

Memo No. : Vitti/BLPA/2016/36

Date: 30th August, 2016

To
Project Director
Bangladesh Trade and Transport Studies RETF Project
Bangladesh Land Port Authority
TCB Bhaban, 5th Floor, Kawran Bazar,
Dhaka 1215.

Subject: Submission of **Final Feasibility Study (FS) Report, FS Environmental Impact Assessment (EIA), FS Social Impact Assessment (SIA), Detail Design: Environmental Impact Assessment (EIA) and Detail Design: Resettlement Action Plan (RAP) and Construction Documents for SHEOLA LAND PORT** under transport facilitation studies RETF project" (BLPA Component).

Dear Sir,

As per agreement we have completed all related works in accordance with the TOR for the Sheola Land Port. Previously on 17th August we submitted draft Feasibility Study (FS) Report, FS Environmental Impact Assessment (EIA), FS Social Impact Assessment (SIA), Detail Design: Environmental Impact Assessment (EIA) and Detail Design: Resettlement Action Plan (RAP) and Construction Documents for Sheola Land Port incorporating all comments. Now we are submitting after restructuring in the following manner.

1. Feasibility Study (FS) Report of Sheola Land port
2. FS of Environmental Impact Assessment (EIA) Report of Sheola Land port
3. FS of Social Impact Assessment (SIA) Report of Sheola land port
4. Detail Design : Environmental Impact Assessment (EIA) Report of Sheola Land port
5. Detail Design : Resettlement Action Plan (RAP) of Sheola land port
6. Construction documents :
 - a. Tender documents :
 - Volume -I : Bidding documents
 - Volume – II : Bill of quantities (BOQ)
 - Volume – III : Technical Specification
 - Volume – IV : Drawings.
 - b. Pre-qualification documents & Cost estimation.

For your kind approval.

Thanking You



Md. Ishtiaque Zahir
Authorized Signatory
YOOSIN-VITTI-J/V

Table of Contents

Executive Summary	7
Chapter 1: Introduction.....	11
1.1 Background.....	12
1.2 Project Introduction	12
1.2.1 Objectives	13
1.3 Scope of the Project	13
1.4 Need for Social Assessment.....	14
1.5 Scope of work and Key Task	14
1.6 Approach and Methodology.....	15
1.6.1 Sampling Rationale	15
1.6.2 Research Tools	15
1.6.3 Quality Control	16
1.7 Organization of the Report.....	16
Chapter 2: Legal and Policy Frame Work	17
2.1 National Legislation	18
2.1.1 Constitutional Provisions	18
2.1.2 The Acquisition and Requisition of Immovable Property Ordinance, 1982	18
2.1.3 Constitution Right of the Small Ethnic Communities.....	19
2.1.4 Other Social Policies, Laws and Regulation of GoB	19
2.2 Applicable World Bank Safeguards.....	20
Chapter 3: Baseline Status.....	21
3.1 Socio Economic Profile of Project Area.....	22
3.1.1 Location and Geographic Profile.....	22
3.1.2 Physiographic Profile.....	24
3.1.4 Description of Typical Community in the Project Area	25
3.2 Demographic & Socio Economic variables of Project Area	25
3.2.1 Population	25
3.2.2 Households	25
3.2.2 Literacy	25
3.2.3 Main Workers.....	25
3.2.4 Birth and Death Rates	25
3.2.5 Health Status.....	26
3.3.1 Sex Ratio, Family Type and Size	26
3.3.2 Population by social Status.....	26
3.3.2 Ration Cards	26
3.3.3 Literacy	26
3.3.4 Dwellings.....	27

3.3.6	Income	27
3.3.7	Public Health: Water Supply and Sanitation	28
3.3.7	Other Social Infrastructure	29
3.3.8	Occupations and Livelihoods	29
3.3.9	Land and Assets	30
3.3.10	Land Use	31
3.3.11	Agriculture	31
3.3.12	Fisheries	31
3.3.13	Informal Border Trade	32
3.3.14	Medical Tourism	32
3.3.15	Other Cross Border Activities	32
3.3.16	Cultural Resource and Issues	34
3.4	Salient Issues for the Project	34
Chapter 4: Institutional and Implementation Structure		35
4.1	Introduction	36
4.2	Institution Related to Policy, Planning &ME of the Project	36
4.3	Ministry of Shipping (MoS)	36
4.2.2	BLPA	36
4.2.3	Other Institutions	37
4.2.4	Implementations and Operation-BLPA	37
4.3.1	Hierarchy	37
4.3.2	Manpower	39
4.3.3	Key strengths and Weakness of BLPA	39
4.4	Issues for Considerations	39
4.5	Capacity Building	39
4.5.1	Capacity Building Requirements	39
4.5.2	Training Needs	39
4.5.3	Capacity Building and Training Proposed	39
Chapter 5: Stakeholder Analysis		40
5.1	Introduction	41
5.2	Stakeholders at Different Levels	41
5.3	Stakeholders Analysis	41
5.4	Beneficiaries/ Stakeholders Expectations	44
5.4.1	Overall Issues Emerged During Public Consultations	44
Chapter 6: Impact Assessment		48
6.1	Introduction	49
6.2	Positive Impact	49
6.3	Adverse Impacts	51
6.3.1	Land Acquisition Temporary and Permanent	55

6.3.2	Loss of Livelihoods: Fishing and Agriculture	55
6.3.3	Impacts on River Boat and Vessels	55
6.3.4	Impacts on Passengers	55
6.3.5	Impacts on Women and Minorities and Vulnerable.....	55
6.3.6	Impacts on Health and Safety.....	55
6.3.7	Other Impacts.....	55
Chapter 7: Major Risks and Assumptions.....		56
7.1	Risks.....	57
7.2	Assumptions.....	57
7.3	Significance of Risks Assumptions.....	57
Chapter 8: Overall Issues of Significance and Management		58
8.1	Issues of Significance.....	59
8.1.1	Issues to be addressed by the Project	59
8.2.2	Issues which are project Scope	59
8.2	Social Management Plan.....	59
8.2.1	Resettlement Action Plan	61
8.2.2	Land Acquisition Related.....	61
8.2.3	Livelihood Related.....	61
8.2.4	Inclusion and Equity	61
8.2.5	Gender Minorities / Vulnerable	61
8.2.6	Ethnic Groups	65
8.2.7	Stakeholders Engagement	65
8.2.1.7	Transparency and Accountability	66
8.2.1.8	Capacity Support and Capacity Building	70
8.2.1.9	Capacity Support and Building Budget.....	71
8.2.1.10	Convergence of Relevant GoB Schemes.....	71
8.2.1.11	Reference to Other Institutions of Issues	71
8.3	Grievance Redress Mechanism.....	72
Chapter 9: Monitoring and Evaluation.....		75
9.1	Introduction	76
9.2	Monitoring and Evaluation Framework.....	76
9.2.1	Measurable Indicators	78
9.2.2	Monitoring Framework.....	79
9.2.3	Impact Evaluation.....	80
9.3	M & E Budget.....	85
Chapter 10: Budget.....		86
10.1	Budgetary Requirements for Social Management	87
10.2	Overall Social Management Budget.....	87
Annexure.....		88

Tables

Table: 1. Level of Education of the affected person	27
Table: 2. Housing Pattern of the PAPs in the Project in the Terms of Housing Material	27
Table: 3. Distribution of PAPs Households by Sanitation Facilities	28
Table: 4. Distribution of PAPs Householder by Sources of Water for Other Utilization of Water	29
Table: 5. Distributions of the people by Characters under the Entire project Area	29
Table: 6. Land Holding Pattern of Households of the Project Area	31
Table: 7. Land Tenure System of the Area	31
Table: 8. Stakeholders/ institutions to support planning and implementation	43
Table: 9. Comments and suggestion in the FGD meeting	45
Table: 10. Comments of Participant National Public Consultation Workshop	46
Table: 11. Positive Impact of the project	50
Table: 12. Type of Negative Impact and Mitigation Measures	52
Table: 13. Tentative SMP Implementation Schedule	60
Table: 14. Capacity Building Budget	71
Table: 15. Tab-Potential Monitoring Indicators	79
Table 16 Monitoring and Evaluation Budget	85
Table 17. Budget for social mitigation	87

Figures

Figure 1 Map of Beanibazar Upazila showing project site	22
Figure 2: Bangladesh Land Custom Station	23
Figure 3: Road Network Sheola Land Port	24
Figure 4: Monthly Income Level of Households of Project Affected Peoples.	28
Figure 5: Organogram of BLPA	38
Figure 6: Stakeholder map for project implementation	41
Figure 7: GRC Organogram	72
Figure 8: Proposed CMIS model (source: Microsoft XP Network Support)	83

Annexure:

Annexure - 01: Structure Questionnaire Survey
Annexure - 02: Check list
Annexure - 03: Photo of the Project site and FGD meeting
Annexure - 04 : Free Prior Public Consultation
Annexure - 05 : National Consultation Workshop

Abbreviations and Acronyms

ARIPO	Acquisition and Requisition of Immovable Property Ordinance of 1982
DC	Deputy Commissioner
BBS	Bangladesh Bureau of Statistics
BPLA	Bangladesh Land Port Authority
CUL	Compensation Under the Law
CMP	Current Market Price
EMP	Environmental Management Plan
EMF	Environmental Management Framework
EIA	Environmental Impact Assessment
FGD	Focus Group Discussion
GTL	Grant to cover temporary loss of income
HH	Household
HCG	House Construction Grant
HDA	Homestead Development Allowance
IEE	Initial Environmental Evaluation
IGA	Income Generating Activities
IDA	International Development Association
IPDP	Indigenous People's Development Plan
NGO	Non-Government Organization
OPs	Operational Policies
PAPs	Project Affected Persons
PAHs	Project Affected Households
PD	Project Director
PRA	Participatory Rural Appraisal
PIU	Project Implementation Unit
PAVC	Property Assessment and Valuation Committee
PM	Project Manager
RAP	Resettlement Action Plan
RP	Resettlement Plan
RRA	Rapid Rural Appraisal
RU-BLPA	Resettlement Unit- Bangladesh Land Port Authority
RS	Resettlement Site
SIA	Social Impact Assessment
SMF	Social Management Framework
SMP	Social Management Plan
STD	Sexually Transmitted Disease
STG	Structure Transfer Grant
TOR	Terms of Reference
TL	Team Leader
VNR	Vested and Non- Resident Property
WB	World Bank

Executive Summary

Executive Summary

Geographical location of Bangladesh is between two major regions of Asia. South- Asia and South -East Asia provides a unique opportunity for the countries to benefit from greater cross border movement of goods and services, investment flows, and enhanced human contact. Trade activities of Bangladesh have significantly increased over the years. On the other hand, Bangladesh has large trade deficit with India. Bangladesh can reduce this trade deficit by well connectivity between India and Bangladesh. It is true that Bangladesh is important to India because it could greatly boost the economy of West Bengal. Bangladesh could also greatly benefit from transit fees and transport charges. Improving the connectivity social and economic development of both the counties can be achieved. Bangladesh Land Port Authority (BLPA) will implement the present Sheola land port improvement project funded by World Bank (WB).

Social Assessment Report and Resettlement Action Plan of Sheola Land Port adequately addresses the land, assets, structures, community property resources, livelihood, occupation and associated issues of project affected people. It incorporates principles and procedures for catering to entitlements and provision of required resources to deliver the compensation and assistance to PAPs and PAHs. Entitlement matrix outlines the provision for the same. A major emphasis has been on reducing the potential direct negative impacts of the project affected people and adjacent areas. The social components were carefully addressed in the project design, along with technical, environmental, and economic considerations. The major concerns include not only minimizing negative impacts especially displacement but also extending and enhancing positive impacts on the affected communities and large population of the project area.

The socio- economic data was collected using household survey questionnaire, village profiling guidelines, Focus Group Discussion, specific to issues and data of Enterprise level. Information was collected using on demographic profile, education, profession, health and sanitation etc. as indicators of level of poverty of the sample households project affected (PA) landscape. The collected data was compared with the national average as compiled from different studies specially BBS. The study encompasses lots of information on different issues, not in depth, just an overview that may help to have an idea about the project area landscape. Another weakness of the study due to an unavailable cause is to establish the context of the issues which is interrelated might have cause-effect relationship.

Connectivity is a demand of time between Bangladesh and India improving the connectivity, social and economic development of both the counties can be achieved. Under this project Bangladesh Land Port Authority (BLPA) will implement the project. However, some temporary livelihood loss is identified in the construction site. Shifting Sheola land port to the present project site is beside the highway at Borogram village of Dobagh Union (Sheola is another Union, previous location of land port known as 'Sheola Land Port') under Beanibazar Upazila. Present location will ensure easy communication, more secured facilities for both the traders and common people in both the countries. For shifting the Sheola Land Port at new location will need 22.10 acres of land, which is proposed to be acquired at the new site of Borogram popularly known as Sutarkandi (Locally known as 'Sutarkandi', a village of Indian side). More land may be needed in future for the present project, which may be in the vacant place. Local people and public

representatives urged not to acquire homestead area and graveyard in the locality for further requirement. Local community and affected people have positive support for the project but need proper compensation at the rate of full replacement cost and livelihood support.

Total 48 affected persons are identified as project affected person but some have more than one entitlement. Of total Project Households Affected (PAHs), the proposed site will cause 36 land owners as affected of which 22 are identified only structures affected will suffer as temporary shifting of business for construction work. So, direct impact of the project is economic displacement and livelihood loss by the project. Among the structure losers 4 are non-titled structure owners. All structures are used for business purpose. Out of these structures 3 are building and 10 are semi pacca and tin shed and no katcha structures will be affected, there are 5 pacca latrines and 3 Tube well were found in project site. Four shopkeepers are running business as tenants. Other than these losses, 5 small sized trees of local variety trees are affected on private land. No squatters and non-titled land owners are residing in the project site. The resettlement issue and project affected person will be rehabilitated at the rate of full replacement cost as per guidelines of WB OP 4.12 and common norms of donor funded project of the country. During consultation in the FGD meeting, PAP and community people expressed their positive ideas for shifting of Sheola Land Port at Borogram (Sutarkandi) of Dubagh Union. As number of project affected persons (PAPs) is not more an abbreviated Resettlement Action Plan (RAP) is prepared separately. RAP will be implemented for resettlement issues and social issues are mainly included in the Social Management Plan (SMP). Both SMP and Resettlement Plan will be implemented under establishing a resettlement unit (RU) during construction period and it will be converted to Social Development Unit/CSR department during post project period. RP will be implemented by hiring an implementing NGO for 6 months' period. There will be a provision monitoring, social and livelihood specialist with RU for the project period. NGO will prepare a monthly and final report regarding the completion of RP and SMP. Tentative budget of the SMP is Tk. 42,175,000. RAP will deal only resettlement issues, so SMP will not include any resettlement issues.

During public consultation, all concerned urged to ensure proper compensation on land and structure and suggested alternative livelihood program for project affected households (PAHs).

The project area is socially and naturally very active. In case of SMP some issues have been given priority for the increasing efforts of improving living standard of command area people. For sustainable development, livelihood skill is to be generalized among the command area population. Some stakeholders claimed, there is no source of drinking water, health facilities, and good schooling for the poor and common people, near proposed land port. From Corporate Social Responsibility (CSR) department, port authority can do something for the betterment of poor and vulnerable and they should have some facilities. The facilities are to be developed and distributed among beneficiaries through participatory social awareness and planning for the community. In addition to that, as a border area there may increase some crime trend like human trafficking; illegal drug route and marketing. Some other social issues are prevalent in the area, viz: early marriage, gender issues, wage discrimination, dowry, child labor, child and women persecution, kidnapping, moral degradation, addiction, gender discrimination, unhealthy sanitation, unhealthy harmful food preservation and distribution in the hotel and restaurant, AIDS &

STD diseases among migrants, construction workers and transport workers may spread in the area. Road accidents is a major social problem especially highways and connectivity may increase this social problem and this should have minimized through raising awareness and social rehabilitation. There may be a permanent fund 1% with the land port authority either from (toll/ tax/ tariff) their income or imposing a surcharge on the exported or imported items of the land port for rehabilitation for victims and victims' dependent. Both for social and economic sustainability, above social problem may be aggravated and to be solved through raising intensive awareness.

Free prior informed public consultation meetings were held at Sheola during project preparation and to share the draft SIA report. A public consultation meeting was held on 7th May 2016 with the local communities. Notices about the consultation meeting were circulated to the local communities through leaflets one week in advance of the meeting. Posters were also displayed at public places (at Union Parishad Bhavan, market). Additionally, meetings were also held with local government officials and customs officials.

A national consultation on draft social and environmental assessment study was held on 10th August 16 at BLPA auditorium in Dhaka. Photographs of these consultations are given at the end of report for local and national consultations, respectively. During these consultations, leaflets on key social and environmental issues were distributed to the participants (these were prepared in local language in Bangla) and big size posters were also displayed at the venue. Power point presentations were made by the social and environmental experts. Participants were encouraged to ask questions on the social and environmental issues.

Chapter 1: Introduction

Chapter-1

Introduction

1.1 Background

As per The Government of Bangladesh has received a grant from the World Bank toward the cost of the Bangladesh Trade and Transport Facilitation Studies NLTA Project, and intends to apply part of the proceeds for consulting services.

In order to improve key multi-modal transport corridors and networks that would address current transport bottlenecks for trade and help boost national, regional and international trade for Bangladesh, the World Bank is providing a Recipient-Executed grant to the Government of Bangladesh (GoB) to finance economic, financial, technical, environmental and social safeguards studies and technical assistance for: (i) dredging of priority inland waterways; (ii) provision of vessels, navigational aids, and safety equipment and improvement of selected river ports along priority waterways; (iii) construction of a new container terminal and improving operational efficiency at Chittagong Port; (iv) investments in selected equipment and improving operational efficiency at Mongla Port; (v) addressing missing links for road and inland waterways to establish transport connectivity between Chittagong Port, Chittagong Hill Tracts Districts, and NE India; and (vi) improving selected key priority border posts. These interventions are expected to facilitate domestic trade, international trade with third countries, as well as regional trade with neighboring countries including India, Nepal and Myanmar. These studies and technical assistance are expected to inform decisions on potential investment opportunities.

In this context, Bangladesh has the potential to become a transport and transshipment centre for the sub region. It borders India and Myanmar and is close to the landlocked countries of Bhutan and Nepal, and Kunming, the key transportation hub in southwest China. The SAARC Thimphu Summit in 2010 recognized the importance of developing transport infrastructure and transit facilities, especially for the landlocked countries to promote intra-SAARC trade. Agreements between Bangladesh and India in 2010 for regional connectivity were a critical stepping stone for opening connectivity, not only between Bangladesh and India, but also with Bhutan and Nepal, diversifying regional and international transport routes.

1.2 Project Introduction

This is the social assessment report of Sheola land port located at Sutarkandi of Dobag union of Beanibazar Upazila in Sylhet at Sylhet- Karimganj Border. From the present location the land port will be shifted to Borogram village of Dobagh union under Beanibazar Upazila of Sylhet district funded by World Bank.

The project aims to improve trade facilities and economic development through participatory planning and monitoring between Bangladesh and India. Through infrastructure development of different land port improved connectivity will be ensured. The project will be jointly implemented by the Bangladesh Land Port Authority (BLPA) under Ministry of Shipping and NBR under Ministry of Finance. For **shifting of Sheola Land Port, 22.10 acres of land is proposed to be acquired** at Borogram, Beanibazar of Sylhet division and assessment capacity was also agreed upon.

1.2.1 Objectives

The project objective is to develop potential Land Ports Bhomra, Sheola between Bangladesh and Indian border as per present TOR under social impact assessment SIA. But detailed objectives are as follows.

The consulting services ("the Services") are required for detailed feasibility and design studies to conduct detailed feasibility and design studies for four land ports in Bangladesh that border India including: Bhomra, Sheola, and Thegamukh. The studies shall include: (i) an evaluation of expected traffic (by traffic type) and evolution, for the initial operation of the border station, after one year, and with an extrapolation for the next five years; (ii) an evaluation of space requirements after drafting the staffing matrix showing the number of positions, hours of duty, accommodation needs in terms of office space, control positions, specialized facilities and housing and staff amenities; (iii) a flow chart for the handling of different categories of traffic, roles of Customs and other border agencies; (iv) a (block) diagram showing traffic flows and location of different functions and their position. Space requirements will be calculated according to traffic estimates, with a capacity for expansion should the need arise; (v) detailed design & estimation of different infrastructures and bid documents for the land ports; (vi) take into account the possibility of co-located, juxtaposed and other models of enhanced collaboration for bilateral border management; (vii) Drafting Initial Environmental Evaluations (IEEs), Environmental Impact Assessments (EIAs), and Environmental Management Plans (EMPs) for the proposed land ports; and (viii) Draft Social Impact Assessments (SIAs), Resettlement Action Plans (RAPs), and where necessary, Indigenous/Tribal People's Development Plans for the land ports. The Consultant will also conduct consultations with broad stakeholders on the proposed works and their environmental and social impacts and management measures, as well as validate the draft designs with key stakeholders, before finalizing the studies.

1.3 Scope of the Project

As stated in TOR and inception report, following task is under scope of work.

- Carryout socio-economic base line study in the influenced area of approximately 2 km on either side of the proposed land port. And for any additional infrastructure required to access the ports.
- Land Use: Characterize the existing land use within the area of influence of each port including areas for cultivation, grazing areas, shelter, commercial activities hilly areas, forested areas, industrial areas, residential areas, common properties, etc.
- Identify and describe the known Physical Cultural Resources (historical, religious, or architectural) as well as socially sensitive areas like schools, bazaars, temples, etc.
- Potentially-Affected Persons/Households: Collect baseline data as listed in point iv below (Social Screening and Preliminary Social Impact)
- Social Screening and Preliminary Social Impact: Collect demographic, population, and land holding information in order to estimate populations to be affected positively or negatively. Estimate land acquisition and resettlement needs and application of World Bank Operational Policy 4.12 and Government guidelines and legislation. Carry out consultation with local population to identify their needs to prepare the Draft R&R Policy. Prepare initial cost estimate for land acquisition and resettlement, and for major components to quantify the social cost to be included in the project cost.

Summarized: scope of the project is to

- Conduct Environmental and Social Impact Assessment and Prepare Management Plan
- Carry out environmental and social screening and assessment according to the Environmental Management Framework (EMF) and Social Management Framework (SMF);
- Ensure appropriate consultation according to the EMF and SMF;
- Prepare the environment and social management plan and prepare the cost estimation for implementation of the EMP & SMP

1.4 Need for Social Assessment

Social screening and assessment processes for projects have now become standard practice in development cooperation and are usually required by national regulatory frameworks and multilateral and bilateral donors. The outcome of the environmental and social screening process is to determine if and what environmental and social review and management is required. The screening process aims to quickly identify those projects where no potential environmental and social issues exist, so that only those with potential environmental and social implications will undergo a more detailed screening process.

Social assessment is a key issue of project planning. Any project has direct impact on existing social parameters, norms, values, on existing socio economic condition of any area resulting social change, progress of social dynamics. Social assessment is a benchmark analysis of social condition of any project command area. So, for evaluation of the achievement of a project in future benchmark social evaluation is indispensable.

1.4.1 Social Assessment Objectives

Objectives Social Assessment is to

- Know the key social condition of the society
- Analyze the socio- economic condition of the project population

1.5 Scope of work and Key Task

The main and key task of the present assignment is to

A. Prepare Social Management Plan.

The Consultants will develop a first stage management plan to mitigate the negative impacts and to enhance the positive impacts resulting from the proposed project. This will include the following aspects:

- Identification and description of mitigation measures identified to alleviate negative social impact both during construction and operation on vulnerable families, groups (e.g. women), and communities;
- Identification and description of enhancement measures associated with potential multipurpose developments, including estimate and profile of potential beneficiaries;
- Comprehensive cost estimate of all identified measures;
- Institutional and other requirements to implement and monitor the SMP
- Social awareness and education of contractors and local communities

B. Social Screening

The two main objectives of environmental and social screening are to:

Enhance the environmental and social sustainability of the proposed project. This aspect of screening focuses on the environmental and social benefits of a project.

Identify and manage environmental and social risks that could be associated with a proposed project. This aspect of screening focuses on the possible environmental and social costs of an intervention and may point to the need for environmental and social review and management.

C. Appropriate Consultation

The Consultant shall ensure appropriate consultation according to Social Management Framework.

1.6 Approach and Methodology

For Rapid Social Assessment (RSA) and constructing primary socio economic information of the project site, several FGD meetings were arranged among the beneficiaries and affected persons. There was a checklist for collecting existing socio economic condition of the project area .Data from both, secondary and primary sources has been used for socio economic analysis. However, Focus Group Discussion public consultation was held. A checklist and questionnaire were used for interviewing the project affected person and personal contacts were arranged with concerned stakeholders. In collecting the information, both quantitative and qualitative techniques were applied. A complete census has been carried out for physically and economically displaced person in the proposed Sheola land port site.

1.6.1 Sampling Rationale

All affected persons were interviewed. Other than, affected person contact and FGD meetings were the main RSA applied. No of questionnaire filled are 55 for the affected persons. No Questionnaire filled for the non affected persons.

1.6.2 Research Tools

The main tools were checklist. Questionnaire and FGD meeting.

1.6.3 Quality Control

Field Supervision, data validation after data computerization and cross checking with national figure

1.7 Organization of the Report

The remaining part of this report has been organized as follows:

Chapter: 1. Provide The Introduction Of The Project.

Chapter: 2. Summarizes the relevant rules and regulations including the legislative framework of the state

Chapter: 3. Provides the Socio Economic Profile Of The Project Area

Chapter: 4. Gives the institutional and implementation structure

Chapter: 5. Provides Stakeholders Analysis

Chapter: 6. Outlines Impact assessments

Chapter: 7. Identifies Major Risks and Assumption

Chapter: 8. Gives the overall issues of significance and management

Chapter: 9. Provides monitoring and evaluation

Chapter: 10 Provides the estimated budget

Chapter 2: Legal and Policy Frame Work

Chapter-2

Legal and Policy Framework

2.1 National Legislation

National laws regarding acquisition, livelihood loss for development and other government necessities are given in the following paragraphs.

2.1.1 Constitutional Provisions

The fundamental rights under the Constitution indicate the general guidelines for a policy on resettlement/rehabilitation of citizens adversely affected (whatever be the mechanism) due to any activity of the State. Article 40 of the constitution states categorically that every citizen has the right to practice any lawful occupation which implies that anything impeding such right (a) should not be done or (b) there should be supplementary measures to compensate the losses faced by the citizen. Resettlement and rehabilitation of adversely affected people due to infrastructure projects very clearly falls within this requirement for supplementary measures. However, as per Article 42, sub-clause 2, no law with provision of compensation for acquisition of land can be challenged in a court on the ground that such compensation has been inadequate. However, under World Bank OP 4.12 Involuntary Resettlement, every affected person will have access to a project specific Grievance Redress Mechanism for dispute resolution before the matter is moved to the courts. Complaints, the resolution process and the outcome will be reviewed by the project proponents as well as the Bank. Until the dispute is resolved the funds for the disputed asset must be held in an escrow account (top-up payments due from the project agency can be held until the project closes; the amount placed with the DC may be held for 10 years or more if necessary).

2.1.2 The Acquisition and Requisition of Immovable Property Ordinance, 1982

The policy framework and entitlements for the Project Affected Persons (PAPs) are based on national law, Acquisition and Requisition of Immovable Property Ordinance of 1982(ARIPO) and WB's (OP4.12) Safeguard Guideline's on resettlement.

Deputy Commissioner (DC) is empowered to permanently acquire or temporarily acquire of property and eligible compensate to the Project Affected Person (PAP). DC assesses the level of compensation, taking into consideration factors such as: land transactions in the locality over the past 12 months. The amendments to the ARIPO in 1993 increased the amount of the premium for compulsory acquisition from 25 to 50% on the assessed value of the property. The 1994 amendment provides provision for payment of crop compensation to tenants. The ARIPO does not cover compensation for loss of wage income; it also does not cover losses of non-titled persons (Sharecropper, squatters, encroachers, etc.) aside from crop losses to tenants. However, due to various reasons, actually legal compensation doesn't cover the market price of acquired land.

The Deputy Commissioner (DC) processes land acquisition under the Ordinance and pays compensation to the legal owners of the acquired land. The Ministry of Lands (MOL) is authorized to deal with land acquisition through the DCs. Khas (government owned land) lands should be acquired first when a project acquires both khas and private land. If a project acquires only khas, the land will be transferred through an inter-

ministerial meeting following the preparation of acquisition proposal submitted to Deputy Commissioner (DC) or Ministry of Land (MOL).

2.1.3 Constitution Right of the Small Ethnic Communities

There is no special commitment regarding small ethnic communities. But under Article-19 of constitution declares quality of opportunity of the all citizen of the country. Under the article-9,(1) the state shall endeavor to ensure equality of opportunity to all citizens,(2) The state shall adopt effective measures to remove social and economic inequality between man and man to ensure the equitable distribution of wealth among citizens, and of opportunities in order to attain a uniform level economic development throughout the republic. This section of is a safety ethnic communities.

2.1.4 Other Social Policies, Laws and Regulation of GoB

The Government of Bangladesh under MOL has prepared a national policy on involuntary resettlement though formally not accepted, which sets out that the rights of those displaced by development projects shall be fully respected, and persons being displaced shall be treated with dignity and assisted in such a way that safeguards their welfare and livelihoods irrespective of title, non-title, gender, and ethnicity. The Policy on involuntary resettlement recognizes that:

- i. All those displaced involuntarily by projects impacts like eviction must be resettled and rehabilitated in a productive and sustainable manner.

People who are resettled must be able, through their own efforts and/or with support as may be required, to restore or improve upon their level of living within a reasonable period, at least pre project condition.

- ii. Cash compensation shall be paid in development projects at replacement value to those displaced for land and other assets acquired based on established prior ownership and/or user rights. In addition to cash compensation and resettlement, a benefit sharing will be considered where feasible. iv. Cultural and customary rights of people displaced by projects are to be protected, particularly those belonging to adibasis (indigenous people) and ethnic minorities.

- iii. Gender equality and equity in all stages and processes of resettlement and rehabilitation will be fully respected.

- iv. Displaced persons will be informed and consulted in a transparent manner, including formal disclosure of project impacts and mitigation measures. vii. Vulnerable groups, including landless, adibasis, poor women headed households, physically challenged people, elderly and those falling below the nationally defined poverty line (by the government) displaced by project impacts, are entitled to additional benefits and assistance in a manner that addresses their specific needs related to socio-economic vulnerability.

- vi. Similarly, displaced persons and/or businesses on government leased land will be eligible for compensation for loss of access to land and sites.

vii. The right to compensation, resettlement and livelihood restoration shall not lapse or end with the conclusion of implementation of a project and shall remain an obligation of the owner of the project until fulfilled even beyond project completion.

The draft Policy was submitted to the Government in November 2007. It has been approved by the Ministry of Land on 01 January 2008 and is placed before the Cabinet later in February 2008. After cabinet approval, the Government will undertake further work towards legislative changes to safeguard resettlement rights by law.

2.2 Applicable World Bank Safeguards

As per WB OP4.12 policy guidelines will have to be ensured for the interest of the project level and project authority/ requiring body will reinstate the socio economic condition of project affected person (PAPs)

- Involuntary resettlement should be avoided where feasible, or minimized, exploring all viable alternative project designs
- Where it is not feasible to avoid resettlement, resettlement activities should be conceived and executed as sustainable development programs, providing sufficient investment resources to enable the persons displaced by the project to share in project benefits. Displaced persons should be meaningfully consulted and should have opportunities to participate in planning and implementing resettlement programs.
- Displaced persons should be assisted in their efforts to improve their livelihoods and standards of living or at least to restore them, in real terms, to pre-displacement levels or to levels prevailing prior to the beginning of project implementation, whichever is higher.

Chapter 3: Baseline Status

Chapter-3

Baseline Status

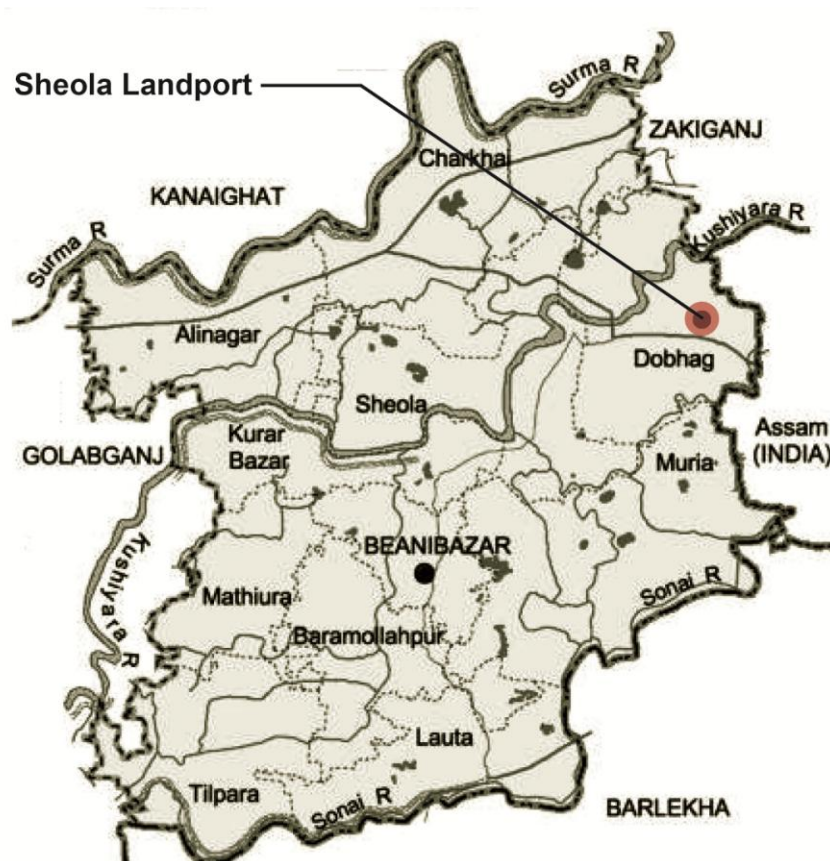
3.1 Socio Economic Profile of Project Area

Existing socio economic condition of the project is given in the following section

3.1.1 Location and Geographic Profile

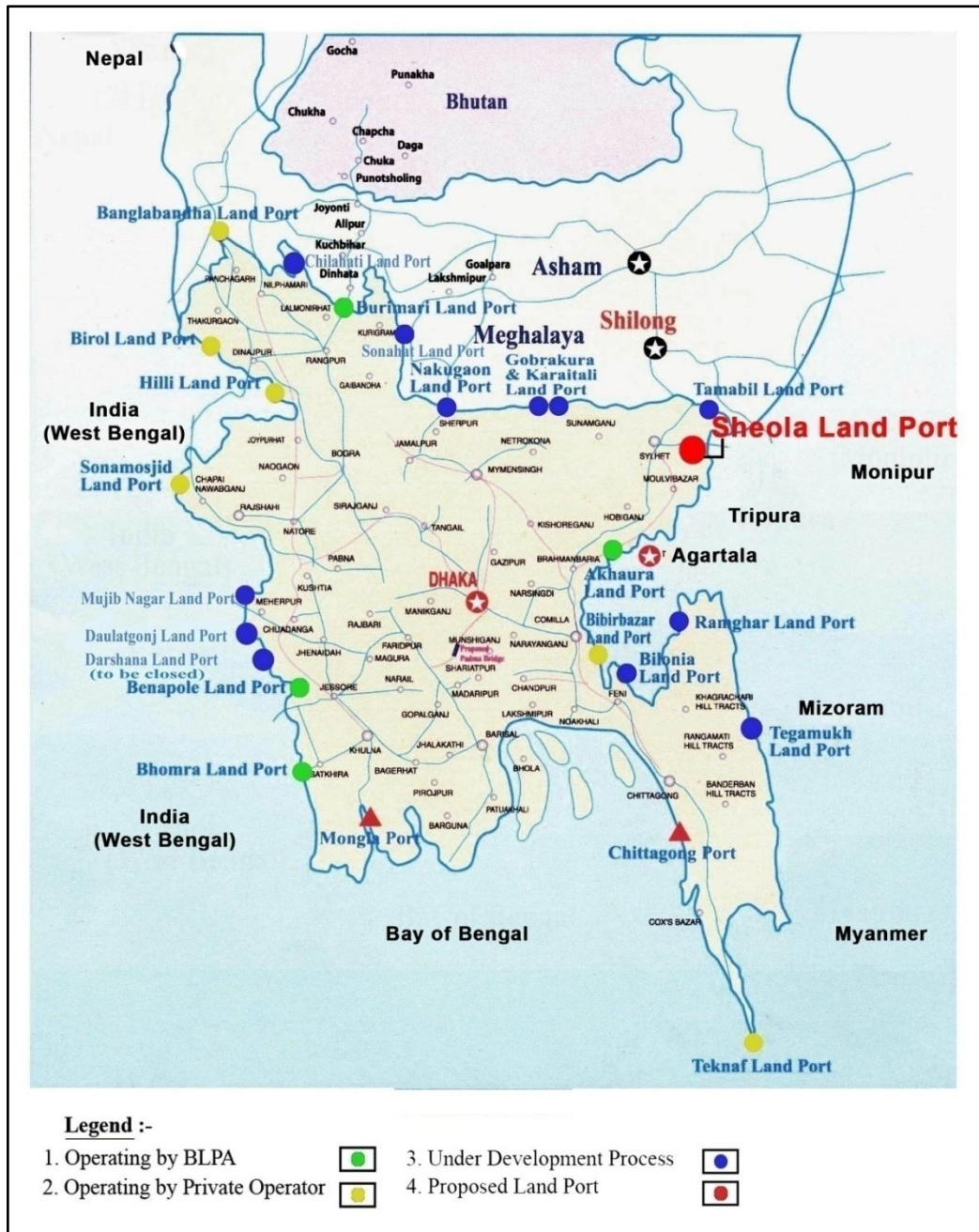
Sheola Land Customs Station started its function in 1948. From the starting of the LC Station, the export and import activities were conducted with the Kushiara river route. In 1996, this LC station was transferred to the Borogram, 2km away from that place and started its activities as a L.C station. But the name of this L.C station remains the previous name as Sheola (Sutarkandi)L.C Station. This L.C station is situated in Borogram in Beanibazar of Sylhet District. In fact, original land and river port site is abandoned.

Figure 1 Map of Beanibazar Upazila showing project site



The distance of Sheola Land Customs station from Beanibazar Upazila Parishad is 13km and 45km from Sylhet district Headquarter. The Indian part of it is called Sutarkandi, which is situated under Karimganj district of Assam State. A 16 km pavement road exists from Sheola to Karimganj district. The distance from Sheola (Sutarkandi) to Gouhati, capital of Assam is 359km known from the local people. The road from Sylhet to Sheola L.C Station is constructed by the LGED and Paved. But the road is not wide enough and is not suitable for heavy vehicle. The road is not constructed for heavy vehicles.

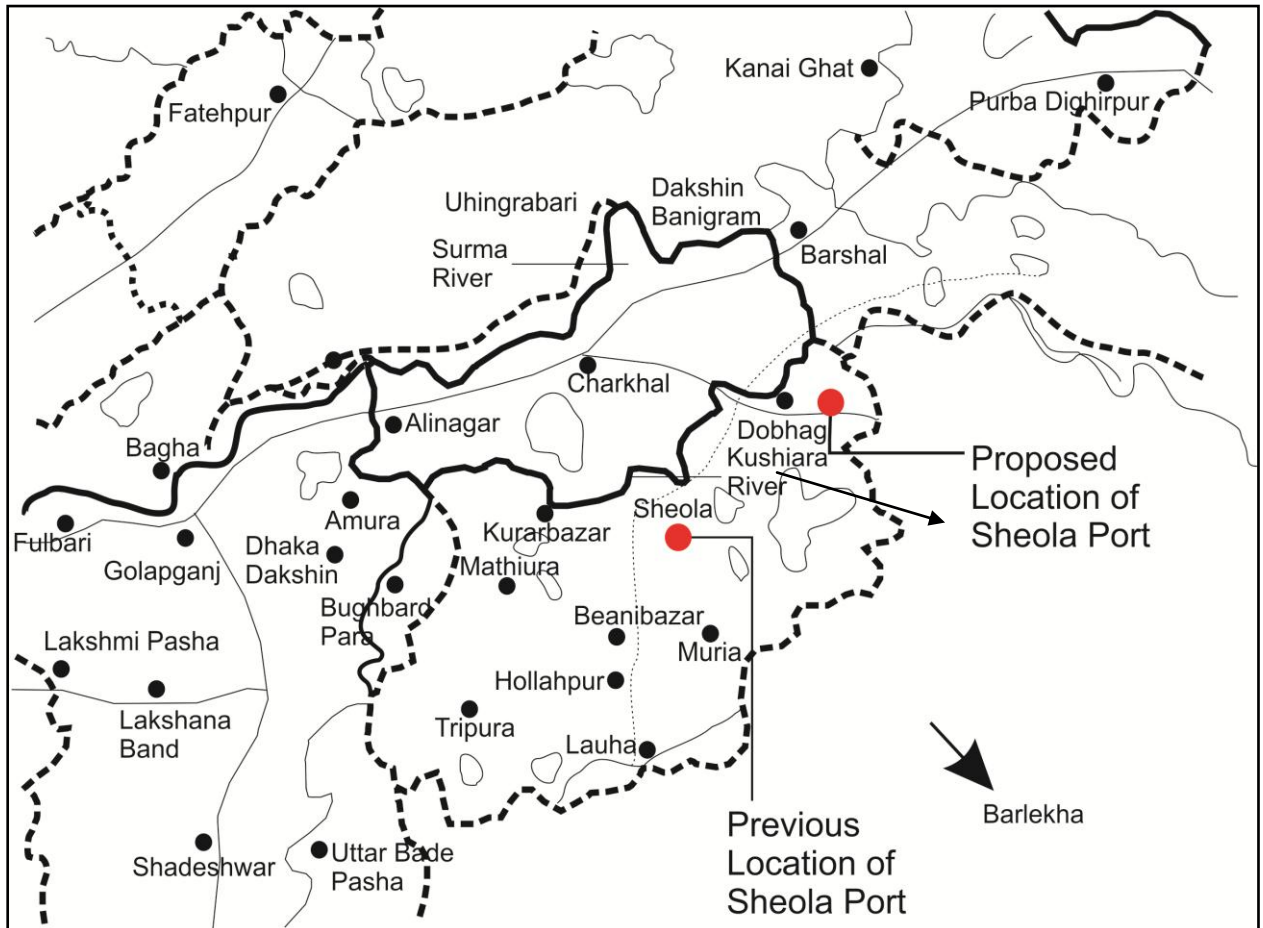
Figure 2: Bangladesh Land Custom Station



3.1.2 Physiographic Profile

There is an immigration check post on 1.3 acre land with a semi-permanent building situated near the Zero point. But the official activities of customs are conducted from a rented Semi- permanent building. The electricity connection is available in this LC station.

Figure 3: Road Network Sheola Land Port



3.1.3 Rivers and Canal Dependence

The strategic location of the port has great dependence on the river Kushiara. But at this time, this is not so much prominent. In dry season there are shoals in the river Kushiara in some points. So local people use the river route in short distance. In wet season, potentiality of river routes is increased. After construction of Sheola port people inclined to use road communication and due to lack of passengers, launch owners suspended their business. But in future if properly managed, cargo vessel plying has potential. Some, coal businessmen raises the issue in survey period and during the workshop. On the other hand, fishing in the Sheola area is not prominent. Mainly fisherman from Zakiganj, around 200 catch the fishes in the river. But fish availability decreasing in the river. No canal connection with the port currently exists. People use river water for irrigation purpose and daily households needs.

3.1.4 Description of Typical Community in the Project Area

The typical characteristic of the population of Beanibazar is almost same as rest of the country. Population is predominantly Muslim and Hindus. A reasonable no of population live in Great Britain as permanent residents which is around 20% of the population. In Sylhet region Kashia and Manipuri community resides but no indigenous people live in the project site area.

Mainly Based on Secondary Data

3.2 Demographic & Socio Economic variables of Project Area

3.2.1 Population

Project location is at Dobagh Union of Beanibazar Upazila and previously it was at Sheola union. According to BBS, Area of Dobagh Union is 6312acres. Total Population- 22,203; Male population is 10,746, Female population is 11,457;; Family size of the project union is 6.1 (BBS, Census-2011). Religious background among the affected persons 88% persons are Muslim and 12% are Hindu. And no indigenous people were found among the affected people

3.2.2 Households

Directly impacted within the project site mainly consists of Dobagh Union Total Household of the union is 3, 619(BBS -2011)

3.2.2 Literacy

Literacy of the project union is both male and female is - 53.9%, male-55.4% and female-52.6%, (BBS, Census-2011)

3.2.3 Main Workers

According to Banglapedia information, main source of income of the working people are, Agriculture 26.39%, non-agricultural labourer 6.80%, industry 0.78%, commerce 12.20%, transport and communication 3.09%, service 4.16%, construction 3.74%, religious service 0.51%, rent and remittance 28.37% and others 13.96%.

3.2.4 Birth and Death Rates

Crude birth rates of Bangladesh is 17.88, Rural 17.91 and rural17.74 (BBS-2011) and Total mortality rate (total death/1000) 4.4 in last 12 months, male-5.3 and female in Sylhet region.(BBS, census 2011)

3.2.5 Health Status

No special characteristic has been noticed in the project area. Common diseases people suffer in the area are scabies, skin diseases and asthma, allergy, diarrhea, dysentery, fever etc. There is government hospital in the Upazila. Sanctioned graduate doctor's post is 14, but reality is that all doctors are not available in the hospital. In addition to that, there are 18 private clinics in the Upazila. (Source: Upazila Health Complex)

Mainly Based On Primary Data

3.3.1 Sex Ratio, Family Type and Size

Among the affected person, sex ratio is 1.07 (national 99.68) as defined, the ratio of males to females as the number of males per 100 females in the project area. The majority of families belong to the nuclear family. A few families are found as extended family (5%). Bangladesh belongs to the Patriarchal family except a few indigenous people. Most families, around 98% is male headed household. 2% household is found as women headed household. The average family size of the affected households was found 5.68.

3.3.2 Population by social Status

In the project area, social status mainly depends on the permanent citizenship of the population of Britain (around 20% household live in Britain, popularly known as Londoni), they are the rich people having higher social status. Secondly, who are politician involved with both national and local politics (10%), thirdly highly educated and rich businessmen (10%), then lower middle class (30%), and rest 30% is poor and ultra poor. The Lower middle class and poor have no status irrespective of religion. In the area, social status doesn't depend on religion and religious hierarchy. No dominant social and religious hierarchies prevail in the area.

3.3.2 Ration Cards

No ration cards practice in Bangladesh for the common people in the recent years

3.3.3 Literacy

According to Table 1, twenty eight percent of men and thirty nine percent of women have attended the primary schooling while twenty seven percent of men and thirty two percent of women have attended their secondary schooling. On the other hand eighteen percent of male and fifteen percent female have never attended their school. The educational status of the people under the project area is represented in Table 1.

Table: 1. Level of Education of the affected person

Serial	Level	No. of Male	Percent (%)	No. of Female	Percent (%)
1.	No Schooling	23	18.85	17	15.04
2.	Below Class 1	9	7.37	8	7.08
3.	Class 1 to 5	35	28.68	45	39.82
4.	Class 6 to 10	33	27.04	37	32.74
5.	SSC	6	4.92	5	4.43
6.	HSC	8	6.55	1	0.89
7.	BA	6	4.91		
8.	MA	1	0.81		
9.	Hafez	1	0.81		
	Total	122	100	113	100

Source: Field Survey

3.3.4 Dwellings

In the project area rich people live in pucca and semi pucca houses and common people live in tin shed houses. This is a common practice in the area also. The housing pattern of the PAPs and their families is presented in Table 2.

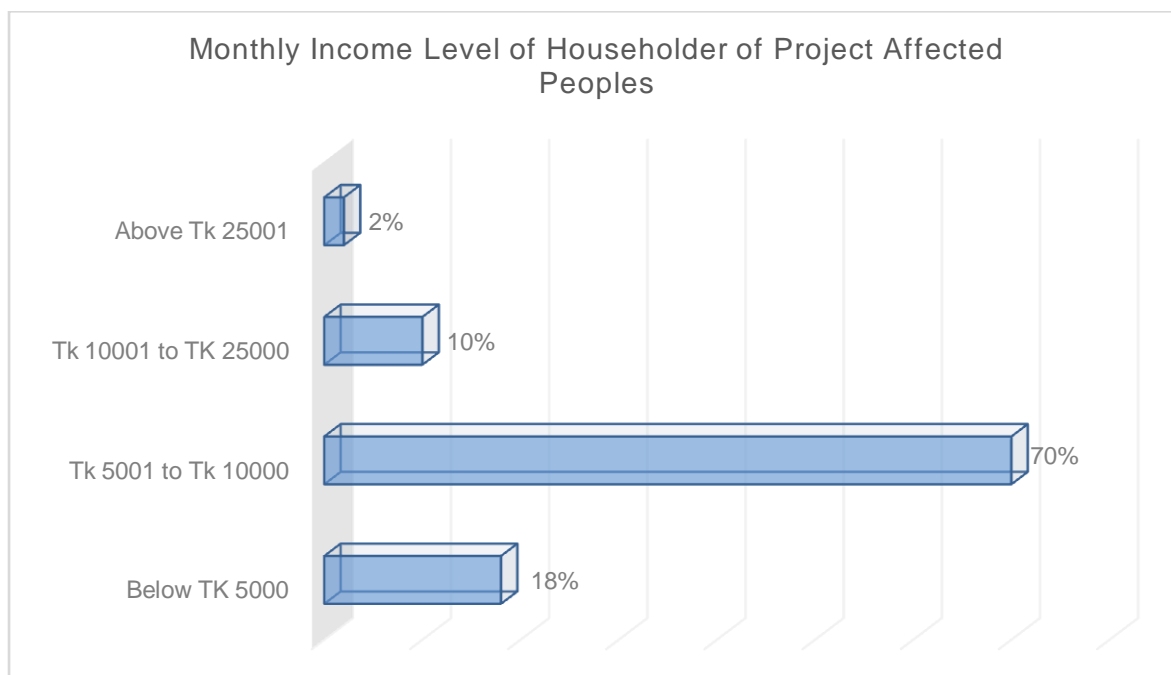
Table: 2. Housing Pattern of the PAPs in the Project in the Terms of Housing Material

Types of Structure	Number	Percentage
	Pucca	3
Semi-Pucca	17	31
Tin roofed and fenced	23	42
Katcha	5	9
Thatched	7	13
Total	55	100

Source: Field Survey

3.3.6 Income

Around 25% populations are below poverty line. Project area population is poor and middle class people. 70% households earn only Tk. 5000 to 10,000 monthly. And they mainly depend on agriculture. Business is the major source of income. The monthly income distribution of the household of the project implemented is given in Figure 2.

Figure 4: Monthly Income Level of Households of Project Affected Peoples.

Source: Field Survey

3.3.7 Public Health: Water Supply and Sanitation

In Beanibazar Upazila, people mainly depend on government hospital. Some charity health clinics with limited facilities are available in the Upazila. Normal health facilities are available in the hospital with no specialized doctors and facilities. No major and critical treatment is available there. The local people urged the land port authority should support or build hospital with modern health facilities.

Sources of drinking water are Tube-well 79.79%, tap 2.37%, pond 13.28% and others 3.70%. Sanitation 60.46% (urban 74.46% and rural 59.13%) of dwelling households of the Upazila use sanitary latrines and 36.08% (urban 24.41% and rural 37.19%) of dwelling houses use non-sanitary latrines; 3.45% of households do not have latrine facilities (Source: Banglapedia). According to field survey, water supply and sanitation facilities are given in the following table 3 and 4.

Table: 3. Distribution of PAPs Households by Sanitation Facilities

Use of Toilets	Number	Percentage
	Pucca	13
Slab	16	40
Katcha	3	7
Hang	6	15
Open Space	2	5
Total	40	100

Source: Field Survey

Table: 4. Distribution of PAPs Householder by Sources of Water for Other Utilization of Water

Source of water		
	Number	Percentage
Shallow Tube well	3	6
Deep Tube well	0	0
Hand Tube well	37	71
River	0	0
Pond	12	23
Canal	0	0
Total	52	100

Source: Field Survey

Sanitation facilities in the area are medium. At the project site 60% households are using sanitary latrines, 20% temporary latrine and 20% households have pucca latrine but not these always sanitary (Source: Public consultation and FGD meeting).

3.3.7 Other Social Infrastructure

In the Upazila following social infrastructures are available. Religious institutions Mosque 388, temple 19, sacred place 1, tomb 7. Noted religious institutions: Patan Baghmara Jami Masjid, tomb of Golab Shah (Bashba known as 'Imam Bari'), Shree Shree Kali Mandir, Shree Shree Mahapravhu Bigraha Akhra (Jaldhup).

The educational institutions are follows. College 4 secondary school 34, primary school 134, community school 6, kindergarten 4, madrasa 345. Noted educational institutions: Lauta High School (1871), Panchakandha Hargovinda High School (1917), Khasa Government Primary School (1895), Jaldhup Government Primary School (1909) (Source: Banglapedia).

3.3.8 Occupations and Livelihoods

Occupational pattern of the affected Persons are as follows

Table: 5. Distributions of the people by Characters under the Entire project Area

	Present Character of the Population	Male		Female		Total	
		No.	%	No.	%	No.	%
1	Student	27	11.48936	33	14.0426	60	25.5319
2	Housewife	0	0	40	17.0213	40	17.0213
3	Small Retailing Shop Business Person	17	7.23404	0	0	17	7.23404
4	Child	14	5.95745	26	11.0638	40	17.0213
5	Day labor	0	0	0	0	0	0
6	Service	0	0	0	0	0	0
7	Unemployed	30	12.766	0	0	30	12.766
8	Old people	6	2.55319	9	3.82979	15	6.38298
9	Overseas	3	1.2766	0	0	3	1.2766

	Service						
10	Rickshaw/ Van Polar	0	0	0	0	0	0
11	Mason	0	0	0	0	0	0
12	Driver	2	0.85106	0	0	2	0.85106
13	Disabled	0	0	0	0	0	0
14	Agriculture	13	5.53191	0	0	13	5.53191
15	Tailor	0	0	0	0	0	0
16	Doctor	0	0	0	0	0	0
17	Fisherman	0	0	0	0	0	0
18	Others	10	4.25532	5	2.12766	15	6.38298
	Total	122	51.9149	113	48.0851	235	100

Source: Field Survey

Most people of the project area depend on more than one source of income. Agriculture, horticulture and other farming activities form the predominant occupation of the locality. Other occupation comprising employment in the following sectors,

- a) Transport and communication,
- b) Trade and commerce
- c) Construction activities
- d) Animal husbandry
- e) Fishing

Illegal cross border trade (mostly fruits and other agricultural products is also an untold source of income of this locality. A significant number of the respondents also work as daily labors for their livelihood. Some people are engaged in service (both in private as well as the public sector). Animal husbandry, rearing of livestock forms only a subsidiary among the rural people. Livestock consists of different local varieties of poultry, cattle, buffalos and goats.

For a period of about five months, from November to March coal trade activities income is one of the source of income of the project area locality.

A few of the affected families depend largely on their income from small provision of shops or commercial establishment selling tea and food items.

Some small numbers of people are engaged in fishing activities, it is mostly a small scale activity, primarily for self consumption. Some surplus amount is also sold in the local market.

3.3.9 Land and Assets

Land is the main assets for a family. Other assets include trees, livestock, ornaments and households commodities viz. furniture, electronic items. Savings are also treated as an asset. Rich people specially remittance earners hold costly electronic items, mobile, fridge, washing machine etc. In the following table, land holdings and tenure system has been presented.

Maximum households are found landless. Around 30% are totally landless they have no homestead land also. They live in government land or private land as squatters. 20% owns only homestead. At Dobagh union Land holding pattern shows that 50% households have only agriculture land and rest 50% have no land to cultivate except homestead land. Land ownership of the households is 0.40 acres on average, though many are landless. On the

other hand, about 50% households have no agricultural land for cultivations.

In the Upazila, land holding pattern is almost same like as project site. Land holding system is about 50% household have no land in the Upazila for agriculture and 30% have no homestead land at all. In the area only 20% farmers cultivates their own land and 50% farmers are pure tenant i.e they cultivates other's land. As a result, a large group of people are vulnerable in respect of income, land and social position.

Land holding system area shows that about 50% household have no land for agriculture or they have no homestead land.

Table: 6. Land Holding Pattern of Households of the Project Area

Land holdings	%
0 decimal	30
1 to 50 decimal	35
51 to100 decimal	15
101 to 150 decimal	10
151 to 250 decimal	7
251 to 500	3
	100%

Source: Field Survey

In the area only 20% farmers cultivates their own land and 50% farmer are pure tenant i.e they cultivates other's land.

Table: 7. Land Tenure System of the Area

Type of farmer	%
Owner farmer	20
Absentee farmer	30
Owner cum Tenant	0
Pure tenant	50
	100

Source: Field Survey

3.3.10 Land Use

Land is use mainly for agriculture, open water fisheries and forest land. The Upazila consists of both hilly and plain area. There are 170 tiles (hillocks) in the Upazila,43 Jalmahal and Total forest area of 15.54 sq.km

3.3.11 Agriculture

Main crops in the area are Paddy, wheat, betel leaf, arum, oil seed and ground nut. Main fruits are Mango, jackfruit, banana, litchi, lemon, pineapple. Aus and Aman are crop varieties. Average production 2.70/hectare, Aman 1.60 metric ton per hectare and boro 4 metric ton/hectare.

3.3.12 Fisheries

Kushiara River is about 10km from Upazila headquarter at Sheola point. The Kushiara river flows to west of the Upazila. The Sonai River flows from east to south ward direction.

In the area, there are both cultured and open water fisheries. But from the Upazila fishery officer of Beanibazar the problem is not so prominent. Fish varieties Rui, Katla, Mrigel, Pungus, Telapia and grass carp etc.

3.3.13 Informal Border Trade

Informal and illegal cross border trade (mostly fruits and other agricultural products) is also an untold source of income of this locality. On the other side Indian people are involved with informal border trade.

The question that often comes in mind is how the villagers got involved in the informal trade? Before we answer this, let's have a look on the socio-economic conditions of the bordering villages. The Sutarkandi LCS is surrounded on the Indian side by the village Sutarkandi, which is densely populatedⁱ along with Zarapata and Latuⁱⁱ villages. These villages are inhabited both by the Hindus and Muslims, though Muslims are majorityⁱⁱⁱ. Bangladesh side's LCS is surrounded by the village Kunagram, which lies on the left side of the NH-151 and on the right side of this road is the village Khalpar, in middle of these two villages is the Zero Point Bridge^{iv}. Like NER side villages, both these villages are highly populated^v and the village Kunagram is a Muslim^{vi} dominating one. The socio-economic conditions of all these bordering villagers are execrable^{vii}. Majority of the villagers had adopted farming as their main profession, rest are working either as a carpenter or a daily labourer. Due to traditional cultivation technique and inadequate irrigation facilities the yield rate is very low. Besides, as farming completely depends on monsoon, there are hardly any off-season jobs. Due to the lack of alternative opportunities, the local youths got involved in informal trade. They gainfully utilize ethnic, linguistic and religious affinities across the border.

3.3.14 Medical Tourism

Medical tourism is a future prospect due to enhanced connectivity in Sylhet region. In Sylhet, this is an unused investment scope, especially for Londoni people. In normal practice, people go to India for treatment. But here it may be reversed. On the other hand, India may avail the scope by strengthening medical infrastructure in NER.

Sylhet region is basically a remittance earning area. If congenial social relation prevails, then tourism, education, health service exchange may be increased resulting socio-economic development of the citizens of both the countries. And also road infrastructure will be developed due to the project. It is expected new investment will be available in the area in near future.

3.3.15 Other Cross Border Activities

Both formal trade and informal activities are being carried out in the border area. Some of them may not be legal. These are human trafficking and drug business also. For details separate study may be needed.

As has already been discussed, the commodity structure of exports to Bangladesh via Sutarkandi LCS mainly consists of raw mineral resources like coal and limestone. These minerals are extracted mainly from the hills of Meghalaya. As the NER is land-locked and the national market places are far away, the markets across the border in Bangladesh act

as the vent for surplus for her products. A strong resource-trade linkage has already been established where mineral resources from the region are used for the development of industries in Bangladesh. It may be noted that had these resources not exported to Bangladesh, their extraction would have to wait till their demand grow sufficiently in the national economy justifying a higher transport cost and making their use economically viable. The demand for the mineral resources in Bangladesh has in fact accelerated the extraction in the hills of north east region(NER). The resource-trade linkage across the border has thus created a growth generating effects particularly in the hills of Meghalaya in terms of creation of direct and indirect employment and income.

On the Bangladesh side, Meghalaya coal has great demand particularly in the Dhaka and Chittagong districts. Being a developing economy, Bangladesh requires large quantity of coal and limestone to meet up her rising industrial and housing requirements

Bangladesh's cement industry largely depends on the imported raw materials, of which clinker is the main one. This clinker is imported in small quantity from the NER of India to utilise in the Bangladeshi cement industries. Besides domestic demand, Bangladesh also exports cement to NER and earns a good amount of foreign exchange (The Daily Star, March 21, 2009). The Shah Cement, Meghna Cement, Aramit, Crown, Premium and Holcim companies of Bangladesh export cement to the NER (The Daily Star, March 21, 2009). Therefore, we find that Bangladesh imports raw material from the cheapest possible market i.e., NER and also sells the finished products to her.

Traders in NER and Bangladesh are increasingly discovering that it is most convenient to procure goods and services from each other, rather than from distant sources.

It is noticed high demand for NER's ores and minerals has been noticed in Bangladesh, for satisfying their rising manufacturing as well as the industrial requirements. But the question is how long Bangladesh will be interested to import from NER? Previously, Bangladesh, as a low resource endowed country, was interested in importing ores and minerals from NER. But with the discovery of coalmine^{viii} in Bangladesh's Barapukulia in Dinajpur district, the demand for Meghalaya coal in Bangladesh has slightly come down.

Given its large pharmaceutical industrial base, India produces a large number of prescription drugs. Most of these pharmaceutical preparations containing dextro propoxyphene and codeine are illegally trafficked to the neighboring countries. Phensedyl, a codeine-based cough syrup in particular, has become the chief item for smuggling into Bangladesh. Truckloads of Phensedyl bottles from the factory are smuggled to the Northeast and West Bengal. In addition, empty Phensedyl bottles are refilled with higher narcotic content and repackaged as 'phensedyl1plus' and smuggled back into Bangladesh. Bulk amount of Phensedyl bottles are smuggled into Bangladesh through the Kailashar (Tripura) and the Cachar-Karimganj (Assam) borders.

Law enforcement authorities, in both countries, continue to seize large consignments of phensedyl. For instance in 2009, Bangladesh seized 58,875 bottles of phensedyl.⁶⁸ In the same year, India's Border Security Force (BSF) seized 4,18,788 bottles along the Indo-Bangladesh border.⁶⁹ In 2010, Indian law enforcement officials seized 39,000 bottles of phensedyl destined for Bangladesh in Karimganj district of Assam.⁷⁰ Similarly in 2011, the BSF seized phensedyl bottles worth about Rs 10.50 lakh.⁷¹²

¹⁴Das, Pushpita 'DRUG TRAFFICKING IN INDIA: A CASE FOR BORDER SECURITY' Institute for Defence Studies and Analyses, New Delhi, May 2012

² "Smuggling thriving as fencing of Indo-bangla border delayed," The Indian Express, Shillong, December 5, 2011 at <http://www.indianexpress.com/news/smuggling-thrives-as-fencing-of-indobangla-border-delayed/884123/0> (Accessed on January 12, 2012)

3.3.16 Cultural Resource and Issues

There are several cultural organizations Club- 75, library -2, community centre- 13, women's organisation, playground- 15. Noted installations and tourist spots are Beanibazar Gas Field, Baro Haler Dighi, and Tomb of Golab Shah. Other cultural and Archaeological heritage and relics are Sree Basu Deva Bari (house) and Basu Deva image (made of black basalt) at village Supatala, six out of seven pieces of copper plates of king Bhaskar Barma (7th century) and an imperial elephant embossed stamp, ruins of Rajbari at Tengra. There are also sports organizations and community organization and social organization in the Upazila. But no impact on the above mentioned cultural resources is identified.

3.4 Salient Issues for the Project

Major impact of the project is that the land especially the agriculture land will be reduced for the villagers by the project. On the other hand every year cropland are reducing due to new infrastructure development and new housing structure also. The loss of agriculture land is the major impact, and maximum land are being used as coal depot as rental arrangement. As in the project site coal depot, land owners rent the land at the rate of Tk. 8,000 per decimal (8 lacs per acre) per year. So, new initiative should be needed for livelihood restoration for the affected household. It is possible by initiating pragmatic and timely decision by the project authority. It will be helpful for port authority and affected community also.

During construction of land port some resettlement issues are available. Loss of livelihood and land loss are the main resettlement impact. Land acquisition process has not started till today. Deputy Commissioner is legally responsible for land acquisition on behalf of requiring body (BLPA). But at present, land price has increased substantially and due to changed situation, PAPs are anxious about getting proper compensation in case of acquisition. In this context they suggested resettlement is must for acquisition of land. 45 affected households are identified, a resettlement action (RAP) has been prepared for mitigating resettlement issues and at the same time, for solving social issue a Social Management Plan (SMP) is prepared. PAPs will be compensated by recruiting an NGO, which would be responsible for resettling the affected persons and raising awareness. It is mentioned here, during the construction period recruited NGO will implement both SMP and RAP under guidance of resettlement unit (RU). After construction period RU will work in the name of CSR/ social development unit for pending resettlement and social issues and will mitigate post negative impacts of the project. However, they suggested the port authority should play active role in development of the area and to improve the socio economic condition of the community. In addition to that they want prospect of job for the local youth in the project construction work.

In regaining income of the affected persons, port authority should outline program. For the greater interest of the country, project is implemented but owner of the land of the acquired land should also be rehabilitated. Though Bangladesh's laws have no mandatory provision of resettlement but due to donor involvement and present norms, affected land owners, livelihood losers, vulnerable, irrespective of titled and non titled land owners and income losers will get extra benefit from the project at the rate of full replacement cost for re-owning the lost land. Moreover, all sorts of support in regaining income restoration from the project should be taken.

Chapter 4: Institutional and Implementation Structure

Chapter-4

Institutional and Implementation Structure

4.1 Introduction

In order to implement Social Management BLPA needs institutional arrangement. Moreover, Existing institutional arrangement of BLPA needs to be reviewed

4.2 Institution Related to Policy, Planning &ME of the Project

The project authority will establish RU during construction period and it will be converted to a Corporate Social Responsibility (CSR)/ Social Development Cell during post construction period for mitigating future social and resettlement impact including any pending resettlement issues, headed by a Deputy Director as Project Manager (PM) under the guidance of Project Director (PD). The project authority will hire an NGO to implement the social management plan. RU will implement both RP and SMP and will have also Monitoring, Evaluation specialist and Livelihood specialist and will engage for 6 months' period. There will be monthly, quarterly progress report. After completion of the project there will be a final report. Detailed institutional arrangement is mentioned in the RAP.

4.3 Ministry of Shipping (MoS)

Ministry of Shipping (MoS) consists of following organization. Chittagong Port Authority, Bangladesh Shipping Corporation, Bangladesh Inland Water Transport Authority, Bangladesh Inland Water Transport Corporation, Bangladesh Land Port Authority, Department of Shipping; Marine Academy , Chittagong.

4.2.2 BLPA

Bangladesh government has established Bangladesh Sthala Bandar Kartripaksha (BSBK) in 2001 with a view to facilitate bilateral/trilateral trade with neighbouring countries namely India, Nepal, Myanmar & Bhutan. Initially 12 land custom stations were declared as land ports in 2002. Later ten new land ports have been declared. Presently the number of land ports is 22 of which 5 ports (Sonamosjid, Hilli, Teknaf, Bibirbazar and Bangladesh Land Port) are in operation under BOT basis. On the other hand, Benapole, Burimari, Akhaura, Nakugaon and Bhomra land ports are being operated by the own management of Bangladesh land port Authority.

Vision and mission and activities of BLPA is given below.

Vision: Facilitating export-import through land route.

Mission: Infrastructure development, efficient cargo handling, improvement of storage facilities, fostering public-private partnership for effective and better service delivery.

Activities:

- (a) Formulating policy for development, management expansion, operation and maintenance of all land ports.
- (b) Engaging operators for receiving, maintaining and dispatching cargoes at land ports.
- (c) Preparing Schedule of tariffs, tolls, rates and fees chargeable to the port users having prior approval of the government.
- (d) Executing contracts with any person to fulfill the objectives of the Act.

4.2.3 Other Institutions

Other ministry shipping is large organization and has conformity with BLPA.

4.2.4 Implementations and Operation-BLPA

Here chairman is the administrative head and Chief Engineer is basically technical and engineering issues.

4.3.1 Hierarchy

The chairman is the executive head of BLPA. He is assisted by member traffic, member development and member Finance and administration and some other part time members. The Organogram of administrative hierarchy is given below in the following table.

4.3.2 Manpower

The port has 46 1st class officials. Chairman is the head of the organization. Total employees are 310 nos with 4th class employees.

4.3.3 Key strengths and Weakness of BLPA

BLPA is an important organization of Ministry of Shipping (MoS). But in maximum land port, they have no manpower. In some port only Asst Director Traffic, Sub-Asst Engineer, Traffic Inspector is working. Sheola has no sanctioned official from BLPA. Only Benapole has sufficient officials and employees. Main weakness is earning sufficient revenue for the concerned ports. Other than Benapole port no other port is economically sustainable. For identifying key strengths further investigation is needed

4.4 Issues for Considerations

Key issues the sustainability of the proposed port regarding income, revenue and facilities.

4.5 Capacity Building

For capacity building the BLPA should efficient manpower who will know the Trans border trade augmentation, law and regulation.

4.5.1 Capacity Building Requirements

For capacity building, institutional development is an urgent issue. The employees should have a thorough knowledge trade law, tariff etc.

4.5.2 Training Needs

Training needs Trans border trade scope, resettlement issues, social issues includes trafficking etc

4.5.3 Capacity Building and Training Proposed

Capacity building training is proposed for BLPA officials, PAPs, transport workers and Project affected community.

Chapter 5: Stakeholder Analysis

Chapter-5

Stakeholder Analysis

1.1 Introduction

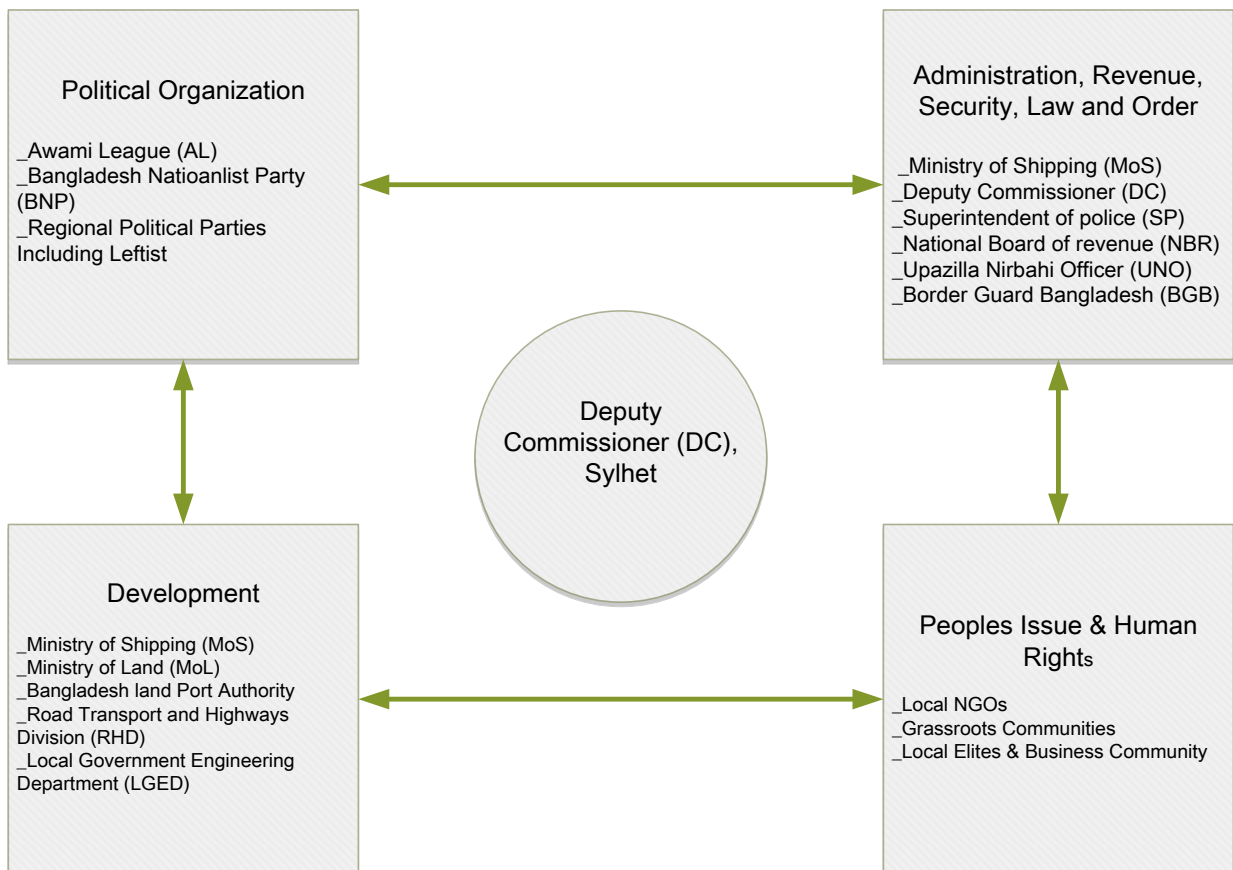
For the development of present port, identification of different stakeholders other than BLPA identification is essential which will optimize the project benefit.

1.2 Stakeholders at Different Levels

At the grass root level project affected persons are the main stakeholders. Among the roads development facilities LGED, RHD are the main partners. In cases of maintaining security, law enforcing agencies are the stakeholders. Road users, NMT associations, Bus truck association, business associations are also one of the major stakeholders.

1.3 Stakeholders Analysis

Figure 6: Stakeholder map for project implementation



The figure-1 stated above illustrates the following detailed roles and responsibilities of different stakeholders in the target project area:

Political Organization:

Awami League (AL): The most established and biggest political party of Bangladesh, presently the ruling party of the state. Honorable prime minister of Bangladesh, Sheikh Hasina is the chief leader of the ruling party. However, as the ruling party and the highest decision making authority (government) of the state, Bangladesh Awami League can play a vital role in the project area. The local AL subdivision can watch after or facilitate good governance through detailed participation, visible precision, contestation, responsibility and innovation for the best implementation and outcome of the project. Moreover, monitoring the opposite political party should be another concern.

Bangladesh Nationalist Party (BNP): Bangladesh Nationalist Party (BNP) is the present opposition party of Bangladesh. As the opposition, BNP should speak as an alternative government in the target project territory and should be in charge of challenging the strategies of the government's policies and creating different arrangements where suitable or relevant to offer. However, most importantly the opposition should not produce or support any sort of political unrest and make the peaceful community worsen in the project area.

Regional Political Parties including Leftist: other political parties should be concerned about the big picture and what is happening for the greater development. Helping by providing with the best support and with the relevant recommendation for the project.

Development:

Ministry of Shipping (MoS) consists of following directorates:

1. Chittagong Port Authority
2. Bangladesh Land Port Authority
3. National Maritime Institute
4. Bangladesh Inland Water Transport Authority
5. Bangladesh Inland Water Transport Corporation
6. Bangladesh Marine Academy
7. Bangladesh Shipping Corporation
8. Mongla Port Authority
9. Directorate General of Shipping.

The directorates stated above would do the relevant works to implement exact strategies of the project. Again, Ministry of Land would overview and examine the Land laws, policies and rules in the project area. Bangladesh Land Port Authority would monitor the customs and border protection in the port area, and also keep an eye on other inspection agencies responsible for the enforcement of state's laws pertaining to all relevant activities.

Road Transport and Highways Division (RHD) would monitor and ensure development of socio-economic condition of the general people of the project area community through planning arrangements and policies regarding roads, transports through construction, development, extension and upkeep of environment-friendly and user-accommodating coordinated roads transportation.

Local Government Engineering Department LGED would work intimately with the local stakeholders to guarantee individuals' cooperation and bottom-up planning in all phases of the target project implementation cycle. Again, LGED will enhance the socio-economic condition of the community through supply of infrastructures at local level and capacity building of the stakeholders.

Administration, Revenue, Security, Law and Order

The National Board of Revenue (NBR) would be in charge of formulation and continuous re-appraisal of tax-strategies and tax-laws. Moreover, toll management and toll collection with respect of the project area would be another prime concern of NBR. Deputy Commissioner (DC) of Sylhet would be the prime personnel to monitor the holistic law implementation and under his jurisdiction, Upazilla Nirbahi Officer (UNO) of Beanibazar Upazila, Superintendent of Police (SP) of Sylhet would monitor the holistic law implementation. *Armed forces* and *Border Guard of Bangladesh (BGB)* would be in the duty of keeping holistic peace and keep the area free from any kind of un-wanted disturbances and unrests.

Peoples Issue & Human Rights

Local NGO of Beanibazar would support innovation and demonstration of the Project plan through rapport building with people. Local elites and businessman would ensure no harm and recommend necessary proposals. On the other hand, grassroots communities can build understanding of the project plan and facilitate the project and complain relevantly the authority.

Table: 8. Stakeholders/ institutions to support planning and implementation

Stakeholders categories	Roles/ contribution	Expectation
Ministry of shipping Bangladesh government	Overseeing RAP implementation including addressing grievances, technical, legal and policy issues, maintaining social issues. Project Developer, Facilitate the valuation exercise Provision for fund for compensation	RAP is planned and successfully implemented through participatory process. Resource for compensation are executed in time as planned
Beanibazar Upazila Parishad (Local government)	Grievance redress committee Follow up on cut-of date Provide solid waste management services Land fill material Facilitating implementation of the RAP	PAPs vacate the project area All PAPs are paid on time
Local government authority Dubagh Union Parishad & Ward	Facilitating implementation of the RAP Provide technical support in land acquisition and resettlement including property valuation Follow up on cut-of date Grievance redress committee	PAPs vacate the project area All PAPs are paid on time
Project Affected Person PAPs	Provision of land for project implementation Vacating affected land as per agreed time Abiding to cut-off date	Compensation and livelihood improvement Alternative land
Affected local communities Local affected communities within the project area	Provide support in project implementation	Improved socio-economic condition and livelihood of local communities Employment opportunity
Utilities companies	Provide support in project implementation	Improved socio-economic condition of local communities

5.4 Beneficiaries/ Stakeholders Expectations

Improve facilities in border trade is the main expectations from the stakeholders. On the other PAPs and livelihood losers claim alternative site for business and compensation at the affected land and structure.

5.4.1 Overall Issues Emerged During Public Consultations

According to the participatory planning, a public consultation meeting was held in the area for public consultation. On that purpose, a FGD meeting was held at Sutarkandi (Mouza: Barafram, Village: Baragram) with the affected people. The meeting was attended by the beneficiaries, concerned stakeholders and local elites. They have supported construction, renovation and rehabilitation of proposed land port under BLPA. On the other hand, they urged more compensation and actual market price without any hassle. Other public consultations were carried out individually and in groups in different places among the key stakeholders.

The participants suggested, BLPA should take necessary action to create alternative livelihood support program for the affected people of the concerned area through social and economic support. It will enable them to be self sufficient, reduce their vulnerability, and increase their income and living standard. It is mentioned here, as there is no major acquisition of land and also requisition of the project. A resettlement impact can be seen through this present project.

They have support to construct Sheola land port from previous place at present location but they urge for proper market price of the affected land and also include income loss of the affected land. Because DC's payment doesn't cover the real market price due to various reasons.

Summary of the meetings are given below:

A free prior informed Public Consultation Meeting was held on 7 May, 2016 at the local Dubag Union Parishad auditorium at 3 p.m. The meeting was chaired by Dubag Union Parishad Chairman and most of the PAPs were attended in the meeting. Among others Beanibazar Upazila Chairman, local high school headmaster, coal importers and local Ward Commissioners were present in the meeting. The discussed issues are given below:

1. Compensation should be paid within six months after the valuation of PAPs properties.
2. Employment to the people hailing from the project site during the construction. The community may be involved in some activities as laborers during the project construction phase.
3. If the authority decides to take this area on that moment will we provide enough time to salvage our properties?
4. We would like if the authority will secure another area which is adjacent and relocate us because we don't want to lose our business network as well as customers & employees.

5. PAPs should be educated on the usages of compensation money otherwise people will squander them and fail to build other houses.

6. During the project construction there will be dust Problems and noise which may be a source of coughing, chest pain and other influenzas in general.

7. The project area has conflict over ownership. So the administration should be careful regarding land ownership.

National Consultation Workshop was organized by Bangladesh Land Port Authority on 10 August, 2016. The main purpose of the workshop was based on Draft environment and social assessment studies for proposed Bangladesh Regional Connectivity Project. The list of the participants who attended the national consultation workshop is given below:

Table: 9. Comments and suggestion in the FGD meeting

Sl. No.	Date	Place of the Meeting	Participants	Comments and Suggestion
1.	26.4.2016	Borogram project site	Participants 14- , Local elites, local government representatives	<ol style="list-style-type: none"> 1 Alternative. livelihood support and business rehabilitation site 2. Economic support, IGA training and loan 3. Technical training needed 4. No negative impact of the project 5. Training for livelihood and staff training 6. Training for livelihood and staff 7. Employment opportunity for local people during construction and post construction period 8. Development of access road to the port 9. Development of river port also on the bank of Kushiara which reduce cost of coal import 10. Support of accidents management 11. Joint effort from LGED and RHD
2	7.5.2016	Dubagh Union Parishad auditorium at 3 p.m	UP Chairman Among others Beanibazar Upazila Chairman, local high school headmaster, coal importers and local Ward Commissioners	<ol style="list-style-type: none"> 1.Compensation should be done in time not more than six months 2. Employment to the people 3. Resettlement Site for business owner.

Table: 10. Comments of Participant National Public Consultation Workshop

Sl. No.	Name	Position	Organization	Address	Email	Mobile	Question	Reply/ Response
1	Akhtar Zaman	Social development Specialist	World bank			01715 201759	How did you define Replacement cost? And What is the level of impact on livelihood?	The replacement is estimated based on the actual cost to buy or re-build same thing that was lost due to resettlement, and this has been estimated based on market rates. The impact on livelihood from development of Sheola Land Port is severe on 12 person who are in restaurant business (4 tenants and 8 employees)
2	Md. Rejaul Islam	President	Bhomra Handling Worker Union	Bhomra Tax Station, Salkhira		01740 552369	It has always been seen that facilities for workers are neglected while designing facilities for land port. Is there any resing space for workers in your proposed land port?	Workers waiting room with toilet facilities are provided in the land ports.
3	Kazi Nawshad Dilwour (Raju)	President	C & F Agents Association, Bhomra.	Bhomra land port, Salkhira		01711351030	We cannot see the building design for Bhomra land port right now. How much time is required to complete the design?	Detailed design of Sheola land port is in final stage, but the design of Bhomra land port is expected to be completed by next year
4	Nasim Mostafizur	General	Bhomra land port C & F Agents Association	Bhomra		01713919565	1) In 1996 in the present land port the development which was supposed to be done has not yet been delivered. Moreover, it is my observation that government is putting too much emphasis building the new service and not providing importance in the existing facilities. How long it will take to develop the existing facilities? 2) in which side of the road land acquisition will occur for the present north side facilities?	The proposed development of land port will consider the improvement of existing facilities including providing drinking water supply and sanitation, drainage, and dust control measures. The extension of Bhomra land port will be done in phases and will include towards both northern and southern areas of the existing port facilities.
5	Abu Saleh	Public Relation Officer	Bangladesh Land Port Authority	TCB Bhaban 5th floor, Kawran Bazar, Dhaka.	junnunbadeshi@gmail.com	01710741728	It has not been possible to build the Benapole land port as well Equipped, modernized and environment friendly port after 35 years of liberation war. So, will it be possible to build the sheola land port as ecofriendly and organized land port as mentioned your speech?	The project will strengthen the existing facilities in terms of drainage improvement, dust control measures, water supply and sanitation. The land will be acquired both north and south side of the road, however the north side is major part.
6	M.A. Hashem	Suter Kandi / sh		Suter Kandi Dubogh Beamibazar		01712647012	1. The lands that are already developed in Sheola (filled areas of low land) should be given more compensation than the low lying lands. 2. For compensation of buildings right amount should be calculated. 3. Compensation should be given to shops that will be affected by land acquisition 4. Right Amount of land price should be Given	Compensation will be provided to all the structures including shops that are affected by the land acquisition. Compensation for structures have been estimated at a replacement cost. Compensation will also be provided for the loss of businesses.

Sl. No.	Name	Position	Organization	Address	Email	Mobile	Question	Reply/ Response
7	Mst. Fojunnahar	Additional Director of traffic	Authority of land port				Have you considered the effect of radioactive and hazardous chemicals to the surrounding areas which will be imported to the port?	Hazardous materials such as fuels will be stored in the warehouses. No radioactive materials will be transported through the ports.
8	Meher Moni	Reporter	Boishakhi TV			01744356217	1) From Sheola port how much Revenue will be earned by government (forecasted) 2) From Bhomra port has much revenue will come every year?	According to the feasibility study of Sheola land port, the revenue o will be initially 1.4 million USD per year, and in 2049 it will 10.23 million per year
9	Md. Ali Ashraf		Auditor Bangladesh land port Authority				We have shown that you are providing different facilities for the stake holder but what you think about the facilities for the employer who will do the job.	The BLPA staff will have office building, dormitories, guest house, restaurant, water supply and sanitation facilities.
10	Md. Monir Hossain Mojumder	Traffic Inspector					There should be hospital facilities in every land port.	First aid facilities will be provided at the land ports. Hospital facilities are available within 13 km distance from the proposed Sheola and existing Bhomra land ports
11	Quazi Sarwar Imtiaz Hasmi	Additional Director General	DoE	Agargaon, Dhaka		02 8181767	Is there Sulphur pollution from coal dust. DoE is now revising the ECR, Involve local DoE office for public consultation meting, Check the land issue (RAP), air pollution should be considered. CAM station at Shymnagar at Satkhira district.	Only low grade coal having sulphur content. Coal wash water wil be acidic and should be neutralize before filtration and discharge after meeting DoE compliance. Will be invited in the PC Meeting. Land issue will be checked. Air pollution issue considered in the detail design.

Chapter 6: Impact Assessment

Chapter-6

Impact Assessment

6.1 Introduction

The project has some negative impact identified as there is only a small amount of land acquisition, land owners, and structure losers have been identified in the project site. During survey and census some livelihood impact has been identified and these will be solved by WB's OP/BP 4.12 guidelines and legal framework of Bangladesh's law to regain at least the pre project condition at the full replacement cost. No indigenous community, squatters on vulnerable has been identified as affected. In the following paragraph, project's impacts and probable mitigation measures has been presented.

6.2 Positive Impact

Future potential of the proposed project is very prospective. Urbanization and employment generation in the transport sector are expected to be increased in the project area. After development of the Sheola land port in new site with new facilities, cross border mutual cooperation will be intensified both socially and economically. Sylhet region basically is a remittance earning area. If congenial social relation prevails, then tourism, education, health service exchange will be increased resulting socio- economic development of the citizens of both the countries. And also road infrastructure will be developed due to the project. It is expected; new investment will be available in the area in near future.

Project command area is not confined within the port area only. But it will make the whole Barak valley self-sufficient. As highly remittance earning area, Sylhet has huge surplus capital to invest in Sylhet and Assam. Assam and adjacent seven sister state make reciprocal benefit from the project. Assam has raw materials for industrialization and is rich in horticulture products. Sylhet division total Population -9,910,219(2011), 12,298.4 ^{km²} (4,748.4 sq mi), Population density810/^{km²} (2,100/sq mi). On the other hand, Assam socio economic status is in some aspect comparatively in better position than Sylhet.

In 2011, literacy rate in the state was 73.18%. Male literacy rate was 78.81% and female literacy rate was 67.27% In 2001, the census had recorded literacy in Assam at 63.3% with male literacy at 71.3% and female at 54.6%. Urbanization rate was recorded at 12.9%.

According to the 2011 census, 61.5% were Hindus, 34.22% were Muslims. Christian minorities (3.7%) are found among Scheduled Tribe population. Scheduled Tribe population in Assam is around 13% in which Bodos account for 40%. [Other religions followed include Jainism (0.1%), Buddhism (0.2%), Sikhism (0.1%)

And animism (amongst Khamti, Phake, Aiton etc. communities)

Out of 32 districts of Assam, 9 are Muslim majority according to the 2011 census of India. The districts are Dhubri, Goalpara, Barpeta, Morigaon, Nagaon, Karimganj, Hailakandi, Darrang and Bongaigaon

Assam's economy is based on agriculture and oil. Assam produces more than half of India's tea. The Indian economy grew at 6% per annum over the period of 1981 to 2000; the growth rate of Assam was only 3.3%.

(Source: Wikipedia)

Since long time before both the areas were culturally integrated. Muslim population is mentionable in Karimganj and adjacent areas also. In education rate, Assam is more advanced (73.18%) and has more universities than Bangladesh; they can provide more scope for Bangladeshi students. On the other hand, tourism can be boost up and both the areas may be benefited. Assam is almost three times larger than Sylhet division in respect of area and population. Assam can import more industrial products from Sylhet and from whole Bangladesh and should abolish all non-tariff barrier from the Bangladeshi goods. Bangladesh in some cases, are rapidly growing and GDP growth is around 7%. On the other hand, Assam has only 3.3%. So, all future development depends on social relation, economic and political relation.

Table: 11. Positive Impact of the project

Sl, No	Type of Impact	Positive Impact	Comments
1	Income opportunity for poor	1. Construction period work opportunity but exact number yet to be identified	
1.1	Income opportunity for businessman	1. Cross border trade will increase. As Sylhet is remittance earning area, rapid urbanization and construction industry is flourishing rapidly. So coal demand will be high.	For assessing demand further investigation is essential
2	Transport sector	Transport worker, owners will get more income	
3.	Trade improvement	Trans border Will increase	For assessing demand further investigation is essential
3.1	Export	Increased Export	. For assessing demand further investigation is essential
3.2	Import	Increased import	For assessing demand further investigation is essential
3.3	Tourism	May be increased depending on government initiative	For assessing demand further investigation is essential
3.4	Education migration	May be increased depending on more facilities and institution building	For assessing demand further investigation is essential

Sl, No	Type of Impact	Positive Impact	Comments
3.5	Health migration	May be increased subject to quality, affordable health institution	For assessing demand further investigation is essential
3.6	Investment	May be increased	
6.	Social impact	Cross border social relation	
6.1	Cross border social relation	Positive impact on in migration and out migration	Further investigation is needed for details analysis

6.3 Adverse Impacts

There are many negative impacts can be seen because of the project but the reduction of the agriculture land is one of them. From 1976 to 2010, Bangladesh has been losing nearly 0.249 % of the agriculture land. It is a grave concern for Bangladesh because 60% of the land area of Bangladesh is used for the agricultural purposes. Every year the new development of the infrastructures and the housing structures are the main causes of the reduction of cropland. However, the maximum land of the proposed project area is fallow which used as coal depot and rental arrangement. The land owners of the coal depot rent the land at the rate of Tk. 8,000 per decimal (8lacs per acre) per year. It is a crying need to restore the livelihood of the affected households by pragmatic initiatives and well organized decision making by the project authority. It will be helpful not only for the port authority but also for the affected community.

There are some resettlement issues, loss of livelihood and lands will be incurring because of the construction of the land port. Land acquisition process has not started till today. The Deputy Commissioner OF Sylhet is legally responsible for the land acquisition on the behalf of requiring body (BLPA). Because of the changed situation, the land price has increased substantially. This fact has created a great concern for the PAPs to get proper compensation in the case of acquisition. A Resettlement Action Plan (RAP) has been prepared for the identified 45 affected persons which will mitigate their settlement issues by following Resettlement Policy Framework of BLPA. At the same time, a Social Management Plan (SMP) is also prepared for solving the social issue.

On the other hand, PAPs will be compensated by recruiting an NGO which will raise awareness and resettle the affected persons. During the construction period, it is also mentioned here that the recruited NGO will implement both SMP and RAP under the guidance of resettlement unit (RU). After the construction period, RU will start off working as the name of CSR and social development issues for pending resettlement and social issues. In this way, the post negative impacts of the project will mitigate properly.

However, they suggested that the port authority should play an active role for the development of the area which will improve the socio economic condition of the community. In addition, they want to include the local youth in the project construction work which will also create job opportunities. The port authority should outline a program which will regain the income of the affected persons. The project needs to be implemented because of the greater demand and interest. On the other hand, the owners of the land should be rehabilitated as soon as possible. There is no mandatory provision of resettlement has been included in the existing laws of Bangladesh. Because of the donor involvement, the affected land owners will get additional benefit from the project at the rate of full replacement cost. It will help them for re-owning the lost land. It is assured that all kinds of support will be provided by the project for the restoration of income process.

In present situation, 22.1 acres' agriculture land will be acquired under the land acquisition process. The construction work will be occurring on the existing site of the acquisition land. Five medium size wood trees and 26 structures will be affected due to this project implementation. Total 36 PAHs will be affected of which 36 have been identified as land owners and 26 PAHs as the structure losers. During construction time, some health problem may raise including water borne and air borne diseases. With sufficient precaution and awareness program, this problem may be minimized.

A brief description of adverse impacts has been presented in the following table.

Table: 12. Type of Negative Impact and Mitigation Measures

Serial	Type of Impact	Negative impact	Mitigation measures	Implementing Authority
1	Land Acquisition	22.1 acres' agriculture land will acquired be under acquisition process	<p>For agricultural land acquisition cash compensate (market price) will be provided including 50 % premium. Moreover, compensate will be provided for standing crops. In that case one-month advanced notice should be issued in time to harvest standing crops.</p> <p>1. Primary Compensation by District Administration (DC). DC will carry out feasibility study of the land acquisition and submit the proposal with the feasibility report to the Ministry of Land.</p> <p>2. Additional grant for purchasing land at the rate full of replacement cost synergic with local land purchasing rate.</p> <p>3. Stamp duty refund for land purchase (20% on land Price) including other associated cost viz. income loss, inflation, preparation of documents etc.</p>	<p>1. District administration(DC).</p> <p>2. Resettlement Unit(RU)/ Social Development unit/CSR Unit, Land Port Authority(BLPA).</p> <p>3. NGO as implementation agency.</p>
2.	Land Requisition	Dumping center may be needed for the construction materials but it has not yet finalized.	1. Contractor with supervision of the DC will hire the land as market price. If the land has crops then the crop value will be provided and determined by DC.	<p>1. Contractor.</p> <p>2. BLPA will ensure proper compensation</p>
3.	Demolition of Existing business structure	<p>1. Demolition of 13 business structure.</p> <p>2. Demolition of 5 latrines.</p> <p>3. Demolition of 3</p>	Replacement cost of structures and other immovable builds items will be provided at current market price of the same building materials plus the	<p>1. DC</p> <p>2. BLPA</p> <p>3. Non-Government Organization(NGO) as implementation agency .</p>

		Tube wells.	<p>current cost of labor to build them.</p> <ol style="list-style-type: none"> 1.Primary Compensation by DC 2. Salvage material will be taken by Owner as norms and common practice 3. Additional grant by Project. 4. Transfer Grant(TG) by Project (5% on market price) 5. Construction grant by project (10% on market price) 	
4.	Impact on Trees	Five medium size trees will be affected due to this project implementation.	<p>Currently market prices of tree, which are Irreplaceable will be determined considering the maturity and harvest price of fruits.</p> <ol style="list-style-type: none"> 1.Primary compensation by DC. 2. There are many fallow lands in that project implemented areas so by considering the fact proper sapling must be needed according to the soil structure for sustainable tree plantation. Considering the fact, some money must be provided by the project through NGOs for the purpose of tree plantation. Each tree costs approximately 100 Tk. If 100 plants will be planted instead of 5 damaged plants, it will cost 10,000 Tk. 	<ol style="list-style-type: none"> 1.DC 2.BLPA 3.NGO
5.	Employment opportunity	Temporary Negative impact on income sources will be occurred due to relocation shops and business .	<p>Persons who are employed in the affected businesses being operated on private or public lands.</p> <ol style="list-style-type: none"> 1.Creating alternative income facilities 2. Cash grant will be provided to the affected employees/wage earners equivalent to 90 days' wage specially for unskilled @ Tk. 400.00 and skilled Tk. 500.00 3. Preferential employment may be needed in the project construction work, if available. 3, Arrange training by NGOs on income generating activities (IGA) 	<ol style="list-style-type: none"> 1.Contractor 2.BLPA will ensure proper compensation 3.Skill training by NGO

			with new strategies. 4. PAPs and Local people should be given priority to the construction work of the port. It is also provided job facilities for the local people.	
6.	Road infrastructure	May be damaged due to movement of heavy vehicle.	Future support from the port authority will be given if any damage will occur in future during transportation. Authority should reinstate it timely and give support for the maintenance.	1. BLPA 2. Construction Contractor
7.	Health related issues	Water borne airborne, STD diseases may increase due to coal transporting business, migration of workers, drivers. .	1. Authority should support in building health infrastructure in the area 2. Raising awareness and information campaign by NGOs can reduce the negative impact of health hazards. In every year 4 health related campaigns can be done per 3 months. Each campaign costs approx. 50,000 Tk. and the total amount will be needed 240000 Tk..	1. BLPA 2. NGO
8.	Drug Addiction and AIDS etc.	Drug Addiction may increase due to migration of workers, drivers	1. Authority should support in building / health care facilities in the project implement area. 2. Raising awareness and information campaign is needed on time with the help of NGOs. In every year 2 campaigns for preventing drug addiction can be done per 6 months. Each campaign costs approx. 50,000 Tk. and the total amount will be needed 100,000 Tk .	1. BLPA 2. NGO
9.	Livelihood	Temporary livelihood will be affected for the existing shopkeepers and employees	1. Allocation of commercial spaces for the existing shopkeepers and business man. 2. Three-month income restoration Grant according to the type of business and public consensus for the business owners if it is needed.	1. BLPA 2. NGO
10.	Loss of Income of the community	Temporary loss of income in the community	1. Providing job in the project who are eligible as per requirement. 2. Arranging Short technical trainings for PAPs and their families.	1. BLPA 2. NGO

11.	Human Trafficking	It may be increased.	1. Authority should support in maintaining law and order situation of the area. 2. Raising awareness and information campaign for reducing human trafficking by the help of NGOs and local government. In every year, 2 campaigns for preventing human trafficking can be done per 6 months. Each campaign costs approx. 55,000 Tk. and the total amount will be needed 125,000Tk.	1. BLPA 2. NGO
12.	Degradation of Social Values	May increase	1. Raising awareness and information Campaign to reduce the degradation of social values. In every year, 2 campaigns for improving social values can be done per 6 months. Each campaign costs approx. 65,000Tk. and the total amount will be needed 130,000Tk .	1. BLPA 2. NGO

6.3.1 Land Acquisition Temporary and Permanent

No temporary requisition of land and 22.10 acre land will be permanently acquired.

6.3.2 Loss of Livelihoods: Fishing and Agriculture

Major livelihood loss is a business loss. No agriculture and fishing loss from the project

6.3.3 Impacts on River Boat and Vessels

No Such type of impacts is identified as land port is beyond the river side. Sheola has bridge also.

6.3.4 Impacts on Passengers

The port will have no negative impacts on passengers. However, they will be positively benefited due to improved facilities

6.3.5 Impacts on Women and Minorities and Vulnerable

No women are directly identified as PAPs. 3 are from Hindu community.

6.3.6 Impacts on Health and Safety

Increased traffic movements will cause more accidents. This is for both passengers and local community

6.3.7 Other Impacts

No other impacts are identified. For the project

Chapter 7: Major Risks and Assumptions

Chapter-7

Major Risks and Assumptions

7.1 Risks

Major risk of the present project is the land acquisition and livelihood loss of the project affected people and livelihood restoration of the project affected person. Other risk is reckless driving in the highway and increasing road accident. So, this issue should be handled carefully.

7.2 Assumptions

In many cases people is unable to regain lost land due to the price hike of land and discontinuation livelihood in the project area. On the other hand, they have to spent illegal money for collecting compensation from DC office. Many PAPs, due to lack of up to date land document are failed to collect money. Due to inflation impact, harassment and lack of knowledge of land law, people suffer a lot. So this is very important. Normally government officials have no clear idea regarding resettlement. So, they offer very little amount regarding resettlement.

7.3 Significance of Risks Assumptions

In recent years, due to several projects people were victimized and violently evicted against land acquisition and for proper compensation. Moreover, they laid their lives for the causes. So, this is very important to reinstate PAPs in previous socio economic condition.

Chapter 8: Overall Issues of Significance and Management

Chapter-8

Overall Issues of Significance and Management

8.1 Issues of Significance

In the following sections significant social and project issues have been discussed regarding connectivity and land port development.

Main issues of the significance are as follows.

- Land Acquisition
- Compensation at the rate of full replacement cost
- Livelihood restoration of project affected persons
- Mitigation of social Issues
- Ensure connectivity social, economic and communications
- Increase the trade volume and make land prt economically viable

8.1.1 Issues to be addressed by the Project

- Land Acquisition
- Compensation at the rate of full replacement cost
- Livelihood restoration of project person
- Mitigation of social Issues

8.2.2 Issues which are project Scope

The main scope of work is to prepare a social management plan (SMP) and preparation RAP.

8.2 Social Management Plan

A social management plan has been developed for mitigating social issues in the project area. A time bound implementation schedule has been proposed in the following table. The SMP has both resettlement and purely social issues. A separate RAP has also been prepared.

Table: 13. Tentative SMP Implementation Schedule

Serial	Items	Months ³												Up to July,2018
		1	2	3	4	5	6	7	8	9	10	11	12	
1	Socio Economic Survey	█												
2	Preparation IEE,EIA,SMP		█	█	█	█								
3	Joint Verification/ Video Filming by BLPA and DC office		█											
4	Land Acquisition & Requisition		█	█	█	█								
4.1	Serving Section-3,6,7 notice from DC office		█	█	█									
4.2	Starting of Payment of Compensation					█	█							
5	Set UP CSR Unit of BLPA					█	█							
6	NGO/IA Recruitment					█	█							
8	Information Campaign	█	█	█	█	█	█							
9	Payment of Additional Grant								█	█	█	█	█	
10	Raising Awareness								█	█	█	█	█	█
10.1	Health Awareness, drug addiction,STD, HIV/ AID etc								█	█	█	█	█	█
10.2	Awareness against social Degradation, human traffcking, gender discrimination, wage discrimination, child labour, begging, early marrige, dowry, smoking etc								█	█	█	█	█	█
11	Skill Training								█	█	█	█	█	█
12.0	Monthly Monitoring Report								█	█	█	█	█	█
12.1	Final SMP Progress Report												█	█

³ Tentative date of starting construction work is August,2016 and project completion is August,2018

8.2.1 Resettlement Action Plan

Total affected land is 22.10 acre. A resettlement action plan has been developed and total resettlement budget is Tk. 49,65,60,597

8.2.2 Land Acquisition Related

Total land to be acquired is 22.10 acres. All land low lying lands are used as coal depot in dry season and during wet season it is submerged under flood water.

8.2.3 Livelihood Related

Among all affected persons, the livelihood losers amounts to 45 of which 4 are below poverty line

8.2.4 Inclusion and Equity

In preparing SMP and RAP, inclusion of all sorts of people, community, PAPs and stakeholders are given importance. Equity and justice has given priority.

8.2.5 Gender Minorities / Vulnerable

Bangladesh is a highly patriarchal society. For this fact the men control over labor, choice of marriage partner, income, assets and affairs of livelihood. There is a strong cultural preference for males over females in the male dominated scenario of Bangladesh which exacerbates an imbalance society. From fathers to husbands to sons, women are dependent on men throughout their lives. Moreover gender studies focus on women. It happens because the position of women in the society is unfavorable in every aspect. Women are more vulnerable than men because of their lack of control over the means of production, restricted mobility, limited facilities for education and jobs. It is not only poverty that plays a hand in gender inequities but also the intricate connection of social and cultural influence the practices. Gender inequities not only effects on girls and women but also on boys and men.

Present Women Status in the Project Area

Project area of Sheola land port is not different from this situation. During census and field survey of the project area, no any female headed and handicapped people are identified from the affected people. In the project area women of both Muslim and Hindu community are living in a conservative society. A majority of women in the project area (not exactly acquired area) are housewives from poor community people. Their educational levels are comparatively low and access to technical skills education is constrained by poverty and other mobility related issues. Though a majority of women live in thatched and tin shed houses connected with no electricity and water services, hardly any of them could claim ownership to those houses. Almost 99 percent women live in their husbands' houses and are exclusively dependent on cash incomes generated by the family from employment. Land is owned by only a few families and supplementary incomes from agricultural activities are limited. Their knowledge and awareness on external issues such as HIV/AIDS is quite remote. Their vulnerabilities are reasonably high in physical and

sexual abuse, domestic violence and other forms of insecurities.

From the PAPs, three women are from Hindu community and they live below the poverty line. They should be given priority for social rehabilitation. One PAPs is Muslim who is living below the poverty line.

Possible areas of Women Involvement

The following proposals are made to involve Women at various levels of the Project. Women can work as managers during project implementation. The project can hire a local NGO to implement the RAP. It is proposed that NGO must fulfill the following conditions;

- The NGO must propose at least one women as part of the key personnel, the proposed Women Key Person shall be available to work at site at least 50% of duration as the contract.
- The NGO will depute a technical/ professional team to work at the site, which will consist at last 30% of Women members. Junior support Personnel and administrative staff will not have considered as technical/ Professional.
- Income generating program will be designed to ensure women a reliable income by engaging in activities. Taking into account the availability of resources and the type of enterprises that they are already engaged in.
- Capacity enhancing assistance will be provided for improving the access of women to skills training for off-farm employment such as tailoring, weaving, cutting, embroidery, handicaps', hair-cutting, beautification and processing of locally produced products.
- Social awareness campaigns and training opportunities will be organized to increase Women's in regulation into social and economic mainstream.
- Project will strength Women's community based and non-governmental organizations by providing training and advisory supports once during construction period.
- Prepare the skill development Plan for the women.
- Develop monitoring and evaluation system for the gender development activities.
- Provide support for getting loan from financial institutions.
- Preparing a periodical report and activities undertaken for the welfare of Women.

The Matter of Concern in the Project Area

Prostitution, violence against women and human trafficking are the major factors which will be affecting the community around the port area. Especially the migrated workers and drivers will be participating in that kind of activities. This terrible attitude towards women accounts for the high incidence of violence. This antisocial macho persona is typically determined the violence against women .Due to the illegality of prostitution, the public tends to be indifferent and apathetic towards the welfare of prostitutes. If it occurs on that moment the port area can be determined as a bad part of town. The law should be enforced to protect prostitutes from violent crimes. Otherwise the law fails to prevent them from engaging in the risky behavior in the first place. These bad consequences will increase diseases like AIDS, STD and also create social degradation in future. That's why a gender action plan will be needed to modify the whole scenario.

Gender Action Plan:

The gender action plan will be mainstreaming some important issues from national to grass root level. This action plan will be eliminating gender inequities. In the context of present situation, the government as well as the civil society can play vital roles regarding women development. Some of the following measures are:

- Offering high level education
- Increasing women employment
- Involving them in active politics and social activities
- Arranging social protection programs
- Generating awareness among parents
- Giving scholarships to the girls
- Spreading awareness against child abuse and violence
- Stopping sex identification and abortions
- Social welfare developments by politicians
- Promoting campaign through NGOs to eradicate Gender Inequality
- Increasing women's share of seats in National Parliament and local government bodies
- Combat violence against children, adolescences and women
- Guarantee women's and girls' property and inheritance rights
- Guarantee reproductive health and rights

The overall objective of Gender Action Plan (GAP) can improve the wellbeing of women who are living in the proposed project areas. The three specific objectives of GAP are given below:

- a) To avoid adverse impacts on women around the proposed land port.
- b) To facilitate economic benefits to women during project construction period.
- c) To support the processes of improving the socio-economic conditions of women.

The first objectives call for exploring the strategies and mechanisms for avoiding or minimizing adverse effects and impacts of project constructions on the properties, livelihoods of women and their families. Furthermore, it focuses on adopting appropriate measures to avoid any harmful effects on women and girls during project construction period such as insecurities and harassments from construction workers, disturbances to routine life, and damages to their properties and livelihoods.

The second objective endeavors to identify and provide economic benefits to women and their families during project construction period. Employment opportunities for women would be limited in project construction work as such work is largely male-centered in Bangladesh. Also, the social cultural norms in Bangladesh may not prescribe women engaging in construction work along with men in many cases. However, women of poor families may opt for such employment in the construction work as the work opportunities available. Employment opportunities for male members from the poor and vulnerable families could also be provide. It will help to generate incomes by those employees which will indirectly benefit the female members of their families. Opportunities for women to run small tea stalls or selling food parcels can also be promoted.

The third objective focuses on networking with development agencies, other industrial and commercial establishments in the area. It will persuade them to implement suitable programs and activities that enhance the socio-economic conditions of women, girls and their families. In brief BLPA will ensure following action during construction period for women.

- Engage affected and vulnerable women in construction work if they are interested.
- Include 25% women as construction workers.
- Separate sheds for women workers by ensuring their privacy and security.
- Separate hygienic and safe toilet facilities inside the camp and construction sites.
- Provide working dress with helmet, gumboot for workers,
- Maintain same wage rate for man and woman.
- Provide healthy food facilities near working site with subsidized rate.
- Ensure crest for women worker with child near camp and working sites.
- Ensure 1st Aid facilities and mobile hospitals near working site in emergency cases.
- Provide transport between working sites and camps.
- Not engage women labor at night
- Ensure safe drinking water.
- Build awareness about STD diseases, HIV/AIDS.
- Build awareness against child and women trafficking and drug abuse.
- Ensure payment through bank.

Budget for Gender Action Plan

Serial	Description	No	Days for training	Man month	Monthly cost/Unit Cost (Tk)	Total (Tk)
1	Campaign on Creating Awareness about women's right	3	1		100000	300000
2	Campaign on Health related issues like AIDS and STD	3	1		100000	300000
3	Campaign on WASH	3	1		150000	450000
4	Workshop on Property right	1	1		100000	100000
5	Workshop on Nutrition and Food	2	1		150000	300000
6	Gender Specialist	1		12	100000	1200000
7	Environment and Health Specialist	1		12	100000	1200000
8	Training Specialist	1		12	100000	1200000
9	Training for 200 women.					
	Group-A (Cutting and Tailoring)	50	90		1000000	3000000
	Group B (Embroidery and Weaving)	50	90		1000000	3000000
	Group C (Handicrafts)	50	90		1000000	3000000
	Group D (Hair cutting and beautification)	50	90		1000000	3000000

10	Bill board	4			100000	400000
11	Leaflet & poster, booklet	1000			100	100000
					Sub Total	17,550,000
	5% Administrative cost					877500
	5% Incidental cost					887500
	20% Contingency					3510000
					Total	22,815,000

8.2.6 Ethnic Groups

No indigenous people identified as project affected person. So, no need for Indigenous people plans.

8.2.7 Stakeholders Engagement

Stakeholder engagement is the process by which an organisation involves people who may be affected by the decisions it makes or can influence the implementation of its decisions. They may support or oppose the decisions, be influential in the organization or within the community in which it operates, hold relevant official positions or be affected in the long term.

Stakeholder engagement is a key part of corporate social responsibility (CSR) companies engage their stakeholders in dialogue to find out what social and environmental issues matter most to them about their performance in order to improve decision-making and accountability. Engaging stakeholders is a requirement of the Global Reporting Initiative, a network-based organisation with sustainability reporting framework that is widely used around the world.

Involving stakeholders in decision-making processes is not confined corporate social responsibility (CSR) processes. It's a tool used by mature private and public sector organizations, especially when they want to develop understanding and agree to solutions on complex issues or issues of concern.

An underlying principle of stakeholder engagement is that stakeholders have the chance to influence the decision-making process. This differentiates stakeholder engagement from communications processes that seek to issue a message or influence groups to agree with a decision that is already made.

"Stakeholder Engagement: A Road map to meaningful engagement" describes seven core values for the practices of gaining meaningful participation of which perhaps the three most critical are:

- Stakeholders should have a say in decisions about actions that could affect their lives or essential environment for life.
- Stakeholder participation includes the promise that stakeholders's contribution will influence the decision
- Stakeholder participation seeks input from participants in designing how they participate

The practitioners in stakeholder engagement are often businesses, non-governmental Organization (NGOs), labor organizations, trade and industry organizations, governments, and financial institutions.

As a part of stakeholders engagement, SMP and RAP has a proposal of engagement NGO during implementing period and public consultation during feasibility stage and PAPs will have to engage in construction and lump sum budget for social development of community for future development and risk management of social issues.

8.2.1.7 Transparency and Accountability

The success of our work depends on the ability of all affected parties to freely express their concerns. That is why WB has high standards of stakeholder engagement—to ensure that clients achieve the best possible development outcomes. Bank's country strategies and projects are based on dialogue with stakeholders, including civil society.

World Bank Group President, Jim Yong Kim, has committed to incorporate beneficiary feedback in 100 percent of World Bank financed projects by 2018. So, the ability to help eliminate poverty and improve livelihoods would be severely compromised without space for civil society to help shape development in their countries.

Environmental and social safeguard policies are designed to prevent and mitigate harm to people and the environment as a result of Bank Group-supported operations. Those who feel they have been negatively affected by WBG projects have access to robust and independent grievance mechanisms and to bodies, such as the World Bank Inspection Panel and the IFC Compliance Advisor/Ombudsman, able to hold WBG institutions to account.

So, the ability to help eliminate poverty and improve livelihoods would be severely compromised without space for civil society to help shape development in their countries. Environmental and social safeguard policies are designed to prevent and mitigate harm to people and the environment as a result of Bank Group-supported operations.

Those who feel they have been negatively affected by WBG projects have access to robust and independent grievance mechanisms and to bodies, such as the World Bank Inspection Panel and the IFC Compliance Advisor/Ombudsman, able to hold WBG institutions to account.

When allegations of reprisal are brought to our attention, we work within the scope of our mandate with appropriate parties to try to address them. Where links between reprisals and WBG-financed projects can be established, Bank has taken action as documented by past cases and will continue to do so.

Bank has strong policies and mechanisms that address many concerns raised by human rights advocacy groups and civil society, and Bank is open to dialogue on improvements and values the perspectives these groups bring. Bank will continue to work with them towards our shared goal of strengthening protections for people in the countries in where Bank work.

Regarding the above context, SMP and RAP have proposal of raising participatory approach for project affected person and concerned stakeholders,

As a WB Accountability Mechanism (AM), project transparency, an independent forum for people adversely affected by WB-assisted projects where they can:

- (i) Voice their concerns and seek solutions to their problems, and request a review of alleged noncompliance by WB with its operational policies and procedures
- (ii) 2 or more adversely affected people

- (iii) AP authorize representative
- (iv) NGO – Board members
- (v) Write a letter/ email/ fax in any official or national language to
- (vi) Complaint Receiving Officer at WB HQ and Resident Mission office

Any time during project's life one can complain but no more than 2 years after project closing date

Policies, Accountability Mechanisms and Stakeholder Participation at the World Bank Group

The World Bank Group has several accountability mechanisms designed to enable civil society and people to voice their concerns regarding projects supported by the Bank.

- A cornerstone of our work on investment projects is helping to ensure **strong protections for the world's poorest and most vulnerable people** and for the environment. The World Bank's current policies – often called “safeguards” – require borrowing governments to address certain environmental and social risks in order to receive Bank funding for development projects.
- The World Bank is in the process of reviewing, updating and strengthening its environmental and social safeguards. The proposed framework emphasizes the Bank's commitment to core values, including respect for individual dignity, transparency, accountability, consultation, participation, and non-discrimination.
- The World Bank has also just introduced a **new Grievance Redress Service (GRS)**, to address complaints related to World Bank projects. Through this service, individuals and communities that may be directly and adversely affected by a World Bank-financed project can bring their concerns directly to the attention of World Bank management. The GRS ensures that complaints are being promptly reviewed and addressed by the responsible units in the World Bank. The objective is to make the World Bank more accessible for project affected communities and to help ensure faster and better resolution of project-related complaints.
- **The Inspection Panel (IPN)** is the Bank's independent accountability mechanism for people and communities who believe that they have been, or are likely to be, adversely affected by a World Bank-funded project.
- However, it is suggested for setting up an 'independent monitoring panel' within the project. This proposed panel will make mission report every 4 months in the 1st year and subsequently twice (1 in every 6 months) a year for the remaining period of the project's implementation headed by an independent monitoring consultant with support staff. Project authority will take necessary action regarding this.
- Meaningful Public Consultation and Disclosure Requirements is also a part of accountability. The Bank reaffirms its recognition and endorsement of the fundamental importance of transparency and accountability to the development process. Accordingly, it is Bank's policy to be open about its activities and to welcome and seek out opportunities to explain its work to the widest possible audience.
- The present project is categorized as Category B project. For all Category A and B projects the borrower should consult all the stakeholders including the project-

affected groups and local non-governmental organizations (NGOs) about the project's environmental and social aspects and takes their views into account. The borrower should initiate such consultations as early as possible. For Category A projects, the borrower should consult these groups at least twice: (a) shortly after environmental and social screening and before the terms of reference for the ESIA are finalized; and (b) once a draft ESIA report is prepared. In addition, the borrower should consult with such groups throughout project implementation as necessary to address ESIA related issues that affect them.

- For the overall project and all sub-projects, the borrower should provide relevant information on project interventions in a timely manner prior to consultation and in a form and language that are understandable and accessible to the groups being consulted. The borrower should provide a summary of the proposed project's objectives, description, and potential impacts for the initial consultation. For consultation after the draft ESIA report is prepared, the borrower should provide a summary of the ESIA's conclusions. In addition, the borrower makes the draft ESIA report available at a public place accessible to project-affected groups and local NGOs. The borrower also ensures that ESIA reports for all subprojects are made available in a public place accessible to affected groups and local NGOs. Apart from the present RPF, both the ESIA and RAP/ARAP for all sub-projects will be translated into Bangla. All these documents, both in Bangla and English, will be made available to interested public through BLPA website and in hard copies at all project offices. Public availability of the ESIA, RAP/ARAP report in the borrowing country and official receipt by the Bank are prerequisites to Bank appraisal of these subprojects.
- doing ESIA, DPR preparation and RAPs. Several Community-level Consultations and Focus Group Discussions and meetings were also held at Shaula, Land ports. Public Consultation with Free Prior Informed Consultation be held when ESIA's are conducted for the planned sub-projects, to disclose and get feedback on ESIA's and RAPs, and these documents will be updated progressively based on feedback received.
- The RPF and EMF will be disclosed in country (on BLPA website and in hard copy in locally accessible locations in the project area UP, Pourashava and Upazila including BLPA offices at the existing terminals) and also sent to WB InfoShop.

The IPN was created in 1993 by the World Bank Board of Executive Directors, as a three-member body, in an important step to increase the transparency and accountability in Bank operations. The IPN provides independent investigation, subject to Board approval, to determine whether harm has occurred from noncompliance with Bank Policy in connection with the implementation of a project financed by the World Bank. The IPN is the first body of its kind to give voice to private citizens in an international development context.

But as required, an independent monitoring panel was asked for the project. In this panel, there will be a chief consultant, two assistants of the consultant and one NGO worker. The team will be working as long as the work is going on.

At first year, they will make report every four months. From second year, they will be making reports every six months. This will be continued till the end of the project.

An approximate budget for the first two years is given below:

Budget for the Head Consultant:					
1st Year- (3 times Monitoring in a year):					
Description		Unit	Visit	Unit Cost in Taka	Total Cost in Taka
Independent Consultant (for one week)	Remuneration for one week	1	3	200,000	600,000
	Transport Conveyance and Logistic	1	3	250,000	750,000
1st Year total					1,350,000
2nd Year – Till the project ends (2 times monitoring per Year):					
Description		Unit	Visit	Unit Cost in Taka	Total Cost in Taka
Independent Consultant (for one week)	Remuneration for one week	1	2	220,000	440,000
	Travel and Local Hospitalities	1	2	270,000	540,000
Per Year (From 2nd Year)					980,000

Budget for the Assistant of Consultant:					
1st Year (3 times Monitoring):					
Description		Unit	Visit	Unit Cost in Taka	Total Cost in Taka
Assistant of the consultant (for one week)	Remuneration for one week	2	3	75,000	450,000
	Transport Conveyance and Logistic	2	3	25,000	150,000
1st Year total					600,000
2nd Year – Till the project ends (2 times monitoring per Year):					
Description		Unit	Visit	Unit Cost in Taka	Total Cost in Taka
Assistant of the consultant (for one week)	Remuneration for one week	2	2	90,000	360,000
	Transport Conveyance and Logistic	2	2	40,000	160,000
Per Year (From 2nd Year)					520,000
Budget for the NGO worker:					
1st Year (3 times Monitoring):					
Description		Unit	Visit	Unit Cost in Taka	Total Cost in Taka
NGO worker (for one week)	Remuneration for one week	1	3	50,000	150,000
	Transport Conveyance and Logistic	1	3	20,000	60,000
1st Year total					210,000
2nd Year – Till the project ends (2 times per Year):					
Description		Unit	Visit	Unit Cost in Taka	Total Cost in Taka
NGO worker (for one week)	Remuneration for one week	1	2	60,000	120,000
	Transport Conveyance and Logistic	1	2	30,000	60,000
Per Year (From 2nd Year)					180,000
Grand Total (For the First Two Years)					Tk. 38, 40,000
In Words: Thirty Eight Lacks Forty Thousand Only					

8.2.1.8 Capacity Support and Capacity Building

Capacity support program will be for affected person and project community. Capacity building support for BLPA official for mitigating social resettlement issues, trans border trade law, trans border trade potential etc. The training of BLPA will be for strengthening and institution building. It is proposed here, 50 officials BLPA, 45 (one family member of project affected person) and 200 from project community below poverty line, 100 transport driver and workers will award capacity building training. PAPs and community training will be mainly for technical trade and social issues. BLPA will also arrange short training and workshop for trans border trade potential and investment potential.

Capacity Building training will be for 340 which also include bus truck driver regarding accident management and safe road issue and STD diseases)

8.2.1.9 Capacity Support and Building Budget

Table: 14. Capacity Building Budget

Serial	Description	No	Days for training	Man month	Monthly cost/Unit Cost	Total (Tk)
1	Capacity Building Specialist	1		12	1lakh	1200000
2	Training Specialist	1		12		1200000
3	Capacity Building training(BLPA official 50+PAPs Family Member- 45, Affected Businessmen- 45 and 200 from community household member below poverty and 100 from bus truck driver regarding accident management and safe road issue and STD diseases)	350	15		10000	3400000
	Total					5800000

8.2.1.10 Convergence of Relevant GoB Schemes

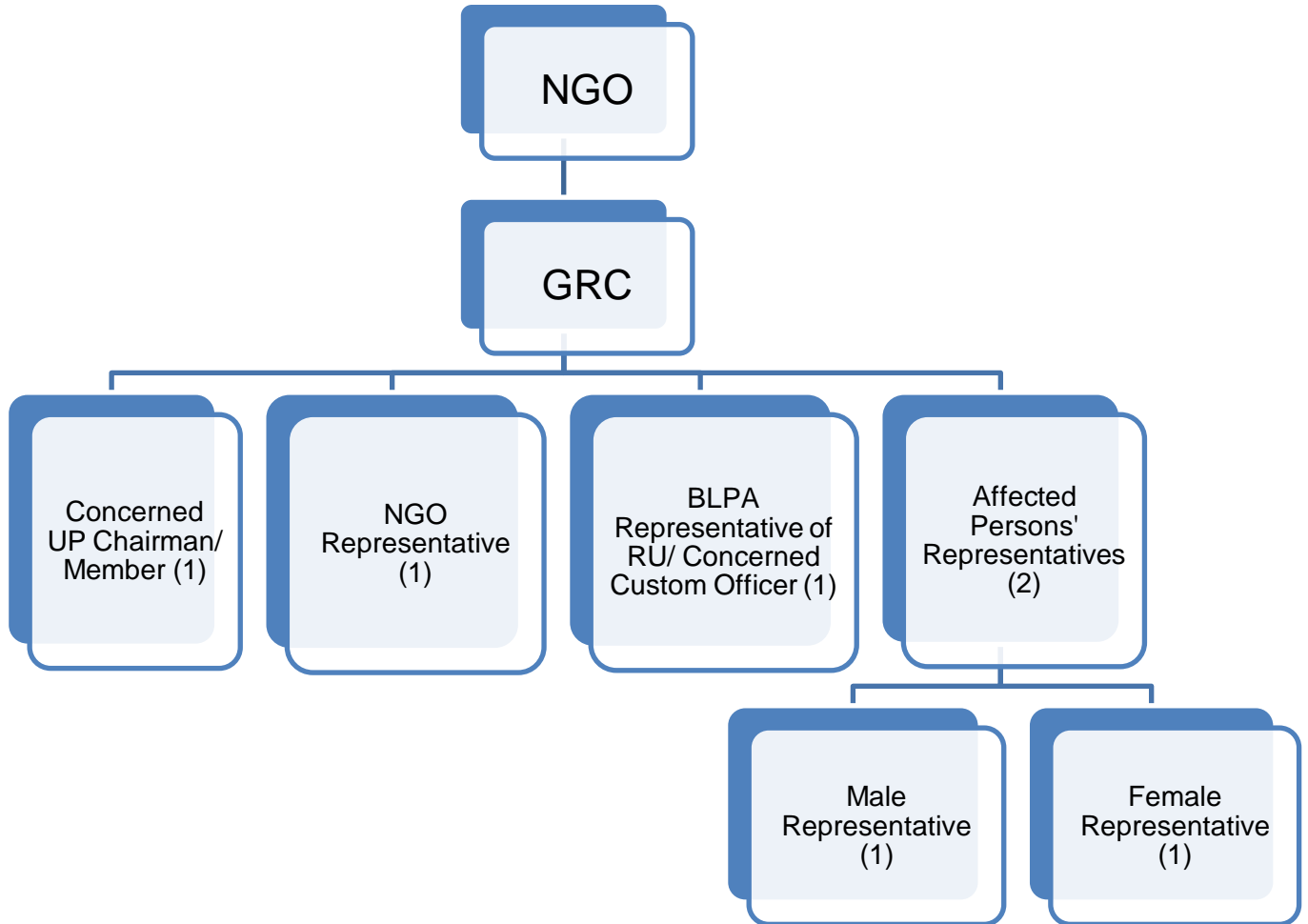
GoB has various capacity program in LGED for City corporation and Porashava officials

8.2.1.11 Reference to Other Institutions of Issues

In case of social issue, no reference from other institution is found. No resettlement issues are found.

8.3 Grievance Redress Mechanism

Figure 7: GRC Organogram



The redress committee will be formed with five members. The committee will solve the grievances which have been raised by the PAPs and Project community. The members of the committee are Concerned UP chairman / members (1), NGO representative (1), BLPA representative of RU/ concerned custom office (1), Affected persons' representatives (2). From the affected persons' representatives, one will be a male and the other one be female. The Grievance Redress committee (GRC) headed by an officer of Resettlement Unit (RU)/Social Development Unit of project area equivalent to Assistant Director in the BLPA.

The committee will receive the application from the affected stakeholders about their grievances and they will solve the grievances every month other than disputes relating to ownership rights under the court of law. The GRC will review grievances involving all resettlement benefits, relocation, other assistance and social issues.

The grievances will be redressed within 2-4 weeks from the date of lodging the complaints. The PAPs/community can appeal the decision of the GRC in the appropriate court of law which mainly depends on the nature of the grievance.

All documents of grievances and judgment will be registered and filed both by GRC members of NGO and project office of BLPA in the field. Then the PAP will get a copy by judgment within 30 days of lodging complain. BLPA authority will arrange toll free phone available in the custom office to contact with the RU unit in the head quarter. The message will be properly communicated with affected person and field RU/ Social Development Unit of BLPA and NGO office.

Phase One –GRM under Safeguard Issues

- Receive complaint through the toll free number.
- Register Case no. by issuing a complaint number to the complainant; Date and channel of receipt, name of complainant, nature of the complaint, gender, father or husband's name and complete address.
- Nature of complaint should be clearly addressed (e.g., loss of land/property or entitlements)
- Forward the complaint to the concerned person immediately via SMS.
- Within five days complain will be examined, resolved and reported.
- If not resolved within five days, SMS alert is sent out by the system to senior management.
- Complaint will be investigated and resolved within seven days from the date of receiving the complaint.
- Confirmation will be received from complainant on grievance redress and ticket number closed.
- Monthly reports will be generated from the system that provides feedback to improve the process of implementation of RPE.

Phase Two – Establishment of implementation Arrangements for setting up project level GRM.

- Experience from the phase 1 of GRM implemented to support social and environment safeguards will be used to extend the protocol and inform the project wide GRM.
- PIU needs to identify groups of users that are likely to use the GRM and assess the resources- human, financial and technological.
- PIU needs to develop standard operating procedure and flowcharts to define how GRS involves within the project's operating structures.
- The whole procedure should be monitored and reported on time.
- The whole procedure will be overseen by BLPA chairman.

The representatives of the affected areas will do face to face communication with the affected people of the community. It will also help the affected females to talk about their hurdles with the female representative from the community. The whole procedure should be kept confidential between the representatives from the community and the affected people. A resettlement action plan has been developed for maintaining 22.10 acre affected land. The total resettlement budget is Tk. 344,198,621 for the RPA.

It is noted that the GRC will provide claimants with the assurance that grievances will be resolved satisfactorily without any cost. GRC will also assist the transfer of resettlement entitlements.

Grievance procedure will not replace existing legal process available to the affected people and will not infringe on claimants' right to access existing legal procedures. It will seek to resolve issues promptly and fairly to expedite the receipt of entitlements and assistance will be provided without expensive restoration cost and time consuming legal actions.

Some of the monitoring indicators for the GRC are given below:

SL. No.	Monitoring indicators	R & R Action	Grievances redress Indicators
1	Physical progress	<ul style="list-style-type: none"> - No. of PAHs paid compensation for acquisition of private properties; - No. of PAHs provided R & R assistance; - No. of Women PAPs received livelihood training ; 	<ul style="list-style-type: none"> - No. of grievances registered at GRC; - No. of project level grievances meeting; - Location of GRC meetings;
2	Income Restoration	<ul style="list-style-type: none"> - Reinvestment of compensation by the PAPs; - No. of PAPs with new employment opportunities after receiving training support; - No. of Women groups formed for income generation; 	<ul style="list-style-type: none"> - No. of PAPs expressing satisfaction at GRC resolution in firms of judgments given, timeliness, impartiality, etc.
3	Financial Progress	<ul style="list-style-type: none"> - Compensation paid for houses including assistance towards registration charges and taxes; - Compensation paid for acquiring other assets from private owner; - Expenditure on non-qualified impacts 	<ul style="list-style-type: none"> - No. of court cases registered
4	Implementation of gender development plan	<ul style="list-style-type: none"> - No. of Women PAPs got employment training' - No. of Women developed; - No. of Women PAPs provided jobs in the project activities; - No. of Women PAPs received loan for self employment - No. of Women PAPs participated in consultations by NGO. 	

Chapter 9: Monitoring and Evaluation

Chapter-9

Monitoring and Evaluation

9.1 Introduction

Monitoring is a management tool for successful project implementation. Monitoring and follow up provides periodic checks to ascertain whether social and resettlement activities are working as planned. The project management will need this feedback to be able to ensure the planned activities to be on the right track. Monitoring provides both working system for the project management and channel for the resettles to make aware of their needs and reaction to the way the resettlement is being carried out. Evaluation on the other hand, is an exercise usually undertaken towards the end of the projects to assess whether the plan achieved its goals and objectives.

9.2 Monitoring and Evaluation Framework

Sample Design and Monitoring Framework

Social and Resettlement and Monitoring Framework Resettlement and Social Management Sheola Land Port

Design Summary	Performance Targets/Indicators	Data Sources Reporting Mechanisms	Assumptions and Risks
<p>1.Impact Land Acquisition and Compensation and other Social Issues</p>	<p>By 2017: 1.All payments of Compensation including additional grants is to be completed 2. Awareness Program of Social issues</p>	<p>1.For all indicators for social and resettlement issues: Annual reports of monthly, quarterly, and annual y reporting system to be ensured for NGO and Resettlement Unit of BLPA</p>	<p>Assumption: Government commitment to improving the payment mechanism in DC office</p> <p>Risks: 1.Starting timely implementation RAP and payment of DC office. 2. Some PAPs will not get money due to malpractices from DC offices 3. Increase social crimes and increase STD disease and HIV/AIDs</p>

<p>Outcome Improved access to efficient manpower of NGO activities and RU of BLPA</p>	<p>By end of project (2017) % increase Number of households will be compensated and rehabilitated (xx% of new beneficiaries are from poor households; xx% of female-headed households in service area benefitted, their income and social status will be uplifted)</p>	<p>For all indicators: Annual reports of Annual reports of monthly, quarterly, and annual y reporting system to be ensured for NGO and Resettlement Unit of BLPA</p>	<p>Assumption: Capacity building activities for BLPA 1.Risks: Construction of ancillary facilities for BLPA 2. Land loss not regained 3. Livelihood loss not reinstated</p>
<p>Activities with Milestones</p>			<p>Inputs</p>
<p>Output 1: Resettlement rehabilitation 1. NGO recruitment by ___(Date) 2. Mobilize design and supervision consultant by ___ 3. Award all contracts by ___ 4. Complete construction, repair and rehabilitation by ___ 5. Complete all construction and commission all facilities by ___ 6. Payment of Land in DC office by___ 7. Payment Additional grant of BLPA by_____</p>		<p>1. 2. 3. 4. 5. 6. 7. 8. 9.</p>	<p>WB: \$xxx million Consulting services (xxx PMs): \$xxx million Civil works: \$xxx million Equipment: \$xxx million Training: \$xxx million Contingencies: \$xxx million Government: \$xxx million Personnel (xxx PMs): \$xxx million Transport and logistics: \$xxx million Operating expenses: \$xxx million</p>

9.2.1 Measurable Indicators

Some monitoring indicators are presented here. Ngo will use suitable monitoring indicators for reporting, monthly, quarterly, annually and post implementation evaluation report

Monitoring Indicators
<ul style="list-style-type: none"> • Payment of compensation and entitlements before replacement • Time taken for land acquisition • Number of grievances registered and resolved • Number of court cases • Land Purchase amount • Income patterns • Land holding status • Income from land • Changes in occupations • Housing status (area, floor, walls, roof, etc.) • Length of rural roads (connectivity to nearest land ports) • Journey time • No. of training programs conducted • No. of personnel trained • Trainees' understanding of the training content • Achievement of learning objectives • Adherence to contract conditions and standards (housing, sanitation, crèches, use of local labour, equal wages to men and women, avoidance of child labour, etc.) • Absence of inconvenience and nuisance during implementation • Adherence to SMP/RAP provisions/ guidelines during sub-project preparation and implementation • No Road Accidents • No Women trafficking

9.2.2 Monitoring Framework

Table: 15. Tab-Potential Monitoring Indicators

Monitoring Issues	Monitoring Indicators
1. Budget and Timeframe	<ul style="list-style-type: none"> • Have all resettlement staff been appointed and mobilized for field and office work on schedule? • Have capacity building and training activities been completed on schedule? • Are resettlement implementation activities being done as per agreed implementation plan? • Are funds for resettlement being allocated to resettlement agencies on time? • Have resettlement offices received the allocated funds? • Have funds been disbursed according to Entitlement Matrix of RP. • Has all the land made encumbrance free and handed over to the contractor in time for project implementation?
2. Delivery of DP Entitlements	<ul style="list-style-type: none"> • Have all APs received entitlements according to quantity and categories of loss set out in the entitlement matrix? • How many affected households have land titles? • How many affected households are relocated and built their new structures at new location? • Are income and livelihood restoration program activities being implemented as planned? • Have affected businesses received entitled benefits? • Have the APs losing their eroded land received proper compensation? • Have the squatters, encroachers been displaced due to the project, been compensated? • Have the community structures been compensated and rebuilt at new site?
3. Consultation, Grievances and Special Issues	<ul style="list-style-type: none"> • Have resettlement information brochures/leaflets been prepared and distributed? • Have consultations taken place as scheduled including meetings, groups, community activities? • Have any DP used the grievance redress procedures? <input type="checkbox"/> What grievances were raised <input type="checkbox"/> What were the outcomes?
Monitoring Issues	Monitoring Indicators
	<ul style="list-style-type: none"> • Have grievances and resolutions been documented? • Have any cases been taken to court? • Have conflicts been resolved?
4. Benefit Monitoring	<ul style="list-style-type: none"> • What changes have occurred in patterns of occupation compared to the pre-project situation? • What changes have occurred in income and expenditure patterns compared to pre-project situation? • Have APs income kept pace with these changes? • What changes have occurred for vulnerable groups?

9.2.3 Impact Evaluation

Monitoring & Evaluation is an important task for measuring the periodic progress of activities under resettlement program. Impact evaluation is also an important task. This helps to identify the constraints and bottlenecks in the progress as well as future impacts to determine remedial measures. Implementing Social management and resettlement being a complex nature of task, it needs development and establishment of Computerized Management Information System (CMIS). The main objective of the CMIS is to provide the management of the project with an efficient tool for better planning and control of different project tasks. So, BLPA will develop a computerized management information system in monitoring social and resettlement work. Software will be developed for CMIS. The authority will appoint experienced system analyst, programmer for this. All sorts of social issues and resettlement information, land acquisition, Entitlement Person (EP) file including all information and entitlements, pre and post-acquisition and requisition information of resettlement will be provided for CMIS. Socio economic background of the concerned affected persons and project community will be recorded for ready reference. The authority will arrange necessary step in this connection for proper and successful resettlement and social development. BLPA through project RU/Social Development unit will arrange yearly progress monitoring upto five years of which 3 years for implementation period and 2 years for post implementation period. Project authority will carry out at least two years post project intensive monitoring to follow any adverse impact and will do any needful necessary for the affected from the contingency fund. The major input in to the system will be:

- Affected household data
- Land acquisition data
- Data on losses
- Resettlement entitlement and delivery data
- Resettlement monitoring and evaluation data
- Other management related data
- Monitoring and evaluation (M&E) are critical for ensuring effective implementation of the RAP and achievement of the set targets. Resettlement monitoring is a continuous process of data collection, dialogue with the various stakeholders, analysis & reporting and feedback to management to enable timely adjustment of implementation procedures and entitlements, if required.
- The monitoring will commence with the commencement of the Project implementation and shall continue throughout the implementation of the Project.
- At the implementation period, field officials will design a format for monthly resettlement/SMP monitoring and data collection. BLPA will prepare a post-resettlement/social evaluation report at the end of the Project activity. The report should provide evidence whether adverse effects of the project have been mitigated adequately or at least pre-project standard of living and income have been restored as a result of the RAP/SMP implementation.

Some monitoring indicators are given below. This might help as proper guideline for implementation and monitoring of RAP/SMP. In addition to that BLPA will appoint Monitoring and Evaluation Specialist for further developing indicators and format for further needs or may reshuffle from the changed needs for efficient implementation of RAP.

The GRC, implementing agency or NGO, BLPA RU/Social Development Unit and Accounts section will develop standard reporting formats and reports will be submitted on a monthly basis highlighting constraints and suggestion for implementation of SMP/RAP.

RU/ Social Development Unit will arrange monthly review meeting with assistance of Implementing Agency NGO for identifying the problems and proper suggestions will be given to the implementing NGO and minutes will be sent to the concerned persons and higher authority.

For smooth implementation of the affected person's problem, project community GRC will have a direct contact with the field.

The NGO or implementing agency, executing the program will monitor PAPs participation in the vocational training and other economic rehabilitation program. Records will be maintained about their attendance and the payments.

Post resettlement socio economic survey for evaluation will be carried out on the basis of a TOR to be developed by a resettlement/ social development expert engaged by BLPA .The survey document will be the final project document.

The implementing NGO will develop Computerized Management Monitoring System and will supply to the BLPA and implementing NGO and BLPA will preserve the data.

Implementation of the RAP/SMP will be monitored regularly. A Computerized Management Information System (CMIS) will be established to provide: Integrity of data records, better planning and decision making, improved resettlement services, problem detection on resettlement issues, and project expenses and implementation within limits and schedules. The CMIS will provide: household files for PAPs containing losses and entitlement, scheduled monitoring reports, progress reports, and financial reports. The Project Management Office (PMO) i.e RU will establish a quarterly monitoring system involving staff of the NGO staff. The PMO will prepare progress reports on all aspects of land acquisition and resettlement activities. The report contains progress made in RAP implementation with particular attention to compliance with the principles and matrix set out in the plan. (BLPA will hire Independent auditors acceptable to World Bank (WB) to carry out external monitoring of the resettlement operations within two months of loan effective date. The External monitor's report will be submitted simultaneously to the BLPA and WB regularly. The monitoring consultant will be selected within three months of loan approval. Monitoring will be carried out every year during project implementation.

For efficient implementation and management of the RAP/SMP, some review work is needed. This will be internal and external. The authority will produce monthly and quarterly reports for monitoring the progress. BLPA will engage efficient consultant from outside for total review of the project after the implementation period. At the same time WB and other stakeholders may arrange separate study to monitor the implementation of RAP/SMP. BLPA will carry out a midterm internal evaluation for the affected person at the implementation period. Following formats are proposed to use the progress monitoring. In addition to following formats internal Monitoring Specialist, Resettlement Specialist may develop other formats or may change following formats if justified.

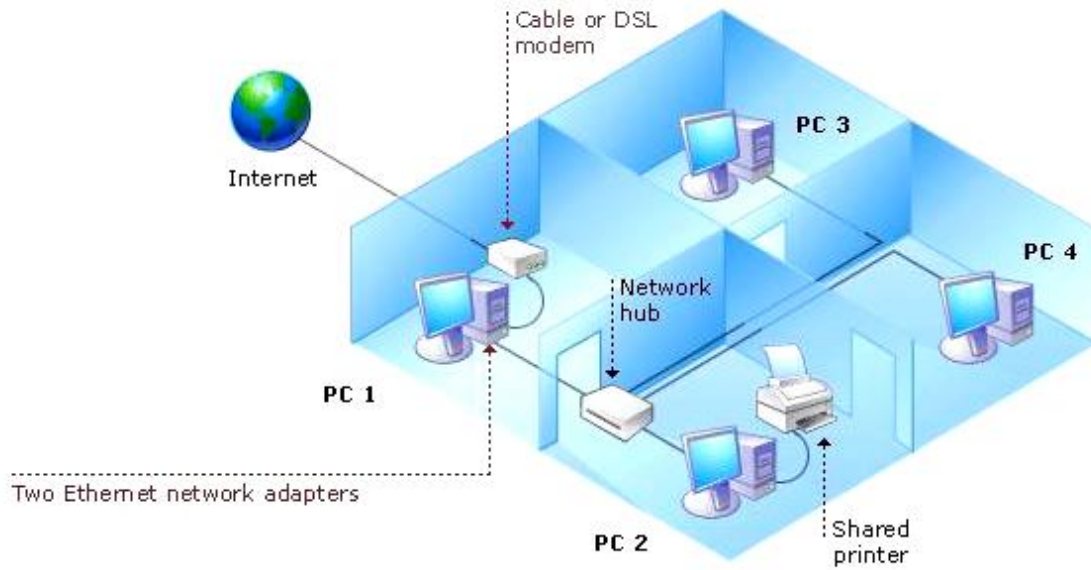
Computerized Management Information System (CMIS)

Monitoring and Evaluation is a huge task for measuring the intermittent advancement of activities under resettlement program. Impact evaluation is also an imperative task. This distinguishes the constraints and bottlenecks in the development and also future impacts to decide and modify remedial measures. Actualizing Social management and resettlement being a complex characteristics of the task, it needs improvement and foundation of Computerized Management Information System (CMIS). The prime concern of the CMIS is to give the administration a project with an effective tool for better arranging and controlling of different tasks assigned.

In this way, BLPA will build up a computerized information system in checking social and resettlement work. Software will be developed for CMIS. The relevant authority will designate experienced system expert or analyst and a programmer for this. A wide range of social issues and resettlement data, acquisition of land, entitlement person (EP) document including all data and designations, pre and post-obtaining and requisition data of resettlement will be accommodated in CMIS. Financial background of the concerned victims and targeted project community will be recorded. And for the implementation of an automated Computerized Management Information System (CMIS) for the accomplishment of stated task and data record, a budget will be needed. The budget draft would require the following issues for implementing a Computerized Management Information System CMIS:

1. Purchasing equipment:
 - ✓ Computers
 - ✓ A central Server (Network Hub)
 - ✓ Printers
 - ✓ Furniture
2. Transportation to the office
3. Configuring the network
4. Software development
5. Appointing of experienced system analyst
6. Appointing of experienced programmer

Figure 8: Proposed CMIS model (source: Microsoft XP Network Support)



Budget Plan for CMIS

No	Description	Unit	Quantity	Rate in Tk.	Amount in Tk.
1	PC (Full set desktop computer); Model: ASUS AiO ET2013IUTI 20" Touch All-in-One PC, Intel Pentium Dual Core G2030, 3.0 GHz or equivalent	each	4	43000	172000
2	Computer Server; Model: Dell Power Edge R720 E5-2650 2.6GHz Enterprise or equivalent	each	1	525000	525000
3	Printer (Centrally shared); Model: Canon LBP 3300 Laser or equivalent	each	1	12490	12490
4	Furniture and decoration (including all necessary tables, chairs, shelves etc.)	each	4 tables, 8 chairs, 2 shelves	150000	30000
5	Transportation Cost	-	-	20000	20000
6	Network configuration	each	1	10000	10000
7	Software Development	each	1	100000	100000
8	Appointment of experienced system analyst	1 person	24 months	40000	40000
9	Data manager	4 person	24 months	25000	240000
10	Maintenance cost	each	24 months	15000	360000
11	Internet Line	each	24 months	2000	48000
				Sub total	1557490
	5% Administrative cost				77875
	5% Incidental cost				77875
	20% Contingency				311498
				Total	467248

Resettlement Monitoring and Social Evaluation Forms:**Monitoring Format-1: Monthly Progress Report Format for Social/Resettlement Monitoring**

Reporting Month:							
Sl. No.	Component	Unit Total	Completed %	Cumulative Achievement	Completed	Progress During Reporting Month	Status & Remarks
1. Resettlement Preparation:							
1.1	Identification of PAPs	No.					
1.2	Group Meeting with PAPs,	No.					
1.3	Distribution of Compensation for Structures	Tk.					
1.4	Compensation for crop/tree	Tk.					
2. Payment of Compensation							
2.1	Land: (agriculture/homestead)	Tk.					
2.2	Compensation for Structures	Tk.					
2.3	Compensation for Crop/tree	Tk.					
3. Relocation and Income Restoration Activities							
3.1	Relocation of Households	No.					
3.2	Payment of Transfer Grant	Tk.					
3.3	Income Restoration Grant	Tk.					
Social Issues							
	Road Accident						
	Awareness meeting HIV/AIDS						
	Capacity Building Training						
	Awareness meeting child and women Trafficking						
	Awareness meeting Gender Issue						
	Awareness meeting Drug Addiction						

Public consultation is a very important aspect for monitoring purpose and it is a continuous process. Resettlement Unit (RU)/ Social Development Unit of BLPA will use this format for reporting public consultation in their monthly and quarterly progress report. NGO or implementing agency will submit it to the RU/Social Development Unit and to the WB.

9.3 M & E Budget**Table 16 Monitoring and Evaluation Budget**

Serial	Description	No	Man month	Monthly cost	Total(Tk)
1	M & E specialist	1	12	1lakh	1200000
2	Baseline Survey			15 lakh	1500000
3	Post Project Evaluation			15 lakh	1500000
	Total				4200000

Chapter 10: Budget

Chapter-10

Budget

10.1 Budgetary Requirements for Social Management

Following budget has been proposed for the social action plan. Budget has been prepared on the basis of Census, socio economic survey and the basis of wide range of public consultation among the stakeholders. As there is separate resettlement plan (RP), these cost has been excluded from the social management plan.

10.2 Overall Social Management Budget

Table 17. Budget for social mitigation

Serial	Item	Qty	Unit Cost(TK)	Total(TK)
1	Awareness Building (arranging workshop), social issues, road accidents etc	10	10x1,00,000	10,00,000
2	Bill Board	10	10x2,00,000	20,00,000
3	Poster, Booklet, Brochure for resettlement and social issues	5,000	5,000x50 lump sum	2,50,000
4	NGO lump sum			15,00,000
5	CSR activities on the basis of participatory planning with affected community, both affected and non-affected specially for poor and vulnerable and common people (lump sum)			2,00,00,000
	Subtotal			24750000
6	5% administrative cost of subtotal			1237500
7	5% Incidental cost of subtotal			1237500
8	Contingency 20% Subtotal			4950000
A.	Sub-Total			32175000
B	Sub Total Monitoring and Evaluation Budget			4200000
C	Sub Total Capacity Building Budget			5800000
	Grand Total			42175000

Annexure

Annexure - 01: Structure Questionnaire Survey

Annexure - 02: Check list

Annexure - 03: Photo of the Project site and FGD meeting

Annexure - 04 : Free Prior Public Consultation

Annexure - 05 : National Consultation Workshop

Annexure 01: Structure Questionnaire Survey

Public Consultation Questionnaire Survey for Bangladesh Trade and Transport Studies RETF NLTA Project and Bangladesh Regional Connectivity Project at Sheola Land Port Sutarkandi, Beanibazar, Sylhet

Date:

1. Name of Respondent :
2. Profession :
3. Address :
4. Do you feel if a Land Port is constructed at Sheola area will helpful be for you?

What are the advantages ?

Social life will improve? (Y/N)

Income will increase ? (Y/N)

Economic Benefit will occur ? (Y/N)

Every day there will no loss of time for reaching distance place ? (Y/N)

Communication with other place will easy ? (Y/N)

Land value will increase ? (Y/N)

Job facility will increase ? (Y/N)

Business will increase due to land port delivery of goods to the cities. (Y/N)

Cultural communication will improve ? (Y/N)

5. Is there any flood of water logging problem for proposed land port location?

6. What are the negative impacts (if any)?

Increase of traffic volume ?

Accident frequency will increase

Increase of air and noise pollution

7. During construction is there any problem?

Traffic congestion?

Air pollution

Noise pollution

8. Change of bio diversity? Lack of alternate or inadequate road for movement

9. If your land will acquire by Government what will you with the compensation money

10. If your house/shop needs to displace then how will you survive with your family.

Name & Signature of Respondent

Date

Name & Signature of Surveyor

Date

Annexure 02: Check list

Check list used in the FGD meeting

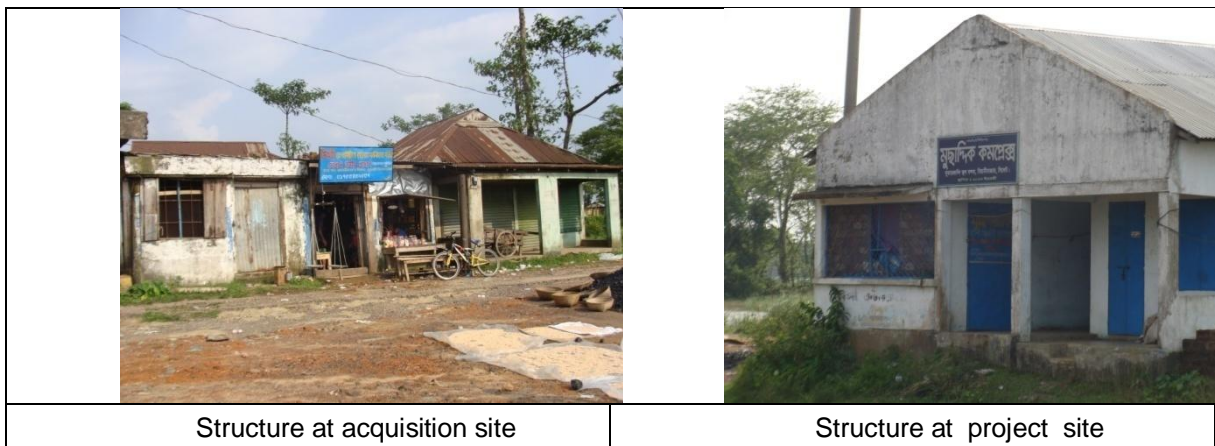
- 1.1 What is the View regarding land port by the local stakeholders?
- 1.2 Who will be the beneficiaries?
- 1.3 Approximate no of beneficiaries
- 1.4 Who will be affected by the project
- 1.5 Income and occupation pattern
- 1.6 No of affected people and compensation expectations
- 1.7 Is there any Indigenous people, women headed hhs and vulnerable hh be affected?

Annexure 03: Photo of the Project site and FGD meeting

	
<p>FGD meeting at Baragram with Chairman, Abdus Salam</p>	<p>Photo adjacent areas</p>
	
<p>Project site Picture</p>	<p>Project site Picture</p>

	
<p>Indian Container truck with Cargo</p>	<p>Coal Depot within Project Site</p>
	
<p>Coal depot at project site</p>	<p>Public consultation at site</p>
	
<p>Affected Person</p>	<p>Affected land owner</p>

	
<p>Border area Indian portion of project site</p>	<p>Photo of Indian side Border Post</p>
	
<p>Establishment at Indian Side</p>	<p>Graveyard for future proposed extension</p>
	
<p>Proposed Future locality for acquisition which people opposes</p>	<p>Structure at acquisition site</p>
	
<p>Structure at acquisition site</p>	<p>Structure at acquisition site</p>



ⁱ Up to October, 2008, the total populations of the Sutarkandi village is 850, out of them total number of male and female villagers are 282 and 245 respectively and 332 children (Data collected on the basis of field survey).

ⁱⁱ Latu village lies on the left side of the Sutarkandi LCS.

ⁱⁱⁱ A religion based classification shows that almost 75 percent are Muslims and only 25 percent are Hindus (Data collected on the basis of field survey).


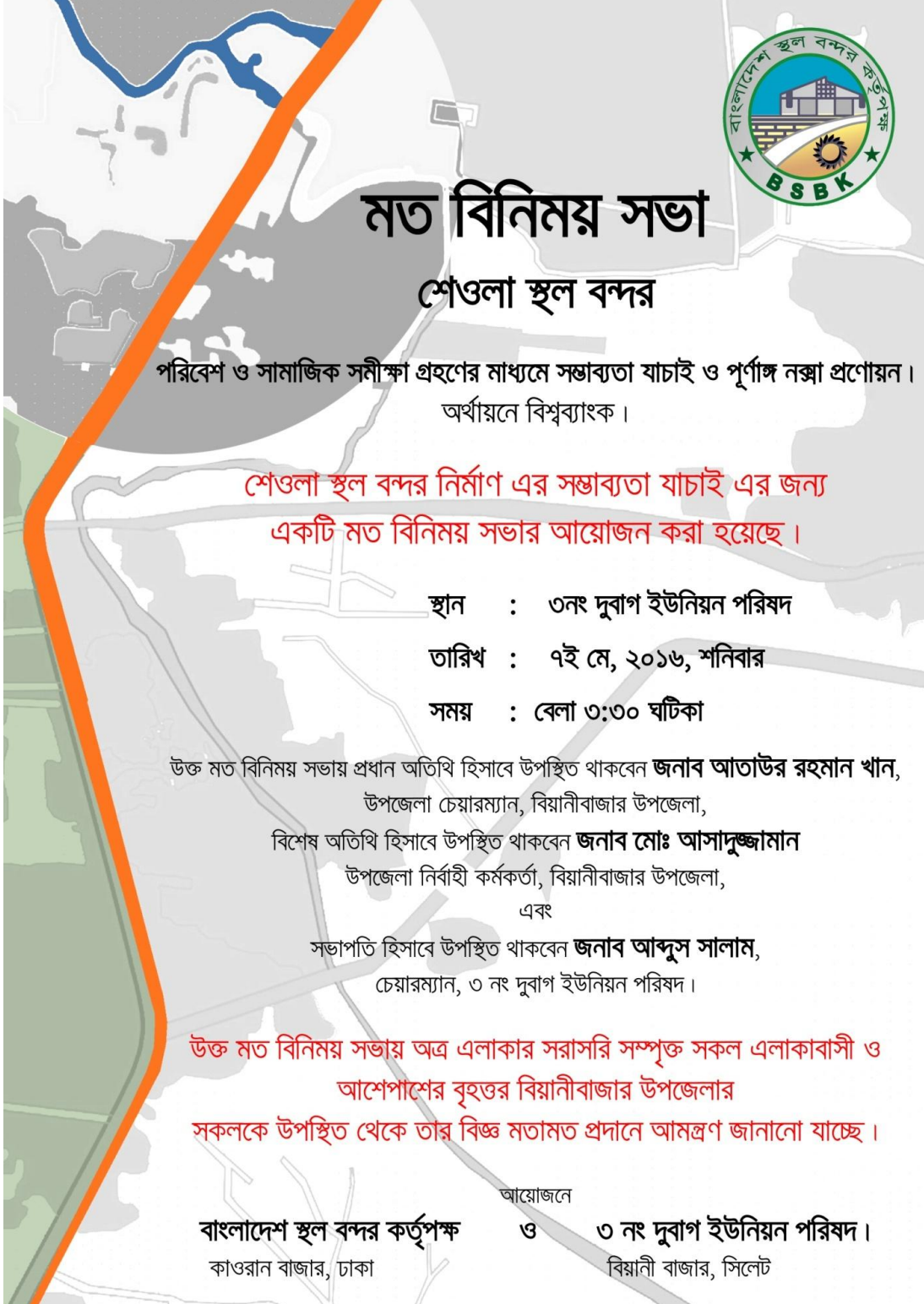
^{iv} Actually, it is no men's land. The width of this bridge is about 11 meters and it spreads over 13.910 km.

^v Up to October, 2008, the total population of this villages are 700, among them no. of male villagers are 300 and no of female villagers are 400 (Data collected on the basis of field survey).

^{vi} If we make a religion based study we find that almost 100 percent villagers are Muslims and the percentage of Hindus are almost zero.

^{vii} More than 95 percent of these villagers are living below the poverty level.

Annexure 04 : Free Prior Public Consultation



মত বিনিময় সভা

শেওলা স্থল বন্দর

পরিবেশ ও সামাজিক সনাক্তা গ্রহণের মাধ্যমে সম্ভাব্যতা যাচাই ও পূর্ণাঙ্গ নক্সা প্রণোয়ন।
অর্থায়নে বিশ্বব্যাপক।

শেওলা স্থল বন্দর নির্মাণ এর সম্ভাব্যতা যাচাই এর জন্য
একটি মত বিনিময় সভার আয়োজন করা হয়েছে।

স্থান : ৩নং দুবাগ ইউনিয়ন পরিষদ
তারিখ : ৭ই মে, ২০১৬, শনিবার
সময় : বেলা ৩:৩০ ঘটিকা

উক্ত মত বিনিময় সভায় প্রধান অতিথি হিসাবে উপস্থিত থাকবেন **জনাব আতাউর রহমান খান**,
উপজেলা চেয়ারম্যান, বিয়ানীবাজার উপজেলা,
বিশেষ অতিথি হিসাবে উপস্থিত থাকবেন **জনাব মোঃ আসাদুজ্জামান**
উপজেলা নির্বাহী কর্মকর্তা, বিয়ানীবাজার উপজেলা,
এবং
সভাপতি হিসাবে উপস্থিত থাকবেন **জনাব আব্দুস সালাম**,
চেয়ারম্যান, ৩ নং দুবাগ ইউনিয়ন পরিষদ।

উক্ত মত বিনিময় সভায় অত্র এলাকার সরাসরি সম্পৃক্ত সকল এলাকাবাসী ও
আশেপাশের বৃহত্তর বিয়ানীবাজার উপজেলার
সকলকে উপস্থিত থেকে তার বিজ্ঞ মতামত প্রদানে আমন্ত্রণ জানানো যাচ্ছে।

আয়োজনে
বাংলাদেশ স্থল বন্দর কর্তৃপক্ষ ও ৩ নং দুবাগ ইউনিয়ন পরিষদ।
কাওরান বাজার, ঢাকা বিয়ানী বাজার, সিলেট



প্রকল্পের ভূমিকা

সম্মানিত সূত্রী, আপনারা অবগত আছেন যে, সুতারকান্দি বর্ডার পরেট সংলগ্ন একটা বড় মাপের স্থলবন্দর তৈরী হতে যাচ্ছে। সরকারের পরিকল্পনা অনুযায়ী স্থলবন্দরটি নির্মিত হলে শুধু বাংলাদেশ ও ভারতের মধ্যে মাশপত্র আনা-নেয়াই সহজ হবে না, এর চাইতেও বড় কাজ হবে সুতারকান্দি একটা উন্নত ইউ স্থলবন্দর হিসেবে আয়ত্ত্বকরণ করা হবে। সুতারকান্দি এলাকা একটা পরিষ্কৃত শহরে রূপান্তরিত হবে। এলাকার জনগণের জীবন মান বৃদ্ধি পাবে। রাশ-ঘাট বর্তমানের তুলনায় অনেক উন্নত হবে। নাগরিক সকল সুবিধা বৃদ্ধি পাবে। অর্থনৈতিক কর্মকাণ্ড বৃদ্ধি পাবে। অধিক লোকের কর্মসংস্থান সৃষ্টি হবে। ব্যবসায়-বাণিজ্য বৃদ্ধি পাবে।

সুখির সূত্রী, যে কোন উন্নয়ন কাজে জনগণের সহযোগিতা প্রয়োজন। প্রশাসিত স্থলবন্দর নির্মাণে জমি অধিগ্রহণের প্রয়োজন হবে। জমি অধিগ্রহণের ফলে আপাততঃ সৃষ্টিত কিছু সমস্যা সৃষ্টি হলেও তা পুথিয়ে নিতে সরকার বদ্ধপরিকর। জমি অধিগ্রহণে জমির উপযুক্ত মূল্যহানি, ঘরবাড়ীর উপযুক্ত ক্ষতিপূরণ দেয়া হবে। স্থানীয়ভাবে বেকার যুবকদের কর্মসংস্থানের লক্ষ্যে আপনাদের পরামর্শ মোতাবেক প্রশিক্ষণসহ বাস্ব কর্মসূচি গ্রহণ করা হবে।

প্রকল্পের অন্য ভূমি উন্নয়ন, স্থল বন্দর ও অন্যান্য অংশের নির্মাণ সংক্রান্ত বিবিধ কর্ম সম্পাদনা কাজে পরিবেশগত সমস্যা পরিহারের লক্ষ্যে ই.এ. প্রতিবেদনে একটি পরিবেশগত প্রতিকার এবং পর্যবেক্ষণ পরিকল্পনা অন্তর্ভুক্ত থাকবে। প্রকল্পে বিঘ্নের মতামত দেয়া সহ প্রকল্পের কারণে সঞ্চারিত বিঘ্নের প্রভাব প্রশমনের কার্যকর পরামর্শ প্রদানে উদ্বুদ্ধ করার লক্ষ্যে এই পরিকল্পনা সংক্রান্ত কার্যক্রম অর্থাৎ পরিবেশ ব্যবস্থাপনা পরিকল্পনা (ই.এম.পি) বর্তমান পরামর্শক সভায় অংশগ্রহণকারীদের মধ্যে বিতরণ করা হবে।

উপরেক্ত মতামত ও পরামর্শ দ্বারা সমৃদ্ধ ই.এ এবং ই.এম.পি প্রতিবেদন এইভাবেই তৈরি হেরে এবং বিঘ্নহীন ও বাংলাদেশ সরকারের কাছে দাখিল করা হবে। পরবর্তী পর্যায়ে ই.এম.পি সহ ই.এ প্রতিবেদন সরঞ্জিষ্ট ও সর্বত্রের জনসাধারণের অবগতির জন্য উদ্বুদ্ধ করা হবে। এছাড়াও পরিপূর্ণ ই.এ প্রতিবেদন বিঘ্নহীন এর ওয়েবসাইটে প্রকাশ করা সহ নিম্নোক্ত কার্যালয় উল্লেখ্য করণে দুঃখমান হুনে প্রদর্শিত হবে।

১। বাংলাদেশ স্থলবন্দর প্রধান ও আঞ্চলিক কার্যালয় সমূহ
২। প্রধান কার্যালয়, পরিবেশ অধিদপ্তর, ঢাকা।

প্রকল্প কার্যক্রম এবং প্রধান পরিবেশগত বিষয় সমূহ

প্রকল্পের কার্যক্রম নিম্নরূপঃ

- ১। ভূমি উন্নয়ন
- ২। জমিঅধিগ্রহণ
- ৩। বন্দর গমন রাস্তা নির্মাণ
- ৪। ব্রিজ / কালভার্ট নির্মাণ
- ৫। বিভিন্ন স্থাপনা নির্মাণ

প্রকল্পের পরিবেশগত বিষয়সমূহঃ

- ১। বিভিন্ন স্থাপনা অপসারণ
- ২। গাছ কাটা
- ৩। গ্যাস ও ধূলাবাগি নির্গমন
- ৪। অতিরিক্ত শব্দ ও কম্পন
- ৫। ভূ-পৃষ্ঠ ও ভূ-গর্ভস্থ পানি দূষণ
- ৬। পেশাগত বাস্তুবৃত্তিক
- ৭। বর্জ্য ব্যবস্থাপনা

প্রধান সামাজিক বিষয়সমূহঃ

- ১। জমি অধিগ্রহণ
- ২। বিভিন্ন স্থাপনা অপসারণ
- ৩। সাময়িক ব্যবসায়িক ও অর্থনৈতিক ক্ষতি

প্রতিকারঃ

- ১। এলাকার অর্থনৈতিক ও সামাজিক উন্নয়ন
- ২। কর্মসংস্থান
- ৩। কারিগরী প্রশিক্ষণ
- ৪। শিক্ষা প্রতিষ্ঠান ও হাসপাতাল
- ৫। জীবন যাত্রার মান উন্নয়ন
- ৬। পরিবেশের উন্নয়ন

প্রকল্পের সম্ভাব্য পরিবেশগত প্রভাব ও প্রতিকার

- ১) প্রকল্প এলাকায় স্থলবন্দরের একপাশে গাছ কাটা ২ পরবর্তীতে তিনগুণ গাছ লাগান হবে এবং জনসাখ কাটা গেলে তার ক্ষতিপূরণ দেওয়া হবে।
- ২) প্রকল্পের কার্যক্রমের ফলে ধূলাবাগি বেনে বাতাসে সেজনা প্রকল্প এলাকায় প্রচুর পানি ছিটিয়ে ধূলাবাগি রাখা হবে। বছরে দুইবার প্রকল্প এলাকার বাতাস তার গ্রহণযোগ্যতা যাচাই করা হবে।
- ৩) প্রকল্পের বিভিন্ন কার্যক্রমের ফলে প্রকল্পএলাক হতে পাত্রে। প্রকল্পের এলাকায় বিশেষ করে ধর্মীয় শিক্ষাপ্রতিষ্ঠান ও হাসপাতালে সরকারের জারিকৃত গ্রহণযোগ্য মানদ্রা মধ্যে সীমিত রাখতে হবে।
- ৪) প্রকল্প এলাকার বিভিন্ন কার্যক্রমের ফলে ভূপৃষ্ঠ পানি দূষণ রোয়ে ভূমিকার্বানন প্রভাবিত নকশা এ অনুযায়ী করা হবে।
- ৫) এই প্রকল্পটি বাস্তবায়নকারীরা পেশাগত বাস্তু : সজাবনা রয়েছে। সেজন্য নির্মাণ শ্রমিকদের জন্য ি স্বাস্থ্যসম্মত টয়লেট ও আবাসন ব্যবস্থা গড়ে তোলা নির্মাণকারীরা সুরক্ষা সরঞ্জাম ব্যবহার বাধ্যতামূলক
- ৬) অপ্রতুল বর্জ্যব্যবস্থাপনার কারণে দীর্ঘস্থায়ীভাবে ভূগর্ভস্থ পানি দূষিত হতে পারে। সেজন্য সকল প্র বর্জ্যদার্থ নির্ধারিত যায়গায় ফেলাতে হবে।



অভিযোগপ্রতিকারপ্রক্রিয়া (Grievance Redress Mechanism/জিআরএম)

এই প্রকল্পটি নির্মাণকালীন সময়ে সৃষ্ট স্থানীয় জনগণের নেকোনে সমস্যা সমাধানের গাঙ্গে একটি প্রতিকার ব্যবস্থাপনা কমিটি গড়ে তোলা হবে। এই কমিটির সদস্যরা হবেন- স্থলবন্দরকর্তৃপক্ষ, সরঞ্জিষ্ট ইউনিয়ন পরিষদের চেয়ারম্যান/ সদস্য/ মহিলা সদস্য, স্থানীয় এনজিও প্রতিনিধি, পরিবেশ অধিদপ্তরের জেলা পর্যায়ের সদস্য এবং অভিযোগ এগাকার একজন স্থানীয় সদস্য।

নিম্নবর্তিত উপরে স্থানীয় জনগণের নেকোনে সমস্যা সমাধানের চেঞ্জ করা হবে।

ধাপ ১- অভিযোগকারী সমস্যটি সরাসরি/টেলিফোনের মাধ্যমে যোগাযোগ করে সমস্যটি সমাধানের চেঞ্জ করবেন। যদি অভিযোগকারী সমস্যটি এক সপ্তাহের মধ্যে প্রতিকার না হয় তাহলে দ্বিতীয় ধাপ অবলম্বন করতে পারবেন।

ধাপ ২- অভিযোগকারী উপজেলা পর্যায়ে স্থাপিত জি আর সি কমিটির মাধ্যমে সমস্যটির সমাধানের চেঞ্জ করবেন।

ধাপ ৩- যদি সমস্যটি দুই সপ্তাহের মধ্যে সমাধান না হয় তাহলে উপজেলা পর্যায়ে স্থাপিত জি আর সি কমিটি একটি আনুষ্ঠানিক তদানির ব্যবস্থা করবে। এ পর্যায়ে একটি সুনির্দিষ্ট সিদ্ধান্ত গ্রহন করা হবে এবং পঁচ দিনের মধ্যে তা কার্যকর করা হবে।

ধাপ ৪- ধাপ ৩ এর গৃহীত সিদ্ধান্ত অভিযোগকারীর মনপূত না হলে অভিযোগকারী আইনি সাপিন-নিষ্পত্তি পদ্ধতি গ্রহন করতে পারবেন।

প্রকল্পের সুবিধাসমূহঃ

- ১) ব্যবসায়-বাণিজ্যসুবিধা ও জীবনমান উন্নত হবে।
- ২) পরিবেশ বান্ধব ও জ্ঞাননি সাপ্ত্র
- ৩) কাগো খেরি হ্রাস
- ৪) পরিবেশ-বান্ধব বন্দরভাবে অন্তর্ভুক্ত থাকবে সৌরশক্তি, বৃষ্টির পানি সংরক্ষন ব্যবস্থা, সবধরনের বন্দরের উপযোগী সুযোগ সুবিধা।

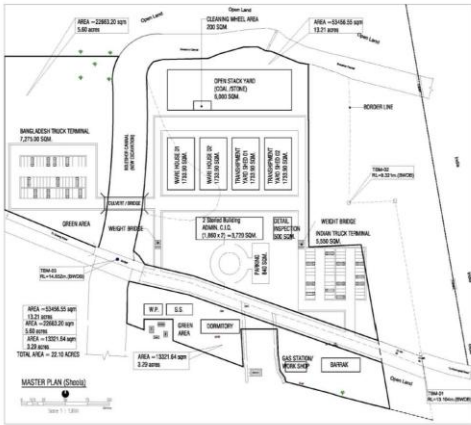
অনুসন্ধান, মতামত এবং পরামর্শের জন্য দয়া করে নিম্নলিখিত কার্যালয়ে যোগাযোগ করুন।

১, কাওরনবাজার, টি, সি, বি, ভবন (৬মতলা)
বাংলাদেশ স্থলবন্দর কর্তৃপক্ষ ঢাকা-১২২৫।
দুরালাপনঃ (+৮৮০) ০২-৮২৮৯৩০০
ফ্যাক্সঃ (+৮৮০) ০২-৯৯২২৬৬৭

শেওলা স্থলবন্দর প্রকল্প
Feasibility Studies, Detailed Design, and Environmental & Social Assessment for Land ports

প্রকল্পশেওলা: শেওলা স্থলবন্দর নির্মাণ প্রকল্পের সজাবনা, বিশদ নকশা, পরিবেশগত ও সামাজিক সংক্রান্ত সমীক্ষা।

পরিবেশগত ও সামাজিক প্রভাব ও এর ব্যবস্থাপনা পরিবেশগত ও সামাজিক গণপরামর্শ প্রক্রিয়া পরামর্শপ্রক্রিয়ায় অংশগ্রহণকারীদের জন্য সহায়ক তথ্য।



৭ই মে, ২০১৬

মত বিনিময় সভা

প্রকল্পের নাম : শেওলা স্থল বন্দরের পরিবেশ ও সামাজিক সমীক্ষা গ্রহণের মাধ্যমে সম্ভাব্যতা যাচাই ও পূর্ণাঙ্গ নক্সা প্রণোয়ন।

স্থান : ৩নং দুবাগ ইউনিয়ন পরিষদ
তারিখ : ৭ই মে, ২০১৬ শনিবার
সময় : বেলা ৩:৩০ ঘটিকা

মত বিনিময় সভায় উপস্থিত সকলের তালিকা :

ক্রমিক নং	নাম	ঠিকানা ও ফোন নম্বর	স্বাক্ষর
	Ataur Rahman Khan	400-Charan	[Signature]
	মোঃ মোস্তাফিজুল হক	২য় পল্লী. বি. ০১২৪২৫১৫২৪	[Signature]
	Lee Seung Woo	+82 +010 5288 2553	[Signature]
	YOU SELUNG YEAH	+8210 2566 7259	[Signature]
	Major Said Hossain Toprak (Retd)	01727 030 727	[Signature]
	ISHTIAR US	01712888003	[Signature]
	Seong Yil BAE	+82 (0)10-6243-3791	[Signature]
	Dhironko rishi A. Saha	BLPA 01711450438	[Signature]
	Mohi Shahjeh Khan	Social consultant - 01716-464695	

মত বিনিময় সভা

প্রকল্পের নাম : শেওলা স্থল বন্দরের পরিবেশ ও সামাজিক সমীক্ষা গ্রহণের মাধ্যমে সম্ভাব্যতা যাচাই ও
পূর্ণাঙ্গ নকশা প্রণয়ন।

স্থান : ৩নং দুবাগ ইউনিয়ন পরিষদ

তারিখ : ৭ই মে, ২০১৬ শনিবার

সময় : বেলা ৩:৩০ ঘটিকা

মত বিনিময় সভায় উপস্থিত সকলের তালিকা :

ক্রমিক নং	নাম	ঠিকানা ও ফোন নম্বর	স্বাক্ষর
	শ্রীমতী সুনীতি দেবী	বড়গ্রাম সুজা লস্কি - ০১৭৩১৭২০০৪২	শ্রীমতী সুনীতি দেবী
	শ্রীমতী সুনীতি দেবী	শ্রীমতী সুনীতি দেবী ০১৪৭৩৩০৬৬০৬	শ্রীমতী সুনীতি দেবী
	শ্রীমতী সুনীতি দেবী	০১৭২২৫৩৫৪৫৪	শ্রীমতী সুনীতি দেবী
	শ্রীমতী সুনীতি দেবী (নাম)	০১৭৩১৭৫১৯১৪ দুবাগ ইউনিয়ন	শ্রীমতী সুনীতি দেবী
	শ্রীমতী সুনীতি দেবী	০১৭১৫৬১০৪৯৭ নয়া দুবাগ	শ্রীমতী সুনীতি দেবী
	শ্রীমতী সুনীতি দেবী	শ্রীমতী সুনীতি দেবী নয়া দুবাগ	শ্রীমতী সুনীতি দেবী
	শ্রীমতী সুনীতি দেবী	০১৭৩৭০৪৬৫৪৩০ শ্রীমতী সুনীতি দেবী	শ্রীমতী সুনীতি দেবী

মত বিনিময় সভা

প্রকল্পের নাম : শেওলা স্থল বন্দরের পরিবেশ ও সামাজিক সমীক্ষা গ্রহণের মাধ্যমে সম্ভাব্যতা যাচাই ও পূর্ণাঙ্গ নকশা প্রণয়ন।

স্থান : ৩নং দুবাগ ইউনিয়ন পরিষদ

তারিখ : ৭ই মে, ২০১৬ শনিবার

সময় : বেলা ৩:৩০ ঘটিকা

মত বিনিময় সভায় উপস্থিত সকলের তালিকা :

ক্রমিক নং	নাম	ঠিকানা ও ফোন নম্বর	স্বাক্ষর
১।	মোঃ আব্দুল হক	কাজুয়া ০২৬-২০৯৪৫৫০৭ বর্তমান অধিবাসী	
২।	মোঃ হোসেন	০১৭১০৪৭২১৬৭	
৩।	মোঃ জাহাঙ্গীর আলী	দুবাগ ইউনিয়ন ০২৬১৪৪৪৭২১২	
৪।	হাসিনা বেগম	০১৭২৭৭৫৫০২৭	হাসিনা বেগম
৫।	আব্দুল হামিদ (মু)	০১৭২১৭০৪৩৭৬	
৬।	(মু): মতিউল হক	০১৭১৩৪০৬৫৩৭	
৭।	আব্দুল হামিদ	কাজুয়া	
৮।	ফরিদ হক	০১৭২৭৭৫৫২৬৭ দুবাগ ইউনিয়ন	
৯।	আব্দুল কাদের	০১৮৬০০৭৭৭০৬ ৬-দুবাগ	Abdul

মত বিনিময় সভা


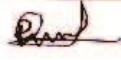
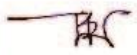
প্রকল্পের নাম : শেওলা স্থল বন্দরের পরিবেশ ও সামাজিক সমীক্ষা গ্রহণের মাধ্যমে সম্ভাব্যতা যাচাই ও পূর্ণাঙ্গ নক্সা প্রণোয়ন।

স্থান : ৩নং দুবাগ ইউনিয়ন পরিষদ

তারিখ : ৭ই মে, ২০১৬ শনিবার

সময় : বেলা ৩:৩০ ঘটিকা

মত বিনিময় সভায় উপস্থিত সকলের তালিকা :

ক্রমিক নং	নাম	ঠিকানা ও ফোন নম্বর	স্বাক্ষর
	Dr. Jagdish Chandrasekhar ডাঃ জি.জি. চন্দ্রসেকার	০১২৩১২৪২২	
	শোভাঃ দিল্লিয়ার বেগম		শোভাঃ দিল্লিয়ার বেগম
	সোভানা বেগম		সোভানা বেগম
	SULTANA Begum		Sultana
	পার্বতী বেগম	মহিলা সমিতি ০১৭৪২৫৫৬৭৯২	
	শোঃ আবুল কালাম	৩নং দুবাগ ইউনিয়ন ০১৭১৬ ৩৫৯০৭৫	

মত বিনিময় সভা

প্রকল্পের নাম : শেওলা স্থল বন্দরের পরিবেশ ও সামাজিক সমীক্ষা গ্রহণের মাধ্যমে সড়কাব্যতা যাচাই ও পূর্ণাঙ্গ নকশা প্রণয়ন।

স্থান : ৩নং দুবাগ ইউনিয়ন পরিষদ

তারিখ : ৭ই মে, ২০১৬ শনিবার

সময় : বেলা ৩:৩০ ঘটিকা

মত বিনিময় সভায় উপস্থিত সকলের তালিকা :

ক্রমিক নং	নাম	ঠিকানা ও ফোন নম্বর	স্বাক্ষর
১	শাহজাদুল আলম	বড় গ্রাম ০১৭৫৪৫৩৩৩১৭	
২	সামসুল আলম	উত্তর দুবাগ ০১৭৪১৬০৫২০০	
৩	কামরুল আলম	বড়গ্রাম ০১৭২০৫৫০১৭০	
৪	আব্দুল জমিদার	উত্তর দুবাগ ০১৭৩২৪৩৫১৪৩	
৫	মিনহাজ হোসেন	০১৭২৬৩০৪৬৭৩ বড়গ্রাম	
৬	মোঃ মিজবুর রহমান	বড়গ্রাম	
৭	আব্দুল নওবে আলী	০১৭৫২৫৪৬৬৬৩	
-			

মত বিনিময় সভা


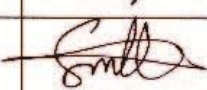
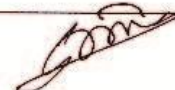

প্রকল্পের নাম : শেওলা স্থল বন্দরের পরিবেশ ও সামাজিক সমীক্ষা গ্রহণের মাধ্যমে সম্ভাব্যতা যাচাই ও পূর্ণাঙ্গ নক্সা প্রণোয়ন।

স্থান : ৩নং দুবাগ ইউনিয়ন পরিষদ

তারিখ : ৭ই মে, ২০১৬ শনিবার

সময় : বেলা ৩:৩০ ঘটিকা

মত বিনিময় সভায় উপস্থিত সকলের তালিকা :









ক্রমিক নং	নাম	ঠিকানা ও ফোন নম্বর	স্বাক্ষর
১	কুহেলি আছমদ	ইত্তর দুবাগ ০১২ ৩৪২৬ ৫৪৫০	 ১৫.৫.১৬
২	ফারুক আলম	০১৭৪০ ৩১২১৫৩ ইত্তর দুবাগ	ফারুক
৬	রুমার আলম	০১৪১৩৪৪ ০৫৭৬ ইত্তর দুবাগ	
৪		০১৭২১৭৬৭৭ ৬৬ ইত্তর দুবাগ	
৫		০১৪১৭৬৫ ২৬৬৬	

মত বিনিময় সভা

প্রকল্পের নাম : শেওলা স্থল বন্দরের পরিবেশ ও সামাজিক সমীক্ষা গ্রহণের মাধ্যমে সম্ভাব্যতা যাচাই ও পূর্ণাঙ্গ নক্সা প্রণোয়ন।

স্থান : ৩নং দুবাগ ইউনিয়ন পরিষদ
তারিখ : ৭ই মে, ২০১৬ শনিবার
সময় : বেলা ৩:৩০ ঘটিকা

মত বিনিময় সভায় উপস্থিত সকলের তালিকা :

ক্রমিক নং	নাম	ঠিকানা ও ফোন নম্বর	স্বাক্ষর
	কামাল হোসেন	কামাল হোসেন ০১৭১৫২০৬৮২১	
	মাহবুব হুসেন	৪ দুবাগ / দুবাগ জং. ০১৭৬৭৭৫৪০৭৭	
	শ্রীঃ এম. এ. হুসেন	০১৮১৭০৫৬৭৬০ আদিচাঁপুড় চিলেট গাজা	
	শ্রীঃ বিক্রম সিং	কোনাম কোনাম ০১৭১৫৫২৭২০০	
	শ্রীঃ এম. কামাল	কোনাম কোনাম ০১৭২৭২০০৭৬৩	
	কামাল হোসেন	কামাল হোসেন ০১৭১২৫৪৭৬৬৪	
	শ্রীঃ মাহবুব হুসেন	শ্রীঃ মাহবুব হুসেন ০১৭২৬১৪৩২৭২	
	কামাল হোসেন	কামাল হোসেন ০১৭১১৭১২৭৩০	

মত বিনিময় সভা

প্রকল্পের নাম : শেওলা স্থল বন্দরের পরিবেশ ও সামাজিক সমীক্ষা গ্রহণের মাধ্যমে সম্ভাব্যতা যাচাই ও পূর্ণাঙ্গ নক্সা প্রণয়ন।

স্থান : ৩নং দুবাগ ইউনিয়ন পরিষদ

তারিখ : ৭ই মে, ২০১৬ শনিবার

সময় : বেলা ৩:৩০ ঘটিকা

মত বিনিময় সভায় উপস্থিত সকলের তালিকা :

ক্রমিক নং	নাম	ঠিকানা ও ফোন নম্বর	স্বাক্ষর
১	শ্রী: মানৱ চন্দ্র জ্যেষ্ঠ ডাটা এন্ট্রি	মিঃ মনোজ মল্লিক ০১৭৬২৩৬৪৯৩০ ০১৭৩১০৭১৭৭৩	(Signature)
	শ্রী: মনোজ মল্লিক	৩৩৪৪৮৮	

মত বিনিময় সভা




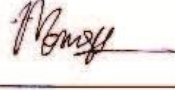
প্রকল্পের নাম : শেওলা স্থল বন্দরের পরিবেশ ও সামাজিক সমীক্ষা গ্রহণের মাধ্যমে সম্ভাব্যতা যাচাই ও পূর্ণাঙ্গ নক্সা প্রণয়ন।

স্থান : ৩নং দুবাগ ইউনিয়ন পরিষদ

তারিখ : ৭ই মে, ২০১৬ শনিবার

সময় : বেলা ৩:৩০ ঘটিকা

মত বিনিময় সভায় উপস্থিত সকলের তালিকা :

ক্রমিক নং	নাম	ঠিকানা ও ফোন নম্বর	স্বাক্ষর
১.	জায়েদুল হক	শেওলা	
২.	শ্রী: সাক্ষর	নয়া দুবাগ - ০১৭১০৫৪৪ -২৮	
৩.	শ্রী: মোস্তাফিজ	৩৩০-দুবাগ ০১৭১৭২৬৬২৫৭	
৪.	শ্রী: হুমায়ুন	৩৩০-দুবাগ ০১৭৭২০৩৩৪৫৭	
৫.	শ্রী: মোস্তাফিজ মহাসী	৩৩০ দুবাগ ০১৭৭২২৫৫৩৫	

মত বিনিময় সভা


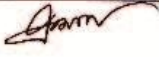
প্রকল্পের নাম : শেওলা স্থল বন্দরের পরিবেশ ও সামাজিক সমীক্ষা গ্রহণের মাধ্যমে সভাব্যতা যাচাই ও পূর্ণাঙ্গ নকশা প্রণয়ন।

স্থান : ৩নং দুবাগ ইউনিয়ন পরিষদ

তারিখ : ৭ই মে, ২০১৬ শনিবার

সময় : বেলা ৩:৩০ ঘটিকা

মত বিনিময় সভায় উপস্থিত সকলের তালিকা :

ক্রমিক নং	নাম	ঠিকানা ও ফোন নম্বর	স্বাক্ষর
১	শ্রী: আব্দুল হান্নান	নয়া দুবাগ - দুবাগ বাজার বিপনী বাজার	
২	শ্রী: জামান হাদিদ	নয়া দুবাগ দুবাগ বাজার বিপনী বাজার	
	শ্রী: কুচন্দ	কুচন্দ	

মত বিনিময় সভা

প্রকল্পের নাম : শেওলা স্থল বন্দরের পরিবেশ ও সামাজিক সমীক্ষা গ্রহণের মাধ্যমে সম্ভাব্যতা যাচাই ও পূর্ণাঙ্গ নক্সা প্রণোয়ন।

স্থান : ৩নং দুবাগ ইউনিয়ন পরিষদ

তারিখ : ৭ই মে, ২০১৬ শনিবার

সময় : বেলা ৩:৩০ ঘটিকা

মত বিনিময় সভায় উপস্থিত সকলের তালিকা :

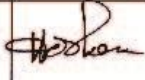

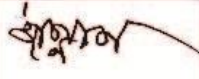
ক্রমিক নং	নাম	ঠিকানা ও ফোন নম্বর	স্বাক্ষর
১	এম. ব. শাহজাদ	মি. মোঃ মাহমুদ ০১৭২৬৪৭০১২	
২	মি. মোঃ মাহমুদ	মি. মোঃ মাহমুদ ০১৭১৮৫৮৭৩২৫	
৩	মি. মোঃ মাহমুদ	মি. মোঃ মাহমুদ ০১৭১৫০৮২৬৬৬	
৪	মি. মোঃ মাহমুদ	মি. মোঃ মাহমুদ ০১৭১৮৫০৯৩৫৪	
৫	মি. মোঃ মাহমুদ		
৬	মি. মোঃ মাহমুদ	০১৭১২৩২৮৭২৩	

Photo - 1: Photographs of Free Prior Public Consultation at Sheola



Annexure – 05 : National Consultation Workshop

5.1 Participates List

Bangladesh Land Port Authority

National Public Consultation

Workshop

on

Draft Environmental and Social Assessment

Studies for Proposed Bangladesh Regional Connectivity project

Sl. No	Name & Designation	Name of Organization	Contact No. Mobile / e-mail
1	Shakila Sultana Polly Assistant Director	BLPA	
2	Mosammat Faizunnahar Assistant Director	BLPA	
3	Bashir Ahmed	ASL	01712289571
4	Kamal Chandra Shil	BLPA	01772331388
5	Abul Kalam Azad	Yooshin-Vitti - JV	01712820605
6	Md. Jamal Uddin Jibon	BLPA	01748779178
7	Dr. J.C. Shaha	Yooshin-Vitti - JV	01713117822
8	Md. Shahadat Hossain		01718946800
9	Maj. Said Hasan Tapash	Yooshin-Vitti - JV	01727030727
10	Mohammed Mohsin	Yooshin-Vitti - JV	01921396939
11	Md. Monir Hossain	BLPA	01827625531
12	Md. Mahbubur Rahman	BLPA	01718275173
13	Benjamin p.	Retired M/O	01713061053
14	Dr. Probhat Sh.	Sar Systra, India	+919819461884
15	Md. Shahdatullah	BLPA	01819782977
16	Rokanuddin	BLPA	01756543968
17	Ashikul Alam	RTV	01841091114
18	Meher Moni	Boishakhi TV	01744356217
19	Faridur Reza	Boishakhi TV	01683766642
20	Ranjit Babu	M/O Shipping	
21	Jahangir Alam	M/O Shipping	01711425364
22	Emdad	M/O Shipping	
23	Jasim	M/O Shipping	
24	Ruhul Alam	MOS	01630203849
25	Qazi Md. Ali Akbar	BLPA	01715032513
26	Md. Ismail		01711972889
27	Abul Kalam Azad	BLPA	01912416937
28	Masum Amen		01715454392
29	Ataur Rahman Khan	Chairman Upazila Parisad Beanibazar	01715070779
30	Amir Ali	PAP, Sutarkandi	01715082666
31	Kirti Nishan Chakma	World Bank	01755578273
32	Md. Shofiqul Islam	Office, Branch	01712849939
33	Ajoy Kumar Sarkar	P O	01819179530

Sl. No	Name & Designation	Name of Organization	Contact No. Mobile / e-mail
34	Kabir Khan	PS	01913498615
35	Abdul Mayen	EPOS	
Sl. No	Name & Designation	Name of Organization	Contact No. Mobile / e-mail
36	Mamun Ahmed		01914931498
37	Asaduzzaman	BN	01915604161
38	Anwar		01818078789
39	Partho Gosh	Bhomra Land Port Bangladesh Land Port Authority	01716522007
40	Nazrul Islam	Bhomra Land Port Bangladesh Land Port Authority	01965249130
41	Md. Isom Hosen	General Secretary Reg no. 1149	01713933875
42	Md. Rezaul Islam	President Reg no. 1155	01740552359
43	Md. Nazrul Islam	P.O to Minister	01712754851
44	Akash Kumar		01724499189
45	Md. Mazharul Islam	Protocol ministry	01913022957
46	Md. Masud Rana		01770652900
47	Md. Shoel Rana		01715484190
48	Md. Mirazul Islam	SI SB Dhaka	01775538313
49	Md. Rajjak		01916739830
50	Md. Nasim	Bhomra C/F Agent Association General Secretary	01713919585
51	Binu	BTV	01534312812
52	Md. Shafiqul Islam	Senior Staff Reporter 24.com	01709634515
53	Shohel mamun	Dhaka Tribune	01817090813
54	Siyam Sarker	BLPA	01773280971
55	Shorif	BLPA	01729895926
56	Ratan Roy	BLPA	01774158551
57	Md. Selim	Vitti S.B	01718511342
58	Md. Sarwar Hosaain	BLPA	01710299558
59	ADV. Durjoy Das	MOS	
60	Md. Sohel		01715484190
61	Zisah Walid	Environ Consultant	01753449922
62	M.F Reza Sumon	Bangladesh Institute of Planning (BIP)	01711560355
63	Shamim Ahmed	Tejgaon PS	01731842577
64	Kazy Abdul Kalam	Tejgaon PS	01721460859
65	Habibur	Tejgaon PS	01916584212
66	Kazi Rubel	P.O to MOS Ministry of Shipping	01722119946 kazirubelict@gmail.com
67	Aftab Uddin	BLPA	01731868852
68	Engr. Md. Rabiul Alam	JGT DSL	01912249749
69	M.A Hossain	BLPA	01712647012
70	Md. Shah Alam	TCB	01727654255
71	Ruhul Amin	BLPA	01818302521
72	Anwar Hossain	TCB	01711035903
73	Zoaherlal	TCB	
74	Akhta Zaman	World Bank	01718201739
75	Md. Monir Hossain	T.I	01711380845

Sl. No	Name & Designation	Name of Organization	Contact No. Mobile / e-mail
76	Jahangir Alam		01741138858
77	Dr. B.K.D. Raja	International social consultant Ministry of shipping - Bangladesh	01919393333430 bkduaja@hotmail.com
78	Venkata Nukclar	Environment Consultant world bank ,Ministry of shipping - Bangladesh	+ 17162352
79	Anis Ahmad	Director (Traffic) BLPA	01552304869
80	Ar. Ishtiaque Zahir	Deputy team leader. Yooshin -Vitti	01912888003
81	Iqbal Hossain	Project Engineer Yooshin -Vitti	01711010394
82	Abu Salek	Public Relation Officer BLPA	01710741728
83	Rashadul Shajib	BSBK	01720530665
84	Md. Sikuzzaman	BSBK	01912205422
85	Shahana Akhtar	BAPL	01767492035
86	Md. Aslam Kazi	BLPA	01779196804
87	Mb. A L Mamun	BLPA	01732496439
88	Md.Rafiqul Islam	BLPA	01914216688
89	Md. Iqbal Kabir	BSBK	01730846846
90	S.M Mehedi Hasan	BSBK	01676200505
91	Masuda Akter	BSBK	01746585251
92	Md.Magedur Rahman	BSBK	01686654562
93	Ripan Chandra Som	Accountant BSBK	01929238884
94	Sonia Kamal Emmy	Yooshin -Vitti	01922113314
95	Md.Suhel Rana	Bets Consulting	01716830197
96	Lee Senng Woo	Yooshin -Vitti	01052882553
97	Md. Kabir Hossain	BLPA	01912916728
98	Md. Zahidul Islam	BLPA	01921361642
99	Md. Jasim Uddin	BLPA	01552384509
100	Abul Hasnat Mahmud	BLPA	01911350448
101	Salah Uddin, Accountant	BLPA	01815610628
102	Suman Datta	BLPA	01711442259
103	Mohammad Ibrahim	Computer Operator BLPA	01936089290
104	Mohammad Ali	BLPA	1712019118
105	Seong Yil Bae	Yooshin -Vitti	+ 821062433791
106	Zahirul Dowlah	SAI	1711042544
107	Morshed Hossain	Channel 24	1730430888
108	Naser Baba		
109	Fatema Akter	BLPA	
110	Monira Begum	W.S BLPA	
111	Shamim Shohana	Deputy Director (Traffic) BLPA	1718330470
112	Farjana	BLPA	

Sl. No	Name & Designation	Name of Organization	Contact No. Mobile / e-mail
113	Ma. Imran Hassain	Cashier BLPA	01911615258
114	Md. Abul Hossain	BLPA	01712015316
115	Ma. Aminul Islam	BLPA	01727216848
116	Md. Jasim uuddin	BLPA	01923485338
117	Md Shopan	SOMOY TV	01923838057
118	Md. Abdul Hannan	Po	01718946575
119	Md Jaman Hossian	BLPA	01824185791
120	Md. Alamin		0175508967
121	A.Z.M Sakhawat Hossain	Managing Director.SDF	01713017453
122	Iqbal Khair	Reporter, Bctar	01916143307
123	Runa Akter	BLPA	01796269106
124	Md. Kalm Miah	BLPA	01710926485
125	Md. Shafiqul	Tcr	01925528457
126	Md. Mahfuzul Islam	BLPA	01711951833
127	Md. Abdus Salam	Chairman Dubag	01718251527
128	Ruhal Ahmed Chowdury	Sefl	01711912930
129	Md. Jasimuddin	Ministry of shipping	0173201498
130	Kamrul Hasan Jr Engineer CHT Connectivity Project	SAI and BETS Consulting Service ltd	01723251490
131	Kamrul Islam	O A Land Port	01814085376
132	Ronjit Das	BLPA	01677422375
133	Q. S. I Hashmi	ADG DOE	01711145239
134	Gozi Sarowar	Press Information Dept	01717052670
135	Md. Mazharul Islam Talukder	LGED	01712001564
136	Ahmede Ali	World Bank	01819213182
137	Aminul Islam Asst. Engineer	BLPA	01717424088
138	Kazi Nawshed Dilwor	Bhomra President of C&F Agent Association	01711351030
139	S.A. Motin	Visitor	017114581143
140	Md. Abid Hossian	General Secretary Bhomra Handling labour Union Reg - 1722	01748992007
141	Md. Shajahan Ali	Office Assistant	01825052406
142	Md. Kibria Jolil	Visitor of traffic President – Director	01716858230
143	Md Ali	Secretary	01917071503
144	Md. Shohel	Police	01710702324
145	Md. Mosiul Islam	Police	01728972041
146	Md. Rasel Mhamud	Police	01863038267
147	Md.A. Salam	BIWTC	01716359744
148	Kh. Shajahan		01716484698
149	Topn Dev Nath	BLPA	01714703373
150	Md. Jhangir	BIWTA	01955958165
151	C H Ali		01857771442

Sl. No	Name & Designation	Name of Organization	Contact No. Mobile / e-mail
152	Mafaz	TCB	01814376371
153	Younus	MOS	01829371383
154	Kazi Mahfuzur Rahman	TCB	01816448880
155	Md. Nur Hossain	TCD	01914757046
156	Sumona Parvin	BRAC	01923010090
157	Saif Reza		01914008070
158	Jhangir	BANK	01716275140
159	Nur Hossain	BANK	
160	Bijon Dus	My TV	01712697715
161	Sqbliz	My TV	
162	Md. Shohel Rana		01716654078
163	Md. Musta Uddin	Custom	01928427706
164	Momin Mojibul 226	LGED	01711976061
165	Josim Uddin		01740628215
166	Rohman		01729604551
167	Billal Hossain		01745771529
168	Habib Rohman	71 TV	01685029404
169	Pias	71 TV	01841710400
170	Josim	71 TV	01841710406
171	Md. Shoyb Hossain	Bangladesh Media Institute & somotol	01730890019
172	Q Shahin	DBC News	01719453483

Photo - 2 : Photographs of national consultation meeting at Dhaka



5.2 Comments of Participant

National Public Consultation Workshop
On
Draft Environmental and Social Assessment Studies for
Proposed
Bangladesh Regional Connectivity Project
TCB Auditorium, TCB Bhaban, Dhaka.
10 August 2016, 09:30 AM

Comments of Participant

Sl. No.	Name	Position	Organization	Address	Email	Mobile	Question	Reply/ Response
1	Akhter Zaman	Social development Specialist	World bank			01715201759	How did you define Replacement cost? And What is the level of impact on livelihood?	The replacement is estimated based on the actual cost to buy or re-build same thing that was lost due to resettlement, and this has been estimated based on market rates. The impact on livelihood from development of Sheola Land Port is severe on 12 person who are in restaurant business (4 tenants and 8 employees)
2	Md. Rejaul Islam	President	Bhomra Handling Worker Union	Bhomra Tax Station, Satkhira		01740552359	It has always been seen that facilities for workers are neglected while designing facilities for land port. Is there any resing space for workers in your proposed land port?	Workers waiting room with toilet facilities are provided in the land ports.
3	Kazi Nawshad Dilwour (Raju)	President	C & F Agents Association, Bhomra.	Bhomra land port, Satkhira		01711351030	We cannot see the building design for Bhomra land port right now. How much time is required to complete the design?	Detailed design of Sheola land port is in final stage, but the design of Bhomra land port is expected to be completed by next year
4	Nasim Mostafizur	General	Bhomra land port C & F Agents Association	Bhomra		01713919585	1) In 1996 in the present land port the development which was supposed to be done has not yet been delivered. Moreover, it is my observation that government is putting too much emphasis building the new service and not providing importance in the existing facilities. How long it will take to develop the existing facilities? 2) in which side of the road land acquisition will occur for the present north side facilities?	The proposed development of land port will consider the improvement of existing facilities including providing drinking water supply and sanitation, drainage, and dust control measures. The extension of Bhomra land port will be done in phases and will include towards both northern and southern areas of the existing port facilities.
5	Abu Saleh	Public Relation Officer	Bangladesh Land Port Authority	TCB Bhaban 5th floor, Kawran Bazar, Dhaka.	junnunbadeshi@gmail.com	01710741728	It has not been possible to build the Benapole land port as well Equipped, modernized and environment friendly port after 35 years of liberation war. So, will it be possible to build the sheola land port as ecofriendly and organized land port as mentioned your speech?	The project will strengthen the existing facilities in terms of drainage improvement, dust control measures, water supply and sanitation. The land will be acquired both north and south side of the road, however the north side is major part.

Social Assessment Report of Sheola Land Port

6	M.A.Hassem	Suter Kandi / sh		Suter Kandi Dubogh Beanibazar		01712647012	1. The lands that are already developed in Sheola (filled areas of low land) should be given more compensation than the low lying lands. 2. For compensation of buildings right amount should be calculated. 3. Compensation should be given to shops that will be affected by land acquisition 4. Right Amount of land price should be Given	Compensation will be provided to all the structures including shops that are affected by the land acquisition. Compensation for structures have been estimated at a replacement cost. Compensation will also be provided for the loss of businesses.
7	Mst. Fojunnahar	Additional Director of traffic	Authority of land port				Have you considered the effect of radioactive and hazardous chemicals to the surrounding areas which will be imported to the port?	Hazardous materials such as fuels will be stored in the warehouses. No radioactive materials will be transported through the ports.
8	Meher Moni	Reporter	Boishakhi TV			01744356217	1) From Sheola port how much Revenue will be earned by government (forecast ed) 2) From Bhomra port has much revenue will come every year?	According to the feasibility study of Sheola land port, the revenue o will be initially 1.4 million USD per year, and in 2049 it will 10.23 million per year
9	Md. Ali Ashraf		Auditor Bangladesh land port Authority				We have shown that you are providing different facilities for the stake holder but what you think about the facilities for the employer who will do the job.	The BLPA staff will have office building, dormitories, guest house, restaurant, water supply and sanitation facilities.
10	Md. Monir Hossain Mojumder	Traffic Inspector					There should be hospital facilities in every land port.	First aid facilities will be provided at the land ports. Hospital facilities are available within 13 km distance from the proposed Sheola and existing Bhomra land ports
11	Quazi Sarwar Imtiaz Hasmi	Additional Director General	DoE	Agargaon, Dhaka		02 8181767	Is there Sulphur pollution from coal dust. DoE is now revising the ECR, Involve local DoE office for public consultation meeting, Check the land issue (RAP), air pollution should be considered. CAM station at Shymnagar at Satkhira district.	Only low grade coal having sulphur content. Coal wash water will be acidic and should be neutralize before filtration and discharge after meeting DoE compliance. Will be invited in the PC Meeting. Land issue will be checked. Air pollution issue considered in the detail design.

5.3 Newspaper Cutting

দৈনিক প্রতিষ্ঠা করা হয়েছে মঙ্গলবার
ইত্তেফাক

বাংলাদেশ স্থল বন্দর কর্তৃপক্ষ
Bangladesh Land Port Authority
টিসিবি ভবন (৬ষ্ঠ তলা), কাওরান বাজার, ঢাকা-১২১৫।
ফ্যাক্স: ৯১২২৬২৭। www.bsbk.gov.bd

Bangladesh Regional Connectivity Project এর আওতায়
বিভিন্ন স্থলবন্দরের পরিবেশগত ও সামাজিক সমীক্ষার উপর গণ আলোচনা

বাংলাদেশ স্থলবন্দর কর্তৃপক্ষ বিশ্ব ব্যাংকের আর্থিক সহায়তায় “Bangladesh Regional Connectivity Project” এর আওতায় বিভিন্ন স্থলবন্দরের পরিবেশগত ও সামাজিক সমীক্ষা কার্যক্রম গ্রহণ করেছে। বাংলাদেশের কয়েকটি স্থলবন্দরের উন্নয়ন এ প্রকল্পের লক্ষ্য। প্রাথমিকভাবে এ প্রকল্পের আওতায় নবঘোষিত শেওলা স্থলবন্দর উন্নয়ন এবং বিদ্যমান ভোমরা স্থলবন্দরের সম্প্রসারণ ও মানোন্নয়ন মনোনয়ন করা হবে। এ দুটি স্থলবন্দরে বন্দর ব্যবহারকারীদের জন্য সুযোগ-সুবিধার উন্নয়ন করা হবে।

নৌ-পরিবহন মন্ত্রণালয় ও বাংলাদেশ স্থলবন্দর কর্তৃপক্ষ কর্তৃক নিয়োজিত পরামর্শক কর্তৃক পরিবেশগত ও সামাজিক সমীক্ষা কার্যক্রম পরিচালিত হচ্ছে। সমীক্ষা কার্যক্রমের অংশ হিসেবে এবং World Bank Operational Policy 4.01 ও বাংলাদেশ সরকারের Environmental Conservation Rules (1997) অনুযায়ী ঢাকায় নিম্নবর্ণিত তারিখ ও স্থানে একটি গণআলোচনা অনুষ্ঠানের আয়োজন করা হয়েছে।

তারিখ : বুধবার, ১০ আগস্ট ২০১৬, সময়: সকাল ৯: ৩০ ঘটিকা হতে দুপুর ২.০০ ঘটিকা পর্যন্ত।
স্থান : টিসিবি অডিটোরিয়াম, টিসিবি ভবন, ১ কাওরান বাজার, ঢাকা-১২১৫।

উক্ত আলোচনা সভায় জনসাধারণ প্রকল্প সংশ্লিষ্টদের সাথে সাক্ষাৎ, প্রকল্পের কার্যাবলী, পরিবেশগত ও সামাজিক সমস্যা ও প্রতিকারের ব্যবস্থা সম্পর্কে আলোচনা করতে পারবেন এবং প্রকল্পের পরিকল্পনা প্রক্রিয়ায় অংশগ্রহণ করতে পারবেন। সংশ্লিষ্ট ও আগ্রহী সকল জনসাধারণকে সভায় অংশ গ্রহণের জন্য আমন্ত্রণ জানানো হলো।

বাংলাদেশ স্থলবন্দর কর্তৃপক্ষ কর্তৃক প্রকল্প এবং খসড়া পরিবেশগত ও সামাজিক প্রতিবেদন সম্বন্ধে আপনাদের যেকোন মন্তব্য শুনতে আগ্রহী। খসড়া প্রতিবেদন (Environmental Management Framework) বাংলাদেশ স্থলবন্দর কর্তৃপক্ষের ওয়েবসাইটে (www.bsbk.gov.bd) দেখা যাবে। ব্যক্তিগত তথ্যাদি ছাড়া সকল মন্তব্য গণদলিল হিসেবে বিবেচিত হবে। এছাড়াও অনুষ্ঠানস্থলে একটি মন্তব্য ফরম পাওয়া যাবে, বক্সে ফরমটি একই দিনে পূরণ করে জমা দেওয়া যাবে অথবা নিম্নের ঠিকানায় ই-মেইল যোগে প্রেরণ করা যাবে।

প্রকল্প পরিচালক
RETF Project (Land Port Component)
টিসিবি ভবন (৬ষ্ঠ তলা)
১, কাওরান বাজার, ঢাকা-১২১৫।
ফোন: ০২-৯১৩০৯২৩
ই-মেইল: xenblpa@gmail.com

ক-৫২৩ (৫×৩)



Sunday 28 August 2016 ,

Online
Version ()

BUSINESS

11 August, 2016 00:00 00 AM



(./home/printnews/55271)

Sheola, Thegamukh, Bhomra ports under BBIN to benefit region: Study

BSS

Development of infrastructure at Sheola, Thegamukh and Bhomra land ports for regional connectivity under Bangladesh, Bhutan, India, Nepal (BBIN) Initiative will not have any environmental and social impact, according to a joint China-India feasibility study report.

“Economic activities will be expanded and import-export costs will decrease significantly. As a result, the people of the regional will be benefitted,” said the report placed in a National Public Consultation Workshop here yesterday, reports BSS.

Bhomra land port is very close to India’s Kolkata and if facilities of this port are developed properly, businesses of both the countries will highly be benefitted as import-exports costs will decrease considerably, said the report conducted by China’s Yoohin and India’s Vitti JV.

Speaking at the workshop shipping minister Shajahan Khan said the government will develop Sheola, Thegamukh and Bhomra land ports for the expansion of regional trade and economic activities. Development of three ports will help expand Bangladesh’s trade with India, he added.

The minister said the three land ports will be developed under BBIN initiative with financial assistance of the World Bank.

This project has been taken for increasing the trade-commerce and export earnings, he said, adding that there were only nine land ports in the country but only two ports were in operation when the Awami League government came to power in 2009. Now there are 23 land ports in the country, he said.

Poll

Today's Question »

Prime Minister Sheikh Hasina yesterday said the Rampal coal-based power plant would not cause any harm to world heritage site the Sundarbans. Do you agree?

Yes No No
Comment

All Result

(./home/poll/)

Yes 43.9%

No 53.7%

No

Comment
2.4%

Most Viewed

- **Gulshan attack mastermind Tamim Chy, 2 others killed** (./printversion/details/57829)
- **Rampal won't affect Sundarbans: PM** (./printversion/details/57830)
- **Tapping the sun to increase output**