

Revised



Social Safeguard Assessment Report On

**Development Drainage Rehabilitation and Communication
Network System Subproject, under Zone-1 of DNCC**



Municipal Governance Services Project (MGSP)

Bangladesh Municipal Development Fund (BMDf)

July 2018

Traffic Engineering Circle

Dhaka North City Corporation (DNCC)

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List of Acronyms

B MDF	Bangladesh Municipal Development Fund
BC	Bituminous Carpeting
BDT	Bangladesh Taka
CIP	Capital Investment Plan
DWASA	Dhaka Water Supply and Sewerage Authority
DSM	Design, Supervision Management Consultant
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
MSW	Municipal Solid Waste
NGO	Non-Governmental Organization
OP	Operational Policy
PAP	Project Affected Person
PIU	Project Implementation Unit
PMU	Project Management Unit
PWCSP	Primary Waste Collection Service Provider
RCC	Reinforced Concrete Cement
SIA	Social Impact Assessment
SMF	Social Management Framework
SMP	Social Management Plan
SSS	Social Safeguards Specialist
STS	Secondary Transfer Station
ULB	Urban Local Body
WB	World Bank
WMD	Waste Management Department

SECTION 1: INTRODUCTION

1.1 Background of the Project

The Government of Bangladesh is implementing the Municipal Governance and Services Project (MGSP) through the Local Government Engineering Department (LGED) and the Bangladesh Municipal Development Fund (BMDF). This project is funded by the World Bank and aims to improve municipal governance and basic urban service provision at participating Municipalities and City Corporations (Urban Local Bodies – ULB). Under the MGSP, component-1 is implemented by the LGED in 26 ULBs including 4 City Corporations and 22 Municipalities. The investments under component 2 of MGSP in about 200 ULBs across the country is managed by BMDF through provision of demand-based sub-credits to eligible ULBs for basic urban services improvement investments at an 80:20 grant to loan ratio. Dhaka North City Corporation (DNCC) is one of the participating ULBs under BMDF and has designed investment subprojects for urban infrastructure development and capacity building of DNCC in its operation. Following are the subprojects for infrastructure development and the other for equipment/vehicle & Smart City under the Dhaka Integrated Urban Development Project:

1. Improvement of Sonargaon Janopath road & construction of drain, footpath & median (from Jamjam tower to Diabari bridge) at Uttara, sector-11 & 12 under Dhaka North City Corporation, Zone-1.
2. Improvement of Shahmakdum road & by lanes (bylane-3, 3/a, 3/b) at Uttara, sector-12 and road-8,13,13/a at sector-3 and construction of drain, footpath & median at Uttara, under Dhaka North City Corporation, Zone-1 and
- 3 Improvement of different roads & by lanes (road- 6/c, 13,14 at sector-12 and road -2, 14, 20 at sector-3) and construction of drain, footpath & median at Uttara under DNCC zone-1.
4. Improvement of road, drain and footpath from Uttara sector # 11, road # 19, Mohammadpur Chandrima model town road # 3 & 4 (part), Mirpur-13 Tinsed colony, line 7 & 8 and Kuratali & Kuril road ka 18/7/2 to ka 34, ka 18/6 to ka 38/8 & ka/119/7
5. Solid Waste Management (equipment) and
6. Smart City (GIS base map, Trade license, e-Governance)

The social assessment was intended to help making the project responsive to social development concerns and safeguards requirements, as well as to ensure that the subproject design and construction method are acceptable to the target beneficiaries.

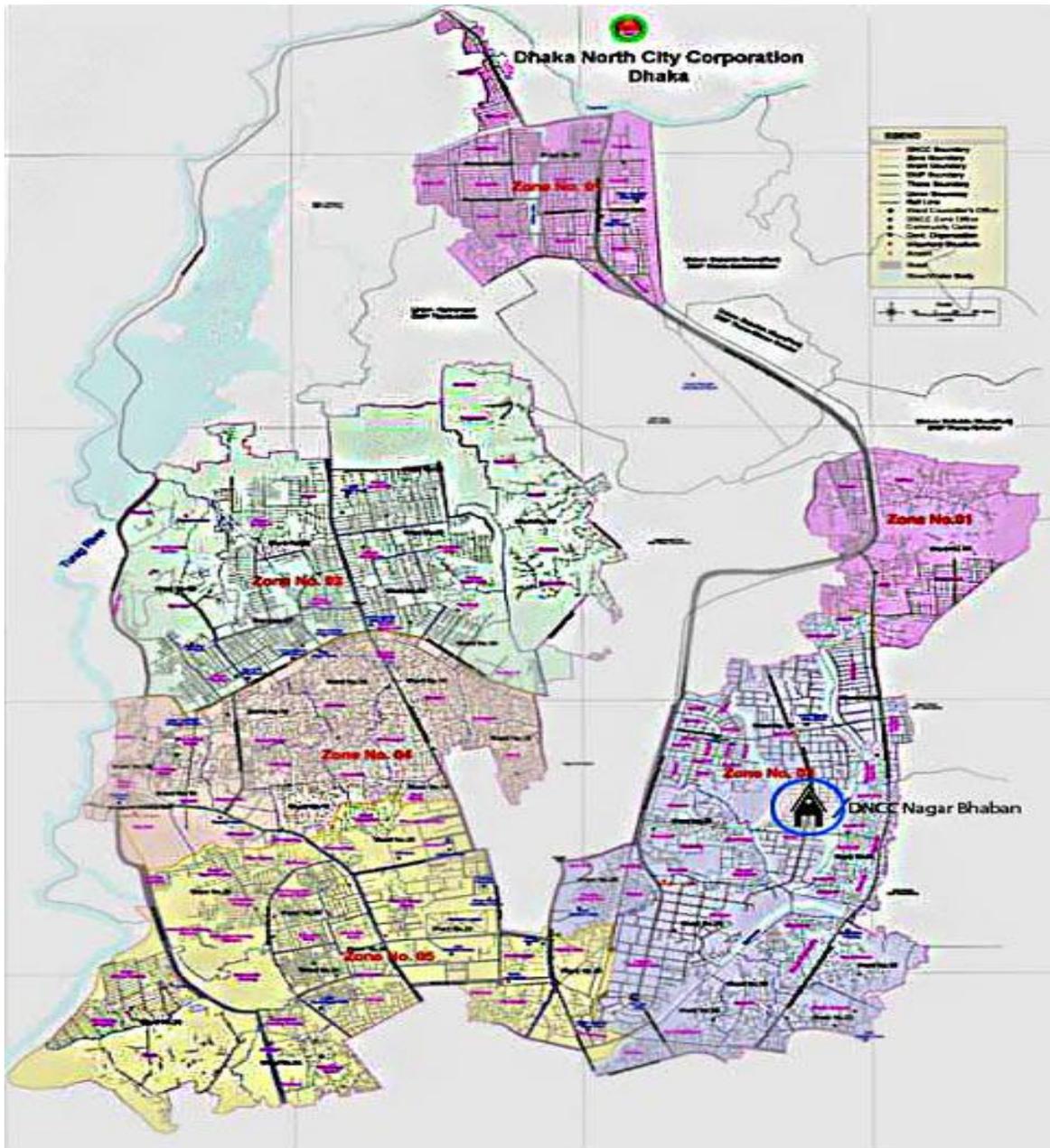
The social assessment reviewed project approach and implications of project interventions following the MGSP Social Management Framework (SMF) and in compliance with legal framework and the Bank's Operational Policies on social safeguards and guidelines on social inclusion and gender.

1.2 Background of the City Corporation and subproject

Dhaka became the capital of Bangladesh with the independence in the year 1971. In 1978, Dhaka Municipality was awarded the status of Corporation. The Corporation was statute with the introduction of Dhaka Municipal Corporation Ordinance, 1993, repealing the application of Pourashava Ordinance, 1997. In 1990, Dhaka Municipal Corporation was renamed as Dhaka City Corporation and was divided into 10 zones. The local govt. (City Corporation) act 2009, (Amendment-2011), Dhaka City Corporation has divided as Dhaka South City Corporation (DSCC) and Dhaka North City Corporation (DNCC).

DNCC is located between 23°44' and 23°54' latitude and between 90°20' and 90°28' longitude. The DNCC area is surrounded by Gazipur City Corporation in north, DSCC in south, Savar in the west and Rupgonj Upazila in the east. There are 43 markets, 13 community centers, 6 graveyards, 28 parks, 40 play grounds, 3 bus/truck terminals, 2 underpass, 12 cinema halls, 37 public toilets, 110 hospitals, 121 clinic, 721 schools, 191 colleges, 37 universities, 302 Madrashes, 673 Masjids, 42 Mandirs in the City Corporation area (source: DNCC website DNCC at a glance).

DNCC is divided into 5 zones; total area is 82.638 sq. km. consisting of 36 wards approximately with total population of 3957302 (source: population and housing census, 2011) among which 2201051 are male and 1756251 are female with the density of 47887 per sq.km. The total household of the DNCC is 899387 and average household size is 4.4. The subproject area is under zone-1 and total population of this zone is 379777.



Map-1: Geographical location and area of Dhaka North City Corporation

Dhaka North City Corporation is implementing different kind of development projects like Internal Drainage Improvement Project (IDIP), Urban Resilience Project (URP) funded by World Bank, construction of road, drain & footpath, construction of housing building for Shebok at Gabtali, etc with the fund of Annual Development Programme allotted by the government, DNCC own fund and other donor funded projects. DNCC has prepared Development Drainage Rehabilitation and communication network system subproject plan, drawing, design for infrastructural development following a participatory approach with the

technical assistance from Bangladesh Municipal Development Fund (BMDf) and identified the improvement of road, construction of drain, footpath and median.

The significant features of the subproject are given in **table 1-1** as bellow:

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

Name of the Subproject	“Development drainage rehabilitation and communication network system”.
Name of District	Dhaka
Name of ULB	Dhaka North City Corporation
Location of the subproject	This subproject is located at Uttara model town, ward number-1, zone-1. Area of the subproject comprises sector-3, sector-11 and sector-12 of Uttara and road number-2,8,13,13/a, 14,&20 is under sector-3, Sonargaon Janopath road, Shahmakdum road & by lanes (by lane-3,3/a, 3/b), road no. 6/c, 13 & 14 under sector 11 & 12.
Name of the package	Package-1: Improvement of Sonargaon Janopath road & construction of drain, footpath & median (from Jamjam tower to Diabari bridge) at Uttara, sector-11 & 12 under Dhaka North City Corporation, Zone-1. Package-2: Improvement of Shahmakdum road & by lanes (by lane-3, 3/a, 3/b) at Uttara, sector-12 and road-8,13,13/a at sector-3 and construction of drain, footpath & median at Uttara, under Dhaka North City Corporation, Zone-1 and Package-3: Improvement of different roads & by lanes (road-6/c, 13,14 at sector-12 and road -2, 14, 20 at sector-3) and construction of drain, footpath & median at Uttara under DNCC zone-1.
Service areas	All the area of Uttara model town, specifically the people living at ward number-1 under zone-1 will frequently use the facilities.
Beneficiary population	All the people of ward number-1 of Uttara model town and some portion of the Mirpur area will be benefitted.
Tribal people	No tribal people are living in the subproject area.
Structural design option	Bituminous carpeting road, RCC covered drain at both sides of the road; Footpath both side of the road with tiles of the top and construction of median.
Total length and width of the drain, footpath & median	Total length of the road is 5.7 km, drain-11.4 km, footpath-11.4 km.& median-2.1 km. Total width of the Sonargaon Janopath road is36.60 meters, Shahmakdum road 30.47 meters, others road on an average 11 meters and by lanes on an average10 Meters, Width of the drain is .90 meters and width of the footpath of Sonargaon Janopath road is 2.44 meters,width of footpath of other roads are 1.2 meters and width of the median is 1 meter.
Land acquisition	All land owned by the DNCC, so no land acquisition is required for this subproject activities.
Estimated cost (Lakh)	17470.00
Subproject Duration	12 months

1.3 Subproject Selection and Design Process

DNCC has followed an all-inclusive consultative process in identifying and designing subprojects for rehabilitation of transport and drainage infrastructures in Uttara Model Town with the financing from MGSP through BMDf. In view of the present conditions of the main road corridors, internal roads and drains, most of the damaged roads and drains have been improved under the recently completed Uttara Project (Cost BDT 120 Crore) and rehabilitation of many other roads and drains are ongoing with the investments under the IDIP (BDT 1200 Crore in two phases) and other development projects. DNCC has identified infrastructures those are not covered under any of the ongoing projects for rehabilitation under this Subproject of MGSP with financing from BMDf.

In addition to Sonargaon Janopath and Shahmukhdam Avenue, the proposed subproject in three packages (Table 1-1) have covered six internal roads in Sector 12 (roads 3, 3A, 3B, 6C, 13 & 14) and four internal roads in Sector 3 (roads 2, 8, 14, 20). These roads have significant importance in internal and external communication of the residents of the area as well as drainage of household waste water. The proposed roads are among the key roads of the Uttara Model Town. Sonargaon Janopath is more important and connected with Dhaka Mymensingh high way road. However, the selected roads are also severely damaged and almost ineffectual for the movement of vehicles and people. All the people, business establishments around the catchment areas are being affected due to the lack of functional movement of vehicles through this road.

In addition, drainage facility is inadequate of removing rain water as well as household waste water on the right-of-way of the proposed road. As a result water logging is the main problem during the rainy season. Therefore, the construction of a people friendly covered drain at the both sides of the road is highly important to mitigate the inundation problem this area.

Footpath is one of the essential open places for the inhabitants to movement from one place to another place. But this subproject area no proper footpath is available and some of the footpath space is occupied by the local people. So, people friendly footpath is required for smooth moving in the subproject area.

Further, the subproject has significant social and economic benefits to the community people. After completion of the activities, the road subproject will provide uniform width for the safe movement of inhabitants and vehicles which will reduce the risk of accidents. By constructing smooth road surface and footpath over the drain, it will provide better, easy and safe movement facilities for the travellers. On the contrary, new drains will minimize the drainage congestion and water logging problem. In addition, the proposed subproject will significantly enhance the business facilities and hence increase the income of the people, businessmen. It will also add the commercial and aesthetic value of the area. Therefore, considering the benefits that will derive, the subproject is selected for implementation.

1.4 Importance of Social Safeguard Assessment

The Social Management Framework (SMF) adopted for the MGSP 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 development and safeguards 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 subproject to meet the regulatory framework of the Government of Bangladesh and World Bank policies. Therefore, the DNCC has deployed an individual Consultant to carry out the social safeguards assessment on the proposed subproject area.

1.5 Project Description

The name of subproject is “Development drainage rehabilitation and communication network system”. The proposed subproject will be consisted of bituminous carpeting of road, RCC covered drain, construction of footpath and median. The total length of the road is 5.7 km, total drain-11.4 km, total footpath-11.4 km. & median-2.1 km. The drain will be constructed along all roadways on both sides of the road. The drain will be reinforced concrete slot drain with concrete cover plate.

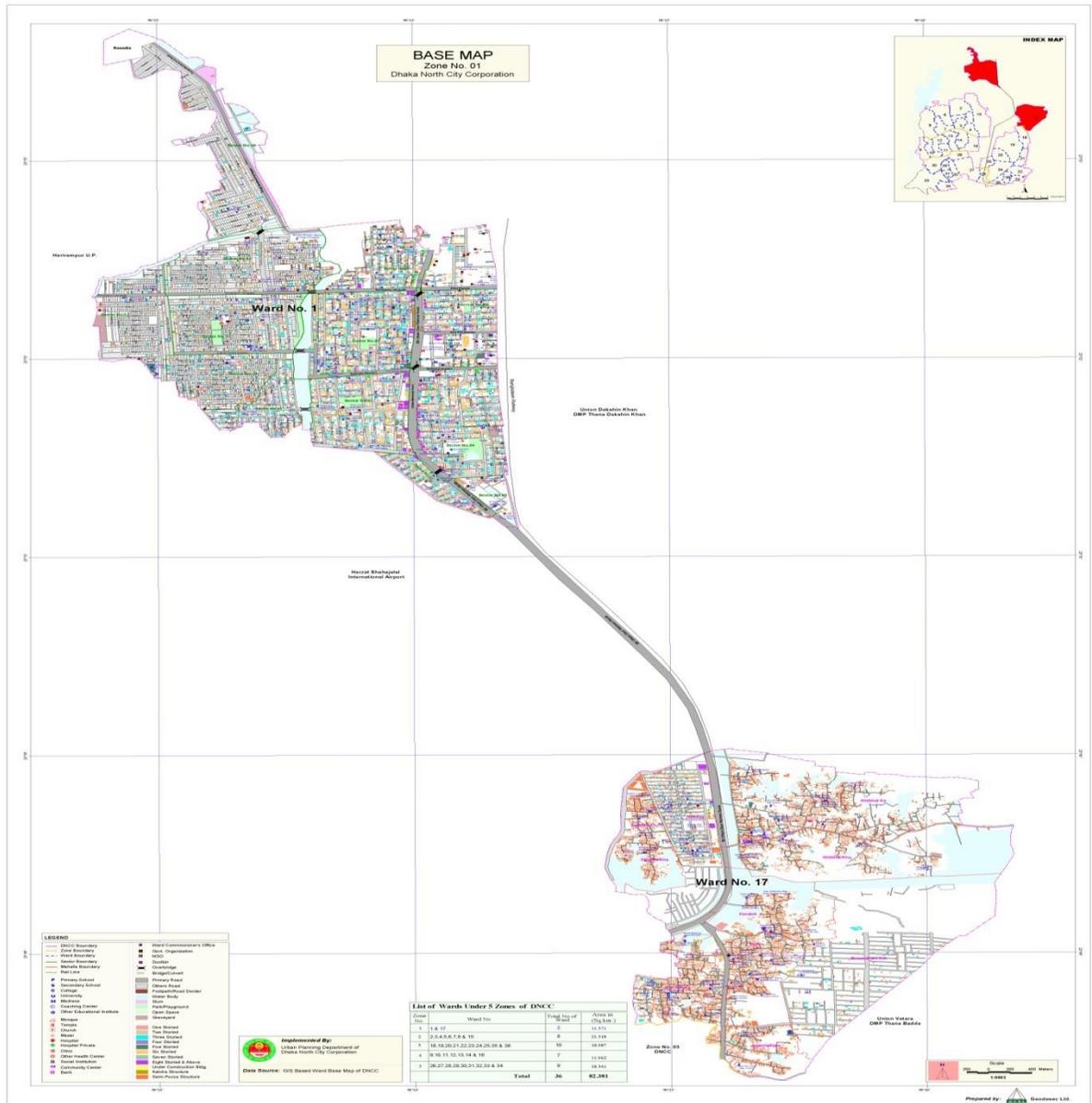
The main road of this subproject is Sonargaon Janopath road (From Jamjom tower to Diabari bridge) and Shahmakdum road. Those two roads are connected with other roads and by lanes of the sector-3, 11 and 12. Sonargaon Janopath road is connected with the Dhaka Mymensingh highway and north west part of the DNCC. All road of this subproject is under ward number 1, zone-1 of DNCC.

The subproject area consists of mixed land use pattern of commercial, administrative and residential area of the City Corporation. Various commercial, social, administrative and residential areas are established at the both sides of the road. Hence, both sides of the road remain busy round the clock due to commercial and administrative works.

The proposed subproject will be constructed on the roadway of the existing road which is owned by the City Corporation. However, the proposed road will be wider than the existing right-of-way but no requirement for acquisition of land at the both sides of the road.

1.6 Project Location

The proposed subproject goes over the areas of sector number 3,11 & 12 under ward number-1. Sonargaon Janopath road is started from Jamjom tower and ended at Diabari Bridge. Shah Makdum road & road number 13 & 14 is connected with Sonargaon Janopath road and other by lanes also connected with the Sonargaon Janopath road. All road of the sector 11 & 12 is connected with Sonargaon Janopath road. Road number 2,8 , 13,13/a, 14 & 20 is internal road of the sector 3 and connected with other sectors. Location map and lay out plan of the proposed subproject are given below:



Map-2: Location map of the subproject area

Name of Work : Improvement of Sahnakdum Road & Bylanes (Bylane 3,3/a,3/b) and Sector-12, Road no-8,13,13(A) sector -3, Construction of Drain, Footpath,MedianNorth City Corporation,Zone-1.

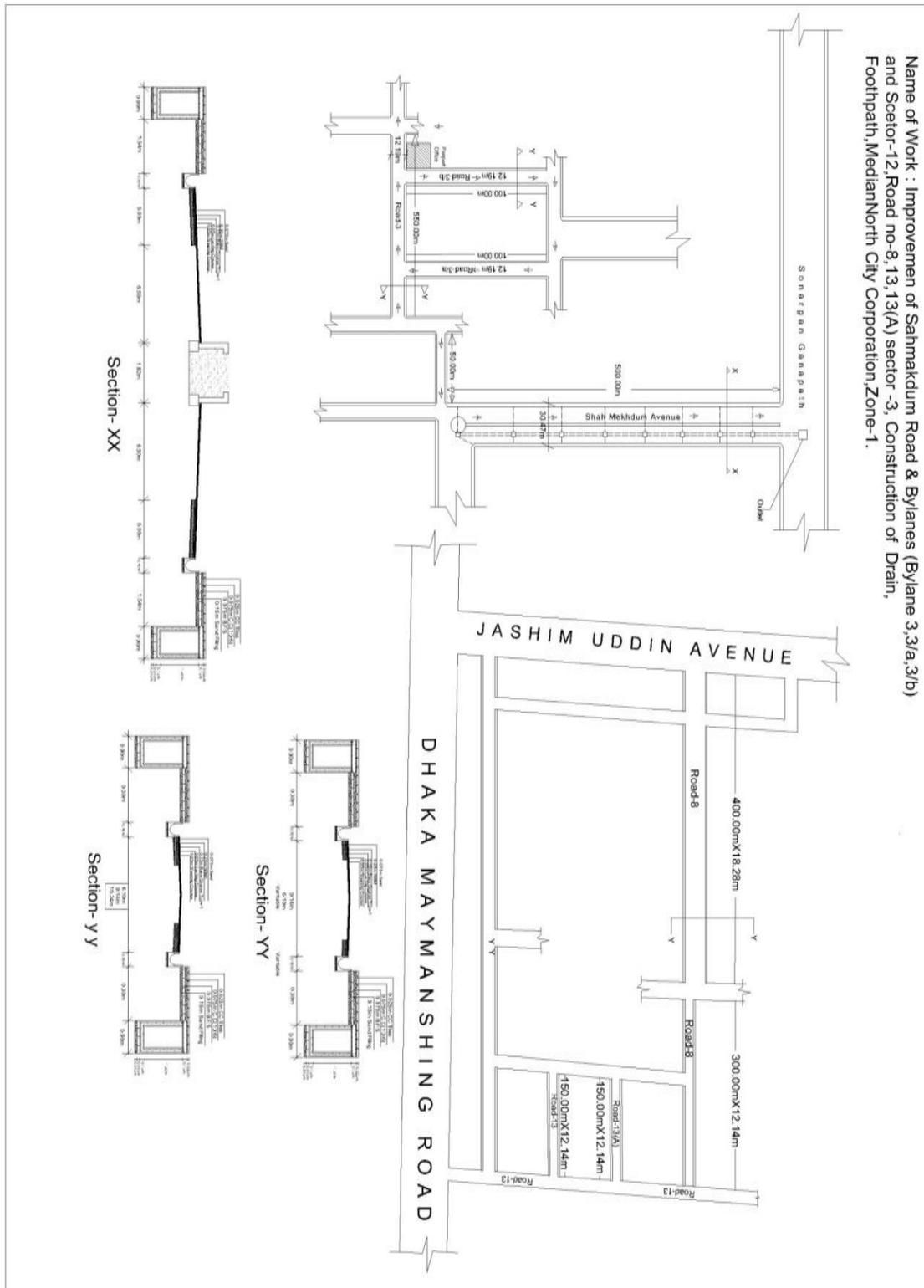


Figure-2: Lay out plan of the proposed subproject (Package-2)

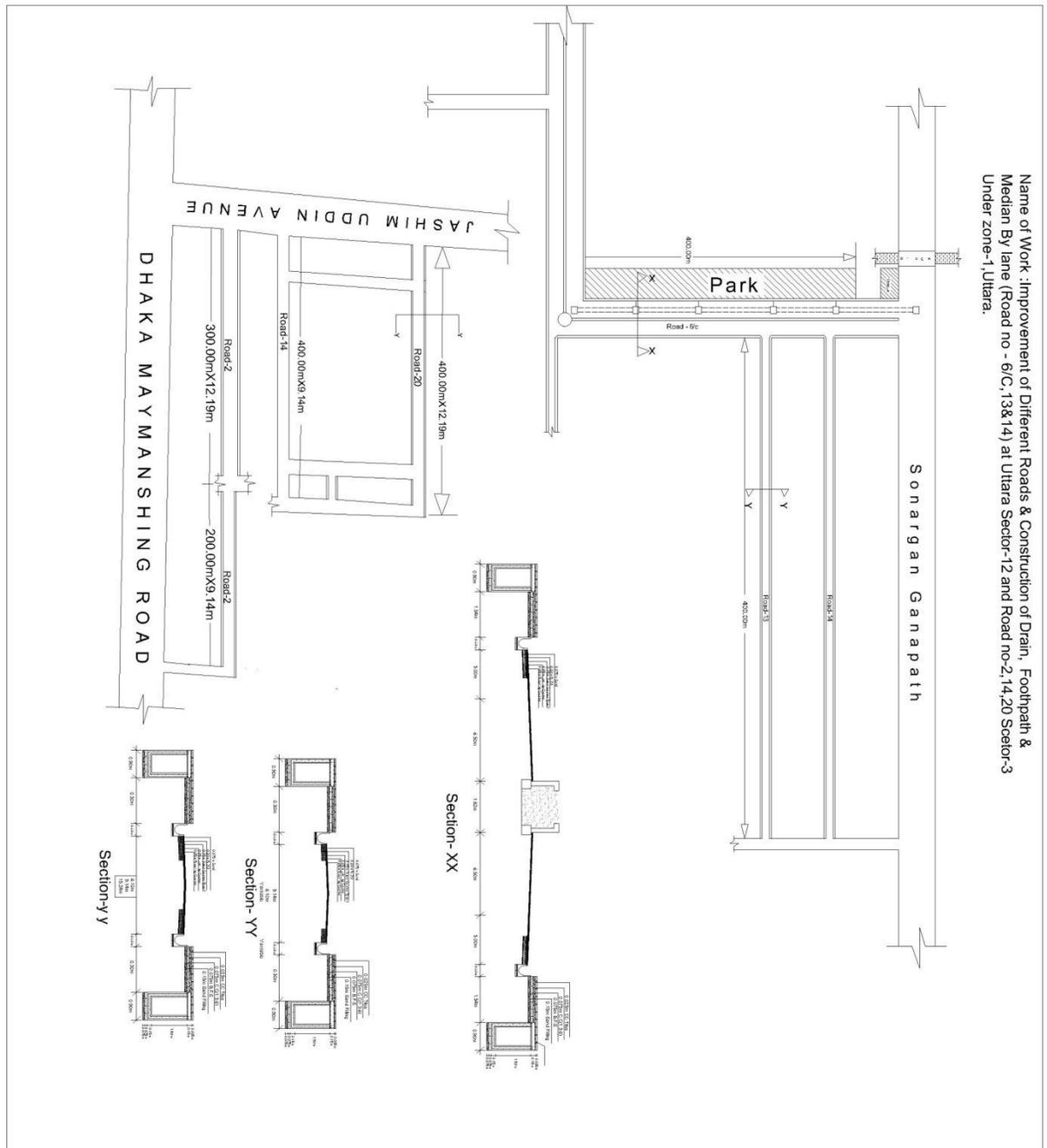


Figure-3: Lay out plan of the proposed subproject (Package-3)

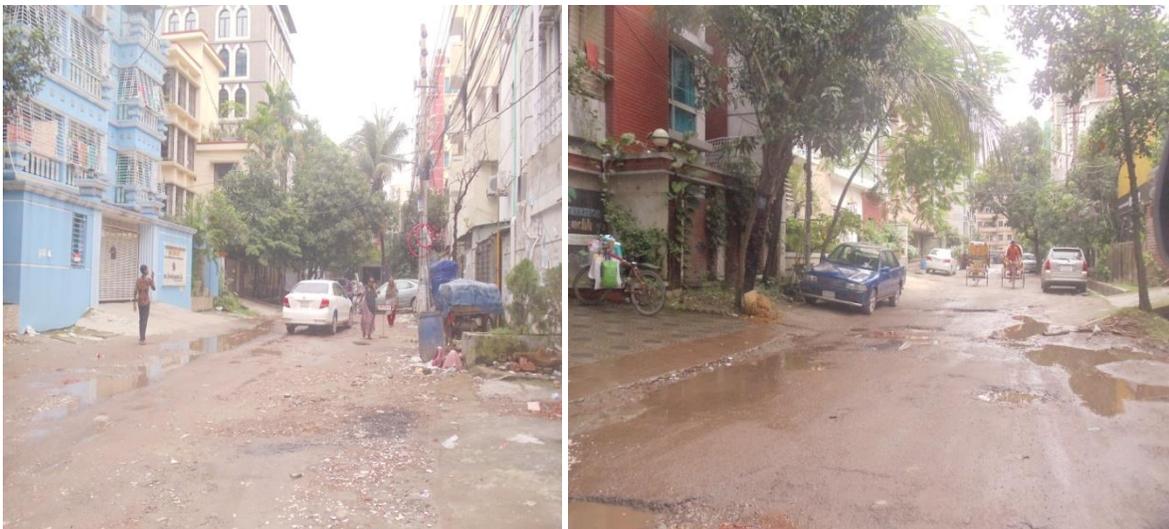
1.7 Justification of Selecting the Site

The proposed roads that will be improved with bituminous carpeting (BC) but, the condition of the existing road is too bad that no BC pavement is found all over the road. Due to long time use by the heavy vehicles the BC road is severely damaged containing cracks, pot holes, edge broken and depressions. Water logging and melted earth are found all along the

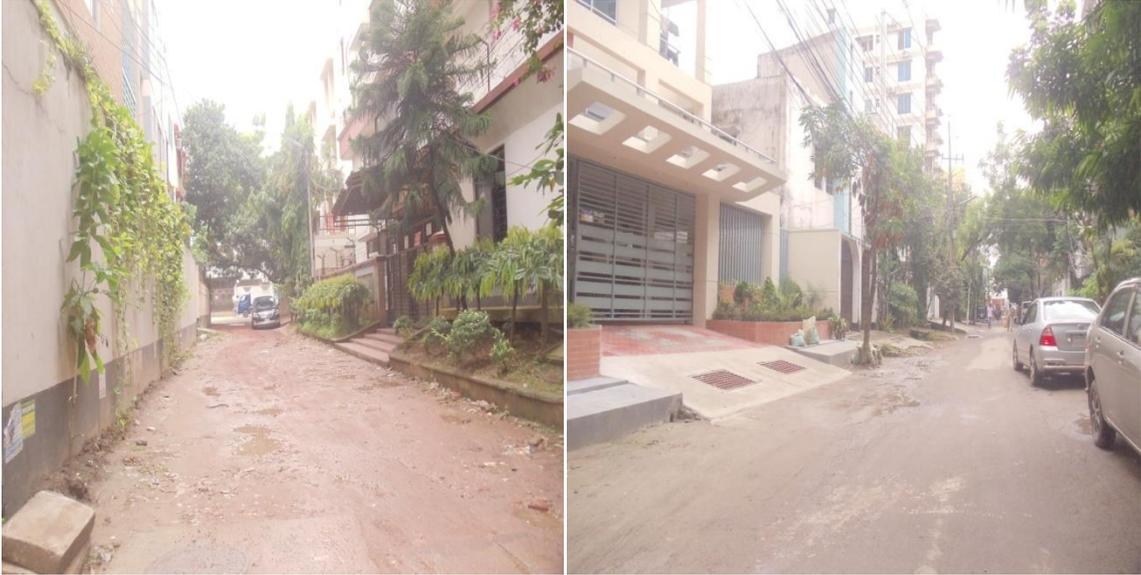


Picture-1: Present situation of the road number -2 & 8 under sector-3, Uttara

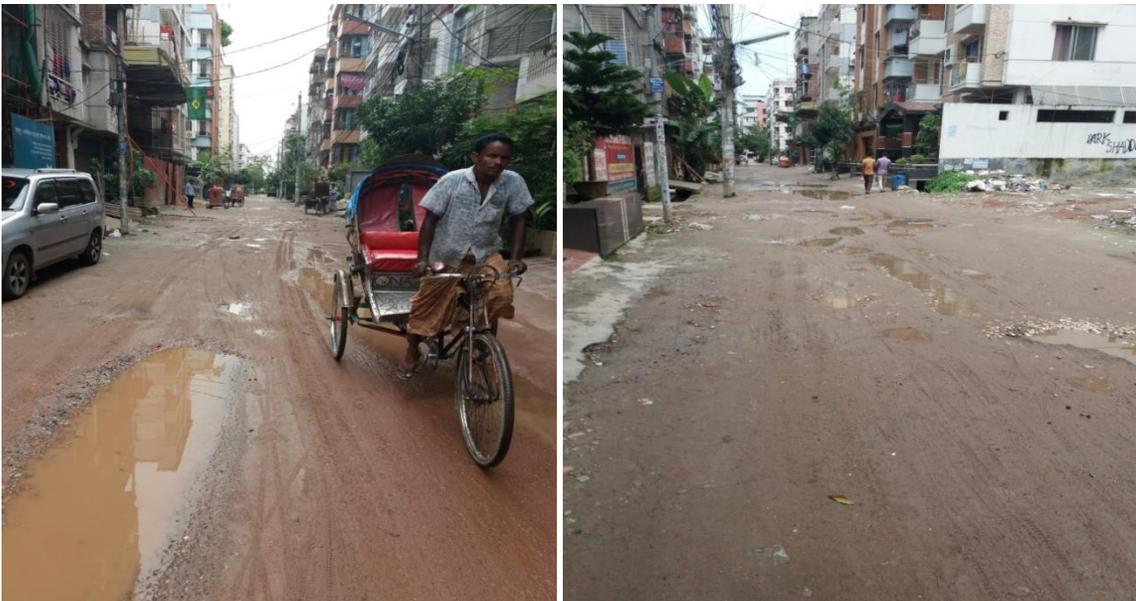
road during the field observation. Due to its damaged condition, the movement of vehicles particularly light vehicles used for carrying local people within the City Corporation is remarkably decreased and the light vehicles those are passing through this road has been facing accidents due to broken of the parts and passengers are being injured. The existing road width is varies at different roads and by lanes which is not adequate to accommodate the growing high volume of traffic and thereby causing severe traffic jams, slow movement and frequent accidents. After implementation of the subproject the problems will be alleviated and road users will be benefitted. All the road will be improved with existing width including widened to 1.2 meters with walkway, for decreased traffic volume. This will reduce the accident, existing traffic congestion, reduce journey time and will also enhance the connectivity of the road network to meet the forecast economic and traffic growth targets.



Picture-2: Present situation of road number 13, 14 under sector-3, Uttara



Picture-3: present situation of road number 13/a & 20 under sector-3, Uttara



Picture-4: Present situation of road number 13 & 14 under Uttara sector-12



Picture- 5: Present condition of drainage at road number-13 & 14 under Uttara sector-12



Picture-6: Present condition of drainage & footpath of Sonargaon Janopath road under Uttara sector 11 & 12



Picture-7: Present condition of footpath road & median of Sonargaon Janopath road & Shahmakdum road, under Uttara sector- 11 & 12

On the other hand, lack of drainage facility along the existing road and adjacent areas. Hence, water stagnation on the road is a general phenomenon during the rain at any season that quickens the damage of road and hampering the normal traffic operations, daily lives and livelihood of the influence area individuals. To improve the drainage congestion, construction of new RCC drain is needed. Hence, under this subproject, the proposed RCC drain will be constructed at both side of the road in proposed areas. The storm water of the proposed drain will be discharged in to the TuragRiver.

1.8 Project affected people

The proposed subproject will be implemented on the right-way of existing road. However, the widening of the road for easy and congestion free movement of the vehicles requires extension of the road in the both side. The roads that are to be widened are owned by the City Corporation and some of the households used this extension lands for gardening purposes and there are significant numbers of electric poles and some trees. The household owners are agreed to voluntarily remove their garden and trees. Therefore, no individual household will be affected by this subproject. The electric poles will be relocated at the road side and DESA & PDB will be consulted to relocate it. Further, there is no such human settlement on proposed site those are to be affected. Therefore, no people will be directly or indirectly affected by the proposed subproject.

1.9 Scenario of existing infrastructure by major component

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

1.9.1 Roads

The Dhaka North City Corporation has 1337.913 km. road networks for internal communication of the city. The road network includes different types of road like bituminous carpeting road, RCC road, Cement Concrete Road etc. Also 223.049 km. people friendly footpath with tiles fitting on the top has been constructed by the City Corporation. In addition, there is 58.11 km. median and 45 nos. foot over bridge/underpass within the city area (Source: City Corporation website at a glance).

1.9.2 Drains

Dhaka City Corporation has two types of drainage network: 1) Storm water drainage system and 2) Household waste water drainage system. Dhaka Water Supply Sewerage Authority (DWASA) is responsible for storm water drainage system and City Corporation is responsible for household waste water drainage system. The City Corporation has 1201.565 km. drainage network to run out the household waste water and storm water.

1.9.3 Water Supply and sanitation facilities

Dhaka Water Supply and Sewerage Authority (DWASA) are mainly responsible for water supply to the household level including the commercial areas. Dhaka WASA has almost 100% water coverage and the water demand in Dhaka city is 2.25 million cubic meters per day (2250 MLD), which slightly exceeds the present supply of almost 2.11 million cubic meters per day (2110 MLD). At present 87% of the supplied water is from ground water abstraction from Dhaka WASA's 605 deep tube wells. The remaining 13% water comes from surface water treatments (Source: DWASA article book from DWASA website).

The upper and lower aquifers of Dhaka city are about to exceed its withdrawal limit. Ground water depletion is occurring at alarming rate. In most places the layer of ground water has been decreasing by two to three meters each year due to lifting of ground water. Dhaka WASA has to change its focus to using surface water instead of underground water because abstracting ground water is no longer ecologically viable. The ground water aquifer inevitably and urgently needs to be recharged through rain water harvesting.

According to the population and housing census 2011, 61% people are using sanitary toilet with water seal, 34.2% people are using sanitary toilet without water seal, 4.6% people using non sanitary toilet and 0.2% people have no toilet facilities. In addition DNCC has 37 nos. public toilets in the total area and specifically 6 nos. public toilets in the subproject area, under zone-1.

1.9.4 Bus and truck terminal

In DNCC area 3 nos. bus/truck terminal is available but there is no bus/truck terminal in the subproject area.

1.9.5 Market facilities

There are 43 markets owned by the DNCC.

1.9.6 Community Center

There are 13 nos. community center in the DNCC area amongst which 1 is in the subproject area.

1.9.7 Recreational Park

There are 28 nos. recreational park in DNCC area amongst which 02 are in the subproject area.

1.9.8 Solid waste management system

DNCC has the own department for management of waste namely Waste Management Department (WMD). The system of waste collection is primary level (Household) to Secondary level (Secondary Transfer Station) to Landfill area.

In the areas of primary collection, Primary Waste Collection Service Provider (PWCSP), an NGO is coordinating collection from households to secondary transfer station. In 2016-2017, 340 private operators were registered with the PWCSP. There are also unregistered operators collecting wastes from household to STS (source: DNCC waste report 2016-2017).

Managing the Municipal Solid Waste (MSW) is the principal task of Waste Management Department (WMD). A main activity is waste management functions have been the collection, transportation and crude dumping of waste in the landfill.

Beside solid waste, other category of wastes like medical wastes, electronic wastes, different types of industrial wastes, construction wastes etc being generated in the city. These wastes like the MSW are also hazardous to public health and the environment and needs environment friendly disposal.

Some pictures of the primary and secondary transfer station are shown below:



Picture 8: View primary waste collection View after STS construction View inside the STS

1.9.9 Fecal sludge management system

DWASA is responsible for management of fecal sludge in the Dhaka city area. In Dhaka city no proper sludge management (emptying & treatment) is available and limited use of emptying services by the some private organization but it is not easy access & affordable to all. As a result high rate of fecal sludge is discharging in to the storm water drain.

1.9.10 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 complement the necessary social compliances relevant to the proposed subproject 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, City Corporation 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.

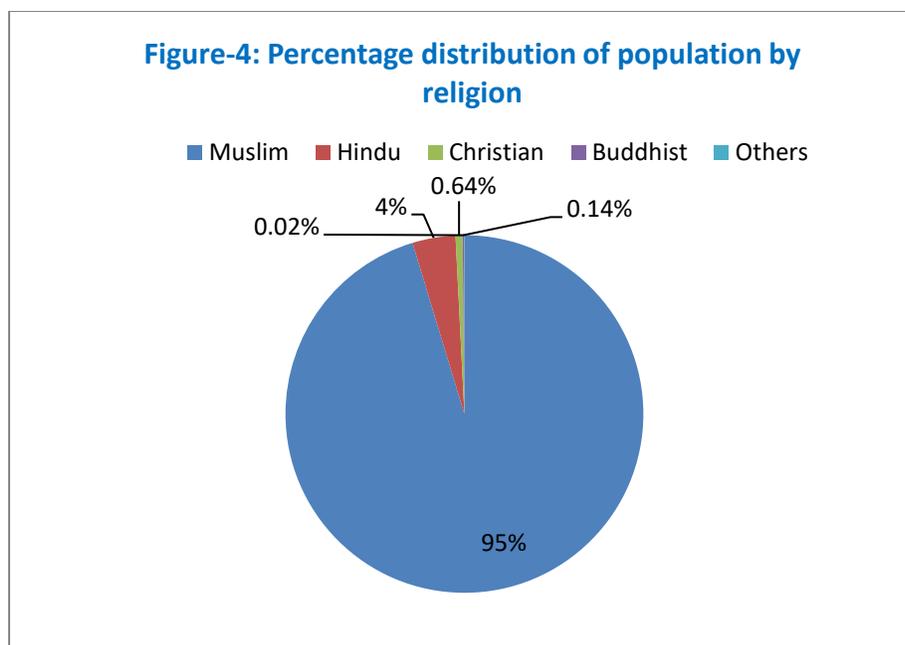
In addition, social screening of the subproject is done using prescribed social safeguard assessment form of BMDF with the participation of different stakeholders and community representatives.

Section 3: Socio economic Baseline of DNCC

3.1 Population Status and Household Size

DNCC is divided into 5 zones; total area is 82.638 sq. km. consisting of 36 wards approximately with total population of 3957302 among which 2201051 are male (55.62%) and 1756251 are female (44.38%) with the density of 47887 per sq.km. The total household of the DNCC is 899387 and average household size is 4.4. The subproject area is under zone-1 and total population of this zone is 379777 (source: population and housing census, 2011).

The Census 2011 also revealed that most of the people in the City Corporation are Muslim. There are 3771705 Muslim, 153939 Hindu, 25327 Christian, 5540 Buddhist and 791 others people living in the DNCC areas. Figure 4 shows the percentage distribution of people by religion.



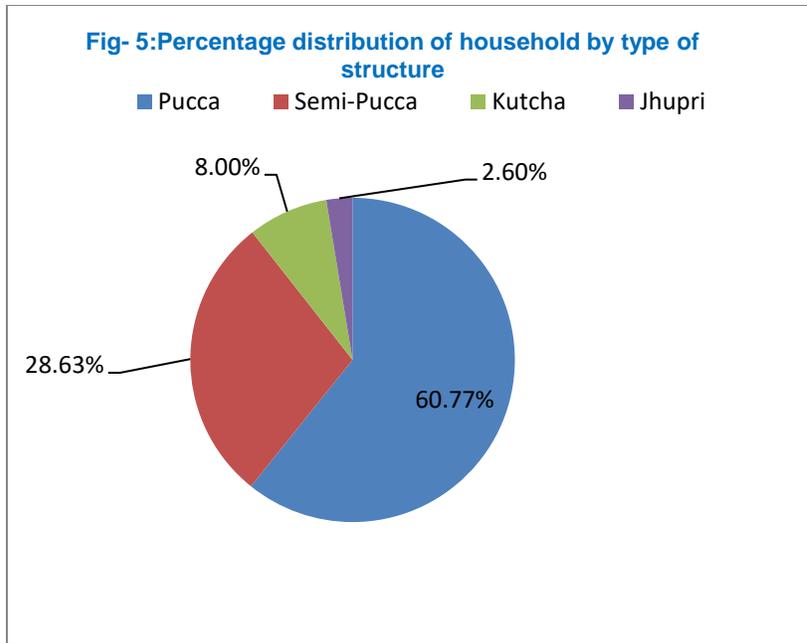
The Census 2011 also shows that the highest percentage of population lies on the age group of 20-29 and it is 26.28% of the total population. The population status by age group is given in the bellow table:

Table- 3.1: population by age group

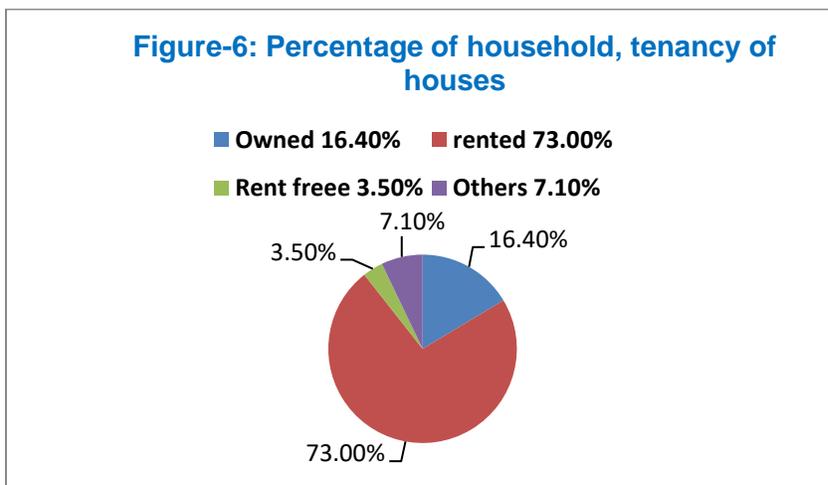
Age group	Total population	% of total population
0-09	633564	16.01
10-19	792252	20.02
20-29	1039979	26.28
30-39	676699	17.10
40-49	420265	10.62
50-59	224379	5.67
60-69	111596	2.82
70and above	58568	1.48
Total	3957302	100%

3.2 Housing and settlement pattern

The Population and Housing Census 2011 reveal that the people of the City Corporation live in Pucca, Semi-Pucca, Kutcha and Jhupri houses. The **Figure 5** shows that the highest percentage of general households of the City Corporation is Pucca (60.77%). The percentage of other general household by the type of structure of the City Corporation are semi Pucca-28.63%, kutcha households-8.00% and only 2.60% jhupri households.



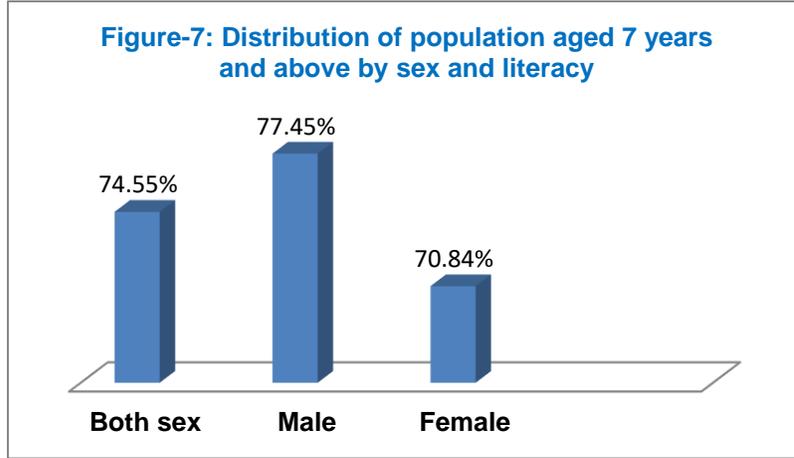
Further, the people of the City Corporation live in owned, rented and rent free houses amongst which most of the people have no houses as their own. The **Figure 6** shows that 16.4% people live in own house while 73% people live in rented house, 3.5% people live in rent free house and 7.1% people live in others.



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

3.3 Education

According to the Population and Housing Census 2011, the literacy rate of the DNCC area is 74.55%. The **Figure 7** shows that the literacy rate among the male is 77.45% and the female is 70.84%.

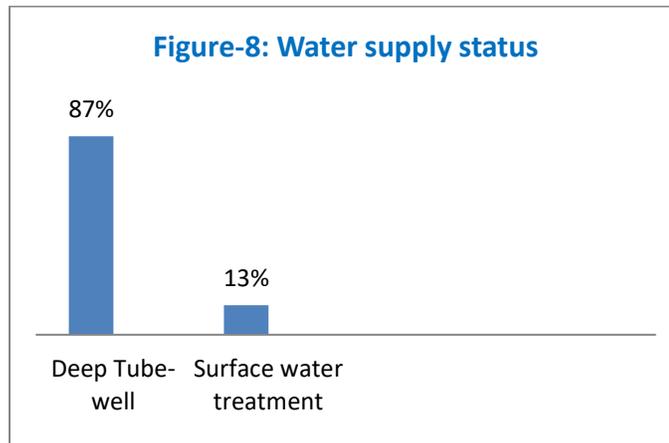


3.4 Educational and Cultural Institutions

There are 721 schools (all kind of schools), 191 colleges, 37 universities, 302 Madrashes which are contributing to enhancing the educational status of the citizens living within the City Corporation.

3.5 Water Supply facilities

Dhaka Water Supply and Sewerage Authority (DWASA) are mainly responsible for water supply to the household level including the commercial areas. Dhaka WASA has almost 100% water coverage and the water demand in Dhaka city is 2.25 million cubic meters per day (2250 MLD), which slightly exceeds the present supply of almost 2.11 million cubic meters per day (2110 MLD). At present 87% of the supplied water is from ground water abstraction from Dhaka WASA's 605 deep tube wells. The remaining 13% water comes from surface water treatments (Source: DWASA article book from DWASA website).

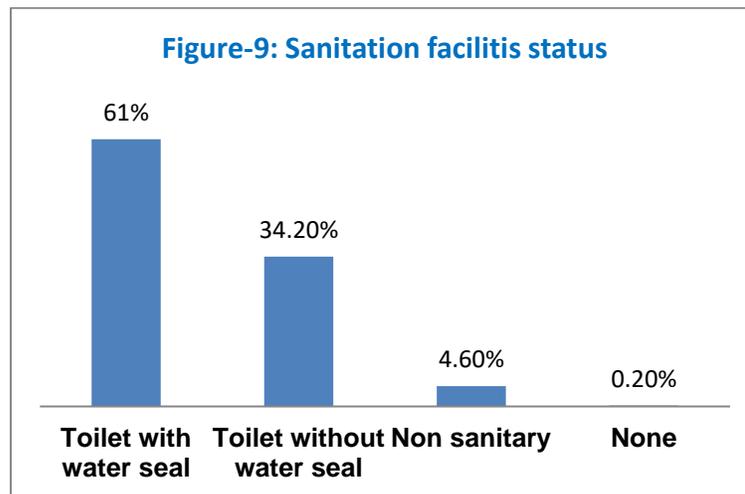


3.6 Health and sanitation status

In Dhaka city health service delivery system is provided through government and non government organization. In DNCC area total 118 hospitals and 121 clinics to provide health services to the citizens.

Drainage, sewerage and latrine facilities are very much important facilities for any urban areas. DNCC is maintaining the drainage system both for household waste water and storm water drainage system. DNCC has 1201 km. drainage facilities for discharge of household waste water and storm water. However DWASA is responsible for maintain the sewerage facilities but till now this facilities is not available for all areas of the city Corporation.

According to the population and housing census 2011, it is found that most of the people are using sanitary latrine with water seal. The **figure-9** shows that, 61% people are using sanitary toilet with water seal, 34.2% people are using sanitary toilet without water seal, 4.6% people using non sanitary toilet and 0.2% people have no toilet facilities.



In addition DNCC has 37 nos. public toilets in the total area and specifically 6 nos. public toilets in the subproject area, under zone-1.

3.7 Solid waste Management

DNCC has the own department for management of waste namely Waste Management Department (WMD). The system of waste collection is primary level (Household) to Secondary level (secondary Transfer Station) to Landfill area.

In the areas of primary collection, Primary Waste Collection Service Provider (PWCSP), an NGO is coordinating collection from households to secondary transfer station. In 2016-2017, 340 private operators were registered with the PWCSP. There are also unregistered operators collecting wastes from household to Secondary transfer station.

Managing the Municipal Solid Waste (MSW) is the principal task of Waste Management Department (WMD). A main activity is waste management functions have been the collection, transportation and crude dumping of waste in the landfill (source: DNCC waste report 2016-2017).

3.8 Drainage system

Drainage facility is one of the most important services for city dwellers. Dhaka North City Corporation and Dhaka WASA jointly responsible for provide this service to the Dhaka city people. Dhaka City Corporation has two types of drainage network: 1) Storm water drainage system and 2) Household waste water drainage system. Dhaka Water Supply Sewerage Authority (DWASA) is mainly responsible for storm water drainage system and City Corporation is responsible for household waste water drainage system. The Dhaka North City Corporation has 1201.565 km. drain network to run out the household waste water and storm water. The outlet of the drainage system is connecting with nearby river of the city area. In the subproject area drainage system is connected with the Turag River. This river is very much important for this subproject area as well as for DNCC area.

3.9 Mode of Transportation, Road Network and Traffic Volume

Road is the main mode of transportation in the City Corporation area. Also railway is one of the options of transportation. In Dhaka City, Railway network is started from the southern part of the city towards the north and connected with the different divisions and districts network.

The total length of the road network of the DNCC is 1337.913 km. In Dhaka city different kind of motorized and non-motorized vehicles are operated in all the roads. Mostly private transportation is main source of transport for the city people, although there is a government bus services for internal communication of the city people but this is not sufficient considering population residing in the city. DNCC has the own bus services for the city people especially in Gulshan and Banani area.

Dhaka city is one of the most densely populated areas and traffic volume is high. Dhaka is the central of Bangladesh and road is the main transport network for communication with the divisional and district towns. Sonargaon Janapath road under this subproject is connected with the Dhaka Mymensingh road which is most important for communication with northern part and North West part of the Bangladesh. So, it is observed that traffic volume is high in that area.

3.10 Land acquisition

The proposed subproject activities area is owned by the City Corporation. It is observed that some of the households are using the widening part of the road as a garden. In the community meeting, participants agreed to clear the site before starting the construction work. So, there is no need to compensation payment for acquiring the land and preparation of resettlement plan.

3.11 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.

3.12 Economic Benefits

There is no possibility of any adverse impact in terms of losing income or livelihood of the people living and/or running their business within the markets and industries at the surrounding areas. Eventually, the proposed road, drain, footpath and median will create employment and business opportunities for the people living around the site or within the City Corporation area. 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 easy 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 City Corporation as well as outside of the City. Moreover, the City Corporation will be able to earn more revenue from the establishments at the both sides of the road.

3.13 Stakeholder Identification and Analysis

As a part of the overall assessment, the study identified the key stakeholders of the proposed sub-project areas and assessed the power relationships as well as influence and interests of stakeholders involved in the development work of the subproject. The key stakeholders for Road and Drain were identified in consultation with the Councilor and officials of DNCC, local elites, representatives of business associations, and community people etc who are involved directly and indirectly with management and are benefited from the road. **Table 3.2** shows a list of stakeholders, their benefits from the road, drain, footpath and median and the level of their influence to the road, drain, footpath and median.

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

Potential stakeholders	How they become stakeholders	Benefit	Level of influence and interest
City Corporation authority	City Corporation authority is owner and key implementation, operation and maintenance authority of the subproject.	City Corporation authority will fulfill their commitment to the people as a service providing institution.	High
Owner of	The vehicles of	Transport raw materials,	High

Industries and Business institutions, and Business men/ and traders	Industries, business institutions, businessmen or traders will move through the road and use the drainage facility.	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,	
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
Kallyan Samittee	User of the road & drain	Kallyan Samittee representatives can assist during implementation of the project.	Medium
Market management committee	User of the road & drain	Reduce travel cost Facility to discharge their waste water into the drain Good transportation time	High
Rajuk/DESA/PDB	Relocating electric poles and assist to implement the subproject	Communicate with Rajuk, DESA, and PDB officially and support in relocating the electric poles.	Medium
Officials	Regular road user for living smooth livelihood	Take less time to go to office, decrease travelling cost and reduce the risk of accident.	
Community people	All time user of road and drain	Good transportation facilities. Take less time to go at different places. Reduce travel cost. Reduce the chance of accident. Facility to discharge their waste water into the drain. Enjoy waterlogging and odor free environment. Footpath for safe movement.	High
House wives	All time user of road , drain and footpath	Good transportation facilities. Discharge household waste water into drain and enjoy hygienic environment.	High
Laborers	Working opportunity during construction and operation	Earn wages during construction. Earn more wages through carrying out the goods at different industries, business centers and shops.	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

Bus/Truck Drivers, CNG drivers, Rickshaw pullers, Van drivers	Road users for livelihood	More trip and more regular earnings. Good conditioned road for safe driving. Reduce operation and maintenance cost of vehicles. Reduce fuel consumption of vehicles by getting smooth running surface.	High
Traffic control authority	Service provider for ensuring smooth and congestion free movement of vehicles	Easy to manage the movement of vehicles. Easy to ensure congestion free road. Fulfill the duty with less mental pressure.	Medium

3.14 Gender and Vulnerability Analysis

The implementation of subprojects under the MGSP of BMDP 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 City Corporation 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 DNCC
02	Women, particularly of weaker sections may be discouraged to speak and demand equitable benefits in the name of parda/ 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 DNCC
03	ULBs may lack of 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 DNCC
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 problems.	PIU of DNCC

05	Participation	Representative of women and vulnerable groups in GRC; Occupational groups men and women consultation process; Beneficiary options reflected in subproject design and implementation.	PIU of DNCC
06	Eve teasing and sexual abuse	Keep a provision of safe space for women and girls at all stoppages along with road.	PIU of DNCC
07	Absence of movement facilities for disabled 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 DNCC

Section-4: Socio Economic Impact Assessment

4.1 Social Safeguard Assessment Using Screening Format

The social safeguard assessment of proposed road, drain, footpath and median 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 is used 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 exiting alignment of Sonargaon Janopath road (from Jamjam tower to Diabari bridge), Shahmakdum road including other roads and by lanes under sector 3,11 & 12 at Uttara under DNCC zone-1. The participants identified the subproject site as an appropriate because it is in bad 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. There is no objection to extend the road at two sides equally from the center of exiting road. Presently some of the household are using the extended area as gardening; the owners are spontaneous to remove it as the proposed subproject is highly required for increasing their business facilities. All of them are agreed to remove it voluntarily and willingly.

(ii) Land requirements and ownership: The owner of the proposed road that will be improved by this subproject is the Dhaka North City Corporation. The existing width of the road varies at different locations. However, as per demand of the community people and business owner as they have been facing huge economic losses due to lack of communication facility, the width of the proposed road will be 36.60 meters of Sonargaon Janopath road, 30.47 meters of Shahmakdum road, other roads 11 meters and by lanes 10 meters with footpath which requires widening the road. The widening

area lands are owned by the DNCC. Hence, no compensation is required for the subproject.

(iii) Current use of proposed land and potential impacts: The existing subproject site is being used as road for the local transportation facilities. However, the condition of the roads is too bad to move the vehicles. The movement of vehicles has remarkable decreased in these road and 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, water logging and muddy conditions all along the road. The daily life of the community people, students and business are being hampered severely. By the improvement of these roads through this subproject will ensure the proper transportation facility for the community people and smooth movement of vehicles for business and trades. After improvement of these roads, 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, increase the employment opportunity in different 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 City Corporation.

(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.

4.2 Community Consultation and Participation

4.2.1 Consultation and participation process

Public consultation about the planning, design, road selection process, 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 City Corporation and local elites.

The subproject area covered three sectors in Uttara model town under ward number-1 of zone-1. To ensure the community participations, separate community consultation meeting and FGD were organized in the sector 3, 11& 12.

Two consultative meeting (one in sector-3 and another in sector 11& 12) were organized at community level through the participation of concern stakeholders including local leaders, community elites, representatives of Kallyan Samitee 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



Picture-9: Consultative meetings with the stakeholders

and activities of subproject going to be implemented. They were asked to share their opinion, feedback and suggestions on potential social and environmental impacts of the subprojects as well as the mitigation measures to avoid or reduce the potential impacts. All the participants provided their opinions spontaneously. Total 28 participants attended in the two consultative meetings which among 5 were women. The list of participants is attached as **Annexure-3**.

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 social and environmental impacts of the subprojects as well as the mitigation measures to avoid or reduce the potential impacts.



Picture- 10: FGD with community people (Male)

All the participants provided their opinions spontaneously and raised different important issues to be considered at pre-construction, construction and operational phases. Total 12 participants attended in the meeting which among 1 was women because this meeting was held with male group. The list of participants of the FGD is attached as **Annexure- 4**.



Picture 11: FGD with Community people (Female)

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 social and environmental 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, all the participants provided their opinions spontaneously and raised different important issues to be considered at pre-construction, construction and operational phases. Most of the female participants gave emphasis on discharge of household waste water and disposal of household waste. Total 11 participants were attended in the meeting and all were female. The list of participants of FGD is attached as **Annexure- 5**.

The **key informant interviews** were done with local elites and City Corporation 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 recommendation

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 proposed road and drain is highly required for the community people, school going children, pedestrians, officials and businessmen;
- ❖ The road should be expanded at the both sides maintaining an equal distance from the middle or center of the existing road;
- ❖ Covered drain should be constructed at both sides keeping the walking provision for the pedestrians;
- ❖ Footpath should be constructed such way that cutting of existing all trees could be avoid and new trees to be plant that should be strong from protection of storm & wind and environmentally viable.

- ❖ The road should be constructed in such a way that no water logging is happened on the road;
- ❖ The construction debris/rubbish should be removed as early as possible, so that community people can use the road for easy movement.
- ❖ The construction work should be completed within the contract time frame.
- ❖ City Corporation should be monitored the work properly to ensure the quality of work with following approved drawing and design,
- ❖ Considering the residential area, the Contractor should avoid work at night, specifically after 10:00 pm.
- ❖ During construction work, to avoid the traffic jam the contractor should open the half of the road and close half of the road, so that community people and vehicle can move easily.
- ❖ Noise and air pollution should be controlled so that its impact might be minimum on community people;
- ❖ The speed of the vehicles should be controlled by engaging traffic control authority, community traffic police and constructing speed breakers at certain interval of the road and at different vulnerable points like schools, markets etc, to avoid the accidents;
- ❖ Proper traffic control mechanism including sign of speed, sign of turning, sign of zebra crossing,
- ❖ Community traffic police with flag at important points etc should be ensured;
- ❖ Street light should be given along all roads. It can be given with electric poles of DESA & PDB. The City Corporation will install separate poles for street light in the median of road;
- ❖ The angles of electric poles should be placed over the top of the house and declining to the road to avoid electric shot-circuit;
- ❖ For safety, any establishment should be built keeping minimum two feet distance from the road;
- ❖ Re-measurement with identification mark at infrastructures and trees should be done by the City Corporation to remove the infrastructures (if any) and cut down the trees;

- ❖ The drain should be constructed in such a way that the household waste water can discharge easily to drain and no water can over flow on the road which will hamper community people and environment pollution;
- ❖ Water supply and toilet facilities for the workers should be ensured so that they could not disturb the community people by entering into household premises;
- ❖ Community people and shop keepers should be mobilized through awareness campaign, so that they can keep generated solid waste in own waste bin and no waste is thrown on the road and drain. The City Corporation should ensure the collect, disposal of solid waste properly.
- ❖ Disable people are integral part of our society and they will move different places especially at markets for buying their necessary goods. Hence, design of the road, drain and footpath should be disable friendly. They should also be involved at planning and design stage, if possible. There should be a provision of ramp from road to markets for the movement of the disable people.

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 Dhaka North City Corporation 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 DNCC 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.

B MDF 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 DNCC has formed a Grievance Redress Committee (GRC) headed by the Chief Executive Officer (CEO). It is noted here that, as per SMF of B MDF under MGSP, ULB Mayor will be the Chairman of the GRC but considering the largest City Corporation of DNCC, Project Director of Dhaka Integrated Urban Development Project (DIUDP) consulted with B MDF and decided that CEO will be the Chairman and Project Director will be the Member Secretary of GRC of DNCC. With the facilitation of Consultant, the CEO 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 City Corporation. The grievance box will be set up at construction site to receive complaints. The grievance response focal point will be available at the DNCC 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 City Corporation level then the complaint will be produced to MD-B MDF. If it is not resolved by the MD-B MDF, then the subproject will be dropped.

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

- Chairman : Chief Executive Officer of DNCC
- Member-Secretary : Project Director, Dhaka Integrated Urban Development Project
- 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 list of GRC members along with office order from the Secretary of DNCC is attached as **Annexure-6**.

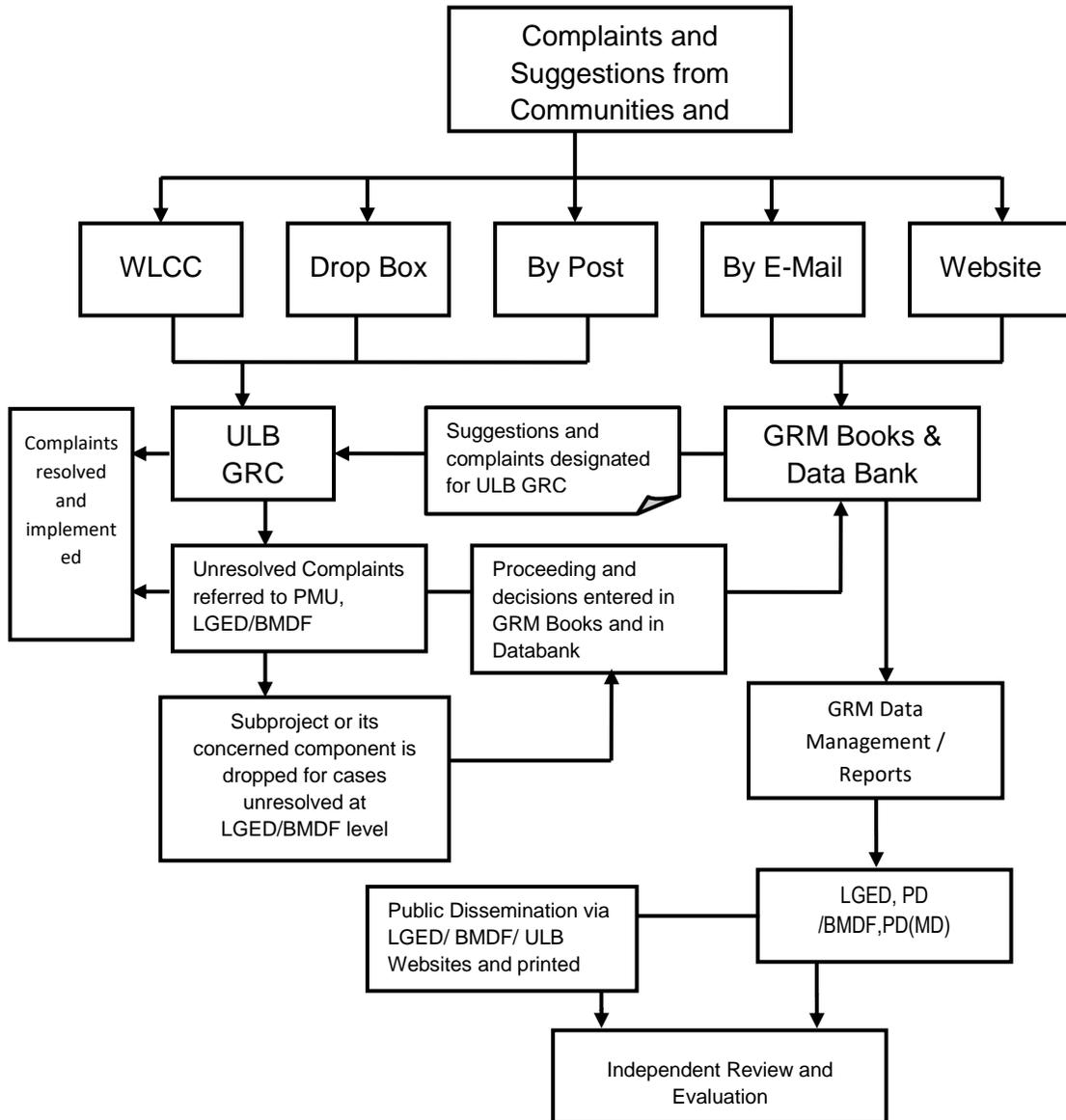
It is to be noted that if the appellant is still not satisfied, he or she has the right to take the case to the public courts. The DNCC should also publish the outcome of the cases

on the public notice boards. All costs involved in resolving the complaints (meetings, consultations, communication, and information dissemination) will be borne by the DNCC. The City Corporation 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:

GRM Institution and Focal Points



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 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.

DNCC Authority will ensure the labor rights. Project Implementation Unit (PIU) of the DNCC will monitor the labor management issues with the assistance of Contractor. The PIU of DNCC 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.
- Access to project GRM for any issues of conflict or violence against women.

5.5 Institutional Capacity Building

As per SMF, the LGED and Project Management Unit (PMU) of BMDF will extend technical assistance to the PIU of DNCC in order to enhance the ULB's capacity in preparation and design of subprojects in compliance with the Bank guidelines in addition to the legal provisions of the country. The Social Development Specialist will be trained on social development as per local system and the Bank policy on social issues and safeguards to conduct Social Impact Assessment to be done for any proposed subproject.

The Design, Supervision and Management Consultants will provide technical orientation to the Councilors, DNCC staff on Social Management Framework including social accountability tools. The training program will be jointly developed by BMDF Consultants and shared with the Bank for concurrence before execution. Later the PIU of DNCC will be 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 assessment, it is found that the City Corporation is the legal owner of the land of existing road, there is no need to acquire additional land for extending road at both sides, but some of the household used the additional land as small gardening. However, during the consultative meeting and FGDs with community people, businessmen, local leaders, community elites etc. found that they will remove the

extension parts of their garden voluntarily considering importance of road in this area. 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 BC road, footpath, drain and median.

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
Removal of built-in structures, trees and electric poles	Support the owner in removing built-in structures and trees. Communicate with DESA, PDB officially and support them in relocating the electric poles.	DNCC authority and the PIU of DNCC	During pre-construction
Regular movement of vehicles on the road	Engage more than two contractors in completing the works in earliest possible time.	DNCC authority and the PIU of DNCC	During construction period
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 PIU of DNCC	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; Relocate electric poles in such a way that the angles of the electric poles remain over the top of the house and inclined to the road to avoid accident from shot-circuit; Relocate business establishments keeping minimum two feet distance from the road.	PIU of DNCC	During construction period
Generation of employment	Create amicable environment for establishing business centers and engagement of young people in driving vehicles	PIU of DNCC	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, drain, footpath & median; Make conditionality in the bid document to ensure equal wage for equal work for both male and female.	PIU of DNCC	During planning, design, construction and operational periods
Parking of vehicles	Prepare a traffic management plan and ensure its proper implementation and monitoring at construction phase. Select a specific space for car parking at particular location. Deploy traffic police and provide direction signs of vehicle movement in consultation with traffic control authority to avoid traffic congestion.	PIU of DNCC and market management committee.	During 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 DNCC	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 DNCC	During construction period
Facilities for disable people	Ensure the proper facilities for disable people in the design of road, footpath and drain so that they can go to different markets adjacent to the road and its effective implementation.	PIU of DNCC	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 road and use waste bin. The PWCSF should collect the waste from waste bin and dispose the waste in a selected transfer station and City Corporation will disposal in the landfill.	PIU and City Corporation Authority of DNCC	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 City Corporation authority. The PIU of DNCC 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 City Corporation will be responsible for internal monitoring of the social management actions. He or she will monitor the subproject activities and provide report to City Corporation 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 DNCC 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 employed Ratio of employed local and external laborers 	PIU of DNCC	Once in a month
Removal of built-in structures, trees and electric poles.	<ul style="list-style-type: none"> Number of businessmen and community people are supported to remove the structures and trees 	PIU of DNCC	As and when required
Regular movement of vehicles on the road	<ul style="list-style-type: none"> Number of contractors are engaged 	PIU of DNCC	Once in a month
Grievances received and resolved	<ul style="list-style-type: none"> Number of grievance cases 	PIU/Contractor	As it appears
Security of the community	<ul style="list-style-type: none"> Number of cases related to visit of laborer to the community happened. 	PIU of DNCC	Once in a month
Occurrence of accidents	<ul style="list-style-type: none"> Number of speed-breakers is built. Number of accidents occurs. 	PIU of DNCC	Once in a month
Generation of employment	<ul style="list-style-type: none"> Number of industries and business centers established. Number of new employment 	PIU of DNCC	Once in a month

	scope created in industries and business centers. <ul style="list-style-type: none"> • Number of young people engaged in driving motorized vehicles. 		
Gender and vulnerability	<ul style="list-style-type: none"> • Number of women involved in construction and operation and maintenance related activities. 	PIU of DNCC	Continuous monitoring
Parking of vehicles	<ul style="list-style-type: none"> • Number of location selected for parking vehicles on road. 	PIU of DNCC	As and when required
Construction work at night	<ul style="list-style-type: none"> • Whether or not, construction activities are going on at night. 	PIU of DNCC	As and when required
Quality of work	<ul style="list-style-type: none"> • Number of event happened in checking the quality of work • Numbers of community people are involved in checking the quality of work. 	PIU of DNCC	Continuous monitoring
Facilities for disable people	<ul style="list-style-type: none"> • Numbers of ramp constructed for the movement of disable people. 	PIU of DNCC	Once in a month
Solid waste disposal	<ul style="list-style-type: none"> • Number of business centers and households have installed waste bin in front of their centers and households. 	PIU of DNCC	Once in a month

6.5 Reporting

The DNCC will provide progress reports to the PMU of BMDF on progress and achievements against the social management plan. The following reports will submit to the BMDF by the DNCC:

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

Section-7: Conclusion and recommendations

7.1 Conclusion

The proposed subproject (Development drainage rehabilitation and communication network system)has been selected by the Dhaka North City Corporation through a close consultation with the Zonal office, Ward Councilors (both male & female), different tiers of the community people and considered of the needs to enhance the communication facilities of the city dwellers which is the important pre conditions of all advancement with the increasing of their business, shopping, schooling and other cultural as well as social development.

The City Corporation has the priority plan of ensuring the important public facilities in various infrastructures and socio economic development sectors in the city and the proposed development drainage rehabilitation and communication network system sub project considered as one of the priority action for the DNCC.

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

7.2 Recommendations

During the Community consultation meeting, Focus Group Discussion both male and female, it has been found that the attitude of the community people towards the improvement of different roads, construction of drain, footpath and median 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, footpath, median 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, drain, footpath and median:

- ❖ The inclusion and participation of community people, relevant stakeholders, women and other vulnerable group members should be ensured at every stage of planning, design, implementation and operation of the subproject;
- ❖ The proposed road, drain, footpath and median is highly required for the community people, businessmen and industrialist;
- ❖ The road should be expanded at the both sides maintaining an equal distance from the middle or center of the existing road;
- ❖ The covered drain should be constructed at both sides with the walking provision for the pedestrians;
- ❖ The construction debris/rubbish should be removed as early as possible, so that community people can use the road for easy movement.
- ❖ The construction work should be completed within the contract time frame.
- ❖ City Corporation should be monitored the work properly to ensure the quality of work with following approved drawing and design,
- ❖ Considering the residential area, the Contractor should avoid work at night, specifically after 10:00 pm.
- ❖ The road should be constructed in such a way that no water logging is happened during the rainy season;

- ❖ Noise and air pollution should be controlled so that its impact might be minimum on community people;
- ❖ The speed of the vehicles should be controlled by engaging traffic control authority and constructing speed breakers at certain interval of the road and at different vulnerable points like schools, college, religious place, markets etc, to avoid the accidents;
- ❖ Unauthorized car parking is one of the problems in the subproject area which increase the traffic jam in the road. So, administrative action to be taken for reduce the unauthorized car parking.
- ❖ Proper traffic control mechanism including sign of speed, sign of turning, sign of zebra crossing, community traffic police with flag at important points etc should be ensured;
- ❖ Street light should be given along all roads. It can be given with electric poles of DESA, PDB. The City Corporation can install separate poles for street light in the median of the road;
- ❖ The angles of electric poles should be placed over the top of the house and declining to the road to avoid electric shot-circuit;
- ❖ For safety, any establishment should be built keeping minimum two feet distance from the road;
- ❖ Re-measurement with identification mark at infrastructures and trees should be done by the City Corporation to remove the infrastructures (if any) and cut down the trees;
- ❖ The drain should be constructed in such a way that the household waste water can discharge easily to drain and no water can overflow on the road. It will help to avoid quarrels among the neighbor households;
- ❖ Water supply and toilet facilities for the workers should be ensured, so that they could not disturb the community people by entering into household premises;
- ❖ Community people and shop keepers should be mobilized through awareness campaign, so that they can keep generated solid waste in own waste bin and no waste is thrown on the road and drain. The City Corporation should ensure the collect, disposal of solid waste properly.
- ❖ Design of the road, drain and footpath should be disable people friendly. They should also be involved at planning and design stage, if possible. There should be a provision of ramp from road to markets for the movement of the disable people.
- ❖ The grievance should be redressed properly as per GRM.

REFERENCES

1. Bangladesh Bureau of statistics, Bangladesh population and housing census 2011(National volum-3, Urban area report)
2. Dhaka North City Corporation website, DNCC at a glance information
3. DNCC waste report 2016-2017
4. Bangladesh Municipal Development Fund, Social Management Framework,2017
5. DWASA article bookfrom DWASA website

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

A. Identification

1. Name of ULB: Dhaka North City Corporation, District: Dhaka
Ward/Mahalla: 01

2. Subproject Name: “Development drainage rehabilitation and communication network system”.

Project Component: The key components of the subproject are as below:

- (i) Road improvement;
- (ii) Construction of RCC covered drain at both sides of the road ;
- (iii) Construction of footpath ; and
- (iv) Construction of median

3. Brief description of the physical works:

The proposed subproject will be consisted of bituminous carpeting of road, RCC covered drain, construction of footpath and median. The total length of the road is 5.7 km, total drain is 11.4 km both sides of the road, total footpath 11.4 km and total median 2.1 km. The drain will be constructed along all roadways on both sides of the road. The drain will be reinforced concrete slot drain with concrete cover plate.

The main road of this subproject is Sonargaon Janopath road (From Jamjom tower to Diabari bridge) and Shahmakdum road. Those two roads are connected with other roads and by lanes of the sector-3, 11 and 12. Sonargaon Janopath road is connected with the Dhaka Mymensingh highway and north west part of the DNCC. All road of this subproject is under ward number 1, zone-1 of DNCC.

The major activities to be carried out during preconstruction phase of road improvement, construction of drain, footpath and median include:

- Site cleaning and grabbing works;
- Construction of separate labor shed with water supply and latrine facilities for male and female;
- Conduct community meeting and FGD in the sub-project area;
- Construction of pucca platform for stocking construction materials;
- Construction of site office;
- Construction of temporary fence around the labor shed and stockyard;
- Relocation of electric poles and GI poles; and

The major activities to be carried out during the construction phase of road improvement work include:

- 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 sub base aggregated by sand & aggregate;
- Box cutting;
- Mechanical compaction;
- Laying of polythene sheet; and
- Casting of pavement by **RCC** mixture or bituminous mixture.

The major activities to be carried out during the construction phase of drain& footpath include:

- Earth work in excavation of the foundation;
- Pumping and bailing out of water as per requirement;
- Laying of polythene sheet;
- Sand filling for the preparing foundation bed;
- Plain cement concrete work in foundation;
- Placing of CC blocks;
- Reinforced cement concrete work;
- Construction of collection box or hole;
- Construction of drain slabs; and
- Placing of pavement tiles on the top of the footpath.

The major activities to be carried out during the construction phase of median include:

- Alignment of the median;
- Earth cutting
- Base preparation
- Reinforced cement concrete work for median boundary construction;
- Earth filling work and
- Plantation.

4. Screening Date(s):11 June 2018

B. Participation in Screening

5. Names of Consultants representatives who screened the subproject: (i) Ruksana Begum, Social Development Specialist (Individual Consultant)

6. Names of ULB officials participated in screening:

(i) Engr. Md. Saidur Rahman, Executive Engineer, DNCC

(ii) Nayeem Rayhan Khan, Assistant Engineer, DNCC

(iii) Rabiul Alam, Sub-Assistant Engineer, DNCC

(iv) Md. Emdadul Haque, Sub-Assistant Engineer, Zonal office-1, DNCC

(v) Md. Mizanur Rahman, Sub-Assistant Engineer, DNCC

7. Representatives of Kallyan Samitee, NGOs and community groups/CBOs participated in screening: List of participants is attached as Annexure 2.

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

C. Land Requirements & Ownership

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): Not applicable

road widening curve correction construction/expansion of physical structure

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.

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

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: N/A No. of these structures : 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

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: N/A

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

Yes No

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

Yes No

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

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

<input type="checkbox"/> Legal:	No. of households:
<input type="checkbox"/> Customary:	No. of households:
<input type="checkbox"/> Lease agreements with any GoB agencies:	No. of households:
<input type="checkbox"/> Others (Mention):	No. of households:

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

Yes No

34. If „Yes“, description of the objects: N/A

Annexure-2: Attendance of local participants in screening exercise (Sector-3)



Name of Sub-Project : Development drainage rehabilitation and communication network system
 Name of package : Improvement of different roads & by lane (Road no- 6/C, 13 & 14^{sector-1,2} and road-2, 14, 20 sector-3) and construction of drain footpath & median under Dhaka North City Corporation (DNCC), Zone-1
 Package number : 03
 Name of ULB : Dhaka North City Corporation (DNCC), Name of District: Dhaka
 Name of place : Uthara sector-3, Kollayan samity office Date: 11/06/2018
 Level of participants : Local stakeholders, community members, CBO representatives

Attendance of local participants in screening exercise

SL No.	Name	Gender	Social Status	Contact number	Signature
1	ডাঃ ডাঃ মাসুম	পুরুষ	ডাঃ ডাঃ	01915822932	Prof. Masum 10/06/18
1	MD. A. MAJUMDAR H. Seculeny 3, Kollayan	male	Rtd.	01720832584	A. Majumdar
3.	MD. ABDUS SALAM	MALE	BUSINESSMAN	01711549775	Abdus Salam
4.	MD. Shohjan	Male	BUSINESS	01711542890	Shohjan
5.	PADON RAHMAN	MALE	BUSINESS	01707244880	Padon Rahman
6.	M. Emadul Hossain	Male	D. N.C.C.	01711561029	Emadul Hossain
7	Eng. Kamal Veldin	Male	Eng.	01715-290774	Kamal Veldin
8.	A-s Khairul Ansan Ripon	Male	Business	01971-617995	A-s Khairul Ansan Ripon
9	Dr Anwar H Deer	Male	Engineer	01711527451	Anwar H Deer
10.	Taslima Hossain Sumi	Female	Business	01818024366	Taslima Hossain Sumi
11	Ruksana Begum	Female	Consultant	01711824537	Ruksana Begum
12	Farbana Shannub	Female	consultant	01711266193	F. Shannub

নায়ম হোসেন খান
 সহকারী প্রোগ্রামার (পূর্ব)
 উর্দুভাষী ইন্ডিয়ান সার্ভিস
 ঢাকা উত্তর সিটি কর্পোরেশন

ডাঃ মাসুম
 ১১/০৬/১৮
 ডাঃ মাসুম হোসেন
 সহকারী প্রোগ্রামার (পূর্ব)
 উর্দুভাষী ইন্ডিয়ান সার্ভিস
 ঢাকা উত্তর সিটি কর্পোরেশন

Annexure-2: Attendance of local participants in screening exercise (Sector-11 & 12)



Name of Sub-Project : Development drainage rehabilitation and communication network system
 Name of package : Improvement of Sonargaon Janopath, road & construction of drain, footpath & median (From Jamjoo tower to Diabari bridge at Uttara, sector-11,12 and improvement of Shahmakdum road and by lanes (by lane-3, 3/a, 3/b) at Uttara sector-12 and road -8 at sector-3 and construction of drain, footpath & median Uttara, under DNCC, Zone-1.
 Package number : 01 & 02
 Name of ULB : Dhaka North City Corporation (DNCC), Name of District: Dhaka
 Name of place : Kalyan samity office Date: 11/06/2018
 Level of participants : Local stakeholders, community members, WLCC/CBO representatives

Attendance of local participants in screening exercise

SL No.	Name	Gender	Social Status	Contact number	Signature
01.	MD. SHARIFUR RAHMAN	Male	G.S. 11 nos. Secy. Kollanosem	01819137800	[Signature]
02.	MD. IBRAHIM MANSUR	Male	Magir. Secy. Baitul Noor Most. Baitul Noor Most. Baitul Noor Most. Baitul Noor Most.	01675432463	[Signature]
03.	MD. FARUK Hossain	Male		01752844220	[Signature]
04.	A.B.M. ATIQUR RAHAMAN	Male	Sports & Cultural Secy	01711936644	[Signature]
05.	MAHBUBUL HUDA SAJJAD	MALE	BUSINESS MAN.	01711530700	[Signature]
06.	Ghobadul Hossain	MALE	BUSINESSMAN	01919993990	[Signature]
07.	M. Emrul Hossain	Male	D.N.C.C.	01711561077	[Signature]
08.	SK. A. Ahsan	Male	Businessman	01819070158	[Signature]
09.	AKM. Asaduzzaman	male	BUSINESS	01677065843	[Signature]
10.	Akash Ahmed	male	BUSINESS	01764424487	[Signature]
11.	Prof. Md. Kamal Uddin.	"	Vice-Principal Milestone College	01748866285	[Signature]
12.	MD. SAZRUL ISLAM	"	Journalist	01715245554	[Signature]
13.	Habibuzul Rashid	"	স্বাস্থ্য	01911355261	[Signature]
14.	Ruksana Begum	Female	Consultant	01711824537	[Signature]
15.	Farihana Sharm	Female	Consultant	01715121652	[Signature]

Nayem
 28/6/18
 নতুন বাস্তবায়ন
 সমাজ সেবার (সস)
 ডিএনসি কর্তৃক
 প্রাপ্ত করা হয়েছে।

[Signature]
 11/06/18
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Annexure -3: Attendance of stakeholders meeting (Sector-11 & 12)



Name of Sub-Project : Development drainage rehabilitation and communication network system.
 Name of package : Improvement of Sonargaon Janoppath road & construction of drain, footpath & median (From Jamjom Tower to diabari bridge) at Uttara, Sector-11, 12 and Improvement of Shahmakdum road and bylanes (bylane-3, 3/a, 3/b) at Uttara sector-12 and road-8 at sector-3) and construction of drain, footpath & median Uttara. under DNCC, Zone-1.
 Package number : 01 & 02
 Name of ULB : Dhaka North City Corporation (DNCC), Name of District: Dhaka
 Name of place : Kallayan Samity Office Sector-11, Uttara. Date: 11/06/2018
 Level of participants : Community Leaders, Relevant government Officials, CBOs and others

Attendance of stakeholder's meeting

SL No.	Name	Gender	Social Status	Contact number	Signature
01.	MD. SHARIFUR RAHMAN	Male	G.S. 11 no sector Kollansewly	01819137800	[Signature]
02.	MD. IBRAHIM MANSKI	Male	Mosque owner Baitul Noor Most 055 family sector 11	01675432463	[Signature]
03.	MD. FARUK HOSEIN	Male		01752844220	[Signature]
04.	A.B.M ANICUR LAHAMAN	Male	Sports & Cultural Secretary	01711936644	[Signature]
05.	MAHBUBUL HUDA SAJJAD	MALE	BUSINESS MAN.	01711530700	[Signature]
06.	Ghohel Hossain	Male	BUSINESSMAN	01919993990	[Signature]
07.	M. Emrul Hossain	Male	D.N.C.C.	01711561077	[Signature]
08.	SK. A. Anwar	Male	Businessman	01819070158	[Signature]
09.	AKM. Asaduzzaman	male	Business	01677065843	[Signature]
10.	Akash Ahmed	male	Business	01764424487	[Signature]
11.	Prof. Md. Kamal Uddin.	"	Vice Principal Milestone College	01748866285	[Signature]
12.	MD. SAZRUL ISLAM	"	Journalist	01715245554	[Signature]
13.	Habibul Rashid	"	Business	01911355261	[Signature]
14.	Ruksana Begum	Female	Consultant	01711824537	[Signature]
15.	Fahana Shamin	Female	Consultant	01711266123	[Signature]

Nayem Hossain
 নতুন জাহাঙ্গীর খান
 মহলার প্রতিনিধি (পূর্ব)
 জাতিক ইন্ডিয়ানিস সার্কেল
 ঢাকা উত্তর সিটি কর্পোরেশন।

[Signature]
 জাহাঙ্গীর হোসেন
 প্রতিনিধি প্রতিনিধি (পূর্ব)
 জাতিক ইন্ডিয়ানিস সার্কেল
 ঢাকা উত্তর সিটি কর্পোরেশন।

Annexure-4 : Attendance of community people in FGD (Male group)



Name of Sub-Project : Development drainage rehabilitation and communication network system

Name of package : Improvement of Sonargaon Janopath road and construction of drain, footpath & median (From Jamjom Tower to Diabari bridge)at utara sector-11 & 12 and Improvement of Shahmakdum road and by lanes (by lane-3,3/a, 3/b at utara sector-12 and road 8 at sector-3) and construction of drain, footpath & median at Uttara under DNCC, Zone-1.

Package number : 01 & 02

Name of ULB : Dhaka North City Corporation (DNCC), Name of District: Dhaka

Name of place : Kallyan Samittee Office Sector-11, Uttara. Date: 02.07.2018

Level of participants : Community people (Male group)

Attendance of community people in FGD

SL No.	Name	Gender	Social Status	Contact number	Signature
1	AKASH AHMED	Male	Advisor.	01764424487	Akash Ahmed
2	ABM.ATKUR RAHAMAN	Male	sports & culture sector	01711936649	Atkur
3	Syed Nurul Islam	Male	Secy. security	01765333522	Syeda
4	MD. ABO BAKERS SIDDIQUI	Male	Sec. General senior citizens society	01674444488	Bakur
5	Mirza. Khatun	Female	js. Kalyan Samittee	01778007800	Khatun
6	MD. SHARIFUR RAHMAN	Male	Samittee	01819137800	Sharifur
7	SK. A. Awad	Male	Member Sule community	01819070158	Awad
8	MD. Mogal Bhanja	Male	Ret. Person	01711138698	Mogal
9	MD. RUMIT	Male	Service	01676940251	Rumit
10	S. M. SOHEL	Male	Service	01819137800	Sohel
11	Shamim	Male	Service	01726205726	Shamim
12	Ruksana Begum	Female	Consultant	01711824537	Begum
13					
14					
15					

Nayem
2/9/20
নাজিম রাস্মান খান
সহকারী প্রোগ্রামার (পূর্ব)
সামাজিক ইঞ্জিনিয়ারিং সার্কেল
ঢাকা উত্তর সিটি কর্পোরেশন

02/9/20
মোঃ মাহমুদুল হক
নির্বাহী প্রোগ্রামার (পূর্ব)
সামাজিক ইঞ্জিনিয়ারিং সার্কেল
ঢাকা উত্তর সিটি কর্পোরেশন

Annexure-5: Attendance of community people in FGD (Female group)



Name of Sub-Project : Development drainage rehabilitation and communication network system

Name of package : Improvement of different roads & by lane (road no. 6/c, 13 & 14 under sector-12 and road no. 2,8,13, 13/a, 14 & 20 under sector-3) and construction of drain, footpath and median at Uttara under DNCC, Zone-1.

Package number : 03

Name of ULB : Dhaka North City Corporation (DNCC), Name of District: Dhaka

Name of place : Kallyan Samittee office
Sector-3, Uttara. Date: 03.07.2018

Level of participants : Community people (Female group)

Attendance of community people in FGD

SL No.	Name	Gender	Social Status	Contact number	Signature
1	Naima Moretoza	Female	Housewife	01727042692	Naima
2	IFFAT AHMED	"	Business	01713009610	Iffat
3	ROBEYA SOLTANA	"	Housewife	01716067000	Robeya
4	Taslima Hossain Surui	"	Business	01818024366	Taslima
5	syeda fouzia Akhter	"	Housewife	01672883378	Syeda
6	Latiya Talau	"	"	01711845040	Latiya
7	Nyora Nahm Selan	"	"	01715624462	Nyora
8	Rifat oza Akleib	"	"	01713115741	Rifat
9	Shahruz Parveen	"	Service	01733747785	Shahruz
10	Qunshar Naher Akter	"	"	01711375608	Qunshar
11	Ruksana Begum	"	Consultant DNCC	01711824537	RBegum
12					
13					
14					
15					
16					
17					
18					
19					
20					

Nayem
৩০/৭/১৮
নাইম বাহাদুর খান
সহকারী প্রকৌশল (পুঃ)
উপসহকারী প্রকৌশল
চাক: ৩৩৬ পট: ১৩৬ (সংশোধন ৫)

৩০/৭/১৮
শাহীয়া বকরুল
সিটিজি এনালিসিস (পুঃ)
স্ট্রাটিক ইনসিটিজি সার্ভিস
১৯৬ ডবল সিটি রোড, ঢাকা

Annexure-6: The List of GRC members along with office order

ঢাকা উত্তর সিটি কর্পোরেশন
নগর ভবন
গুলশান সেন্টার পয়েন্ট, প্লট নং-২৩-২৬, রোড-৪৬, গুলশান-২, ঢাকা।

উন্নয়নের গণতন্ত্র
শেখ হাসিনার মূলমন্ত্র

স্মারক নং-৪৬.১০.০০০০.০০৬.০৬.০০১.১৭ - ৫৬৬

তারিখঃ ০৩/০৭/২০১৮ খ্রি.

অফিস আদেশ

বাংলাদেশ মিউনিসিপ্যাল ডেভেলপমেন্ট ফান্ড (বিএমডিএফ) এর অর্থায়নে Dhaka integrated urban development Project (DIUDP) এর আওতাধীন Development drainage Rehabilitation and Communication Network System শীর্ষক উপপ্রকল্প বাস্তবায়নের নিমিত্তে নিম্নবর্ণিত কর্মকর্তাগণের সমন্বয়ে Grievance Redress Committee গঠন করা হলোঃ

১) মোঃ মেসবাহুল ইসলাম প্রধান নির্বাহী কর্মকর্তা, ডিএনসিসি	আহ্বায়ক, গ্রিভেন্স রিড্রেস কমিটি
২) মোহাম্মদ আরিফুর রহমান প্রকল্প পরিচালক, ঢাকা ইন্টিগ্রেটেড আরবান ডেভেলপমেন্ট প্রজেক্ট (ডিআইইউডিপি)	সদস্য সচিব, গ্রিভেন্স রিড্রেস কমিটি
৩) মোহাম্মদ সাজিদ আনোয়ার নির্বাহী ম্যাজিস্ট্রেট, ডিএনসিসি	সদস্য, গ্রিভেন্স রিড্রেস কমিটি
৪) মোঃ আসাদুজ্জামান সিনিয়র শিক্ষক, নওয়াব হাবিবুল্লাহ মডেল স্কুল এন্ড কলেজ	সদস্য, গ্রিভেন্স রিড্রেস কমিটি
৫) আল মনসুর রহমান (সুইট) এ্যাসিস্ট্যান্ট জেনারেল ম্যানেজার (এজিএম) রিসোর্স ইন্টিগ্রেশন সেন্টার, (আরআইসি)	সদস্য, গ্রিভেন্স রিড্রেস কমিটি
৬) মাহবুবুর রহমান দপ্তর সম্পাদক, উত্তরা ৩নং সেক্টর কল্যাণ সমিতি	সদস্য, গ্রিভেন্স রিড্রেস কমিটি
৭) তসলিমা হোসাইন সুমী সদস্য, উত্তরা ৩নং সেক্টর কল্যাণ সমিতি	সদস্য, গ্রিভেন্স রিড্রেস কমিটি

কমিটির কর্মপরিধিঃ

ক) Grievance Redress Committee (GRC) এর মাধ্যমে স্থানীয় অধিবাসীগণ প্রকল্প চলাকালীন সময়ে এলাকাবাসীর মৌলিক অধিকার সংরক্ষণ ও উক্ত এলাকার জনসাধারণের স্বাভাবিক জীবনযাত্রার মান সংরক্ষণ ও জনদুর্ভোগ লাঘবের বিষয়ে বিভিন্ন প্রস্তাবনা/অভিযোগ/পরামর্শ প্রদানের মাধ্যমে প্রকল্পে সক্রিয় অংশগ্রহণ করবে।

খ) প্রস্তাবিত কমিটি আলোচ্য প্রকল্পটি বাস্তবায়নকালে Social and Environmental Impact এর উপর গুরুত্বারোপ করবে।

০২। যথাযথ কর্তৃপক্ষের অনুমোদনক্রমে এ আদেশ জারি করা হলো।

স্বাক্ষরিত/-
০৩/০৭/২০১৮ খ্রিঃ
(দুলাল কৃষ্ণ সাহা)
সচিব
ফোন-৮৮৩৪৯৩০
ফ্যাক্স-৮৮৩৪৯৮৩

বিতরণঃ গঠিত কমিটির আহ্বায়ক/সদস্য/সদস্য-সচিব.....।

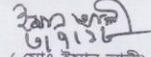
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স্মারক নং-৪৬.১০.০০০০.০০৬.০৬.০০১.১৭ - ০৬৬

তারিখঃ ০৬/০৭/২০১৬ খ্রি.

অবগতি ও প্রয়োজনীয় ব্যবস্থা গ্রহণের জন্য অনুলিপি প্রেরিত হলো (জ্যেষ্ঠতার ভিত্তিতে নয়):

- ১) বিভাগীয় প্রধান (সকল)..... ঢাকা উত্তর সিটি কর্পোরেশন।
- ২) প্রধান নির্বাহী কর্মকর্তার স্টাফ অফিসার, ঢাকা উত্তর সিটি কর্পোরেশন (প্রধান নির্বাহী কর্মকর্তা মহোদয়ের সদয় অবগতির জন্য)।
- ৩) মেয়র মহোদয়ের ব্যক্তিগত সহকারী, ঢাকা উত্তর সিটি কর্পোরেশন (প্যানেল মেয়র মহোদয়ের সদয় অবগতির জন্য)।
- ৪) সচিব মহোদয়ের ব্যক্তিগত সহকারী, ঢাকা উত্তর সিটি কর্পোরেশন (সচিব মহোদয়ের সদয় অবগতির জন্য)।
- ৫) অফিস কপি।


(মোঃ ইমান আলী)

সহকারী সচিব
সাধারণ প্রশাসন শাখা
ঢাকা উত্তর সিটি কর্পোরেশন

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