement within the areas of bus terminal. As per screening report there are 19 shops in terminal compound. Mostly workshop and motor mechanical service shops and 3 are bus operating counters (Annexure -9 List of Shops and sketch map). On the other hand, 6 persons (employee of municipality) are temporarily living in old terminal building (Annexure -8 list of people residing in terminal building). No tribal people have been living either in bus terminal areas or at adjacent areas.

2.18 Stakeholder Identification and Analysis

As a part of the overall assessment, the study identified the key stakeholders of the proposed sub-project areas and assessed the power relationships as well as influence and interests of stakeholders involved in the development work of the sub-project. Key stakeholders for bus terminal were identified in consultation with the Mayor and officials of Chowmuhani Pourashava, representative of Bus Owners' Association, representative of Workers' Association, local elites, representatives of business associations, and community people etc who are involved directly and indirectly with management and being benefited from the bus terminal. Table 3-1: shows a list of stakeholders.

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

Level of consultation	How they become Stakeholders	Benefit	Level of Influence and Interest
Bus Owners' Association	Ensure vehicles for passengers and managing the movement of vehicles at the bus terminal. Take part in making decisions related to management of bus terminal.	Earn money by providing vehicles for passengers.	High
Workers' Association	Provide services to passengers and ensure the maintenance of vehicles at the bus terminal.	Earn wages for living their livelihood	High
Ward Councilors	Easy scope and opportunity to serve the citizens of the Pourashava. Play key role in making decision and management of bus terminal	Fulfill the requirements of the citizen and show the commitments to the voters.	High
Officials	Find out the shorter distance to go to office at the different part of the district and to avail transport facilities in less time to go.	Less time to travel from starting place to destination. Further it will be safety measure for the people.	Medium

Community people	Ease to take their children to school, do marketing at main town and travel to different destination.	Safety of the people to travel. Employment opportunity at the bus terminal. Easy access to the transport facilities.	High
Labor	Get easy access to support the passengers to carry their goods at particular place.	Earn wages through carrying out the goods. Safety access and reduce the travelling / labor cost.	Medium
Business men/traders	Easy access to sell and buy the products.	Business opportunity will increase and mobility of people will also increase.	High

2.19 Gender and Vulnerability Analysis

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

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

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

Table 3-5: Concerns on gender and mitigation measures

SL No.	Likely Negative Impacts	Suggested Mitigation Measures	Institutional Responsibility
1.	Inequitable access to improved infrastructure (might not get allocation of shop within the bus terminal) Street vendor women's livelihoods may be affected	<ul style="list-style-type: none"> ▪ Allocate shops to existing shop owners and will give emphasis to woman traders, crafts women, etc. at good location (front row) of terminal complex. ▪ Keep open space at the developed Commercial Complex premises for street vendor women and farm women 	PIU of Chowmuhani Pourashava
2.	Women, particularly of weaker sections may be discouraged to speak and demand equitable benefits in the name of purda/dignity of women or lineage	<ul style="list-style-type: none"> ▪ Engage competent Women Ward Councilor speaking for women and working for them to participate in the sub-project selection, designing, 	PIU of Chowmuhani Pourashava

		implementation and participatory M&E	
3.	ULBs may lack information, awareness and expertise to take up implement sub-projects specially beneficial to women	<ul style="list-style-type: none"> ▪ Impart awareness training for both elected representatives and employees (executives) ▪ Impart more detailed training for the executives and staff. 	PIU of Chowmuhani Pourashava
4.	Wage discrimination during construction work and operational stages	<ul style="list-style-type: none"> ▪ Make conditionality in the bid document to ensure equal wage for equal work ▪ Ensure compliance by close supervision by the ULB with the assistance of consultant as required ▪ Activate GRC in this regard hearing complaints and resolving them 	PIU of Chowmuhani Pourashava
5.	Improper Toilet Facilities at the bus terminals.	<ul style="list-style-type: none"> ▪ Proper consultation at the designing and implementation stage ▪ Proper cleanliness, management and O&M ▪ Woman care taker for women area toilets 	PIU of Chowmuhani Pourashava
6.	Women friendly sitting arrangement and drinking water facilities may not be provided	<ul style="list-style-type: none"> ▪ Ensure woman-friendly sitting arrangement and good drinking water facility in the women area. 	PIU of Chowmuhani Pourashava
7.	Eve teasing and sexual abuse	<ul style="list-style-type: none"> ▪ Woman-friendly design and implementation ▪ Proper supervision by ULB with the engagement of woman group and elected women in management committee. ▪ Proper lighting and women representative in the terminal Committee. 	PIU of Chowmuhani Pourashava
8	Absence of movement facilities for disable people at the terminal premises	<ul style="list-style-type: none"> ▪ Disable friendly design and implementation; ▪ Involvement of disable people in management committee, if possible; ▪ Provision of wheel chair and especial seat arrangement at the waiting room; ▪ Effective implementation of government rules for disable people related to reserve seat for them at the bus. 	PIU of Chowmuhani Pourashava and Bus Terminal Management Committee

SECTION 3: SOCIO ECONOMIC IMPACT ASSESSMENT

3.1 Social Safeguard Assessment Using Screening Format

The social safeguard assessment of proposed bus terminal, using the screening format given in the SMF of MGSP, BMDF, has been conducted with the participation of different stakeholders and community people. The screening format is used to collect some key information regarding the social safeguard issues includes: (i) identification of the subproject, participants in screening exercise and would-be affected people; (ii) land requirements and ownership; (iii) current use of existing and additional lands and potential impacts; and (iv) information on tribal people living in the subproject areas. The filled in screening format for social safeguard issues and the list of participants attended in the screening exercise are *attached as Annexure 1 and Annexure 2* respectively.

3.2 Key Findings of the Social Screening

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

3.2.1 Subproject site and possible affected people:

The participants identified the subproject site as an appropriate place which is lying vacant and there is no objection about the place as the subproject will be implemented in the place of exiting old bus terminal with damaged driving ways, pavement and structures. They also identified that only 6 persons (Municipality Employees) are residing in old terminal building with municipality permission. Municipality arranged an alternate place for residing these 6 persons. These persons are agreed and satisfied for their alternate accommodation. (*Acknowledgement of PAPs attached in SA report*).

3.2.2 Income and business loss:

It has been observed that 19 shops (tenant of municipality) will be shifted temporarily from existing bus terminal. The owners of the shops will move to another place owned by municipality before construction starts. The alternative site is very near to the bus terminal and along the same road. So, there will be shifting but no business loss as they can be shifted within one or two days which would have minimum impact on their daily income and livelihoods as well. Municipality is committed to allot shops for the existing shop owner's as priority basis after construction completed. An agreement has been signed with shop owner and the municipality regarding the shifting of shops. Municipality prepared a details relocation budget. Municipality will bear the total cost amounting to Tk. 20, 23,871.000 by their own fund. The proposed subproject works are not expected to affect any special community groups and or any resources that are used for livelihood purposes (*Attached Annexure - 10 MoU between shop owners and municipality in SA report. Attached Commitment letter from Mayor*).

3.2.3 Land requirements and ownership:

The proposed subproject will be implemented at the site of existing central bus terminal having an area of 1.95 acres that is considered as adequate for constructing the proposed bus terminal as per design. Hence, no additional land will be required. In addition, the proposed land is owned by the Chowmuhani Pourashava. (*The legal document is attached as Annexure 3*).

3.2.4 Current use of proposed land and potential impacts:

The proposed land is the legal property of Chowmuhani Pourashava which is abundant, but being used as temporary parking of trucks. Since the bad condition of the existing bus terminal, no buses enter inside the bus terminal. Presently it is lying vacant and abundant. From the informal consultation with the available truck drivers, representatives of truck owner's office and Chowmuhani Municipal authority that this is not the designated truck stands at present.

There is a truck stand at the north-east corner of the proposed bus terminal from where some of the truck comes here for temporary parking. People come to hire truck or truck driver wait for clients at the designated truck terminal which is situated at the north-east corner of the proposed bus terminal. Hence, there is no possibility of economic or social adverse impact during construction of proposed bus terminal. As additional measures, a sign board will be hosted at proposed bus stand where information/location of existing truck stand will be shown so that both parties (truck owner and clients) will get information for hiring or contracting the truck.

3.2.5 Alternative measures relating to relocation and traffic management:

Attention will be drawn of truck owners and drivers who will come to park their truck at the proposed bus terminal to park their truck in another vacant spaces adjacent to Laxmipur highway which is owned by the Municipality (200 meter distance from the present terminal). This will be informed through signboard and formal notice to Truck Owners Association of Chowmuhani Municipality.

The vacant spaces is about 50 decimals which is adequate for parking additional trucks (8-10 trucks) which usually come at proposed bus terminal. Through the discussion with truck owner association that they have no objection with this arrangements rather this will help them if this kind of arrangements is done by the Municipality.

The proposed bus terminal has the provision of a total of six number of bus bays, three on each side, may be classified as arrival and departure, with side platforms, to function properly and provide ease to the users. All these bus bays are covered with a metal shed to assure convenience to the users and make usable through-out the year. r vacant spaces adjacent to Laxmipur highway which is owned by the Municipality (200 meter distance from the present terminal). This will be informed through signboard and formal notice to Truck Owners Association of Chowmuhani Municipality.

Considering technical aspects the proposed bus terminal has the provision of a total of six number of bus bays, three on each side, may be classified as arrival and departure, with side platforms, to function properly and provide ease to the users. All these bus bays are covered with a metal shed to assure convenience to the users and make usable through-out the year stand at the north-east corner of the proposed bus terminal from where some of the truck (8 to 10) come here for temporary parking.

3.2.6 Shifting of electric poles

There is a high voltage electric line (11 KV) goes over the ground of bus terminal which needs to be shifted. Mitigation measure has been taken by ULB. ULB already discussed this issue with Power Development Board Authority to shift this electric line. PDB Authority gave their written consent to shift this electric line within 30 November 2018(*Attached Annexure -09 Letter from Power Development Board*).

3.2.7 Impact of civil works construction:

From the informal consultation with the available truck drivers, representatives of truck owner's office and Chowmuhani Municipal authority that this is not the designated truck stands. There is a truck stand at the north-east corner of the proposed bus terminal from where some of the truck comes here for temporary parking. Attention will be drawn of truck owners and drivers who will come to

park their truck at the proposed bus terminal to park their truck in other vacant spaces adjacent to Laxmipur highway which is owned by the Municipality (200 meter distance from the present terminal). This will be informed through signboard and formal notice to Truck Owners Association of Chowmuhani Municipality. The vacant spaces is about 50 decimals which is adequate for parking additional trucks (8-10 trucks) which usually come at proposed bus terminal. Through the discussion with truck owner association that they have no objection with these arrangements rather this will help them if this kind of arrangements is done by the Municipality. People come to hire truck or truck driver wait for clients at the designated truck terminal which is situated at the north-east corner of the proposed bus terminal. Hence, there is no possibility of economic or social adverse impact during construction of proposed bus terminal. As additional measures, a sign board will be hosted at proposed bus stand where information/location of existing truck stand will be shown so that both parties (truck owner and clients) will get information for hire or contracting the truck. (*Annexure -12 Temporary truck stand site.*)

Since no private homestead, residential households would be affected entirely or partially as there are no such features within the bus terminal. In addition, there are no community facilities such as school, cemetery, mosque, temple or other religious, cultural and historical establishments adjacent or nearby areas.

3.2.8 Information of tribal people:

No tribal group resides in the subproject areas. So, there is no question of affecting their income or livelihood by the proposed subproject.

3.3 Community Consultation and Participation

3.3.1 Consultation and participation process

Public consultation about the planning, design, implementation and operation is done at different stages following different participatory methods. The methods followed in public consultation are: (1) consultative meeting with different stakeholders, (ii) Focus group discussion with community people through the participation of male participants, (iii) Focus group discussion with community people through the participation of female participants, girls and boys, and disable people, and (iv) key informant interview with relevant persons of Pourashava and local elites.

One consultative meeting was organized at community level through the participation of concern Councilor of Chowmuhani Pourashava, representatives of Bus Owners' Association, representatives of Workers' Association, local leaders, community elites and representatives of business men surrounding the bus terminal. The participants were informed about the detail design and activities of subproject going to be implemented. Environmental screening of the subproject was also done in this meeting using the prescribed form mentioned in EMF of BMDF. They were asked to share their opinion, feedback and suggestions on environmental and social impacts of the subprojects as well as the mitigation measures to avoid or reduce the potential impacts. The list of participants is attached as **Annexure 4**.



Picture 1: Participants at stakeholders' meeting

One focus group discussion was organized with male community participants from different professions residing surrounding the subproject site. The participants were informed about the detail design and activities of subproject going to be implemented and asked about their opinion, feedback and suggestions on environmental and social impacts of the subprojects as well as the mitigation measures to avoid or reduce the potential impacts. The list of participants is attached as *Annexure 5*.



Picture 2: Participants at FGD with male group

Another focus group discussion was organized with female community participants living around the subproject site.

The participants were also informed about the detail design and activities of subproject going to be implemented and asked about their opinion, feedback and suggestions on environmental and social impacts of the subprojects as well as the mitigation measures to avoid or reduce the potential impacts on women’s point of view. In this session, boy and girls, and disable people were also present. The list of participants is attached as *Annexure 6*.

The key informant interviews were done with Lineman of bus terminal and Pourashava representatives to get the in-depth information about the surrounding ecological, physico-chemical, biological and socio-economic environment of the subproject area and the potential impacts of subproject on surrounding environment. Special efforts were made to include the elderly, women, and vulnerable groups and to allow them to express their views regarding the subproject implementation. In all cases, the impression of stakeholders and general mass regarding sub-project implementation was positive.



Picture 3: Participants at FGD with female

3.3.2 Key findings: issues, concerns and recommendations

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

(i) **Employment of local labor in construction work:**

There are many working age group people both male and female who live on selling labor. These local labor forces should be engaged in construction work instead of hiring external labor. It is recommended that the contractor must be instructed by the Pourashava authority so that he/she can give priority to employ local labor.

- (ii) **Security of women at the community level:** There is a possibility that the workers who will be engaged in construction works may enter into the nearby community at any time and may cause a security issue for the women of the local residential areas. It is recommended that the workers should be restricted within the construction site and a temporary boundary wall should be constructed around the labor shed before the starting of construction work to avoid the social security problem.
- (iii) **Generation of employment opportunity of local people during operation of bus terminal:** The construction of bus terminal will create employment opportunity for the local people as there is a provision of installing different types of shops to meet the demand of passengers and as workers in different vehicles as drivers and helpers. It is recommended that the existing shop owners should be given priority for allocating shops within the bus terminal and recruiting local young people as drivers and helpers in operating newly added vehicles. It is also recommended to ensure that there is no discrimination between the male and female in terms of the wages and getting work opportunity.
- (iv) **Possibility of taking drugs and alcohols:** There is possibility to develop a group who may take drugs and alcohols within the bus terminal and may deteriorate the social security and law and orders. The local young generation may also be involved with them. It is recommended that proper security should be ensured within the bus terminal, and drugs and alcohols should be totally restricted in the areas.
- (v) **Provision for speed breakers at the areas:** The proposed bus terminal will be the key hub of all vehicles and significant numbers of different vehicles will move from this terminal. It may cause accident of the local people as well as passengers due to uncontrolled speed of the vehicles. It is recommended that two speed breakers on Noakhali-Feni National Highway which is at the west and front side of the terminal at the both side of the bus terminal should be constructed and must be involved in the design.
- (vi) **Provision of proper parking system to avoid traffic congestion:** There is a possibility of parking vehicles here and there avoiding the selected parking lot of the bus terminal and it may cause heavy traffic congestion at the bus terminal area. It is recommended that proper traffic control system should be in place at the bus terminal to avoid sporadic parking of vehicles in the bus terminal areas.
- (vii) **No construction work at night:** The construction work at night will create high level of noise and affect the community people in taking rest at night. It is recommended that no construction work at night will be done by the contractor and the work schedule should be prepared on that way.
- (viii) **Ensure quality of work through regular monitoring:** Construction works should be scheduled properly and the quality of construction work should be ensured. The contractor to be monitored to ensure regular payment to the workers by PIU and consultants.
- (ix) **Special facilities for disable people:** Disable people are integral part of our society and they will also be travelling using the bus terminal. Therefore, especial facilities should be available at the bus terminal in terms of arrangement of wheel chair, ramp and seating arrangement in the terminal premises.

SECTION 4: SOCIAL IMPACT MANAGEMENT PLAN (SIMP)

The purpose of the Social Impact Management Plan (SIMP) is to demonstrate an 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. The SIMP has been prepared to address social issues including need for land acquisition, physical displacement of people and loss of livelihood. SIMP also deals with participation of communities and use GRC in the subproject implementation process. In the case of this Sub project this SMP has been prepared as paying compensation to PAPs is not required.

The SIMP contains a description of the subproject areas, 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. In addition, it includes a resettlement budget to temporarily relocate the affected shopkeepers.

The SIMP will guide the social safeguards to achieve sound construction of the subproject and ensure efficient lines of communication between the PMU, PIU, and the contractors.

This SIMP has therefore been prepared to address other social issues related to implementation of the subproject.

SIMP will ensure compliance of social management requirements including social safeguards for the subproject implementation of Chowmuhoni Pourashava in a participatory process. This plan will assist Project Implementation Unit (PIU) of the Chowmuhoni Pourashava by providing importance covering subproject selection, design, institutional arrangement for implementation, participation and consultation process, grievance resolution process, labor management issues, monitoring and supervision with the assistance of DSM etc.

4.1 Subproject Selection Process

According to the opinions and views of the Chowmuhoni Pourashava Mayor, Councilors, local community people and civil society, it is confirmed that the subproject is important for more convenient shopping and trading environment in the town and for enhancing marketing facility for the farmers of the adjoining rural areas.

Accordingly, MGSP in coordination with Chowmuhoni Pourashava elected representatives, local administration, relevant stakeholders, and civil society members followed a participatory approach in different stages of subproject selection to ensure inclusion. Female Ward Councilors participated actively in the selection process. Moreover, the representatives of TC and WC of the Chowmuhoni Pourashava have contributed in the subproject selection process with an analysis of the inclusiveness of the selection process.

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

4.2 Subproject Design Process

After final selection of the subproject from the Chowmuhoni Pourashava, the ULB Consultant designed the subproject. This subproject will be constructed on the land belonging to the Chowmuhoni Pourashava. Despite the inclusion and participatory consultations, if any person has a grievance relating to the implementation of the subproject, the Pourashava will mitigate it.

The Consultant and Pourashava officials conducted a number of consultation meetings in the subproject areas discussing the implementation procedures and mitigation measures, if any, required to be taken in implementing the proposed subproject.

4.3. Implementation: Implementation arrangement follows:

4.3.1 Subproject site and possible affected people:

Since the participants identified the subproject site as an appropriate place which is lying vacant and there is no objection about the place as the subproject will be implemented in the place of exiting old bus terminal with damaged driving ways, pavement and structures. They also identified that only 6 persons (Municipality Employees) are residing in old terminal building with municipality permission. Municipality arranged an alternate place for residing these 6 persons. These persons are agreed and satisfied for their alternate accommodation. (*Acknowledgement of PAPs attached in SIMP*).

4.3.2 Income and business loss:

It has been observed that 19 shops (tenant of municipality) will be shifted temporarily from existing bus terminal. The owners of the shops will move to another place owned by municipality before construction starts. The alternative site is very near to the bus terminal and along the same road. So, there will be shifting but no business loss as they can be shifted within one or two days which would have minimum impact on their daily income and livelihoods as well. Municipality is committed to allot shops for the existing shop owner's as priority basis after construction completed. An agreement has been signed with shop owner and the municipality regarding the shifting of shops. Municipality prepared a details relocation budget. Municipality will bear the total cost amounting to Tk. 20,23,871.00 by their own fund. The proposed subproject works are not expected to affect any special community groups and or any resources that are used for livelihood purposes (*Attached Annexure-10 MoU between shop owners and municipality in SIMP . Attached Commitment letter from Mayor*).

4.3.3 Land requirements and ownership:

The proposed subproject will be implemented at the site of existing central bus terminal having an area of 1.95 acres that is considered as adequate for constructing the proposed bus terminal as per design. Hence, no additional land will be required. In addition, the proposed land is owned by the Chowmuhani Pourashava (*The legal document is attached as Annexure 3*).

Current use of proposed land and potential impacts: The proposed land is the legal property of Chowmuhani Pourashava which is abundant, but being used as temporary parking of trucks. Since the bad condition of the existing bus terminal, no buses enter inside the bus terminal. Presently it is lying vacant and abundant. From the informal consultation with the available truck drivers, representatives of truck owner's office and Chowmuhani Municipal authority that this is not the designated truck stands at present.

There is a truck stand at the north-east corner of the proposed bus terminal from where some of the truck comes here for temporary parking. People come to hire truck or truck driver wait for clients at the designated truck terminal which is situated at the north-east corner of the proposed bus terminal. Hence, there is no possibility of economic or social adverse impact during construction of proposed bus terminal. As additional measures, a sign board will be hosted at proposed bus stand where information/location of existing truck stand will be shown so that both parties (truck owner and clients) will get information for hiring or contracting the truck.

4.3.4 Alternative measures relating to relocation and traffic management:

Attention will be drawn of truck owners and drivers who will come to park their truck at the proposed bus terminal to park their truck in another vacant spaces adjacent to Laxmipur highway which is owned by the Municipality (200 meter distance from the present terminal). This will be informed through signboard and formal notice to Truck Owners Association of Chowmuhani Municipality.

The vacant spaces is about 50 decimals which is adequate for parking additional trucks (8-10 trucks) which usually come at proposed bus terminal. Through the discussion with truck owner association that they have no objection with these arrangements rather this will help them if this kind of arrangements is done by the Municipality (*Annexure 15 of No objection letter from truck owner association*).

The proposed bus terminal has the provision of a total of six number of bus bays, three on each side, may be classified as arrival and departure, with side platforms, to function properly and provide ease to the users. All these bus bays are covered with a metal shed to assure convenience to the users and make usable through-out the year. r vacant spaces adjacent to Laxmipur highway which is owned by the Municipality (200 meter distance from the present terminal). This will be informed through signboard and formal notice to Truck Owners Association of Chowmuhani Municipality.

Considering technical aspects the proposed bus terminal has the provision of a total of six number of bus bays, three on each side, may be classified as arrival and departure, with side platforms, to function properly and provide ease to the users. All these bus bays are covered with a metal shed to assure convenience to the users and make usable through-out the year.

4.3.5 Shifting of electric poles

There is a high voltage electric line (11 KV) goes over the ground of bus terminal which needs to be shifted. Mitigation measure has been taken by ULB. ULB already discussed this issue with Power Development Board Authority to shift this electric line. PDB Authority gave their written consent to shift this electric line within 30 November 2018 (*Attached Annexure -09 Letter from Power Development Board*).

4.3.6 Impact of civil works construction:

From the informal consultation with the available truck drivers, representatives of truck owner's office and Chowmuhani Municipal authority that this is not the designated truck stands. There is a truck stand at the north-east corner of the proposed bus terminal from where some of the truck comes here for temporary parking. Attention will be drawn of truck owners and drivers who will come to park their truck at the proposed bus terminal to park their truck in other vacant spaces adjacent to Laxmipur highway which is owned by the Municipality (200 meter distance from the present terminal). This will be informed through signboard and formal notice to Truck Owners Association of Chowmuhani Municipality. The vacant spaces is about 50 decimals which is adequate for parking additional trucks (8-10 trucks) which usually come at proposed bus terminal. Through the discussion with truck owner association that they have no objection with these arrangements rather this will help them if this kind of arrangements is done by the Municipality. People come to hire truck or truck driver wait for clients at the designated truck terminal which is situated at the north-east corner of the proposed bus terminal. Hence, there is no possibility of economic or social adverse impact during

construction of proposed bus terminal. As additional measures, a sign board will be hosted at proposed bus stand where information/location of existing truck stand will be shown so that both parties (truck owner and clients) will get information for hire or contracting the truck. (*Annexure - 12 Temporary truck stand site.*)

Since no private homestead, residential households would be affected entirely or partially as there are no such features within the bus terminal. In addition, there are no community facilities such as school, cemetery, mosque, temple or other religious, cultural and historical establishments adjacent or nearby areas.

4.4 Relocation Budget

Detailed Estimate CHOWMUHANI POURASHAVA												
Scheme Code : 47507-19-40005												Scheme Preparation Date :
Road Code :												FY & Type of Rate : 2018-2019 (General)
Financial Year : 2018-2019												District : NOAKHALI
Name of the Scheme : Renovation of Shed for Re-location of Chowrasta Bus Terminal existing shopkeeper at word no-03, under Chowmuhaní Chowmuhaní Pourashava, Noakhali.												Upazila : BEGUMGANJ
SL No	Item Code	Description of Work	Unit	Location / Component	Length	Width	Height / Depth	Area / Volume	No of Item	Total Qty of Works	Unit Rate	Amount
1	2	3	4	5	6	7	8	9	10	11	12	13
1.	5.03.01.01	Single layer brick flat soiling with 1st class or picked bricks, true to level, camber/super elevation and grade including carrying bricks, filling the interstices tightly with sand of minimum FM 0.80, etc. all complete as per direction of the E-1-C.	sqm	Floor	4.300	2.500		10.750	1.00	10.750		
					2.870	2.500		7.175	18.00	129.150		
										139.900	450.70	63052.93
2.	5.03.04.01	Mass concrete work in foundation or floor with Portland Composite Cement (CEM II/AM, 42.5N), sand (minimum FM 1.20) and 20mm down well graded 1st class/picked brick chips (LAA value not exceeding 38), including shuttering, mixing by concrete mixer machine, casting, laying, compacting with mechanical vibrator machine and curing for complete as per direction of the E-1-C. Cylinder crushing strength of concrete should not be less than 10.5Mpa at 28 days of curing (suggested mix proportion 1:3:6). Additional quantity of cement to be added if required to attain the strength at the contractors own cost.	cum	Floor	4.300	2.500	0.075	0.806	1.00	0.806		
					2.870	2.500	0.075	0.538	18.00	9.684		
										10.490	8186.19	85873.13
3.	5.09.01.01	Supplying, fitting and fixing 0.46mm (26 SWG) thick galvanized iron corrugated sheet (Bangladesh made) having minimum weight 63-65 kg per bundle (2'-6" width 70 - 72 ft long) roofing fitted and fixed on MS sections with 'J' hook or wooden purlins with screws, limpet washers, bitumen washers and putty etc. all complete as per direction of the E-1-C.	sqm		58.820	3.660		215.281	1.00	215.281		
										215.281	771.12	166007.48

No	Item Code	Description of Work	Unit	Location / Component	Length	Width	Height / Depth	Area / Volume	No of Item	Total Qty of Works	Unit Rate	Amount
1	2	3	4	5	6	7	8	9	10	11	12	13
4.	5.18.05	Supplying, fitting and fixing of rolling shutter made of 24 SWG G.P. sheet unit minimum 69mm width having 10mm & 12mm dia circular folding at ends, rolled in machine, locked together properly to form rolling shutter, top of the shutter to be fitted with circular spring box made of 22 BWG sheet, containing best quality spring made in China, nutted with 38mm GI pipe at one end and the other end nutted to shutter in/c fitting the GI pipe again with 375mmx300mmx6mm punkia at ends with side guide channel (side channel consist of 50mmx100mmx6mm MS plate with 2x19mmx3mm F.I. bar, middle channel consist of 2x150mmx6mm MS plate with 2x19mmx6mm) fixed to wall or column with MS clamps (minimum 3x25mmx6mm), mending the damages, bottom end of shutter fitted to folded G.P. sheet (minimum 125mm width, two layer) which is again fitted to 25mmx25mmx3mm angle, providing handle both sides, (with F.I. bar 25mmx6mm riveted) and locking arrangement both sides, painting two coats with approved colour and brand of synthetic enamel paint over a coat of priming etc. complete in all respect as per drawing, design and as per direction of the E-I-C. (Rolling shutter must be riveted at sides with G.P. sheet and patby).	sqm		58.820	2.700		158.814	1.00	158.814		
					3.000	2.700		8.100	1.00	8.100		
										166.914	6368.22	1062945.07
5.	5.07.04.06	Supplying and making well matured natural seasoned solid wood works in frames of roof truss of required length and size with wall plates as per design in/c supplying, fabricating, hoisting, scaffolding, fitting and fixing in position with bolts and nuts for all floors etc. all complete as per direction of the E-I-C. (All sizes of wood are finished). Jack wood	cum	Wall Plate	60.000	0.075	0.125	0.563	2.00	1.126		
				Rafter	3.660	0.075	0.100	0.027	68.00	1.836		
				Batten	60.000	0.075	0.038	0.171	5.00	0.855		
										3.817	120297.48	459175.48
6.	5.04.03.01.	Brick work of Kiln 1st class bricks/automatic machine made first class bricks in cement mortar (1:6) in superstructure with Portland Composite cement (CEM II/AM, 42.5N) and best quality sand (minimum FM1.2) with uniform width and depth joints, true to vertical and horizontal lines, in/c raking out joints, filling interstices tightly with mortar, cleaning and soaking bricks at least for 24 hours before use, washing of sand, necessary scaffolding, curing for requisite period, etc. all complete as per direction of the E-I-C. Kiln bricks Ground Floor	cum	Brick Pillar	0.250	0.250	2.700	0.169	19.00	3.211		
										3.211	7838.57	25169.65
7.	5.04.09.01.	125mm brick work with Kiln 1st class bricks/automatic machine made 1st class bricks in cement mortar (1:6) with Portland Composite cement (CEM II/AM, 42.5N) and best quality sand (minimum FM1.2) and making bond with connected walls with uniform width and depth joints, true to vertical and horizontal lines in/c necessary scaffolding, raking out joints, cleaning and soaking the bricks at least for 24 hours before use, washing of sand, curing for requisite period, etc. all complete as per direction of the E-I-C. Kiln bricks Ground Floor	cum	Partition wall	3.000	0.125	2.400	0.900	4.00	3.600		
				Above Lintel	59.000	0.125	0.750	5.531	20.00	110.620		
										114.220	1127.01	128727.08

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SL No	Item Code	Description of Work	Unit	Location / Component	Length	Width	Height / Depth	Area / Volume	No of Item	Total Qty of Works	Unit Rate	Amount
1	2	3	4	5	6	7	8	9	10	11	12	13
8.	5.05.01.03.	RCC:1:2:4, 17MPa, Brick Chips (BC): Reinforced cement concrete works with minimum cement content relates to mix ratio (tentative 1:2:4) and maximum water cement ratio 0.45 having minimum required average strength, $f_{cr} = 24$ Mpa and satisfied a specified compressive strength $f_c = 17$ Mpa at 28 days on standard cylinders as per standard practice of Code AASHTO/ ASTM and Portland Composite Cement conforming to BDS EN 197-1 : 2003 CEM-II 42.5N sand of minimum FM 1.8 and 20mm down well graded picked brick chips (LAA value and maximum water absorption not exceeding 38 and 15% respectively) conforming to ASTM C 33 or Aggregate Grading Appendix-3 LGED Schedule of Rates or any other International recognized envelop in/c breaking chips and screening through proper sieves, centering, shuttering in position, making shuttering fully leak proof & shuttering with plain 16 BWG steel sheet fitted over 38mm thick wooden plank panels and Standard size Bamboo Props suitably braced, placing reinforcement in position, mixing the aggregates with standard mixer machine with hopper, fed by standard measuring boxes, maintaining allowable slump of 50mm (without plasticizer) & 75mm to 100mm (when plasticizer use), pouring, casting, compacting by mechanical vibrator machine and curing at least for 28 days, removing centering-shuttering after approved specified time period, in/c cost of additional testing charges of materials and cylinders required. Excluding the cost of reinforcement and its fabrication, welding, coupling, placing, binding etc. Additional quantity of cement and Plasticizer i.e. Water reducing chemical admixture of complying type A under ASTM C 494 to reduce mixing water required for normal workability and to maintain low water-cement (W/C) ratio (Doses of admixture to be fixed by the mix design from approved laboratory instruction by the Engineer) Additional quantity of cement to be added if required to attain the strength at the contractor's own cost) etc. all complete as per direction and approval of the Engineer in charge. Note : Using Concrete Mixer. In pedestal, column, capital lift wall and wall : Below Plinth Level and in Ground Floor	cum	Lintel	30.000	0.250	0.150	1.125	1.00	1.125		
										1.125	14616.33	16443.37

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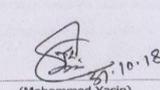
Page 3

Item Code	Description of Work	Unit	Location / Component	Length	Width	Height / Depth	Area / Volume	No of Item	Total Qty of Works	Unit Rate	Amount
2	3	4	5	6	7	8	9	10	11	12	13
5.06.01.01	Supplying and fabrication of Ribbed or deformed bar reinforcement for all types of RCC work including straightening, removing ruts, cleaning, cutting, hooking, bending, lapping and/or welding wherever required as directed, placing in position, being with 22 BWG black annealed binding wire (PVC coated in case of FBEC rebar) double fold, cost of binding wire and anchoring to the adjoining members wherever necessary, supplying and placing with proper cover blocks (1:1), supports, chairs, spacers, splices or laps etc. including cost of all materials, cost of labour, cost of equipment & machinery, loading and unloading, transportation, all other incidental charges and work at all leads and lifts etc. to complete the work as per design, drawing, specifications and direction of the E-I-C. Measurement relating to nominal mass, dimensions and tolerances of various types of steel shall conform to relevant BIS/ ASTM codes. Reinforcement shall be measured only in lengths of bar as actually placed in position on standard weight i.e. 7850 kg/m ³ (BIS Table 6.2.1) basis. No separate payment shall be allowed for Chairs of any shape & profile, spacer bar of any shape & profile, lap/ splice unless otherwise shown in the drawing, wastages, binding wire, concrete cover blocks etc. as the cost of these is included in the unit rate. Note: Tests for reinforcing bars shall be conducted at LGED/ BUJET/ CUJET/ KUJET/ RUET. Grade 300 (RB 300): Ribbed or Deformed bar produced and marked as per BIS 150 6935-2:2006 with minimum yield strength, fy (ReH) = 300 MPa, but the tested yield strength shall not exceed fy by more than the 125 MPa and the ratio of tested ultimate strength, fu (Re) to tested yield strength (fy) shall be at least 1.25 and minimum elongation after fracture (A5.65) & minimum total elongation at maximum force (Agt) is 16% and 2.5% respectively.	kg	12 mm	30.000	4.000	0.888	106.560	1.00	106.560		
			3 mm @ 150 mm c/c	0.650	201.000	0.617	80.611	1.00	80.611		
									187.171	88.03	16476.66

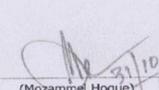
TOTAL SCHEME AMOUNT: 2,023,870.87

SAY: 2,023,871.00

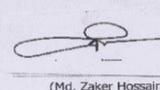
In Word : Taka (Twenty Lac Twenty-Three Thousand Eight Hundred Seventy-One) Only



(Mohammed Yasin)
Sub Asst. Engineer
Chowmuhani Pourashava
NOAKHALI



(Mozammel Hoque)
Assistant Engineer
Chowmuhani Pourashava
NOAKHALI



(Md. Zaker Hossain)
Executive Engineer
Chowmuhani Pourashava
NOAKHALI



(Akhter Hossain)
Mayor
Chowmuhani Pourashava
NOAKHALI

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4.5 Access to Information and Disclosure

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

4.6 Grievance Redress Mechanism

The subproject-specific Grievance Redress Mechanism (GRM) will be established by the PIU of Chowmuhani Pourashava to receive, evaluate, and facilitate the solution of affected people's (APs) concerns, complaints and grievances concerning the social and environmental performance of the 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 PAPs' concerns and complaints promptly, using an understandable and transparent process that is also gender responsive, and culturally appropriate. It is readily accessible to all segments of the affected people at no costs and without retribution. The mechanism should not impede access to the country's judicial or administrative remedies. The affected people will be appropriately informed about the mechanism.

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

4.6.1 Grievance redress committee (GRC)

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

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

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

The members of the GRC will play their role as per roles and responsibilities mentioned in the SMF of BMDF. The Committee will also ensure the proper documentation of complaints as this guideline. Chowmuhoni Pourashava has already appointed Focal Point of GRC who is at the level of Assistant Engineer.

The list of GRC members along with the notification from the Mayor of Chowmuhani Pourashava is attached as Annexure 7.

Surprise Complaints: During the subproject implementation, different kind of problem may arise in terms of social safeguard issues and quality. PIU of the Pourashava will mitigate the problem with the assistance of PMU and ensuring community participation. But the PIU of the Pourashava will ensure to minimize adverse social effects and maximize subproject benefits to the community. The project also ensures transparency and social accountability at each stage of the subproject execution through engaging communities in the process of suggestion and complaint and grievance redress mechanism (GRM). As a continued process of participation, Chowmuhoni Pourashava has included consultation and Participation Plan and Grievance Redress Mechanism for further inclusion, participation, transparency and social accountability in the implementation process.

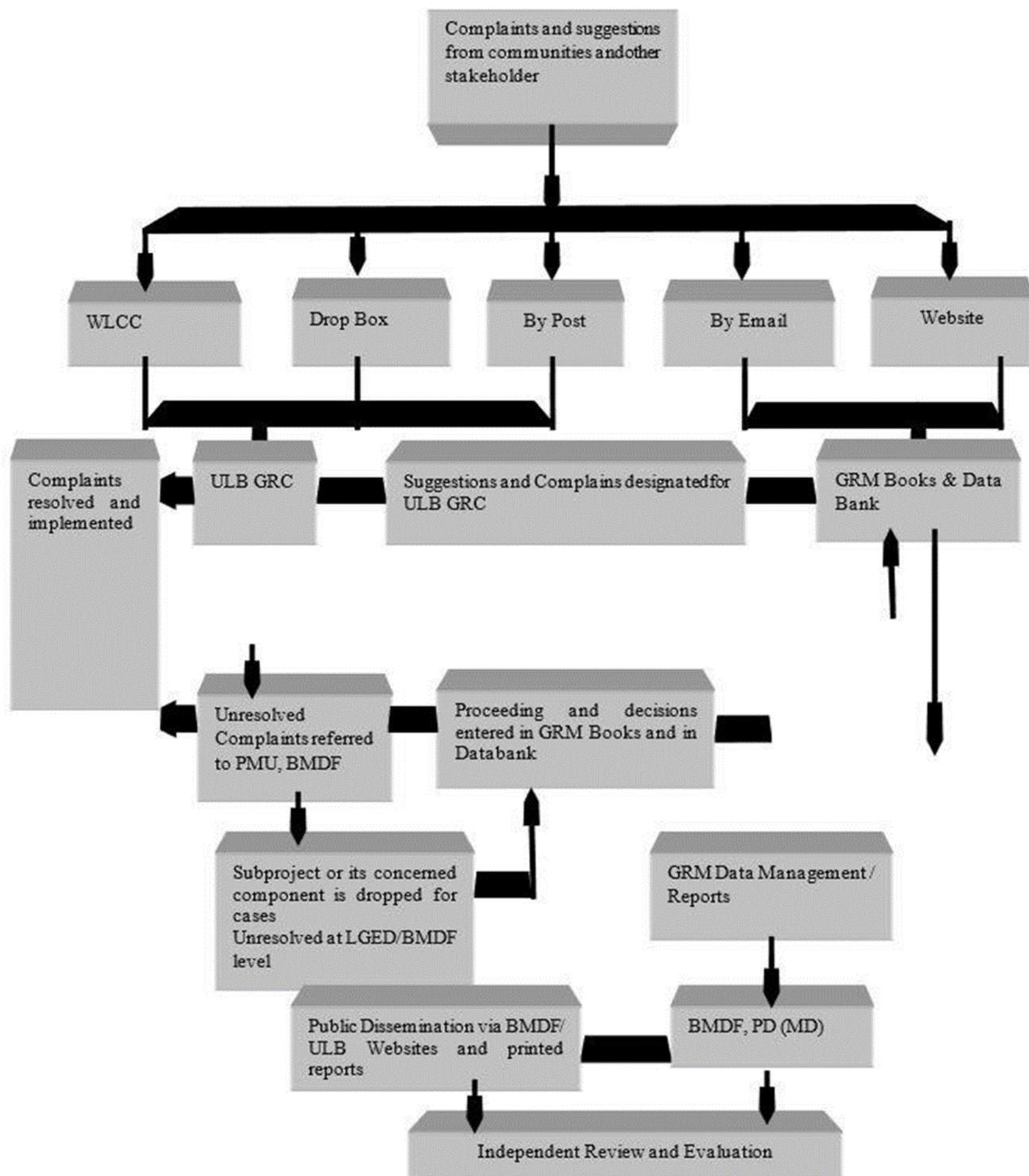
Special measures to ensure access to GRM and responsiveness to terminal users and affected persons;

Following measures can be undertaken to mitigate the needs of the terminal users and affected persons-

- ❖ Information Board/ Display Board will be affix at terminal compound to ensure visibility of the project having options-GRM Focal/Contact person(s) name, cell number and email ID to get remedies of problems or complaints by the affected persons
- ❖ A Complaint cum Suggestion Box can also be placed in most visible place of the terminal.

4.6.2 Grievance resolution process

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



Flow chart 5-1: Grievance Resolution Process

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

4.7. Labor Influx and Management

The bus terminal has a positive impact on labor engagement since it will attract employment of local labor. The labor influx will be minimum, because of the most of the works will be done by the local laborers and there is very limited chance of engagement of outside labors. So, the labor influx issue will be minimum in the construction of subproject. However, there is a chance to avoid female workers from poor households to be employed in construction activities.

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

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

4.8. Institutional Capacity Building

A two day-long training in participation of PIU members of Chowmuhani Pourashava was organized by the PMU of BMDF to build the capability of PIU of Chowmuhani Pourashava dated on June 7, 2018. The Consultant, hired by the Chowmuhani Pourashava also participated in the training program. The PMU of BMDF organized this training program in order to enhance their capacity to conduct Environmental Assessment and Social Impact Assessment to be done for any proposed subproject. A series of sessions were conducted by the Specialists of the PMU of BMDF. The major sessions includes: (i) importance of social safeguard assessment, (ii) legal and administrative framework of GoB and World Bank, (iii) process of social management plan, (iv) contents and preparation of social safeguard assessment, (v) grievance redress mechanism, and (v) safeguard compliance issues to be incorporated with the tender document as well as with BOQ for construction. The PIU of Chowmuhani Pourashava will organized an orientation of contractor, workers and other support staff on social safeguard issues to be considered and mitigation measures to be taken during pre-construction, construction and operational phases before deploying to the work sites in order to achieve the expected standards.

4.9 Social Management Plan Matrix

Based on the impact assessed, the social management plan has been developed and will continue to be updated for the subproject period. During the assessment it is found that there is no human settlement within the subproject site and no people would be affected. No users, private homestead, business premises/building and residential households would be affected entirely or partially as there are no such features within the bus terminal. In addition, there are no community facilities such as school, cemetery, mosque, temple or other religious, cultural and historical establishments adjacent or nearby areas. Moreover, no tribal group resides in the

subproject areas. Chowmuhani Pourashava is the legal owner of the site and no additional land acquisition is required for the bus terminal.

However, there are some concerns raised during community consultation that needs to be addressed all over the construction and operational phases of the subproject. **Table 5-1** depicts the social management plan to be adopted during the implementation and operation of the bus terminal.

Table 5-1: Social Management Plan Matrix			
Issues/ Impact identified	Measures to be taken to address the impacts	Responsibility	Timeframe
Employment of local labor in construction work	Circulate labor employment message through community consultation and hanging notice at the construction site.	Contractor	During pre-construction
Security of women at the community level	Provide proper orientation of the employed labor on the social security issue and prohibit them not to visit local community especially at night.	Contractor and PIU of Chowmuhani Pourashava	During construction period
Generation of employment	Prepare a list of interested and capable people giving emphasis on local people during allocation of shops within the bus terminal complex. Recruit eligible persons giving emphasis on local people as drivers, helpers and support staff for maintaining different services at the bus terminal.	PIU of Chowmuhani Pourashava	During operational period
Gender and vulnerability	Include female and other vulnerable groups in every activities related to planning, design, implementation and operation of the bus terminal.	PIU of Chowmuhani Pourashava	During planning, design, construction and operational period
Taking drugs and alcohols	Prepare a security strategy and plan at the bus terminal and ensure proper monitoring of implementation of security strategy.	PIU of Chowmuhani Pourashava	During construction and operational period
Speed breaker to avert accident	Select the place considering the distance from the bus terminal for speed breakers.	PIU of Chowmuhani Pourashava	During construction and operational period
Parking of traffic	Prepare a traffic management plan and ensure its proper implementation and monitoring.	PIU of Chowmuhani Pourashava	During construction and operational period
Construction work at night	Prepare a proper work schedule and orient the labors and supervisors of the construction work on it.	Contractor and PIU of Chowmuhani Pourashava	During construction period
Quality of work	Involve community people in monitoring and supervision of the construction work and create a provision to check the quality of work at certain interval.	PIU of Chowmuhani Pourashava	During construction period
Facilities for disable people	Ensure the proper facilities for disable people in the design of bus terminal and its effective implementation.	PIU of Chowmuhani Pourashava	During construction and operational period

SECTION 5: MONITORING PLAN OF SMP

5.1 Monitoring Strategy

Monitoring of the subproject will be done in a participatory manner and will be a bottom up process. The participants, in monitoring and evaluation particularly in reporting the grassroots level activities on social management issues in sub-project planning and implementation, will be the community people, representatives of bus owners' association, representatives of workers' association, shop keepers and traders, representative of bus terminal management committee, and assigned staff of Pourashava authority. The PIU of Chowmuhani Pourashava and the Specialist of PMU under BMDF will ensure the monitoring of social management issues during construction and operational phase. The monitoring of social management issues as identified during social safeguard assessment will be done from inclusiveness, participation, transparency and social accountability point of view.

5.2 Internal Monitoring

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

5.3 External Review and Evaluation

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

5.4 Monitoring Plan Matrix

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

Key issues to be Monitored	Indicators to be monitored	Responsibility	Frequency of monitoring
Employment of local labor in construction work	<ul style="list-style-type: none">▪ Total number of labors employed▪ Ratio of local and external labor	PIU of Chowmuhani Pourashava	Once in a month
Security of women at the community level	<ul style="list-style-type: none">▪ Number of cases related to visit of labor to the community happened.▪ Numbers of sides of bus terminal where construction wall/fence are constructed.	PIU of Chowmuhani Pourashava	Once in a month

Generation of employment	<ul style="list-style-type: none"> ▪ Number of local people got opportunity to employ as driver, helper and service staff. ▪ Total number of people got allocation of shop in the bus terminal complex. Number of local people got allocation of shop in the bus terminal complex. Number of new shops established in private areas adjacent to the bus terminal. 	PIU of Chowmuhani Pourashava	Once in a month
Gender and vulnerability	<ul style="list-style-type: none"> ▪ Number of local people got allocation of shop in the bus terminal complex. ▪ Number of other vulnerable group members got allocation of shop in the bus terminal complex. 	PIU of Chowmuhani Pourashava	Once in a month
Taking drugs and alcohols	<ul style="list-style-type: none"> ▪ Number of incidence of taking drugs and alcohols happened at the bus terminal areas. 	PIU of Chowmuhani Pourashava	Once in a month
Speed breaker to avert accident	<ul style="list-style-type: none"> ▪ Number of speed breakers constructed at bus terminal areas. 	PIU of Chowmuhani Pourashava	Once in a month
Parking of traffic	<ul style="list-style-type: none"> ▪ Whether or not, parking of traffic is done the selected place of the bus terminal. Whether or not, proper traffic control and management system is functional. 	PIU of Chowmuhani Pourashava	Once in a month
Construction work at night	<ul style="list-style-type: none"> ▪ Whether or not, construction activities are going on at night. 	PIU of Chowmuhani Pourashava	Once in a month
Quality of work	<ul style="list-style-type: none"> ▪ Number of event happened in checking the quality of work ▪ Number of community people are involved in checking the quality of work 	PIU of Chowmuhani Pourashava	Once in a month
Facilities for disable people	<ul style="list-style-type: none"> ▪ Numbers of wheel chairs are at place. ▪ Number of seat reserved for the disable people at the waiting place. 	PIU of Chowmuhani Pourashava	Once in a month

5.5 Reporting

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

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

SECTION 6: CONCLUSION

6.1 Conclusion

Based on the analysis of overall social issues and potential social impacts of the subproject, it can be concluded that the proposed subproject stands socially sound and sustainable. There is no need of land acquisition and preparing resettlement plan for affected people. The issue of tribal people is also absent here. The community people accepted the construction of the subproject positively and hoping to be benefited by it as it will create employment opportunity, ease to access transportation facility and opportunity for business or income generating activities at the surrounding areas of the bus terminal. It will also help to increase the revenue generation of the Pourashava.

Although there have some social concerns identified during social screening and community consultations that will be mitigated by taking appropriate measures which are well narrated in the SIMP. The sub-project is highly recommended by the community and other stakeholders for its implementation under MGSP of BMDF.

ANNEXURES

Annexure 1: Form I: Screening form for social safeguards issues

A. Identification

1. Name of ULB: Chowmuhani Pourashava Ward/Mahalla: Kuripara, Alipur, Ward # 3	District: Chowmuhani Upazila: Begumganj
2. Subproject Name: Improvement of Chowrasta Bus Terminal	
3. Project Component: The key components of the subproject are as below: <ul style="list-style-type: none">- Renovation of terminal building with all facilities for passengers and operators- Separate public toilets for male and female- Parking lots- Pavements- Boundary wall/fence	
4. Brief description of the physical works: <p>The proposed subproject named Improvement of Chowrasta Bus Terminal is situated at Kuripara of Alipur area under the Ward No. 03 of Chowmuhani Pourashava and at the northern side of the Pourashava. It is located near the Zero Point or Chowrasta crossing where the Noakhali-Feni national highway and regional highways such as Maijdee-sonapur, Maijdee-chowmuhani, laxmipur-chowmuhani roads crossed with each other. There is temporary dumping ground, sweeper coloy and Kuripara residential area at the north side, Poura Kitchen market at the south side, water treatment plant and kuripara residential area at the east side and Laksham road at the west side of the bus terminal. It is located at the heart of the town.</p> <p>The total area of the proposed bus terminal is `1.95 acres. There would be one exit way and one entry way for inter-district buses. In addition, there would be separate entry and exit ways for private car, rickshaw or CNG, and passengers. The features and services to be available at the bus terminal area include:</p> <ul style="list-style-type: none">- Entry porch;- Ticket counter;- Firefighting room;- ATM Booth;- Information room;- Waiting area;- Separate toilet for male, female and disable for passengers;- Arrival and departure shade;- Bus parking area;- Internal drive ways;- Service area (Vehicle servicing, vehicle washing, repair shop etc)- Electro-mechanical room,- Separate toilet for drivers, helpers and contractors;- Fruit shops,- Boundary wall all around the premises;- RCC drain all around the premises;- Lighting (at the premises and boundary) <p>In addition, the 3-storied terminal building will be renovated and will have different service areas. The floor wise details of the terminal building of the subproject are as below:</p> <p>Ground floor: the approximate size of the ground floor is 872 sqm.</p>	

<ul style="list-style-type: none"> ▪ Entry concourse area; ▪ Ticket counters; ▪ Firefighting room; ▪ ATM Booth; ▪ Information room; ▪ Waiting area; ▪ Separate toilet for male, female and disable; <p>First Floor: the approximate size of the first floor is 536 sqm.</p> <ul style="list-style-type: none"> ▪ A/C Lounge; ▪ Separate toilet for male and female; ▪ Office rooms; ▪ Restaurant with kitchen; ▪ Dormitory with toilet; ▪ Passage area; <p>Second floor: the approximate size of the second floor is 536 sqm.</p> <ul style="list-style-type: none"> ▪ Office; ▪ Dormitory; ▪ Separate toilet for male and female. ▪ In addition, there will be a water tank and solar panel at the top of the building
5. Screening Date(s): 5 June 2018
B. Participation in Screening
6. Names of <u>Consultants' representatives</u> who screened the subproject: (i) Amar Krishna Baidya, Individual Consultant
7. Names of ULB <u>officials</u> participated in screening: (i) Md. Zakir Hossain, Executive Engineer, Chowmuhani Pourashava (ii) Mozammel Haque, Assistant Engineer, Chowmuhani Pourashava (iii) Bahar Ullah, Councilor, Ward Number 03, Chowmuhani Poourashava (i) Chandana Rani Roy, Women Councilor, Ward number 01,02 and 03, Chowmuhani Poourashava (ii) Nurul Islam Babul, Councilor, Ward Number 01, Chowmuhani Poourashava
8. WLCC members, NGOs, community groups/CBOs participated in screening: List them in separate pages with names and addresses, in terms of road sections/spots and any other information to identify them during preparation of impact mitigation plans. List of participants is attached as Annexure 2 .
9. <u>Would-be affected persons</u> participated in screening: List them in separate pages with names, addresses in terms of road sections/spots where they would be affected, and any other information to identify them during preparation of impact mitigation plans. N/A

C. Land Requirements & Ownership

10. Will there be a need for additional lands ¹ to carry out the intended works under this contract?
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

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

7. If 'Yes', what will the additional lands be used for? (Indicate all that apply):N/ A		
<input type="checkbox"/> road widening	<input type="checkbox"/> curve correction	<input type="checkbox"/> construction/expansion of physical structure
<input type="checkbox"/> strengthening narrow eroding road section between high and low lands	<input type="checkbox"/> Others (Mention):	
8. If 'Yes', the required lands presently belong to (Indicate all that apply):N/ A		
<input type="checkbox"/> ULB	<input type="checkbox"/> Government – khas & other GOB agencies	<input type="checkbox"/> Private citizens
<input type="checkbox"/> Others (Mention):		

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

<input checked="" type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------

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

10. If the required lands belong to <u>Private Citizens</u>, they are currently used for (Indicate all that apply): N/A		
<input type="checkbox"/> Agriculture	Number of households using the lands:	
<input type="checkbox"/> Residential purposes	Number of households using them:	
<input type="checkbox"/> Commercial purposes	Number of persons using them: ...	No. of shops:
<input type="checkbox"/> Other Uses (Mention).....	No. of users:	
11. If the required lands (existing and additional) belong to <u>ULB and/or other Government agencies</u>, they are currently used for (Indicate all that apply):		
<input type="checkbox"/> Agriculture	Number of persons/households using the lands:	
<input type="checkbox"/> Residential purposes	Number of households living on them:	
<input type="checkbox"/> Commercial purposes	Number of persons using them:	No. of Shops: 19
<input checked="" type="checkbox"/> Other Uses (Mention):	The land is being used as Bus Terminal of Chowmuhani Pourashava	No. of Users: N/A
12. How many of the present users have lease agreements with any government agencies? N/A		
13. Number of <u>private homesteads</u> that would be affected <u>on private lands</u>: N/A		
<u>Entirely</u> , requiring relocation: N/A		<u>Partially</u> , but can still live on present homestead: N/A
14. Number of <u>business premises/ buildings</u> that would be affected <u>on private lands</u> :N/A		
Entirely and will require relocation: N/A		# of businesses housed in them: N/A
Partially, but can still use the premises: N/A		# of businesses housed in them: N/A
15. Residential households will be affected on <u>ULB's own and & public lands</u>: N/A		
<u>Entirely affected</u> and will require relocation: N/A		No. of these structures: N/A
No. of structures built with brick, RCC, & other expensive and durable materials: N/A		
No. of structures built with inexpensive salvageable materials (bamboo, GI sheets, etc: N/A		
<u>Partially affected</u> , but can still live on the present home stead :N/A		No. of structures: N/A
No. of structures built with brick, RCC, & other expensive and durable materials: N/A		

No. of structures built with inexpensive salvageable materials (bamboo, GI sheets, etc): N/A		
16. No. of <u>business premises</u> that would be affected on <u>ULB's own & other public lands</u> : 19		
<u>Entirely affected</u> and will require relocation: N/A	No. of these structures:	
No. of businesses housed in these structures: 19		
No. of persons presently employed in the above businesses: N/A		
No. of these structures built with brick, RCC, & other durable materials: N/A		
No. of structure built with inexpensive salvageable materials (bamboo, GI sheets, etc): N/A		
<u>Partially affected</u> , but can still stay in the present premises: N/A	No. of these structures: ..N/A	
No. of businesses housed in these structures: N/A		
No. of persons presently employed in these businesses: N/A		
No. of these structures built with brick, RCC, & other durable materials: N/A		
No. of structure built with inexpensive salvageable materials (bamboo, GI sheets, etc): N/A		
17. No. of businesses/trading activities that would be displaced from <u>make-shift structures</u> on the road, and other areas/spots:	None	
18. Do the proposed subproject works affect any community groups' access to any resources that are used for livelihood purposes?		
	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
19. If 'Yes', description of the resources: N/A		
.....		
20. Do the proposed works affect community facilities like school, cemetery, mosque, temple, or others that are of religious, cultural and historical significance?		
	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
21. If 'Yes', description of the facilities: N/A		
22. Describe any other impacts that have <u>not</u> been covered in this questionnaire? N/A		
23. 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) There is no tribal people inhabits in proposed subproject areas. So, this section is not applicable for the proposed subproject.		
24. Names of tribal community members and organizations who participated in screening:		
25. 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?		
	<input type="checkbox"/> Yes	<input type="checkbox"/> No
26. Has there been a <u>broad-based community consensus</u> on the proposed works?		
	<input type="checkbox"/> Yes	<input type="checkbox"/> No
27. Total number of would-be affected tribal households:		
28. The would-be affected tribal households have the following forms of rights to the required lands:		
<input type="checkbox"/> Legal:	No. of households:	
<input type="checkbox"/> Customary:	No. of households:	
<input type="checkbox"/> Lease agreements with any GoB agencies:	No. of households:	

<input type="checkbox"/> Others (Mention):		No. of households:	
29. Does the subproject affect any objects that are of religious and cultural significance to the IPs?			
		<input type="checkbox"/> Yes	<input type="checkbox"/> No
30. If 'Yes', description of the objects:			
31. The following are the <u>three</u> main economic activities of the would-be affected tribal households:			
a.		
b.		
c.		
32. Social concerns expressed by tribal communities/organizations about the works proposed under the subproject:			
33. The tribal community and organizations perceive the social outcomes of the subproject:			
		<input type="checkbox"/> Positive	<input type="checkbox"/> Negative
		<input checked="" type="checkbox"/> Neither positive nor negative	
On behalf of the ULB, this Screening Form has been filled in by:			
Name: Mozammel Haque		Designation: Assistant Engineer, Chowmuhani Pourashava	
Signature:		Date: 5 June 2018	

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

Reviewed by : Md. Zakir Hossain, Executive Engineer, Chowmuhani Pourashava

Signature:

Date: 6 June 2018

Annexure 2: List of participants attended at social screening exercise

Name of subproject: *Improvement of Chowrasta Bus Terminal*

Package number: —

Name of ULB: *Chowmuhani Panchayat* Name of district: *Noakhali*

Name of place: *Bus Terminal, Alipur* Date: *04.06.2018*

Level of participants: Local stakeholders, community members, WLCC/CBO

Attendance of local participants in Social screening exercise

Sl No.	Name	Gender	Social status	Contact number	Signature/LTI
১.	<i>আব্দুল হক খান</i>	<i>পুরুষ</i>	<i>বসায়</i>	<i>০১৫২৩০২১০</i>	<i>[Signature]</i>
২.	<i>আব্দুল হক খান</i>	<i>ন</i>	<i>কৃষক</i>	<i>০১৮১০৫৪৪৩</i>	<i>[Signature]</i>
৩.	<i>শ্রী: আব্দুল হক</i>	<i>ন</i>	<i>কৃষক</i>	<i>০১৮১১২৬৪০৮১</i>	<i>[Signature]</i>
৪.	<i>শ্রী কৈ আব্দুল হক</i>	<i>ন</i>	<i>কৃষক</i>	<i>০১৭১২০৪৬৬৬৩</i>	<i>[Signature]</i>
৫.	<i>আব্দুল হক খান</i>	<i>ন</i>	<i>কৃষক</i>	<i>০১৭১৬২২৫৬৭৪</i>	<i>[Signature]</i>
৬.	<i>শ্রী: আব্দুল হক</i>	<i>পুরুষ</i>	<i>কৃষক</i>	<i>০১৭১১৭০১৭৬</i>	<i>[Signature]</i>
৭.	<i>শ্রী: আব্দুল হক</i>	<i>পুরুষ</i>	<i>কৃষক</i>	<i>০১৮১৩০৪৪৬৩</i>	<i>[Signature]</i>
৮.	<i>শ্রী: আব্দুল হক</i>	<i>পুরুষ</i>	<i>কৃষক</i>	<i>০১৮১১৭০১৭৬</i>	<i>[Signature]</i>
৯.	<i>শ্রী: আব্দুল হক</i>	<i>ন</i>	<i>কৃষক</i>	<i>০১৮২৭৭৭৭৭৬</i>	<i>[Signature]</i>
১০.	<i>আব্দুল হক খান</i>	<i>পুরুষ</i>	<i>কৃষক</i>	<i>০১৭১৬৩৪৫৭৭</i>	<i>[Signature]</i>
১১.	<i>শ্রী: আব্দুল হক</i>	<i>ন</i>	<i>কৃষক</i>	<i>০১৮৭৭৭৫০৫০</i>	<i>[Signature]</i>
১২.	<i>শ্রী: আব্দুল হক</i>	<i>ন</i>	<i>কৃষক</i>	<i>০১৭১৭৩০৭৫৩</i>	<i>[Signature]</i>
১৩.	<i>আব্দুল হক খান</i>	<i>পুরুষ</i>	<i>WLCC-মহা</i>	<i>০১৮১৪৪৩৫৬৫</i>	<i>[Signature]</i>
১৪.	<i>আব্দুল হক খান</i>	<i>পুরুষ</i>	<i>কৃষক</i>	<i>০১৭১৭৩৪৩৩</i>	<i>[Signature]</i>

Annexure 3: Legal document of the land

বাংলাদেশ ফরম নং ৫৪৬৩-এ, নতুন খতিয়ান (পরিবর্তিত)।

জেলা নোয়াখালী থানা বেগমগঞ্জ মৌজা নোয়াখালী জে.এ.নং ২৬৭

খতিয়ান নং	মালিকের নাম ও ঠিকানা	অংশ	দাগ নং	জমির শ্রেণী	দাগের মোট পরিমাণ		দাগের মধ্যে আরও খতিয়ানের হিসাব	দাগের মধ্যে জমি খতিয়ানের জমির পরিমাণ		রাজস্ব	মন্তব্য
					এঃ	শঃ		এঃ	শঃ		
৪১০	মৌসুমুলী পৌরসভা চকপাড়া মসজিদ পাড়া মৌসুমুলী পৌরসভা পৌরসভা জে.এ.নং বেগমগঞ্জ নোয়াখালী মুন্সিপালিটি	১	৪৮	বাঁশ		৩৫	১৫		১০	৬৭০৩	১.১৩ ১০৩৬
			৪৯	"		৩৩		"	১১		
			৫০	"		৩৪		"	১৪		
			৫১	"		৫০		"	৪২		
			৫৬	"		৫৩		"	৬০		
			৫৭	"		৫০		"	৫০		
			৫৮	"		৫০		"	৬৬		
					২	২৬		১.৫০			

২৩/৭/১৮

মৌসুমুলী পৌরসভা
নোয়াখালী।

১১-১০০৩৭ জে-৫০ শাক কপি, ১৯৯০

Annexure 4: List of participants attended at stakeholders' meeting

Name of subproject: Improvement of Chowrasta Bus Terminal

Package number:

Name of ULB: Choudamchari Paurashava

Name of district: Bakhali

Name of place: Bus Terminal, Alipur

Date: 04.06.2018

Level of participants: Community leaders, relevant government official, CBOs, and others

Attendance of Stakeholders' meeting

Sl No.	Name	Gender	Social status	Contact number	Signature/LTI
১	সুজন (সুজন)	পুরুষ	স্বয়ং	০১৭১১৭০২১০৭	[Signature]
২	বালু সীতা/সুজন	পুরুষ	স্বয়ং	০১৭১৭৩৪৩	[Signature]
৩	সুজন/সুজন	পুরুষ	স্বয়ং	০১৭১২৭৩০২১০	[Signature]
৪	সুজন/সুজন	♀	স্বয়ং	০১৮১৮০৫৪৯	[Signature]
৫	সুজন/সুজন	♀	স্বয়ং	০১৮২৭৪৭৭৭	[Signature]
৬	সুজন/সুজন	পুরুষ	স্বয়ং	০১৮৯৭৭০২০০৮	[Signature]
৭	সুজন/সুজন	পুরুষ	স্বয়ং	০১৭১৬২২৫৬৭৭	[Signature]
৮	সুজন/সুজন	পুরুষ	স্বয়ং	০১৭১২০৮৬৬৬৩	[Signature]
৯	সুজন/সুজন	পুরুষ	স্বয়ং	০১৮১১২৬৬০৮১	[Signature]
১০	সুজন/সুজন	♀	স্বয়ং	০১৮২১১৫৫৭২২২	[Signature]
১১	সুজন/সুজন	পুরুষ	স্বয়ং	০১৭৬৫৬৮৬	[Signature]
১২	সুজন/সুজন	পুরুষ	TLLC স্বয়ং	০১৮১৮৮৩৫৬১৫	[Signature]

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

Name of subproject: *Improvement of Chowrasta Bus Terminal*
 Package number: *chowmehani Paurashava*
 Name of ULB: *chowmehani Paurashava* Name of district: *Noakhali*
 Name of place: *Bus terminal, Alipur* Date: *05.04.2018*
 Level of participants: *Community people (Male group)*

Attendance of Community People in FGD

Sl No.	Name	Gender	Social status	Contact number	Signature/LTI
০১.	<i>আব্দুল হান্নান</i>	<i>male</i>	<i>ব্যবসায়ী</i>	<i>-</i>	<i>আব্দুল হান্নান</i>
০২.	<i>ছাঃ নিজাম উদ্দিন</i>	<i>♂</i>	<i>ব্যবসায়ী</i>	<i>০১৪৩০০২৩</i>	<i>[Signature]</i>
০৩.	<i>ছাঃ মোহাম্মদ হোসেন</i>	<i>♂</i>	<i>ব্যবসায়ী</i>	<i>-</i>	<i>[Signature]</i>
০৪.	<i>আব্দুল হান্নান</i>	<i>♂</i>	<i>ব্যবসায়ী</i>	<i>০১৭১১৫৭১</i>	<i>[Signature]</i>
০৫.	<i>আব্দুল হান্নান</i>	<i>male</i>	<i>ব্যবসায়ী</i>	<i>০১৪২৬০৬৫০</i>	<i>[Signature]</i>
০৬.	<i>আব্দুল হান্নান</i>	<i>♂</i>	<i>ব্যবসায়ী</i>	<i>-</i>	<i>[Signature]</i>
০৭.	<i>আব্দুল হান্নান</i>	<i>♂</i>	<i>ব্যবসায়ী</i>	<i>-</i>	<i>[Signature]</i>
০৮.	<i>আব্দুল হান্নান</i>	<i>♂</i>	<i>ব্যবসায়ী</i>	<i>০১৭৫৭৮৪</i>	<i>[Signature]</i>
০৯.	<i>আব্দুল হান্নান</i>	<i>♂</i>	<i>ব্যবসায়ী</i>	<i>-</i>	<i>[Signature]</i>
১০.	<i>আব্দুল হান্নান</i>	<i>♂</i>	<i>ব্যবসায়ী</i>	<i>০১৭২৬০৮১৭৭</i>	<i>[Signature]</i>
১১.	<i>ছাঃ নিজাম উদ্দিন</i>	<i>♂</i>	<i>ব্যবসায়ী</i>	<i>০১৪৩০০২৩</i>	<i>[Signature]</i>
১২.	<i>আব্দুল হান্নান</i>	<i>♂</i>	<i>ব্যবসায়ী</i>	<i>০১৭১১৫৭১</i>	<i>[Signature]</i>
১৩.	<i>আব্দুল হান্নান</i>	<i>♂</i>	<i>ব্যবসায়ী</i>	<i>০১৪১৬০৫৬২</i>	<i>[Signature]</i>
১৪.	<i>আব্দুল হান্নান</i>	<i>♂</i>	<i>ব্যবসায়ী</i>	<i>০১৭১১-৭০৩১৩৫</i>	<i>[Signature]</i>

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

Name of subproject: *Improvement of Chowrasta Bus Terminal*
 Package number: *chowmuhani*
 Name of ULB: ~~Chowmuhani~~ Pourashava, Begungranj Name of district: ~~Chowmuhani~~ Noakhali
 Name of place: *Bus Terminal, Alipur* Date: *07.06.2018*
 Level of participants: Community People (Female group)

Attendance of Community People in FGD

Sl No.	Name	Gender	Social status	Contact number	Signature/LTI
০১.	<i>সপরিমা হুসাইন বেগম</i>	Female	<i>চাকুরী</i>	<i>০১৪৫৪১৩৩৫৪৪</i>	<i>সপরিমা</i>
০২.	<i>আব্বাস হুসাইন</i>	♀	<i>স্বয়ংসি</i>	<i>০১৪১৫২৫৬৭৩</i>	<i>আব্বাস হুসাইন</i>
০৩.	<i>জাহাঙ্গীর খান</i>	♀	<i>চাকুরী</i>	<i>০১৪৫৭৯৮৭৬৫</i>	<i>জাহাঙ্গীর</i>
০৪.	<i>শেখাওয়া</i>	♀	<i>চাকুরী</i>	<i>০১৪৬৭৫০৭৪</i>	<i>শেখাওয়া</i>
০৫.	<i>বিবি হুসাইন</i>	♀	<i>স্বয়ংসি</i>	<i>০১৪৪৩৪৬২২</i> <i>৫৫</i>	<i>বিবি হুসাইন</i>
০৬.	<i>শেখাওয়া</i>	♀	<i>স্বয়ংসি</i>	<i>০১৪৩২২২৩৫</i> <i>৭২</i>	<i>শেখাওয়া</i>
০৭.	<i>বিবি হুসাইন</i>	♀	<i>স্বয়ংসি</i>	<i>০১৪২৫২৭৩৩০৬</i>	<i>বিবি হুসাইন</i>
০৮.	<i>জাহাঙ্গীর খান</i>	♀	<i>WLC সদস্য</i>	<i>০১৪৫৬২৪০</i> <i>৬৪</i>	<i>জাহাঙ্গীর</i>
০৯.	<i>জাহাঙ্গীর খান</i>	♀	<i>TCC member</i>	<i>০১৭১৪৩০৭৩৩</i>	<i>জাহাঙ্গীর</i>
১০.	<i>আব্বাস হুসাইন</i>		<i>স্বয়ংসি</i>	<i>০১৭১৫৬৭৪৭১১</i>	<i>আব্বাস হুসাইন</i>
১১.	<i>জাহাঙ্গীর খান</i>	11	<i>স্বয়ংসি</i>	<i>০১৭১৭৩৪৩</i> <i>২১৭</i>	<i>জাহাঙ্গীর</i>

Annexure 6: The list of GRC along with the notification from the Mayor



চৌমুহনী পৌরসভা কার্যালয়

বেগমগঞ্জ, নোয়াখালী

Web : www.chowmuhanimunicipality.gov.bd

ফোন : ০৩২১-৫২০৯৬, ৫১৮১২, ৫২৩৩৬, ৫৩৫৯৯ (অফিস), ৫২০৯৭ (বাসা)

উন্নয়নের গণতন্ত্র
শেখ হাসিনার মূলমন্ত্র

সূত্র : লে: লি: / হকি: দি: ১৮/১৪

তারিখ : ২২/০৮/২০১৫ খ্রি:...

অফিস আদেশ

বাংলাদেশ মিউনিসিপ্যাল ডেভেলপমেন্ট ফান্ড (BMDF) এর অর্থায়নে চৌমুহনী পৌরসভার বাস্তবায়নাবীন প্রকল্প সমূহের জন্য BMDF এর গাইড লাইন অনুসারে নিম্নবর্ণিতভাবে Grievance Redress Committees (GRC) গঠন করা হল:

ক্রমং	নাম	পদবী ও ঠিকানা	GRC তে পদবী
১.	আজার হোসেন	মেয়র, চৌমুহনী পৌরসভা	চেয়ারম্যান
২.	আবুল কাশেম	উপজেলা সমাজসেবা অফিসার, বেগমগঞ্জ (প্রতিনিধি UNO)	সদস্য
৩.	সৈয়দ আবদুল্লা ফারুক	প্রধান শিক্ষক, ডেন্টা জুট মিলস উচ্চ বিদ্যালয় (শিক্ষক প্রতিনিধি)	সদস্য
৪.	আবুল কালাম আজাদ	বাপসা, আলীপুর, বেগমগঞ্জ (এনজিও প্রতিনিধি)	সদস্য
৫.	আবু বক্কর ছিদ্দিক টিপু	সমাজ সেবক (সিভিল সোসাইটি)	সদস্য
৬.	চন্দ্রন রানী রায়	কাউন্সিলর, সংরক্ষিত-০১, চৌমুহনী পৌরসভা (মহিলা কাউন্সিলর)	সদস্য
৭.	মোঃ জাকের হোসেন	নির্বাহী প্রকৌশলী, চৌমুহনী পৌরসভা	সদস্য-সচিব

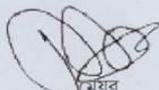
উল্লিখিত কমিটি BMDF এর নির্দেশনা মোতাবেক যাবতীয় দায়িত্ব পালন করিবেন।

স্মারক নং- চৌঃপৌঃ/প্রকৌঃ/১৮/ ১৪ (৭)

অনুলিপিঃ

- ১। জেলা প্রশাসক, নোয়াখালী
- ২। উপজেলা নির্বাহী অফিসার, বেগমগঞ্জ, নোয়াখালী
- ৩। কাউন্সিলর (সকল), চৌমুহনী পৌরসভা, নোয়াখালী
- ৪। নির্বাহী প্রকৌশলী, চৌমুহনী পৌরসভা, নোয়াখালী
- ৫। জনাব.....
- ✓ ৬। অফিস কপি

তারিখঃ ২২.০৮.২০১৫ খ্রি:


 মেয়র
 চৌমুহনী পৌরসভা
 নোয়াখালী


 চৌমুহনী পৌরসভা
 নোয়াখালী

Pad.Latter - 1 -

E-mail : chow.poura@gmail.com

Annexure 7: The list of Person residing in old terminal building



CHOWMUHANI POURASHAVA (MUNICIPALITY)

Begumgonj, Noakhali

Web : www.chowmuhanimunicipality.gov.bd

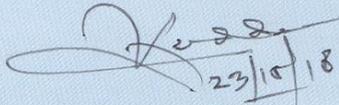
Phone : 0321-52096, 51812, 52336, 53599 (Off.), 52097 (Res.)

Ref :

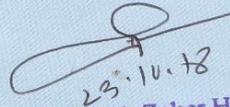
Date :

List of Person residing in old terminal building

SL	Name & Designation	Occupation	Mobile No.
1	Md. Alauddin, Pipe line mechanics Chowmuhani Pourashava, Noakhali	Job	01711470098
2	Somir Chandra sharker, Electric helper Chowmuhani Pourashava, Noakhali	do	01724061804
3	Abul Khaer, Pipe line mechanics Chowmuhani Pourashava, Noakhali	do	01782597595
4	Mohiuddin, Conservancy Inspector Chowmuhani Pourashava, Noakhali	do	01814076892
5	Joynal Abdin, Pipe line mechanics Chowmuhani Pourashava, Noakhali	do	01824807750
6	Immam uddin Gazi, Mistry Chowmuhani Pourashava, Noakhali	do	01826339497


23/10/18

মোঃ জাকের হোসেন
সচিব
চৌমুহনী পৌরসভা
নোয়াখালী।


23.10.18

Engr. Md. Zaker Hossain
B.Sc Engineer (Civil). BUET
Executive Engineer,
Chowmuhani Municipality.



Akhter Hossain
Mayor
Chowmuhani Pourashava
Noakhali.

E-mail : chow.poura@gmail.com

Annexure 8: Letter from PDB for electric line shifting



“শেখ হাসিনার উদ্যোগ ঘরে ঘরে বিদ্যুৎ”
বাংলাদেশ বিদ্যুৎ উন্নয়ন বোর্ড
Bangladesh Power Development Board.

স্মারক নং- ২৭.১১.৭৫০৭.৮২৫.০১.০০২.১৮. ৩৫৯

নির্বাহী প্রকৌশলীর দপ্তর
বিক্রয় ও বিতরণ বিভাগ-টৌমুহনী,
বিউবো, বেগমগঞ্জ, নোয়াখালী।
ফোন-০৩২১-৫১৫৬৬
মোবাইল নং- ০১৮৪১-১২১২৫১
xensndchow@yahoo.com
তারিখঃ ২৩/১০/২০১৮ ইং।

মেয়র
টৌমুহনী পৌরসভা,
বেগমগঞ্জ, নোয়াখালী।

বিষয়ঃ- প্রস্তাবিত পৌর বাস-টার্মিনালের অভ্যন্তরে বৈদ্যুতিক লাইনে স্থানান্তর প্রসঙ্গে।
স্মারক নং- টৌ: পৌ: প্রকৌ: / ২০১৮/১১৫৩ তারিখ: ২২/১০/২০১৮ ইং।

উল্লিখিত বিষয় ও সূত্রের আলোকে আপনার অবগতির জন্য জানানো যাইতেছে যে, সরকারী বিধি মোতাবেক বৈদ্যুতিক লাইন স্থানান্তর কাজের ব্যয় পরিশোধ করিলে যথাযথ কতৃপক্ষের অনুমোদনক্রমে ৩০শে নভেম্বর/২০১৮ ইং তারিখের মধ্যে প্রস্তাবিত পৌর বাস-টার্মিনালের অভ্যন্তরের ১১ কেভি লাইন স্থানান্তর করা সম্ভব হইবে।

স্মারক নং- ২৭.১১.৭৫০৭.৮২৫.০১.০০২.১৮.

সদয় অবগতির জন্য অনুলিপি প্রেরণ করা হইল:-

১. তত্ত্বাবধায়ক প্রকৌশলী, পওস, সার্কেল, বিউবো, নোয়াখালী।
২. সহকারী প্রকৌশলী, অত্র দপ্তর।
৩. উপ-সহকারী প্রকৌশলী, ১/২, অত্র দপ্তর।
৪. দপ্তর নথি।

(প্রকৌঃ মো: সাইফুর রহমান)

পরিচিতি নং- ০১-১৬২৯

নির্বাহী প্রকৌশলী

বিক্রয় ও বিতরণ বিভাগ-টৌমুহনী,
বিউবো, বেগমগঞ্জ,
নোয়াখালী।

তারিখঃ - / / ২০১৮ ইং।

(প্রকৌঃ মো: সাইফুর রহমান)

পরিচিতি নং- ০১-১৬২৯

নির্বাহী প্রকৌশলী

বিক্রয় ও বিতরণ বিভাগ-টৌমুহনী,
বিউবো, বেগমগঞ্জ,
নোয়াখালী।

Annexure 9: List of shops and Sketch map

Annexure - 9

চৌরাস্তা কেন্দ্রীয় বাস টার্মিনালে
অবস্থিত দোকানের তালিকা (দক্ষিণ)

ক্রঃ নং	নাম ও ঠিকানা	ধরন	ছবি	মোবাইল নং
১	মহি উদ্দিন গং পিতা- কাদু মিয়া সাং- নাজিরপুর	জননী সার্ভিস		০১৭১৮-৮৮২৫১৫
২	নিজাম উদ্দিন সুমন পিতা- মোঃ বাবুল মিয়া সাং- নাজিরপুর	ঢাকা এক্সপ্রেস		০১৭১১-০০৪৬৮৬
৩	জাহাঙ্গীর আলম পিতা- কাদু মিয়া সাং- নাজিরপুর	ইকোনো সার্ভিস		০১৭১৮-১৩৬৩২৩ ০১৭১৮-৮৬২০৮৫
৪	হুমায়ুন কবির পিতামৃত- ওয়ালী উল্যা সাং- নাজিরপুর	ট্রান্সপোর্ট		০১৮১৯-৬৮৫১৫৪
৫	বাহার মিয়া পিতামৃত- মফিজ মিয়া সাং- আলীপুর	ওয়ার্কসপ		০১৯৭৪-৫৫৫০০৩ ০১৬১৪-৪০০৪০০
৬	মনির হোসেন পিতা- জয়নাল আবদীন সাং- হাজীপুর	খালী		০১৭১২-৭৫৬২৫৫ ০১৮২১-৫৫৪২২২
৭	ফয়েজ আহম্মদ সুমন পিতা- সফী আহমেদ সাং- করিমপুর	খালী		০১৯১৫-৪৮৬১৩৩
৮	জামাল উদ্দিন পিতা- নুরুল হোসেন সাং- আলীপুর	খালী		০১৮২৭-৪৭৯৪০৬
৯	জাফর ইকবাল পিতা- আবদুল মন্নান সাং- করিমপুর	খালী		০১৯২২-৪১০৬৬০
১০	বদরুদ্দোজা ফারুকী পিতামৃত- মোঃ ফারুক সাং- নাজিরপুর	খালী		০১৮২০-২৮৬৯১১

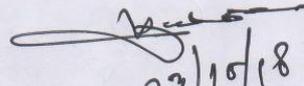
প্রকল্প কর্মকর্তা
শ্রী মোঃ হুমায়ুন
- রাজ্যের আদায়কারী -
প্রকল্প কর্মকর্তা (সি.এ.সি.)
নোয়াখালী.

সি.এ.সি. কর্মকর্তা
সি.এ.সি. কর্মকর্তা
সি.এ.সি. কর্মকর্তা
সি.এ.সি. কর্মকর্তা

**চৌরাস্তা কেন্দ্রীয় বাস টার্মিনালে
অবস্থিত দোকানের তালিকা (উত্তর)**

ক্রঃ নং	নাম ও ঠিকানা	ধরন	ছবি	মোবাইল নং
১১	নবী আলম পিতামৃত- নুরের জামান সাং- নাজিরপুর	পাম্প ঘর		০১৯১২-২৭৭১২১
১২	বাহার মিয়া পিতা- মোঃ শাহ জাহান সাং- আলীপুর	ওয়ার্কসপ		০১৮৫৬-৩৪৫১৭৬
১৩	মোহাম্মদ উল্যা পিতা- জালাল আহম্মদ সাং- নাজিরপুর	ইঞ্জিন মেরামতের ঘর		০১৮১৯-৭০৩৩৭৩
১৪	আবু বক্কর সিদ্দিক পিতা- আবু তাহের মোল্লা সাং- নাজিরপুর	গেরেজ		০১৬২১-৬৪০৩৩০
১৫	সভাপতি/সম্পাদক জেলা ট্রাক মালিক সমিতি	অফিস কক্ষ		০১৭১১-০১৭৩৫২
১৬	রফিক উল্যা রাজু পিতা- নুরুল হক মোল্লা সাং- শরীফপুর	ট্রান্সপোর্ট		০১৭১২-১৫৩৬৭৫
১৭	বেলায়েত হোসেন পিতা- আবদুল আলী সাং- কাজী নগর	ওয়ার্কসফ		০১৮৭৩-৩০৪০৪১
১৮	আবদুল্লা আল আবির পিতা- হান্নান হোসেন সাং- উত্তর নাজিরপুর	খালী		০১৮২২-০০৮৬৪০
১৯	এবাদ উল্যা চৌধুরী পিতা- রেজাউল হক সাং- আলীপুর	ওয়ার্কসফ		০১৮১৮-০৫৮৩৬৫

প্রস্তুত কারক
মোঃ মোজিবুর
স্বাক্ষর আদায় করি
চৌমুহনী পৌরসভা
নোয়াখালী


27/10/18
মোঃ কাহিউম উদ্দীন
সচিব
চৌমুহনী পৌরসভা
নোয়াখালী।


23.10.18
Engr. Md. Zaker Hossain
B.Sc Engineer (Civil). BUET
Executive Engineer,
Chowmuhani Municipality.

Annexure 10: MoU between Shop owner and Municipality



MoU with Existing Businessmen

অঙ্গিকার নামা

বি.এম.ডি.এফ এর এম.জি.এস.পি প্রকল্পের অধীনে বিশ্ব ব্যাংকের আর্থিক সহযোগিতায় বর্তমান চৌমুহনী পৌর বাস টার্মিনালটি আধুনিক সুযোগ সুবিধা সম্বলিত একটি বাস টার্মিনাল নির্মান করা হবে। আমরা উক্ত টার্মিনালে অস্থায়ী ব্যবসায়ীগন এই মর্মে অংগিকার করিতেছি যে টার্মিনাল নির্মান কাজ চলাকালিন সময়ে নিজ খরচে ও স্ব-ইচ্ছায় চৌমুহনী পৌরসভা কর্তৃক প্রদত্ত নির্ধারিত স্থাপনায় ব্যবসা পরিচালনা করিব। বাস টার্মিনাল নির্মানের পর চৌমুহনী পৌরসভা কর্তৃক প্রচলিত পৌর পরিষদ আইন ও নিয়ম অনুযায়ী নির্ধারিত সেলামী / ভাড়া পরিশোধ সাপেক্ষে আমরা নতুন বাস টার্মিনালে ব্যবসা পরিচালনা করার নিশ্চয়তা ও প্রতিশ্রুতি পাওয়ায় এই অংগিকার নামায় স্বাক্ষর করিলাম।

ক্রমিক নং	ব্যবসায়ীর নাম	ঠিকানা	ব্যবসার ধরন	মোবাইল নং	স্বাক্ষর
০১	মহি উদ্দিন পিতা- কাদু মিয়া	নাজিরপুর	জননী সার্ভিস	০১৭১৪-৮৫২৩১৫৮	মহি উদ্দিন
০২	নিজাম উদ্দিন সুমন পিতা- মোঃ বাবুল মিয়া	নাজিরপুর	ঢাকা এক্সপ্রেস	০১৭১১-০০৪৬৮৬	

“দেশপ্রেমের শপথ নিন, দুর্নীতিকে বিদায় দিন”



কব ৩৮৭৪১৬৩

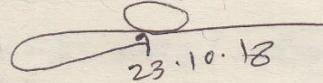
০৩	জাহাঙ্গীর আলম পিতা- কাদু মিয়া	নাজিরপুর	ইকোনো সার্ভিস	০১৭১৮-১৩৬৩২৩	৩৮৭৪১৬৩
০৪	হুমায়ুন কবির পিতা মৃত- ওয়ালী উল্যা	নাজিরপুর	ট্রান্সপোর্ট	০১৮১৯-৬৮৫১৫৪	
০৫	বাহার মিয়া পিতামৃত মফিজ মিয়া	আলীপুর	ওয়ার্কসপ	০১৯৭৪-৫৫৫০০৩	বাহার
০৬	মনির হোসেন পিতা- জয়নাল আবদীন	হাজীপুর	খালী	০১৭১২-৭৫৬২৫৫	
০৭	ফয়েজ আহম্মদ সুমন পিতা- সফি আহমেদ	করিমপুর	খালী	০১৯১৫৪৮৬১৩৩	
০৮	জামাল উদ্দিন পিতা- নুরুল হোসেন	আলীপুর	খালী	০১৮২৭৪৭৯৪০৬	
০৯	জাফর ইকবাল পিতা- আবদুল মন্নান	করিমপুর	খালী	০১৯২২-৪১০৬৬০	
১০	বদরুদ্দোজা ফারুকী পিতামৃত- মোঃ ফারুক	নাজিরপুর	খালী	০১৮২০২৮৬৯১১	বদরুদ্দোজা ফারুকী
১১	নবী আলম পিতামৃত- নুরের জামান	নাজিরপুর	পাম্প ঘর	০১৯১২-২৭৭১২১	নবী আলম
১২	বাহার মিয়া পিতা - মোঃ শাহ জাহান	আলীপুর	ওয়ার্কসপ	০১৮৫৬-৩৪৫১৭৬	বাহার
১৩	মোহাম্মদ উল্যা পিতা- জালাল আহম্মদ	নাজিরপুর	ইঞ্জিন মেরামতের ঘর	০১৮১৯-৭০৩৩৭৩	মোঃ উল্যা
১৪	আবু বক্কর ছিদ্দিক পিতা-আবু তাহের মোল্লা	নাজিরপুর	গেরেজ	০১৬২১-৬৪০৩৩০	
১৫	সভাপতি/সম্পাদক	জেলা ট্রাক মালিক সমিতি	অফিস কক্ষ	০১৭১১-০১৭৩৫২	
১৬	রফিক উল্যা রাজু পিতা নুরুল হক মোল্লা	শরীফপুর	ট্রান্সপোর্ট	০১৭১২-১৫৩৬৭৫	
১৭	বেলায়েত হোসেন পিতা - আবদুল আলী	কাজী নগর	ওয়ার্কসফ	০১৮৭৩-৩০৪০৪১	মোঃ বেলায়েত

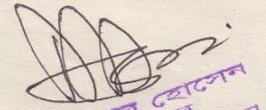
“দেশপ্রেমের শপথ নিন. দর্নীতিকে বিদায় দিন”



১৮	আবদুল্লা আল আবির পিতা- হান্নান হোসেন	উত্তর নাজিরপুর	খালী	০১৮২২-০০৮৬৪০	tanmait
১৯	এবাদ উল্যা চৌধুরী পিতা- রেজাউল হক	আলীপুর	ওয়ার্ডসফ	০১৮১৮০৫৮৩৬৫	এবাবউলচৌধুরী

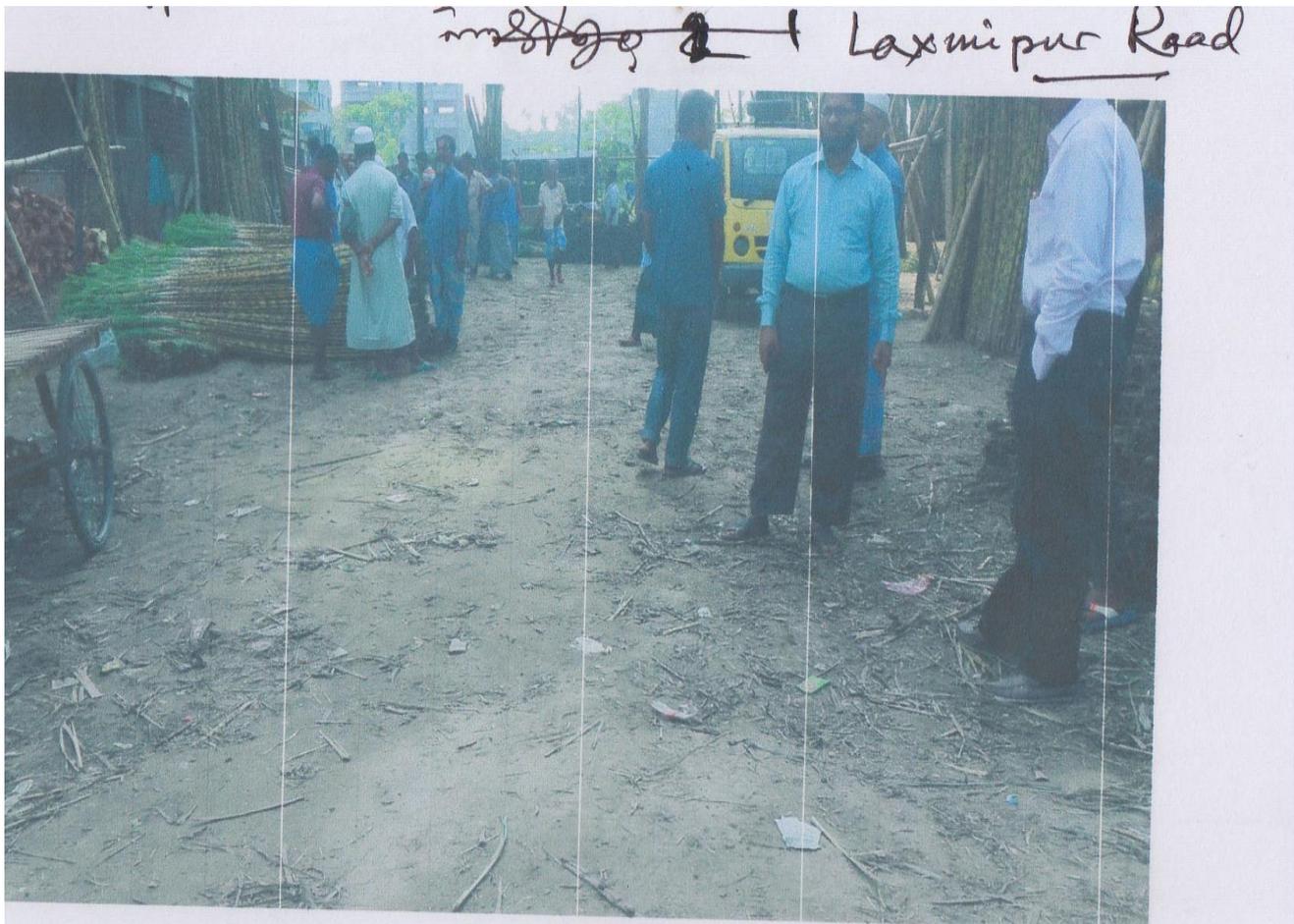

 মোঃ কাইউম উদ্দীন
 সচিব
 চৌমুহনী পৌরসভা
 নোয়াখালী।


 23.10.18
 Engr. Md. Zaker Hossain
 B.Sc Engineer (Civil), BUET
 Executive Engineer,
 Chaumuhani Municipality.

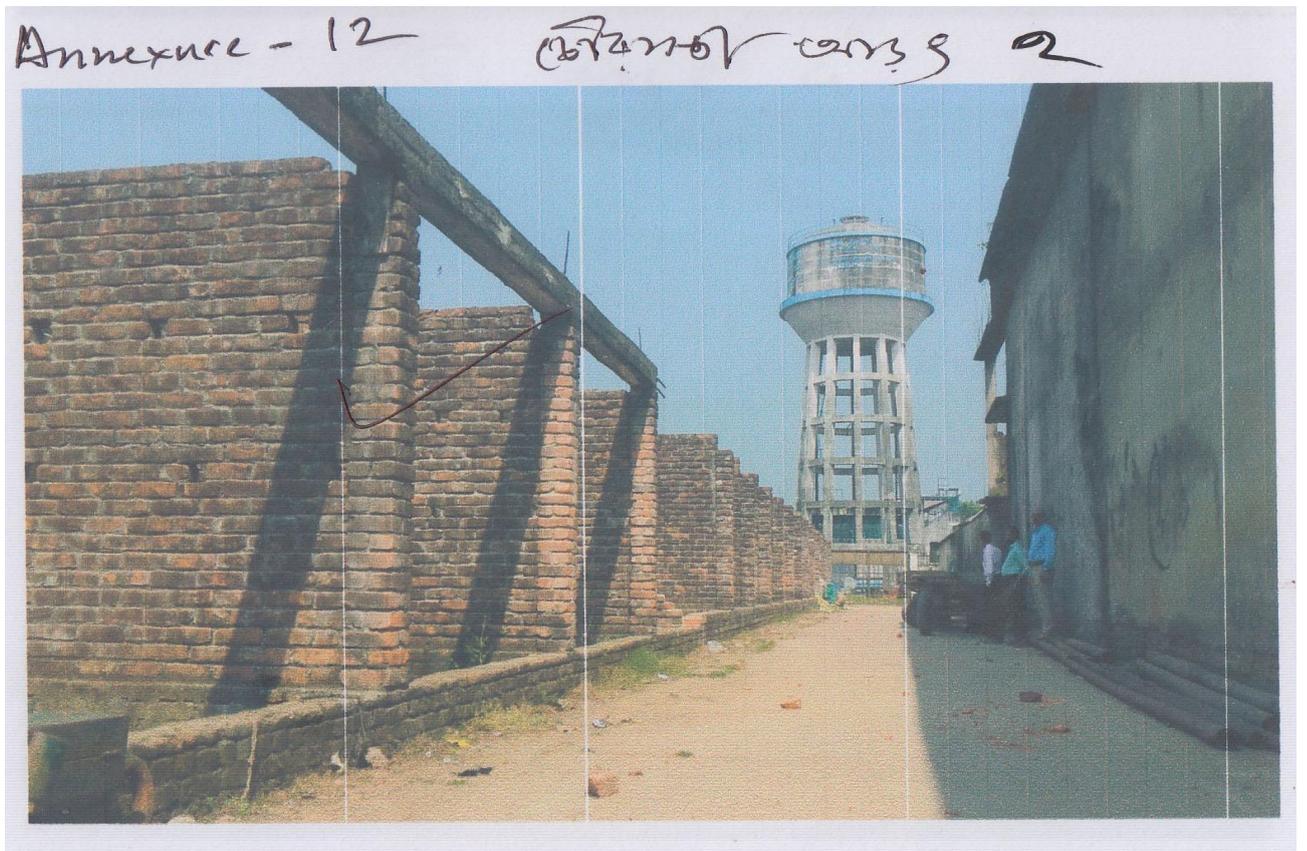

 আক্তার হোসেন
 মেয়র
 চৌমুহনী পৌরসভা
 নোয়াখালী।

“দেশপ্রেমের শপথ নিন. দর্নীতিকে বিদায় দিন”

Annexure 11: Alternate site to be used for temporary truck terminal during construction



Annexure 12: Proposed Relocation site for 19 shops



Annexure 13: Commitment of Mayor



চৌমুহনী পৌরসভা কার্যালয়

বেগমগঞ্জ, নোয়াখালী

Web : www.chowmuhanimunicipality.gov.bd

ফোন : ০৩২১-৫২০৯৬, ৫১৮১২, ৫২৩৩৬, ৫৩৫৯৯ (অফিস), ৫২০৯৭ (বাসা)

সূত্র : ক্রি.ক্রি. / ৮৮ / ২৫

তারিখ : ২৪/১০/১৬

ঘোষণাপত্র

এতদ্বারা ঘোষণা করা যাচ্ছে যে, চৌমুহনী পৌরসভার কেন্দ্রীয় বাস টার্মিনালটি BMDF আর্থিক সহায়তায় আধুনিক কেন্দ্রীয় বাস টার্মিনাল নির্মাণ প্রকল্পটি গ্রহণ করতে যাচ্ছে। বর্তমানে উক্ত স্থানে ১৯টি অস্থায়ী দোকানদার ব্যবসা পরিচালনা করছেন। বাস টার্মিনাল নির্মাণ করার পূর্বে চৌমুহনী পৌরসভা কর্তৃক নির্ধারিত ফাঁকা জায়গায় দোকানদারদের অস্থায়ীভাবে ~~ফাঁকা~~ শেড নির্মাণ করে স্থানান্তর করা হবে। এবং টার্মিনালের কাজ সমাপ্তির পর দোকানদারদের চৌমুহনী পৌরসভার নিয়ম অনুযায়ী বরাদ্দ দেওয়া হবে।

এখানে প্রকাশ থাকে যে, দোকানদারগণ কোন ক্রমেই তাদের ব্যবসা স্থানান্তরের জন্য আর্থিক সহায়তা দাবী করতে পারবেন না বলে অঙ্গীকার করায় এই ঘোষণা প্রদান করা হলো।

স্থাপিত-১৯৭৩ ইং

নোয়াখালী

আজহার হোসেন

মেয়র

চৌমুহনী পৌরসভা।

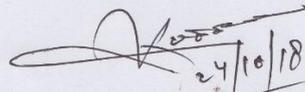
E-mail : chow.poura@gmail.com

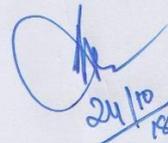
Annexure 14: Declaration of PAPs those are residing at terminal building

ঘোষণাপত্র

আমরা নিম্ন স্বাক্ষরকারীগণ এই মর্মে প্রত্যয়ন করিতেছি যে, চৌমুহনী পৌরসভার বাস টার্মিনাল ভবনের খালি কক্ষে পৌরসভার দাপ্তরিক কাজের সুবিধার্থে বসবাস করতাম। BMDF এর আর্থিক সহায়তায় আধুনিক বাস টার্মিনাল নির্মাণ প্রকল্প গ্রহণ করায় কাজের স্বার্থে টার্মিনাল ভবন খালি করে দিই। পৌরসভার সহায়তা আমরা অন্যস্থানে বাসস্থানের ব্যবস্থা গ্রহণ করি।

ক্রমিক নং	নাম	পেশা	স্বাক্ষর
০১	মোঃ আলাউদ্দিন পাইপ লাইন মেকানিক্স চৌমুহনী পৌরসভা, নোয়াখালী।	চাকুরী	মোঃ আলাউদ্দিন
০২	সমির চন্দ্র সরকার ইলেক্ট্রিক হেল্পার চৌমুহনী পৌরসভা, নোয়াখালী।	চাকুরী	সমির চন্দ্র
০৩	আবুল খায়ের পাইপ লাইন মেকানিক্স চৌমুহনী পৌরসভা, নোয়াখালী।	চাকুরী	আবুল খায়ের
০৪	মহিউদ্দিন কঙ্কারভেঙ্গী ইসপেক্টর চৌমুহনী পৌরসভা, নোয়াখালী।	চাকুরী	মহিউদ্দিন
০৫	জয়নাল আবেদীন পাইপ লাইন মেকানিক্স চৌমুহনী পৌরসভা, নোয়াখালী।	চাকুরী	জয়নাল আবেদীন
০৬	ইমাম উদ্দিন গাজী মেস্ত্রী চৌমুহনী পৌরসভা, নোয়াখালী।	চাকুরী	ইমাম উদ্দিন গাজী


24/10/18
মোঃ কহিউম উদ্দীন
সচিব
চৌমুহনী পৌরসভা
নোয়াখালী।


24/10/18
মোজাম্মেল হক
সহকারী প্রকৌশলী
চৌমুহনী পৌরসভা
নোয়াখালী।

Annexure 15 No objection to use alternate site for temporary use as truck stand

বিসমিল্লাহির রাহমানির রাহীম



নোয়াখালী জেলা ট্রাক মালিক সমিতি
চৌমুহনী

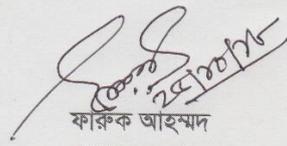
নোয়াখালী জেলা ট্রাক মালিক সমিতি

রেজিঃ নং- ১৫৪৫
চৌমুহনী, বেগমগঞ্জ, নোয়াখালী।

সূত্র : তারিখ : ২৫/১০/১৮

অনাপত্তি পত্র (No Objection)

বি.এম.ডি.এফ এর এম জি এস পি প্রকল্পের অধীনে বিশ্ব ব্যাংকের আর্থিক সহযোগীতায় বর্তমান চৌমুহনী পৌর বাস টার্মিনালটি আধুনিক সুযোগ সুবিধা সম্বলিত একটি বাস টার্মিনাল নির্মান করা হবে মর্মে নিম্নস্বাক্ষরকারী সমিতির ট্রাক স্ট্যাণ্ডে ট্রাক রাখার জায়গায় অপ্রতুল দেখা দিলে মাঝে মাঝে কিছু সংখ্যক ট্রাক, বাস টার্মিনাল স্ট্যাণ্ডে রাখা হয়। আধুনিক বাস টার্মিনাল নির্মানের স্বার্থে পৌরসভা কর্তৃক অস্থায়ী ভাবে নির্ধারিত চৌরাস্তা-স্থ লক্ষ্মীপুর রোডে (পৌরসভা মালিকানাধীন) ট্রাক স্ট্যাণ্ড হিসেবে ব্যবহার করিতে ট্রাক মালিক সমিতির কোন আপত্তি নেই।



ফারুক আহম্মদ
সাধারণ সম্পাদক
নোয়াখালী জেলা ট্রাক মালিক সমিতি