

(Revised)
SOCIAL SAFEGUARDS ASSESSMENT REPORT

Construction of Roads and rains (Subproject 1)



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

July 2018
Pabna Pourashava, Pabna

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ABBREVIATIONS

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

SECTION 1: INTRODUCTION

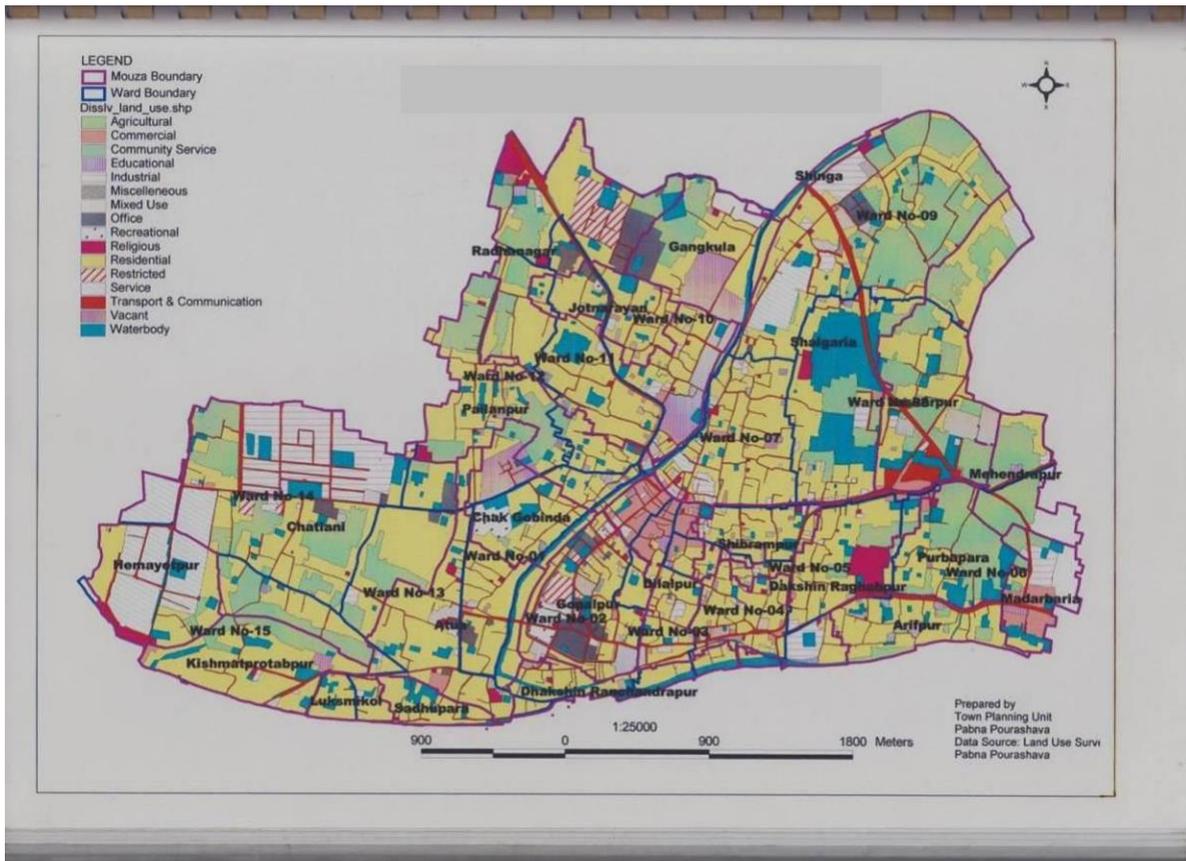
1.1 Background

Pabna Pourashava is one of the oldest municipalities in Bangladesh and is the main town of Pabna district which was established in 1828 during British Reign. In 1886, Pabna Town Committee was established before the establishment of Pabna Pourashava in 1876. Pabna Pourashava was upgraded to “A” category Pourashava in 1989. It is situated at 161 km north-west of the Capital City of Bangladesh and 110 km east of Rajshahi city. Pabna Pourashava is located between $23^{\circ}53'$ and $24^{\circ}05'$ north latitude and between $89^{\circ}09'$ and $89^{\circ}25'$ east longitude.



Map 1: Location map of Pabna District

It is bounded by Shalgaria and Laskarpur beyond the river Ichhamoti on the north, Dakshin Ramchandrapur on the south, Arifpur-Mahendrapur-Madarbaria on the east and Hemayetpur and Pailanpur on the east part of the Pourashava. The Ichamoti River has passed through the middle of the Pourashava. (Source: Final Master Plan of Pabna Pourashava 2008)



Map 2: Boundary map of Pabna Pourashava

The total area of the Pourashava is 15.66 sqkm and consists of 15 Wards and 23 Mauzas. The total population of the Pourashava is 144442 amongst which 74039 are male and 70403 are female. The total household of the Pourashava is 33217. The density of the population per square kilometer is 9223. (Source: Population and Housing Census 2011)

Urbanization is considered to be closely and positively associated process with complex and mutually reinforcing links of the economic growth. In attaining and sustaining economic growth, it is essential to develop urban areas. The urban centers are the places of accumulation of economic activities, and the important hubs of production, processing, innovation and employment. The importance of urbanization with available urban facilities and services is growing day by day to meet the demand of growing population. Moreover, in the Pabna Pourashava, traffic volume is increasing day by day with the increase in population and vehicles. But, the narrow, substandard and damaged infrastructures cannot cope with the growing demand. Hence, planned development of road network and drainage system becomes essential to meet the emergent demand. Therefore, this subproject will directly contribute to the economy, livelihood and social spheres of the citizen as well as to improve the overall environment of the Pourashava by constructing its infrastructures.

The Pabna Pourashava has implemented different development projects with the fund of Annual Development Programme allocated by the government and UGIIP. Recently, the Pourashava has prepared its Capital Investment Plan (CIP) for its infrastructural development following a participatory approach with the technical assistance from Bangladesh Municipal Development Fund (BMDf) and identified the “Construction of roads and drains” as the highest priority for

meeting the long pending demand of roads and drains for ensuring easy and water logged free movement of Paura citizen and local vehicles within the Pourashava areas. All the priority roads and drains of Pabna Pourashava have divided into three packages and brought under three separate subprojects. This subproject is named as “Construction of Roads and Drains (Subproject 1)” and includes roads of CIP # R1, R2, R3, R4, R5, R7, R19, R22, R59, R10 and R12 along with drains of CIP # D1, D6, D7, D8, D9, D10, D11, D12, D13, D17 and D21.

The Pourashava has already submitted an application for sub-credit to BMDF in order to the “Construction of roads and drains (Subproject-1)”. The significant features of the subproject are given in **Table 1-1** as below:

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

Name of the Sub-Project	Construction of roads and drains (Subproject 1)
Name of District	Pabna
Name of ULB	Pabna Pourashava
Location of the Subproject	The subproject is located at thirteen Wards such as Ward # 1, Ward # 2, Ward # 3, Ward # 4, Ward # 7, Ward # 8, Ward # 9, Ward # 10, Ward # 11, Ward # 12, Ward # 13, Ward # 14 and Ward # 15 of the Pourashava.
Service Areas	The subproject will ultimately serve all the areas under the Pourashava. More specifically, the people living at Ward # 1, Ward # 2, Ward # 3, Ward # 4, Ward # 7, Ward # 8, Ward # 9, Ward # 10, Ward # 11, Ward # 12, Ward # 13, Ward # 14 and Ward # 15 will frequently use the facilities.
Beneficiary Population	Primarily, all the people of the Pourashava will be benefitted. But, ultimately, all the people of the Pabna district will be benefitted.
Tribal People	No tribal people are living in the subproject influence areas.
Structural Design Option	Both RCC and BC road; and RCC drain at both sides and one side of the road based on the requirements.
Total length and width of road and drain	The total length of roads is 10325 meters (m). The width of the road ranges from 3m to 6m based on availability of land and requirements. The total length of drains is 9030m. The width of the drains varies from 600 millimeters (mm) to 1500mm based on availability of land and requirements.
Land Acquisition	Pourashava is the legal owner of lands.
Estimated Cost	BDT 223.62 millions

Subproject Duration	15 months
Tentative Starting Date	October 2018
Tentative Completion Date	December 2019

1.2 Justification of Selecting the Subproject

The proposed subproject has significant importance in internal and external communication of the citizen of the Pourashava as well as drainage of household and industrial waste water. The proposed roads under this subproject are mostly link roads and by lanes which are connected with main roads of the Pourashava and hence, ultimately connected with Pabna-Iswardi, Pabna-Nagarbari and Pabna-Dhaka national highways. The proposed roads physically cover 11 Wards, out of 15 Wards, of the Pourashava but ultimately are being used by all inhabitants of all the Wards of the Pourashava. However, the condition of the roads is very bad having wearing surface, damaged WBM, pot holes, depressions, undulation and rubbish mixed pavements which make the inhabitants and vehicles very difficult to move from one place to another. This damaged condition of the roads causes frequent accident to the people by breaking parts and turning over the vehicles. The water logged situation on the roads during heavy rainfall at any season and especially during rainy season becomes ineffectual for the movement of vehicles and people and causes untold sufferings to the citizen particularly school going children and women, and hampers regular movement and transportation of official, drivers, traders and laborers. Thus, ultimately affect the regular income and livelihood of the citizens of the Pourshava. Therefore, the construction of proposed roads is crucially important for the Pourashava.

The drainage system of the Pourashava is very poor and there is limited number of storm drain within the Pourashava. The drains within the Pourashava, those are existing at present, are severely damaged and mostly nonfunctional. Thus, causing water logged in most of the areas of the Pourashava almost all the year round, and inhabitants of the Pourashava have been suffering a lot through intrusion of water into households even at this dry season. Bad smell and reproduction of mosquito fueled the sufferings of the citizen in manyfolds. Therefore, the construction of drains within the Pourashava is highly important. The proposed drains, beside the proposed roads, are connected or to be connected with households, offices and business establishments at one end and connected with main drains and ultimate different outfalls of the Pourashava at other end. Thus, ensure the run-off of storm water and reduce the suffering of the people of the Pourashava.

Further, the subproject has significant social and economic benefits to the community people. After completion, the road subproject will provide smooth pavement for the safe movement of inhabitants and vehicles which will reduce the risk of accidents. By constructing smooth road surface and footpath over the drain, it will provide better, easy and safe movement facilities for the travelers. On the contrary, new drains will minimize the drainage congestion and water logged problem. 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 the implementation in Pabna Pourashava.

1.3 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 additional 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 Pabna Pourashava Authority has deployed an individual consultant to carry out the social safeguards assessment on the proposed subproject.

1.4 Brief Description of the Subproject

The proposed subproject will be consisted of both RCC and BC roads and RCC drains. The subproject is consisted of 10 roads and nine drains. The total estimated length of the roads and drains are 8575m and 7280m respectively. The width of the roads will be varied from road to road based on the requirements and availability of the land and will be ranged from 3m to 6m. The width of the drain will also be varied based on requirements and will be ranged from 600mm to 1500mm. The drains will be constructed along both proposed and existing roads at one or both sides of the roads depending on site condition and to meet the design criteria. The drains will be covered by concrete slabs and it will be used as footpath. The concrete slab will also protect the drains from unwanted throwing of solid waste from households, commercial settings and administrative offices. Hence, will reduce the chance of being blocked and remain the drain functional to run off the storm water and grey water. The subgrade and base courses of the existing road will be rebuilt on some roads and as well as for the road widening work, whereas elsewhere new materials will be placed on top of the existing roadway and extension portions. The height of some roads and drains will also be raised to ensure the proper drainage system of the Pourashava.

The proposed roads and drains under this subproject are distributed among the Ward # 1, Ward # 2, Ward # 3, Ward # 4, Ward # 7, Ward # 8, Ward # 9, Ward # 10, Ward # 11, Ward # 12, Ward # 13, Ward # 14 and Ward # 15 of the Pourashava areas. These areas consist of mixed land use

pattern of commercial, industrial, administrative and residential area of the Pourashava. Various commercial, industrial, social, administrative and residential areas are established at the both sides of the road. Hence, the proposed roads remain busy round the clock due to commercial, industrial, administrative and domestic purposes. In addition, the condition of the proposed drains is very poor. Due to the damaged condition of the drains, about 65% of the Poura area becomes water logged during rainy season and water logged situation persist at about 30%-40% of Poura area even in dry season. A short brief of proposed roads and drains is given in **Table 1-2** as below:

Table 3-1: Short brief of proposed roads and drains

ID #	Name of Scheme	Effective length (m)	Present width (m)	Proposed Clear width (m)	CIP #
A. Roads					
r1	Construction of Shalgaria Gorosthan road Ch.750-1540m (From Shalgaria Gorosthan morh to Textile College road)	740	3.0	4.5	R1
r2	Construction of Sardarpara to bypass road (From Sardarpara primary school to RW Station to Bypass road)	1200	3.0	4.5	R2
r3	Improvement of Tarique Paramanik road (From Bangladesh Eidgha morh to old Atimkhana to Amir Garhowan road connecting morh)	1270	3.0	4.5	R3
r4	Construction of Noynamoti Muktijoddha Moyan road & Link road (Wajed Ali road to Noynamoti road and Cherhar mill road)	1000	3.0	3.0	R4
r5	Improvement of Chatmohor Short Cut road (From Radhanager Gola to Bypass road)	1700	5.0	5.0	R5
r6	Improvement of Beltola road (From Dilalpur Mosque morh to Taltola Pond)	800	3.0	4.5	R7
r7	Construction of Chhatiyani Bablatola road (From PWD office morh to Bablatola morh)	511	3.0	5.0	R19
R8	Improvement of Eskender Ali biswas road (From Dagbangla Morh to Degree College morh)	850	4.0	6.0	R59
R9	Improvement of Nazim Uddin road (From Library Bazar to Poylanpur morh)	2300	5.0	5.0	R10
R10	Improvement of Munsef Babu road (Shishir's House to Babi Islam's house to Tuku Montry's house)	591	4.0m from Shishir's house to	5.0	R12

			HMM road and 3.0m from HMM road to Tuku Montry's house		
Total length of roads		10325m			
B. Drains					
d1	Construction of Shalgaria Gorosthan road side drain Ch.750-1540m	790	0.3	0.6	D6
d2	Construction of Sardarpara to bypass road side drain	700	No drain	0.9	D7
d3	Construction of Tarique Paramanik road side drain	650	0.45	0.6	D8
d4	Construction of Noynamoti Maktijoddha Moyan road side drain	920	No drain	0.6	D9
d5	Construction of Chatmohor Short Cut road side drain	900	No drain	0.9	D11
d6	Construction of Beltola road side drain	800	0.3	0.6	D10
d7	Construction of Chhatiyani Bablatola road side drain	511	0.3	0.6	D17
d 8	Construction of Tepu Shultan road & Shara road side drain (Chadmari morh to Library Bazar & Chadmari morh to Gobindha Bridge)	1420	1.2	1.5	D1
d 9	Construction of Shara road side drain(From Chadmari morh to BSCIC Gate)	750	0.6	1.2	D1
d10	Construction of Nazim Uddin road side drain	750	0.3	0.75	D12
d11	Construction of Munsef Babu road side drain	500	0.3	0.5	D13
Total length of drains		9030m			

The layout of the proposed roads and drains is shown in **Annexure 3**. The proposed roads and drains under this subproject will be constructed on the right-of-way of the existing roads and drains which are owned by the Pourashava. But, the proposed roads and drains will be wider than the existing width of the roads and drains. However, acquisition of land will not be required as there are required space for widening the roads and drains. Hence, there is no need of removing any structures and earth filling to prepare the site for the construction.

1.5 Project Location

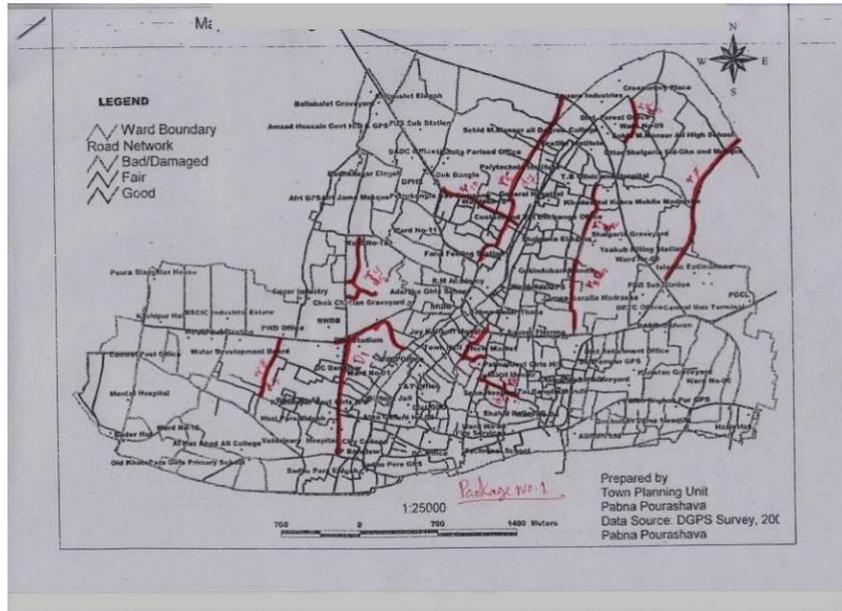
The proposed roads and drains are located at the different parts of 13 Wards (out of 15 Wards) of the Pabna Pourashava. The Wards are Ward # 1, Ward # 2, Ward # 3, Ward # 4, Ward # 7, Ward # 8, Ward # 9, Ward # 10, Ward # 11, Ward # 12, Ward # 13, Ward # 14 and Ward # 15. The location of roads and drains among these Wards is given in **Table 1-3** for as below:

Table 3-2: Location of proposed roads and drains

ID #	Name of Scheme	Effective length (m)	Located under the Ward	CIP #
A. Roads				
r1	Construction of Shalgaria Gorosthan road Ch.750-1540m (From Shalgaria Gorosthan morh to Textile College road)	740	8 and 9	R1
r2	Construction of Sardarpara to bypass road (From Sardarpara primary school to RW Station to Bypass road)	1200	8 and 9	R2
r3	Improvement of Tarique Paramanik road (From Bangladesh Eidgha morh to old Atimkhana to Amir Garhowan road connecting morh)	1270	7 and 8	R3
r4	Construction of Noynamoti Muktijoddha Moyan road & Link road (Wajed Ali road to Noynamoti road and Cherhar mill road)	1000	12	R4
r5	Improvement of Chatmohor Short Cut road (From Radhanager Gola to Bypass road)	1700	10 and 11	R5
r6	Improvement of Beltola road (From Dilalpur Mosque morh to Taltola Pond)	800	3 and 4	R7
r7	Construction of Chhatiyani Bablatola road (From PWD office morh to Bablatola morh)	511	13 and 14	R19
r 8	Improvement of Eskender Ali biswas road (From Dagbangla Morh to Degree College morh)	850	10	R59
R9	Improvement of Nazim Uddin road (From Library Bazar to Poylanpur morh)	2300	1	R10
R10	Improvement of Munsef Babu road (Shishir's House to Babi Islam's house to Tuku Montry's house)	591	2 and 3	R12
Total length of roads		10962m		
C. Drains				
d1	Construction of Shalgaria Gorosthan road side drain Ch.750-1540m	790	8 and 9	D6

d2	Construction of Sardarpara to bypass road side drain	700	8 and 9	D7
d3	Construction of Tarique Paramanik road side drain	650	7 and 8	D8
d4	Construction of Noynamoti Muktijoddha Moyan road side drain	920	12	D9
d5	Construction of Chatmohor Short Cut road side drain	900	10 and 11	D11
d6	Construction of Beltola road side drain	800	2	D10
d7	Construction of Chhatiyani Bablatola road side drain	511	13 and 14	D17
D8	Construction of Tepu Shultan road & Shara road side drain (Chadmari morh to Library Bazar & Chadmari morh to Gobindha Bridge)	1420	1,13 and 12	D1
D9	Construction of Shara road side drain(From Chadmari morh to BSCIC Gate)	750	13 and 14	D1
d10	Construction of Nazim Uddin road side drain	750	1	D12
d11	Construction of Munsef Babu road side drain	500	2 and 3	D13
Total length of drains		8731m		

The location map of the proposed roads and drains is given as below:



Map 3: Location map of proposed Roads and Drains under the subproject

1.6. Present Condition of the Proposed Roads and Drains

All the roads those are proposed under this subproject are bituminous carpeting (BC) road. There are also few roads those have partial Katcha roads in addition to the BC roads. Under this subproject, all the roads will be reconstructed as BC road. The existing condition of the proposed roads is too bad. For about 10 years, no maintenance work is done on these roads. As a result, BC of the most of the roads is severely damaged. In some cases, no BC is found on roads. Due to long time use by the both light and heavy vehicles, the existing BC roads are severely damaged having damaged WBM, cracks, pot holes, broken edge, undulation and depressions. Waterlogged situation with bad smell and melted earth are found all along the road # r1, r2, r3, r4, r6, r8 and r9 during the field observation. The existing condition of specific roads is shown in **Table 1-4** which is given as below.

Further, the most of the drains those are proposed under this subproject are brick drain and katcha drain. There are also few RCC drains. In addition, there are some drains having both brick drain and katcha drain. Now, under this subproject, all the drains will be constructed as RCC drain. The existing condition of the proposed drains is very poor. All the drains are damaged having broken brick drains and filled in katcha drain resulting over flow of roads with long time water logged of the areas, bad smells with environmental pollution and breeding space of mosquitos. Further, the final outfalls of the drains i.e. different sections of Ichamoti River are highly polluted and have comparatively high river bed than the normal land area of the Pourashava. Thus it is causing low speed of water flow through the drains. Sometimes, back flow of water through the drains is also happening in these areas during the rainy season. The existing condition of specific drains is shown in **Table 1-4** which is given as below.

Table 3-3: Existing condition of proposed roads and drains

D #	Name of Scheme	Effective length (m)	Existing condition of roads and drains	CIP #
A. Roads				
r1	Construction of Shalgaria Gorosthan road Ch.750-1540m (From Shalgaria Gorosthan morh to Textile College road)	790	BC road having damaged BC, WBM, water logged, undulation and Katcha	R1
r2	Construction of Sardarpara to bypass road (From Sardarpara primary school to RW Station to Bypass road)	900	BC road having damaged BC, WBM, water logged, pot holes and Katcha	R2
r3	Improvement of Tarique Paramanik road (From Bangladesh Eidgha morh to old Atimkhana to Amir Garhowan road connecting morh)	650	BC road having damaged BC, low in height, WBM, water logged, pot holes and Katcha	R3
r4	Construction of Noynamoti Muktijoddha Moyan road & Link road (Wajed Ali road to Noynamoti road and Cherhar mill road)	850	BC road having damaged WBM, water logged, undulation and partly katcha Road.	R4
r5	Improvement of Chatmohor Short Cut road (From Radhanager Gola to Bypass road)	1700	BC road having damaged BC, WBM and Pot holes.	R5
r6	Improvement of Beltola road (From Dilalpur Mosque morh to Taltola Pond)	700	BC road having damaged BC & WBM, water logged And undulation.	R7
r7	Construction of Chhatiyani Bablatola road (From PWD office morh to Bablatola morh)	455	BC road having damaged WBM, water logged and Undulation.	R19
r8	Improvement of Sonapotty & Jhalipotty road by RCC.(From from A.Jeb road to Ataikula road)	500	BC road having damaged WBM, water logged, pot holes, depression and Undulation.	R22
r9	Improvement of Eskender Ali biswas road (From Dagbangla Morh to Degree College morh)	680	BC road having damaged BC & WBM, Pot holes and Depressions.	R59
r10	Improvement of Nazim Uddin road (From Library Bazar to Poylanpur morh)	2450	BC road having damaged BC, WBM, Pot hole and undulation	R10
r11	Improvement of Munsef Babu road (Shishir's House to Babi Islam's house to Tuku Montry's house)	650	BC road having damaged BC, WBM, Pot hole, water Logged and undulation.	R12
Total length of roads		10962m		

B. Drains				
d1	Construction of Shalgaria Gorosthan road side drain Ch.750-1540m	790	Brick drain (ch. 750-850) and no drain : Katcha drain & water logged	D6
d2	Construction of Sardarpara to bypass road side drain	700	No drain: Katcha drain & Water logged.	D7
d3	Construction of Tarique Paramanik road side drain	650	RCC road (Bangladesh Eidghah morh to Old Eatimkhana morh was RCC drain, now under the earth and not to be used) having damaged drain, blocked and Water logged.	D8
d4	Construction of Noynamoti Maktijoddha Moyan road side drain	920	Katcha drain having Blocked and water logged.	D9
d5	Construction of Chatmohor Short Cut road side drain	900	No drain: Katcha drain & water logged.	D11
d6	Construction of Beltola road side drain	700	Brick drain having damaged edge & Katcha drain, and water logged.	D10
d7	Construction of Chhatiyani Bablatola road side drain	450	Brick drain: damaged drain & Katcha drain, water logged; and now under the earth.	D17
d8	Construction of Sonapotty and Jhalipotty road side drain	500	Brick drain: Damased drain & Katcha drain, water logging; now under earth	D21
d9	Construction of Tepu Shultan road & Shara road side drain (Chadmari morh to Library Bazar & Chadmari morh to Gobindha Bridge)	1420	RCC drain (Chandmari to Library Bazar), Brick drain (Chandmari to Gabindha bridge): damaged drain and water logged.	D1
d10	Construction of Shara road side drain(From Chadmari morh to BSEC Gate)	850	Brick drain: damaged drain & Katcha drain, water logged; and now under the earth.	D1
d11	Construction of Nazim Uddin road side drain	750	Brick drain having damaged brick drain, blocked with garbage and debris, and water logged	D12
d12	Construction of Munsef Babu road side drain	500	Brick drain (400m) and Katcha drain (100m) having katcha drain, damaged brick drain, blocked with garbage	D13

			and debris, and water Logged.	
Total length of drains		8731m		

Revised Part

Objective: To identify the effective locations of top slabs on drains for safety issues

Sub-Project Info -1

Package No.		Proposed length of Road (M)	Proposed top slabs of Drain(M)	Proposed road side drain	% of top slabs with total drain	Construction Status of Road	Construction Status of drain	Remarks
A		B	C	D	E	F	G	H
Package No. 44	D2	1200 (R2)	512 (D2)	1199	43	Ongoing	Major Part is completed and a portion is still incomplete	Conjunction of LGED and BMDF drains with uneven width. Needs detail technical study by SE. Top Slabs needed
	D3	1761	623	933	67	Completed	Completed	Top slab should be placed
	D5	1750	954	954	100	Completed	Completed	Top slab should be placed
	D6	819	370	700	53	Completed	Completed	Top slab should be placed
	D8	930	855	875	98	Ongoing	Ongoing	Drain is required but time, land ownership, and road side space are concerned near election Office.
	D10	2300 (R9)	249	1057	24	Ongoing	Not started	Engaged poor workforce which may not be completed within given time. Top Slabs needed
	D11	686 (R10)	591	591	100	Completed	Completed	Top slab should be placed
Total	7	7429	4464	6309	71%			

Sub-Project Info -2

Package No.		Proposed length of Road (M)	Proposed top slabs of Drain(M)	Proposed length of Drain(M)	% of top slabs with total drain	Construction Status of Road	Construction Status of drain	Remarks
Package No. 45	D1	501	200	495	40	Ongoing /preparatory work	Not started	Need to deploy full workforce to complete the drain
	D3	795 (R4)	200	1100	18	Complete	Completed	Top slab should be placed
	D8	1300(R14)	194	650	30		Not started	Need to deploy full workforce to complete the drain
	D11	Zila Parishad owned road	850	1250	68	Ongoing very slowly	Ongoing	Need to deploy full workforce to complete the drain
	D13	587 (R11)	100	750	13	Complete	Completed	Top slab should be placed
Total	5	2218.5	1544	4245	36%			

Total Drain (Package 44+45) =6309 m

Completed drain (Package-44) = 3178m

Completed drain (Package-45) = 1850m

Total completed drains= 5028 m (79.70%)

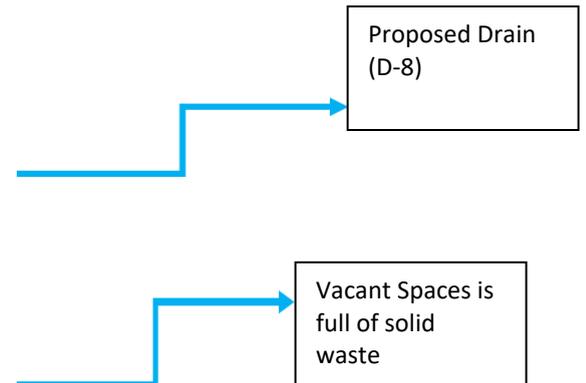
General Observations:

Pabna Municipality has proposed for 6309 m road side drain constructions without drain slabs. The road and drains are situated within the urban concentrated areas where land use pattern are commercial like shopping mall, individual shops, educational institutions, religious places, residential areas, clinic, government official quarters etc. Considering the safety and security of pedestrian specially aged people, female, children, students including movement of internal vehicles like three wheelers, bicycles etc. are at risk during travel along the road sides. Drain construction at busy areas without covering by slabs will enhance risk of accident at any time. Moreover, the above roads are not fully covered by electric lights as a result possibility of accidents will be increased at night if not open drains are covered by slabs. The above column B in the table shows the proposed road constructions. Due to time and fund constraints, 100% drains are not possible to cover by RCC slabs. Hence, to find out rational and justified locations for covering the drain certain criteria has been fixed as mentioned above.

Waste Disposal in constructed drain: It has been observed that all of the drains which have been constructed recently by Pabna Municipality are almost blocked by domestic and municipal solid waste. The top slabs where it has been proposed will defend disposal of solid waste in to the drains. But the area of drains are at risk of blocking by solid waste as urban dwellers are habituated in Bangladesh to dispose solid waste into the drain. Awareness and penalty should be applied by the Pabna Municipality for the drain users who discharge solid waste indiscriminately.



Drain-08 under Package-44: The drain is a junction of 3 drains through which waste water and rain water will pass through this proposed drain. This drain will carry rain water from DC and RAB Office areas and at south side from School and residential areas. The total length of the proposed drain is 855 meters but progress of work is very slow. There is a large gap between existing drain and paved area of road. In between these two, there are vacant spaces.



Sub-Projects which are going slow:

Package -44:

Drain-8: Construction of Tipu Sultan Road and shara road (Chandmari road to Library Bazar and Chandmari Mor to Gobinda Bridge) side drain (Road-930 m and 855 m drain)

D-10: Construction of Nazimuddin Roadside drain

Package-45

D-1: Construction of Shadhu para Eidgah road side drain

D-8: Construction of J.N Datta and Abu Bakkar Road side drain

D-11: Construction of Bajitpur Road side drain

Required actions to complete work:

- Proposed incomplete roads are too low in context of depth where huge quantity of earth/sand are to be carried from outside for filling and to make level at constructed drain. Otherwise already completed drains will not be beneficial to urban dwellers and investment of drain will not be worthy. The drain height will be a barrier for adjacent dwellers.
- Under Package-44, Drain-2 is on the same alignment with LGED constructed drain in front Shalgaria Primary School (Sarder Para) but with different drain width. Pabna Municipality want to remove LGED part and planning to construct a new drain keeping similar width with BMDF drain. It has been suggested to keep inner side wall of the drain to save resources.
- The existing labor force are not enough to complete the work within stipulated time frame.
- Some encroachment on roads have to be cleared before road and drain construction.
- Assigned Supervision Engineer of BMDF should be more active, persuasive, and hardy and enhance conceptualization capacity of sub-project details.
- No construction labors have seen to use personal protective measures during work at Pabna.

- Road side excavated earth has to be removed immediately to make easy movement of traffic Bajitpur Road (Package-45).
- Facilities is in adequate in labor sheds in context of toilets, safe water supply and living conditions.

Comments:

Except Drain-8 under Package-44, all other drain's top slabs are required for both safety issues and providing footpath to urban dwellers.

The present trend of implementation progress and procedure is not satisfactory.

The Supervision Engineer should be more interactive, involved and induced with the sub-project activities.

Solid waste disposal into the drain should be stopped immediately.

Ichamati River is not clean, blocked and brick made old drain. Discharge of waste water/ drain water will not fall to the river as required. Unfortunately this part has not been included in the proposed sub-project proposal.

Close monitoring of works from ULBs, SE-BMDF and PMU-BMDF are required.

1.6 Project Affected People

The proposed subproject will be constructed on the right-of-way of the existing roads and drains which is owned by the Pourashava. The widening of roads and drains, where required, will also be done within the land which is also owned by the Pourashava. Therefore, there is no to acquire any land for constructing the proposed subproject. Thus, no people will be directly or indirectly affected by the proposed subproject.

1.7 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 Pabna Pourashava is given as below:

1.7.1 Roads

The Pabna Pourashava has 190.75 km road networks for internal communication. The road network includes different types of road and brief of these roads are given in **Table 1-5** as below:

Table 1-5: Different types of road, its lengths and present condition

Sl. No	Type of Roads	Length (km)	Present Condition (in percentage)		
			Good	Moderately good	Bad
01	Bituminous Carpeting Road	162.00	10.18%	16.35%	73.46%
02	HBB road	4.5.50	-	44.44%	55.56%
03	Cement Concrete Road	20.10	22.37%	42.77%	34.86%
04	Water Bound Macadam Road	1.80	-	-	100%

05	Earthen Road	1.80	-	-	100%
06	Footpath	0.65	36.92%	15.38%	47.69%
Total length of roads		190.75			

(Source: Pourashava Data, 2018)

In addition, there are 9.5km roads which are managed by R&H and LGED. Further, there are five culverts and 28 bridges in the Pourashava areas.

1.7.2. Drains

The Pabna Pourashava has 191 km drainage network to run off the storm water. The scenario of the drainage system is given in **Table 1-6** as below:

Table 1-6: 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	Brick drain	86.80	11.87%	-	88.13%
02	RCC drain	48.80	40.98%	-	59.02%
03	Katcha drain	55.40	-	-	100%
Total length of drain		191.00			

(Source: Pourashava Data, 2018)

1.7.3. Water Supply and Sanitation Facilities

There are two overhead tanks within the Pourashava. There are also 12 production wells, 172 taps, 664 shallow tube wells and one non-functional water treatment plant. 70% of the Pourashava areas is covered by pipeline water supply system.

There are also two public toilets within Pourashava as a part of community sanitation facilities.

1.7.4. Bus and Truck Terminals

There is a Bus Terminal and a Truck Terminal at Laskarpur area under Ward # 8.

1.7.5. Market Facilities

The Pabna Pourashava has 17 markets as their own within the Pourashava areas. The brief scenario of the Pourashava owned markets is given in **Table 1-7** as below:

Sl No.	Name of market	Location of market	Earning per year from the market (in lac)	Present condition (in percentage)		
				Good	Moderately good	Bad
01	New Market	Dilalpur under Ward # 02	2,62,008	-	-	100 %
02	Narikel Bagan Market	Dilalpur under Ward # 04	6,36.648	100%	-	-
03	Radhanagar Market	Radhanagar under Ward # 11	2,36,508	-	-	100 %
04	Hawkers' Market	Parbatiganj under Ward # 02	41,712	-	100%	-
05	Bus Terminal Market	Laskarpur under Ward # 08	8,18,808	-	100%	-
06	Jublee Poura	Shibrampur	77,616	-	100%	-

	Market	under Ward # 05				
07	Tarapada Saha Market	Dilalpur under Ward # 03	29,376	-	100%	-
08	Jublee Pump House Market	Dilalpur under Ward # 03	51,799	-	100%	-
09	Dilalpur Barho Bazar	Dilalpur under Ward # 03	23,376	-	100%	-
10	New Poura Hakers' Market	Shantinagar, Dilalpur under Ward # 02	62,856	-	100%	-
11	Library Bazar Market	Library Bazar under Ward # 01	12,204	-	100%	-
12	Bani Hall Market	Dilalpur Under Ward # 02	92,640	-	100%	-
13	Annanta Poura Super Market	Annanta under Ward # 04	1,03,140	-	-	100 %
14	Buderhat Market	Buderhat under Ward # 15	1,04,856	100%	-	-
15	Roads and Highway Market	Laskarpur under Ward# 08	6,21,576	100%	-	-
16	Barhobazar Kitchen Market	Barhobazar under Ward # 03	10,70,900	-	100%	-
17	Others		9,360	-	100%	-

1.7.6. Community Center

There is no community center of the Pourashava.

1.7.7. Recreational Park, Public Library and Cinema Hall

There is a recreational park named Sheikh Rasel Children's Park which is situated beside P.N. Road under Ward # 02. There is also a Public Library named Annanda Gobinda Public Library which is situated beside Abdul Hamid Road. Further, there is a Cinema Hall named Rupkatha Cinema Hall which is situated beside Rupkatha road under Ward # 02.

1.7.8. Street Poles and Lights

The Pabna Pourashava has only 8070 street poles and at present, there are 6000 tube lights, 1910 energy savings bulbs, 150 traditional bulbs and 20 murcury bulbs. It lightens 68% areas of the Pourashava.

1.7.9. Slaughter House

The Pabna Pourashava has a slaughter house which is located at Laskarpur area under Ward # 08. The condition of the slaughter house is bad.

1.7.10. Solid Waste Management System

There is a dumping ground of the Pourashava which is located at Fakirpur area under Ward # 09. There are 60 vans and eight garbage trucks to carry the garbage from individual household to dusbins and then from dusbins to the dumping ground. There are 135 RCC dusbin and 437 plastic dusbin within the Pourashava areas.

1.7.11. Fecal Sludge Management system

There is no fecal sludge management system in the Pourashava. Even, there is no vacuum cleaner here. The fecal sludge of individual households is managed by their own. Individual household managed their fecal sludge by digging a hole, discharging the fecal sludge into it and overfilling it by soil.

1.8. Legal and Policy Framework

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

SECTION 2: METHODOLOGY OF SOCIAL SAFEGUARDS ASSESSMENT

2.1 Objective of the Study

This assessment is undertaken to identify the necessary social compliances issues applicable to the proposed roads and drains as per the Government of Bangladesh and World Bank safeguards compliances. The key objectives of the study are:

- To provide an accurate representation of the social, cultural and economic conditions of the population surrounding the subproject areas;
- To identify the potential socio-economic positive and negative impacts on local community, organizations and groups;
- To develop attainable mitigation measures to enhance positive impacts and to eliminate, reduce or avoid negative impacts; and
- To develop management and monitoring measures to be implemented throughout the life of the subproject.

2.2 Methodology of the Study

This is a qualitative study. However, both quantitative and qualitative data are collected and analyzed to achieve the objective of the study and show the baseline information of the study areas. The quantitative data are collected from secondary sources through literature review and qualitative data are collected from primary sources using different qualitative approach and methods. The approach and methods those are employed during the assessment include: (i) literature review of relevant national and local documents; (ii) social survey; (iii) key informant interview; (iv) consultative meeting; and (v) focus group discussion.

Relevant national, district and Pourashava documents are reviewed for gathering available and updated quantitative data of socio-economic condition of the community people.

Social survey through random interview is done for gathering both qualitative and quantitative data of community people living around the subproject areas.

Key informant interview is done to know about the key features of the areas on which the proposed subproject might have an impact.

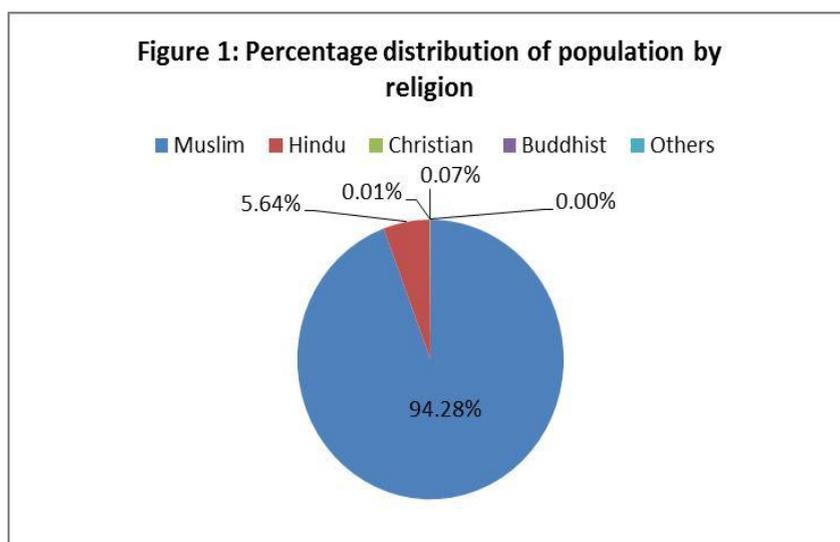
Consultative meeting with different stakeholders such as Ward Councilors, available businessmen, available local people, representatives of shop keepers adjacent to the market etc, male and female community participants has done to know their attitudes towards the proposed subproject, its impact and their feedback, and suggestions on mitigating the potential negative impacts and enhancing the positive impacts of the subproject.

In addition, social screening of the project subproject is done using prescribed social safeguard assessment form of BMDF with the participation of different stakeholders and community representatives.

SECTION 3: SOCIO ECONOMIC BASELINE OF PABNA POURASHAVA

3.1 Population Status and Household Size

According to the Population and Household Census 2011, the Pabna Pouraashava has 33217 households and there are 144442 people living in these households amongst which 74039 are male (51.26%) and 70403 are female (48.74%). The average size of the household is 4.2. The total area of the Pourashava is 15.66 km and hence indicating that the density of the population per square kilometer is 9229. The Census 2011 also reveals that most of the people in the Pourashava are Muslim. There are 136084 Muslim, 8139 Hindu, 98 Christian, 15 Buddhist and 6 others people live in the Pourashava areas. **Figure 1** shows the percentage distribution of people by religion.

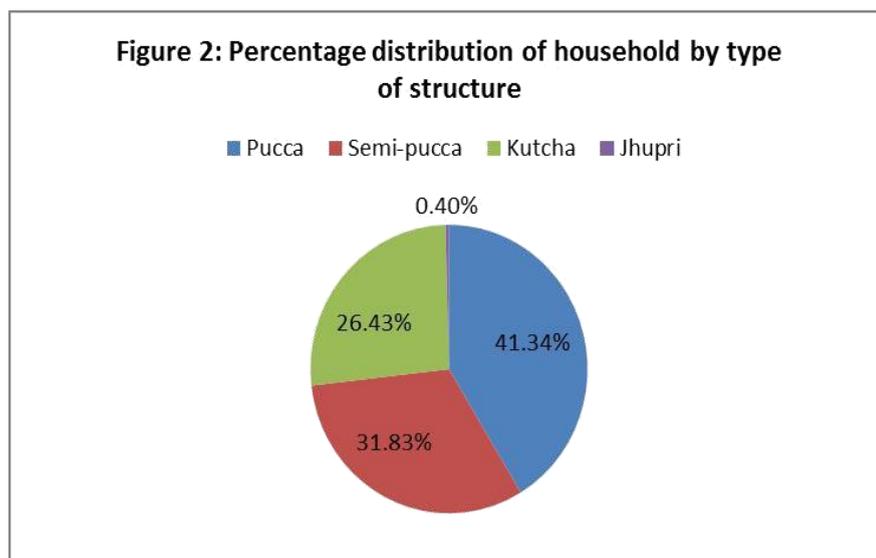


In addition, there are 69 ethnic households containing 3 ethnic households in the Pourashava area. Moreover, the disable in the Pourashava is 1.3% of the total population.

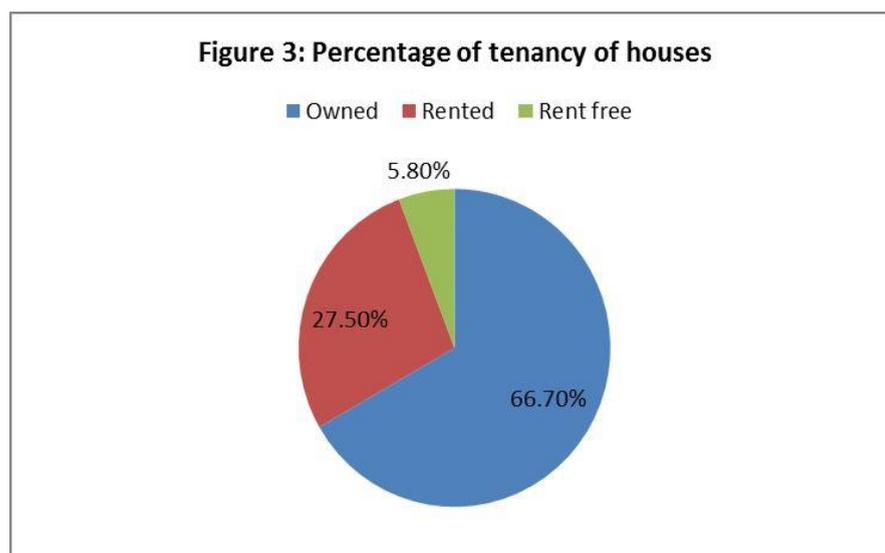
The Census 2011 also shows that the highest percentage of population lies on the age group of 30-49 and it is 28.6 percent of the total population. The percentages of other age groups of people in the Pourashava are 7.7 at 0-4 years, 9.2 at 5-9 years, 9.9 at 10-14 years, 9.8 at 15-19 years, 10.9 at 20-24 years, 10.4 at 25-29 years, 6.8 at 50-59 years, 2.6 at 60-64 years and 4.2 at 65 plus age group.

3.2 Housing and Settlement Pattern

The Population and Housing Census 2011 reveals that the people of the Pourashava live in Pucca, Semi-Pucca, Kutcha and Jhupri houses. The **Figure 2** shows that the highest percentage of general households of the Pourashava is pucca (41.34 percent). The percentage of other general household by the type of structure of the Pourashava are 31.83 percent semi-pucca households, 26.43 percent katcha households and only 0.4 percent jhupri households.



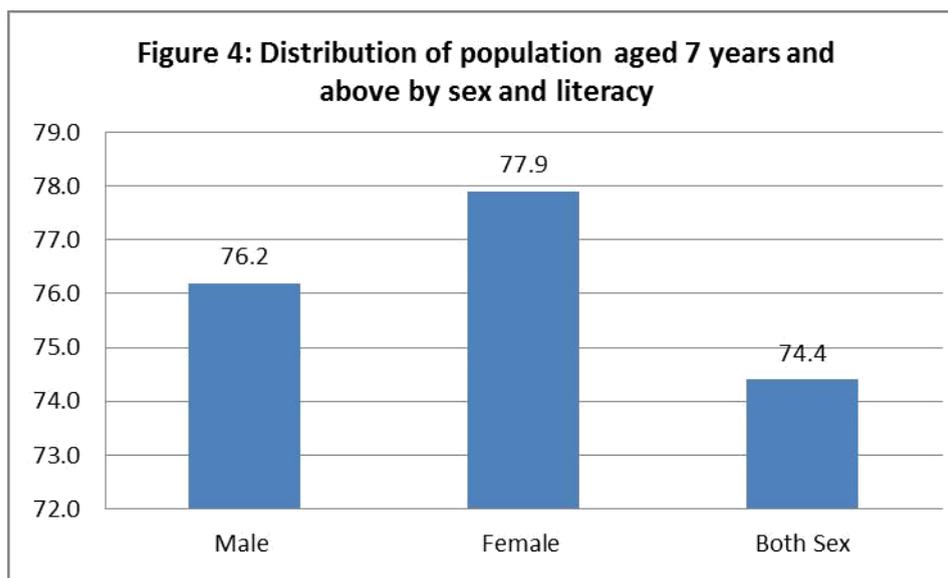
Further, the people of the Pourashava live in owned, rented and rent free houses amongst which most of the people have no houses as their own. The **Figure 3** shows that 66.7 percent people live in own house, 27.5 percent people live in rented house and 5.8 percent people live in rent free house.



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

3.3 Education

According to the Population and Housing Census 2011, the literacy rate among both sex of the Pourashava is 76.2 percent. The **Figure 4** shows that the literacy rate among the male is 77.9 percent and the female is 74.4 percent, remarkably below from the male counterpart.



3.4 Educational and Cultural Institutions

According to the Population and Housing Census 2011, the literacy rate of the Pourashava is 76.2 percent among the both sex where the literacy rate among the male is 77.9 percent and the female is 74.4 percent, slightly below from the male counterpart.

The Pabna Pourashava has a large numbers of different educational institutions. The Pourashava data 2018 reveals that there are 77 primary schools of which 33 are government and 46 are non-government, 20 secondary schools of which 3 are government and 17 are non-government, one non-government school cum college, 7 colleges of which 3 are government and 4 are non-government, one government vocational or technical school, 2 government vocational or technical colleges, one medical college, one homeopathy medical college, one non-government nursing institute, one law college, ne primary teachers' training institute and 17 madrasas. Among the educational institutions, Eduard College, Pabna Medical College, Amin Uddin Law College, and Pabna Textile Engineering College are widely known.

There are one children's park named Sheikh Rasel Shishu Park, one library named Annanda Gobinda Public Library and one cinema Hall named Rupkatha Cinema Hall in the Pourashava areas.

3.5 Land use, Income and Employment Pattern

A land use survey was conducted under UGIIP in 2007 and the survey reveals that the major part (46.21%) of the Pabna Pourashava area is being used for residential purposes. Agricultural use is the second highest land use of the Pourashava containing 18.12% of land. A large part (7.93%) of the land is occupied by the water bodies including one river. The transportation and communication network use occupied 6.85% of land. The industrial and commercial use occupied 4.44% and 2.51 % of land respectively. The detail land use classification under broad category in Pabna Pourashava area is given in **Table 3-1** as below:

Table 3-1: Land use classification under broad category in Pabna Paurashava area

Sl #	Land use pattern	Area in acres	Area in Percentage
1	Residential	1784.648	46.21%
2	Commercial	96.926	2.51%
3	Industrial	171.559	4.44%
4	Educational	171.877	4.45%
5	Religious	62.465	1.62%
6	Service	76.662	1.99%
7	Agricultural	699.626	18.12%
8	Recreational	18.669	0.48%
9	Mixed use	15.975	0.41%
10	Vacant	50.151	1.30%
11	Water bodies	306.281	7.93%
12	Offices	81.531	2.11%
13	Social Services	3.414	0.09%
14	Restricted	38.123	0.99%
15	Transport & communication	264.495	6.85%
16	Miscellaneous	19.786	0.51%
Total		3862.188	100%

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.

The Final Master Plan of Pabna Pourashava 2008 shows that 34% people are engaged in trade and businesses, 32% are service holders, 12% is day laborer, 11% are skilled workers, 3 % is hawkers, 1% is farmers and 7% are engaged in others.

3.6 Economic System

According to a survey that was conducted under UGIIP at 2007 shows that the subproject area is inhabited by the people of mixed occupation. Livelihood of the people of Pabna Pourashava is mainly dominated by trade and business. The service is also play significant role in maintaining the livelihood here. The survey data shows that 34% people are engaged in trade and businesses,

32% are service holders, 12% is day laborer, 11% are skilled workers, 3 % is hawkers, 1% is farmers and 7% are engaged in others.

The economy of the Pabna is predominantly commercial. However, service and agricultural activities also plays significant role in the economy of this area. The income from non-farm establishments mainly comes from factories, saw mills, rice mills, 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. The prominent mills and factories include Square Pharmaceuticals Ltd, Square Toiletries Ltd, Edruc Pharmaceuticals Ltd, Universal Food Ltd, AR Cement Factory, AR Auto Rice Mills, Shyamoli Food Factory, Square Chemical Factory etc.

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 Pourashava 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

The Final Master Plan of Pabna Pourashava 2008 shows that Pabna Pourashava is very rich in cultural, historical and religious heritage. There are a number of places of interest within Paurashava area that can become attractions for tourists from home and abroad. These may be broadly classified as heritages and recreational sites. Important heritages in and around the city include Jorg Bangla Temple (established in 17th Century), Mental Hospital (established in 1957), Sat Sanga Ashram (established in 1947), Tarash Bhavan (Rai Bahadur Residence) (established in 17th century) , Pabna Edward College (established in 1898), RM Academy (established in 1899), Gopal Chandra Institution (established in 1884), Pabna Zilla School (1853), Pabna Judge Court (established in 1884), Annanda Gobinda Public Library (established in 1890), Zilla Parishad (established in 1885), Pabna Shishu Academy (established in early 19th century), and Sitlai House (where Mohatma Gandhi came in 1925 and accept the hospitality of Jamidar Jogendra Nath Mitra). More interestingly, Pabna Pourashava itself a famous pourashava of the district, was established in 1828 during the British reign.

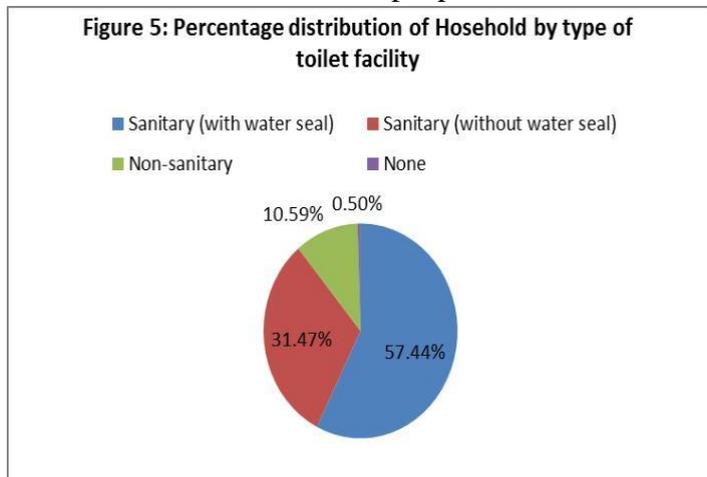
There are 194 religious institutions in Pabna Paurashava area. Among them, 141 Mosques, 32 Temples, 1 church, 11 Eidgahs, 7 graveyards and two cremation places.

3.8 Health and Sanitation Status

As a district head quarter, health facilities are available in Pabna Pourashava area. A famous Mental Hospital named Pabna Mental Hospital is situated at Hemayetpur in Pabna Pourashava. It is the only mental hospital in Bangladesh. The property of mental hospital is donated by Sree Sree Thakur Anukul Chandra during the partition of Indo-pak subcontinent. Besides, a general hospital, a sheba hospital, eye hospital, TB Hospital, Diabetic Hospital etc. provide health services to the people. Besides, 67 private clinics, 76 diagnostic centers, and 26 EPI centers are exist in the different places in the Pourashava area. (Source: Final Master Plan 2008 and Pourashava Data 2018)

Drainage, sewerage and latrine facilities are very much important facilities for any urban areas. However, there is no separate sewerage line and fecal sludge management facilities in Pabna Pourashava. In most of the cases, people in the urban area give direct connection of the household sewer to the surface drains without using any septic tanks. All the drainage out falls of the pourashava are connected with river, beels and low lands and discharging directly without any sort of treatment. Thus, domestic water and raw human excreta are polluting surface water resources in and around the Pourashava area. (Source: The Final Master Plan of Pabna Pourasva, 2008)

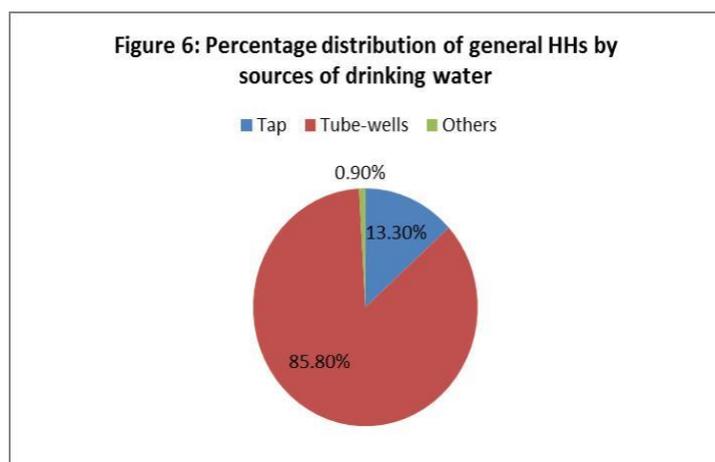
The Population and Housing Census 2011 reveals that the most of the people of the Pourashava use sanitary latrine but the coverage of sanitary latrines with water seal is below the national coverage of improved latrines. The **Figure 5** shows that 57.44 percent households have sanitary latrine with water seal, 31.47 percent households have sanitary latrine with no water seal, 10.59 percent households have non-sanitary latrine and 0.5 percent households have no latrine. There is no hanging latrine in the Pourashava areas.



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

3.9 Water Supply Situation

According to the Population and Household Census 2011, the most of the people (85.8%) of the Pourashava collect drinking water from tube well while 13.3% of the people collect drinking water from tap water supplied by the Pourashava and 0.9% of the people from other sources. The Figure 6 which is given as below shows that percentage distribution of general households by source of drinking water.



3.10 Drainage system

The Final Master Plan of Pabna Pourashava 2008 shows that the most of the storm water of Pabna Pourashava is directed to discharge into Ichmoti river, Arifpur Khal, Padmar kul, Shibganga river and Barrowpit. There are 41.35 km existing secondary drains (pucca) and 17.61 km tertiary drains (pucca). The Ichamoti river is used as primary drain and its length is 7.9 km.

The borrowpits have only 1.7km. Existing pucca drains are undersized and inadequate. The existing drains get blocked due to (a) accumulation of refuse, leaves, and earth in the drain, (b) root growth, especially from nearby trees, (c) excessive vegetation growing in drainage channel, (d) silt deposited in low section of drains. Most of the drains fall under bad condition have damaged side-walls and surfaces. .

The Pourashava has 191 km long drainage network amongst which 86.8km, 48.8km and 55.4km are brick drain, RCC drain and katcha drain respectively. Most of the drain is damaged and blocked. Water logging situation prevails in most of the areas of the Pourashava. These existing drains are not enough to carry both storm and domestic waste water. (Source: Pourashava Data, 2018)

3.11 Solid Waste Management

According to the Conservancy Department of the Pourashava, at present the Pourashava generates approximately 49.5 metric tons of solid waste per day. With the existing resources, the Pourashava is able to collect approximately 40 metric tons and dispose of it every day. The rest of the solid wastes are disposed around.

Pourashava do not collect waste from door to door of the households. There are 135 RCC dustbins and 437 plastic dustbins within the pourashava area those are provided by the authority. Some Pourashava dwellers throw the waste into the nearby dustbin. The usual practice in many parts of the Pourashava area is the discarding of waste in the vicinity of the household, nearby ditches, vacant lands etc. The hospital/clinical and some industrial solid wastes are also left to the dustbin. The Pourashava authority collects solid wastes from local bins points by 60 vans and later on transported to the dumping site by 8 garbage trucks. There is only one open dumping ground (6.18 acres) at Fakirpur in Loskorpur mauza for disposing the pourashava's solid waste. The Pourashava has no sanitary landfill or any other facilities like incineration.

3.12 Mode of Transportation, Road Network and Traffic Volume

The Pourashava data 2018 reveals that the Pabna Pourashava area is served by 190.75 km of road network. Among the total length of road network, 162 km is BC road, 20.1 km is CC road, 1.8 km is WBM road, 4.5 km is HBB road, 1.8 km is earthen road and only 0.65 km is footpath. This data also shows that the condition of the most of the road (69.41%) is bad while 37.2% is moderately good and only 11.13% is good. The condition of BC road is extremely bad and only 10.19% of BC road is in good condition leaving 73.46% BC road in bad condition and the rest of BC road is in moderately good condition. In addition, there are 9.5 km BC roads those are constructed and managed by R&H and LGED. However, the condition of 6.5 km road is very bad while only 1.5 km and the same length of road are in good and moderately good condition.

The Final Master Plan 2008 shows that non-motorized transport (rickshaw, van, bicycle, etc.) dominates the traffic scene in the Pabna Paurashava where percentage of rickshaws and bicycles varies between 70 to 91% of the traffic and where 90% of all retail and wholesale food stuff are moved by rickshaws and vans. This Master Plan also shows that 90% of daily trips in Pabna Paurahava are made by rickshaws/vans and bicycles, while another 7% are made on foot and rest of the 3% made by cars. Average journey time within Paurashava area is around 20 minutes and 69% of all trips are related to either home or work, leaving another 15% which are made to

schools and college. No major traffic congestion is observed anywhere in city except in front of Abdul Hamid road (Indira patti to Air Corner), mostly due to lack of strict traffic rules enforcement. The community Traffic Policing controlled the traffic congestion. The traffic rash is observed from 8am to 10am before noon and 4pm to 7pm in after noon. Others congestion places are in front of Edward college, in front of Judge court, in front General Hospital, Masum Bazar on PN road, Library Bazar and in front of Bus Terminal. Paurashava sources revealed the existing condition of roads 60-70% are in bad condition. There is no foot path in Pabna Paurashava area.

In addition, consultation with community people reveals that the movement of vehicles through the proposed road is less than the actual movement of vehicles at present. There are some roads through which no vehicle move and local people move through these roads only by foot. It is anticipated that five times more movement of vehicles will be happened after the construction of the road.

3.13 Land acquisition and resettlement

The subproject will be implemented along the right-of-way of existing roads and drains. And the land of all the subproject sites is owned by the Pourashava. Hence, there is no need to acquire land. There is no human settlement and business establishments on the land of proposed sites for the subproject. Thus, the issue of resettlement is absent here. In addition, the social expert will evaluate the anticipated social issues regarding the subproject intervention and measures will be given accordingly.

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. There are only 3 indigenous households comprising 10 people live in the Pourashava 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 roads and drains will create employment and business opportunities for the people living around the site or within the Pourashava. No grievances are found that need to be mitigated.

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 Pourashava as well as outside of the Pourashava. Moreover, the Pourashava 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 Roads and Drains were identified in consultation with the Mayor and officials of Pabna Pourashava, local elites, representatives of business associations, and community people etc who are involved directly and indirectly with management and are benefited from the roads and drains. **Table 3-2** shows a list of stakeholders, their benefits from the road and drain, and the level of their influence to the road and drain.

Table 3-2: List of stakeholders and anticipated benefits of stakeholders

Potential stakeholders	How they become Stakeholders	Benefit	Level of Influence and Interest
Pourashava Authority	Pourashava authority is owner and key implementation, operation and maintenance authority of the subproject	Pourashava authority will fulfill their commitment to the people as a serve providing institution.	High
Owner of Industries and Business institutions, and Business men/ and traders	The vehicles of Industries, business institutions, businessmen or traders will move through the road and use the drainage facility.	Transport raw materials, products, business items and others to and from their business establishments easily using different types of vehicles. Facility to discharge their waste water into the drain,	High
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	All time user of road and	Good transportation facilities.	High

people	drain	<p>Take less time to go at different places.</p> <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 and drain	<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	<p>Earn wages during construction.</p> <p>Earn more wages through carrying out the goods at different industries, business centers and shops.</p>	Medium
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 authority	Service provider for ensuring smooth and congestion free movement of vehicles	<p>Easy to manage the movement of vehicles.</p> <p>Easy to ensure congestion free road.</p> <p>Fulfill the duty with less</p>	Medium

mental pressure.

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 Pourashava Office and community level shows some concerns. The concerns and its mitigation measures are shown in the **Table 3-3** as below:

Table 3-3: 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 Pabna Pourashava
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 Pabna Pourashava
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 Pabna Pourashava
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 Pabna Pourashava
05	Participation	Representative of women and vulnerable groups in GRC Occupational groups men and women consultation process Beneficiary options reflected in subproject	PIU of Pabna Pourashava

		design and implementation	
06	Eve teasing and sexual abuse	Keep a provision of safe space for women and girls at all stoppages along with road.	PIU of Pabna Pourashava
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 Pabna Pourashava

SECTION 4: SOCIO ECONOMIC IMPACT ASSESSMENT

4.1 Social Safeguard Assessment Using Screening Format

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

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

- (i) **Subproject site and would-be affected people:** The subproject will be implemented along the alignment of existing 11 roads and 12 drains those go through the Ward 1, Ward # 2, Ward # 3, Ward # 4, Ward # 7, Ward # 8, Ward # 9, Ward # 10, Ward # 11, Ward # 12, Ward # 13, Ward # 14 and Ward # 15 of the Pourashava. The participants identified the subproject site as an appropriate because it is in worst condition for movement of vehicles and community people by foot even. The regular business and household activities are being hampered severely due to lack of proper communication way. No people or households or business establishments will be affected by this subproject. Even, the widening of roads and drains will be done within the right-of-way of the roads and drains those are owned by the Pourashava.
- (ii) **Land requirements and ownership:** No additional land is required for constructing the proposed roads and drains. All the lands of the proposed roads and drains are owned by the Pourashava. Hence, there is no issue of land acquisition and subsequently, the issue of compensation is absent here.
- (iii) **Current use of proposed land and potential impacts:** The existing subproject sites are being used as roads and drains for the local transportation facilities. However, the condition of the roads is too worse to move the vehicles. The local transportation vehicles those are running through these roads has been facing frequent accident due to sudden broken of different parts as there are holes, depressions, cracks, waterlogging and muddy conditions all along the road. The daily life of the community people and business are being hampered severely. By the improvement of the roads under this subproject will ensure the proper transportation facility for the community people and smooth movement of vehicles for business and trades. It will quicken transportation of business goods and raw materials, the reduce the operation and maintenance cost of vehicles, reduce the consumption of fuel of vehicles, reduce the travelling cost of local people and officials, increase the value of local land, attract more industries and business centers to install, increase the employment opportunity in different industries and business centers, engagement of unskilled young people in driving local motorized vehicles, reduce the incidents of accidents and ultimately enhance the revenue generation of the Pourashava. On the other hand, the proposed drains

are also severely damaged and blocked by broken bricks of the drains, solid waste etc resulting water logging situation of all the proposed subproject areas. The water logging condition is too worst that rain water enters into the households, water stagnation at all areas of the subproject, bad smells and mosquitos are breeding on stag water causing serious health hazard and environmental hazards of these areas.

After the completion of the subproject, the overall environmental and social condition of the subproject areas will be improved.

(iv) **Information of tribal people:** 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. There are only 3 indigenous households comprising 10 people live in the Pourashava areas who will be benefited from the subproject.

4.2 Community Consultation and Participation

4.2.1 Consultation and participation process

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

One consultative meeting was organized at community level through the participation of concern stakeholders including Councilors of Pabna Pourashava, 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 were asked to share their opinion, feedback and suggestions



Picture 1: Participants at stakeholder's

meeting on potential 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. The list of participants is attached as **Annexure 4**.

Further, **one focus group discussion** was organized with male community participants from 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 5**.



Picture 2: Participants at FGD with male

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 and

activities of subproject going to be implemented and asked about their opinion, feedback and suggestions on environmental and social impacts of the subprojects as well as the mitigation measures to avoid or reduce the potential impacts on women's point of view. In this session, boy and girls, and disable people were also present. All participants provided their opinions spontaneously and raised different important issues to be considered at both pre-construction, construction and operational phases. Most of the female



Picture 3: Participants at FGD with female participants gave emphasis on discharge of household waste water and disposal of

household waste. The list of participants of FGD is attached as **Annexure 6**.

The **key informant interviews** were done with local elites and Pourashava 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.

4.2.2 Key findings of Community Consultation: Issues and Recommendations

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

- The water logging condition should be removed and healthy environmental condition should be retrieved by constructing and improving all the roads and drains;
- Narrow roads should be widened and brick roads should be replaced by RCC road;
- The drains should be widened and the depth of the drains should be increased to ensure the functional water flow;
- The drain should be constructed in such a way that the household waste water can discharge easily to drain and no water can flow from one house to another house. It will help to avoid quarrels among the neighbor households;
- The height of roads and drains should be maintained in such a way that the storm water on road may discharge easily into the drain;
- The Pourashava should collect the household waste and remove the fecal sludge by introducing proper solid waste and fecal sludge management system. In addition, there should be provision of penalty, if any household throw solid waste into drains and connect septic tank with the drains;
- The slope of the drains should be maintained so that it may pass water to the ultimate outfall without any back flow;
- Noise and air pollution should be controlled so that its impact might be minimum on community people;
- Sufficient protective measures should be taken so that no accident of workers and community people occurs during the construction work;
- The construction of roads and drains should be completed within least possible time to reduce the transportation problem of the local people;
- The constructed roads and drains should be cleaned and regular maintenance of roads and drains should be ensured by the Pourashava;
- The footpath over the top of the drains should be ensured, where required and possible, for the pedestrians;
- In most of the cases, utility lines are given after the construction road and it damaged the road. Hence, the utility lines should be given whether before the construction of road or there should be adequate provision of road repair and maintenance during providing utility lines;
- In most of the cases, small roads and drains of the Pourashava are being damaged due to movement of heavy vehicles those are being used for carrying construction materials for building of individual household. It is not rational to damage the public property for individual purposes. Hence, the movement of these heavy vehicles should be restricted in the constructed road by providing barrier at the entry point of each road so that limited height fleet can enter into the road only.
- Proper traffic control mechanism including sign of speed, sign of turning, community traffic police with flag at important points etc should be ensured;
- 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 Pourashava should ensure the collect, treatment and disposal of solid waste properly; and
- Overall the quality of the work should be ensured through proper monitoring of works as well as involving community people in monitoring.

SECTION 5: SOCIAL MANAGEMENT PLAN

5.1 Key Issues Considered in Social Management Plan

Social management principles such as inclusion, participation, transparency, social accountability and social safeguards are considered at different stages of subproject cycle such as subproject identification, subproject planning and detailed subproject preparation as well as the principles will be followed during subproject appraisal, subproject implementation, and operation and maintenance. The social screening and community consultation identified some key social issues or impacts (both negative and positive) that need to be brought under social management and monitoring plan. Some other additional issues are considered in social management plan following the guidelines of SMF of BMDF.

5.2 Access to Information and Disclosure

The social safeguards assessment report should be translated into Bengali and disseminated locally. The copies of the report (both in English and Bengali) will be sent to all the concerned personnel responsible for subproject implementation. It will also be made available to the public. The final assessment report (both English and Bangla) will also be uploaded in the Pabna Pourashava website, BMDF website and the World Bank website after approval. In addition, a signboard containing all information of the subproject will be displayed at the different places along the roads so that mass people can know about the subproject.

5.3 Grievance Redress Mechanism

The subproject-specific Grievance Redress Mechanism (GRM) is established by the PIU of Pabna Pourashava to receive, evaluate, and facilitate the solution of affected people's (APs) concerns, complaints and grievances concerning the social and environmental performance of the subproject. The GRM is aimed to provide a time-bound and transparent mechanism to voice and resolve social and environmental concerns linked to the subproject.

The grievance mechanism is related to resolve the risks and adverse impacts of the subproject. It addresses APs' concerns and complaints promptly, using an understandable and transparent process that is also gender responsive, and culturally appropriate. It is readily accessible to all segments of the affected people at no costs and without retribution. The mechanism should not impede access to the country's judicial or administrative remedies. The affected people will be appropriately informed about the mechanism.

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

5.3.1 Grievance redress committee (GRC)

The Pabna Pourashava has formed a Grievance Redress Committee (GRC) headed by the Mayor. With the facilitation of Consultant, the Mayor nominated the GRC members and included representative from the Government Agencies, local NGO, and Civil Society. The GRC will nominate a focal person. Complaints will be received through drop box, by post, email and website of Pourashava. The grievance box will be set up at construction site to receive

complaints. The grievance response focal point will be available at the Pourashava for recording the complaints and necessary response to an aggrieved person. It will receive complaints or suggestions, and produce them to the GRC for hearing and resolution. If any complaint is not resolved at Pourashava level then the complaint will be produced to MD-BMDF. If it is not resolved by the MD-BMDF, then the subproject will be dropped.

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

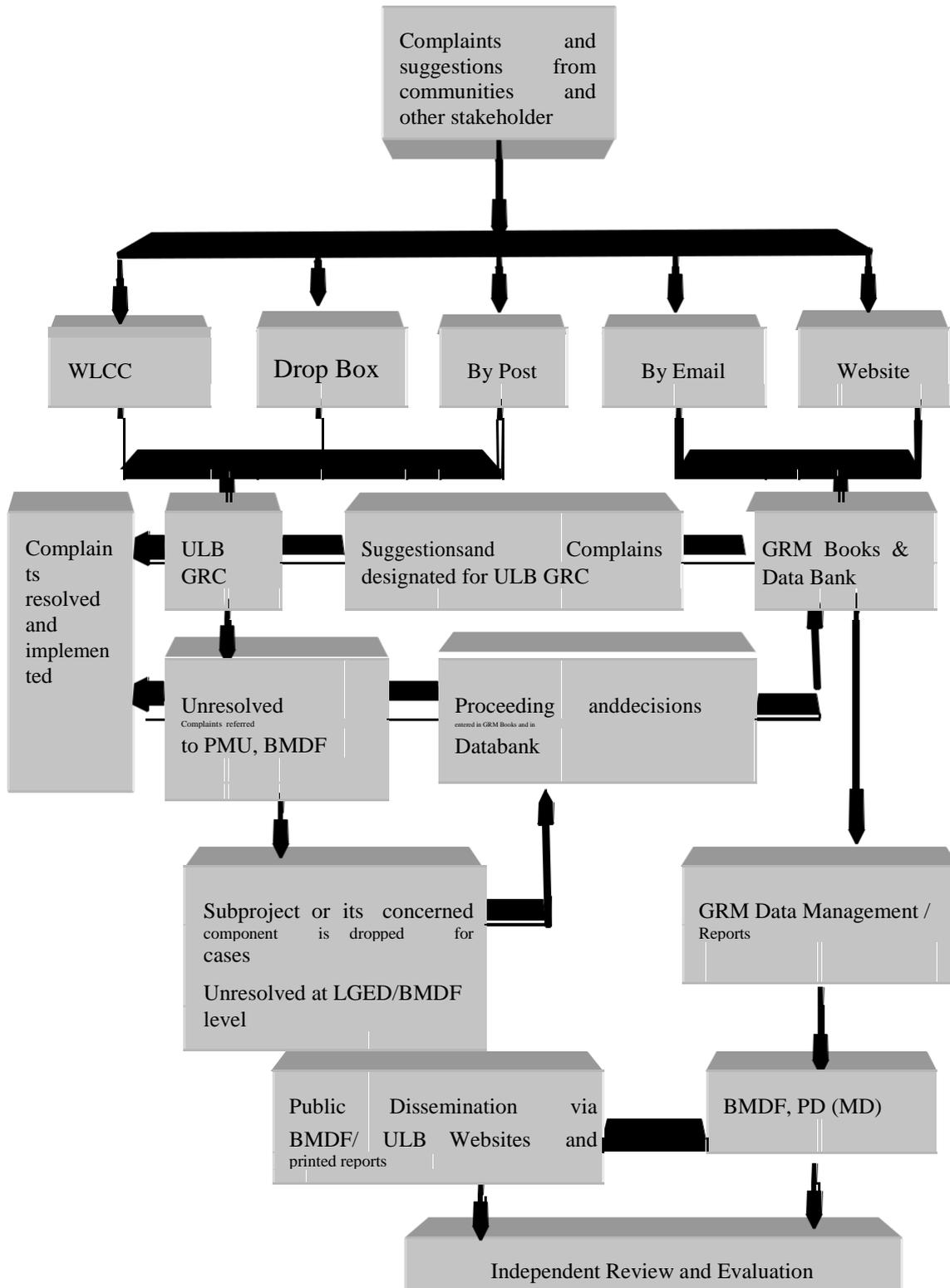
- Chairman : ULB Mayor
- Member-Secretary : Head of the Engineering Section of ULB
- Member : Representative from local administration
- : Teacher from a local educational institution
- : Representative of a local NGO
- : Representative of civil society
- : Female ward councilor (of respective area)

The GRC members will play their roles and responsibilities as per SMF of BMDF. They will also ensure the proper documentation of the complaints to be raised as per this guideline. The list of GRC members along with office order from the Mayor is attached as **Annexure 7**.

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

5.3.2 Grievance resolution process

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



Flow chart 5-1: Grievance Resolution Process

5.4 Labor Influx and Management

The proposed road and drain will have a positive impact on labor engagement since it will attract employment of local laborers. The labor influx will be minimum here, because of the most of the works will be done by the local laborers and there is very limited chance of engagement of outside laborers. However, there is a chance to deprive female workers of poor households to be employed in construction activities.

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

- No child (age group 0 to below 18) and no people of more than 65-years old will be engaged in the subproject's activities as laborer;
- No gender discrimination at any work of the subproject;
- Availability of safe drinking water, first aid and sanitation to the workers at sub-project site;
- Separate toilet for the female laborers including breast feeding corner;
- Equal payment for equal work in due time for both male and female laborers.

5.5 Institutional Capacity Building

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

5.6 Social Management Plan

Based on the social safeguards assessment, it is found that although the Pourashava is the legal owner of the land of existing road, there is a need to acquire addition land for extending road at both sides. The extension of road at both sides will require removal of extended portion of some business premises. However, during the consultative meeting and FGDs with community people, businessmen, local leaders, community elites etc it is found that they will remove the extension parts of their structures voluntarily considering their own business interest and importance of road in this areas. In addition, there is no human settlement on that land. Therefore, no people

will be directly or indirectly affected by the proposed subproject. Hence the issues of resettlement and compensation are absent here. Further, no tribal people are living in subproject and its adjacent area. However, the commercial markets and shops at the both sides of the road may face minor negative impacts during construction period. On the other hand, the community people and businessmen have raised some concerns that need to be addressed as part of social management to avert or minimize the potential social impacts. Considering the abovementioned situation, the social management plan (SMP) has been developed and will continue to be updated for the subproject period. The **Table 5-1** depicts the SMP to be adopted during the implementation and operation of the RCC road and drain.

Table 5-1: Social management plan matrix

Issues/ Impacts identified	Proposed mitigation or enhancement measures to be taken	Responsibility	Timeframe
Employment of local laborers in construction work	Circulate labor employment message through community consultation and hanging notice at the construction site.	Contractor	During pre-construction
Regular movement of vehicles on the road	Engage more than two contractors in completing the works in earliest possible time.	The PIU of Pabna Pourashava	During pre-construction
Security of the community people	Provide proper orientation of the employed laborers on the social security issue and prohibit them not to visit local community especially at night.	Contractor and the PIU of Pabna Pourashava	During construction period
Occurrence of accidents	Provide speed-breaker at certain interval of the road and in front of each vulnerable institution such as schools and markets. Provide PPEs to all workers.	Contractor and the PIU of Pabna Pourashava	During construction period
Generation of employment	Encourage unemployed and less educated young people in driving vehicles	PIU of Pabna Pourashava	During operational period
Gender and vulnerability	Include female and other vulnerable groups in every work related to planning, design, implementation and operation of the proposed road and drain. Make conditionality in the bid document to ensure equal wage for equal work.	PIU of Pabna Pourashava	During planning, design, construction and operational periods
Construction work at night	Prepare a proper work schedule of construction work and orient the laborers and supervisors on it. No construction work should be done after 10:00 pm. Follow the schedule properly.	Contractor and PIU of Pabna Pourashava	During construction period

Quality of work	Involve community people both male and female groups in monitoring and supervision of the construction work, and Create a provision to check the quality of work at certain interval.	PIU of Pabna Pourashava	During construction period
Facilities for disable people	Ensure the proper facilities for disable people in the design of road and drain so that they can go to different markets adjacent to the road and its effective implementation.	PIU of Pabna Pourashava	During construction and operational period
Solid waste disposal on road	Arrange awareness campaign among the shop keepers and businessmen and community people not to throw solid waste on the roads and drains, and use dustbin. The Pourashava should collect the waste from dustbin and dispose the waste in a selected landfill.	PIU and the Pourashava Authority of Pabna Pourashava	During operational phase.
Fecal sludge management	Restrict the connection of septic tank of household to the drainage system. Keep provision of penalty to the households that are connected septic tank with drains Organize awareness campaign among the community people Ensure proper collection, treatment and disposal of fecal sludge.	Pourashava Authority	During operational phase.
Damage of roads and drains by the movement of heavy vehicles	Restrict the movement of heavy vehicles through the small link roads by installing height barrier at the entrance of the roads.	Pourashava Authority	During operational phase.

SECTION 6: MONITORING PLAN OF SMP

6.1 Monitoring Strategy

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

6.2 Internal Monitoring

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

6.3 External Review and Evaluation

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

6.4 Monitoring Plan Matrix

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

Table 6-1: Monitoring plan matrix

Key issues to be Monitored	Indicators to be monitored	Responsibility	Frequency of monitoring
Employment of local laborers in construction work	<ul style="list-style-type: none">Total number of labors employedRatio of employed local and external laborers	PIU of Pabna Pourashava	Once in a month
Regular movement of vehicles on the road	<ul style="list-style-type: none">Number of contractors are engaged	PIU of Pabna Pourashava	Once in a month
Security of the community	<ul style="list-style-type: none">Number of cases related to visit of laborer to the community happened.	PIU of Pabna Pourashava	Once in a month
Occurrence of accidents	<ul style="list-style-type: none">Number of speed-breakers is built.	PIU of Pabna Pourashava	Once in a month

	<ul style="list-style-type: none"> ▪ Number of accidents occurs. ▪ Number of PPEs set delivers to the workers 		
Generation of employment	<ul style="list-style-type: none"> ▪ Number of young people engaged in driving motorized vehicles. 	PIU of Pabna Pourashava	Once in a month
Gender and vulnerability	<ul style="list-style-type: none"> ▪ Number of women involved in construction and operation and maintenance related activities. 	PIU of Pabna Pourashava	Once in a month
Construction work at night	<ul style="list-style-type: none"> ▪ Whether or not, construction activities are going on at night. 	PIU of Pabna Pourashava	Once in a month
Quality of work	<ul style="list-style-type: none"> ▪ Number of event happened in checking the quality of work ▪ Number of community people are involved in checking the quality of work 	PIU of Pabna Pourashava	Once in a month
Facilities for disable people	<ul style="list-style-type: none"> ▪ Numbers of ramp constructed for the movement of disable people. 	PIU of Pabna Pourashava	Once in a month
Solid waste disposal	<ul style="list-style-type: none"> ▪ Number of awareness campaigning sessions organized ▪ Whether or not, the Pourashava Authority collects solid waste from households or dustbins. 	PIU of Pabna Pourashava	Once in a month
Fecal sludge management	<ul style="list-style-type: none"> ▪ Whether or not, an office order is circulated to restrict the connection of septic tank with drainage system. ▪ Number of household fined for connecting septic tank with local drainage system. ▪ Number of awareness campaigning sessions organized ▪ Whether or not, the Pourashava Authority collects fecal sludge from households. 	PIU of Pabna Pourashava	Once in a month
Damage of roads and drains by the movement of heavy vehicles	<ul style="list-style-type: none"> ▪ Number of height barrier of vehicles installed. 	PIU of Pabna Pourashava	Once in a month

6.5 Reporting

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

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

SECTION 7: CONCLUSION AND

RECOMMENDATIONS 7.1 Conclusion

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. The lands are owned by the Pourashava and the proposed roads and drains will be constructed along the alignment of the existing roads and drains. 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. The community people appreciated the construction of the subproject positively and hoping to be highly benefited by it as it will relief them from waterlogging situation and unhealthy environment; create employment opportunity, ease to the communication. 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 Pourashava through increasing tax.

7.2 Recommendations

The attitude of the community people towards the improvement of RCC road and drain 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 and drain. Considering the above-mentioned issues and findings of the study, following key recommendations are made for smooth construction and successful operation of the road and drain:

- The condition of the roads and drains is very bad and public demand for this road is very high. The construction of the road should be started as soon as possible and should be completed within least possible time;
- Proposed social management plan should be implemented strictly both during operation and construction phase of the project;
- Suggestions and recommendation made by public for design and construction of road and drain, traffic management, solid waste management and waste water discharge should be taken into consideration;
- This plan could be updated at any stages of the construction and operation of the subproject in case of addressing the environmental issues those are not identified and raised at this stage
- The grievance should be redressed and documented properly as per GRM.

REFERENCES

1. Bangladesh Bureau of Statistics. District Statistics 2011 of Pabna.
2. Bangladesh Bureau of Statistics. Bangladesh Population and Housing Census 2011.
3. Bangladesh Municipal Development Fund. Social Management Framework, 2017.
4. Final Master Plan of Pabna Pouraashava, May 2008.
5. Pabna Pourashava Data, 2018.
6. https://en.wikipedia.org/wiki/Pabna_District, Dated on 5 July 2018.

ANNEXURES

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

A. Identification

<p>1. Name of ULB: Pabna Pourashava</p> <p>Ward/Mahalla: Ward # 1, Ward # 2, Ward # 3, Ward # 4, Ward # 7, Ward # 8, Ward # 9, Ward # 10, Ward # 11, Ward # 12, Ward # 13, Ward # 14 and Ward # 15</p>	<p>District: Pabna</p> <p>Upazila: Pabna</p>
<p>2. Subproject Name: “Construction of Roads and Drains (Subproject -1)</p>	
<p>Project Component: The key components of the subproject are as below:</p> <p>(i) BC and RCC roads; and</p> <p>(ii) RCC drains</p>	
<p>3. Brief description of the physical works:</p> <p>This subproject is located at different Wards (13 Wards out of 15 Wards) within the Pourashava. The Wards are Ward # 1, Ward # 2, Ward # 3, Ward # 4, Ward # 7, Ward # 8, Ward # 9, Ward # 10, Ward # 11, Ward # 12, Ward # 13, Ward # 14 and Ward # 15 of the Pourashava. Many residential and commercial buildings are situated beside the subproject site. The condition of roads and drains are very poor and water logging persist almost all the year round even in dry season.</p> <p>The major activities to be carried out during preconstruction phase of RCC road and drain 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; • Relocation of electric poles and GI poles; • Removal of illegal establishment at the both sides of the road; • Voluntarily acquisition of land for expansion of road and drain; • 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. <p>The major activities to be carried out during the construction phase of RCC drain include:</p>	

<ul style="list-style-type: none"> • Earth work in excavation of the foundation; • Pumping and bailing out of water as per requirement; • Lying of polythene sheet; • Sand filling for the preparing foundation bed; • Plain cement concrete work in foundation; • Manufacturing and placing of CC blocks; • Fabrication of the ribbed or deformed bar; • Reinforced cement concrete work; • Construction of collection box or hole; • Construction of drain slabs; and • Placing of pavement tiles on the top of the drain.
4. Screening Date(s): 21 June 2018
B. Participation in Screening
6. Names of <u>Consultants' representatives</u> who screened the subproject: (i) Amar Krishna Baidya, Individual Consultant
7. Names of ULB <u>officials</u> participated in screening: (i) Kh. Ziaul Islam, Assistant Engineer, Pabna Pourashava (ii) Shaiful Islam Chowdhury, Sub-assistant Engineer, Pabna Pourashava
8. WLCC members, NGOs, community groups/CBOs participated in screening: List them in separate pages with names and addresses, in terms of road sections/spots and any other information to identify them during preparation of impact mitigation plans. List of participants is attached as Annexure 2 .
9. <u>Would-be affected persons</u> participated in screening: List them in separate pages with names, addresses in terms of road sections/spots where they would be affected, and any other information to identify them during preparation of impact mitigation plans. N/A

C. Land Requirements & Ownership

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

Yes No

11. 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):

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

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

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

13. 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

14. 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:

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

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:

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

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

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

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

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

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:

19. 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

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):

20. 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

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

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

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

Yes No

23. If 'Yes', description of the resources: N/A

.....

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

Yes No

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

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

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

E. ADDITIONAL INFORMATION ON TRIBAL PEOPLES

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

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

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

Yes No

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

Yes No

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

32. 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:

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

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

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

a.....

b.

c.

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

37. 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: Kh. Ziaul Islam

Designation: Assistant Engineer, Pabna Pourashava

Signature:

Date: 21 June 2018

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

Reviewed by : Md. Tabibur Rahman, Executive Engineer, Pabna Pourashava

Signature:

Date: 21 June 2018

Annexure 2: List of participants in screening exercise

Name of subproject: *Construction of roads and drains*
 Package number: *01*
 Name of ULB: *Pabna Pourashava* Name of district: *Pabna*
 Name of place: *Joch-Bangla, Wash # 04 Temple* Date: *21.06.2018*
 Level of participants: *Local stakeholders, community members, WLCC/CBO*

Attendance of local participants in Social screening exercise

Sl No.	Name	Gender	Social status	Contact number	Signature/LTI
01	<i>MD. Nazmul Islam</i>	<i>Male</i>	<i>Business</i>	<i>01712-053176</i>	<i>[Signature]</i>
02	<i>Md Abul Kashem</i>	<i>Male</i>	<i>Business</i>	<i>01717205375</i>	<i>[Signature]</i>
03	<i>শ্রী: সফিক</i>	<i>পুরুষ</i>	<i>ব্যবসা</i>	<i>01711-159830</i>	<i>[Signature]</i>
04	<i>শ্রী: সফিক হোসেন</i>	<i>পুরুষ</i>	<i>ব্যবসা</i>	<i>01711-314447</i>	<i>[Signature]</i>
05	<i>শ্রী: সফিক হোসেন</i>	<i>পুরুষ</i>	<i>ব্যবসা</i>	<i>0298260860</i>	<i>[Signature]</i>
06	<i>শ্রী: সফিক হোসেন</i>	<i>পুরুষ</i>	<i>ব্যবসা</i>	<i>01920969226</i>	<i>[Signature]</i>
07	<i>শ্রী: সফিক হোসেন</i>	<i>পুরুষ</i>	<i>ব্যবসা</i>	<i>0292020484</i>	<i>[Signature]</i>
08	<i>শ্রী: সফিক হোসেন</i>	<i>পুরুষ</i>	<i>ব্যবসা</i>	<i>01789479408</i>	<i>[Signature]</i>
09	<i>শ্রী: সফিক হোসেন</i>	<i>পুরুষ</i>	<i>ব্যবসা</i>	<i>0292020484</i>	<i>[Signature]</i>
10	<i>শ্রী: সফিক হোসেন</i>	<i>পুরুষ</i>	<i>ব্যবসা</i>	<i>0292020484</i>	<i>[Signature]</i>
11	<i>শ্রী: সফিক হোসেন</i>	<i>পুরুষ</i>	<i>ব্যবসা</i>	<i>0292020484</i>	<i>[Signature]</i>
12	<i>শ্রী: সফিক হোসেন</i>	<i>পুরুষ</i>	<i>ব্যবসা</i>	<i>0292020484</i>	<i>[Signature]</i>
13	<i>শ্রী: সফিক হোসেন</i>	<i>পুরুষ</i>	<i>ব্যবসা</i>	<i>0292020484</i>	<i>[Signature]</i>
14	<i>শ্রী: সফিক হোসেন</i>	<i>পুরুষ</i>	<i>ব্যবসা</i>	<i>0292020484</i>	<i>[Signature]</i>
15	<i>শ্রী: সফিক হোসেন</i>	<i>পুরুষ</i>	<i>ব্যবসা</i>	<i>0292020484</i>	<i>[Signature]</i>

Annexure 4: Attendance of stakeholders' meeting

Name of subproject: *Constructions of roads and drains*
 Package number: *81*
 Name of ULB: *Pabna Pourashava* Name of district: *Pabna*
 Name of place: *Technical work, ward # 03* Date: *21.06.2018*
 Level of participants: *Community leaders, relevant government official, CBOs, and others*

Attendance of Stakeholders' meeting

Sl No.	Name	Gender	Social status	Contact number	Signature/LTI
01	<i>শ্রী বীরেন্দ্র কবির</i>	<i>পুরুষ</i>	<i>স্বাধীন</i>	<i>01718541190</i>	<i>[Signature]</i>
02	<i>Md Ayub Khan</i>	<i>Male</i>	<i>Advocate</i>	<i>0172-082008</i>	<i>[Signature]</i>
03	<i>স্ব. সালেহুল ইসলাম</i>	<i>পুরুষ</i>	<i>স্বাধীন</i>	<i>02990620980</i>	<i>[Signature]</i>
04	<i>শ্রীঃ আলী হোসেন</i>	<i>পুরুষ</i>	<i>স্বাধীন</i>	<i>01724345621</i>	<i>[Signature]</i>
05	<i>Kh. Ziaul Islam</i>	<i>11</i>	<i>AE</i>	<i>01789479408</i>	<i>[Signature]</i>
06	<i>স্ব. সালেহুল ইসলাম</i>	<i>11</i>	<i>স্বাধীন</i>	<i>01713685574</i>	<i>[Signature]</i>
07	<i>শ্রীঃ আলী হোসেন</i>	<i>11</i>	<i>স্বাধীন</i>	<i>017155090</i> <i>0171550796</i>	<i>[Signature]</i>
08	<i>শ্রীঃ আলী হোসেন</i>	<i>11</i>	<i>স্বাধীন</i>	<i>01787827870</i>	<i>[Signature]</i>
09	<i>স্ব. সালেহুল ইসলাম</i>	<i>11</i>	<i>স্বাধীন</i>	<i>01797651541</i>	<i>[Signature]</i>
10	<i>শ্রীঃ আলী হোসেন</i>	<i>পুরুষ</i>	<i>স্বাধীন</i>	<i>01712074740</i>	<i>[Signature]</i>
11	<i>শ্রীঃ আলী হোসেন</i>	<i>পুরুষ</i>	<i>স্বাধীন</i>	<i>01720202020</i>	<i>[Signature]</i>
12	<i>শ্রীঃ আলী হোসেন</i>	<i>পুরুষ</i>	<i>স্বাধীন</i>	<i>01720202020</i>	<i>[Signature]</i>
13	<i>শ্রীঃ আলী হোসেন</i>	<i>11</i>	<i>স্বাধীন</i>	<i>017231641</i>	<i>[Signature]</i>
14	<i>শ্রীঃ আলী হোসেন</i>	<i>11</i>	<i>স্বাধীন</i>	<i>0171087026</i>	<i>[Signature]</i>
15	<i>শ্রীঃ আলী হোসেন</i>	<i>11</i>	<i>স্বাধীন</i>	<i>01711-314447</i>	<i>[Signature]</i>

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

Name of subproject: *constructions of roads and drains*

Package number: *81*

Name of ULB: *Pabna Pourashava*

Name of district: *Pabna*

Name of place: *Councilor's office ward # 02*

Date: *21-06-2018*

Level of participants: Community people (Male group)

Attendance of Community People in FGD

Sl No.	Name	Gender	Social status	Contact number	Signature/LTI
01	MD. AB. Towhid Hossain	men	Advo.	01718082300	<i>[Signature]</i>
02	Abdul Mannan	✓	ব্যক্তি	01729998000	<i>[Signature]</i>
03	কবি: মঞ্জুরুল হক	✓	ব্যক্তি	01727-257978	<i>[Signature]</i>
04	কবি: মঞ্জুরুল হক	✓	ব্যক্তি	0298266000	<i>[Signature]</i>
05	ফারুক হোসেন	Man	ব্যক্তি	0194600000	<i>[Signature]</i>
06	কবি: ফারুক হোসেন	✓	ব্যক্তি	01922-060000	<i>[Signature]</i>
07	Kh. Ziaul Islam	✓	AE	01789 479 408	<i>[Signature]</i>
08	কবি: ফারুক হোসেন	✓	ব্যক্তি	01712316876	<i>[Signature]</i>
09	কবি: ফারুক হোসেন	✓	ব্যক্তি	01710787226	<i>[Signature]</i>
10	কবি: ফারুক হোসেন	✓	ব্যক্তি	0298266000	<i>[Signature]</i>
11	ডাঃ মঞ্জুরুল হক	✓	ব্যক্তি	01711-317447	<i>[Signature]</i>
12	কবি: ফারুক হোসেন	✓	ব্যক্তি	02920-866888	<i>[Signature]</i>
13	কবি: ফারুক হোসেন	✓	ব্যক্তি	02925-999800	<i>[Signature]</i>
14	কবি: ফারুক হোসেন	✓	ব্যক্তি	02920-866888	<i>[Signature]</i>
15	কবি: ফারুক হোসেন	✓	ব্যক্তি	02922-622888	<i>[Signature]</i>
16	কবি: ফারুক হোসেন	✓	ব্যক্তি	02922-866888	<i>[Signature]</i>

17. কবি: ফারুক হোসেন
 18. কবি: ফারুক হোসেন
 19. কবি: ফারুক হোসেন

কবি: ফারুক হোসেন
 02922-866888

Annexure 6: Attendance of community people in FGD (female)

Name of subproject: *Construction of roads and drains*
 Package number: *01*
 Name of ULB: *Pabna Pourashava* Name of district: *Pabna*
 Name of place: *Gobinda Bangalpara* Date: *20.06.2018*
 Level of participants: *Community People (Female group)*

Attendance of Community People in FGD

Sl No.	Name	Gender	Social status	Contact number	Signature/LTI
01	<i>সামিনী করমান</i>	<i>স্ত্রী</i>	<i>স্বতন্ত্র</i>	<i>0173434889</i>	<i>সামিনী</i>
02	<i>সিতা</i>	<i>♀</i>	<i>স্বতন্ত্র</i>	<i>00908022029</i>	<i>সিতা</i>
03	<i>সুখি/সিতা করমান</i>	<i>♀</i>	<i>স্বতন্ত্র</i>	<i>0172751672</i>	<i>সুখি/সিতা</i>
04	<i>সাবিত্রী কুমার</i>	<i>♀</i>	<i>স্বতন্ত্র</i>	<i>02921000000</i>	<i>সাবিত্রী</i>
05	<i>সাবিত্রী কুমার</i>	<i>♀</i>	<i>শিক্ষিত</i>	<i>01718-541166</i>	<i>সাবিত্রী</i>
06	<i>সাবিত্রী</i>	<i>♀</i>	<i>স্বতন্ত্র</i>	<i>02921000002</i>	<i>সাবিত্রী</i>
07	<i>সিতা</i>	<i>♀</i>	<i>♀</i>	<i>01756826159</i>	<i>সিতা</i>
08	<i>সাবিত্রী</i>	<i>♀</i>	<i>♀</i>	<i>02921000008</i>	<i>সাবিত্রী</i>
09	<i>সাবিত্রী</i>	<i>♀</i>	<i>স্বতন্ত্র</i>	<i>02990200092</i>	<i>সাবিত্রী</i>
10	<i>সাবিত্রী</i>	<i>♀</i>	<i>স্বতন্ত্র</i>	<i>02920670004</i>	<i>সাবিত্রী</i>
11	<i>সাবিত্রী</i>	<i>♀</i>	<i>♀</i>	<i>02920210000</i>	<i>সাবিত্রী</i>
12	<i>সাবিত্রী/সিতা কুমার</i>	<i>♀</i>	<i>স্বতন্ত্র</i>	<i>02921000029</i>	<i>সিতা</i>
13	<i>সাবিত্রী/সিতা কুমার</i>	<i>♀</i>	<i>♀</i>	<i>02909292020</i>	<i>সিতা</i>
14	<i>সাবিত্রী/সিতা কুমার</i>	<i>♀</i>	<i>স্বতন্ত্র</i>	<i>02902-92902</i>	<i>সিতা</i>
15	<i>সাবিত্রী/সিতা কুমার</i>	<i>♀</i>	<i>স্বতন্ত্র</i>	<i>02921000029</i>	<i>সিতা</i>
16	<i>সাবিত্রী/সিতা কুমার</i>	<i>♀</i>	<i>স্বতন্ত্র</i>	<i>0171954977</i>	<i>সিতা</i>

Annexure 7: The List of GRC members along with office order from the Mayor

**পাবনা পৌরসভা কার্যালয়**

শিএবিএসস্ল : ০৭৩১-৬৫২৬০, ফ্যাক্স : ০৭৩১-৬৬৩২০

স্মারক নং- পাবঃপৌঃ/প্রকৌঃ-২০১৪/ তারিখ :

প্রাপক : ব্যবস্থাপনা পরিচালক
বাংলাদেশ মিউনিসিপাল ডেভেলপমেন্ট ফান্ড (বিএমডিএফ)
গ্রামীণ ব্যাংক ভবন, (লেভেল-১৩)
মিরপুর-২
ঢাকা-১২১৬।

বিষয় : বিবাদ মীমাংসা কমিটি (Grievance Redress Committee-GRC) এর গঠন প্রসঙ্গে।

সূত্রঃ স্মারক নং- বি এম ডি এফ/বি-১০৫/২০১৩/৩৩৪, তাং ০২/০৬/২০১৪ খ্রীঃ

উপর্যুক্ত বিষয় ও সূত্রের প্রেক্ষিতে মহোদয়ের সদয় অবগতির জন্য জানানো যাচ্ছে যে, স্থানীয় সামাজিক ও পরিবেশগত সমস্যা, প্রভাব সম্পর্কিত অভিযোগ মীমাংসার লক্ষ্যে জেলা প্রশাসক, পাবনা মহোদয়ের পরামর্শে নিম্নে বর্ণিত ব্যক্তি-বর্গের সমন্বয়ে বিবাদ মীমাংসা কমিটি গঠন করা হলো।

১. মেয়র, পাবনা পৌরসভা	চেয়ারম্যান
২. জনাব মোঃ সাহিদুর রহমান, সহকারী কমিশনার (মূল্যায়ন), স্থানীয় সরকার শাখা, জেলা প্রশাসকের কার্যালয়, পাবনা।	সদস্য
৩. প্রধান শিক্ষক, কুম্ভপুর সরকারি উচ্চ বালিকা বিদ্যালয়, পাবনা।	সদস্য
৪. জনাব নওশের চন্দ্র মধু, নির্বাহী পরিচালক, এসপিএস, রাখানগর, পাবনা।	সদস্য
৫. জনাব মাহবুবুল আলম মুকুল, সিনিয়র সহ-সভাপতি, পাবনা চেম্বার অব কমার্স, পাবনা।	সদস্য
৬. জনাবা তমা ইসলাম পুষ্প, কাউন্সিলর, সংরক্ষিত আসন-১, পাবনা পৌরসভা।	সদস্য
৭. নির্বাহী প্রকৌশলী, পাবনা পৌরসভা, পাবনা।	সদস্য-সচিব

বর্ণিত কমিটি আপনার সদয় অবগতির জন্য অনুলিপি প্রেরণ করা হলো।

(কামরুল হাসান মিষ্ট)
মেয়র
পাবনা পৌরসভা, পাবনা।
তারিখ : ১৩/৬/১৪ ২০

স্মারক নং- পাবঃপৌঃ/প্রকৌঃ-২০১৪/ ৬৬৫৫/১৭(৭)
অবগতি ও প্রয়োজনীয় ব্যবস্থা গ্রহণের জন্য প্রেরণ করা হলো।

১. জেলা প্রশাসক, পাবনা।

২-৭.

(স্বাক্ষর)
পাবনা পৌরসভা, পাবনা।
১৩/৬/১৪