

BAN 40540-014: SASEC Road Connectivity Project

BURIMARI LAND PORT RESETTLEMENT DUE DILIGENCE REPORT

I. INTRODUCTION and BACKGROUND

1. The SASEC Subregional Road Project intends to improve the Burimari land port. Interventions include infrastructure development, maintenance, and capacity building activities. The infrastructure development will take place within the walled compound of the land port. Burimari is a recently established land port and was taken over by the Bangladesh Land Port Authority (LPA) in 2010. Previously, the land port was managed under the Private Sector Infrastructure Project 2005–2010. Prior to 2005, there was no land port operating at the Burimari border crossing between India and Bangladesh.

2. Burimari land port is a small land port in a remote area with less passenger and trade traffic, and less demand for services and manpower, as compared to Benapole. The land port itself is closed off from the nearby village by a wall. One big private warehouse and some 20 small warehouses are located outside the land port premises in the Burimari village. The existence of these warehouses date back to the early days of the border crossing.

3. In general, land acquisition in Burimari land port is costly and complicated, as in Benapole and other Bangladeshi land ports since land is scarce and in high demand. Current procedures for land acquisition by LPA follows the GOB procedures for land acquisition and compensation, and includes the following steps:

- Burimari LPA (engineer department) takes measurements of land, prepares technical designs for use of land, and submits a proposal for land acquisition to LPA-Dhaka (Ministry of Shipping);
- On approval of proposal, the LPA-Dhaka sends a request to the District Commissioner (land revenue department) for detailed land surveys, public consultations, and cost estimates for compensation. The survey by DC normally establishes the “cutting date” for immigration and further construction in the land areas at question;
- If LPA approves the land acquisition plan and compensation budgets, and no complaints arise from the AP, the AP are given a 9-month notice, where after, resettlement/compensation and demolishing of structures begin. According to the GOB land revenue acts and policies, only land and structures, crops and trees are due to compensation.
- GOB has no resettlement policy.
- The current GOB rate for land compensation is 15 Crore/ acre;
- 150% of market rates is normally paid for land and structures, by the Ministry of Shipping/ LPA;
- If an ADB or WB loan (or other donors) is co-funding a project, the LPA will follow the donor’s resettlement and compensation policies. In that case, in addition to land and

structures, also loss of livelihood and income, and reestablishment expenditures are compensated, to both titleholders and non-titleholders.

4. LPA-Burimari currently owns 11.5 acres of agricultural land, which was acquired progressively over the last 10 years. Most recently land acquisition was completed in 2011. 10 households have been compensated for their agriculture land as per the GOB policy on land acquisition (BDT 15 crores per acre with 150% premium). Compensation has been completed. Based on consultation with the compensated titleholders, no grievances or complaints about the previous land acquisition were identified.

5. There has been no resettlement of people in Burimari land port. The first ever Immigration office at Burimari border was donated by the land lord.

6. Based on consultations with LPA, there is no indication that the land was acquired in anticipation of ADB support.

II. RESETTLEMENT IMPACTS OF THE PROPOSED SUB-PROJECT

7. The proposed sub-project includes development of existing land port premises within the walled boundary of the new land port and will not include any land acquisition or resettlement or other potential social risks for the surrounding community, and can thus be categorised as a Resettlement Category C project.

8. In the long term, any potential future land acquisition around Burimari land port will be acquisition of agriculture land only with no or very little resettlement of people.

III. POTENTIAL RISKS LINKED WITH FUTURE LAND ACQUISITION IN BURIMARI

9. There is no ongoing land acquisition in Burimari, and no immediate plans to expand the land port area beyond the walls of the current land port.

10. Any future expansion of the Burimari land port area would be on land, currently used for agriculture and grazing, and not any densely population land.