



**Bangladesh Inland Water Transport Authority**

**Ministry of Shipping**

**Government of the People's Republic of Bangladesh**

**Social NGO to support BIWTA on Implementation of  
Resettlement Action Plans (RAPs)/Social Management  
Plans (SMPs) for Specific Investments**



**Report on Additional Impact in Chandpur Site  
June 2024**

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## **List of Abbreviations**

BIWTA	:	The Bangladesh Inland Water Transport Authority
CPR	:	Community Property Resources
EP	:	Entitled Person
IoL	:	Inventory of losses
IWT	:	Inland Water Transport
MoS	:	Ministry of Shipping
PAP	:	Project Affected Persons
PAVC	:	Property Assessment and Valuation Committee
RAP	:	Resettlement Action Plan

## **1. DESCRIPTION OF DESIGN OF THE ALIGNMENT AND PRELIMINARY**

### **1.1. Introduction**

The Bangladesh Inland Water Transport Authority (BIWTA), under the Ministry of Shipping (MoS), is implementing the 'Bangladesh Regional Waterway Transport Project- 1', which involves investments in the development of Inland Water Transport (IWT) routes and infrastructure between Dhaka-Chittagong IWT Corridor, including cargo and passenger terminals at Ashuganj & Pangaon, and Narayanganj, Barisal site respectively. The project comprises Two Cargo Terminals, Four Passenger Terminals, fifteen launch ghats, and 6 Vessels Storm Shelters under S3, S4, and S5 packages. Since the project is funded by the World Bank, all social safeguard instrument has been prepared in compliance with the BP 4.12 on Involuntary Resettlement.

### **1.2. Background**

The implementation of the S3 and S4 Terminals resulted in both physical and economic displacement for affected individuals, triggering the World Bank's Operational Policy (OP 4.12) on Involuntary Resettlement. The inevitable impacts of land acquisition and economic displacement were identified through a census and socio-economic survey conducted from October 2019 to February 2020. A comprehensive resettlement action plan has been devised for the S3 and S4 Terminals based on the nature of the impacts identified.

During the preparation of Resettlement Action Plan (RAP), 400 Effected Person (EP) were identified in Chandpur site of which 190 Household, 6 Community properties, 88 Tenant, 105 wage labors. Compensation payment has been initiated since 14 June 2023. Total 111 EPs have already received compensation as per the Entitlement Matrix of the RAP. According to the primary engineering design, an existing culvert over the canal and towards the Madrasa Road will be widening up to 25 feet wide. According to the engineering design of the terminal, a Community Property Resources (CPR) i.e. Chandpur Railway Darul Ulum Madrasa with multi-storied building will be impacted. To avoid huge impact on CPR and reduce overall project cost, PIU have decided to shift the culvert location to the east side of present position. Redesign of the alignment and shift the culvert location will require 11 decimal(0.11 acres) additional land from Bangladesh Railway (30 meter wide from west edge of existing road). Annexation of additional land with the redesigned alignment resulting displacement of a few affected entities, which are out of the approved RAP.

### **1.3. Identification of Impact and Compensation Assessment**

The Project Director of the Bangladesh Regional Water Transport Project-1 instructed RAP implementing social NGO (RDM-EQMS JV) for preparing Inventory of Losses, and indemnification of other associated impacts on required additional land. Being RAP implementing social NGO, RDM-EQMS JV prepared an Inventory Losses, and assessed other impact in a transitory approach. However, comprehensive data collection is not necessary for an additional small land. Potential impact on land, residential and commercial structures, displacement of residential and commercial structures, loss of income and livelihood etc. presented hereunder.

## 2. IMPACTS ON LAND & STRUCTURES AND OTHERS

### 2.1. Introduction

RDM-EQMS JV, implementing social NGO of BRWTP-1 prepared Inventory of losses (IoL) and conducted census of the affected population resided on the required additional land. Based on the project construction design, RDM-EQMS JV demarcated the additional land, and carried out census and socioeconomic survey. Impact and socioeconomic survey findings are presented hereunder.

### 2.2. Impact on Land

As per revised design of the passenger terminal and associated access road, the project requires only 11 decimal (0.11 acres) land. Entire land belongs to Bangladesh Railway(BR) and need to inter-ministerial arrangement for transferring the land to BIWTA. However, negotiations and mutual agreement has been done between BIWTA and the Bangladesh Railway.

### 2.3. Affected Entity/Households

A total of 12 households on required additional land will be displaced due to the intervention of the project. Among them 4 households were identified as structures loser, and will be displaced due to the intervention of the project. Two (2) households owned residential structures, one (1) household owned only commercial structure, and other one (1) owned structures used for both residential and commercial purposes. One structure owner rented out to 3 households for residential purpose, while one commercial structures owner rented to 5 businessmen for commercial purposes. Identified affected households/entity is presented in the below Table:

Table 1: Affected Households/Entity

Types of EP	HH	Tenant	Total No. of PAHs
Residential	2	3	5
Commercial	1	5	6
Both residential and commercial	1	0	1
<b>Total</b>	<b>4</b>	<b>8</b>	<b>12</b>

### 2.4. Impact on Structures

During IoL and census survey, annexation of additional land has minor impact on private structures. Structures owners squatting on the BR land for long period of time. A total of 4 structures measuring floor area 2534 sft will be relocated. Number and amount of floor area of impacted structures is presented categorically in the below Table:

Table 2: Impact on Private Structure

Types of structure	Nos	Area (SFT)
Semi-Pucca	1	798
Tin-Made	3	1736
<b>Grand Total</b>	<b>4</b>	<b>2534</b>

## 2.5. Impact on Secondary/Auxiliary Structures

In addition to the primary structures, 2 sanitary toilets and 1 tubewell, and 4 utilities (electricity connection) will be affected by this newly adopted design.

**Table 3: Impact on Secondary/Auxiliary structure**

Types of structure	Nos
Toilet (Sanitary)	2
Tubewell	1
Utility (electricity)	4
<b>Total</b>	<b>7</b>

## 2.6. Impact on Business

There will be impact on livelihood and other aspects. Five small<sup>1</sup>will be affected and require relocation additionally by this new design. No wage labor was identified during the IoL survey.

**Table 4: Other Impact**

Types of impact	Nos
Business	5

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<sup>1</sup>As per RAP, those who have TIN certificate and trade license are considered large business, and those who don't have are categorized as small business.

### 3. SOCIOECONOMIC PROFILE

#### 3.1. Demography of PAPs

The survey found a total 4 HHs and 8 tenants will be affected in the additional project area where 7 nos. of male headed, and 5 nos. of female headed HHs are comprised of a total of 66 population. Among them male is 31 and female is 35. The male-female ratio is 89:100 where the national male-female ratio (98.4:100). The average household size among the affected people is 5.5 which is very much higher to the national average household size 4.0 as per Population and Housing Survey 2022. Only Chandpur District average household size 4.15 where urban household size is 3.9. Table below shows the household demographic profile.

**Table 5: Demographic Profile of affected Household**

Household Head			Population			Family size (Avg.)
Male	Female	Total	Male	Female	Total	
7	5	12	31	35	66	5.5

#### 3.2. Age and Sex Composition of PAPs

The census survey shows that about 37.87% PAPs combine male and female belong to children and adolescent group, while 54.54% belong to age group 1-60 years, which means maximum person are in the productive age. Only 5 persons (7.57%) are found as elderly person. Table below shows the age and sex composition of the PAPs.

**Table 6: Age and Sex Composition of PAPs**

Age group	Male	Female	Total	%
0-18	12	13	25	37.87
18-25	5	5	10	15.15
26-40	4	8	12	18.18
41-60	9	5	14	21.21
60+	1	4	5	7.57
<b>Total</b>	<b>31</b>	<b>35</b>	<b>66</b>	<b>100</b>

#### 3.3. Marital Status of PAPs

Census survey depict 34 peoples are found married, while 29 are unmarried. Only 3 person at the wedding age found unmarried, and 3 women are found widow. Marital status of PAPs is presented in the below Table:

**Table 7: Marital status**

Row Labels	Married	Unmarried	Widow/Widower	Grand Total
0-18		25		25
18-25	7	3		10
26-40	11	1		12
41-60	14			14
60+	2		3	5
<b>Grand Total</b>	<b>34</b>	<b>29</b>	<b>3</b>	<b>66</b>

### 3.4. Educational Profile of the PAPs

Literacy rate among the PAPs is almost 100%, which is much higher than national literacy rate (74.66% in the year 2022)<sup>2</sup> of Bangladesh. Interestingly, literacy rate among the female PAPs is higher than the male. However, literacy rate of PAPs on additional area is presented in the below Table:

**Table 8: Educational Status of the Affected Population**

Level of education	Male		Female		Total	
	N	%	N	%	N	%
No schooling	5	7.58%	2	3.03%	7	10.61%
Only signature		0.00%	1	1.52%	1	1.52%
Primary	8	12.12%	15	22.73%	23	34.85%
Secondary	12	18.18%	11	16.67%	23	34.85%
HSC or equivalent	2	3.03%	2	3.03%	4	6.06%
SSC or equivalent	4	6.06%	3	4.55%	7	10.61%
Master or equivalent		0.00%	1	1.52%	1	1.52%
<b>Total</b>	<b>31</b>	<b>46.97%</b>	<b>35</b>	<b>53.03%</b>	<b>66</b>	<b>100.00%</b>

### 3.5. Occupational Pattern

Most of the adult male are engaged with income generating activities where only 2 females are engaged in business. As the project site is terminal area, thus the ratio of businessman is higher than any other occupation.

Occupation category	Occupation	Male			Female			Total		
		Male	Female	Total	Male	Female	Total	Male	Female	Total
Income generating	Business	9	2	11						
	Fisherman/Pisciculture	2		2						
	Service (Private /Government/NGO)	4		4						
	Tailoring	2		2						
Non income generating	Children	4	3	7						
	Housewife		18	18						
	Student	9	12	21						
	Other	1		1						
	<b>Total</b>	<b>31</b>	<b>35</b>	<b>66</b>						

### 3.6. Income level of Affected Households

During census and socioeconomic survey of identified PAPs, monthly income level of affected households has been assessed. Only 3 (25%) households earned small amount in a month for their livelihood, while rest of identified households have sufficient income for comparatively better living. No households were found as vulnerable category. Income level of identified affected households is presented in the below Table:

**Table 10: Income Level of Affected Households**

<sup>2</sup>Source: Ministry of Education & Ministry of Primary and Mass Education, 2022

<b>HH income Level</b>	<b>Nos</b>	<b>%</b>
0-15000	3	25.00
16000-30000	1	8.33
31000-50000	4	33.33
More than 50000	4	33.33
<b>Grand Total</b>	<b>12</b>	<b>100</b>

### **3.7. Vulnerability Assessment**

The RAP of Bangladesh Regional Waterway Transport Improvement Projects (BRWTP-1) defined vulnerability assessment criterion and parameters. According the principles and definition in the original RAP, no households were identified as vulnerable on the additional land required for the project so far.

## 4. COST ESTIMATION AND BUDGET

Since the project established replacement cost rate for each category of impacted structures by enactment of the Property Assessment and Valuation Committee(PAVC). Using the rate recommended by PAVC and existing Entitlement Matrix, RDM-EQMS JV calculated the budget for impacted structures, business and other resettlement assistance.

### 4.1. Summary of Budget

It was calculated that BDT 3,822,961 will be required to compensate for affected structures and other resettlement assistance to the EPs on additional land required by the project. Of which BDT 3,090,156 for compensation against structure and BDT 732,805 for other resettlement benefits. Cost has been calculated based on the rate approved by PAVC and Entitlement Matrix of the RAP being under implementation.

**Table 11: Summery of Cost**

SL.	Category of Loss	Amount
B	Compensation for structure	3,090,156
E	Other Resettlement Benefits	732,805
	<b>Grand Total</b>	<b>3,822,961</b>

### 4.2. Estimated Cost for Structures

Both primary and secondary structures will be affected by shifting the bridge position. In total BDT 2,900,156 will be required for 2,534 sft semi-pucca and tin-made structure. Also, BDT 190,000 will be required to compensate for secondary structures.

**Table 12: Compensation for structure**

Category of Loss	Unit	Sft/nos	Rate	Total estimate
<b>Affected Primary Structure HHs</b>				
Semi-pucca	Sft.	798	1,870	1,492,260
Tin-made	Sft.	1,736	811	1,407,896
<b>Compensation for primary Structure</b>		2,534		<b>2,900,156</b>
<b>Affected Secondary Structure HHs</b>				
Toilet (Sanitary)	Number	1	58,000	58,000
Tubewell	Number	2	66,000	132,000
<b>Compensation for Secondary Structure</b>				<b>190,000</b>
<b>Total Compensation of Structure(A+B)</b>				<b>3,090,156</b>

### 4.3. Other Resettlement Assistsances

Total BDT 732,805 will be required for compensating other resettlement benefits. Cost was calculated using approved entitlement matrix from RAP. One commercial structures owner rented out commercial premises to the 5 tenants. Two (2) tenants among them were already listed in the original RAP, and compensation has already been budgeted. For that reason, compensation and resettlement assistance have been calculated for 6 new PAHs including 3 tenants of residential structures.

Table 13: Compensation for Other Resettlement Benefits

Loss item	Other Resettlement Benefits	Unit	Sft/no.	Rate	Total estimate
Loss Item 4	Structure transfer grant (STG) for shiftable structures will be @ 10% (ten percent) of the replacement cost of structures	BDT	2,900,156	10%	290,016
Loss Item 4	House construction grant (HCG) @ 10% (ten percent) of the replacement cost of structures	BDT	1,407,896	10%	140,790
Loss Item 7	Small and Medium Business: Cash grant of BDT 30,000 for loss of business income by affected trader (based on average monthly income of BDT15,000.00 for 2 months).	No.	5	30,000	150,000
Loss Item 9	Loss of Income from Rented-out Residential and Commercial Premises: Grant for loss of rental income equivalent to Rental assistance for rented residential and commercial structures equivalent to two (2) months rental income but not exceeding BDT10,000	No.	6	10000	60,000
Loss Item 10	Rental Assistance for Tenants: Tenants of residential or commercial premises will be eligible for shifting grant of BDT 5000 (five thousand) for shifting of belongings and one-month rental allowance @ BDT 3000 (three thousand).	No.	8	8,000	64,000
Loss Item 11	Reconnection of Utilities: Cash grant for new utilities connection will be Provided by BIWTA: Electricity connection =BDT 7,000;	No.	4	7,000	28,000
<b>Total of Resettlement Allowance and Grants</b>					<b>732,805</b>

## 5. IMPLEMENTATION ARRANGEMENT

Proposed budget for additional area requires approval of the competent and concerned desk i.e. honorable Chairman of the BIWTA and the project financiers as well. After getting approval, RDM-EQMS JV will take necessary initiatives for implementing this additional task. The social NGO (RDM-EQMS JV) is responsible for implementation of the supplementary RAP along with the original RAP within the present implementing arrangement.