

ENVIRONMENTAL ASSESSMENT (EA) REPORT

Name of the Sub-Project:

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

And

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



Sirajganj Municipality
District: Sirajganj

Municipal Governance and Services Project (MGSP)
Bangladesh Municipal Development Fund (BMDF)

December 2017

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1.0 BRIEF DESCRIPTION OF SUB PROJECT

1.1 Background Description.

Sirajganj Municipality is one of the oldest municipality of Bangladesh, established in 1869 it is now recognized as first class Municipality (Category A), total area is nearly 28.49 sq. km consisting of 15 wards approximately with total population 297930 among which 147315 are male and 150315 are female with the density of 10,446 per sq. km.

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

The Sirajganj Municipality has the priority plan of ensuing important public facilities in various infrastructures and socio economic development sectors and the proposed road rehabilitation sub project considered and ranked as one of the top priority action for the Municipality. The city experiencing with faster growing of population settlement both with the trend of urbanization due to the gradual increases of socio economic conditions and loss of their land, houses, assets and over all their livelihoods because of moderate to severe floods and river erosion almost each year. As described above, the increasing rate of settlement making more road transport and traffic flow rapidly which causes the damages of existing roads. Moreover, the adverse climatic condition combined with excessive rain, flash and prolonged floods, water congestion in existing canals, and ditches with irregular discharging of water mainly in monsoon through the existing drains which are either very narrow or poor or not suffice to drain out water timely. All of such negative determinants causes severe damages roads of the city among which the proposed one is very vulnerable to severe damage and destruction needs urgently to improve through rehabilitation work. The road proposed for rehabilitation is the back bone and passes through the city from the south to the north connecting most of the business centers, educational institutions, health facilities, offices, community centers and others leads to increases of socio economic condition. The road, so to speak, is the heart of the city and supporting peoples' transport and communication facilities throughout the city and others outsides, facilitating the enhancement of trade and business, education, health services as well.

This sub-project accomplishment will certainly serve for approximately 85000 people or more for their daily movement with the increases of better communication, easy and less costly transportation and over all easy accessibility to all the settlement of those areas the road passes. Moreover, this sub project rehabilitation will have the positive impacts on traffic movement, local trade and business, land value, social coherence with the increases of aesthetic value and environmental significance of the city.

The significant features of the Sub Project are mentioned below:

Project Type : Rehabilitation of Road under Road network Improvements

Name of the subproject :

- A. Bazar Station to Ranigram WABDA & Copdashpara Mustafa moor to Ranigram WABDA under Sirajganj Municipality (Part-1, Length 6000 M, CIP-80).
- B. Bazar Station to Koumi Jute Mill Gate-1 at Raipur Mia Bari Gotatala moor under Sirajganj Municipality(Part-2, Length 5000 M CIP-83).

Package No :

District Name : Sirajganj

ULB Name : Sirajganj Municipality

Road Passes : Ward-1,2, 3,6, 7, 8, 13 and 15

Proposed Interventions :

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

Direct Benefitted Population : 85,000 (Approx.)

Wards population : 297930

Tribal people : None

Land acquisition : N/A

Estimated cost : BDT 1400 lakh (650 lakh Part-1 and 750 lakh Part-2)

Sub-project duration : 2 Years

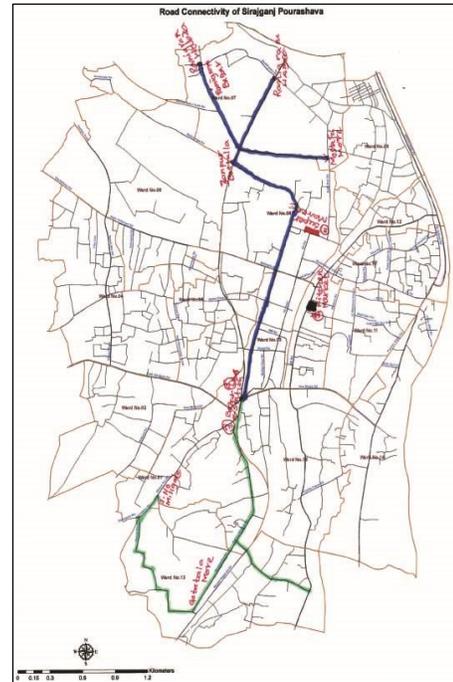
Tentative start date : 01 January 2018

Proposed Length : Part - 1, South – North, L - 6000 M, CIP – 80).

Part - 2, North – South, L - 5000 M, CIP - 80).

1.2. Location of the Sub Project.

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



Road
Rehabilit
ation
Part-1

Road
Rehabilit
ation
Part-2

This Environmental Assessment (EA) report of this road sub project presents the screening and a detail assessment of potential environmental impacts of the proposed sub-project with the recommendations of potential mitigation and enhancement measures in order to eliminate or reduce the negative impacts to an acceptable level, describes the institutional requirements and provides a specific Environmental Management Plan (EMP).

1.3. Layout of Sub-Project:

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

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

Location of proposed Road Rehabilitation site in the lay out plan attached in Appendix 1

1.4. Present Status of Subproject Site.

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

1.5. Objectives and justification of Selection.

The Capital Investment Plan (CIP) of Sirajganj Municipality lists a number of subprojects and placed this proposed Road Rehabilitation work as the priority one considering the necessities of the municipality dwellers. The PMU-MGSP of BMDP along with Sirajganj Municipality has observed the existing physical, social and economic conditions of the proposed subproject site. The road has been observed, is playing the key role to enhance the trade and commerce of the city accompanied with the facilitation of local communication connecting with other road tributaries. The proposed once improved, will facilitate and increase comparatively demand of shopping and trading of neighboring peoples and almost all other sides of the municipality. Reasonably, considering all beneficial services of this road in the city has been proposed for improvement with rehabilitation activities will be very helpful and comfort to the urban dwellers, for shopping, trading, schooling and other daily local producers and traders. In all of these necessities, this road improvement sub project is very much justified and essential for the municipality along with the enhancement of the surrounding environment.¹

1.6. Major Activities of Proposed Road Rehabilitation and Implementation Process

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

1. Analysis of Alternatives Not Applicable. Proposed road is only and most important one to connect directly the 4 wards, major market and shopping centers / shops, connected a large numbers of settlement areas, educational institutions and different offices. Peoples from the south to the north of about 12 kilometers along with the connection of a numbers of east west arteries and tributaries will have the opportunity of communicating more frequently with less time, affordable transportation and minimum cost and hazard. All those will facilitate the enhancement of trade and commerce to increase the socio economic and cultural facilities and condition..

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

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

1.7. Category of the Sub-Project

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

In view of the Environmental Conservation Rules (ECR 1997), the proposed sub project falls under the category ` **Orange B**`, assumed to have moderately significant adverse environmental impacts may observed due to the implementation of the proposed project activities. On the other hand, in consideration of the proposed sub project nature i.e. potential adverse impact on human and environment includes natural habitats it has been categorized as `**Category B**`also according to the World Bank classification.

2.0. DETAILED ENVIRONMENTAL AND LANDUSE FEATURES

Environmental Assessment Report prepared based on the field observation of key environmental features of approximately 100 m surroundings (catchment areas) of the proposed sub project. Detail observation and assessment made on existing environmental features like road communication and connectivity, rush-hour traffic flow, local vehicle movement, accidental risks, drainage congestion, waste water discharge, solid waste disposal, surface water contamination, dust spreading, soil degradation, erosion, odor spread around,

increased traffic movement includes social conflict etc. in and around the catchment or influenced areas (100 meters around) of the sub project. Moreover, land use pattern of the catchment areas and probable impact over those were also observed and found no agricultural land around the proposed road but offices, commercial, health, educational and residential areas exists as mentioned in below table - 2.

Table -1: Land use pattern/environmental features along the proposed road Rehabilitation.

Sides/Direction	Wards and Direction.	Major Land use / Environmental Features
North Part-1: Bazar Station to Ranigram WABDA & Copdashpara Mustafa moor to Ranigram WABDA under Sirajganj Municipality (L-6000 M)	Bazar Station to Ranigram in W # 3 and 8. Approximate Alignment of Road: a) South- North (3000 m) b) East - Northwest (1000 m) c) North to westward (1000m) d) West – East (1000 m)	Mansur Ali Academy, Hospital PS Building, Hotel, Bazar, Shops and Women college, DPHE Office, Victoria school, mosques, Sirajganj College, Ranigram primary school includes dead offshore and Settlement and Dwelling houses.
South part-2: Bazar Station to Koumi Jute Mill Gate-1 at Raipur Mia Bari Gotatala moor under Sirajganj Municipality (L -5000 M)	Bazar Station toKoumi Jute Mill Gate-1 at Raiganj in W #1,3,13 Approximate Alignment of Road: a) North –South (2500 m) b) North – Southwest (1000 m) c)South – Northeastward (1000m) d) West – East (500 m) * Approx.	Rail way line, Station, Ditches and dead offshore, Canal, Mahmmadpur School, Koumi Jute Mill, Graveyard, Raipur Primary School, Orphanage, Road side shops and settlement.

3.0 BASELINE ANALYSIS OF ENVIRONMENTAL CONDITION OF THE CITY

3.1 Physical Environment

Sirajganj district locates in the mid - north areas of the country in Rajshahi division may attribute as the gate way of the north western region. The municipal city areas situated on the west bank of Jamuna river belt and well protected through embankment in alongside the river in the east.

3.1.1. Geology, Topography and Soils

Sirajganj site is located in the flood plain area of the Jamuna River with gradual deltaic deposition of the decades and centuries. The municipal areas are usually deposited with sediment and the proposed sub-project site, mostly in north, north west and west – eastern side (Part-1) and south eastern side of (Part-2) are observed with extreme sandy clay with considerable amount of sand in the sub surface areas. Soil of the area is grey loam on the ridges and grey to dark grey clays in the river basins. Top soils are strongly acidic and sub-soils slight acidic to slight alkaline.

3.1.2. Meteorology and Climate

The annual average temperature reaches a maximum of 34.6 °C and a minimum of 11.9 °C. The climate of the Sirajganj district areas characterized usually by sub-tropical monsoon of the country. North- west and north east monsoon dominates the rainy and summer seasons drives the dry in the winter season. Rainfall of the project area varies considerably depending on the seasons. The

annual average rainfall measured at Sirajganj is 1610 mm (63.4 inches) over the period of 1990-2014. On an average 60 to 70% of the annual rainfall of the project area occurs in the months of May, June, July and August. The post monsoon or transitional season, October to November, is warm and humid. The cool dry season during December-March is sunny sometimes with infrequent rainfall. The pre-monsoon between April-May is hot and characterized by thunder with heavy rain in the region.

3.1.3. Hydrology (surface water, ground water and rainwater)

Surface water flow from the upstream of the Brahmaputra River is plenty throughout the monsoon and less discharge during the winter season in Bangladesh. In addition, surface water sources like offshore canals, beels, dead ditches or lakes and ponds are existed and passes through the Sirajganj Municipality with sufficient water flow in the monsoon period gradually drying in the winter. On the other hand, precipitation of rain as well as storage of water occurs due to which ground water found available in a reasonable depth though shortage observed in the dry season.

In view of safe drinking water, arsenic and other organic metals are moderately observed in the ground water around the peripheral of the city. Again, rain water during the monsoon increase the water volume and level in all surface water sources along with the increases of precipitation rates. Presently, approx. 75% households depends on hand tube well water for their drinking and other purposes of bathing, cooking and daily uses and in regard, the rest 25% or more are uses pipe water and other sources.

3.1.4. Flooding, Water Logging and Drainage System

Moderate level flood and over flow along the river belt areas of Sirajganj district usually occurs during the monsoon period either due to excessive rainfall for a certain days continuous or with the excess rain water flow of upstream especially from the trans boundary region though as observed, no severe flood was in 1988, 1998, 2004 and 2007. Water congestion sometimes observed due to poor and insufficient discharging of heavy rain and flood water through existing canals and drains as those are mostly silted due to erosion, sediment deposition and waste material accumulation. Storm drainage system of the city is not suffice and or functional to carry or discharge excess water timely from the city area but the sub project areas comparatively being in the higher areas passes almost through the middle of the city. Adjacent road side drains in the south and discharge passage in the west towards to the north offshore, moderately water congestion or logging prone as noticed by adjacent dwellers during the physical observation in assessment period.

3.1.5. Air Quality and Dust

During the assessment no dust at noticeable level is observed in and around the sub project areas and no any earth work, factory operation or huge traffic movement which may generate dust on the road and road side areas but possibility of dust spreading due to wind flow in the summer may not be avoided. Moreover, it has been assumed that dust flow would be observed during the rehabilitation work period in the proposed site.

Air quality data of the municipality is not readily available nor found any of such record even with the concerned department (DoE, Rajshahi). Specifically the air quality assessment involved the determination of ambient levels of suspended particulate matter (SPM) may explore with the metrological department as may be required otherwise for any extended analysis.

3.1.6 Noise Level

Noise is one of the major impediment for the quality of the environment and during the assessment no such exceeded decibel (dBs) than standard in the proposed sub-project area (Standard value (dBs) may referred for different categories at day and night respectively are a) 45 and 35 dBs for quiet place (hospitals, education), b) 50 and 40 for mainly Residential areas, 60 and for residential cum commercial 70 and 60 for commercial and industrial areas.

On the proposed road a moderate level multi vehicles like car, auto, rickshaw and rickshaw van includes other carriers are found usually moves to and from generate noise at acceptable level and no other perceptible sources of noise generation such as factories or industries were found near and on the proposed road areas.

3.2 Biological Environment:

3.2.1. Flora and Fauna

As observed no remarkable fruit or timber trees found inside or neighboring or adjacent areas of the proposed sub project. A few trees over the dwelling houses in the north, north west, south and south east of both parts (Part – 1 and Part – 2) are seen on which native birds takes breaks prior to reaching their shelters or catches from the nearby river, river offshore and ditches. Except those natives no other endangered or critical species of both flora and fauna observed. Moreover, no possibility of having any aquatic species in the area but existence of species (frogs, rats, reptiles, creepy-crawlies, aquatic pests or algae around) mainly might have been in the north western and south eastern sides of the road and maintain their livelihood (food, shelter and birth as well) from the nearby low land, bushes and offshore in the west or surrounding environment.

3.2.2. Biodiversity Status

During the public consultations discussed the impacts and assumed that there are no special or site specific terrestrial and aquatic ecosystems may have disturbed heavily with this road rehabilitation work. However, the population of floral and faunal species has degenerated generally even in the areas and hence in the region due to climate change (low rainfall, high temperature, high humidity, short winter period, and long dry season) owing to over exploitation, poor management, demographic pressure, natural catastrophes and gradual deterioration of general law and order situation.

3.3. Socio- Economic Environment.

3.3.1. Land Use Pattern

The proposed road passed through valuable areas with trade and business amenities, educational institutions, offices, other daily need shops, temporary way side shops and human settlement observed may not be required to remove or replaced. During the discussion, peoples feels inspiration and praise for the proposal of improving the road. Land use pattern of the catchment areas were also observed and found no agricultural except some commercial, educational and residential areas in around the north western, eastern, southern and in western sides of both parts of the proposed road.

3.3.2. Beneficiary Population

This proposed road passed through Ward # 1,3,8 and 13 and about 15-20 thousands households are settled in the adjacent sides of the proposed road who are assumed to be benefitted directly through business and other allied works with the improvement of this subproject. Moreover, peoples living in adjacent wards 5, 6, 7, 9 and in general from all over the municipality and peripheries will have the opportunities of moving through this road for their regular shopping of varieties goods includes essentials, luxuries and over all daily needs. In fact almost one lakh people of the city including will have the benefit of this improved subproject.

3.3.3. Educational Status

In Sirajganj municipality, there are a numbers of medical colleges, girls and boys colleges, primary, kindergarten and secondary schools, Madrasas, poly techniques and vocational institutes and most of those are reputed and mainly established in the early eighteen through nineteenth centuries [Harina Baghbati High School (1866), BL Government High School (1869), Gyandayini High School (1884), Islamia College (1887), Victoria High School (1898) and Sirajganj Government University College (1940)] all of which together producing a numbers of scholars, educationists, politicians and civil servants since the centuries. Average literacy rate 47.44% with male 50.96% and female 43.6% in the city. In the subproject area, literacy rate among the population is 59.6 % higher than the national average of 51.8%.

3.3.4. Tribal Communities

There is no tribal community as noticed living around the proposed market site.

3.3.5. Land Acquisition and Resettlement

The proposed road is owned by the Sirajganj Municipality and presently any settlement or establishment observed nor any acquisition for rehabilitation work will be necessary. No resettlement of any houses, shops or any other objects along the both sides of the proposed road will be required for this sub project implementation.

4.0 ENVIRONMENTAL SCREENING

The sub project has been selected through a careful Environmental Screening (ES) process following the guidance and the checklists in line with the requirements of DoE and WB. Environmental Screening ensures that environmental issues are properly identified in terms of extent of negative and positive impacts. To screen an environmentally sound sub project necessary field observation, consultation and discussion with available peoples, nearby inhabitants, business man and others made during the last months, October and November, 2017 in the subproject area. Environmental Screening Checklist (ESC), as adopted in Appendix C of the Environmental Management Framework (EMF) of MGSP, was followed for identifying the impacts and their extents. The screening data and information for this subproject have been analyzed and are shown in below.

4.1. Potential environmental impact during construction phase:

(A) Ecological Impacts:

- Felling of Trees : Significant Moderate Minor **NO**✓
- Clearing of Vegetation : Significant Moderate Minor **NO**✓

- Potential Impact on Aquatic Species : Significant Moderate **Minor**

(B) Physico-Chemical Impacts:

- Noise pollution : Significant Moderate **Insignificant**
- Air pollution : Significant Moderate **Insignificant**
- Drainage congestion : Very likely **Likely** Unlikely
- Water pollution : Significant Moderate **Insignificant**
- Solid waste pollution : Significant Moderate **Insignificant**
- Construction wastes : Significant **Moderate** Insignificant
- Water logging : Significant Moderate **Insignificant**

(C) Socio-Economic Impacts:

- Traffic congestion : **Likely** Unlikely
- Health and safety : Significant Moderate **Insignificant**
- Impact on archaeological : Significant Moderate **Insignificant**
- Impact on historical : Significant Moderate **Insignificant**
- Employment generation : Significant **Moderate** Insignificant

4.2. Potential Environmental Impact during Operational Phase:

(A) Ecological Impacts:

- Potential impact on species of aquatic : Significant Moderate Minor **NO**

(B) Physico-Chemical Impacts:²

- Potential air quality & noise level : Improvement **No-improvement** Deterioration
- Drainage congestion Improvement Minor Improvement **No Impact**
- Risk of Water pollution Significant Moderate **Minor**
- Pollution from solid waste Improvement **No-improvement** Deterioration

C) Socio-Economic Impacts:

- Traffic : Improvement **No-improvement** **Adverse**
- Safety : **Improvement** **No-improvement** Adverse
- Employment generation : **Significant** Moderate Minor

4.3. Summary of possible environmental impacts of the subproject

The environmental assessment of this sub project have been conducted and observed that there will be no significant adverse environmental impacts with the improvement of this proposed road rehabilitation work

² Solid waste assumed are insignificant. The pourasaba has the capacities i.e. amenities, skills and scope to manage solid waste may generate from proposed bins long the road sides. . In concern mitigation measures stated in sub section in 6.1.and 6.2

in locations as specified. During the assessment period, closely observed and shared all potential environmental features with local communities of different strata based on which adopted the screening process. Through the review and analysis of all observations and findings it has been assumed that the project, if implement, will not incur any negative impact neither on ecological nor on Physico chemical or any of the ingredients of those components. Moreover, the project will be helpful to enhance positive socio economic impact through the increasing of communication facilities, low cost transportation, increasing trading facilities, ensuring the availability and supply of daily needs as well as generating the income and employment of local people both in construction and after worth.

The screening process indicates that a few negative impacts on some parameters may arise categorized as local in nature and low in magnitude, very minimal possibilities of adverse impacts on some of the parameters of the physical, biological or socio-economic environment of the sub-project area. The sub-project as stated is also expected to produce a large number of positive benefits on the overall community in respect of social and economic strengthening of the city area.

However, as assumed those insignificant or moderate or minor adverse environmental impacts are subject to mitigation and would be addressed through proper mitigation and enhancement measures as will be appropriate earliest during the implementation period. The limiting of noise levels during the rehabilitation period of the project, proper disposal of solid and other waste materials through drain reconstruction and sewage connectivity development, preservation of air quality by limiting dust spreading and gas emissions from equipment to be used during construction and vehicle exhaust as well as ensuring community and workers health safety measures have been prescribed for the mitigation of likely impacts. Similarly, construction activities with capacity development initiative of concerned staff of the Municipality and workers as well will be undertaken to implement appropriately all recommended mitigation measures.

5.0. SPECIFIC IMPACT AND MITIGATION & ENHANCEMENT MEASURES TO SAFEGUARD ENVIRONMENT DURING CONSTRUCTION PERIOD

5.1. Labor Shed Construction

In rehabilitation work period it is very much essential and mandatory for constructing necessary labor sheds (at least 2 temporary labor sheds), two separate base or construction camp separately for both male and female (If any female workers) workers with separate accommodation and hygienic toilet facilities and sufficient water supply will be constructed well ahead to the work. A site office will also be arranged there for constant work supervision and operational management. There should have safe water supply, enough light, ventilations, separate cooking places, security fence around with day night guarding system.

Common Mitigation Measures

Sanitary latrine facilities with adequate water facilities through installing a numbers of new arsenic safe tube well would be provided for workers separately for male and female. Such an arrangement will be ensured for the rehabilitation work period of both of the two sites (Part – 1 and Part – 2) suitably located at the North West side (Part 1) and in any of the suitable locations in the midst (Part – 2). Provisions should be made for waste collection and disposed and a well arrangement should be made for the regular collection of waste materials of the re construction site for disposal and dumping to the banbaria area at the outside of the Sirajganj Municipality. A brevet ware fence

around the base /construction camp will be installed as security measures of workers and construction materials as well. The labor sheds will also be covered by enough lighting as workers safety and security measures.

5.2. Earthwork

The proposed road rehabilitation work consists of earth cutting, earth filling, land dressing, leveling, garbage cleaning and removal of unsuitable or any hazardous materials. These works may lead dust blowing, noise and vibration which may be the discomfort to the dwellers along the road side dwellers, business man and others as well. All those including the excavation and trenching are also hazardous nature of construction activities that needs to control and use comparatively during the off traffic time schedule.

Common Mitigation Measures

The contractor will keep heavy equipment away from the site or trench edges and will aware where underground utilities (T&T), electricity, gas, water supply systems are located. Water spray through hand pipe or sprayer and necessarily by water spraying tanker of the municipality will be continued in working time at day and night to control on side dust spreading on the adjacent areas. Inspection of the works will be at the start of each shift. Adequate safety barrier will be provided with clear visible signs to alert both vehicle drivers and pedestrians. Provide adequate lighting to the barriers and signs to make them clearly visible at night from a distance sufficient to respond. Facilitate temporary alternative arrangement for pedestrians and vehicular traffic conveniently along the working sites. Retain the excavated earth in safer places so that pedestrian can walk smoothly.

5.3. Construction Material Sourcing

The construction materials such as sand, bricks, stones chips and bitumen are normally obtained from the local suppliers. Sand for construction purposes is collected from quarry operations of nearby rivers. Bricks are produced using clay and firing by coals and somewhere wood where there may be smoke emission. Conscious or unconscious purchase of these materials from non - licensed operators indirectly supports, encourages and promotes environmental degradation at the illegal quarry sites, creates air pollution from using energy inefficient technologies and cause medium to long-term negative impact at sources as well as surroundings.

Common Mitigation Measures

As per plan construction bricks materials will be collected from Shialkole, Baghdadi, Bhadrdaqhat; construction sands materials will be collected from the suppliers of kazipur nouka ghat areas adjacent to Jamuna Rivera way and outside of the municipality areas and bitumen from licensed vendors who are officially has their own valid license from the concern department of the Government of Bangladesh.

5.4 Air quality and Dust

All construction works of proposed roads, will spread dust and emission and hence the air pollution during land preparation, operation of diesel engines, burning and working with bitumen and toxic materials. All construction sites usually generate high levels of dust and particles (typically from concrete, cement, wood, stone and silica) suffice to pollute the air quality at site and adjacent areas.

Common Mitigation Measures

Dust control through clean water spray to be used to dampen down the site. Screen the whole site to stop dust spreading or alternatively, place fine mesh screening close to the dust source. Cover materials carriers loaded with construction materials and continually damp down with low levels of water. Cover construction materials like cement, stones chips and sands will regularly be inspected for spillages and locate them where they will not be washed into drainage areas. Use non-toxic paints, solvents and other hazardous materials wherever possible. Cover up and protect all drains on site.

5.5 Noise and Vibration

Construction sites usually produce noise and vibration, mainly from brick breaking machines, equipment and machinery. Site worker's crowd, radio sound are usual and common phenomenon in the construction site. Materials unloading is another disturbing exercise. Excessive noise is not only annoying and distracting, but can lead to hearing problem, high blood pressure, sleeping disturbance and extreme stress.

Common Mitigation Measures

It is essential for reduce noise pollution through careful handling of materials; using modern and comparatively quiet power tools, equipment and generators; low impact technologies and wall structures as sound shields.

5.6. Workers Safety

There is a general risks of accidental injury of workers in various types of materials procuring and carrying, materials mixing, equipment handling and operating, materials lifting, plastering, carpeting, painting, trenching and all other activities. Moreover, there are potential health risks from any sources of contamination at work sites.

Common Mitigation Measures

Implementation of adequate safety procedures and provision of safety equipment like hard helmet, eye protecting glass, hand gloves, face mask, rubber shoe, gum boot, visible apparels, body belt and first aid arrangement. Appropriate removal techniques and safety procedures includes training and awareness raising among the workers will mitigate or reduce risks and negative impacts on workers' health and life.

6.0 SPECIFIC IMPACT AND MITIGATION & ENHANCEMENT MEASURES TO SAFEGUARD ENVIRONMENT DURING OPERATION PERIOD

6.1 Solid Waste Disposal

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

Common Mitigation Measures

Municipality would construct garbage bins and the waste materials collectors of the will collect solid waste carefully and fill garbage bins at the outside as specified by the authority regularly.

Municipality covered truck or van in every day would collect those and will deposit in the specific secondary solid waste dumping station. An efficient and effective solid waste management and disposal mechanism would be established and implemented. Moreover, the road will keep clean with regular sweeping by assigned dry sweepers of municipality authority.

6.2 Waste Water Disposal

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

Common Mitigation Measures

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

6.3 Traffic Congestion

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

Common Mitigation Measures

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

7.0. ENVIRONMENTAL MANAGEMENT PLAN (EMP)

7.1 Access to Information

The environmental assessment (EA) report will be translated in Bangla and disseminated and shared with local communities. The copies of the report (both in English and Bengali) will be sent to all the concerned of ULB Offices and BMDF. The final assessment report will also be made available to the public and uploaded in the BMDF and the World Bank websites well before appraisals is completed.

7.2. Grievance Redress Mechanism

Sub-project specific Grievance Redress Mechanism (GRM) will be set up by the PMU-MGSP, BMDF to timely receive, ground trothing and mitigate the solution of affected person/s as per EMF (In fact no persons / houses is expected to be affected through the implementation of this proposed road rehabilitation). This will be transparent and time-bound approach where the affected people

, if any, has scope to raise his / their voice or claim transparently without any fear or undue influence with facts and documents.

7.2.1. Grievance Redresses Committee (GRC)

A specific Grievance Redress Committee with 1 chairman (Mayor), 5 members from different diverse as from local administration (1), Educational Institution (1), Local NGO (1), Civil Society (1), Ward councilor – female (1), Executive Engineer, ULB (1) as member secretary of GRC will be formed by Sirajganj Municipality authority for this proposed road rehabilitation activities. The Grievance Redress Committee of Sirajganj Municipality for the proposed subproject is given in Annex 3.

7.2.2 Grievance Resolution Process

Flow chart of Grievance resolution process for this proposed subproject is shown in Annex 4.

7.2.3 Institutional Arrangement for Safeguard Compliance

Please find the flow chart, as stated in environmental and social safeguards management team (Tentative)

7.3 Capacity Building

A training program has been developed by the PMU to build the capability of PIU of Sirajganj Municipality. This has been conducted by the PMU-BMDF. The training based on a) Environmental screening, b) EMP implementation, including environmental monitoring requirements related to mitigation measures and c) taking immediate action to remedy unexpected adverse impacts or ineffective mitigation measures found during the course of the implementation.³ The contractor / Municipal will be entrusted to conduct environmental awareness and orientation of the workers and other support staff before deploying to the work sites in order to achieve the expected standards.

7.4. Environmental Management Plan (EMP) Matrix.

Sub-project Activity	Potential Impact	Activity/ Issues	Proposed Mitigation & Enhancement Measures	Estimated Mitigation Cost	Frequency of monitoring	Responsible for monitoring	
						Implement	Supervision
A. Pre-Construction/ Rehabilitation Phase							
Labor Shed Construction (Construction camp)	<p>Improper waste disposal may affect the environment.</p> <p>Solid waste, waste water generation.</p> <p>Environmental pollution;</p> <p>Workers health affect</p>	<p>Identify proper locations of construction camps / labor sheds so that the camps shall not be located near settlements or near water supply source/ or in close to the road side.</p>	<p>Gender friendly labor sheds (2) will be constructed feasibly at the work sites separately for male and female workers.</p> <p>Construction of sanitary / Pit latrine with septic tank/ Ring slab system - Erection of “no litter” sign at the camps.</p> <p>Install brevet ware fencing as security measures to workers.</p> <p>Camp place will be kept clean strictly to ensure good health and sanitary condition and water supply.</p>	BDT 300000 (Approx.)	<p>Ongoing (During Construction)</p> <p>Post Construction</p>	Selected Contractor	Environmental Specialist-PMU, MGSP, PIU/ULB
B. Construction/ Road Rehabilitation Phase							
Earthwork.	<p>Slope erosion.</p> <p>Dust spray.</p>	<p>Proper care will be taken during earth cutting and filling so that slope / edges of the road should not be eroded.</p> <p>Careful protective measures like palisades, earth compaction and turfing for specified areas (to be</p>	<p>Provide adequate safety barriers with brevet fence around the site.</p> <p>Keep all heavy equipment of construction at a safer distance.</p>	<p>BDT 20000 (Approx.)</p> <p>(To be added to Tender BOQ)</p>	During Construction	Selected Contractor	Environmental Specialist-PMU, MGSP, PIU/ULB

		identified and proposed areas) to be undertaken for slope protection. Dust control measures like water spray and compaction to be undertaken.	Earth cutting, land filling, trance and slope protection measure as mentioned in the right side column.				
Construction material sourcing	Environmental degradation in case of procuring non licensed / local contractor / local sources.	Identify the licensed supplier of Construction materials specially Sand, Bricks, stones and bitumen at the local level.	Construction materials to be obtain from officially licensed and approved quarries, brick fields and other suppliers.	N/A	During Construction	Contractor	PIU/ULB
Air Quality and Dust	Air pollution	Water should be sprayed to control the dust. Rehabilitation work period and afterward air quality should be measured for assessing SPM.	Water will be sprayed at certain interval during the construction period to control the dust especially in day time.	BDT 50000 (Approx.) (Actual Cost will be added in the BOQ of tender documents)	During pre-construction & construction period	Contractor, ULB	Environmental Specialist-PMU, MGSP, PIU/ULB
Noise and Vibration	Increase noise level. Increase vibration (construction site)	Noise level should keep within tolerance level of Bangladesh Standard (70dBA). Work period status of noise level of the sub-project site should be measured.	Maintain proper material transportation schedule. Maintain off time for material transportation and offloading. All vehicles and equipment used in road construction work shall be fitted by exhaust silencers, maintain regularly to minimize noise level.	BDT: 10000 (Approx.) (Actual Cost will be added in the BOQ of the tender documents)	During pre-construction, construction and operation period	Contractor, ULB	Environmental Specialist-PMU, MGSP, PIU/ULB

Water Logging	Due to excessive rainfall and construction waste materials. Water logging at sites	Construction of drain and connecting outlet to city drainage system to discharge rain water. Proper cleaning and maintenance of drains.	Identify the area of water logging at sub-project area and removal of stagnant water from sites. Connect out let to ongoing drainage network system.	BDT: .002	During Construction	Contractor	Environmental Specialist-PMU, MGSP, PIU/ULB
Workers safety	Environmental degradation Health hazard. Occupational Risks at work place / with equipment operation.	Construct required workers shed conveniently at sites with the ensuring of all environmental, health and safety measures.	Ensure 2 labor sheds for both male and female separately. Separate toilets for Male and Female. Procure personal protective equipment (PPE) (Hard Helmet, P Cap, hand gloves, eye protecting glass, rubber shoe, gum boot, jacket, apparels etc.) First Aid Boxes with emergency tools and materials.	BDT: 100000 (Approx.) (Actual Cost will be added in the BOQ of the tender documents)	During Construction	Contractor	Environmental Specialist-PMU, MGSP, PIU/ULB
C. Operation / Post Rehabilitation Phase							
Solid and all organic waste Disposal.	Environmental degradation Odor spreading	Required number of small bin to dispose solid waste generated from the adjacent shops, pedestrians, waste papers, storage, way side temporary shops, dwelling houses and traded commodities. Waste discharge by the road side traders and visitors.	Construction or placement of waste /garbage bins on non-crowded distant sides on the road. Cleaning all garbage and dispose through dumping and or incineration at specified sites.	BDT: 10000 (Approx.) (Actual Cost will be added in the BOQ of the tender documents)	During Operation phase	Contractor, Market Mgt. Com.	Environmental Specialist-PMU, MGSP, PIU/ULB

			<p>Ensuring dumping of collected solid waste to secondary dumping station by the waste collectors in a shorter time and on regular basis</p> <p>Developed and ensure proper solid waste management system.</p>				
Waste Water, other watery Disposals.	Cause of Environmental degradation at the road sides.	<p>Require number of drains to drain out wastewater generated by the traders, passerby and other visitors.</p> <p>Ensure the outlet of drain connected to the ULBs existing drainage system.</p>	<p>Construct drain around and make connectivity with Municipality sewerage system</p> <p>Establish a public / civil society committee and ensure the awareness of proper waste water management system.</p>		During Operation phase	Contractor, Market Mgt. Committee	Environmental Specialist-PMU, MGSP, PIU/ULB
Traffic Congestion	Create traffic congestion by road users, traffic, vehicles etc.	Identify the traffic congestion areas, causes and remedial measures.	<p>Coordinate with district traffic department and ensure effective traffic management.</p> <p>Ensure usual traffic and other vehicle movement.</p> <p>Controlling in and out going motorized and non-motorized vehicles.</p> <p>Municipality managing/ deploying community polices and keep the rush</p>		During Operation phase	Contractor, Market Mgt. Committee	<p>Environmental Specialist-PMU, MGSP, PIU/ULB ⁴</p> <p>PS Engineer</p>

			clear on the road at different cross - spots.				
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7.5 Cost of Environmental Mitigation and Enhancement Works in BOQ

Table 2: Cost of Environmental Mitigation and Enhancement Works.

Item No.	Description of Activities	Approximate Costs (BDT in Million)
1	Construction of Labor sheds, latrines, safe water supply	.30
2	Labor safety equipment procurement and operation	.10
3	Dust suppression measures like water spraying in and around the site	.03
4	Air, Water, Noise Quality test	.06
5	Water logging eradication – Drainage and cleaning	.002
6	Garbage bins (Floor bin) placement	.01
	Total Cost (BDT)* Subject to further estimation	.81

8.0 PUBLIC CONSULTATION AND PARTICIPATION

8.1 Methodology

Public consultation and participation ensured through organizing Focus Group Discussion (FGD) with locally available peoples. Besides, a semi structures questionnaire survey also conducted and obtained necessary information, identified environmental and other problems, issues, concern and suggestions from the local people about the proposed subproject. Reviewed all of those findings and observations at sites based on which the present environmental assessment report prepared. Community Consultation in Annex-5 and Semi Structure Questionnaire attached in Annex-6). This Road Rehabilitation work has been selected from the CIP where all stakeholders - ULB, Mayor, Counselors, NGO Representatives and Community peoples were spontaneously participated. In the CIP, some subprojects were selected and this subproject was taken as priority action to implement during the FY 2018 - 2019.

Stakeholders of this subproject were identified under three main groups: (1) beneficiaries along the road side areas at various sections of both part-1 and Part-2 (2) community leaders and government officials and (3) NGOs working at the local and regional levels.

Stakeholder participation was completed in two steps as firstly to collect and disseminate information through briefing and discussion meetings; and secondly to receive feedback for formulating appropriate mitigation measures against all potential adverse impacts.

In order to ensure the implementation of all appropriate feedback a range of information sharing techniques were used. Techniques used for different stakeholder groups included discussion with stakeholders, semi-structured interviews, small group meetings with concerned officials during the site observation.

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 mass regarding the road rehabilitation was positive.

8.2 Issues raised by the participants:

- Cleaning the road regularly during and mainly after work completion.
- Maintenance of road periodically by the municipality authority.
- Controlling dust spray during rehabilitation / construction work.
- Cleaning, garbage management during construction and after the construction.
- Noise pollution during construction.
- Traffic congestion.
- Quality maintaining of all construction materials and work as well.
- Environmental friendly actions / mitigation measures to all sorts of adverse impacts.

8.3 Feedback, suggestions, and recommendations of the participants.

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

9.0 CONCLUSION AND RECOMMENDATIONS.

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

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

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

The road proposed for rehabilitation is the back bone of the city life, passes through the city from the south to the north connecting most of the road tributaries, business centers, educational institutions, health facilities, offices, community centers and others leads to increasing the road network and socio economic condition of municipal and other adjacent peripheral areas. The proposed road, may attribute, is the heart of the city and supporting transport and communication facilities of the city largely and others outsides, facilitating the enhancement of trade and business, education and health services as well. This sub-project accomplishment will certainly serve for approximately 85000 people or more for their daily movement with the increases of better communication, easy and less costly transportation and over all easy accessibility to all the

settlement of those areas the road passes. Moreover, this sub project rehabilitation will have the positive impacts on traffic movement, local trade and business, land value, social coherence with the increases of aesthetic value and environmental significance of the city.

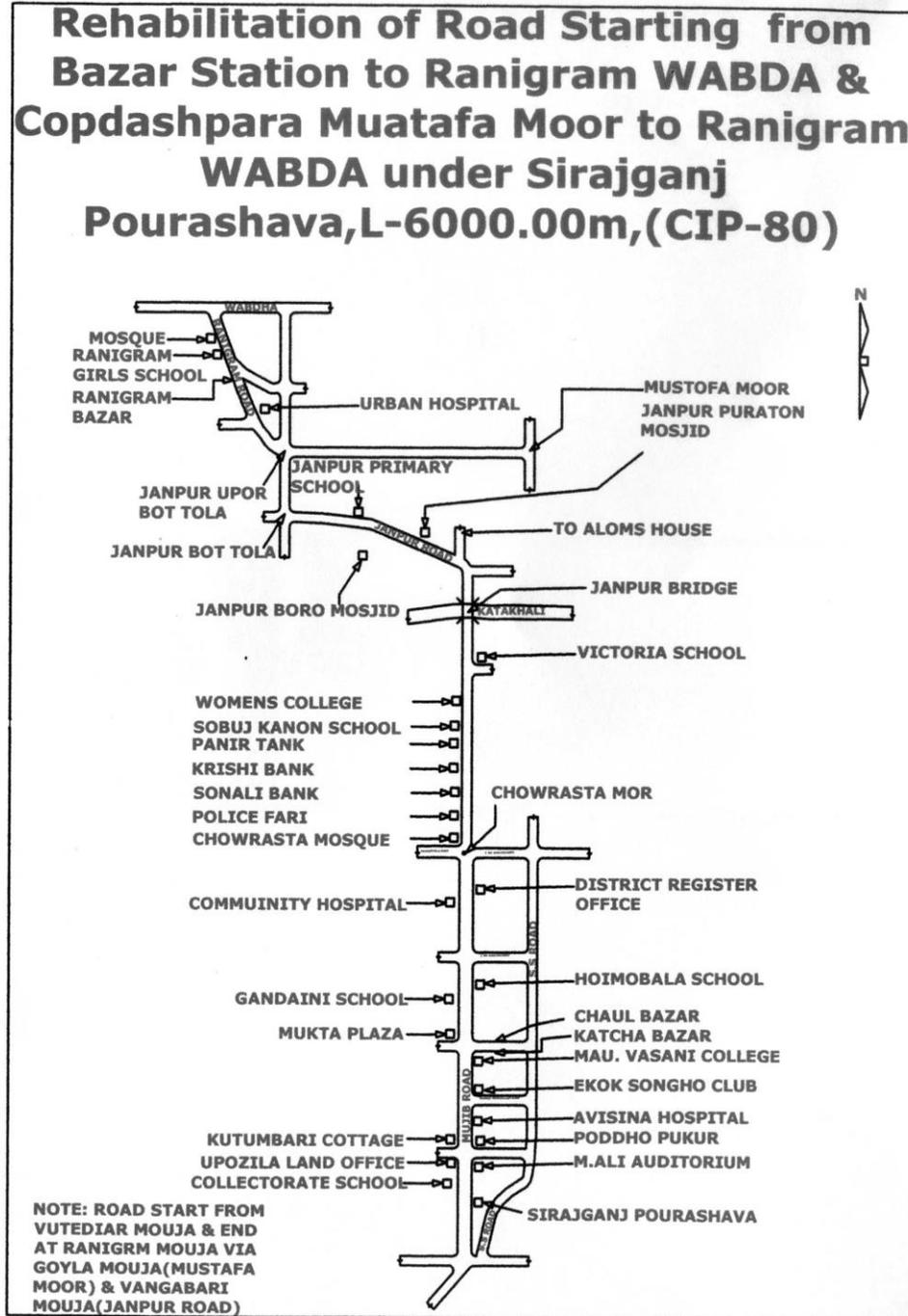
During the field visit, it has been observed that with the implementation of such a proposed rehabilitation work, there will be no significant negative impact on physical as well as socio economic aspects. There will not be required any cutting or removal of any valuable trees, any harm to cultural and or religious heritage or any bushes nearby rather as an enhancement of the aesthetic view of the proposed road the planting of necessary numbers of fruits, flowers and timber trees of indigenous varieties by the road side dwellers will be done as if to generate a complete eco system of the city. Potential positive impacts also assumed to have on diversified social and economic parameters like increasing of income and employment opportunities, enhancing of trade and business facilities, encouraging of participants towards the using of better water, health and sanitation facilities.

In the working period, higher noise level and any other adverse impact and any sorts of disturbance would be reduced as much as possible. Emphasis will be given to make the work environment friendly during the construction phase. Environmental quality would be monitored and will make sure that natural environment of the area would not be affected by this road rehabilitation work. However, the proposed site is the existing road where no land acquisition as well as resettlement will be required and in no way will affect any community facilities like school, college, Madrasa, cemetery, mosque, temple or others that are of religious, cultural and historical significance.

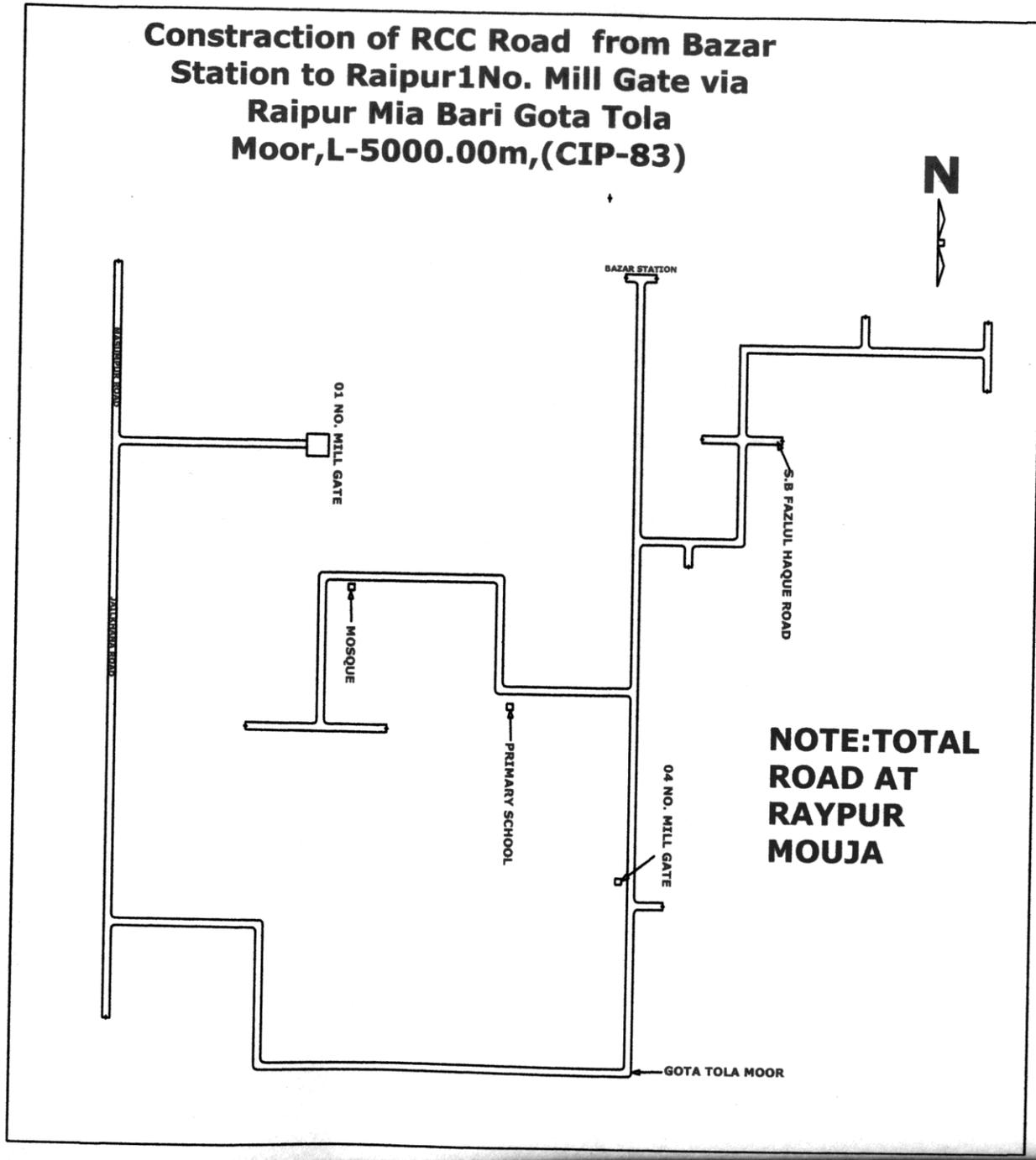
Lastly, as follows the objectives of BMDF to ensure the implementation of intended activities and to mitigate all adverse impact along with the enhancement of possible social and economic outcomes, a sincere effort has been given by the Sirajganj Municipal authority to assess potential impacts. Carefully reviewed and assessed all findings of close field observation as well as concerns of the community people. Recommended mitigation measures to be implemented as per to mitigate identified all adverse impacts those has been assumed might be on environment and people.

Appendix 1: Location of the road rehabilitation

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



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



Appendix 2: Side views of the proposed road for rehabilitation

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



Existing Situation of Proposed Sub-Project



Existing Situation of Proposed Sub-Project

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



Existing Situation of Proposed Sub-Project

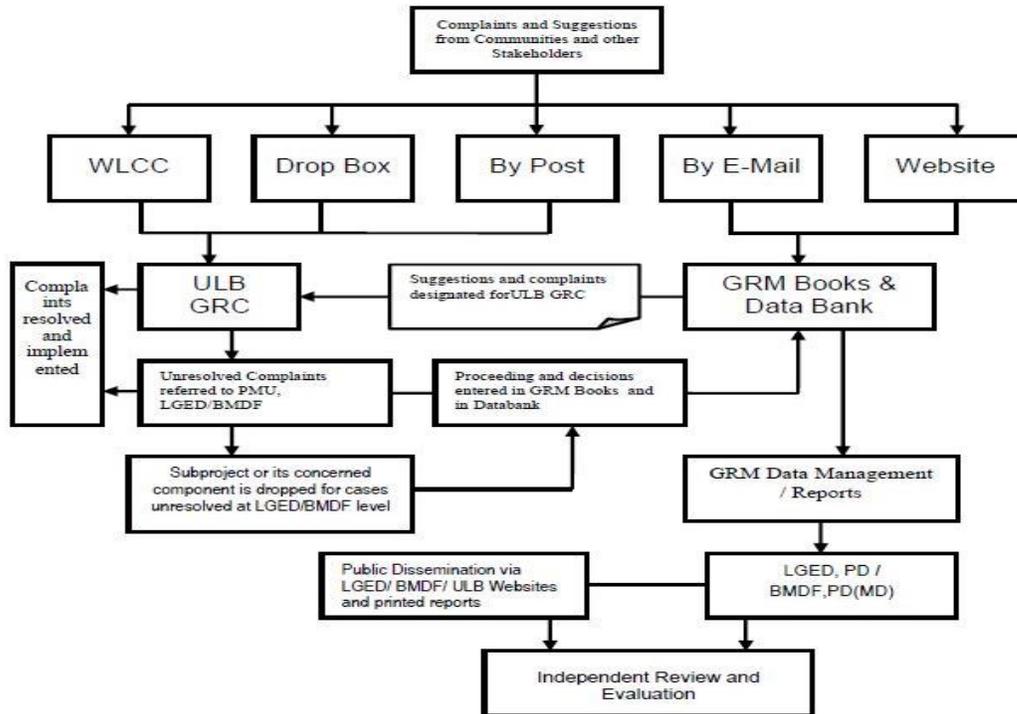


Existing Situation of Proposed Sub-Project

Appendix 3: Grievance Redress Committee of Sirajganj Municipality

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

Appendix 4: Flow chart of Grievance resolution process



Appendix 5: Picture of Community Consultation



Community Consultation



Community Consultation

Appendix 6: Format of Semi Structure Survey.

Road Rehabilitationসম্পর্কিতজরিপি

বিশ্বব্যাংকএরআর্থকিসহযোগিতায়ওSirajganjপৌরসভারতত্ত্বাবধায়নেRoad Rehabilitation

workকরাহবে।এইবিষয়েআপনারঅভিযোগ/আপত্তি,

গুরুত্বপূর্ণমতামত/পরামর্শজানারজন্যনমিনে।কৃততথ্যগুলোপ্রয়োজন।

কর্মকিনম্বরঃ

তারিখঃ

১।নামঃ

বয়সঃ

৩।পতিরনামঃ

৪।ঠিকানাঃবাসাঃ.....রাস্তাঃ.....ওয়ার্ডঃ.....

৫।মোবাইলনম্বরঃ

৬।পেশাঃ

৭।প্রকল্পএলাকাথেকেদূরত্বঃ

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৮।জমিসম্পর্কিতকোনঅভিযোগ/আপত্তিঃ

যদথিকঃ

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৯।মার্কটেনরিমাণসম্পর্কিতকোনঅভিযোগ/আপত্তিঃ হ্যাঁ না

যদথিকঃ

১০।মার্কটেনরিমাণসম্পর্কিতকোনমতামত/পরামর্শঃ হ্যাঁ না

যদথিকঃ

তথ্যদাতার

নামঃ.....

জরপিকারীর নামঃ.....

স্বাক্ষরঃ

.....তারিখঃ.....

স্বাক্ষরঃ

.....তারিখঃ.....