

Social Monitoring Report

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2862/63/64-BAN (SF): Greater Dhaka Sustainable Urban Transport Project

Prepared by Roads and Highways Department (RHD) for the People's Republic of Bangladesh
and the Asian Development Bank.

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Greater Dhaka Sustainable Urban Transport Project ADB Loan No's 2862/2863/2864-BAN

Bus Rapid Transit (BRT), Airport-Gazipur

Package 2, Engineering, Procurement and Construction Management (EPCM)

SEMI-ANNUAL SOCIAL MONITORING REPORT No.1: JAN-DEC 2016



EXECUTIVE SUMMARY

Project Scope

The Bus Rapid Transit (BRT) Airport-Gazipur, EPCM Package 2 of the Greater Dhaka Sustainable Urban Transport Project (GDSUTP), being funded by ADB is a priority project under the Bangladesh Government's Strategic Transport Plan approved in 2008.

The Project will contribute to developing a sustainable urban transport system (UTS), within the Dhaka North City Corporation (DNCC) and Gazipur City Corporation (GCC) areas which forms part of North Greater Dhaka, through the delivery of a 20-km bus rapid transit (BRT) corridor. This pilot project provides a solution for integrated urban mobility and will have a demonstration effect, as no modern mass transit system exists in Bangladesh.

The Project is first in a series of planned BRT lines to be taken up by the Government in Dhaka. The proposed BRT route is approximately 20 km from the southern terminal (near the international airport) to the Gazipur terminal. This Resettlement Plan (RP) has been prepared for the project.

Project Impacts

The execution of this Project requires acquisition of private land and physical relocation of vendors entailing in its wake physical and economic displacement of land owners and other households.

All affected households will be compensated as per GOB and ADB SPS 2009. The Resettlement Plan (RP) has been prepared accordingly with the necessary budgetary provisions.

Land Acquisition

The BRT Airport-Gazipur requires a total of 12.31 acres of land will be acquired. Out of this, only 2.952 acres is private land whereas the remaining land is government land belonging to different government departments/entities. The acquisition of this land will be made under the Land Acquisition Ordinance of 1982 as amended in 1993-94. Land Acquisition plans were approved on 03 October 2016 and Section 3 Notices were issued Gazipur and Dhaka on 08 December 2016 and 11 December 2016 respectively.

Resettlement Plan Implementation.

The "Christian Commission for Development in Bangladesh" (CCDB), a non-government organization (NGO) was engaged by BR on 17th June 2015 as the INGO to implement the RP and commenced work on 25th June 2015. The INGO established a Head Office in Dhaka and field offices in Tongi and Gazipur and has carried out the Census of affected persons/households in June 2015 with the Cut-Off Date to define Entitled Persons as 30th June 2015.

A total of 1,535 HHs comprising 7,214 affected persons will be affected by the Project. Most of the permanent impacts of the Project will be on non-titled commercial vendors within the public ROW. The permanent impacts will include physical relocation from housing (of 96 non-titled residential settlers).

Based on the census a Draft Final Resettlement Plan (RP) was submitted to ADB for approval on 12th June 2016. Comments have been received from ADB and from the MoRTB on the RP have been addressed and the RP has been updated accordingly and resubmitted pending formal approval from the MoRTB.

Key Findings

The key physical and economic displacement impacts are as follows:

- (i) relocation of 588 vendors conducting businesses within the proposed ROW of the BRT corridor;
- (ii) relocation of 96 non-titled informal settlers and their residential structures along the northern banks of the Tongi River;
- (iii) partial income loss to 1244 commercial establishments operating along the main BRT corridor,
- (iv) partial physical loss at 6 industrial properties along the corridor (note: in none of these industries will the main building will be impacted), and
- (v) strip-acquisition of private land in front of 3 religious properties (including 2 mosques and 1 temple).

Report Preparation

This is the first Semi-Annual Social Monitoring Report and covers the period from January to December 2016 during which period the first of the Civil Works Contracts commenced, the Contract for the second of the Civil Works Contract was signed, the RP has been finalised and Land Acquisition procedures have commenced.

Semi-Annual reports will hereafter be prepared commencing for the period January to June 2017 during which period all the civil works contracts will have commenced and RP Implementation will be in progress.

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ABBREVIATIONS AND ACRONYMS

ADB	Asian Development Bank
ADF	Asian Development Fund
AFD	<i>Agence Française de Développement</i> (French Development Agency)
AP	Affected Person
BBA	Bangladesh Bridge Authority
BIWTA	Bangladesh Inland Water Transport Authority
BOQ	Bill of Quantities
BR	Bangladesh Railway
BRM	Bangladesh Resident Mission (of the ADB)
BRT	Bus Rapid Transit
BUET	Bangladesh University of Engineering & Technology
CAR	Contractor's All Risk
CBR	California Bearing Ratio
CCDB	Christian Commission for Development Bangladesh
CPM	Contractor's Plant and Machinery
DESCO	Dhaka Electric Supply Company
DOE	Department of Environment
ECC	Environmental Clearance Certificate
EIA	Environmental Impact Assessment
EMP	Environmental Management Plan
EPCM	Engineering, Procurement and Construction Management
EOT	Extension of Time
EP	Entitled Person
FOB	Foot Over Bridge
GCC	General Conditions of Contract
GDSUTP	Greater Dhaka Sustainable Urban Transport Project
GEF	Global Environmental Facility
GOB	Government of Bangladesh
IEE	Initial Environmental Examination
IPC	Interim Payment Certificate
ITP	Inspection and Testing Plan
LA	Land Acquisition
LGED	Local Government Engineering Department
MoRTB	Ministry of Road Transport and Bridges
MPR	Monthly Progress Report
NGO	Non-Government Organisation
NMT	Non-Motorised Transport
NTC	Notice to Commence
OCR	Ordinary Capital Resources
OFC	Optical Fibre Cable
ODBM	Operational Design and Business Model
PCC	Particular Conditions of Contract
PMCCB	Project Management, Coordination and Capacity Building
PMU	Project Management Unit
PPTA	Project Preparation Technical Assistance
PSC	Prestressed Concrete
REB	Rural Electrification Board
RHD	Road and Highways Department
ROW	Right of Way
RTHD	Road Transport and Highways Division
SMEC	SMEC International Pty Ltd & Associates
SPO	Special Project Organisation
TOR	Terms of Reference
VO	Variation Order
WB	World Bank

A. INTRODUCTION

REPORT PURPOSE AND RATIONALE

1. The purpose of this first Semi-annual Report is to record the progress in Land Acquisition and Resettlement Plan (RP) Implementation achieved during the twelve months' period from January 2016 to December 2016, when the first of the Civil Works Contracts commenced on the EPCM Package 2, BRT Airport-Gazipur of the Greater Dhaka Sustainable Urban Transport Project (GDSUTP).
2. The report is prepared based on interaction with the EA, the INGO "Christian Commission for Development in Bangladesh" (CCDB) and their monthly progress reports and the final updated RP.
3. The status of physical and economic relocation and rehabilitation of the Displaced (those displaced from homesteads/shelters) and Livelihood Restoration of the vulnerable persons and groups, will be discussed in future reports once the RP is approved and RP Implementation commences.

PROJECT BACKGROUND

4. Dhaka is the most densely populated city in the world with limited inhabitable land due to the city's topography, limited infrastructure and low levels of public services that result in tremendous congestion and constrain the ability of the urban transport system to provide mobility for all people. With the growing middle class the registration of private cars and other motorised vehicles has been rapidly increasing and with an annual growth rate of about 8% there could be up to a half a million cars in 2025, significantly impacting the increase of Greenhouse Gas (GHG) emissions from the transport sector. To ensure a sustainable future for Dhaka, public transport focused on people's mobility needs and accessibility has to be improved and given priority over simple road projects.
5. At the Government's request the 6 main corridors in Greater Dhaka's fringes were analysed with the north corridor recommended as the one with the best potential to organize urban development and support a mass-transit infrastructure. A Bus Rapid Transit (BRT) system was also recommended as the best mass-transit mode for the selected corridor, with 20% of its length located within the Dhaka North City Corporation (DNCC) and 80% located within the Gazipur City Corporation (GCC).
6. The GCC with an estimated population of 1 million is a garment hub with around 300 garment factories in the immediate vicinity of the corridor employing approximately 1 million workers adding to the floating population. With rapid motorisation the situation in road-based traffic collisions deteriorates, mostly affecting pedestrians who represent up to 50% of road accident fatalities in the GCC streets. The safety issues becomes even more acute when looked at from a gender perspective where 80% of the workers are women and a large portion of them commute on foot.
7. Public transport in Greater Dhaka is inadequate and of poor quality with an estimated total of over 5000 large and mini buses operated by 45 companies, mostly private, running through the selected corridor. The bus fleet is in poor condition, there are few equipped stops, information on itinerary or connections is not provided, the ticketing system is not developed and the operators aggressively compete for passengers worsening congestion and impairing safety.
8. The Project complies with Dhaka's urban transport sector priorities by following some of the recommendations of the Strategic Transport Plan approved by the Government in 2008. The corridor selected will connect with the BRT corridor to be undertaken by the World Bank from the airport terminal south to Dhaka, ultimately providing a 40 km mass-transit corridor from Gazipur to Dhaka city centre and will be integrated with the MRT system routes also being implemented through JICA support.

9. The Government of Bangladesh (GOB) has requested a loan in the amount of US\$ 100 million from ADB's Ordinary Capital Resources (OCR), a loan in various currencies in Special Drawing Rights (SDR) equivalent in value to US\$ 45 million for ADB's Special Funds, and a loan in various currencies in Special Drawing Rights (SDR) equivalent in value to US\$ 15 million from ADB's Hard Special Funds to help finance the Greater Dhaka Sustainable Urban Transport Project.

10. The Project is also co-financed by the *Agence Française de Développement* (AFD) with an additional loan of US\$ 45 million and the Global Environmental Fund (GEF) with a grant not exceeding US\$ 4.6 million. Both AFD and GEF's co-financing are being administered by ADB with the closing date of the loans and the grant being 31 December 2017.

11. The Project will improve the quality of life within the Gazipur City Corporation (GCC), which forms part of Greater Dhaka, through the delivery of a more efficient and sustainable Urban Transport System (UTS), including a 20 kilometre Bus Rapid Transit (BRT) corridor.

PROJECT LOCATION

12. The proposed BRT corridor will follow National Highway 3 (N3) starting at the proposed airport terminal station and continue north for nearly 16 km to the Joydebpur Chowrasta roundabout. From this point the alignment will proceed east for 4 km to the Gazipur Terminal station just south of the Gazipur bazaar. From the airport station on the southern end to Km 2+600 the level is generally at grade (ground level). The section from Km 2+600 to Km 7+100 will be elevated over the Sonargaon Road, Ashulia Road and Station Road Intersections and the Turag River. There are also 6 flyovers for the BRT over major intersections.

13. The corridor from the Airport Station to the Gazipur Station is administratively located in 2 districts: Dhaka North City Corporation and the Gazipur City Corporation. The rainy season in this area starts between April and July and ends between September and November. The route passes through low, flat and alluvial land, much of which is reclaimed and crosses the Turag River. Land use in the corridor is primarily commercial, institutional, and industrial thereby making it a major employment zone.

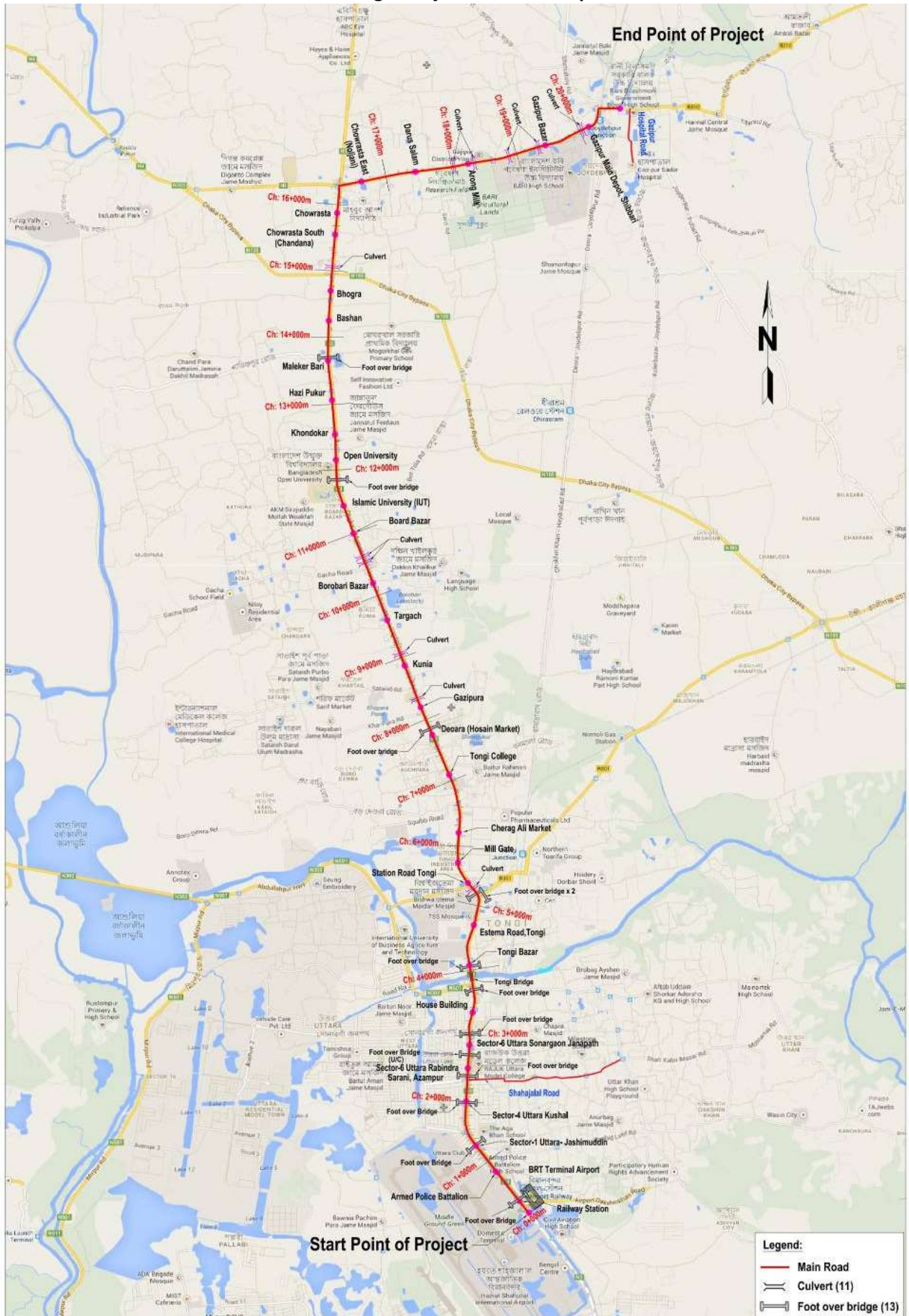
PROJECT COMPONENTS

14. The scope of the BRT Airport-Gazipur and the major project activities are summarised as follows:

- i) At-grade, centrally located BRT lanes for 16.0 km with one segregated lane per direction between the Airport station and Gazipur Station with additional lanes for passing at designated stations;
- ii) 4.5 km long elevated section of BRT between House Building and Cherag Ali Market (Km 2+600 to Km 7+100) including the reconstruction of the bridge over the Turag River incorporating the interchange with the Ashulia Road at Abdullahpur.
- iii) 6 additional flyovers at main junctions including a major interchange at Chowrastra with the Mymensingh road.
- iv) At grade BRT lanes will use flexible pavement construction with reinforced concrete pavement provided through the station areas where braking and acceleration forces are high.
- v) 25 island type or staggered island type closed stations with pedestrian footover bridges for access at 14 stations including escalators and lifts for passengers, entry/exit sliding doors for control at edges of platforms.

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- vi) 1 bus depot at Gazipur with parking for 94 buses and including a maintenance and administration building, electrical sub-station, fuel storage and filling station, bus chassis/outer washing station, waste materials store, effluent treatment plan, water reservoir, boundary wall with gate/guard house and access road.
 - vii) Two mixed traffic lanes and one NMT lane per direction and sidewalks along either side of the BRT
 - viii) High Capacity Drainage system along the restructured corridor
 - ix) 113 access feeder roads improved in favour of NMT for a distance of 100 metres from the corridor totalling 49 km;
 - x) Highway lighting with 1000 energy efficient lights along the corridor with power provided using solar panels located at each of the station buildings.
 - xi) Improvements to 8 local markets, local drainage and Local Roads
 - xii) Installation of BRT priority traffic lights and closed circuit cameras (CCTV) at main junctions
15. A Location Map of the site showing the key features of the Project is presented in Fig 1

Fig 1 Project Location Map



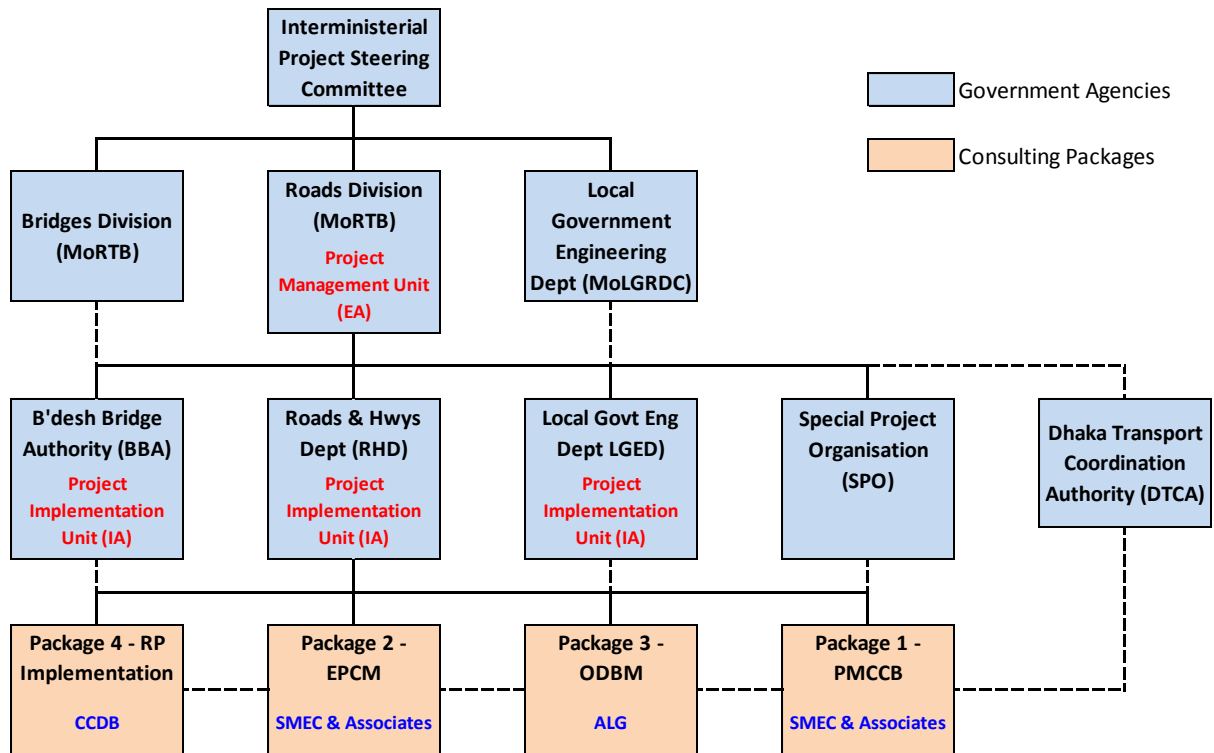
B. IMPLEMENTATION OF THE RESETTLEMENT PLAN

RESETTLEMENT PLAN IMPLEMENTATION ARRANGEMENTS

a) Project Organisation

16. The Project Organisation established to ensure the requirements of all stakeholders are adequately addressed is shown in the following diagram.

Fig 2 Project Organisation Chart



b) Project Implementation

17. The Executing Agency (EA) for the Project is the Road Transport and Highways Division of the Ministry of Road Transport and Bridges (MoRTB) and the Implementing Agencies (IA) for the various components of the Project are as follows:

- i) The Roads and Highways Department (RHD) will implement the main corridor restructuring, excluding the elevated section;
- ii) The Bangladesh Bridge Authority (BBA) will implement the elevated section (also including the at-grade area beneath, integrating the new Tongi Bridge over the Turag River and the Abdullahpur intersection flyover; and
- iii) The Local Government Engineering Department (LGED) will implement the BRT Bus Depot at Gazipur, improvements in Local Roads and Local Markets and Highway Lighting.

18. A Project Management Unit (PMU) established within the RHD and headed by its Project Coordinator will oversee the operations of the individual Project Implementation Units (PIU) established within each of the IAs and which are responsible for their respective component. The PIUs will each be headed by a Project

Director with the EPCM consultancy services being overseen by the Project Director from the RHD PIU who will coordinate with the other Project Directors.

c) RHD/Employer Staff & Roles

19. Within the PMU two staff will be deputed to serve as an Environmental and Safety Officer and Social Safeguards Officer forming the Environmental and Social Safeguards Unit. This Unit will be responsible for overseeing all safeguards implementation, including monitoring, reporting and grievance redress.

20. The Project Director (RHD), Project Manager-I and Project Manager-II are monitoring the Land Acquisition and Resettlement activities on a regular basis. The Project Managers along with the Implementing NGO (CCDB) are closely maintaining liaison with Deputy Commissioner's Dhaka and Gazipur for different issues of Land Acquisition including efforts to minimize the impact of proposed Land Acquisition.

d) Implementing NGO

21. The Terms of Reference and Request for Proposals for appointment of the RP Implementing Agency were prepared in 2013.

22. The "Christian Commission for Development in Bangladesh" (CCDB), a non-government organization (NGO) was engaged by RHD on 17th June 2015 as the INGO to implement the RP in two phases involving the following activities:

- (i) Baseline information collection and survey of displaced persons based on the detailed design and final alignment;
- (ii) Implementation of the RP including determination of entitlements based on the RP entitlement matrix, distribution of ID cards to displaced persons, disbursement of entitlements including compensation and providing other assistance and allowances to eligible persons as per the RP during the pre-construction stage; and
- (iii) Awareness raising including ongoing consultations with the displaced persons, dissemination of information relating to resettlement planning such as the impact on the people and corresponding entitlements.

23. After receipt of the 'Notice to Proceed' from the Project Authority CCDB established the Dhaka office for the Project at its Head Office and also set up Field Offices at Tongi and Gazipur. Furniture, appliances, Computers, Printer, Photocopier and other supports were provided to area offices. The Dhaka Office has been functioning since June 25, 2015 and the Field Offices have been operating from July 01, 2015.

e) Project Implementation Consultant

24. An International Tender was called for Consultancy Services Package 2 for the Engineering, Procurement and Construction Management (EPCM) of the BRT Project. SMEC International Pty Ltd, Australia in association with Systra SA, France, Brisbane City Enterprises Pty Ltd (BCE), Australia and ACE Consultants Ltd (Bangladesh) was the successful tenderer and a consultancy contract was signed on 13 May 2013.

25. During the design stage the Consultant's team included an International and National Resettlement Specialist who provided inputs for the updating of the Draft Resettlement Plan, the preparation of the TOR and RFP for the Resettlement Plan Implementing NGO appointment and the monitoring and liaison with the INGO once their activities commenced.

26. The detailed designs of the various components commenced in 2013 and were progressively completed by the end of 2015 enabling the preparation of Land Acquisition Plan and Socio-Economic Survey to proceed.

f) Formation of JVT, PVAT and GRC

27. The Joint Verification Property Team (JVT), Property Valuation Advisory Team (PVAT) and Grievance Redress Committee (GRC) for the two Districts will be formed after approval of the Final Resettlement Plan and of the Land Acquisition Plans.

RESETTLEMENT PLAN PREPARATION AND OBJECTIVES

28. Based on Feasibility design a Draft Resettlement Plan (RP) for the Project was prepared in Feb 2012.

29. The Draft RP was prepared in line with national and local laws and regulations and ADB SPS 2009. In case of any gaps between the national law and ADB SPS 2009, for this Project purpose, the ADB SPS 2009 will prevail.

30. Following the engagement of the EPCM Consultant in May 2013 updating of the Draft RP was commenced by the Resettlement Specialist in addition to the preparation of the RFP for the Resettlement Plan Implementing NGO appointment.

31. The RP has been updated by including all Census/Socio Economic Survey Data, an Entitlement Matrix; the indicative Land Acquisition and Resettlement Budget and addressing assistance to vulnerable PAPs together with general sections to address issue such as the legal framework through which resettlement takes place.

32. The Census that has identified and established the households living in the Project area, including the squatters/informal settlers on Government land and who will be affected by the Project was carried out in June 2015 by CCDB with the Cut-Off Date to define Entitled Persons as 30th June 2015.

33. Based on the census a Final Resettlement Plan (RP) was submitted to ADB for approval on 12th June 2016. Comments were received from ADB and from the MoRTB and based on the comments the RP has been updated and submitted with formal approval now pending from MoRTB.

34. Location of Impacts: The RP implementation has not yet started. Once the RP implementation begins the specific data will be included in the monitoring report.

35. Design Changes : there are no changes in design impacting resettlement issues.

36. A comparison of the Project impacts identified in the 2012 Draft RP with the actual impacts recorded in the updated RP is made in the following table with

Table 1. Comparison Summary of Project Impacts

SI No	Project Impacts	2012 RP	Updated RP 2016
1	Amount of land to be acquired (ha)	8.64	5.50
2	Total Number of Affected Persons	6,714	7,214
3	Total Number of Households affected	1,591	1,535
4	No. of affected households requiring physical relocation	46	96
5	No. of households economically affected (i.e. loss of land, fish	136	1,244

SI No	Project Impacts	2012 RP	Updated RP 2016
	ponds, trees, wages – no relocation required		
6	No. of affected non-title-holder households (NTH)	46	96
7	No. of affected vendors	-	588
8	No. of affected renters	-	411
9	Total Number of Vulnerable Households	345	188
10	Total RP Budget (USD million)	8.00	17.13

37. As shown in Table 1, the quantity of land acquisition has reduced from 8.64 to 5.50 ha due to changes in the technical design. Although the total number of affected HHs has marginally decreased, there is a slight increase in the number of affected Persons due to the average household count in affected HHs. The number of non-title holders has increased due to change in design and improvements of the Tongi bridge. The number of vulnerable households have significantly reduced due to design changes. Considering the present market value and replacement costs, the resettlement cost has almost doubled due to cost inflation since 2012 to 2016.

DETAILED STATUS OF IMPLEMENTATION OF THE RESETTLEMENT PLAN

a) Details of Land Acquisition Process and Timeline

38. The Land Acquisition Plan was sent to CLAC (Ministry of Land) for approval on 30 May 2016. On receipt of the approval by CLAC on 03 October 2016 the approved LA Plans for Gazipur Private Land and for DNCC Private and Government Land were sent to the respective District Commissioners for the issue of the Section 3 Notices and to initiate the LA Cases plans. Section 3 Notices were issued by the DC Offices in Gazipur and Dhaka on 08 Dec 2016 and 11 Dec 2016 respectively.

Joint Survey of the Land and Buildings of Title Holders by the Dhaka DC Office in conjunction with RHD commenced on 19 Dec 2016 and has been completed. Joint Survey of the Land and Buildings of Title Holders by the Gazipur DC Office in conjunction with RHD commenced on 22 Dec 2016 and is expected to be completed by the end of January 2017.

b) Compensation and Benefit Payments to Titled Households (TH).

39. Payment of Cash Compensation and Resettlement Benefits to Title Owners will be done after the approval of the RP and LAP.

c) Status of Resettlement Benefits and Assistance to Non-Titled Affected Households (NTH)

40. Payments of Resettlement Benefits to Non-Titles Affected Households will be done after the approval of the LAP/RP.

d) Common Property Resources

41. Three CPRS will be partially affected which includes institutions: Tin Sarak Jame Masjid, Schree Shree Indreswar Shib Mandir and Mohorkhan Wakhfo Jam-e-masjid. None of these 3 structures will experience any physical impact on their structure.

e) Income and Livelihood Restoration Program (ILRP)

42. 588 vendors will have maximum impact on their livelihood. All these vendors have opted to go for relocation in 8 kitchen markets being constructed for the business restoration.

f) Participation in Construction Activities

43. Consultation during the census survey has revealed that community and affected population is quite supportive of the project. This will help them to reduce travel time to Dhaka, provide more access to business opportunity and better options for social and economic development. There will be ongoing consultation during project implementation. Joint verification committee (JVC) will ensure active participation of the affected HH.

g) Progress in Relocation of APs

44. No affected HH have been displaced. The process will start only after approval of the RP and joint survey completed by JVC. The vendors will be displaced after the construction of 8 kitchen markets.

h) Consultation, Information Campaign and Participatory Process

45. Following their mobilisation the INGO held formal meetings in each area attended by Project Affected Persons (PAPs) and Teachers, Religious Leaders, Social allied personnel, extension workers and NGO members. They have also made visits at the road sites to meet local people and become acquainted with the local conditions. During these visits the support and cooperation of the PAPs and other stakeholders was requested with assistance to be provided wherever possible. Meetings and discussions have also been held with the Land Acquisition Officers of the DCs in relation to the finalising of the LAP in coordination with the RHD Staff.

GRIEVANCE REDRESS MECHANISM

46. The implementation of a two-tier grievance redressal mechanism is an integral part of RP implementation. Since the RP has still to be approved by the GOB, the GRM mechanism is yet to be established and made functional. The EA plans to get the final RP approved by January 2017 and initiate formation of the required institutional mechanisms and committees by February 2017.

OTHER ISSUES

47. The most critical and immediate issue is to undertake the joint verification survey and finalise the list of all affected persons. During this period, it needs to be ensured that no affected household is evicted by the local administration. There is strong need for coordination between local administration and the project executing agency in this regard.

LESSONS LEARNED AND RECOMMENDATIONS

48. In view of the fact that majority of the project affected households comprise of non-titleholders (vendors) losing their livelihoods, it is important that the Project focuses on completing the 8 kitchen markets as early as possible to facilitate relocation of affected vendors. This will ensure minimal loss or disruption of income and livelihoods. The executing agency must establish a grievance redressal mechanism at the earliest.

The EA should also expedite the process of hiring an external monitor for the Project.

B. IMPLEMENTATION OF OTHER SOCIAL ACTIVITIES

GENDER ACTION PLAN

49. So far, no activities have been undertaken for updating or implementing the gender action plan. The same has been planned for year 2017.

HIV/AIDS AND HUMAN TRAFFICKING AWARENESS TRAINING.

50. No activities have been undertaken so far in this regard. HIV/AIDS and Human Trafficking Awareness trainings are being planned in year 2017 after the commencement of civil work activities start on the main corridor.

COMPLIANCE WITH CORE LABOUR STANDARDS

51. No compliance audit has been undertaken in this period. The main Contractors are yet to be mobilised. As a result, this issue will be addressed in the second quarter of year 2017.

Figure 3 – RP Implementation Schedule

A. PREPARATORY WORKS		2015				2016				2017				2018				2019			
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Group 1	DETAILED ENGINEERING DESIGN																				
Task A1.1	Topographic and Geotechnical Surveys																				
Task A1.2	At-Grade Section																				
Task A1.3	Elevated Section																				
Task A1.4	Bus Depot in Gazipur																				
Task A1.5	Municipal Infrastructure (markets, feeder roads, drains, etc.)																				
Group 2	RESETTLEMENT PLAN																				
Task A2.1	Finalisation of Sites for relocation of vendor markets/residential squatters																				
Task A2.2	Establishment of GRM in the project																				
Task A2.3	Updating of RP																				
Task A2.4	Development of resettlement sites																				
Task A2.5	Issue Section 3 Notice																				
Task A2.6	Payment of compensation for private land																				
Task A2.7	Possession of acquired private land																				
Task A2.8	Relocation to Resettlement Sites																				
Task A2.9	Payment for Structures and Assets																				
Task A2.10	Demolition/Restoration/ Repair of affected structures																				
Task A2.11	Independent External Monitoring																				
Task A2.12	Livelihood restoration & skills development																				
Group 3	CONSTRUCTION																				
Task A3.1	Civil Work Gazipur Depot																				
Task A3.2	BRT Corridor																				
Task A3.3	LGED Roads and Markets																				