

ASIAN DEVELOPMENT BANK

TAR: BAN 38128

TECHNICAL ASSISTANCE

TO THE

PEOPLE'S REPUBLIC OF BANGLADESH

FOR

SUPPORT TO THE ROADS AND HIGHWAYS DEPARTMENT

FOR SAFEGUARD POLICY COMPLIANCE

November 2004

CURRENCY EQUIVALENTS

(as of 25 September 2004)

Currency Unit	–	taka (Tk)
Tk1.00	=	\$0.0173
\$1.00	=	Tk61.003

ABBREVIATIONS

ADB	–	Asian Development Bank
DCH	–	Dhaka-Chittagong Highway
EIA	–	Environmental Impact Assessment
EMDP	–	Ethnic Minorities Development Plan
EMMP	–	Environmental Management and Monitoring Plan
LARP	–	Land Acquisition and Resettlement Plan
MOC	–	Ministry of Communications
M&E	–	Monitoring and Evaluation
NGO	–	Nongovernment Organization
REC	–	Road and Environment Circle
RHD	–	Roads and Highways Department
SEC	–	Social and Environmental Circle
TA	–	Technical Assistance
TAFA	–	Technical Assistance Framework Agreement

TA CLASSIFICATION

Targeting Classification	–	General intervention
Sector	–	Transport and communications
Subsector	–	Roads
Themes	–	Inclusive social development and environmental sustainability

NOTE

In this report, "\$" refers to US dollars.

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I. INTRODUCTION

1. The Government of the People's Republic of Bangladesh requested the Asian Development Bank (ADB) to provide advisory technical assistance (TA) to strengthen the capacity of the Roads and Highways Department (RHD) of the Ministry of Communications (MOC) to conduct a comprehensive assessment for social and poverty, resettlement, and environmental impacts of large-scale highway projects and to assist them in preparing such an assessment and measures for mitigating the adverse impacts of expanding the Dhaka-Chittagong highway (DCH) to four lanes in compliance with ADB's safeguard policy as well as the Government's rules and regulations. A Fact-Finding Mission visited Bangladesh 20 – 23 September 2004. The Report is based on the Mission's findings in the field and the understanding reached with the Government on the objectives, scope, cost estimates, financing plan, and implementation arrangements for the TA.¹

II. ISSUES

2. The transport system in Bangladesh is extensive and diversified, comprising about 140,000 kilometers (km) of roads, 2,700 km of railways, 5,970 km of perennial and seasonal waterways, two major seaports, and seven airports. The primary road network connecting national and regional roads and district roads comprises 20,800 km, while the secondary roads total 115,000 km. National and regional roads and district roads are administered by RHD within MOC.

3. RHD was founded in 1962 with a staff of 5,000, and 1,150 km of paved road under its jurisdiction. RHD grew steadily and now has a staff of 20,000. RHD comprises three wings (mechanical, technical services, and network management and build-operate-transfer) and seven field zones, each headed by an additional chief engineer who reports directly to the chief engineer.

4. RHD's capacity for technical engineering has proved appropriate in undertaking a number of large-scale road and bridge construction works. However, the capacity to address social (particularly resettlement) and environmental issues has been limited despite the clear need for a mechanism to deal with such issues in RHD-wide projects and to respond to external financing agency requirements. In 1997, RHD set up the Road and Environment Circle (REC) staffed with appropriately qualified personnel to review and monitor social and environmental issues in RHD projects. The achievement, however, did not meet expectations: because of insufficient support from RHD management, particularly budgetary, REC could not take on greater responsibilities in social and environmental issues.

5. In 2000, RHD established the Social and Environment Circle (SEC) to strengthen its capacity to adopt sound environmental management systems and socially responsible practices to ensure sustainable project development and implementation. SEC's mandate is to develop a framework for environmental and social training programs for RHD and formulate a work program for using established case studies on environmental impact assessment (EIA) and resettlement plans, and survey methods and practices to provide on-the-job training to RHD's project development and monitoring staff. SEC is also mandated to monitor construction contracts to ensure that environmental concerns are addressed appropriately and to audit construction activities to ensure compliance. Even after the establishment of SEC, however, ADB's road projects experienced considerable start-up delays caused by inappropriate land

¹ The TA first appeared in *ADB Business Opportunities* (Internet edition) on 27 August 2004 .

acquisition and resettlement plans and environmental management and monitoring plans, and poor implementation and monitoring of the action plans.

6. ADB's special evaluation study² conducted for ADB road projects³ identified several problems in handling resettlement issues in Bangladesh. First, the national laws and legal framework used for project-induced displacement are inadequate to deal with displacement consequences, particularly when it comes to assisting vulnerable groups. Second, RHD lacks experience in resettlement and is institutionally weak to implement and manage involuntary resettlement. Monitoring and recording systems for resettlement activities have been weak. Institutional capacity for planning, designing action plans, and implementing and managing involuntary resettlement needs to be improved.

7. In 2003, ADB provided small-scale TA to enhance the capacity of RHD to manage involuntary resettlement. The TA enhanced awareness and understanding of ADB's policy on involuntary resettlement, strengthened the skills of RHD staff in planning and managing involuntary resettlement, and identified key areas of policy interventions necessary for formulating a national involuntary resettlement policy. Two TAs for developing a national involuntary resettlement policy programmed for 2004 and 2006, respectively, will be a follow-on effort to help the Government establish a national policy along with the national laws and legal framework for involuntary resettlement.

8. The DCH is the country's main transport corridor; it connects Chittagong, the port city in southeast, to Dhaka, and further up to the Jamuna Bridge linking the eastern and western parts of the country. The DCH was built with 2-lanes for most of its stretches and currently is unable to handle the high level of traffic. To accommodate the current level and expected high growth of traffic on the DCH, the Government decided to expand the DCH to a four-lane access-controlled expressway. The feasibility study and detailed design for four lanes are under way with ADB financing.⁴ ADB's road sector development project programmed for 2006 will provide partial support to the Government's initiative to expand the DCH.

9. Since expanding the DCH to four lanes will involve substantive land acquisition and resettlement and is likely to involve critical environmental impacts, an extensive and comprehensive assessment of social and poverty, resettlement, and environmental impacts will be essential for the success of the project. The assessment and mitigating measures for adverse impacts should be in compliance with ADB's safeguard policy as well as with the Government's rules and regulations. The capacity of the fledgling SEC to address aid agencies' safeguard policy issues and comply with their requirements needs strengthening.

² ADB. 2000. *Special Evaluation Study on the Policy Impact of Involuntary Resettlement*. Manila.

³ ADB. 1994. *Report and Recommendation of the President to the Board of Directors on a Proposed Loan to the People's Republic of Bangladesh for the Jamuna Bridge Project*. Manila (approved on 8 March 1994 for \$200 million); ADB. 1996. *Report and Recommendation of the President to the Board of Directors on a Proposed Loan to the People's Republic of Bangladesh for the Jamuna Bridge Access Road Project*. Manila (approved on 5 November 1996 for \$72 million).

⁴ ADB. 2000. *Report and Recommendation of the President to the Board of Directors on a Proposed Loan to the People's Republic to Bangladesh for the Road Maintenance and Improvement Project*. Manila (Loan 1789 (SF)-BAN/1790-BAN). At the request of the Government, ADB approved the use of loan savings from Loan 1789 (SF)/1790-BAN for the feasibility study and detailed design of 4-lanes of the Dhaka-Chittagong highway.

III. THE TECHNICAL ASSISTANCE

A. Purpose and Output

10. The TA will strengthen the capacity of RHD to conduct a comprehensive assessment of the social and poverty, resettlement, and environmental impacts of large-scale highway projects and assist the staff in preparing such an assessment and associated mitigating measures for the DCH expansion, in compliance with ADB's safeguard policy as well as the Government's rules and regulations. The TA will also improve the efficiency and accuracy of the tasks of land acquisition, resettlement, and environmental impact assessment (EIA) during processing of the project. The improvement will help reduce complaints from affected people and minimize disputes and related cost overruns during project implementation.

11. The TA will produce (i) case-study-type manuals⁵ for social and resettlement impacts assessment, poverty impact assessment, and EIA of large-scale highway projects such as the expansion of the DCH project; and (ii) social and poverty impact assessment, land acquisition and resettlement plans (LARPs), and EIA for the DCH project. The TA framework is in Appendix 1.

B. Methodology and Key Activities

12. The TA will prepare socioeconomic and poverty profiles for the project areas to be served by the expanded DCH. Data will come from statistical records, household surveys, village surveys (using participatory rapid appraisal techniques), and key informant interviews using participatory community appraisal techniques. A survey will be conducted to develop a profile of transport services and costs in the project areas; assess the level, viability, and quality of transport services; and propose interventions on how to maximize project benefits and make transport services more available, efficient, and reliable. The information will also serve as a baseline for performance monitoring. The TA will also assess how the proposed expansion of the DCH will help improve people's incomes and livelihood. On the basis of a separate economic analysis, the TA will estimate (i) the number of project beneficiaries by area, occupation, and income level (poor, low, medium, and high); (ii) the number of adversely affected people by type of impact; and (iii) the poverty impacts. Performance monitoring and evaluation (M&E) systems will be developed with respect to social aspects focusing on the poor, ethnic minorities, and women.

13. Resettlement household surveys will be conducted, particularly for seriously affected villages to ensure adequate understanding of social impacts; develop indicators (which include extent of project impacts) and then identify seriously affected households; and quantify the types and degree of impacts on the affected people's income levels and sources, housing conditions, occupations, expenditure patterns, landholdings, skills base, and assets (production and living). The LARP will include village-level impact assessment of project-affected people, land, assets and occupations, impacts on each ethnic group and gender, and potential impoverishment risks and vulnerable groups, including those severely affected through loss of land, those with low income, and others (e.g., disabled, elderly, unemployed, illiterate, women, children), as well as special mitigating measures. The TA will review the organizational structure

⁵ RHD has prepared the guidelines for resettlement and environmental assessment for highway projects with support from the Department for International Development. All safeguard assessments for four-laning of Dhaka-Chittagong highway will follow those guidelines that are in line with ADB's safeguard policy. The manual to be developed by the TA will be a case study based on the actual safeguard assessments to be conducted for expansion of the Dhaka-Chittagong highway and will be used for the building capacity of RHD staff.

and capacity for resettlement implementation and recommend improvements and actions required before land acquisition starts.

14. Environmental conditions in the project areas will be assessed: natural resources, forests, cultural sites, and historical monuments, as well as the current negative environmental impacts resulting from industrial activities and road traffic. The EIA and summary EIA will be prepared on the basis of preliminary design data and an adequate level of public participation. Incremental costs of implementing the proposed environmental mitigating measures and other measures to minimize adverse environmental impacts will be estimated. Based on the EIA, an environmental monitoring and management plan will be prepared together with its estimated cost.

15. In all activities, SEC staff will be involved to give them on-the-job training in assessing relevant safeguards. All activities will be summarized as a case study in the form of manuals to provide concerned RHD staff with hands-on experience in handling safeguard issues for large-scale highway projects. A workshop will be held to disseminate the findings of the safeguard assessments for expanding the DCH and to train the concerned RHD staff in using the case study. After completion of the TA, SEC will play a focal role in safeguard assessments for all aid-financed highway projects. The terms of reference are in Appendix 2.

C. Cost and Financing

16. The total cost of the TA is estimated at \$625,000 equivalent, comprising \$364,000 in foreign exchange and \$261,000 equivalent in local currency. ADB will provide \$500,000 equivalent to cover the entire foreign exchange cost and a portion of the local currency cost amounting to \$136,000 equivalent. The TA will be financed on a grant basis by ADB's TA funding program. The Government will finance the remaining \$125,000 equivalent to cover the costs of surveys, office accommodation and support services, local communications, office supply, and other facilities and services required for implementing the TA. Appendix 3 gives the detailed cost estimates.

D. Implementation Arrangements

17. RHD will be the Executing Agency for the TA. Within RHD, the superintending engineer in SEC will be the project director, and will be responsible for the TA's overall implementation in coordination with the additional chief engineer. The project director will regularly report on TA progress to ADB and ensure that the TA consultant interact with the consultants engaged for the feasibility study and detailed design of the DCH project. RHD will appoint 2 executive engineers in SEC as project manager to manage the TA on a day-to-day basis. The project managers will report to the project director and will be provided by RHD with appropriate support staff and facilities. All concerned SEC staff will be assigned to the relevant TA activities to participate in actual safeguard assessments to be conducted by the consultants.

18. A team of international consultants in association with a domestic consulting firm will be engaged using the simplified technical proposal procedures based on the quality- and cost-based selection method and in accordance with ADB's *Guidelines on the Use of Consultants* and other arrangements satisfactory to ADB for selecting and engaging domestic consultants. The TA will require 39 person-months of consulting services, 15 international and 24 domestic to carry out the TA as defined in the outline terms of reference (Appendix 2). The international consultants will have expertise in (i) social and poverty impact assessment, (ii) land acquisition and resettlement, and (iii) EIA. The domestic consultants will have expertise in (i) land

acquisition and resettlement, (ii) highway engineering, (iii) poverty impact assessment and transport economics, and (iv) environment engineering. The consultants will closely coordinate with the other consultant team to be engaged for the feasibility study and detailed design for expanding the DCH, particularly in road alignment, initial environmental examination, and initial LARP to be prepared by the feasibility consultants. Equipment under the TA will be procured in accordance with arrangements satisfactory to ADB.

19. The Government and ADB agree to include this TA under the Pilot Study for Delegation of Consultant Recruitment and Supervision under Technical Assistance to Executing Agencies (pilot study)⁶ approved by ADB. In particular, the Government agreed to follow the implementation procedures outlined in the pilot study and such other detailed procedures and practices as ADB may require from time to time. The Government has acknowledged that the terms and conditions of the Technical Assistance Framework Agreement (TAFAs) executed between the Government and ADB on 5 February 1996 apply to this TA. Pursuant to Section 3.01 of the TAFAs, ADB agreed to delegate consultant selection and supervision for firms under this TA to the Government. The TA Letter Agreement to be issued under the TAFAs for this TA will reflect this arrangement.

20. The consulting services will be carried out over 6 months, with TA completion by February 2006. RHD will provide ADB and the consultants with the feasibility study, engineering studies, initial environment examination, initial LARP, and any other materials, recent studies, and reports required to implement the TA.

IV. THE PRESIDENT'S DECISION

21. The President, acting under the authority delegated by the Board, has approved the provision of technical assistance not exceeding the equivalent of \$500,000 on a grant basis to the Government of Bangladesh for Support to the Roads and Highways Department for Safeguard Policy Compliance, and hereby reports this action to the Board.

⁶ ADB. 2003. *A Pilot Study for Delegation of Consultant Recruitment and Supervision under Technical Assistance*. Manila (Board Paper R157-03).

TECHNICAL ASSISTANCE FRAMEWORK

Design Summary	Targets Performance Indicators	Monitoring Mechanism	Risks/Assumptions
<p>Goal All highway projects financed by the Asian Development Bank (ADB) in Bangladesh to be in compliance with ADB's safeguard policy</p>	<p>No inspection case filed by affected people or nongovernment Organizations (NGOs) for ADB-financed highway projects approved for 3 years after TA completion</p>	<p>Project performance management system of individual projects</p> <p>ADB missions assessment of project implementation</p>	
<p>Purpose Strengthen the capacity of Roads and Highways Department (RHD) to conduct a comprehensive assessment of social and poverty, resettlement, and environmental impacts of highway projects</p>	<p>25% decrease in consultants' input for RHD to conduct social and poverty, resettlement, and environmental impact assessment for highway projects 5 years after completion of the Technical Assistance (TA)</p> <p>25% decrease in grievance cases triggered by safeguard policy issues 3 years after TA completion</p> <p>25% decrease in the aggregated length of start-up delay in project implementation caused by inappropriate handling of safeguard policy issues 3 years after TA completion</p> <p>SEC assuming the role of a focal point for safeguard assessments for all aid-financed highway projects after TA completion</p>	<p>Consultant engagement data compiled by RHD</p> <p>Data for grievance cases compiled by RHD</p> <p>ADB's project performance database</p>	<p>Assumptions RHD management's commitment to strengthen the function of Social and Environment Circle (SEC)</p> <p>Smooth progress of the feasibility study and detailed design of expanding Dhaka-Chittagong highway to four lanes</p> <p>Appropriate budgetary support for SEC to discharge its expanded responsibility</p>
Outputs			
<p>Case study-type of manuals for assessing social and resettlement impact, poverty impact, and environmental impact of large-scale highway projects</p> <p>Assessment of social and poverty impact, land acquisition and resettlement plan, and environment impact of expanding Dhaka-Chittagong highway to four lanes</p>	<p>Guidelines with core checkpoints replicable, monitorable, and implementable for other highway projects</p> <p>Social and poverty analysis, ethnic minority development plan, social action plan, and land acquisition and resettlement plan with socioeconomic monitoring indicators and framework</p> <p>Environment impact assessment with environment monitoring and management plan</p>	<p>Consultants progress report</p> <p>ADB missions to assess TA implementation</p>	<p>Assumptions High quality services provided by international and domestic consultants</p> <p>Sufficient information and data timely provided for detailed design of Dhaka-Chittagong highway</p>

Continued on next page

Design Summary	Targets Performance Indicators	Monitoring Mechanism	Risks/Assumptions
<p>Activities/Inputs</p> <p>Recruitment of consultants</p> <p>Socioeconomic field surveys, resettlement village and household surveys, and environment surveys</p> <p>Consultation with provincial government officials, village leaders, women groups, ethnic minority group, if any, severely affected people, and NGOs operating in the project areas</p> <p>Two-day workshop to disseminate the findings of the TA and train RHD staff using the case study</p> <p>15 person-months of international and 24 person-months of domestic consulting services</p> <p>TA financing of \$500,000 on a grant basis by ADB's TA funding program</p>	<p>Timely recruitment of consultants in accordance with ADB guidelines</p> <p>TA paper approved by ADB</p> <p>TA letter signed by ADB and the Government</p>	<p>Consultants progress report</p> <p>ADB missions to assess TA implementation</p> <p>Internal review of the TA paper</p>	<p>Assumptions</p> <p>Timely recruitment of consultants by RHD</p> <p>Close collaboration between ADB and RHD</p> <p>Government's contribution to TA</p>

OUTLINE TERMS OF REFERENCE FOR CONSULTANTS

A. Specific Tasks

1. The services to be provided by the consultants will cover, but will not be limited to, the following areas.

1. Social and Poverty Impact Assessment

2. The consultants will prepare socioeconomic and poverty profiles for the project areas to be served by the proposed expansion of Dhaka-Chittagong highway (DCH) to four lanes. Data will come from statistical records, household surveys, village surveys (using participatory rapid appraisal techniques) and key informant interviews (e.g., government officials in concerned provinces, women's federation, business associations, community groups, etc.) using participatory community appraisal techniques. The information will include population, income levels, occupations, unemployment, education levels, health conditions, and other relevant socioeconomic data by income group, ethnic group, and gender, where applicable. Data and profiles should be sufficiently comprehensive to serve as the baseline for socioeconomic benefit monitoring.

3. The consultants will conduct a survey to develop a profile of transport services and costs in the project areas; assessing the variety of transport services available and people's access to them and to the existing and planned road infrastructure; analyze intermediate means of transport in the project area, identify types of transport services affordable to the poor, assess the level, viability, and quality of transport services in the project area; prepare maps showing schools and health facilities in the project area and indicate how the Project will improve access to these services, investigate both supply and demand issues, including transport-seeking behavior of the poor and those residing in remote areas, suggest interventions on how to maximize project benefits, and how to make transport services more available, efficient, and reliable. This information will also serve as a baseline for performance monitoring.

4. The consultants will analyze how the proposed road development project will complement the Government's development programs, and consult with local government offices to identify development initiatives that could complement the roads project, particularly those targeted at the poor and ethnic minorities, and identify possible sources of funding for these initiatives.

5. On the basis of the initial poverty and social assessment, the consultants will conduct poverty and social analysis in accordance with the Asian Development Bank (ADB) *Handbook on Poverty and Social Analysis* and *Handbook for Integrating Poverty Impact in the Economic Analysis of Projects*, and assess how the proposed expansion of DCH will help improve people's incomes and livelihood. A separate economic analysis will estimate (i) the number of project beneficiaries by area, occupation, and income level (poor, low, medium and high); (ii) the number of adversely affected people by type of impact; and (iii) the poverty impacts. The consultants will specify how the Project will improve benefits (market access, employment opportunities, lower transport costs, reduced travel time, access to health and education, etc.) to local people by income group, recommend measures to enhance benefits and minimize adverse impacts, particularly on the poor, women, ethnic minorities and other vulnerable groups, discuss the proposed action with the Roads and Highways Department (RHD) and formulate a social action plan, ethnic minorities development plan, or gender plan, as applicable, and clearly propose the cost of such measures and the means for implementing them.

6. The consultants will develop the performance monitoring and evaluation (M&E) systems for social aspects focusing on the poor, ethnic minorities, and women, collect baseline data for target performance indicators as prescribed in the Technical Assistance (TA) framework, develop a reporting format; and show how indicators will be measured, and baselines and targets quantified.

7. The social and poverty surveys and analysis should provide adequate coverage for investigations and consultations with ethnic minorities, in relation to potential impacts or possible enhancement of project benefits. If this analysis shows the need for an ethnic minorities development plan (EMDP), the consultant will help RHD prepare the EMDP in accordance with ADB's *Indigenous People's Policy* and *ADB's Gender Policy* and reach agreement with the RHD on the mechanisms for implementation. The EMDP should contain an action, budget, implementation arrangements, and an M&E plan, include a plan for continuous internal monitoring and supervision by RHD, and a plan for periodic external M&E by an independent agency with semi-annual reports during implementation. The EMPD should have a 5-page executive summary. The consultants will help RHD distribute the summary EMDP to all affected townships and villages. Bangladeshi versions of the approved EMDP will subsequently be distributed to all relevant local government offices.

8. The consultants will help RHD establish consultation and participatory processes for the EMDP that will be implemented during project design, construction, and operation, identify stakeholders and consult representatives so their needs and demands can be incorporated into the Project or taken as parallel initiatives; prepare a public participation and consultation status report and plan for project implementation, which will be managed by RHD. The consultation plan can have environment and resettlement aspects.

9. The consultants will help RHD establish consultation and participatory processes for use during project preparation and throughout project design, construction, and operation; identify stakeholders and consult representatives so their needs and demands can be incorporated into the Project or taken as parallel initiatives; prepare an overall stakeholder participation and consultation report, containing details of consultation meetings, including responsible agencies, date, the number and occupation of participants, and their responses; assess any potential role for nongovernment organizations (NGOs) in the project; and prepare a participation or consultation plan for project implementation, which will be managed by RHD. The plan can have ethnic minorities, environment, and resettlement aspects.

2. Land Acquisition and Resettlement Planning

10. The consultants will conduct resettlement household surveys¹ and surveys of seriously affected villages to ensure adequate understanding of social impacts; develop indicators (showing extent of project impacts) and identify seriously affected households; and quantify the types and degree of impacts on the affected people's income levels and sources, housing conditions, occupations, expenditure patterns, landholdings, skills base, and assets (production and living).

11. The consultants will prepare the resettlement plan (RP) documenting how the project design and alignment have avoided or minimized land acquisition and displacement of people and businesses. The RP must include village-level impact assessment of project-affected

¹ For household surveys, ADB requires at least 10% of affected people and enterprises and 20% of seriously affected people. The number of surveys can be finalized during the inception phase.

people, land, assets and occupations. The consultants will also assess the impacts on each ethnic group and gender; identify potential impoverishment risks and vulnerable groups, including those severely affected through loss of land, those with low income, and others (e.g., disabled, elderly, unemployed, illiterate, women, children); and develop special mitigating measures, as required.

12. In collaboration with RHD and local government officials, the consultants will define categories of impact and compensation eligibility of affected people; prepare an entitlements matrix covering compensation and other assistance for all types of impacts to achieve full replacement for lost assets, income, and livelihood; and explain why the proposed mitigating and livelihood restoration measures are sustainable. The entitlements must be based on the Acquisition and Requisition of Immovable Property Ordinance, 1982 and ADB's policy on involuntary resettlement.

13. To restore the incomes of affected people and host people in seriously affected villages, the consultants will prepare village economic rehabilitation plans in collaboration with local government offices and RHD and will append the plans to the RP. Specific measures for the severely affected, the poor, ethnic minorities or other vulnerable households will be identified.

14. The consultants will assist RHD and relevant local government officials to expand consultation with the affected communities, local leaders, proponents, and stakeholders who may be opposed to the Project; assess stakeholders concerns and consider possible changes in the project design to minimize land acquisition and resettlement effects; prepare a consultation plan for RHD and a format for documenting consultation with affected persons, listing events and summarizing the outcomes and improvements resulting from consultation; help RHD prepare a resettlement information booklet² and distribute copies to all affected villages and households; and ensure that the draft RP information booklet is disclosed to affected persons and their comments incorporated into revisions. Bangladeshi versions of the RP will subsequently be distributed to all relevant local government offices and affected village leaders.

15. The RP should be based on preliminary design data. The consultants will verify that the compensation standards are based on replacement value and that the overall resettlement budget is sufficient to acquire the land and implement the RP based on the proposed entitlements and rehabilitation plans. The RP will have a 5-page executive summary.

16. The consultants will review the organization structure and capacity to implement resettlement and recommend improvements and actions required before land acquisition starts; and help RHD prepare a detailed resettlement implementation schedule that is linked to the overall project schedule. The key milestones for resettlement supervision should be developed and agreed to by RHD and ADB before the RP is finalized. The RP will also include a plan for continuous internal monitoring and supervision by RHD, and a plan for periodic external M&E by an independent agency with semiannual reports during resettlement implementation, and annual reports upon completion of resettlement and for 2 years thereafter or until economic rehabilitation is successfully completed.

3. Environmental Impact Assessment

17. The consultants will prepare the (i) environmental impact assessment (EIA) including the environmental management and monitoring plan (EMMP) on the basis of preliminary design

² ADB has sample formats available.

data and in accordance with (a) ADB's *Environmental Assessment Guidelines*, 2003; (b) The ADB's *Environmental Policy*; and (c) the Government's environmental acts, regulations, and guidelines; and (ii) a summary EIA in ADB format.

18. The EIA should address direct and indirect environmental impacts as well as accumulated impacts during construction and operation of the Project such as borrow pits or other activities to supply construction materials. The area covered by the EIA should be defined as not only the project location but also areas that will be potentially affected by the Project. The EIA should be based on primary data of environmental conditions such as air quality, water quality, vegetation coverage, etc. to provide a clear picture of environmental conditions, and also on secondary data if available. If the project site and potential area are in a sensitive location such as important wetlands, forests, or other protected areas such as wildlife sanctuaries, primary data should also be collected. The potential impact and mitigating measures should be assessed during preconstruction, construction, and operation. The potential impacts and the incremental environmental costs to execute the Project should be assessed against expected environmental benefits quantitatively, where possible.

19. The consultants will prepare the EMMPs based on the EIA; clearly define the costs to implement the EMMPs as well as institutional arrangements with potential third parties (e.g., NGOs or community-based organizations for implementing the plans; and prepare a training plan, if necessary, for parties involved in implementing the EMMPs.

20. The consultants will ensure adequate consultations with the public during the EIA and preparation of the EMMP to disclose information related to the Project and its potential impacts. The EIA report should record public acceptance of the Project, and the public's views and concerns.

4. Training, Case Study, and Workshop

21. The consultants will prepare an on-the-job training program spelling out how to involve Social and Environment Circle (SEC) staff in the TA for assessing safeguards, together with terms of reference for SEC staff to be assigned to assess safeguards; guide SEC staff participating in safeguard assessments in accordance with the terms of reference; prepare a monthly report of progress and achievement of the on-the-job training program and evaluation of performance of trainees; and prepare a final report on the program that evaluates achievements and recommends future actions.

22. The consultants will develop case study-type manuals for assessing social and resettlement, poverty, and environmental impacts of large-scale highway projects that summarize all activities undertaken to assess the safeguard policy issues in expanding DCH to four lanes.

23. The consultants will organize a 2-day workshop to disseminate the findings of the TA and train RHD staff on safeguard assessments using the case study manuals; and prepare the workshop proceedings and an evaluation report on the workshop that includes recommendations on how to make better use of the case study manuals.

B. Reporting Requirements

24. The consultants will prepare the following reports and documents for the Government and ADB, and will submit each report in the numbers indicated. For ADB and where appropriate

due to the nature of the report or document, the consultants may use electronic transmission, in which case the multiple copy requirement will not apply. All reports will be in English.

- (i) Inception report, including a plan for a survey with a proposed questionnaire for socioeconomic, resettlement, poverty reduction, and environmental impacts, 2 weeks after services start.
- (ii) Monthly progress report, within 2 weeks of every month until the draft final report is issued, and includes the progress of safeguard assessments for the project, progress of on-the-job training program, and any other findings worth reporting about safeguard policy issues.
- (iii) Draft final report, draft environmental impact assessment (EIA) and summary EIA (SEIA), draft land acquisition and resettlement plan (LARP), draft EMDP if required in accordance with ADB's *Indigenous Peoples' Policy*, draft social and poverty assessment report, and draft case study-type manuals for safeguard policy issues, 20 weeks after the TA starts.
- (iv) Final report, EIA and SEIA, LARP, social and poverty assessment report, EMDP if required, and case study-type manuals for safeguard policy issues, including the evaluation report on the on-the-job training and the workshop, 2 weeks after receiving comments from ADB and the Government. ADB requires five copies of each report.

COST ESTIMATES AND FINANCING PLAN
(\\$)

Item	Foreign Exchange	Local Currency	Total Cost
A. Asian Development Bank (ADB) Financing^a			
1. Consultants			
a. Remuneration			
i. International Consultants	270,000	0	270,000
ii. Domestic Consultants	0	60,000	60,000
b. Per Diem for International Consultants	45,000	0	45,000
c. Travel	9,000	1,000	10,000
2. Equipment			
a. Computer Equipment and Software ^b	10,000	0	10,000
c. Vehicle (rental for four vehicles including operating cost)	0	18,000	18,000
3. Surveys	0	20,000	20,000
4. Workshops	0	15,000	15,000
5. Administrative Support ^c	0	5,000	5,000
6. Communications, Reports, and Documents ^d	0	5,000	5,000
7. Contingencies	30,000	12,000	42,000
Subtotal (A)	364,000	136,000	500,000
B. Government Financing			
1. Counterpart Staff (salary and per diem)	0	40,000	40,000
2. Office Space in Dhaka	0	30,000	30,000
3. Maps, Reports, etc.	0	10,000	10,000
4. Office Equipment	0	10,000	10,000
5. Communications ^e	0	20,000	20,000
6. Contingencies	0	15,000	15,000
Subtotal (B)	0	125,000	125,000
Total	364,000	261,000	625,000

^a Financed by ADB's technical assistance funding program.

^b Computer equipment includes seven units of computers (desktop and laptop) and associated accessories including software.

^c Administrative support cost includes data entry and processing fee.

^d Including books and periodicals.

^e Including fixed line phones, cellphones and facsimile machine.

Source: ADB estimates.