

Bangladesh Municipal Development Fund (BMDF)
Municipal Governance & Services Project (MGSP)
IDA Credit No. 5339-BD

Social Impact Management Plan

Sreepur Pourashava
Gazipur

Name of Subproject:

**Construction of RCC Road with a Box Culvert at Sreepur
Pourashava**

Package No W-013-BMDF-MGSP-3P-SREE-18-R-D



October 2018

EXECUTIVE SUMMARY

The Social Impact Management Plan (SIMP) of the Subproject under Sreepur Pourashava was developed through inclusive participation of all level stakeholders and using participatory approach. The subproject comprises interventions proposed as per CIP of the Pourashava. The Sreepur Pourashava consists of 9 administrative wards among which the proposed subproject will cover areas under Ward number 2, 4, 5, 6, 7 and 9. According to engineering design, implementation of this subproject will be carried out within the existing right-of-way.

Local stakeholders proposed the following improvements:

- ✚ The proposed road is highly required for the community people, school going children, pedestrians, officials, businessmen and industrialists;
- ✚ The road should be expanded at the both sides maintaining an equal distance from the middle or center of the existing road;
- ✚ The road should be constructed in such a way that no waterlogging is happened on the road;
- ✚ The speed of the vehicles should be controlled by engaging traffic control authority, community traffic police and constructing speed breakers at certain interval of the road and at different vulnerable points like schools, markets etc. to avoid the accidents;
- ✚ Proper traffic control mechanism including sign of speed, sign of turning, community traffic police with flag at important points etc. should be ensured;
- ✚ Street light should be given along all roads. It can be given with electric poles of REB. The Municipality can install separate poles for street light, if required;
- ✚ Water supply and toilet facilities for the workers should be ensured so that they could not disturb the community people by entering into household premises;
- ✚ Community people and shop keepers should be mobilized through awareness campaign so that they can keep generated solid waste in own waste bin and no waste is thrown on the road and drain. The Municipality should ensure the collect, treatment and disposal of solid waste properly.

It has been ensured that the existing 11 shops/infrastructure extension part (initially it was 33 nos.) encroachment will voluntarily remove before construction work started. In the meantime 22 encroachers have been remove extension part of their shops willingly. In this regard an agreement has been signed between them and the Pourashava authority (Annexure-8). As per the social screening report PAPs (11 shopkeepers) will get compensation in the form of cash for reshaped their existing shops. They will run their business in same places. The compensation money will be borne by Sereepur Pourashava which to be provided through maintaining standard financial processes.

Total cost of the subproject is BDT. 92.4millions.

Results of the social screening

- No mosques, temples, graveyards and cremation grounds and other places/ objects of religious, cultural and historical significance will be affected;
- No public or private lands will be required f outside the existing right of way;
- No threat to cultural tradition and way of life of tribal peoples; or restriction of their access to common property resources and livelihood activities are involved;
- Requires clearing front step of 11shops/infrastructure. Initially it was 33 shops.
- The encroachers are agreed willingly to remove the shops/infrastructure without any compensation.

The subproject will have positive impact on significantly enhance the business facilities and hence increase the income of the people, businessmen and industrialists. It will also add the commercial and aesthetic value of the area. After completion, the road subproject will provide uniform width for the safe movement of inhabitants and vehicles which will reduce the risk of accidents. All these factors will have incremental value of land, property,

housing and holding tax valuation of the Pourashava will increase. Therefore, implementation of the proposed subproject is highly recommended.

Table of Contents

EXECUTIVE SUMMARY	Error! Bookmark not defined.
Abbreviations	Error! Bookmark not defined.
1. INTRODUCTION.....	7
1.1 Project Background	7
1.2 Legal and Policy Framework.....	7
1.3 Subproject Location and Description	7
1.4 Social Impact Management Plan	9
2. Description of Subproject Area	10
2.1 Brief Profile of Sreepur Pourashava.....	10
2.2 Justification of Selecting the Subproject	13
2.3 Importance of Social Safeguard Assessment.....	13
2.4 Project Description	14
2.5 Project Location.....	15
2.6 Project Affected People.....	16
2.7 Scenario of Existing Infrastructure by Major Component	16
2.7.1 Roads	16
2.7.2 Drains	17
2.7.3 Water Supply and Sanitation Facilities	18
2.7.4 Bus and Truck Terminals	18
2.7.5 Market Facilities.....	18
2.7.6 Community Center	18
2.7.7 Recreational Park.....	18
2.7.8 Street Poles and Lights	18
2.7.9 Slaughter House.....	19
2.7.10 Solid Waste Management System	19
2.7.11 Fecal Sludge Management system	19
SECTION 3: SOCIO ECONOMIC BASELINE OF SREEPUR MUNICIPALITY	19
3.1 Population Status and Household Size	19
3.2 Housing and Settlement Pattern	20
3.3 Education.....	21
3.4 Educational and Cultural Institutions	22
3.5 Land use, Income and Employment Pattern.....	22
3.6 Economic System.....	22
3.7 Archeological, Historical and Religious Institutions.....	23
3.8 Health and Sanitation Status.....	23
3.9 Water Supply Situation.....	23

3.10 Drainage system	24
3.11 Solid Waste Management.....	24
3.12 Mode of Transportation, Road Network and Traffic Volume	24
3.13 Land acquisition and resettlement	27
3.14 Tribal Communities.....	27
3.15 Economic Benefits.....	27
3.16 Stakeholder Identification and Analysis.....	27
3.17 Gender and Vulnerability Analysis	30
4. Social Impact Assessment	31
4.1 Benefits of the Subproject	31
4.2 Social Screening and Safeguard Compliance Issue.....	32
4.3 Community Consultation and Participation	32
4.3.1 Consultation and participation process.....	32
4.4 Consultation Outcomes – Issues, Concerns, and Recommendations	35
5.0 Social Management Plan for implementation	35
5.1 Subproject Selection Process.....	35
5.2 Subproject Design Process	36
5.3. Implementation: Implementation arrangement follows:	36
5.3.1 Institutional Arrangement:.....	36
5.3.2 Consultation and Participation Plan:	37
5.3.3 Grievance Redress Mechanism (GRM): GRM has already operational for Sreepur Pourashava. Accordingly, the Pourashava has formed Grievance Redress Committee (GRC). The committee will be headed by the Mayor of the Sreepur Pourashava and consist of 7 members. The committee will responsible;	40
5.3.4 Labor Management: Sreepur Pourashava will ensure compliance of labor rights. Project Implementation Unit (PIU) of the Pourashava will monitor the labor management with the assistance of PMU consultants.	41
5.4 Budget for Compensation.....	Error! Bookmark not defined.
6. Monitoring and Evaluation.....	39
A. Monitoring Strategy.....	42
B. Internal Monitoring.....	42
C. External Review and Evaluation.....	42
D. Indicators for Social Management.....	42
E. Reporting.....	43
7. Conclusions on Social Management Plan (SMP).....	43
1. Description of subproject:	45
Location.....	45
Present condition of proposed road:	46
2. SOCIAL SCREENING REPORT	48
Objective of Social Screening	48
Social Screening Team.....	48
Methodology of Social Screening	48

3. KEY FINDINGS	49
Required land	49
Homestead and non-land assets.....	49
Income and business loss.....	49
Benefits of the Sub project	49
4. INDIGENOUS PEOPLE (IP), ADHIBASHI and MARGINALIZED POPULATION	49
5. CONCLUSIONS AND RECOMMENDATIONS	49
ANNEXURES.....	52
Annexure 1: Format I: Screening format for social safeguards issues	52
Annexure 2: Attendance of stakeholders’ meeting.....	56
Annexure 3: Attendance of community people in FGD (male)	57
Annexure 4: Attendance of community people in FGD (female)	58
Annexure 5: Attendance of local participants in screening exercise.....	59
Annexure 6: List of Inventory list 1	60
Annexure 7: List of Inventory list 2	61
Annexure 8: Agreement between PAPs and Sreepur Municipality.....	63
Annexure 9: The List of GRC members along with office order from the Mayor.....	66
MAP 1: Geographical location map of Sreepur Municipality.....	11
MAP 2: Boundary map of Sreepur Municipality	12
MAP 3: Location map of proposed RCC road and drain.....	16
Table 1: The significant features of the proposed sub-project.....	12
Table 2: Different types of road, its lengths and present condition	17
Table 3: Type of drain, its length and present condition	17
Table 4: Brief scenario of municipality owned markets	18
Table 5: List of stakeholders and anticipated benefits of stakeholders	28
Table 6: Concerns on gender and mitigation measures	30
Table 7: Budget for Compensation	38
Table 8: Social Development Monitoring Process.....	42
Figure 1: percentage distribution of population by religion.....	19
Figure 2: Percentage distribution of household by type of structure	20
Figure 3: Percentage of tenancy of house	21
Figure 4: Distribution of population aged 7 years and above by sex and literacy.....	21
Figure 5: Percentage distribution of Household by type of toilet facility.....	23
Figure 6: Movement of vehicles at the point of kalimuddin Chairman Bari Morh	25
Figure 7: Movement of vehicles at the point of Beraiderchala (East)	25
Figure 8: Movement of vehicles at the point of Beraiderchala (West)	26
Figure 9: movement of vehicles at the point of Baherarchala	26
Picture 1: Consultative meeting with stakeholders	32
Picture 2: FGD with community people (male)	34
Picture 3: FGD with community people (female)	34

Abbreviations

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

1. INTRODUCTION

1.1 Project Background

Cities in Bangladesh are growing at an unprecedented speed. Rapid urbanization, while improving economic productivity through agglomeration benefits, is placing severe strains on the natural environment and is fuelling demand for urban infrastructure and services. One principal cause of such rapid growth is the presence of better opportunities spanning economic, communication, education, health and other social aspects in the urban areas. To cope with the demand of increasing population in the City Corporation area, rapid development of different civic facilities for the city dwellers has now become imperative. Under the circumstances, this sub-project (Improvement of Ansar Road by RCC) has been proposed.

The Government of Bangladesh, through the Local Government Engineering Department (LGED) and Bangladesh Municipal Development Fund (BMDF) has been implementing the Municipal Governance and Services Project (MGSP). The project aims to improve municipal governance and basic urban services in participating ULBs. Project interventions under component 1 will be implemented by LGED in 26 ULBs including 4 City Corporations and 22 Municipalities. Total population of these 26 ULBs is about 3 million. In addition, BMDF will implement component 2 in about 200 ULBs across the country those will be selected on interest basis under certain criteria including institutional and financial capabilities for identification, preparation, financial contribution (10% of investment) and implementation of sub-projects, and the revenue strength to repay the loan to BMDF in 10 years. ULBs for investments in development and rehabilitation of Road, Bridge, Box-culvert, Pedestrians bridge, street light, Traffic Control, Bus terminal, Truck terminal, Boat landing Jetty, Drain, Retaining wall, Commercial Complex, Cattle market, slaughter house, Public toilet, Solid waste management, Sweeper colony, Park, Community Centre and Whole sale market. The sub-project comprises interventions proposed as per CIP of the City Corporation.

The MGSP did not avoid taking up of sub-project in area inhabited by tribal peoples and instead ensure their inclusion and participation where applicable. Relocation of business and removal of obstructions were resolved by consultation and agreement with the concerned PAPS and these are properly documented. Thus land acquisition, population displacement and tribal people's issues have been addressed following the country's following the country's legal framework and the World Bank policy on social safeguards.

1.2 Legal and Policy Framework

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

As a matter of policy Social Management Plans (SMP) or Social Impact Management Plan (SIMP) will be prepared and implemented for subprojects with no land acquisition or involuntary displacement of people, while Resettlement Action Plans (RAP) and Tribal Peoples Plans (TPP) will be prepared for implementation for subprojects involving population displacement and tribal peoples' issues.

1.3 Subproject Location and Description

The proposed subproject goes over the areas of Ward Number 5, 6, and 9. It is divided into two portions by Dhaka-Mymensingh National High Way. The eastern part is started from Kalimuddin Chairman Bari Morh and

ended at Answer road bus stand (Beraiderchala) under Ward Number 5 and 6, and the western part is started from Beriaderchala and ended at Baherarchala (Labolanga khal) under Ward number 9.

The name of the subproject is “Improvement of Answer road by RCC road and a box culvert from Kalimuddin Chairman Bari Morh to Baherarchala (Labolanga Khal)”. The proposed subproject will be RCC road at a length of 3.7 km on the roadway of existing Answer Road from Kalimuddin Chairman Bari Morh to Baherarchala (Labolandgo Khal). The total width of the road will be 6.00 meters. The existing avg. right of way is 9.5 (m).

The proposed road is divided into two parts by Dhaka-Mymensingh High Way at Beraiderchala bazar of Answer road. The proposed Answer road from Kalimuddin Chairman Bari Morh to Beraiderchala (Answer road bus stand) is located at the eastern side of the Dhaka-Mymensingh High Way and from Beraiderchala to Baherarchala (Labolanga Khal) at the western side of the Dhaka-Mymensingh High Way.

The portion of proposed road from Kalimuddin Chairman Bari Morh to Beraiderchala (Answer road bus stand) goes along the middle of Ward number 5 (south side of the ward) and Ward number 6 (north side of the ward) while the road from Beraiderchala to Baherarchala (Labolanga Khal) is under Ward number 9. The subproject area consists of mixed land use pattern of commercial, industrial, administrative and residential area of the Municipality. Various commercial, industrial, social, administrative and residential areas are established at the both sides of the road. However, comparatively more industries are located at the road sides from Beraiderchala to Baherarchala (Labolanga Khal). Hence, both sides of the road remain busy round the clock due to commercial, industrial and administrative works.

The proposed subproject will be constructed on the roadway of the existing road which is owned by the Municipality. However, the proposed road will be 6.00 (m) wide than the existing right-of-way is 9.5 (m) which requires no acquisition of land at the both sides of the road. At the both sides of the road demands voluntarily removal of few different existing infrastructures such as shops and trees. Initially a total of 33 shops (extension part), and 300 trees will have to remove for constructing this sub project. In the meantime 22 shops extension part has been willingly removed by the shop owner. Presently only 11 shops need to be clear extension part as encroachment.

Present condition of proposed road:

The Answer road that will be improved to RCC road under this subproject is a bituminous carpeting (BC) road. But, the condition of the existing road is too bad that no BC pavement is found all over the road. Due to long time use by the heavy vehicles the BC road is severely damaged containing cracks, pot holes, edge broken and depressions. Waterlogging and melted earth are found all along the road during the field observation. Due to its damaged condition, the movement of vehicles particularly light vehicles used for carrying local people within the Municipality is remarkably decreased and the light vehicles those are passing through this road has been facing accidents due to broken of the parts and passengers are being injured. The existing road varies below 6 (m) in width at different places which is not adequate to accommodate the growing high volume of traffic and thereby causing severe traffic jams, slow movement and frequent accidents. After implementation of the subproject the problems will be alleviated and road users will be benefitted. The single lane road will be widened to 6(m) new roads has been proposed to be RCC road from Kalimuddin Chairmanbari morh to Baherarchala to cater for

increased traffic volume. This will reduce the accident, existing traffic congestion, reduce journey time and will also enhance the connectivity of the road network to meet the forecast economic and traffic growth targets.

The ULB consultants have visited the proposed road site many times and organized a series of group discussions with the community people. From the opinions and feedback of the community people in the vicinity of the road side market and surrounding area, it is clear that the inhabitants are very much interested in the development of the road. The construction of proposed road under Sreepur Pourashava is greatly needed. It is proposed in the CIP. Local stakeholders proposed the following improvements:

- 1) The proposed road is highly required for the community people, school going children, pedestrians, officials, businessmen and industrialists;
- 2) The road should be expanded at the both sides maintaining an equal distance from the middle or center of the existing road;
- 3) The road should be constructed in such a way that no waterlogging is happened on the road;
- 4) The speed of the vehicles should be controlled by engaging traffic control authority, community traffic police and constructing speed breakers at certain interval of the road and at different vulnerable points like schools, markets etc, to avoid the accidents;
- 5) Proper traffic control mechanism including sign of speed, sign of turning, community traffic police with flag at important points etc should be ensured;
- 6) Street light should be given along all roads. It can be given with electric poles of REB. The Municipality can install separate poles for street light, if required;

It has been ensured that the existing 11 shops/infrastructure extension part encroachment will voluntarily remove before construction work started. Initially it was 33 nos. In the meantime 22 shops extension part has been removed voluntarily by the shop owner. In this regard an agreement has been signed between them and the Pourashava authority (Annexure-8).

In this subproject, social safeguard compliance issues are ensured. There is no need of land acquisition and no question of resettlement issues. Finally, there is no displacement of people from the existing road.

1.4 Social Impact Management Plan

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 remove extension part of shops 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 and provide them shifting cost.

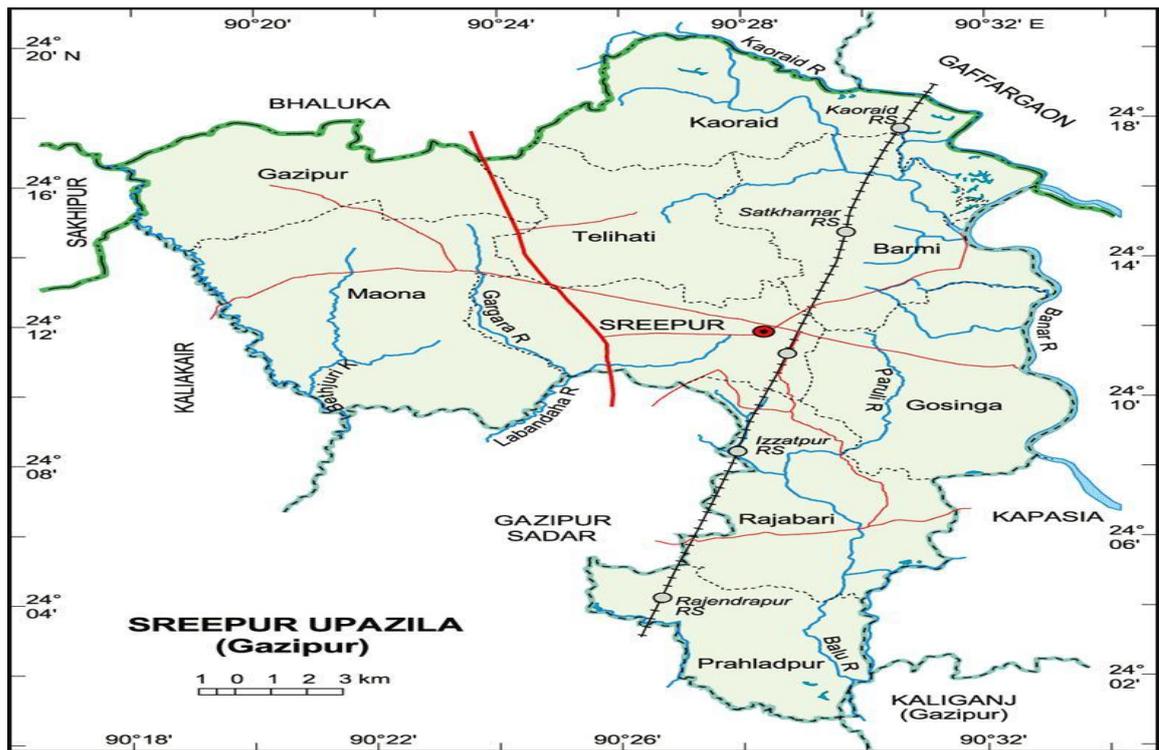
The SIMP will guide the social safeguards to achieve sound construction of the subproject and ensure efficient lines of communication between the PMU of BMDF, ULB and contractors.

2. Description of Subproject Area

2.1 Brief Profile of Sreepur Pourashava

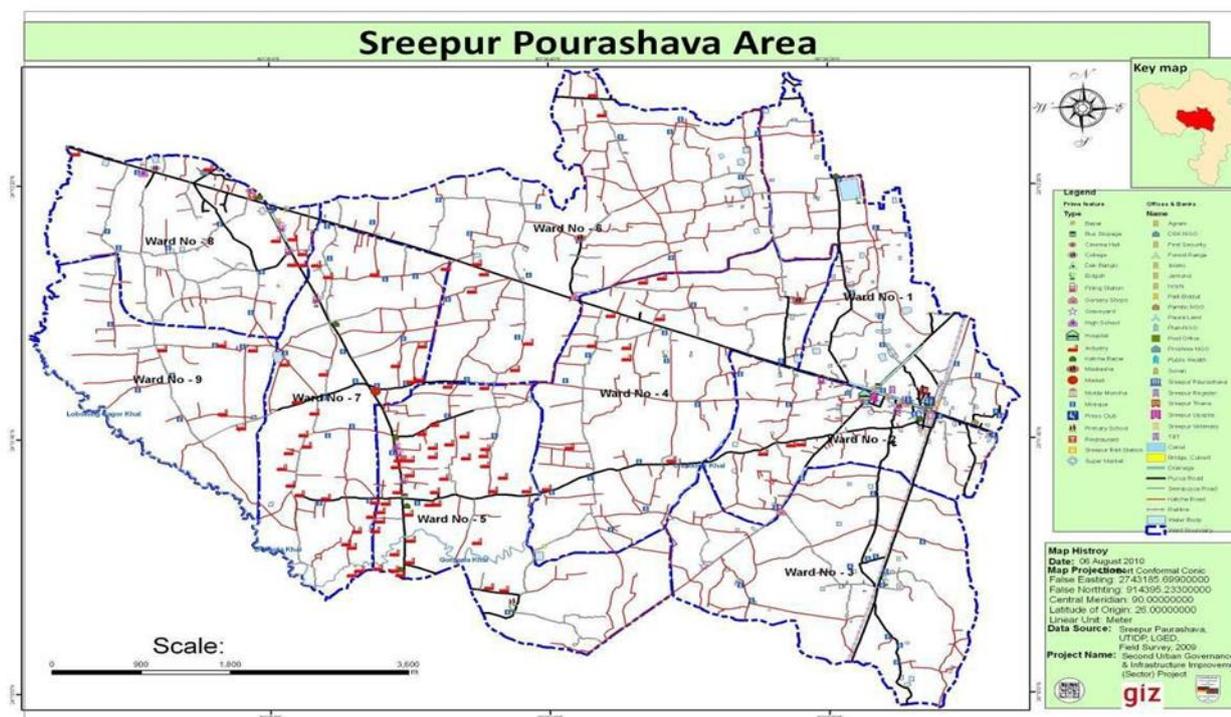
Sreepur Municipality is situated within the Gazipur district at a distance about 25 km from the district headquarter and on the south-east part of the district. It is the centre of Sreepur Upazilla and located beside the Dhaka-Mymensingh highway. The Sreepur Upazilla is located between 24010/ and 24014/ north latitude and between 90023/20// and 90029/35// east longitude. The Sreepur Municipality area is surrounded by Telihati and Barmi unions in the north, Gosigna union in the east, Maona union in the west and Gazipur Sadar Upazilla in the south. The municipality is established in 2000. It is classified as a “Category B” municipality. (Source: Sreepur Paurashava Master Plan: 2011 to 2031 and DPHE, 2014)

Sreepur Municipality is under development for industries and rising with high rate. There are about 88 industries, 63 livestock farms, 4 food processing industries, 4 rice mills, 7 markets, 7 banks, 3 technical colleges, 170 mosques, 3 churches, 2 government hospitals and 5 post-offices in the municipality area. The relative importance of the town has ever been growing as a regional centre of trade and commerce. (Water Supply System Development: Volume 3 of 4, DPHE, February 2014)



MAP 1: Geographical location map of Sreepur Municipality

The total area of the municipality is 48.48 sq km and consists of 4 Mouzas and 9 Wards. The total population of the municipality is 126249 amongst which 67160 are male and 59089 are female. The total household of the municipality is 31470. The density of the population per square kilometer is 2604. (Source: Population and Housing Census 2011)



MAP 2: Boundary map of Sreepur Municipality

The Sreepur Municipality has implemented different development projects with the fund of Annual Development Programme allocated by the government and UGIIP-II. It has also implemented project by the fund of BMDF. Recently, the Municipality 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 “Reconstruction of RCC road with a Box culvert of Answer road from Kalimuddin Charimanbari morh to Baherarchala (Labolango Khal)” as the highest priority (CIP 01) for meeting the long pending demand of road for ensuring smooth movement of vehicles and growing population of the municipality. The Municipality has already submitted an application for sub-credit to BMDF seeking financial support in order to reconstruction of Answer Road. The significant features of the subproject are given in **Table 1-1** as below:

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

Name of the Sub-Project	“Improvement of Answer road by RCC road from Kalimuddin Chairman Bari Morh to Baherarchala (Labolanga Khal)” with a Box Culvert.
Name of District	Gazipur
Name of ULB	Sreepur Municipality
Service Areas	A part of the Answer road starting from Kalimuddin Chairman Bari Morh to Baherarchala comprising Ward number 5, 6, 7 and 9. It is located at both sides of Dhaka-Mymensingh high way.

Beneficiary Population	All the people of the Municipality will be benefitted. But the people living in Ward number 2, 4, 5, 6, 7 and 9 will be more benefitted which is more than half of the population of the Municipality
Tribal People	No tribal people are living in the subproject influence areas.
Structural Design Option	RCC road and a box culvert
Total length and width of road and drain	The total length of the road is 3.7 km. The width of the road is 6.00 meters.
Land Acquisition	Municipality owned land. No need to LA
Estimated Cost	BDT.180 million
Subproject Duration	18 months
Tentative Starting Date	July 2018
Tentative Completion Date	December 2019

2.2 Justification of Selecting the Subproject

The proposed subproject has significant importance in internal and external communication of dwellers of the municipality as well as drainage of household and industrial waste water. The proposed road is one of the key roads of the municipality and more than half of the inhabitants of the municipality covering the people from Ward number 2, 4, 5, 6, 7 and 9 moves through this road to different areas of the municipality and out of municipality using different local vehicles. On the other hand, being a mixed commercial, industrial and residential areas, different people and large vehicles outside of the municipality come to municipality areas for carrying industrial products and goods for trade and business, and regular official and household activities using this road. Besides, the proposed road is connected with the Dhaka-Mymensingh High Way and one of the key entry and exit point of the citizens and vehicles to and from the different parts of the Upazilla, District as well as the country. But, the road is severely damaged and almost ineffectual for the movement of vehicles and people. All the people, business establishments and industries in and around the catchment areas are being affected due to the lack of functional movement of vehicles through this road.

Further, the subproject has significant social and economic benefits to the community people. After completion, the road subproject will provide uniform width for the safe movement of inhabitants and vehicles which will reduce the risk of accidents. By constructing smooth road surface it will provide better, easy and safe movement facilities for the travelers. In addition, the proposed subproject will significantly enhance the business facilities and hence increase the income of the people, businessmen and industrialists. It will also add the commercial and aesthetic value of the area. Therefore, considering the benefits that will derive, the subproject is selected for implementation.

2.3 Importance of Social Safeguard Assessment

The Social Management Framework (SMF) that is developed by BMDF according to regulatory framework of the country and policy guidelines of the World Bank indicates that any subproject to be implemented by ULBs

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

Now, as per the social management framework of BMDF, it is required to conduct a social safeguards assessment of the proposed RCC road and drain to meet the regulatory framework of the Government of Bangladesh and World Bank policies. Therefore, the Sreepur Municipality has deployed an individual consultant to carry out the social safeguards assessment on the proposed subproject.

2.4 Project Description

The name of the subproject is “Improvement of Answer road by RCC road from Kalimuddin Chairman Bari Morh to Baherarchala (Labolanga Khal)”. The proposed subproject will be consisted of RCC road at a length of 3.7 km on the roadway of existing Answer Road from Kalimuddin Chairman Bari Morh to Baherarchala (Labolandgo Khal). The total width of the road will be 6.00 meters. The proposed road is divided into two parts by Dhaka-Mymensingh High Way at Beraiderchala bazar of Answer road. The proposed Answer road from Kalimuddin Chairman Bari Morh to Beraiderchala (Answer road bus stand) is located at the eastern side of the Dhaka-Mymensingh High Way and from Beraiderchala to Baher archala (Labolanga Khal) at the western side of the Dhaka-Mymensingh High Way. The portion of proposed road from Kalimuddin Chairman Bari Morh to Beraiderchala (Answer road bus stand) goes along the middle of Ward number 5 (south side of the ward) and Ward number 6 (north side of the ward) while the road from Beraiderchala to Baher archala (Labolanga Khal) is under Ward number 9.

The subproject area consists of mixed land use pattern of commercial, industrial, administrative and residential area of the Municipality. Various commercial, industrial, social, administrative and residential areas are established at the both sides of the road. However, comparatively more industries are located at the road sides from Beraiderchala to Baher archala (Labolanga Khal). Hence, both sides of the road remain busy round the clock due to commercial, industrial and administrative works.

The proposed subproject will be constructed on the roadway of the existing road which is owned by the Municipality. However, existing right off way 9.5 (m) and the proposed road will be 6.00(m) wide. So, no need to require acquisition of land. Moreover, a total 11 shops (extension part) will have to remove their extension part for constructing this subproject. Initially it was 33 nos. in the meantime 22 shop owners have been remove their shops extension parts voluntarily.

2.6 Project Affected People

The proposed subproject will be constructed on right-of-way of the existing road. However, the widening of road needs to remove 11 shops extension parts at the both side of the road. The required lands that are needed for this action owned by Sreepur Pouroshava. The businessmen are agreed to voluntarily remove their structures and trees for their business interest. The agreement between shop owners and the Municipality Authority to voluntarily remove the structures is attached as Annexure 8. Therefore, no individual household will be affected by this subproject. Further, there is no such human settlement on proposed site those are to be affected. Therefore, no people will be directly or indirectly affected by the proposed subproject.

2.7 Scenario of Existing Infrastructure by Major Component

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

2.7.1 Roads

The Sreepur Municipality has 140.50 km road networks for internal communication. The road network includes different types of road and brief of these roads are given in **Table 1-2** as below:

MAP 3: Location map of proposed RCC road and drain

Table 2: Different types of road, its lengths and present condition

S/N	Type of Roads	Length (km)	Present Condition (in percentage)		
			Good	Moderately good	Not good
1	Bituminous Carpeting Road	25.00	20%	15%	65%
2	HBB road	99.50	30%	20%	50%
3	Cement Concrete Road	1.50	70%	-	30%
4	Water Bound Macadam Road	-	-	-	-
5	Earthen Road	107.50	10%	20%	70%
6	Footpath	7.00	50%	20%	30%
Total length of roads		140.50			

(Source: Municipality Data, 2018)

In addition, there are nine culverts and three bridges in the municipality areas

2.7.2 Drains

The Sreepur Municipality has 17.75 km drain network to run out the storm water. The scenario of the drainage system is given in **Table 1-3** as below:

Table 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)	4.00	60%	30%	10%
02	Drain (secondary)	3.00	35%	40%	25%
03	Drain (tertiary)	10.75	30%	40%	30%
Total length of drain		17.75			

2.7.3 Water Supply and Sanitation Facilities

There is no overhead tank in the municipality. There are 950 hand tube wells and only one public toilet in the Municipality areas.

2.7.4 Bus and Truck Terminals

There is no bus and truck terminal in the Municipality areas.

2.7.5 Market Facilities

There are 53 markets in the municipality areas amongst which 3 markets are owned by the Sreepur Municipality and 50 are privately owned markets. The markets those are owned by the municipality are kitchen market. The brief scenario of municipality owned markets is given in **Table 1-4** as below:

Table 4: Brief scenario of municipality owned markets

Sl No.	Name of market	Location of market	Area of market (in decimals)	Earning per year from the market (in lac)	Present condition (in percentage)		
					Good	Moderately good	Not good
Kitchen Market							
01	Sreepur Bazar	Gohata road at Ward # 2	93 m2	1.08	50%	50%	-
02	Kewa Bazar	DB road at Ward # 6	93 m2	0.60	40%	60%	-
03	Mauna Bazar	Phulbari road at Ward # 8	93 m2	0.50	30%	70%	-

2.7.6 Community Center

There is no community center of the Municipality.

2.7.7 Recreational Park

There is no recreational park in the Municipality areas.

2.7.8 Street Poles and Lights

The Sreepur Municipality has only 120 street poles and at present, there are 40 LED and 800 energy savings bulbs. It lightens only 10% areas of the municipality.

2.7.9 Slaughter House

The Sreepur Municipality has a slaughter house which is located at Gohata road under Ward # 2. The condition of the slaughter house is moderately good.

2.7.10 Solid Waste Management System

There are three garbage bins to dump household solid waste and nine vans to collect the waste from households. There is no fixed landfill under the Municipality. The solid wastes are being disposed in different fellow lands in forest areas.

2.7.11 Fecal Sludge Management system

There is no fecal sludge management system in the Municipality. Even, there is no vacuum cleaner of the Municipality. Fecal sludge of individual households is managed by their own. The septic tank of the individual households is cleaned by the sweeper. Firstly, lime products are used to dissolve the fecal into water and then water is removed by the private vacuum cleaner. Finally, the waste water is disposed in barren lands.

SECTION 3: SOCIO ECONOMIC BASELINE OF SREEPUR MUNICIPALITY

3.1 Population Status and Household Size

According to the Population and Household Census 2011, the Sreepur Municipality has 31470 households and there are 126249 people living in these households amongst which 67160 are male (53.20%) and 59089 are female (46.80%). The average size of the household is 4. The total area of the Municipality is 48.48 km and hence indicating that the density of the population per square kilometer is 2604.1. The Census 2011 also reveals that most of the people in the Municipality are Muslim. There are 123776 Muslim, 1991 Hindu, 356 Christian, 31 Buddhist and 95 others people live in the Municipality areas. Figure 1 shows the percentage distribution of

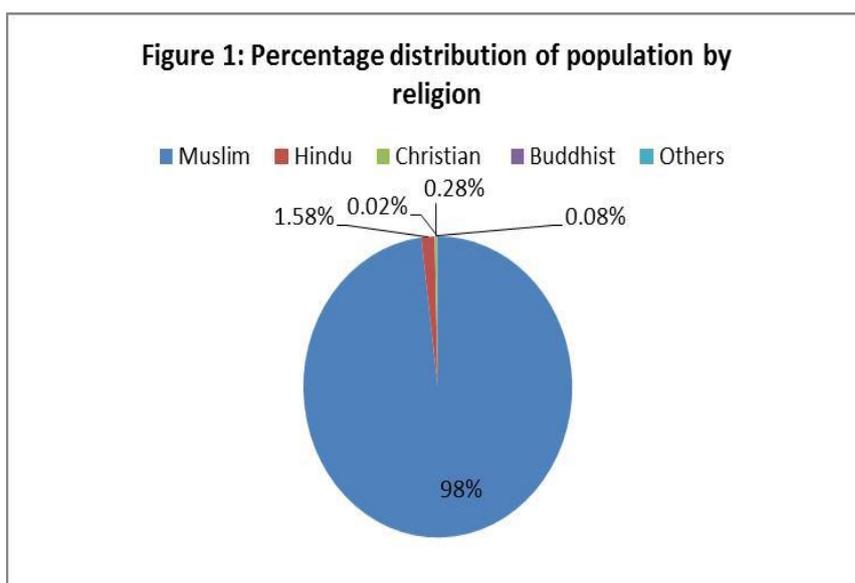


Figure 1: percentage distribution of population by religion

people by religion.

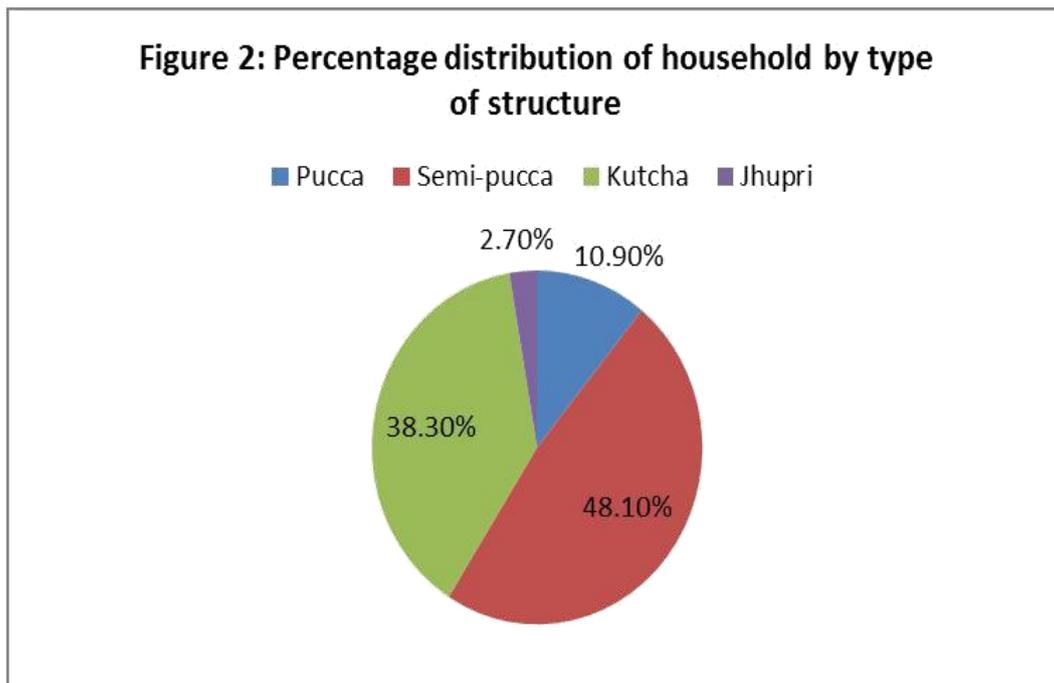


Figure 2: Percentage distribution of household by type of structure

In addition, there are 69 ethnic households containing 266 people and most of them are belonging to Garo Community. Moreover, the disable in the Municipality is 0.9% 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 24.1 percent of the total population. The percentages of other age groups of people in the municipality are 9.5 at 0-4 years, 10.4 at 5-9 years, 8.3 at 10-14 years, 9.3 at 15-19 years, 15.4 at 20-24 years, 14.7 at 25-29 years, 4.2 at 50-59 years, 1.7 at 60-64 years and 2.4 at 65 plus age group.

3.2 Housing and Settlement Pattern

The Population and Housing Census 2011 reveals that the people of the Municipality live in Pucca, Semi-Pucca, Kutcha and Jhupri houses. The Figure 2 shows that the highest percentage of general households of the municipality is semi-pucca (48.1 percent). The percentage of other general household by the type of structure of the Municipality are 38.3 percent kutcha households, 10.9 percent pucca households and only 2.7 percent jhupri households.

Further, the people of the Municipality 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 44.9 percent people live in own house, 51.9 percent people live in rented house and 3.2 percent people live in rent free house.

There are markets, shops, educational institutes, private offices, government offices, business establishments,

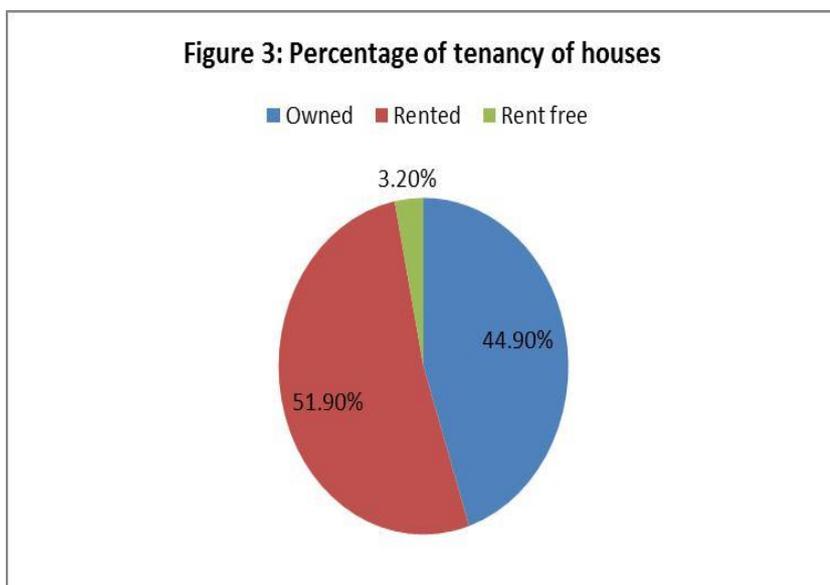


Figure 3: Percentage of tenancy of house

industries etc. in the surrounding areas of the subproject.

3.3 Education

According to the Population and Housing Census 2011, the literacy rate of the municipality is 63.3 percent. The Figure 4 shows that the literacy rate among the male is 66.8 percent and the female is 59.3 percent, remarkably

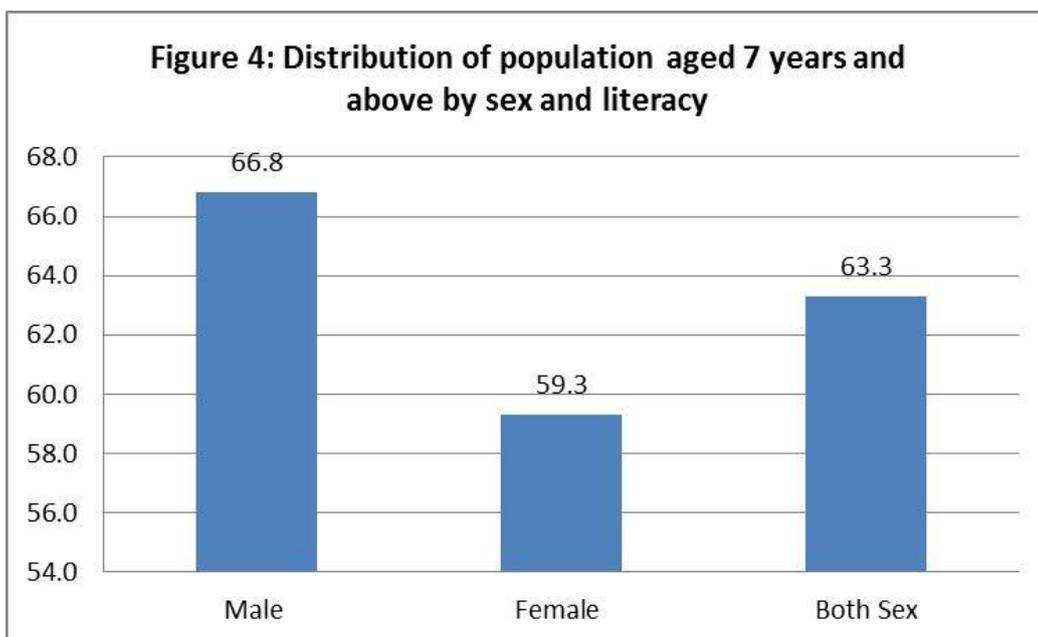


Figure 4: Distribution of population aged 7 years and above by sex and literacy

below from the male counterpart.

3.4 Educational and Cultural Institutions

There are 15 government and non-government primary schools, 6 secondary schools, 6 secondary school cum colleges, 3 colleges and 3 vocational institutes which are contributing in enhancing the educational status of the citizen living within the Municipality area.

There are no children's park, stadium, auditorium and library in the Municipality areas.

However, there is a cinema hall in the Municipality area.

3.5 Land use, Income and Employment Pattern

Field observation is done to gather information about the land use of the municipality. The field observation shows that the lands under the municipality are being used as agriculture, residential, official, business center, and industry and road network. The major part (59.91%) of the Sreepur Municipality area is being used for agricultural purposes. Residential use is the second highest land use of the Municipality containing 28.46% of land. A large part (1.47%) of the land is occupied by the water bodies including one river. Commercial and Processing & Manufacturing use occupied 0.75% and 3.80% of land respectively. The circular network and mixed use occupied 3.09% and 0.13% of land respectively. While 0.22% of land is available for community services and 0.35% of land is used for educational facilities. (Source: Master Plan 2011-2031 of Sreepur)

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.

3.6 Economic System

The subproject area is inhabited by the people of mixed occupation. Livelihood of the people of Sreepur Municipality is mainly dominated by agriculture. The commerce and industries also play significant role in maintaining the livelihood here. The main sources of income include agriculture 54.62%, non-agricultural laborer 3.67%, industry 0.79%, business and commerce 15.63%, transport and communication 4.98%, service 8.52%, construction 1.52%, religious service 0.19%, rent and remittance 2.02% and others 7.71%. (Source: Bangla Pedia)

The economy of the Sreepur is predominantly agriculture. However, non-farming activities plays significant role in the economy of this area. The income from non-farm establishments mainly comes from garments industries, ceramic industries, saw mills, rice mills, electricity, gas and water supply, construction, wholesale and retail trade, hotel and restaurant, transport storage and communication, bank, insurance and financial institution, real estate and renting, public administration and defense, education, health and social work, and community, social and personal services.

There are about 88 industries, 63 livestock farms, 4 food processing industries, 4 rice mills, 7 markets, 7 banks, 3 technical colleges, 170 mosques, 3 churches, 2 government hospitals and 5 post-offices in the municipality area. The relative importance of the town has ever been growing as a regional centre of trade and commerce. (Water Supply System Development: Volume 3 of 4, DPHE, February 2014)

3.7 Archeological, Historical and Religious Institutions

No known remarkable archeological or historically important structure and protected areas are reported in the subproject site. However, there is mass grave near the Sreepur Rahmat Ali University College and Sal Forest. There are 170 mosques, one temple, four shasans and three churches in the Municipality areas.

3.8 Health and Sanitation Status

The health service delivery system of the Municipality is constituted by one 50 bedded Upazilla Health Complex, 12 private clinics, 10 diagnostic centers, 26 EPI centers run by and NGOs from which the inhabitants of Municipality and surrounding areas are getting their necessary health supports and services. (Source: Municipality Data, 2018)

Drainage, sewerage and latrine facilities are very much important facilities for any urban areas. However, drainage and sewerage facilities are unavailable in Sreepur Municipality. The

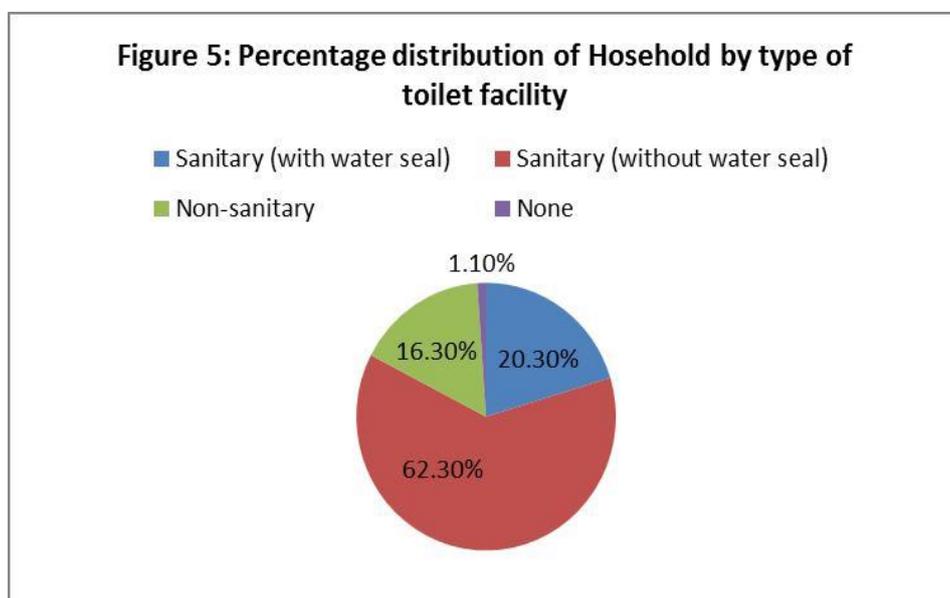


Figure 5: Percentage distribution of Household by type of toilet facility

Population and Housing Census 2011 reveals that the most of the people of the Municipality use sanitary latrine but most of them are without water seal which is not environmentally hygienic. The Figure 5 shows that 20.3 percent households have sanitary latrine with water seal, 62.3 percent households have sanitary latrine with no water seal, 16.3 percent households have non-sanitary latrine and 1.1 percent households have no latrine. There is no hanging latrine in the municipality areas.

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

3.9 Water Supply Situation

The people of the Municipality mostly collect drinking water from tube-well. According to the Population and Household Census 2011, the most of the people (79.8%) of the Municipality collect drinking water from tube well while 17.9% of the people collect drinking water from tap and 2.3% of the people from other sources.

3.10 Drainage system

There is no river flow through the Sreepur Municipality. The Lakhay river flows off the east of the Municipality from north to south direction. It is about 6 km from the core area of the Municipality.

There are three khals named Labolang Sagar, Maricha Khal and Chokkar Khal. The Labolang Sagar flows from west to south direction along the west and south boundary of the Municipality.

Other two khals flow inside the Municipality towards south direction. These two khals meet Labolang Sagar and finally it routes to Turag river. These khals are very important for the drainage of the Municipality. (Source: Drainage, Sanitation and SWM: Volume 4 of 4 of Final Report of Sreepur, DPHE, February 2014).

The Municipality has only 17.75 km long drain amongst which 4 km, 3 km and 10.75 km are primary, secondary and tertiary drains respectively. Most of the drain is narrow. These existing drains are not enough to carry storm and domestic waste water. (Source: Municipality Data, 2018)

3.11 Solid Waste Management

There is no establishment and proper solid waste management system in Sreepur Municipality. The solid waste management system consists of waste generation and storage, collection and final disposal. Households within the Municipality area are producing 3 tons of domestic solid waste per day. But the logistics for collection and disposal of solid waste include 15 sweepers, 9 vans, 8 dustbins and one garbage truck. Hence, the waste collection process is not properly practiced here. The Municipal Authority used to dump household waste in low lands on the basis of land owner's interest or nearest ditches or barren forest lands indicating there is no specific site or landfill of the Municipality. (Source: Master Plan of Sreepur 2011-2031 and Municipality Data 2018)

3.12 Mode of Transportation, Road Network and Traffic Volume

Railway and road are the major mode of transportation in the Municipality. There is no waterway within the Municipality and its surrounding areas. Sreepur Municipality is well connected with national railway network. The railway track passes through the eastern side of the Municipality. A total of 5323.75 meters railway track found in the Municipality areas. (Source: Master Plan 2011-2031 of Sreepur Municipality).

The total length of the road network of the Municipality is 240.50 km amongst which 25 km are bituminous carpeting road, 1.5 km are cement concrete road, 99.5 km are brick soiling called herring bone bond road, 107.5 km are katcha road called earthen road and 7 km are footpath. Besides, Dhaka-Mymensingh highway runs through the Sreepur Municipality area.

Both motorized and non-motorized vehicles are operated in all the roads of the Municipality. The motorized vehicles are mostly intercity passenger buses, 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 Municipality 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: Master Plan 2011-2031 of Sreepur Municipality)

A traffic volume study is conducted for the purpose of the assessment at the proposed Answer road areas at some specific intersections or points namely kalimuddin Chariman Bari Morh, Beraiderchala (Answer road bus stand

at the east side of the Dhaka-Mymensingh highway), Beraiderchala (West side of the Dhaka-Mymensingh highway) and Baherarchala Nuton Bazar Morh from which the vehicles are enter and exit to determine the number, movements and classification of roadway vehicles. The study reveals that a significant number of vehicles move through the proposed road and of which mostly are motorized. The motorized vehicles include both light and heavy vehicles. The heavy vehicles namely truck, dump truck and lorry carry huge load at a maximum of 90 tons. These heavily loaded vehicles will cause damage of the road. Hence, the road should be design in such a way that it can bear the maximum reported load. The findings of the study are given in Figure 6, Figure 7, Figure 8 and Figure 9 as below:

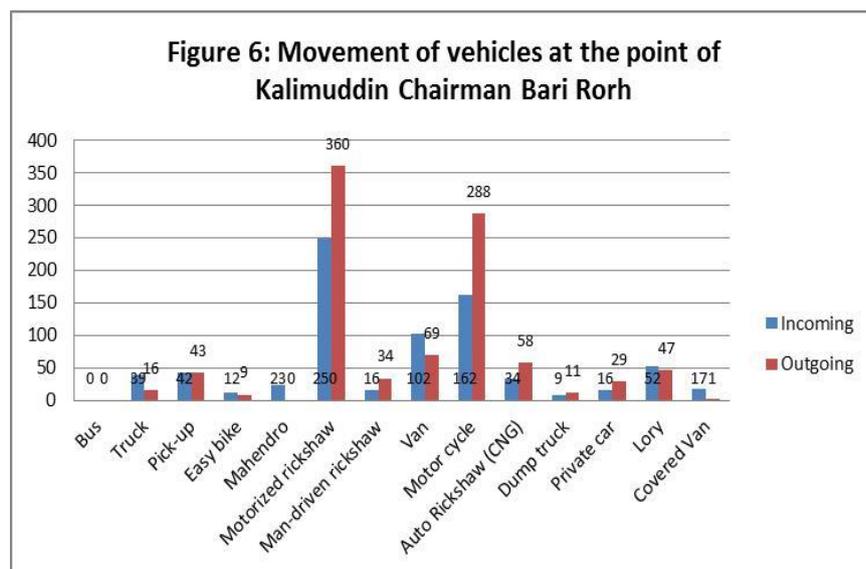


Figure 6: Movement of vehicles at the point of kalimuddin Chairman Bari Morh

Figure 6 shows that a total of 774 times incoming and 965 times outgoing movements of both motorized and non-motorized vehicles happened per day through Kalimuddin Chairman Bari Morh.

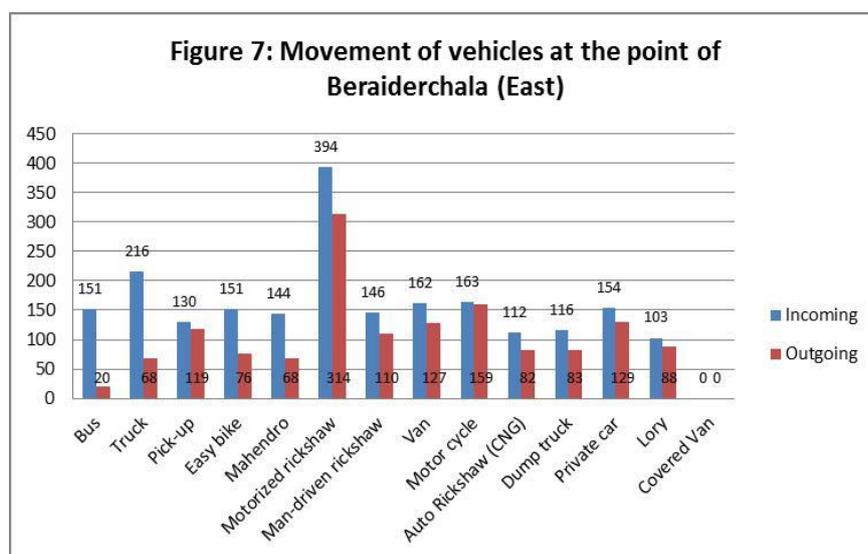
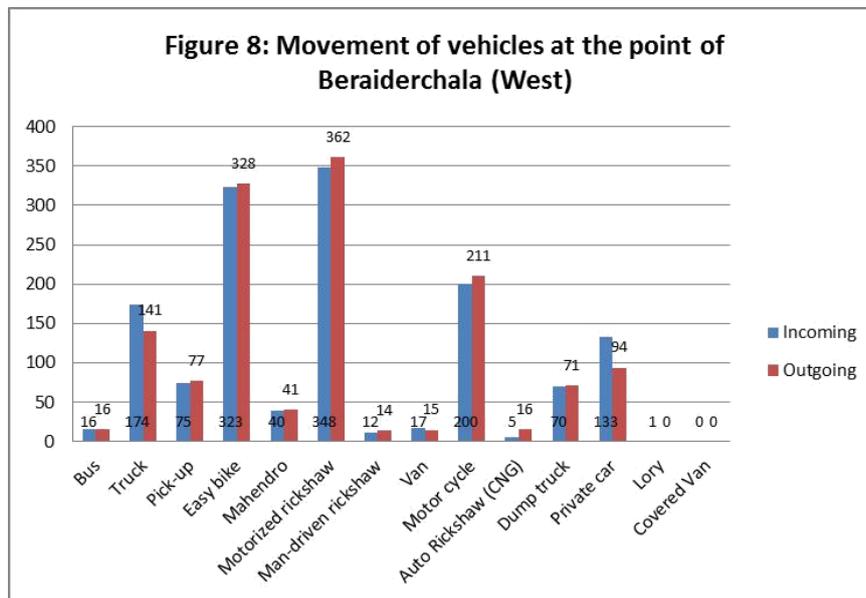


Figure 7: Movement of vehicles at the point of Beraiderchala (East)

Figure 7 shows that a total of 2142 times incoming and 1443 times outgoing movements of both motorized and non-motorized vehicles happened per day through Beraiderchala (Answer road bus stand) (at the east side of the



Dhaka-Mymensingh highway).

Figure 8: Movement of vehicles at the point of Beraiderchala (West)

Figure 8 shows that a total of 1414 times incoming and 1386 times outgoing movements of both motorized and non-motorized vehicles happened per day through Beraiderchala (Answer road bus stand) (at the west side of the

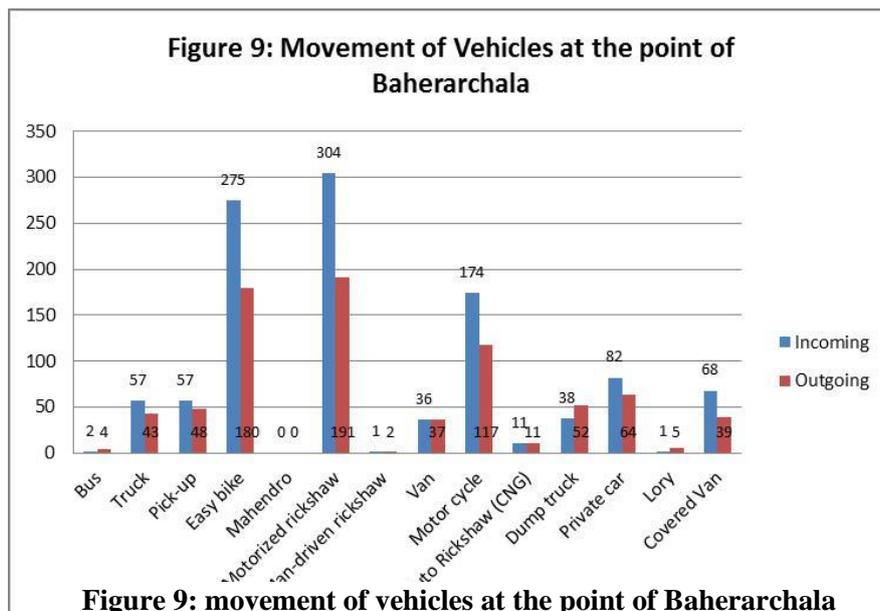


Figure 9: movement of vehicles at the point of Baherarchala

Dhaka-Mymensingh highway).

Figure 9 shows that a total of 1106 times incoming and 793 times outgoing movements of both motorized and non-motorized vehicles happened per day through Baherarchala Nutan Bazar Morh. In addition, consultation

with community people reveals that the movement of vehicles through the proposed road at the day of study is much less than the actual movement of vehicles.

3.13 Land acquisition and resettlement

The entire subproject area is owned by the Municipality. During the community consultation, the participants spontaneously agreed to voluntarily remove their shops front step for the subproject for their own business and community interest. Hence, there is no issue of Compensation payment for acquiring the land and preparation of resettlement plan. Prior to the construction, the built in structures mainly extended portion of semi-pucca shops and trees need to be clear. The Municipality will clear the site by amicable discussion and agreement with the owners of the structures prior to the works.

3.14 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 69 households, mainly Garo people, live in the Municipality areas who will be benefited from the subproject.

3.15 Economic Benefits

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

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

3.16 Stakeholder Identification and Analysis

As a part of the overall assessment, the study identified the key stakeholders of the proposed sub-project areas and assessed the power relationships as well as influence and interests of stakeholders involved in the development work of the subproject. The key stakeholders for Road and Drain were identified in consultation with the Mayor and officials of Sreepur Municipality, local elites, representatives of business associations, and community people etc. who are involved directly and indirectly with management and are benefited from the road. **Table 3-1** shows a list of stakeholders, their benefits from the road and drain, and the level of their influence to the road and drain.

Table 5: List of stakeholders and anticipated benefits of stakeholders

Potential stakeholders	How they become Stakeholders	Benefit	Level of Influence and Interest
Municipality Authority	Municipality authority is owner and key implementation, operation and maintenance authority of the subproject	Municipality authority will fulfil their commitment to the people as a service providing Institution.	High
Owner of Industries and Business	The vehicles of Industries, business institutions, businessmen	Transport raw materials, products, business items and others to and from their	High
institutions, and Business men/ and traders	or traders will move through the road and use the drainage facility.	business establishments easily using different types of Vehicles. Facility to discharge their waste water into the drain,	
Owners of bus, truck, pick-up and other heavy vehicles	User of the road as vehicle owner	Good conditioned road for smooth transportation facility. Reduce operation and maintenance cost of vehicles. Reduce fuel consumption of vehicles by getting smooth running surface. More trip and more regular earnings.	High
Officials	Regular road user for living smooth livelihood	Take less time to go to office, decrease travelling cost and reduce the risk of accident.	Medium
Community people	All time user of road	Good transportation facilities. Take less time to go at different places.	High

		<p>Decrease travel cost.</p> <p>Reduce the chance of accident.</p>	
		<p>Facility to discharge their waste water into the drain.</p> <p>Enjoy waterlogging and odor free environment.</p> <p>Footpath for safe movement.</p>	
House wives	All time user of road	<p>Good transportation facilities.</p> <p>Discharge household waste water into drain and enjoy hygienic environment.</p>	High
Laborers	Working opportunity during construction and operation	Earn wages during construction.	Medium
		Earn more wages through carrying out the goods at different industries, business centers and shops.	
Mayor and Ward Councilors	Key persons of taking decision in implementation, operation and maintenance of road and drain.	Can fulfill the requirements of the citizen and show the commitments to the voters.	High
Rickshaw pullers, easy bike and auto-rickshaw drivers	Road users for livelihood	<p>More trip and more regular earnings.</p> <p>Good conditioned road for safe driving.</p> <p>Reduce operation and maintenance cost of vehicles.</p> <p>Reduce fuel consumption of vehicles by getting smooth running surface.</p>	High
Traffic control	Service provider for	Easy to manage the movement	Medium

authority	ensuring smooth and congestion free movement of vehicles	of vehicles. Easy to ensure congestion free road. Fulfill the duty with less mental pressure.	
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3.17 Gender and Vulnerability Analysis

The implementation of subprojects under the MGSP of BMDF are inclusive in nature and involves all categories of local stakeholders particularly women in different stages of the subproject planning, design, implementation and operation. The gender and vulnerability analysis in consultation with female participants at Municipality Office and community level shows some concerns. The concerns and its mitigation measures are shown in the **Table 3-2 as below:**

Table 6: Concerns on gender and mitigation measures

SL No.	Likely Negative Impacts	Suggested Mitigation Measures	Institutional Responsibility
01	Inequitable access to improved infrastructure	Keep a provision of adequate space for Footpath. Keep footpath free for the movement of all people especially walking women, girls, students and disable people	PIU of Sreepur Municipality
02	Women, particularly of weaker sections may be discouraged to speak and demand equitable benefits in the name of porda/ dignity of women or lineage	Engage competent women ward councilor speaking for women and working for them to participate in the sub-project selection, designing, implementation and participatory M&E	PIU of Sreepur Municipality
03	ULBs may lack information, awareness and expertise to take up implement sub-projects specially beneficial to women	Impart awareness training for both elected representatives and employees (executives). Impart more detailed training for the executives and staff.	PIU of Sreepur Municipality

04	Wage discrimination	Make conditionality in the bid document to ensure equal wage for equal work. Ensure compliance by close supervision by the ULB with the assistance of consultant as required Activate GRC in this regard hearing complaints and resolving them	PIU of Sreepur Municipality
05	Participation	Representative of women and vulnerable groups in GRC Occupational groups men and women consultation process Beneficiary options reflected in subproject design and implementation	PIU of Sreepur Municipality
06	Eve teasing and sexual abuse	Keep a provision of safe space for women and girls at all stoppages along with road.	PIU of Sreepur Municipality
07	Absence of movement facilities for disable people from road to market premises	Disable friendly design and implementation; Involvement of disable people at planning and design stage, if possible; Provision of ramp from road to markets for the movement of the disable people.	PIU of Sreepur Municipality

4. Social Impact Assessment

4.1 Benefits of the Subproject

The advantage of reconstruction of proposed RCC road in Sreepur Pouoshava has significant social and economic benefits to the community people. After completion, the road subproject will provide uniform width for the safe movement of inhabitants and vehicles which will reduce the risk of accidents. By constructing smooth road surface and footpath it will provide better, easy and safe movement facilities for the travelers. In addition, the proposed subproject will significantly enhance the business facilities and hence increase the income of the people, businessmen and industrialists. It will also add the commercial and aesthetic value of the area. Therefore, considering the benefits that will derive, the subproject is selected for implementation.

4.2 Social Screening and Safeguard Compliance Issues

The social screening has provided a rapid assessment of the project characteristics, its beneficiaries, the socio-economic dimensions of the area, and its potential impacts and risks. According to engineering design, implementation of this subproject will be carried out within the existing right off way area belonging to the ULB. Results from the social screening are given below.

- ✚ No mosques, temples, graveyards and cremation grounds and other places/ objects of religious, cultural and historical significance will be affected;
- ✚ No additional public or private lands will be required for the subproject outside the existing right of way.
- ✚ No threat to cultural tradition and way of life of tribal peoples; or restriction of access to common property resources and livelihood activities are involved.
- ✚ Requires to remove front step extension part of 11 shops
- ✚ The owners of the shops agreed to shift their shops temporarily without any compensation.
- ✚ The outcome of social screening also confirms that local people across the subproject are positive of its implementation.

4.3 Community Consultation and Participation

4.3.1 Consultation and participation process

Public consultation about the planning, design, implementation and operation has been 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 Municipality and local elites.

One consultative meeting was organized at community level through the participation of concern stakeholders including Councilors of Sreepur Municipality, local leaders, community elites, representatives of industries, and representatives of business men and traders living or running business at the both sides of the proposed road. The participants were informed about the detail design and activities of subproject going to be implemented. They



Picture 1: Consultative meeting with stakeholders



were asked to share their opinion, feedback and suggestions on potential environmental social impacts of the subprojects as well as the mitigation measures to avoid or reduce the potential impacts. All the participants provided their opinions spontaneously. The list of participants is attached as **Annexure 2**.

Further, one focus group discussion was organized with male community participants from different professions residing at different professions residing at the surrounding areas of the subproject site and doing business at the both sides of the road and surrounding areas. The participants were informed about the detail design and activities of 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. All the participants provided their opinions spontaneously and raised different important issues to be considered at both pre-construction, construction and operational phases. The list of participants of the FGD is attached as **Annexure 3**.

Another focus group discussion was organized with female community participants living at the surrounding areas and both sides of the proposed subproject site. The participants were also informed about the detail design

Picture 2: FGD with community people (male)

and activities of subproject asked about their opinion, environmental and social well as the mitigation measures impacts on women's point of girls, and disable people were participants provided their raised different important issues construction, construction and female participants gave household waste water and



Picture 3: FGD with community people (female)

going to be implemented and feedback and suggestions on impacts of the subprojects as to avoid or reduce the potential view. In this session, boy and also present. All the opinions spontaneously and to be considered at both pre-operational phases. Most of the emphasis on discharge of disposal of household waste.

The list of participants of FGD is attached as **Annexure 4**.

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

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

4.4 Consultation Outcomes – Issues, Concerns, and Recommendations

Different issues raised by the participants related to subproject improvement which mainly includes road and drain. Feedback, suggestions and recommendations by the participants are listed below.

- ✚ Construction works should be scheduled properly and the quality of construction work should be ensured;
- ✚ Local labor will be engaged as much as possible and will ensure participation of local community;
- ✚ Ensure that there is no discrimination between the male and female in terms of the wages and getting work opportunity;
- ✚ Contractor to be monitored to ensure regular payment to the workers by PIU and PMU consultants;
- ✚ By engaging women workers and encouraging their participation gender issues will be addressed.

Social Impact Management Plan

5.0 Social Impact Management Plan for implementation

After reviewing the social screening report by the ULB consultant, subproject proposal is submitted to the PMU office. The ULB consultant has carried out a series of site visits and consulted with the Sreepur Pourashava officials, a cross section of the beneficiary communities through interview and participation & consultation meetings. The social screening findings and consultation meeting proceedings were validated through social assessment survey.

Sreepur Pourashava will ensure participation of the communities and grievance resolution in the process of implementation of the subproject. 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 Sreepur Pourashava in a participatory process. This plan will assist Project Implementation Unit (PIU) of the Sreepur 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 PMU consultants.

5.1 Subproject Selection Process

According to the opinions and views of the Sreepur Pourashava Mayor, Councilors, local community people and civil society, it is confirmed that the subproject is important for because it will create employment opportunity, ease to access as situated at the center of the town and opportunity for business or income generating activities by establishing industries and business centers as well as engaging young people in driving profession. Accordingly, MGSP in coordination with Sreepur 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 TLCC and WC of the Sreepur 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 Sreepur Pourashava officials and Consultants of 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.

5.2 Subproject Design Process

After final selection of the subproject from the Sreepur Pourashava, the ULB Consultant designed the subproject. This subproject will be constructed on the land belonging to the Sreepur 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.

5.3. Implementation: Implementation arrangement:

5.3.1 INSTITUTIONAL ARRANGEMENT

ULB consultant has initially completed social screening for the subproject and there is no problem for the improvement of subproject in regards to social safeguard issues. Accordingly, PMU, MGSP has processed the procurement procedures.

Sreepur Pourashava is responsible to implement the subproject in time in close coordination with the PMU of the project. Engineering section of Sreepur Pourashava and local representatives of consultancy team will ensure quality of construction of the subproject. In addition, consultant team from BMDF will ensure close monitoring of implementation of the subproject. In the implementation process, Social Safeguards Team will ensure monitoring of social safeguards management before civil works starts. It has been ensured that during construction, the communities will not be affected. Following World Bank guidelines, the sub project will avoid and minimize the loss of communities through proper monitoring. Construction works will be implemented within the land of the ULB and there is no need for LA and involuntary resettlement.

In addition, before civil works starts, Sreepur Pourashava will make video film and also social screening for the subproject area. During construction, Sreepur Pourashava and PMU Social Safeguard consultant will ensure monitoring of social management issues.

Approach of dispossession of shopkeepers (22 shop owners)

At the very primary stage of section when social screening had done for scrutinizing the screening sub-project whether proposed sub-project feasible or not an inclusive informal consultation was held in order to get the actual situation of the project areas. When consultants visited the project location they shared the project objectives, purposes, physical works and also the modalities of the proposed sub-project with shopkeepers who are like to be affected.

Steps followed for preparing SIMP-

- *Site visit and primary sharing regarding subproject*
- Stakeholder Consultation on social safeguard issue
- Prepare inventory of shopkeepers
- Market survey related income and wages
- Final consultation and signing agreement
- MoU/agreement execution

Stakeholder consultation under for the preparation of the SIMP comprised holding of public consultation meeting at the ULB (Municipal) conference room and 2 focus group discussions held with various categories of primary stakeholders living in proximity of the proposed subproject site. These are in addition to detailed door to door consultation to identify locations of proposed interventions, their likely positive and negative impacts and to prepare an inventory of the PAPs.

Before conducting stakeholder consultations, the consultants ensured having prior informed consent of the stakeholders and stakeholder meetings were held at community level to prepare a Social Impact Management Plan-SIMP for this Sub-Project. Consultation meetings were held during the field visits to identify issues and problems to enable the involved institutions (ULB-Sreepur and BMDF) to take corrective measures during the designing and implementation stages.

Having being convinced by the possible results of the proposed interventions under subproject 22 shopowners were willing to shift their encroached structures without claiming any compensation within a very short time and they gave a written consent (Agreement in Tk. 300/00 stamp as per procedure) to ULB for their willingness for voluntary dispossessions.

Process followed for providing compensation 11 PAPs

Due to taking back of public land from private uses, a total of about 11 encroached shops have to shift back or to relocate in the other available places where affected shopkeepers can run their business.

The subproject resettlement policy is that all PAPs will be compensated either by the ULB or by the MGSP at replacement cost/Relocation cost and budget is kept for this purpose. Replacement costs will be based on the current market prices of various building materials, labor and other cost items in the local markets at time. The costs of construction/building materials, such as bricks, cement, steel, sand, bamboo, timber, CI sheet, etc., and labor cost at prevailing wage rate.

The SIMP assessed if there is need for acquisition of private land or taking back of the public land from private uses for the subproject works. The SIMP includes consultations with a wide range of local stakeholders who are likely to be affected positively by the sub project interventions. In addition, it contains a detailed inventory of the installations likely to be affected along with the identification of the PAPs, the type of losses, perceived value of the losses (to be demolished or moved) and monthly income from the structure to be affected.

Based on the assessment findings, the SIMP includes an estimate of relocation/resettlement cost and other support to be provided for livelihoods restoration of the vulnerable groups if any, such as women, disabled and squatters though no PAPs are belongs to women and PWDs

Identified 11 PAPs are unauthorized occupants. Most of the PAPs are low income families who built temporary makeshift on encroached land engaged in small trading and /business and service providers.

As per market survey monthly income of PAP from the affected installations was low to medium (over BDT 4,000-6000.00) for the well located encroached shops. Average value of the affected installation as reported by the PAPs is highest (BDT. 8000.00-10000.00). Thus reported loss is roughly equal to 3 month's income of the PAPs but the reported value of affected property seems inflated by the PAPs to higher. So, actual loss is about 2 or 3 month's income of the PAPs. Sreepur Pourashava ensures that the project will have positive impacts, be inclusive and will compensate the PAPs as entitled by the GOB as well as World Bank policies.

Budget for Compensation

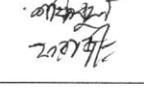
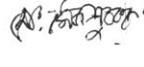
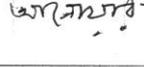
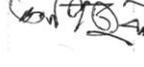
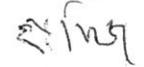
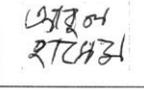
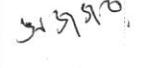
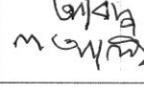
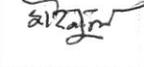
S.L No	Name	Father Name & Address	Amount of Compensation in BD	Mode of Payment	Mobile No
01	Md Siddiqur Rahman	Late Samsuddin, Beraiderchala, Ward No-7, Sreepur Pourashava	3000/-	By Cheque	01718267250
02	Md Nurul Haque	Fadizuddin, Beraiderchala, Ward no-7, Sreepur Pourashava	2700/-	By Cheque	01726543991
03	Md Shakhawat Hossain	Chande Ali, Boherachala, Ward no-9, Sreepur Pourashava	1800/-	By Cheque	01720639318
04	Md Nazrul Islam	Sukkur Ali, Boherachala, Ward no-9, Sreepur Pourashava	2475/-	By Cheque	01731973419
05	Mahfuz Ahmed	Abdul Khalek, Beraiderchala, Ward no-7, Sreepur Pourashava	3000/-	By Cheque	01716202795
06	Md Azhar	Amir Chan, Beraiderchala, Ward no-7, Sreepur Pourashava	2475/-	By Cheque	01710324378
07	Md Amzad Hossain	Jamal Box, Beraiderchala, Ward no-7, Sreepur Pourashava	2700/-	By Cheque	01710324378
08	Abdul Ali.	Hossen Ali Beraiderchala, Ward no-7, Sreepur Pourashava	2700/-	By Cheque	01710324378
09	Mofazzal Hossain	Rais Uddin, Beraiderchala, Ward no-7, Sreepur Pourashava	2250/-	By Cheque	01713504974
10	Md Imam Ali.	Late Asraf Ali, Beraiderchala, Ward no-7, Sreepur Pourashava	2700/-	By Cheque	01991022835
11	Md Azijul Haque	Eddris Ali, Beraiderchala, Ward no-7, Sreepur Pourashava	3000/-	By Cheque	01911798965
Total BDT.			28,775/-		

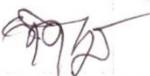
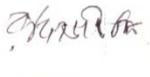
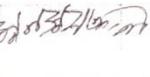
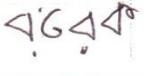
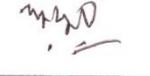


Md. Anisur Rahman
Mayor
Sreepur Pourashava, Gazipur.

Municipal Governance and Services Project

LIST OF INVENTORY

SL No	Name	Father's Name And Address	Mobile Number	Types of Business	Signature
01	Shafiqul Islam	Md. Quadrat Ali Munshi, Beraider Chala, Ward No-07, Sreepur Municipality	01713517593	Rod Cement Shop	
02	Md. Suleman Mia	Usman Gani, Beraider Chala, Ward No-07, Sreepur Municipality	01725384360	Furniture store	
03	Md. Shafiqul Faraji	Haji Karim Faraji, Beraider Chala, Ward No-07, Sreepur Municipality	01918198205	Shop	
04	Md. Murad Mia,	Belal Uddin, Beraider Chala, Ward No-07, Sreepur Municipality	01714538596	Home	
05	Md. Mizanur Rahman	Chande Ali, Beraider Chala, Ward No-07, Sreepur Municipality	01992222001	Home	
06	Md. Sarful Islam	Amir Hossain, Beraider Chala, Ward No-07, Sreepur Municipality	01713548865	Shop	
07	Mohammad Anwar Hossain	Hafiz Uddin, Beraider Chala, Ward No-07, Sreepur Municipality	01718557080	Home	
08	China Lake Power	Proprietor Rokon Uddin, Beraider Chala, Ward No-07, Sreepur Municipality	01728354384	Factory	
09	Aswad Composite	Proprietor Nadiz Sikder, Beraider Chala, Ward No-07, Sreepur Municipality	01730010397	Factory	
10	Md. Azizul Haque	Jafor Ali, Baherachala, Ward-9, Sreepur Municipality	01713543510	Home+Shop	
11	Md Hafizul Haque	Samsuddin, Baherachala, Ward-9, Sreepur Municipality	01718036686	Shop	
12	Md Abul Hashem,	Abdus Subahan Baherachala, Ward-9, Sreepur Municipality	01714326207	Home+Shop	
13	Ajgar Ali	Hossen Ali, Baherachala, Ward-9, Sreepur Municipality	01711209625	Market	
14	Abdul Ali	Hossen Ali, Beraider Chala, Ward No-07, Sreepur Municipality	01713504974	Home+Shop	
15	Mainul Hossain	Ajjul Haque, Beraider Chala, Ward No-07, Sreepur Municipality	01914044796	Home	

16	Mohammad Saidul Islam	Samsul Haque, Beraider Chala, Ward No-07, Sreepur Municipality	01924849178	Home	
17	Mohammad Jamal Uddin	Ahmmad Ali, Beraider Chala, Ward No-07, Sreepur Municipality	01930896369	Shop	
18	Mohammad Rafiz Uddin	Hosen Ali, Beraider Chala, Ward No-07, Sreepur Municipality	01924718192	Home	
19	Mohammad Omed Ali	Hasem Ali, Beraider Chala, Ward No-07, Sreepur Municipality	01712600167	Shop+Home	
20	Mohammad Mansur Ali	Hasem Ali, Beraider Chala, Ward No-07, Sreepur Municipality	01717335289	Shop+Home	
21	Abdul Barek	Sukkur Ali, Beraider Chala, Ward No-07, Sreepur Municipality	01915666748	Shop	
22	Md. Abdur Rahim	Salim Uddin, Beraider Chala, Ward No-07, Sreepur Municipality	01724605458	Shop	

5.3.2 Consultation and Participation Plan:

This plan has been used for the selection of the subproject. Key Informant Interviews (KII) and Group Discussions (GDs) were conducted involving the participants of the Sreepur pourashava. The Pourashava Mayor, Councilors, Pourashava Officials, representatives of local Communities and civil society members and the consultant team actively participated in the consultation process. A series of walk-through informal group discussion with the local communities was also held. Through this participation and consultation process, the local communities were informed about subproject implementation and benefits. Suggestions and recommendations made by the participants are incorporated in the SIMP accordingly. The SIMP will be disclosed by the ULB and the GRC has been activated in such a way that general people have easy access to the decision makers and the pertinent issues including grievances are resolved promptly.

5.3.3 Grievance Redress Mechanism (GRM):

GRM has already operational for Sreepur Pourashava. Accordingly, the Pourashava has formed Grievance Redress Committee (GRC). The committee will be headed by the Mayor of the Sreepur Pourashava and consist of 7 members. The committee will responsible;

- ✚ To handle any grievance rose due to implementation of the sub-project.
- ✚ To subproject-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, time-consuming legal actions.

- ✚ It will ensure proper presentation of complaints and grievances, as well as impartial hearings and transparent decisions.

Sreepur Pourashava has already appointed Focal Point of GRC who is at the level of Assistant Engineer.

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

5.3.4 Labor Management:

Sreepur Pourashava will ensure compliance of labor rights. Project Implementation Unit (PIU) of the Pourashava will monitor the labor management with the assistance of PMU consultants.

The pourashava will ensure the following issues concerning labor management:

- ✚ No child (age group 0 to below 18) 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 subproject site
- ✚ No gender discrimination regarding payment of subproject site
- ✚ Availability of safe drinking water and sanitation to the workers of subproject 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

6. Monitoring and Evaluation

A. Monitoring Strategy

Monitoring in the MGSP will be done in a participatory manner and will be a bottom up process. The participants in monitoring and evaluation particularly in reporting the grassroots level activities on social management in subproject planning and implementation will be the beneficiary communities including the residents of Sreepur Pourashava, traders, marketers, pedestrians and visitors in the Pourashava areas. Self-monitoring by communities through WCs will be a main input to both internal and external monitoring.

B. Internal Monitoring

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

- ✚ Administrative monitoring
- ✚ Social management issues
- ✚ Impact evaluation:

C. External Review and Evaluation

External review and evaluation will be carried out to assess effectiveness of social development and social safeguards issues that have been identified, management and mitigation measures planned and implemented. An independent consultant (individual expert or an organization) will be deployed by both BMDF for carrying out independent evaluation.

D. Indicators for Social Management

Table 7: Social Development Monitoring Process

Indicators/ Issues	Actions taken/ Results	Responsibility	Review and monitoring frequency
Inclusiveness	<ul style="list-style-type: none"> ❖ .Ensured access to vulnerable communities considered in subproject identification and implementation period. ❖ Subproject budget and components, construction timetable and contractors information are discussed in TLCC meetings and will display on board at work place. 	❖ Sreepur Pourashava	<ul style="list-style-type: none"> ❖ PMU/PIU Sreepur Pourashava ❖ Once in a month
Participation	<ul style="list-style-type: none"> ❖ Representation of women and vulnerable groups in GRCs ❖ Representation of women, and vulnerable groups, occupational groups, men and women In consultation process, ❖ Beneficiary options reflected in subproject design and implementation 	❖ Sreepur Pourashava	<ul style="list-style-type: none"> ❖ PMU/PIU Sreepur Pourashava ❖ Once in a month
Transparency	<ul style="list-style-type: none"> ❖ Disclosure of project information in SMF 	❖ Sreepur	❖ PMU/PIU

	❖ Community awareness about the subproject and the social management issues and policies are discussed through consultation/ meeting	Pourashava	Sreepur Pouroshava ❖ Once in a month
Social accountability	❖ Feedback from communities carried for design and Implementation support by ULBs ❖ Grievance cases resolved at the entry level at WC ❖ Representation of community peoples in monitoring process	❖ Sreepur Pourashava	❖ PMU/PIU Sreepur Pouroshava ❖ Once in a month
Social Safeguards	❖ Land Acquisition ❖ RAP	❖ Sreepur Pourashava	❖ PMU/PIU Sreepur Pouroshava ❖ Once in a month

E. Reporting

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

- ✚ Quarterly, semi-annual and annual Progress Report indicating progress on social development issues, and social Safeguards including land acquisition and implementation of any impact mitigation plans (with and without land acquisition) adopted by the Sreepur Pourashava;
- ✚ Updates for formal supervision missions, if the report produced for the current quarter is deemed not sufficiently informative. The independent social review and evaluation consultant will produce a baseline; a mid-term review and an end-term evaluation report.

7. Conclusions on Social Management Plan (SMP)

Based on the analysis of overall social environment of surrounding areas and potential social impacts of the subproject, it can be concluded that the proposed subproject stands socially sound, highly required and sustainable. Only 11 shops extension parts will have to remove partially for widening the road. However, the said shops owners are willing to voluntarily remove their shops extension parts for their own community and business interest. Though they have been suffering for long time due to lack of improvement of the road since long. Hence, no people will be affected by the subproject and there is no need of compensatory land acquisition and preparing resettlement plan for affected people. The issue of tribal people is also absent here. As per the social screening report PAPs (11 shopkeepers) will get compensation in the form of cash for shifting their shops to suitable places where they can run business. The compensation money will be borne by Sereepur Pourashava which to be provided through maintaining standard financial processes.

The community people highly appreciated the construction of the subproject positively and hoping to be highly benefited by it as it will create employment opportunity, ease to access as situated at the center of the town and opportunity for business or income generating activities by establishing industries and business centers as well as engaging young people in driving profession. It will create highly positive impact on social economy by increasing demand and value of the land, creating income opportunity by renting the houses to outsiders and easy movement of community people and official with decreased travelling cost and time. On the other hand, it will also help to increase the revenue generation of the municipality through increasing tax. However, the community

people and shop keepers raised some community related issues particularly movement of vehicles that might be happened due construction work of the road. The negative social impacts that might be created will be avoided or minimized through undertaking necessary mitigation measures by the concern authority as proposed in the report.

The subproject site is entirely located on pourashava land and it will not affect any community property, cultural heritage, indigenous people and no community groups' access to common property and livelihoods of the local people will not be affected.

Local stakeholders are highly supportive of implementing the Road sub project. Therefore, it is recommended to implement the subproject under the MGSP.

FORM 1: SOCIAL SAFEGUARDS SCREENING OF SUBPROJECTS
REVIEW and EVALUATION

Name of Subproject: Construction of RCC Road with Box Culvert at Sreepur Pourashava

Name of District: Gazipur

Village/ Mauza: Ansar Road

Upazila: Sreepur

1. Description of subproject:

Location

The proposed subproject goes over the areas of Ward Number 5, 6, and 9. It is divided into two portions by Dhaka-Mymensingh National High Way. The eastern part is started from Kalimuddin Chairman Bari Morh and ended at Answer road bus stand (Beraiderchala) under Ward Number 5 and 6, and the western part is started from Beriaderchala and ended at Baherarchala (Labolanga khal) under Ward number 9.

The name of the subproject is “Improvement of Answer road by RCC road and drain from Kalimuddin Chairman Bari Morh to Baherarchala (Labolanga Khal)”. The proposed subproject will be RCC road at a length of 3.7 km on the roadway of existing Answer Road from Kalimuddin Chairman Bari Morh to Baherarchala (Labolandgo Khal). The total width of the road will be 6.00 meters. The existing avg. right of way is 9.5 (m).

The proposed road is divided into two parts by Dhaka-Mymensingh High Way at Beraiderchala bazar of Answer road. The proposed Answer road from Kalimuddin Chairman Bari Morh to Beraiderchala (Answer road bus stand) is located at the eastern side of the Dhaka-Mymensingh High Way and from Beraiderchala to Baherarchala (Labolanga Khal) at the western side of the Dhaka-Mymensingh High Way. The portion of proposed road from Kalimuddin Chairman Bari Morh to Beraiderchala (Answer road bus stand) goes along the middle of Ward number 5 (south side of the ward) and Ward number 6 (north side of the ward) while the road from Beraiderchala to Baherarchala (Labolanga Khal) is under Ward number 9.

The subproject area consists of mixed land use pattern of commercial, industrial, administrative and residential area of the Municipality. Various commercial, industrial, social, administrative and residential areas are established at the both sides of the road. However, comparatively more industries are located at the road sides from Beraiderchala to Baherarchala (Labolanga Khal). Hence, both sides of the road remain busy round the clock due to commercial, industrial and administrative works.

The proposed subproject will be constructed on the roadway of the existing road which is owned by the Municipality. However, the proposed road will be 6.00 (m) wide than the existing right-of-way is 9.5 (m) which requires no acquisition of land at the both sides of the road. At the both sides of the road demands voluntarily removal of few different existing infrastructures such as shops and tress. Initially a total of 33 shops (extension part), and 300 trees will have to remove for constructing this sub project. In the meantime 22 shops extension part has been willingly removed by the shop owner. Presently only 11 shops need to be clear extension part as encroachment.

Present condition of proposed road:

The Answer road that will be improved to RCC road under this subproject is a bituminous carpeting (BC) road. But, the condition of the existing road is too bad that no BC pavement is found all over the road. Due to long time use by the heavy vehicles the BC road is severely damaged containing cracks, pot holes, edge broken and depressions. Waterlogging and melted earth are found all along the road during the field observation. Due to its damaged condition, the movement of vehicles particularly light vehicles used for carrying local people within the Municipality is remarkably decreased and the light vehicles those are passing through this road has been facing accidents due to broken of the parts and passengers are being injured. The existing road varies below 6 (m) in width at different places which is not inadequate to accommodate the growing high volume of traffic and thereby causing severe traffic jams, slow movement and frequent accidents. After implementation of the subproject the problems will be alleviated and road users will be benefitted. The single lane road will be widened to 6(m) new roads has been proposed to be RCC road from Kalimuddin Chairmanbari morh to Baherarchala to cater for increased traffic volume. This will reduce the accident, existing traffic congestion, reduce journey time and will also enhance the connectivity of the road network to meet the forecast economic and traffic growth targets.

The ULB consultants have visited the proposed road site many times and organized a series of group discussions with the community people. From the opinions and feedback of the community people in the vicinity of the road side market and surrounding area, it is clear that the inhabitants are very much interested in the development of the road.

The construction of proposed road under Sreepur Pourashava is greatly needed. It is proposed in the CIP. Local stakeholders proposed the following improvements:

- ✚ The proposed road is highly required for the community people, school going children, pedestrians, officials, businessmen and industrialists;
- ✚ The road should be expanded at the both sides maintaining an equal distance from the middle or center of the existing road;
- ✚ The road should be constructed in such a way that no waterlogging is happened on the road;
- ✚ The speed of the vehicles should be controlled by engaging traffic control authority, community traffic police and constructing speed breakers at certain interval of the road and at different vulnerable points like schools, markets etc., to avoid the accidents;
- ✚ Proper traffic control mechanism including sign of speed, sign of turning, community traffic police with flag at important points etc. should be ensured;
- ✚ Street light should be given along all roads. It can be given with electric poles of REB. The Municipality can install separate poles for street light, if required;

It has been ensured that the existing 11 shops/infrastructure extension part encroachment will voluntarily remove before construction work started. Initially it was 33 nos. In the meantime 22 shops extension part has been removed voluntarily by the shop owner. In this regard an agreement has been signed between them and the Pourashava authority (Annexure-8).

In this subproject, social safeguard compliance issues are ensured. There is no need of land acquisition and no question of resettlement issues. Finally, there is no displacement of people from the existing road.

Date of Social Screening: 13.05.2018

2. SOCIAL SCREENING REPORT

Social screening was conducted on 13 May 2018 using a structured questionnaire. This questionnaire was designed to facilitate the assessment of the current situation of Social Management related subprojects in all ULBs and City Corporation under Municipal Governance and Services Project (MGSP). The predesigned questionnaire helped to assess the initial Social Management needs quickly and to ensure that the relevant subprojects are approved in the earliest possible time.

This screening enabled effective assessment of social matters in the sub project area by the ULB and it has been completed as accurately as possible on factual material.

Objective of Social Screening

The primary objective of this Social Screening is to improve accessibility in the project areas and strengthen institutional capacity of the ULB for effective implementation and sustainability of the subproject and to ensure that potential social safeguards issues are addressed, complied and potential impacts assessed properly. It also helps the ULBs enhancing quality of construction. The screening process took into consideration of the applicability of the World Bank OP 4.12, 4.11 and OP 4.10 and preparing SMP/ SIMP for the sub projects.

Social Screening Team

The Social Screening Analysis was based on the documents received from the ULB on subproject related social safeguards aspects. The team comprised the following members:

- 1) Safiqul Islam, Sub-Assistant Engineer, Sreepur Municipality
- 2) Momina Begum, Female Councilor, Sreepur Municipality
- 3) Md. Amzad Hossain, Councilor, Sreepur Municipality
- 4) Md. Habibullah, Councilor, Sreepur Municipality
- 5) Amar Krishna Baidya, Individual Consultant

Methodology of Social Screening

Subproject screening was carried out as per Social Management Framework of MGSP, the prescribed social screening format. The screening process followed participatory consultation with the local people using the PRA tools like Group Discussion (GD), including Hot Spot consultation with different categories of people such as elected public representatives, local Administrations, teachers, businessmen, NGOs, social workers and civil society members of people who are aware about local situation and needs such as subproject users.

The Social Screening was based on collection of primary data and information by conducting field survey. A set of structured questionnaires were already designed in the Social Management Framework of MGSP and these have been supplied to the field officials for obtaining necessary primary data relating to social safeguards issues such as loss of land, displacement of population, income, gender and vulnerability and tribal peoples. The field visit reports on social screening were prepared by ULB Consultant and reviewed by the Social Safeguard Specialist, PMU, MGSP, and BMDF.

3. KEY FINDINGS

Required land

Based on Social Screening from the Pourashava, it is confirmed that there is no need for land acquisition and resettlement issues and also there is no need of RAP as no LA is involved.

Homestead and non-land assets

It is noticed that at the proposed site, there is no land belonging to private citizens. The land required for the sub project entirely belongs to the pourashava. Social Screening results demonstrated that no business premises and buildings are expected to be affected permanently. However, 11 shops/infrastructure extension part encroachment will voluntarily remove before construction work started. Initially it was 33 nos. In the meantime 22 shops extension part has been removed voluntarily by the shop owner.

Income and business loss

It has been ensured that the existing 11 shops/infrastructure extension part encroachment will voluntarily remove before construction work started. Initially it was 33 nos. In the meantime 22 shops extension part has been removed voluntarily by the shop owner. The affected 33 shops business will be continue and no business loss is anticipated. The proposed subproject works are not expected to affect any community groups and or any resources that are used for livelihood purposes.

Benefits of the Sub project

The community people appreciated the construction of the subproject positively and hoping to be highly benefited by it as it will create employment opportunity, ease to access as situated at the center of the town and opportunity for business or income generating activities by establishing industries and business centers as well as engaging young people in driving profession. It will create highly positive impact on social economy by increasing demand and value of the land, creating income opportunity by renting the houses to outsiders and easy movement of community people and official with decreased travelling cost and time. It will also help to increase the revenue generation of the Municipality through increasing tax.

4. INDIGENOUS PEOPLE (IP), ADHIBASHI and MARGINALIZED POPULATION

The subproject area has no tribal people. Hence preparing TPDP is not required.

5. CONCLUSIONS AND RECOMMENDATIONS

The attitude of the community people towards the improvement of RCC road is highly positive as well as they have some recommendations to minimize the social impacts during its construction and operation. The Government of Bangladesh and World Bank have some legal and social safeguard compliance issues those are applicable during constructing and operating the proposed road. Considering the above-mentioned issues and findings of the study, following key recommendations are made for smooth construction and successful operation of the road:

- ✚ The inclusion and participation of community people, relevant stakeholders, women and other vulnerable group members should be ensured at every stage of planning, design, implementation and operation of the subproject.
- ✚ The proposed road is highly required for the community people, businessmen and industrialists;
- ✚ The road should be expanded at the both sides maintaining an equal distance from the middle or center of the existing road;
- ✚ The road should be constructed in such a way that no waterlogging is happened on the road;
- ✚ Noise and air pollution should be controlled so that its impact might be minimum on community people;
- ✚ The speed of the vehicles should be controlled by engaging traffic control authority and constructing speed breakers at certain interval of the road and at different vulnerable points like schools, markets etc., to avoid the accidents;
- ✚ Proper traffic control mechanism including sign of speed, sign of turning, community traffic police with flag at important points etc. should be ensured;
- ✚ Street light should be given along all roads. It can be given with electric poles of REB. The Municipality can install separate poles for street light, if required;
- ✚ For safety, any establishment should be built keeping minimum two feet distance from the road;
- ✚ Water supply and toilet facilities for the workers should be ensured so that they could not disturb the community people by entering into household premises;
- ✚ Community people and shop keepers should be mobilized through awareness campaign so that they can keep generated solid waste in own waste bin and no waste is thrown on the road and drain. The Municipality should ensure the collect, treatment and disposal of solid waste properly.
- ✚ The grievance should be redressed properly as per GRM.

This report has been prepared following filled up questionnaire and checklist which follow:

I. Checklist for Exclusion		
1) Subproject requires land acquisition and/or population displacement that can be compensated for or resettled	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
2) Subproject affects mosques, temples, graveyards and cremation grounds, and other places/objects of religious, cultural and historical significance.	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
3) Subproject threatens cultural tradition and ways of life of tribal peoples; severely restrict their access to common property resources and livelihood activities.	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
4) Communities have objections on subproject interventions on social and environmental issues those cannot be resolved through design alternatives.	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
II. Resettlement Impacts		

In respect of the social impacts and community concerns, is there a need to, Undertake an in-depth social impact assessment study?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Prepare a Resettlement Action Plan?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
III. Impacts on Tribal Peoples		
In respect of the social impacts on tribal peoples and their concerns, is there a need to, Undertake an in-depth impact assessment study?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Prepare a Tribal Peoples Plan?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

On behalf of the PMU the attached filled out format has been reviewed and evaluated by: Decision on selection: recommended for selection recommended for exclusion Prepared by: Reviewed by: Social Safeguard Specialist, MGSP, BMDF

Signature:

Date:

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

A. Identification

<p>1. Name of ULB: Sreepur Municipality, Sreepur Ward/Mahalla: Ward no. 5, 6, 7 and 9</p>	<p>District: Gazipur Upazila: Sreepur Sadar</p>
<p>1. Subproject Name: “Improvement of Answer road by RCC road from Kalimuddin Chairman Bari Morh to Baherarchala (Labolang Khal)”.</p>	
<p>Project Component: The key components of the subproject are as below: (i) RCC road; (ii) Box culvert</p>	
<p>3. Brief description of the physical works:</p> <p>The proposed subproject will be consisted of RCC road and box culvert at a length of 3.7 km on the roadway of existing Answer Road from Kalimuddin Chairman Bari Morh to Baherarchala (Labolandgo Khal). The total width of the road will be 6.00 existing right of way is 9.25 (m).</p> <p>The proposed road is divided into two parts by Dhaka-Mymensingh High Way at Beraiderchala bazar of Answer road. The proposed Answer road from Kalimuddin Chairman Bari Morh to Beraiderchala (Answer road bus stand) is located at the eastern side of the Dhaka-Mymensingh High Way and from Beraiderchala to Baherar chala (Labolanga Khal) at the western side of the Dhaka-Mymensingh High Way. The portion of proposed road from Kalimuddin Chairman Bari Morh to Beraiderchala (Answer road bus stand) goes along the middle of Ward number 5 (south side of the ward) and Ward number 6 (north side of the ward) while the road from Beraiderchala to Baherar chala (Labolanga Khal) is under Ward number 9.</p> <p>The major activities to be carried out during preconstruction phase of RCC road include:</p> <ul style="list-style-type: none"> ✚ Site cleaning and grabbing works; ✚ Construction of semi-pucca site office; ✚ Construction of separate labor shed with latrine facilities for male and female; ✚ Removal of illegal establishment at the both sides of the road; ✚ Construction of temporary fence around the labor shed and stockyard; and ✚ Construction of pucca platform for stocking construction materials; <p>The major activities to be carried out during the construction phase of RCC road include:</p> <ul style="list-style-type: none"> ✚ Loosing, leveling and dressing of the damaged BC road; ✚ Sand filling on the existing road bed and on the extended portions at the both sides; ✚ Construction of aggregated sand sub base; ✚ Box cutting; ✚ Mechanical compaction; ✚ Laying of polythene sheet; and 	

 Casting of pavement by RCC mixture.

3. Screening Date(s): 13 May 2018

B. Participation in Screening

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

(i) Amar Krishna Baidya, Individual Consultant

6. Names of ULB officials participated in screening:

(i) Safiqul Islam, Sub-Assistant Engineer, Sreepur Municipality

(ii) Momina Begum, Female Councilor, Sreepur Municipality

(iii) Md. Amzad Hossain, Councilor, Sreepur Municipality

(iv) Md. Habibullah, Councilor, Sreepur Municipality

7. WLCC members, NGOs, community groups/CBOs participated in screening: List them in separate pages with names and addresses, in terms of road sections/spots and any other information to identify them during preparation of impact mitigation plans. List of participants is attached as Annexure 5.

8. Would-be affected persons participated in screening: List them in separate pages with names, addresses in terms of road sections/spots where they would be affected, and any other information to identify them during preparation of impact mitigation plans. N/A

C. Land Requirements & Ownership

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

Yes No

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

road widening curve correction construction/expansion of physical structure

strengthening narrow eroding road section between high and low lands

Others (Mention):

11. If „Yes“, the required lands presently belong to (Indicate all that apply):

ULB Government – khas & other GOB agencies Private citizens

Others (Mention):

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

Yes No

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

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

Agriculture Number of households using the lands:

Residential purposes Number of households using them:

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

Other Uses (Mention) No. of users:

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

Agriculture Number of persons/households using the lands:

Residential purposes Number of households living on them:

Commercial purposes Number of persons using them: No. of Shops:33

Other Uses (Mention): There is exiting road. No. of Users: N/A

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

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

Entirely,: N/A Partially, : N/A

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

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

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

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

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

¹*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*

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

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

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

No. of structures built with brick, RCC, & other expensive and durable materials: N/A No. of structures built with inexpensive salvageable materials (bamboo, GI sheets, etc.)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yes No

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

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

Yes No

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

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

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

E. ADDITIONAL INFORMATION ON TRIBAL PEOPLES

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

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

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

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

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

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

Legal: No. of households:

Customary: No. of households:

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

Others (Mention): No. of households:

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

33. If „Yes“, description of the objects:

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

(a).....

(b).....

(c).....

(d).....

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

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

Positive Negative Neither positive nor negative

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

Name: Safiqul Islam

Designation: Sub-Assistant Engineer, Sreepur

Municipality

Signature:

Date: 13 May 2018

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

Reviewed by :

Md. Liakat Ali Mollah,
 Executive Engineer, Sreepur
 Municipality
 Signature:
 Date: 13 May 2018

Annexure 2: Attendance of stakeholders' meeting

Name of subproject: Improvement of A newer road by RCC road and drain from Kalimuddin chairmanbari mosh to Baheranchara
 Package number: (Labotang khal)
 Name of ULB: Sreepur Paurashava
 Name of district: Gazipur
 Name of place: Natun Bagar mosh, Baheranchara
 Date: 14-05-2018
 Level of participants: Community leaders, relevant government official, CBOs, and others

Attendance of Stakeholders' meeting

Sl No.	Name	Gender	Social status	Contact number	Signature
১	শ্রীঃ সফিকুল্লাহ	পুরুষ	স্বাধীনতা	০১৭১২১২৭৩০	[Signature]
২	সখিমা বেগম	স্ত্রী	স্বাধীনতা	০১৭১৪০১০৬৭০	[Signature]
৩	শ্রীঃ সফিকুল্লাহ	পুরুষ	স্বাধীনতা	০১৭৩৩৩০৬১৭	[Signature]
৪	শ্রীঃ সফিকুল্লাহ	পুরুষ	স্বাধীনতা	০১৭০০০১৬৩৩	[Signature]
৫	শ্রীঃ সফিকুল্লাহ	পুরুষ	স্বাধীনতা	০১৭০২২২০১	[Signature]
৬	শ্রীঃ সফিকুল্লাহ	পুরুষ	স্বাধীনতা	০১৭১৪-৫৫৫৫	[Signature]
৭	শ্রীঃ সফিকুল্লাহ	পুরুষ	স্বাধীনতা	০১৭২৪২৪১১	[Signature]
৮	শ্রীঃ সফিকুল্লাহ	পুরুষ	স্বাধীনতা	০১৭১৬২৬১০	[Signature]
৯	শ্রীঃ সফিকুল্লাহ	পুরুষ	স্বাধীনতা	০১৭২৪৪৪১১৬	[Signature]
১০	শ্রীঃ সফিকুল্লাহ	পুরুষ	স্বাধীনতা	০১৭২৪৩৪৩৪	[Signature]
১১	শ্রীঃ সফিকুল্লাহ	পুরুষ	স্বাধীনতা	০১৫৭০৩৫৭৫	[Signature]
১২	শ্রীঃ সফিকুল্লাহ	পুরুষ	স্বাধীনতা	০১৭১৬১০৩০২৭	[Signature]

Annexure 3: Attendance of community people in FGD (male)

Name of subproject: Improvement of Anupur road by RCC road and
 Drain from Kalimuddin Chaitanbari mosh to
 Package-number: Baherarchala (Laboleng Khan)
 Name of ULB: Sreepur Paurashava Name of district: Garipur
 Name of place: Natua Bazar aosh, Baherarchala Date: 13.05.2018
 Level of participants: Community people (Male group)

Attendance of Community People in FGD

Sl No.	Name	Gender	Social status	Contact number	Signature/LTI
01	হুমায়ুন কামাল	পুরুষ	কাজের মানুষ	01211489119	হুমায়ুন
02	মুহিনা বেগম	মহিলা	কাজের মানুষ	01747810670	মুহিনা বেগম
03	মো: মোহাম্মদ আলী	পুরুষ	কাজের মানুষ	01715866477	মো: মোহাম্মদ আলী
04	মো: মাহজাহারুল ইসলাম	~	~	01712478690	মো: মাহজাহারুল ইসলাম
05	মো: আমানুল হক	~	চাকরি	01720031915	মো: আমানুল হক
06	মো: শাহজাহান আলী	~	কাজের মানুষ	~	মো: শাহজাহান আলী
07	মো: হুমায়ুন কামাল	~	চাকরি	01774773333	মো: হুমায়ুন কামাল
08	মো: কবিরুল ইসলাম	~	কাজের মানুষ	01748957300	মো: কবিরুল ইসলাম
09	ABDul salam Akond	~	চাকরি	01710975292	ABDul salam Akond
10	মো: হুমায়ুন কামাল	~	কাজের মানুষ	01721937669	মো: হুমায়ুন কামাল
11	মো: মোহাম্মদ আলী	~	~	01713543519	মো: মোহাম্মদ আলী
12	মো: হুমায়ুন কামাল	~	~	01713539312	মো: হুমায়ুন কামাল
13	মো: কামাল হোসেন	~	~	01712923120	মো: কামাল হোসেন
14	মো: আমানুল হক	~	চাকরি	01950807364	মো: আমানুল হক
15	মো: আমানুল হক	~	চাকরি	~	মো: আমানুল হক
16	মো: কামাল	~	কাজের মানুষ	01760065024	মো: কামাল
17	মো: মজিবুল	~	~	01866093217	মো: মজিবুল

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

Name of subproject: Improvement of answer road by RCC road and
 drain from Kalimuddin chairmankari work to
 Package number: Baherarchala (Labotang Khai)
 Name of ULB: Sreepur Paurashava Name of district: Garoipur
 Name of place: Kalimuddin chairmankari
 work Date: 13.05.2018
 Level of participants: Community People (Female group)

Attendance of Community People in FGD

Sl No.	Name	Gender	Social status	Contact number	Signature/LTI
01.	সুমনা	♀	কারিগরি	01840840189	[Signature]
02.	মোছঃ আছিয়া	♀	সুস্থি	01963093179	[Signature]
03.	মোছঃ দারুলীন	♀	সুস্থি	01766578094	[Signature]
04.	জাহানারা	♀	সুস্থি	01712891165	[Signature]
05.	আফসিনা	♀	কারিগরি	-	[Signature]
06.	মাসুমা	♀	সুস্থি	01993433	[Signature]
07.	মোছঃ হাজেবা	♀	সুস্থি	0171432619	[Signature]
08.	আছিয়া	♀	সুস্থি	-	[Signature]
09.	মোছঃ হালিমা	♀	♀	01737073396	[Signature]
10.	আবেকা	♀	♀	-	[Signature]
11.	রুস্তান মোছঃ	♀	♀	01717837819	[Signature]
12.	হাজেবা	♀	♀	-	[Signature]
13.	মাসুমা	♀	♀	-	[Signature]
14.	দারুলীন	♀	♀	0193485933	[Signature]
15.	ইসমত জাহান	♀	কারিগরি	01795716334	[Signature]
16.	রুস্তান	♀	সুস্থি	-	[Signature]
17.	আফসিনা	♀	কারিগরি	01732614065	[Signature]

Annexure 5: Attendance of local participants in screening exercise

Name of subproject: Improvement of a sewer road by RCC road and
 drain from Kaimuddin Chairmanbari moht to
 Package-number: Baherarchala (Lakotang Khal)
 Name of ULB: Sreepur Paurashava
 Name of district: Gazipur
 Name of place: Binairchala
 Date: 13.05.2018
 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	শ্রী: সত্যজিৎ	পুরুষ	কাজশিল্পী	০১৭১২১২৭৯	[Signature]
২	শ্রী: কল্লল	পুরুষ	কামপ্রার্থী	০১৭৭৫৯৬৬০৩	[Signature]
৬	শ্রী: কামরুল	পুরুষ	কাজশিল্পী	০১৭২৪৩৫৫০৫	[Signature]
৪	শ্রী: নূরুল হক	পুরুষ	কাজশিল্পী	০১৭২৬৫৪৩৯৯১	[Signature]
৭	শ্রী: সত্যজিৎ	পুরুষ	কাজশিল্পী	০১৬১৯০০০০১১	[Signature]
৮	শ্রী: সত্যজিৎ	পুরুষ	কাজশিল্পী	০১৭২৪৩২৯৬৭২	[Signature]
৯	শ্রী: সত্যজিৎ	পুরুষ	কাজশিল্পী	০১৭২৪৪৪৭১১৬	[Signature]
১০	শ্রী: সত্যজিৎ	পুরুষ	কাজশিল্পী	০১৭৩৩০৭১১৭	[Signature]
১১	শ্রী: সত্যজিৎ	পুরুষ	কাজশিল্পী	০১৭৭২২২২০০১	[Signature]
১২	শ্রী: সত্যজিৎ	পুরুষ	কাজশিল্পী	০১৭১৮৫৫৫০৪০	[Signature]
১৩	শ্রী: সত্যজিৎ	পুরুষ	কাজশিল্পী	০১৭৩৪২৩৪০১১	[Signature]
১৪	শ্রী: সত্যজিৎ	পুরুষ	কাজশিল্পী	০১৭৩০০২৬৪৪০	[Signature]
১৫	শ্রী: সত্যজিৎ	পুরুষ	কাজশিল্পী	০১৭৩৪২৩৪০১১	[Signature]
১৬	শ্রী: সত্যজিৎ	পুরুষ	কাজশিল্পী	০১৭১৫৭০৩৬৭৫	[Signature]

Annexure 6: List of Inventory list 1

Sl. No.	Name of Affected People person	Father's/Husband name with address	Types of Business	Shop size and types of materials	Monthly/ Daily income from this business	Monthly Family Income	No. family members	Cell phone Number
01	Md Siddiqur Rahman	Late Samsuddin, Beraiderchala, Ward No-7, Sreepur Pourashava	Grocery	10'.0" x 2'.0" C.I Sheet	15,000/-	20,000/-	4 Person	01718267250
02	Md Nurul Haque	Fadizuddin, Beraiderchala, Ward no-7, Sreepur Pourashava	Grocery	9'.0" x 2'.0" C.I Sheet	14,000/-	18,000/-	3 Person	01726543991
03	Md Shakhawat Hossain	Chande Ali, Boherachala, Ward no-9, Sreepur Pourashava	Tea Stall	8'.0" x 1'.6" C.I Sheet	12,000/-	17,000/-	4 Person	01720639318
04	Md Nazrul Islam	Sukkur Ali, Boherachala, Ward no-9, Sreepur Pourashava	Tea Stall	11'.0" x 1'.6" C.I Sheet	15,000/-	21,000/-	5 Person	01731973419
05	Mahfuz Ahmed	Abdul Khalek, Beraiderchala, Ward no-7, Sreepur Pourashava	Tea Stall	10'.0" x 2'.0" C.I Sheet	16,000/-	22,000/-	5 Person	01716202795
06	Md Azhar	Amir Chan, Beraiderchala, Ward no-7, Sreepur Pourashava	Vegetable	11'.0" x 1'.6" C.I Sheet	14,000/-	21,000/-	4 Person	01710324378
07	Md Amzad hossain	Jamal Box, Beraiderchala, Ward no-7, Sreepur Pourashava	Vegetable	9'.0" x 2'.0" C.I Sheet	15,000/-	19,000/-	3 Person	01710324378
08	Abdul Ali.	Hossen Ali Beraiderchala, Ward no-7, Sreepur Pourashava	Vegetable	10'.0" x 1'.6" C.I Sheet	12,000/-	17,000/-	3 Person	01713504974
09	Mofazzal Hossain	Rais Uddin, Beraiderchala, Ward no-7, Sreepur Pourashava	Tea Stall	9'.0" x 2'.0" C.I Sheet	13,000/-	18,000/-	4 Person	01991022835
10	Md Imam Ali.	Late Asraf Ali, Beraiderchala, Ward no-7, Sreepur Pourashava	Tea Stall	10'.0" x 2'.0" C.I Sheet	15,000/-	20,000/-	4 Person	01911798965

11	Md Azijul Haque	Eddris Ali, Beraiderchala, Ward no-7, Sreepur Pourashava	Tea Stall	11'.0" x 1'.6" C.I Sheet	16,000/-	22,000/-	5 Person	01730160284
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Annexure 7: List of Inventory list 2

SL No	Name	Father/Husband Name	Loss Type	Structure Area (Sq.Ft.)	Value of Structure (BDT)	Income from Structure (BDT/month)	Occupation of PAP	Mobile No.
01	Md Siddiqur Rahman	Late Samsuddin, Beraiderchala, Ward No-7, Sreepur Pourashava	Front Step/Extention part of Verandha	20.00	3000/-	15,000/-	Business	01718267250
02	Md Nurul Haque	Fadizuddin, Beraiderchala, Ward no-7, Sreepur Pourashava	Front Step/Extention part of Verandha	18.00	2700/-	14,000/-	Business	01726543991
03	Md Shakhawat Hossain	Chande Ali, Boherachala, Ward no-9, Sreepur Pourashava	Front Step/Extention part of Verandha	12.00	1800/-	12,000/-	Business	01720639318
04	Md Nazrul Islam	Sukkur Ali, Boherachala, Ward no-9, Sreepur Pourashava	Front Step/Extention part of Verandha	16.50	2475/-	15,000/-	Business	01731973419
05	Mahfuz Ahmed	Abdul Khalek, Beraiderchala, Ward no-7, Sreepur Pourashava	Front Step/Extention part of Verandha	20.00	3000/-	16,000/-	Business	01716202795
06	Md Azhar	Amir Chan, Beraiderchala, Ward no-7, Sreepur Pourashava	Front Step/Extention part of Verandha	16.50	2475/-	14,000/-	Business	01710324378
07	Md Amzad hossain	Jamal Box, Beraiderchala, Ward no-7, Sreepur Pourashava	Front Step/Extention part of Verandha	18.00	2700/-	15,000/-	Business	01710324378
08	Abdul Ali.	Hossen Ali Beraiderchala, Ward no-7, Sreepur	Front Step/Extention part of Verandha	15.00	2250/-	12,000/-	Business	01713504974

		Pourashava						
09	Mofazzal Hossain	Rais Uddin, Beraiderchala, Ward no-7, Sreepur Pourashava	Front Step/Extention part of Verandha	18.00	2700/-	13,000/-	Business	01991022835
10	Md Imam Ali.	Late Asraf Ali, Beraiderchala, Ward no-7, Sreepur Pourashava	Front Step/Extention part of Verandha	20.00	3000/-	15,000/-	Business	01911798965
11	Md Azijul Haque	Eddris Ali, Beraiderchala, Ward no-7, Sreepur Pourashava	Front Step/Extention part of Verandha	16.50	2475/-	16,000/-	Business	01730160284



Md. Anisur Rahman
Mayor
Sreepur Mourashava, Gazipur

Annexure 8: Agreement between PAPs and Sreepur Municipality

কপ ০২২৬৯৯৮

Agreement between PAPs and ULB

আমরা নিম্নবর্ণিত স্বাক্ষরকারীগণ অঙ্গীকার করছি যে, গাজীপুর জেলার শ্রীপুর পৌরসভা এলাকার আওতাধীন ০৫, ০৬, ০৭ ও ০৯ নং ওয়ার্ডের পৌরসভার জায়গায় মোঃ কলিমুদ্দিন চেয়ারম্যান বাড়ী মোড় হতে বহেরারচালা লবলংগ খাতা পর্যন্ত রাস্তার পাশের কিছু জায়গা আমরা অবৈধভাবে দখল করে বিভিন্ন ধরনের স্থায়ী ও অস্থায়ী স্থাপনা নির্মান করে যে ব্যবসা-বানিজ্য কার্যক্রম পরিচালনা করছি তা শ্রীপুর পৌরসভা কর্তৃক বিএমডিএফ- এর আর্থিক সহায়তায় গৃহিত ড্রেন ও রাস্তা উন্নয়ন প্রকল্পের প্রস্তাবিত জায়গা। আমরা জনস্বার্থে সকলে সেচ্ছায় নিজ দায়িত্বে ও নিজ খরচে উক্ত জায়গায় স্থাপিত সকল স্থাপনা অপসারণ করবো এবং তাতে আমাদের কোনো বাধা না আপত্তি থাকবেনা।

আমরা আরো অঙ্গীকার করছি যে, প্রকল্পটি সঠিকভাবে বাস্তবায়নের লক্ষ্যে আগামী ১ (এক) মাসের মধ্যে রাস্তার পাশে যে সকল স্থায়ী-অস্থায়ী স্থাপনা আছে তাহা স্বজ্ঞানে, সেচ্ছায়, নিজ দায়িত্বে ও নিজেদের খরচে অপসারণ করবো এবং কোন ধরনের ক্ষতিপূরণ দাবি করবো না এবং এই মর্মে নিম্নে স্বাক্ষর করছি।

রাস্তার পাশবর্তী স্থায়ী ও অস্থায়ী স্থাপনা স্থানান্তরকারীদের নাম, পূর্ণ ঠিকানা ও স্বাক্ষর

ক্রমিক নং	নাম	পিতার নাম ও স্থায়ী ঠিকানা	মোবাইল নম্বর	স্থাপনার নাম	স্বাক্ষর
০১	শাহিদুল হুসেন	মোঃ কুতুব আলী কেডেই নং ৮৯৯৮, ওয়ার্ড-০৭	০১৭১৩৫১ ৭৫৭৩	ডক্টর মোহাম্মদ এবং মোহাম্মদ	<i>[Signature]</i>
০২	মোঃ হুসেন আলী	উজ্জ্বল হানি কেডেই নং ৮৯৯৮ ওয়ার্ড-০৭	০১৭২৫ ৩৪৫৩৬০	দোকান ফার্মিচার	<i>[Signature]</i>
০৬	মোঃ হুসেন আলী	উজ্জ্বল হানি কেডেই নং ৮৯৯৮, ওয়ার্ড-০৭	০১৭১৪ ২৬৭২৫০	দোকান ফার্মিচার	<i>[Signature]</i>
০৬	মোঃ শাহিদুল হুসেন শ্রী রাস্তা-৩১০১	মোঃ কুতুব আলী শ্রীপুর, পোঃ, ওয়ার্ড-০৭	০১৭১৪-১৭ ৪২০৫	দোকান	<i>[Signature]</i>
০৪	মোঃ হুসেন হক	উজ্জ্বল হানি কেডেই নং ৮৯৯৮ ওয়ার্ড-০৭	০১৭২৬ ৫৫৩৭৭১	দোকান	<i>[Signature]</i>
০৫	মোঃ মোহাম্মদ হোসেন	কেডেই নং ৮৯৯৮ ওয়ার্ড-০৭	০১৭১৫৫৩ ৪৫৭৬	হাট	<i>[Signature]</i>
০৬	মোঃ মিজানুর রহমান	কেডেই নং ৮৯৯৮ ওয়ার্ড-০৭	০১৭৭২২ ২২০০১	হাট	<i>[Signature]</i>



কপ ০২২৬৯৯৯

ক্রমিক নং	নাম	পিতার নাম ও স্থায়ী ঠিকানা	মোবাইল নম্বর	স্থাপনার নাম	স্বাক্ষর
০৭	শ্রীমানসুন্দর হৈমসার জেডএমএল চান্দা, ওয়ার্ড নং-০৭	অমির হোসেন জেডএমএল চান্দা	০১৭১৫৫৮ ৪৪৬৫	দোকান	
০৮	শ্রীমানসুন্দর হৈমসার	হাদিদ উমিন	০১৭১৪৫৫ ৭০৪০	কলী - আমসার	
১০১	চান্দা লোক পাড়য়ার শ্রীমান হোসেন হাদিদ উমিন	জেডএমএল চান্দা সারদা চান্দা	০১৭২৪৩৫ ৫৩৪৮ ওয়ার্ড নং-০৭	ফিলার লিঃ	
১০২	আমসার কলেক্টর শ্রীমান হাদিদ উমিন	২	০১৭৩০০ ১০৩৭৭	ফিলার লিঃ	
১০৩	শ্রীমান হাদিদ উমিন	২	০১৭২০৬৩ ৯৩১৪	দোকান	স্বাক্ষর
১০৪	শ্রীমান হাদিদ উমিন	২	০১৭১৫৫৮ ৩৩৫১০	দোকান + কলী	স্বাক্ষর
১০৫	শ্রীমান হাদিদ উমিন	২	০১৭৩১৭৭ ৩৭১৭	দোকান	স্বাক্ষর
১০৬	শ্রীমান হাদিদ উমিন	২	০১৭১৪০৩ ৬৬৪৬	দোকান	স্বাক্ষর
১০৭	শ্রীমান হাদিদ উমিন	২	০১৭১৬২০ ২৭৭৫	দোকান	স্বাক্ষর
১০৮	শ্রীমান হাদিদ উমিন	২	০১৭১৪৩২ ৬২০৭	কলী দোকান	স্বাক্ষর
১০৯	শ্রীমান হাদিদ উমিন	২	০১৭১০- ৩২৪৩৭৪	দোকান	স্বাক্ষর
১১০	শ্রীমান হাদিদ উমিন	২	০১৭১১-২০ ৯৬২৫	কলী	স্বাক্ষর
১১১	শ্রীমান হাদিদ উমিন	২	০১ ০১	দোকান	স্বাক্ষর



কপ ০২২৭০০০

ক্রমিক নং	নাম	পিতার নাম ও স্থায়ী ঠিকানা	মোবাইল নম্বর	স্থাপনার নাম	স্বাক্ষর
২০	আঃ আলী শ্রী- হোসেন আলী	ফেটু (মু. চানী) ওয়েলিং - ০৭	০১৭১৩- ৫০৫৭৭৫	মেসার্স সি	আঃ আলী ম আলী
২১	এস কে মুন্সেরা শ্রী; মহম্মদ আব্দুল কালাম	২	০১৭১৬-৩৩৩ ৭০৬	জাফরুল হক জি.এম.	
২২	ইলিয়াহ হোসেন আজতুল হক	২	০১৭১৫ ০৫৫৭৭৬	সি -	ইলিয়াহ
২৬	শ্রী. মহম্মদ হোসেন শ্রী- মো. মাহমুদ হক	২	০১৭২৫ ৪৫৭১৭৮	সি -	শ্রী
২৪	শ্রী. মোহাম্মদ হোসেন শ্রী- হারুন হোসেন	২	০১৭১০ ২২৮৩৫	মেসার্স	মোহাম্মদ হোসেন
২৫	শ্রী. হামিদ হোসেন শ্রী- মোহাম্মদ হোসেন	২	০১৭৩০৪৯৬৩৬৭	সি	হামিদ
২৬	হোসেন আলী	২	সি. ০১৭২৫৭১ ৪১৭২	সি	হোসেন আলী
২৭	শ্রী. ইমরান আলী শ্রী- শ্রী. আশরাফ আলী	২	০১৭১১-৭৭ ৪৯৬৫	মেসার্স	ইমরান
২৮	শ্রী. আজতুল হক শ্রী ইদ্রিস আলী	২	০১৭৩০ ১৬০২৮৫	মেসার্স	আজতুল হক
২৯	শ্রী. ওয়েল আলী শ্রী- হামম আলী		০১৭১২-৬০ ০১৬৭	মেসার্স সি	ওয়েল
৩০	শ্রী. মুন্সেরা আলী শ্রী. হামম আলী	২	০১৭১৭-৩৩ ৫২৪৭	মেসার্স মেসার্স	মুন্সেরা আলী
৩১	শ্রী. কবীর হোসেন শ্রী- শ্রী. মাহমুদ হক	২	০১৭১১-৫১ ৭৫৫২	মেসার্স	কবীর
৩২	শ্রী. হারুন শ্রী শ্রী মুন্সেরা আলী	২	০১৭১৫ ৬৬৬৭৫৮	মেসার্স	হারুন
৩৩	শ্রী. আলী হোসেন শ্রী. মুন্সেরা আলী		০১৭২৫৬০	মেসার্স	আলী

৩৩ | শ্রী. আলী হোসেন | শ্রী. মুন্সেরা আলী | ০১৭২৫৬০ | মেসার্স | আলী

Annexure 9: The List of GRC members along with office order from the Mayor

শ্রীপুর পৌরসভা কার্যালয়

শ্রীপুর, গাজীপুর।

স্থাপিতঃ-২০০০ খ্রিঃ

স্মারক নং- শ্রীপস/প্রশাঃ/২০১৮/০৮০

তারিখঃ ২৮/০৫/২০১৮খ্রিঃ.

বিষয়ঃ পৌর শালিশী বোর্ড কমিটি গঠন প্রসঙ্গে।

উপর্যুক্ত বিষয়ের আলোকে জানানো যাচ্ছে যে, গত ১৭/০৫/২০১৮ইং তারিখের মাসিক সভার সিদ্ধান্ত মোতাবেক পৌর শালিশী বোর্ডে কমিটি গঠন করা হয়।

পৌর শালিশী বোর্ড এর কমিটি (G.R.C)

ক্র.নং	নাম	কমিটিতে পদবী	পদবী
০১	মোঃ আনিছুর রহমান	মেয়র	মেয়র শ্রীপুর পৌরসভা, গাজীপুর।
০২	জেলা প্রশাসক গাজীপুর এর প্রতিনিধি।	সদস্য	সহকারী কমিশনার ভূমি শ্রীপুর, গাজীপুর।
০৩	মোঃ আফজাল হোসাইন	সদস্য	সমন্বয়কারী, প্লান বাংলাদেশ শ্রীপুর শাখা।
০৪	মোঃ আনোয়ার ফকির	সদস্য	অধ্যক্ষ মিজানুর রহমান খান মহিলা কলেজ।
০৫	মোঃ মাহবুবুর রহমান	সদস্য	সাংবাদিক বাংলাদেশ প্রতিদিন, শ্রীপুর, গাজীপুর।
০৬	মোঃ আমজাদ হোসেন	সদস্য	কাউন্সিলর শ্রীপুর পৌরসভা, গাজীপুর।
০৭	মোছাঃ মমতাজ মহল পারভীন	সদস্য	কাউন্সিলর শ্রীপুর পৌরসভা, গাজীপুর।
০৮	মোঃ লিয়াকত আলী মোল্লাহ	সদস্য	নির্বাহী প্রকৌশলী শ্রীপুর পৌরসভা, গাজীপুর।

(মোঃ আনিছুর রহমান)

মেয়র

শ্রীপুর পৌরসভা, গাজীপুর।