

# **SOCIAL SAFEGUARDS ASSESSMENT (SA) REPORT**

## **Name of the Sub-Project:**

Rehabilitation of Road Starting from  
Bazar Station to Ranigram WABDA & Copdashpara Mustafa moor to  
Ranigram WABDA under Sirajganj Municipality (Part-1, Length 6000  
M, CIP -80)

*And*

Bazar Station to Koumi Jute Mill Gate-1 at Raipur Mia Bari Gotatala  
moor under Sirajganj Municipality (Part – 2, Length 5000 M CIP - 83)



**Sirajganj Municipality**  
**District: Sirajganj**

**Municipal Governance and Services Project (MGSP)**  
**Bangladesh Municipal Development Fund (BMDf)**

**December 2017**

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## **1. BRIEF DESCRIPTION OF SUB PROJECT**

### **1.1 Background Description.**

Sirajganj Municipality is one of the oldest municipality of Bangladesh, established in 1869 it is now recognized as first class Municipality (Category A), total area is nearly 28.69 sq. km. consisting of 15 wards approximately with total population 297930 among which 147315 are male and 150315 are female with the density of 10,446 per sq. km.

The Sirajganj Municipality proposed for rehabilitation of this sub project and adopted in the Sirajganj Five-Year Capital Investment Plan (2017- 2022). The subproject as planned, has been divided into two parts, namely rehabilitation of (A) Bazar Station to Ranigram WABDA & Copdashpara Mustafa moor to Ranigram WABDA under Sirajganj pourasaba (Part – 1, Length 6000 M, CIP – 80) and (B) Bazar Station to Koumi Jute Mill Gate - 1 at Raipur Mia Bari Gotatala moor under Sirajganj pourasaba (Part – 2, Length 5000 M CIP - 80). This Road Rehabilitation as proposed for implementing under the Municipal Governance and Services Project (MGSP) by Sirajganj Municipality during the period of FY 2018 - 2019.

The Sirajganj Municipality has the priority plan of ensuing important public facilities in various infrastructures and socio economic development sectors and the proposed road rehabilitation sub project considered and ranked as one of the top priority action for the pourasaba. The city experiencing with faster growing of population settlement both with the trend of urbanization due to the gradual increases of socio economic conditions and loss of their land, houses, assets and over all their livelihoods because of moderate to severe floods and river erosion almost each year.

As described above, the increasing rate of settlement making more road transport and traffic flow rapidly which causes the damages of existing roads. Moreover, the adverse climatic condition combined with excessive rain, flash and prolonged floods, water congestion in existing canals, and ditches with irregular discharging of water mainly in monsoon through the existing drains which are either very narrow or poor or not suffice to drain out water timely. All of such negative determinants causes severe damages roads of the city among which the proposed one is very vulnerable to severe damage and destruction needs urgently to improve through rehabilitation work. The road proposed for rehabilitation is the back bone and passes through the city from the south to the north connecting most of the business centers, educational institutions, health facilities, offices, community centers and others leads to increases of socio economic condition. The road, so to speak, is the heart of the city and facilitating the enhancement of trade and business, education, health services through the supporting of transport and communication facilities throughout the city.

This sub project will have the positive impacts on traffic movement, local trade and business, land value, education, social coherence with the increases of aesthetic value and environmental significance of the city. Moreover, this sub-project accomplishment will serve for approximately 30% of the city dwellers or more for their daily movement with the increases of better communication, easy and less costly transportation and over all easy accessibility to all the settlement of those areas the road passes.

**The significant features of the Sub Project are mentioned below:**

**Project Type** : Rehabilitation of Road under Road network Improvements

**Name of the subproject** :

- A. Bazar Station to Ranigram WABDA & Copdashpara Mustafa moor to Ranigram WABDA under Sirajganj Municipality (Part – 1, Length 6000 M, CIP – 80).
- B. Bazar Station to Koumi Jute Mill Gate - 1 at Raipur Mia Bari Gotatala moor under Sirajganj Municipality (Part – 2, Length 5000 M CIP - 80).

Package No :  
District Name : Sirajganj  
ULB Name : Sirajganj Municipality  
Road Passes : Ward-1,2, 3,6, 7, 8, 13 and 15

**Proposed Interventions** :

Earth work, bituminous carpeting, reconstruction of road side covered drain and footpath, slope protection (in some parts), levelling, dressing, earth raising (partly) turfing and compaction includes construction of base camp with labor sheds.

Direct Benefitted Population : 85,000 (Approx.)  
Wards population : 297930  
Tribal people : None  
Land acquisition : N/A  
Estimated cost : BDT 1400 lakh (650 lakh Part -1 and 750 lakh Part -2)  
Sub-project duration : 2 Years  
Tentative start date : 01 January 2018  
Proposed Length : Part - 1, South – North, L - 6000 M, CIP – 80).  
Part - 2, North – South, L - 5000 M, CIP - 80).

## 1.2. Location of the Sub Project.

The project site is located in the Sirajganj Municipality passes through ward no. 1, 3, 8 and 13 respectively from south to the north. It is located in between 24°22' and 24°37' north latitudes and between 89°36' and 89°47' east longitudes. The pourasaba situated on the bank of the Jamuna, in the west of the Brahmaputra River, and about 140 kilometres North West of Dhaka. The proposed site is well connected with Dhaka road. The adjacent areas are Ward No. 4, 5,6,7,9 and 12 where approx. 30 percent population of the municipality are settled in and along the proposed road. Sirajganj municipality areas showing all of the 15 wards and the location of the road may be shown in the Map (Ref. Sirajganj Municipality Map). Sirajganj Municipality proposed for rehabilitation work of the proposed 11 km road with the financial support of World Bank under the overall technical guidance of BMDF entrusted for ensuring an environmental friendly planning, design and implementation of such a rehabilitation activities qualitatively and enhancing a sustainable uses of the road which has been rightly planned for extending physical and socio economic facilities of city dwellers.



**Road  
Rehabili  
tation  
Part-1**

**Road  
Rehabili  
tation  
Part-2**

This Social Safeguards Assessment (SA) report of this road sub project presents the screening and a detail assessment of potential Social impacts of the proposed sub-project with the recommendations of potential mitigation and enhancement measures in order to eliminate or reduce the negative impacts to an acceptable level, describes the institutional requirements as per Social Management Framework (EMF).

## 1.3. Layout of Sub-Project

The proposed road publicly known as Municipal road owned by the Sirajganj Municipality is moderately busy with pedestrians, rickshaw, autos, rickshaw van, cars and others carriers round the clock. This road is the back bone and passes through the city from the south to the north connecting most of the business centers, educational institutions, health facilities, offices, community centers and others leads to increases of socio economic condition. The road supporting peoples' transport and communication facilities throughout the city and others outsides, facilitating the enhancement of trade and business, education and health services as well.

In around 100-300 meters extent in the neighboring areas there are schools, college, dwelling houses, government and non-government offices virtually makes the area progressive and the accomplishment of proposed rehabilitation work will increase traffic and transport movement to add positive and progressive trend of commerce and business includes the aesthetic view of the area. **Location of proposed Road Rehabilitation site in the lay out plan attached in Appendix 1**

#### **1.4. Present Status of Subproject Site.**

The physical condition of the proposed road (CIP-80) is moderate to very poor with a severely poor and damages both at the north and southern ends which reasonably needs to be rehabilitated on a priority basis by the municipality. This sub project is well connected by road arteries network passes throughout different wards under the Sirajganj Municipality areas. This road passes from the south to the north is wide and convenient comparatively for private cars, autos, rickshaws and other mini carriers of goods within and outside the city. On the other hand, people can come from their residences to this road for shopping and all other purposes on foot, car, rickshaw and rickshaw van through existing streets from all sides. In some of the road areas, it has been observed that drains are poor or even no drainage facilities especially in different sections of the road both at north and southern ends due to which occurs water congestion and rain cuts in those areas causes various types of health, transportation and communication problems to adjacent dwellers.

#### **1.5. Objectives and justification of Selection.**

The Capital Investment Plan (CIP) of Sirajganj Municipality lists a number of sub projects and placed this proposed Road Rehabilitation work as the priority one considering the necessities of the municipality dwellers. The PMU-MGSP of BMDF along with Sirajganj Municipality has observed the existing physical, social and economic conditions of the proposed sub project site. The road has been observed, is playing the key role to enhance the trade and commerce of the city accompanied with the facilitation of local communication connecting with other road tributaries. The proposed once improved, will facilitate and increase comparatively demand of shopping and trading of neighboring peoples and almost all other sides of the Municipality. Reasonably, considering all beneficial services of this road in the city has been proposed for improvement with rehabilitation activities will be very helpful and comfort to the urban dwellers, for shopping, trading, schooling and other daily local producers and traders. In all of these necessities, this road improvement sub project is very much justified and essential for the Municipality along with the enhancement of the surrounding environment.

#### **1.6. Major Activities of Proposed Road Rehabilitation and Implementation Process**

The road is mainly divided into two parts, A) Bazar Station to Ranigram WABDA & Copdashpara Mustafa moor to Ranigram WABDA under Sirajganj Municipality (Part-1, Length 6000 M, CIP-80) and B) Bazar Station to Koumi Jute Mill Gate-1 at Raipur Mia Bari Gotatala moor Under Sirajganj pourasaba (Part-2, Length 5000 M CIP - 80).

Major rehabilitation activities are to be done 1) Earth work, 2) bituminous carpeting, 3) reconstruction and repairing of road side covered drain 4) reconstruction of footpath, 5) side slope protection work or bamboo / drum sheets palisades (in some parts), 6) earth levelling and lifting, dressing (from west to east connecting part at the extreme north side of Part -2), 7) earth raising (partly in some changes) 8) turfing and compaction includes 9) construction of base camp with 2 labor sheds. All those will be done with high quality construction materials intensively following the approved design of the rehabilitation work.

#### **1.7. Environmental Category of the Sub-Project**

A) According to ECR 1997 : Green / Orange A / ✓**Orange B** / Red/ Not Listed  
B) According to WB Classification : ✓ **Category B** / Category C

In view of the Environmental Conservation Rules (ECR 1997), the proposed sub project falls under the category ` **Orange B**`, assumed to have moderately significant adverse environmental impacts may observed due to the implementation of the proposed project activities.

On the other hand, in consideration of the proposed sub project nature i.e. potential adverse impact on human and environment includes natural habitats it has been categorized as `**Category B**` also according to the World Bank classification.

## **2.0 SOCIAL IMPACT ASSESSMENT**

### **2.1. Objectives of Social Impact Assessment**

Key objectives of the social assessment is to review and confirm the necessary social compliances relevant to the proposed Road Rehabilitation work as per the World Bank safeguards compliances conditions. The specific objectives of the social assessment are to review and confirm the following requirements:

- To find out that sub-project interventions are targeted to benefit all social and economic groups equitably including women, traditional occupational groups and tribal peoples;
- To find out any adverse social impact of the sub-project on local community, organizations or groups;
- To examine that whether any initiative taken by the Municipality to address the different safeguards issues includes public consultation and grievance redressed process.

### **2.2. Social Safeguard Concern in Bangladesh and World Bank Policies**

Development project designed and implement fundamentally for social, economic and environmental development. Peoples are the beneficiaries of all development activities with the improvement of their socio economic conditions through the participation and utilizing all of such enhanced facilities. Besides, even with all positive impacts and benefits, peoples may suffers if any damage or loss of land, dislocation and replacement of settlement, negative impact on their occupations, employment, income and livelihoods which may beyond the compensation and mitigation measures. Peoples of the respective areas may need to sacrifice for the greater interest of the wellbeing of the community but negative social impact if exceeds limit, become unbearable and intolerable which may cause economic, social and environmental damage unless appropriate measures are carefully planned and carried out. Socially sustainable development is one of the major objectives of World Bank. The following objectives and principles of social management framework (SMF) observed and verified during the social assessment period.

### **2.3. Addressing of Objectives and Principles of SMF.**

**Table -1. Objectives and Principles of Social Management Framework (SMF)**

Sl.	Objectives	Core Principles of Social Management Frame work
01	Community Consultation	Community consultation with municipal dwellers and likely to be affected people in the road site done with a view to enhance social coherence.
02	Screening	Screened the sub project through physical observation and using the screening checklist.
03	Adverse Impacts	Reviewed and assessed probable impacts on assets and over all livelihoods of likely to be affected and necessary mitigation measures.
04	Exclusive Provision	No cultural, historical and religious places or any threaten to cultural tradition observed with the rehabilitation of the proposed road.
05	Address Grievances	Formulated Grievance Redress Committee (GRC) through proper representation of diverse to resolve all issues and conflict, if occurs, amicably and quickly.
06	Supervision	Reviewed the mitigation plan of the sub project should be undertaken for mitigating any discomfort to the community people around the project.

#### **2.4. Rules and regulation of the government of Bangladesh together with the World Bank policies the implementing agencies:**

As per municipality plan, all safe guard aspects, following the rules and regulation of the Government of Bangladesh and World Bank policies will comply during the rehabilitation work of the proposed Super Market.

**Table – 2: Social Safe guards in World Bank Policies**

Sl.	Social Safe guards	World Bank Policies
01	Child Labor Engagement	Worker lower than 14 years of age will not be allowed to employ in the work site of the sub project.
02	Safety and Security	Personal protective equipment and first Aid Box to be provided in the working place. In case of any injury during the work the contractor will have the responsibilities by agreement mandatorily arrange necessary treatment and bear necessary medical expenses. Security measures also planned in context and to ensure the women worker' security.
03	Employment of project affected people, local women and indigenous.	As observed though no people will socially be affected yet priority should be given to Local woman and indigenous people employment (if any) as appropriate to their skills.
04	Gender issues	Women labor to be engaged on priority basis in the suitable work as per their skill. Equity for both men and women to be maintained in case of wage payment. Security measures as stated also planned in context and to ensure the women worker' security during the construction.

#### **2.5. Methodology of Social Impact Assessment.**

This assessment made based on the Social Screening Format, capital investment plan, proposed site observation and closely discussion with the local community and other stakeholders of the sub project. Focus groups discussions (FGDs) conducted with the road side community peoples – dwellers, shopkeepers and traders as available. Shared the proposed activities and collect their views over all on socio economic factors like the impacts on trade and business, local occupations and livelihoods, employment and income, health, sanitation and water supply facilities, social safety and traditional behaves and beliefs. Consultation also made with other occupational groups, local leads and officials as were available while conducting the field assessment.

### **3.0 KEY SOCIAL IMPACT ASSESSMENT**

#### **3.1. Population Status and Household Sizes.**

Total population of the Sirajganj municipal areas are 2,97,930 among which 1,47,315 are male and 1,50,315 are female with the density of 5577.9 per sq. miles (Ref. CIP SP) reflects a moderately densely populated municipality. Total population and respective percentages by age groups can be seen in the below table – 3 and 4, indicates that there are about 66% of total populations falls under youth (16%) and mid aged groups (50%) who are actually the work force of the municipality. Again under aged children are found 20% where almost 15% are belongs to 50 - 60 and above aged groups. The status of such distribution of population of the municipality indicates a reasonable working force are living with less dependency though there are less scope of their work engagement except locally settled retails, whole sale and storage business, services with local government and non-government organizations, local educational and health services includes others with distant labor sale and rickshaw pulling in and outside the municipal areas.

The proposed road rehabilitation assumed to have a significant positive impact on the trade and business of local produces and supplies of agricultural as well as other primary goods. In and outside supply will also enhance the business facilities where the present youth and working population will have the opportunities of engaging and employing themselves and enhance their livelihoods. Again, apprimately 35% and more families are observed in poor categories, whose livelihood cycles almost within the municipality where, if the proposed road rehabilitation done, will find working opportunities throughout the construction to the onward in future period.

**Table 03: Population by Age Groups**

Population Status by Age Groups		
Age Groups	Total Population	% of Total Population
01 - 09	44699	15
10 - 18	41710	14
19 – 49	154914	52
50 – 60 +	35752	12
60 and above	20855	7
<b>Total</b>	<b>297930</b>	<b>100</b>

*\* Projected based on census 2011.*

**Table 04: Total Households by Types**

Total Households by Types		
Types of HH	Total HH	% HH
Extreme Poor (PEP)	5417	10
Poor (P)	8125	15
Moderate Poor (MP)	5417	10
Rich (MR)	25450	47
Extreme Rich (ER)	9750	18
<b>Total</b>	<b>54159</b>	<b>100</b>

*\* Projected based on census 2011.*

### 3.2. Housing and Settlement Pattern/Structural Status.

Housing and settlement areas also observed in and around the proposed road sides and in general within the municipality areas are given in the following Table - 5. As assessed, about 60% families are living in tin roofed either Katcha and or semi pucca houses. These observed around the road are migrated and settled gradually since decades from the nearby riverine areas with the losses of their land and livelihood options due to river erosion. Peoples with such types of settlement are mostly poor and working mainly as day labourers and in various small scale trading and businesses as traders and shopkeepers who with the implementation of this road rehabilitation work will have the scope of working and engaging more in their occupations for earning their better means of livelihoods.

**Table 5: Households by Family Settlement**

House Types	Number of Households	% of Total
Tin shed Katcha	8125	15
Tin Roofed Semi Pucca	24371	45
Two Storied Pucca House	16248	30
Multi Storied Pucca Building	5415	10
<b>Total</b>	<b>54159</b>	<b>100</b>

*\* Projected based on census 2011.*

### 3.3 Income and Employment Pattern by Traditional Occupations

The municipality dwellers are assessed with the aim of having a broad scenario of family income and their employment nature. Accordingly, available data and relevant informations reviewed and projected carefully as depicted in the below table - 6 shows that families with low income are 20%, moderately income are 45% and the rest others 35% belongs to the higher income groups. Average income of families in low and moderate groups varies from Tk. 7000 – 20000 indicates that their income opportunities are limited and concentrated mainly within the municipality areas generally with short cycled temporary works like seasonal processing work, way side and small shop keeping and local level other small scale businesses in the city areas. On the other hand, approximate 35% families have their income above Tk. 20000 reflects their engagement in larger types of businesses like large shops, procuring and storages include whole sales of commodities from and to other markets outside the municipality. All these leads to assume that the proposed roads will open the avenue of businesses of multi stages for them with no harm to the dwellers within the jurisdiction of the proposed road areas.

**Table 06: Total Households by Income Level**

<b>Average Monthly Income</b>	<b>Total Households</b>	<b>% Households</b>
Lower Income Groups (Upto 7000)	10832	20
Moderate Income Groups (Upto 20000)	24372	45
Higher Income Groups (Above 20000)	18955	35
<b>Total</b>	<b>54159</b>	<b>100</b>

### **3.4. Commerce and Business Facilities by Occupations**

The municipality area observed as stated are with the families mix of different strata based on the ownership and settlement pattern, income and employment status in various scale of businesses and overall with their different nature of occupations for their livelihoods as seen in the above statement and further in the below table - 7. Traditional occupations like IGA, small, moderate and large scale businesses includes other services and self-employed populations of all households are observed in the municipal areas. The percentage of total households and hence the average population of those are mainly engaged and employed themselves mostly in income generation activities as potentials as well as businesses of various categories in the city. In such a situation, the proposed road rehabilitation with the increasing of transport facilities, as predicted, will create and enhance the reasonable space or opportunity to extent their business facilities with the increasing of income, employment, growers and suppliers motivations towards the buying, selling, producing and procuring all necessities for the city dwellers.

**Table 07: Total Households by Occupations**

<b>Income per Month</b>	<b>Households</b>	<b>% Households</b>
Income Generation Activities (IGA)	5415	<b>10</b>
Small Scale Business	13540	<b>25</b>
Moderate Scale Business	16248	<b>30</b>
Large scale Business	5415	10
Govt. and Non Govt. Services	2708	05
Others / Self-employed / Agriculture	10833	20
<b>Total</b>	<b>54159</b>	<b>100</b>

### 3.5. Health and Sanitation Status

Health and sanitation situation of the municipality areas is good mixed with low cost along with household owned pucca hygienic pit latrines. Moreover, the pourasaba has other public latrines to facilitate and as an assistance to prevail hygienic conditions of the city. Generally, almost 95% households are with hygienic latrines except very low percentage (5%) of open defecation mainly in lower peripherals and erosion prone people sheltered along the embankment side as shown in table - 8. The proposed Road, if rehabilitation work done, observed will not have any adverse impact on the health and sanitation rather the road along with the drain construction, hygienic garbage bin construction and regular cleaning and disposing will enhance people towards the using of hygienic latrines in times ahead with the increasing of their family income if they have the chance of working and involving in their various types of occupations with the availing of better transportation and smooth communication facilities from and to their houses. Municipal

**Table 08: Sanitation Facility and Coverage Families**

<b>Sanitation Facilities</b>	<b>Number</b>	<b>% of Household</b>
Low cost hygienic latrine	18956	35
Pit and Pucca Hygienic latrine	32495	60
Open Defecation	2708	05
<b>Total</b>	<b>54159</b>	<b>100</b>

### 3.6. Water Supply Condition

In regard to assess any impact or facilitate water supply in the municipal areas with the rehabilitation of this road, the existing situation of the whole areas observed and reviewed all available data as mentioned in table - 9. Observed that there is no any potential surface water sources which would have been contaminated or polluted by rehabilitation of the road and with any residues or dust as well. The road will not attempt any work of extracting excessive ground water for uses or nor any actions for using in any purposes. Moreover, no any work will be undertaken there which may unlikely contaminate or make shortages in ground water sources.

Sanitation situation along the road side assumed to have better condition due to discharging and draining out of waste water / material. Moreover, peoples will have the encouragement for installing and maintaining their latrines and outlets possibly connecting with the municipal sewerage system.

**Table 09: Households by Water Supply Sources and Facilities**

Facilities	Quantity	% Household served
Household hand tube well	13540	25
Municipal pump and pipe water supply	38994	72
Other sources	1625	03
<b>Total</b>	<b>54159</b>	<b>100</b>

### **3.7. Solid Waste Disposal**

Possibilities of generating waste materials regular on and around the sub-project sites such as spoilt fruits, food residues, wastages, packages, waste papers etc. may not be avoided. Cleaning, collecting and carrying of those to bins and improper mechanism for proper disposal of those waste materials will lead to the development of breeding grounds for disease vectors, foul smells from decaying waste and a deterioration of a healthy environment in and around the road side areas.

#### **Common Mitigation Measures**

Municipality would construct garbage bins and the waste materials collectors of the will collect solid waste carefully and fill garbage bins at the outside as specified by the authority regularly. Municipality covered truck or van in every day would collect those and will deposit in the specific secondary solid waste dumping station. An efficient and effective solid waste management and disposal mechanism would be established and implemented. Moreover, the road will keep clean with regular sweeping by assigned dry sweepers of Municipal authority.

### **3.8. Waste Water Disposal**

Waste water may generate from sewages and public toilets inside the dwelling houses along the road which will pollute adjacent environment if not properly cleaned, drained or discharge and managed.

#### **Common Mitigation Measures**

Integration of waste disposal system by discharging waste water into ULBs existing waste water drainage system and septic tanks as convenient. Necessary outlets will be identified through pre survey to arrange feasible and environmental friendly mechanism or extending connectivity with municipality system. Awareness raising and possible follow up action will be continued so that waste materials discharge by community, road side settlers carefully into the specific garbage bin and not releasing or discharging solid waste into the drainage system to avoid drainage congestion.

### **3.9. Traffic Congestion**

There is generous possibility of traffic congestion on the road during the rehabilitation work and afterward increasing traffic movement due to the increasing customers and purposively others on the road at day and night, increasing of incoming as well as outgoing goods carriers, cars, rickshaw, van autos.

### **Common Mitigation Measures**

Initiative will be undertaken with the district traffic department to ensure the effective traffic system through regularize vehicle movement, controlling and managing in and out going motorized and non-motorized vehicles through this road once improved. Municipality and other law and enforcement department can manage by deploying community polices and keep the rush clear throughout the road and road junctures.

### **3.10. Roads and Communication Situation**

The proposed road rehabilitation work may induce in road congestions and to some extend traffic disruption during the rehabilitation work. Traffic movement may hampered but such a construction work and materials carrying should be in a well-planned and a systematic work schedule to reduce any adverse impacts or socially uncomfortable conditions especially on this and other tributaries adjacent to this road.

### **3.11. Public Consultation and Participation**

#### **3.11.1. Community consultation**

Public consultation and participation ensured through organizing a Focus Group Discussion (FGD) with locally available peoples to obtain relevant information and potential socio economic and environmental problems, issues, concern and suggestions from the local people about the proposed road rehabilitation. Reviewed all of those findings and observations at sites based on which the present social assessment report prepared. Community consultation was done and outcomes of these consultations reviewed and incorporated in CIP preparation process where all stakeholders - ULB Mayor, counsellors, NGO representatives and community people were spontaneously participated and list this proposed sub project as priority action to implement during FY 2018 - 2019.

During the public consultation potential issues shared like all probable social and economic impacts like 1) income and employment 2) trading and businesses 3) housing and settlement 4) traditional occupations 5) impacts on ethnic population 6) health and sanitation 7) water supply 8) solid waste disposal and 9) waste water discharges. On the other hand, during such public consultation other potential issues as 1) Cleaning of the road subproject site 2) Clearing any bushes and garbage 3) Noise pollution during rehabilitation work 4) Traffic congestion 5) Quality maintaining of the construction works shared.

#### **3.11.2. Feedback, suggestions, and recommendations of the participants.**

Local peoples are very much interested and felt encouragement about the Road Rehabilitation work of the proposed road. They suggested to make the road environment - friendly closely considering and addressing all assumed adverse effects with the implementation of potential mitigation and enhancement measures. Participants requested the PIU-Sirajganj to maintain the quality of the construction work and materials as well for the rehabilitation work. Neighboring and on side peoples of the proposed road site requested PIU-Sirajganj to keep the noise level low, using quality construction materials and giving due honor to the comfort of the adjacent communities and over the highest tranquility of the environment.

#### 4.0. Review of Social Management Plan

To implement this proposed sub project no involuntary acquisition of land or additional private land requisition will be necessary nor has been proposed to be taken through any voluntary donation or contribution against any compensation by the community. As per, the social management plan for mitigating any unlikely impact and or issues all efforts to taken following grievance redressed principles as proposed in this report.

#### 4.1. Grievance Redress Management:

Accordingly, the pourasaba has been proposed establish a procedure to answer to solve any public queries and address complaints and grievances. In context, the Grievance Redress Committee (GRC) already formed at the Sirajganj Paurashava. The committee will be headed by the Mayor of the ULB and there will be other 6 members. The committee will responsible to solve all and any related queries and address complaints and grievances about any irregularities in application of the guidelines adopted for assessment and mitigation of social and environmental impacts. Based on consensus, the procedure will help to resolve issues/conflicts amicably and quickly without resorting to any expensive and time consuming legal actions. The memberships of GRC will be taken in a way that can ensure proper presentation of complaints and grievances, as well as impartial hearings and transparent decisions.

**Table 10: Grievance Redress Committee (GRC), Sirajganj Municipality.**

Sl.	Name	Designation	Designation
01	Syed Abdur Rouf Mukta	Chairman	Mayor Sirajganj Municipality
02	Abu Nur Shamsujjaman	Member	DDLG, Office of Deputy Commissioner
03	Nur-A-Alam Hira	Member	Assistant Teacher Sabuj Kanan School & College
04	Jahangir Alam Ratan	Member	Executive Director Dip Shetu
05	Abdul Bari Sheikh	Member	Civil Society
06	Mst. Romana Reshma	Member	Ward councilor – female
07	Md. Shahjahan Ali	Member Secretary	Executive Engineer Sirajganj Municipality

## **5.0. CONCLUSION AND RECOMMENDATIONS.**

The proposed Road Rehabilitation sub project has been selected by the Sirajganj pourasaba through a close consultation with different tiers of the community people and consideration of the felt needs of the them to enhance the communication facilities of the city dwellers which is the important pre conditions of all advancement with the increasing of their business, shopping, schooling and other cultural as well as social development.

The Sirajganj Municipality has the priority plan of ensuing the important public facilities in various infrastructures and socio economic development sectors in the city and the proposed road rehabilitation sub project considered and ranked as one of the top priority action for the pourasaba.

The city experiencing with faster growing of population settlement both with the trend of urbanization due to the gradual increases of socio economic conditions in the city and the loss of land, houses, assets and over all livelihoods of river eroded peoples by the moderate to severe floods and river erosion almost each year. As observed, the increasing rate of settlement making more road transport and traffic flow rapidly which causes virtually the damages of existing roads of the city. Moreover, the adverse climatic conditions, combined with excessive rain, flash and prolonged floods, water congestion in existing canals and ditches with irregular discharging of water mainly in monsoon through the existing drains which are either very narrow, old or not suffice to drain out the water timely. All of such negative determinants causes severe damages of road network of the city among which presently the proposed road is one of the vulnerable to severe damage and destruction which needs urgently to improve through rehabilitation work.

The road proposed for rehabilitation is the back bone of the city life, passes through the city from the south to the north connecting most of the road tributaries, business centers, educational institutions, health facilities, offices, community centers and others leads to increasing the road network and socio economic condition of municipal and other adjacent peripheral areas. The proposed road, may attribute, is the heart of the city and supporting transport and communication facilities of the city largely and others outsides, facilitating the enhancement of trade and business, education and health services as well. This sub-project accomplishment will certainly serve for approximately 85,000 people or more for their daily movement with the increases of better communication, easy and less costly transportation and over all easy accessibility to all the settlement and facilities, organizations of those areas the road passes. Moreover, this sub project rehabilitation will have the positive impacts on traffic movement, local trade and business, land value, sanitation, social coherence with the increases of aesthetic value and environmental significance of the city along with the enhancement of the socio economic condition of the area.

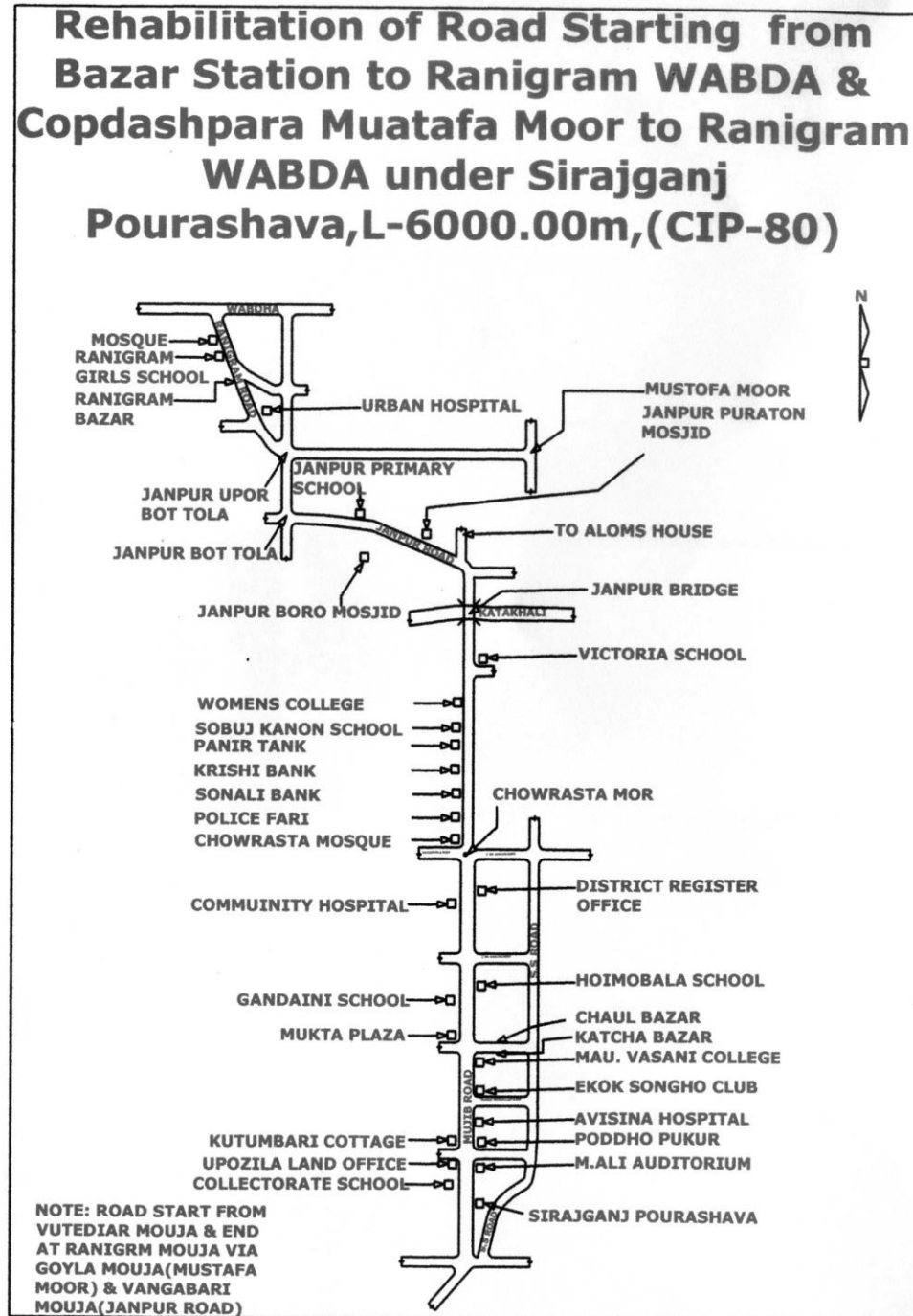
During the field visit, it has been observed that with the implementation of such a proposed rehabilitation work, there will be no significant negative impact on physical as well as socio economic aspects. There will not be any harm to cultural and or religious heritage rather as an enhancement of the aesthetic view of the proposed road. Potential positive impacts also assumed to have on diversified social and economic parameters like increasing of income and employment opportunities, enhancing of trade and business facilities, encouraging of participants towards the using of better water, health and sanitation facilities.

The proposed site is the existing road where no land acquisition as well as resettlement will be required and in no way will affect any community facilities like school, college, madrasa, cemetery, mosque, temple or others that are of religious, cultural and historical significance.

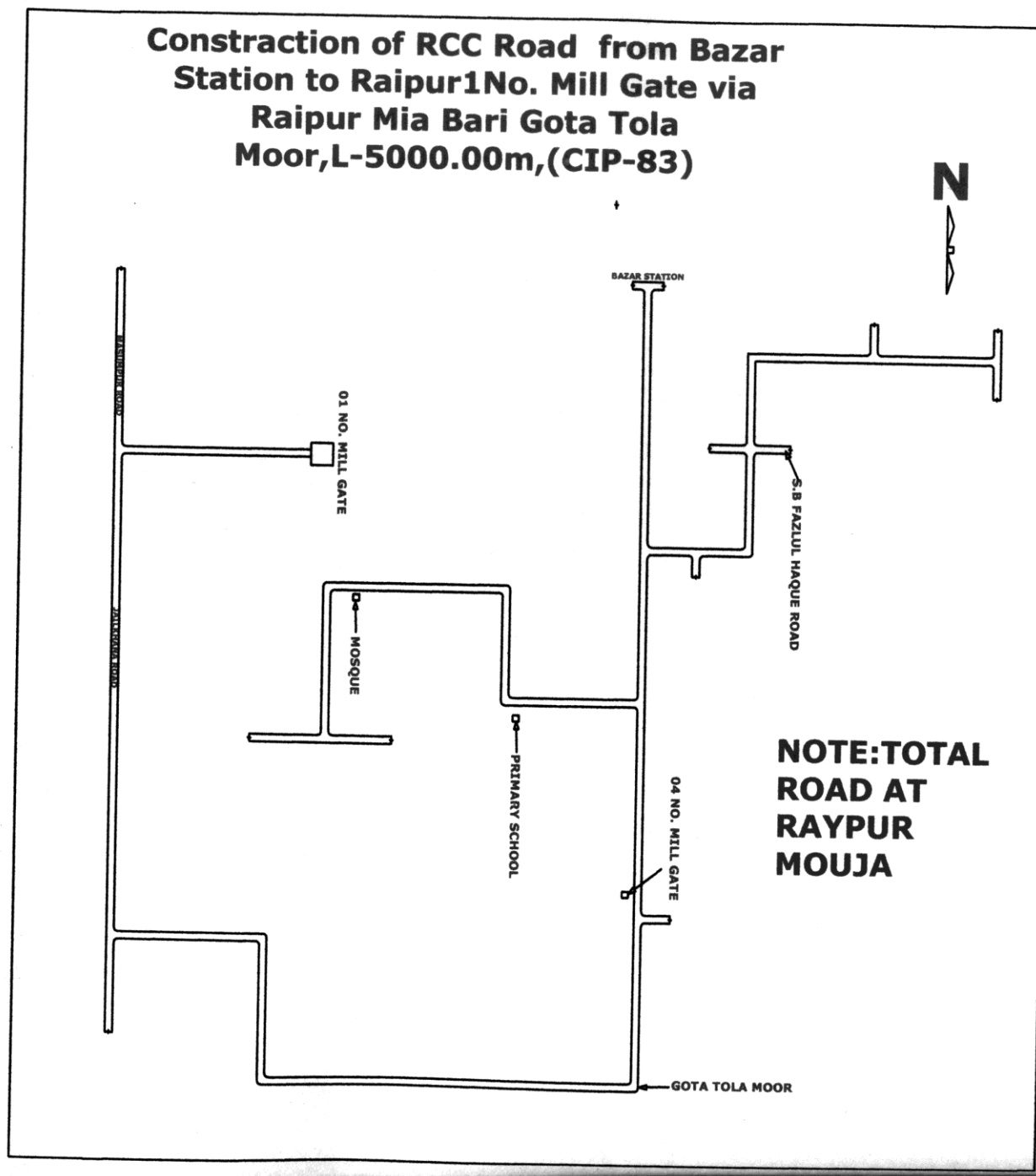
Lastly, as follows the objectives of BMDF to ensure the implementation of intended activities and to mitigate all adverse impact along with the enhancement of possible social and economic outcomes, a sincere effort has been given by the Sirajganj municipal authority to assess potential impacts. Carefully reviewed and assessed all findings of close field observation as well as concerns of the community people.

## Appendix 1: Location of the road rehabilitation

Location of proposed Road Rehabilitation site in the lay out plan (Part – 1)



### Location of proposed Road Rehabilitation site in the lay out plan (Part – 2)



## Appendix 2: Side views of the proposed road for rehabilitation

Bazar Station to Ranigram WABDA & Copdashpara Mustafa moor to Ranigram WABDA under Sirajganj Municipality **(Part-1Picture)**



Existing Situation of Proposed Sub-



Existing Situation of Proposed Sub-

**Bazar Station to Koumi Jute Mill Gate-1 at Raipur Mia Bari Gotatala  
moor under Sirajganj Municipality (Part-2 Picture)**

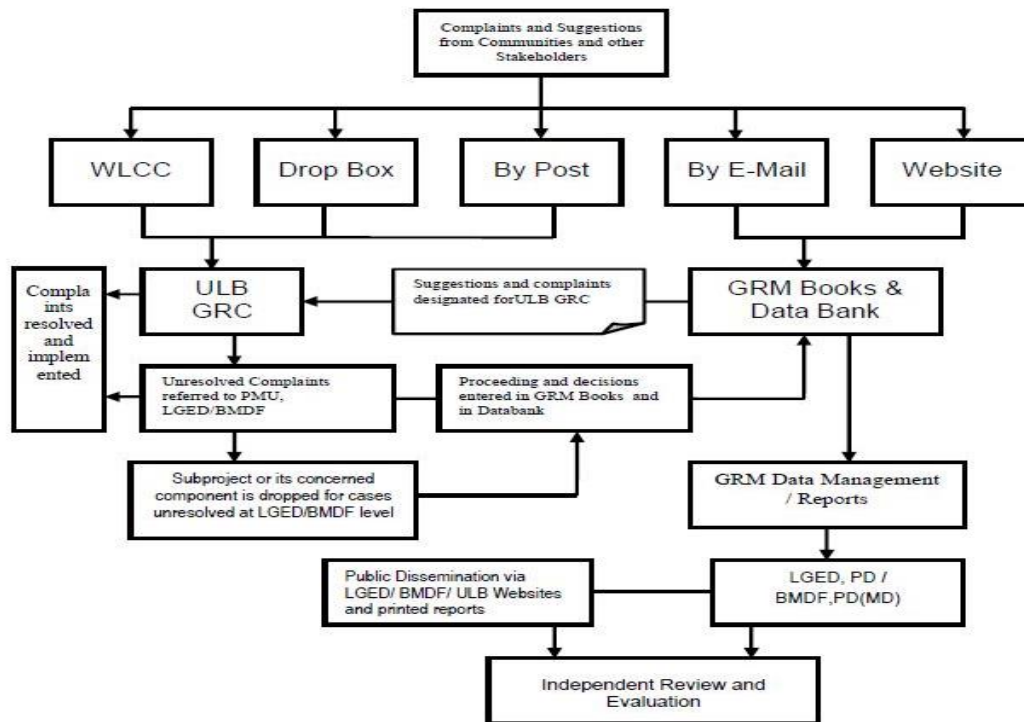


Existing Situation of Proposed Sub-



Existing Situation of Proposed Sub-

### Appendix 3: Flow chart of Grievance resolution process



#### Appendix 4: Picture of Community Consultation



**Community Consultation**



**Community Consultation**

#### Annex A: The filled up screening form

## SCREENING FORM FOR SOCIAL SAFEGUARDS ISSUES

### A. IDENTIFICATION

**1. Name of Municipality** : Sirajganj  
Municipality

Name of District : Sirajganj

**2. Name and Location of Subproject:**

Part – 1 : Road Rehabilitation Bazar Station to Ranigram WABDA & Copdashpara Mustafamoor to Ranigram WABDA under Sirajganj Pourashava (Part – 1, Length 6000 M, Package No: CIP – 80)

Part – 2: Road Rehabilitation Bazar Station to Koumi Jute Mill Gate - I at Raipur Mia Bari Gotatala moor under Sirajganj Pourashava (Part – 2, Length 5000 M Package No: CIP - 80.)

**3. Major Components / Activities of Sub project:** Earth work, bituminous carpeting, reconstruction of road side covered drain and footpath, slope protection (in some parts), levelling, dressing, earth raising (partly) turfing and compaction includes construction of base camp with labor sheds.

**4. Description of the physical works: Earth work, Foundation Work, Structural Work and**

**related works:** Major rehabilitation activities of this proposed road rehabilitation work are to be done 1) Earth work, 2) bituminous carpeting, 3) reconstruction and repairing of road side covered drain 4) reconstruction of footpath, 5) side slope Protection work or bamboo / drum sheets palisades (in some parts), 6) earth levelling and lifting, dressing (from west to east connecting part at the extreme north side of Part – 2), 7) earth raising (partly in some changes), 8) turfing and compaction includes 9) construction of base camp.

All construction materials to be used for those and other key activities are soil in earth work, sand, bricks, brick chips, stone chips, bitumen and reinforcement includes CI sheets. Moreover, diesel used vibrator machine, mixture machine for construction work and electricity for reinforcement, fabrication and domestic purposes will be used during construction period. Besides, all other essentials equipment and machines like brick breaking or stone breaking machine, cutter, dump truck, water tanker, excavator and trucks for carrying construction materials and other essentials to be used during the work period. All rehabilitation activities as planned will be undertaken following the standard rules and principles of competitive bidding process of the Pourashava and country as well. Quality standard of construction materials will be maintained continuously through site supervision, observation and in necessary cases through laboratory tests. The work will be continued following a work schedule and Environmental Management Plan (EMP) under the workmanship modality.

**5. Screening Date: 15 /12/2017**

## B. Participation in Screening :

### 6. Names of Consultant, ULB members and officials participated in the this screening process:

I. Md. Abdur Rashid , Consultant

### 7. Names of ULB Members and Officials participated in screening:

I. Md. Healal Uddin, Counselor

II. Md. Shah Jahan Ali, Executive Engineer, Sirajganj Poursaba

III. Md. Nurnobi Sarker, Assistant Engineer, Sirajganj Poursaba

IV. Md. Mushfique Ahmed, Town Planner, Sirajganj Poursaba

V. S M Shah Alam, SDO, Sirajganj Poursaba

VI. Md. Rabiul Kabir, SAE, Sirajganj Poursaba.

8. PS 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. **N/A**

9. Would-be affected persons participated in screening: List them in separate pages with names, addresses in terms of 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<sup>1</sup> to carry out the intended works under this contract?

☐ Yes ☒ No

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

☐ road widening ☐ curve correction ☐ construction/expansion of physical structure  
☐ strengthening narrow eroding road ☐ Others (Mention):

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

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

13. If proposed activities have been planned to use existing available land, is it free from encroachment and encumbrances by private people? ☒ Yes ☐ No

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

14. If required lands belong to Private Citizens, 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: ....

<sup>1</sup>Additional 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

[ ] Other Uses (Mention):

No. of users:

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

[ ] Agriculture Number of persons/households using the lands: .....

[ ] Residential Number of households living on them: .....  
purposes

[ ] Commercial Number of persons using them: ..... No of shops:  
purposes

[ ] Other Uses No of Users:  
(Mention): .....

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

No. of businesses housed in these structures:

No. of persons presently employed in the above businesses:

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

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

21. No. of businesses/trading activities that would be displaced from make-shift structures on the road, and other areas/spots: **N/A**

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

☐ Yes

☒ No

23. If 'Yes', description of the resources:

.....N/A.....

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

☐ Yes

☒ No

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

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

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

#### **E. ADDITIONAL INFORMATION ON TRIBAL PEOPLES**

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

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

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

☐ Yes

☒ No

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

☐ Yes

☒ No

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

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

☐ Legal: No. of households: .....

☐ Customary: No. of households: .....

☐ Lease agreements with any GoB agencies:

No. of households: .....

☐ Others

No. of households: .....

(Mention):.....

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

☐ Yes

☒ No

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

.....

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

a. ....

b. ....

c. ....

36. Social concerns expressed by tribal communities/organizations about the works proposed under the subproject: N/A

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

☐ Positive

☐ Negative

☒ Neither positive nor negative

**38. Participation and Consultation meeting for the proposed road rehabilitation subprojects:** In the selection process, consultation meeting organized together with the participations of the consultant, representatives of Sirajganj Pourashava and available members of the nearby communities. Key informants i.e. participants were PS Ward Councilors, Pourashava Engineers, Pourashava Town Planner, NGO representative, School teacher, civil society, local businessmen, Local Land Administration Office, Law Enforcing Agency, Journalists and others as well. This road rehabilitation subproject considered as one of the very important for the overall improvement and facilitating the communication network of the municipality along with the increasing of trade, business, and schooling and over all socio economic conditions of the Sirajganj municipality area people.

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

Name: Md. Abdur Rashid

Designation: Consultant, Sirajganj Paurashava

Signature:

Date: 15/12/2017

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

Reviewed by: Eng. Md. ShahJahan Ali,  
Sirajganj Paurashava

Designation: Executive Engineer,

Signature:

Date: 20/12/2017