

## **Semi-annual Social Monitoring Report**

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**Project No. 42169-013**  
**December 2020**

**Greater Dhaka Sustainable Urban Transport Project**

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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.9: July–December 2020



## 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. The 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 commercial vendors entailing in its wake physical and economic displacement of land owners and other non-titled residential settlers.

As per Census Survey total 1,535 households comprising 7,214 affected persons (APs) will be affected by the project execution.

All Entitled Persons (EPs) will be compensated as per GOB and ADB Safeguards Policy Statement (SPS-2009). The Resettlement Plan (RP) has been prepared accordingly with the necessary budgetary provisions.

### Land Acquisition

The BRT (Airport-Gazipur) project requires a total of 4.20 acres of land of which, 2.133 acres comprises of private land whereas the remaining land is government land belonging to different government departments/entities. At present, Land Acquisition Proposals have been revised and analysed with individual records (Khatians/Parchas). As a result, the revised quantity of total Private land stands in 2.456 acres to be acquired, which of 0.084 acres of land under Dhaka district, and 2.372 acres of lands under Gazipur district. Remaining 1.744 acres of lands under different government agency. The acquisition of this land will be made under the *Government Acquisition and Requisition of Immovable Property Ordinance 1982 (ARIPO)*. The Government of Bangladesh has published (on September 2017) the new *Acquisition and Requisition of Immovable Property Act, 2017*. As a result, LA cases no.01/2018-19, 06/2019-20 & no.08/2018-19 Land Acquisition have been processed under LA act 2017. The process of notification under Section 3 of the Act was completed in December 2016 both Dhaka and Gazipur LA cases. The notification under Section 6 has completed at

Dhaka in August'2017 and in February'2018 of Gazipur LA cases. All LA cases notice u/s 7 & notice u/s 8 has been issued, except new LAP Masimpur Mouza, Gazipur.

LA cases no.01/2017-18 (1.114 acre), and 02/2017-18 (0.061 acre), Gazipur, Government Agency's land handed over to the Executive Agency (EA) on 12<sup>th</sup> September 2018. LA case no.04/2016-2017 Gazipur (2.049 acre) private land handed over to the EA on 20<sup>th</sup> March 2019. LA case no. 05/2016-17 (0.084 acre) Dhaka handed over the EA on 16<sup>th</sup> April 2019. LA case no.01/2018-19 Gazipur (0.569) Government Agency's land handed over to the EA on 31<sup>st</sup> December 2019. Out of total 4.2 acres 3.877 acres which of 92.30% land in quantity handed over to date. LA case no.8/2018-19 Gazipur; approved fund transferred to the district commissioner of Gazipur on 9<sup>th</sup> June 2020.

In addition to GoB policy, the Project will abide with *ADB Safeguards Policy Statement 2009* and will ensure that if there any gaps between Cash Compensation under Law (CCL) value and market rate for land, assets, and structures, the same will be paid as top up payment by the project in line *with ADB SPS-2009*.

### Resettlement Plan Implementation

The "Christian Commission for Development in Bangladesh" (CCDB), a non-government organization (NGO) was engaged by RHD on 17<sup>th</sup> June 2015 to implement the RP and commenced work on 25<sup>th</sup> June 2015. The INGO established a Head Office in Dhaka, field office 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 30<sup>th</sup> June 2015.

A supplementary Contract Agreement has signed between Chief Engineer, RHD and CCDB as a Resettlement Plan Implementation Consultant on 20 March 2018. The Contract has been expired on 24 December 2018 and prior permission for Contract Variation has been approved. The Contract Agreement was signed on 26<sup>th</sup> June 2019 as per variation order (addendum) no.2 up to 24 January 2020; after that honorary contract has been extended up to 30<sup>th</sup> June 2020. To implement outstanding issues further service procurement extended up to January 2022.

A total of 1,535 HHs, comprising 7,214 affected persons, will be affected as a result of the Project. Most of the permanent impacts of the Project will be on non-titled commercial vendors within the public ROW. The Permanent impacts have been included physical relocation from housing of 96 non-titled residential settlers.

The corrected draft Final Copy of the Resettlement Plan incorporating ADB comments was submitted on 05 December 2016 for approval of the Government, The Ministry of Road Transport and Bridges (MoRTB) approved the RP on 02<sup>nd</sup> march 2017.

The Joint Verification Committee (JVC), Property Valuation Advisory Committee (PVAC) and the Grievance Redress Committees (GRC) were established on 04 April 2017 following approval of the RP (***vide memo 35.00.0000.029.06.057.16-221***).

Survey for the 8 Kitchen Markets was completed 2017 and considering the resettlement impact, market 1 location is excluded from the vendor markets list. At present context considering the difficulties to receive land due to Government process, PIU and ADB dropped to construct Kitchen Markets under civil works contract (*ref: 23-26 June 2019 Aide Memoire*). Out of the total 113 access roads, 84 roads have been included in the project scope. Census survey was completed in all 84 roads and minimal impact was found only in 14 access roads. The estimate of impact is less than the number considered in the final RP. Finally avoiding all kind of relocation and resettlement the Local Roads Construction have been completed.

Demarcation of the Limit of Works (LOW) has been completed, as a priority for works to commence and formal identification and issue of ID Cards of Non Titled holders in these areas about to complete. A total of 1981 NEPs have been identified with 1428 compensations has paid to date.

As per ADB Safeguards policy information campaign and public consultation meeting started from survey period and it is a continuous process. Bangla Information Brochure (with details compensation policy) has been approved and distributing on field as per need.

## **Report Preparation**

This is the Ninth Semi-Annual Social Monitoring Report and covers the period from July 2020 to December 2020. During this reporting period District Commissioner Gazipur, distributing CCL payments to the private land owners. DC Dhaka has started CCL payments. Priority based Compensations payments to Non-Titled holders are continuing

## TABLE OF CONTENTS

EXECUTIVE SUMMARY	2
<b>CONTENTS</b>	<b>5</b>
<b>ABBREVIATIONS AND ACRONYMS</b>	
<b>A. INTRODUCTION</b>	<b>8</b>
Report Purpose and Rationale	8
Project Background	8
Project Location	9
Project Components	10
<b>B. COMPLIANCE to LOAN CONDITIONALITIES</b>	<b>12</b>
<b>C. RESETTLEMENT PLAN PREPARATION and OBJECTIVES</b>	<b>12</b>
Preparation of Resettlement Plan and Disclosure	12-13
Description of Project Impacts	14
Minimizing Resettlement Impacts	14
Comparison of changes between the Draft and Final RP	15
<b>D. RESETTLEMENT PLAN IMPLEMENTATION ARRANGEMENTS</b>	<b>16</b>
Project Organisation	16
Project Implementation	17
Employer (RHD) Staff & Roles	17
Resettlement Plan Implementation NGO	17
Consultant Services for Engineering, Procurement & Construction Management (EPCM)	18
Formation of JVC, PVAC and GRC	19
<b>E. DETAILED IMPLEMENTATION STATUS OF THE RESETTLEMENT PLAN</b>	<b>19</b>
Land Acquisition Status	19-20
Status of Cash Compensations under Law (CCL)	21-23
Compensations and benefits payments to Non-Titled Households	24-26
Consultation and Participation	26-27
Grievance Redress Mechanism	28
Property Valuation Advisory Committee (PVAC)	29
Income and Livelihood Restoration Program (ILRP)	29
Lessons-learned and Recommendations	29
<b>F. IMPLEMENTATION OF OTHER SOCIAL ACTIVITIES</b>	<b>30</b>
Gender Action Plan	30
HIV/AIDS and Human Trafficking Awareness Training	30
Compliance with Core Labour Standards	30
<b>APPENDICES</b>	<b>31-39</b>
1. Consultation Meetings	
2. Photographs	
3. Bangla Information Brochure	



**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
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
CCL	Cash Compensation under Law
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
EA	Executive Agency
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
GRM	Grievance Redress Mechanism
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
RC	Resettlement Compensation
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. This bi-annual Social Monitoring Report (SMR) has been prepared for the Second half of the year 2020 to capture the progress on implementation of the BRT-2 RP for the period from July to December 2020. This SMR also covers progress on the implementation of the Gender Action Plan (GAP), and compliance with core labor standards in civil works management. The major objective of social monitoring report is to monitor the implementation status and fulfilment of the Resettlement Plan for this Project.
2. The report is prepared based on interaction with EA, the INGO “Christian Commission for development in Bangladesh” (CCDB) and their monthly progress reports, field validation and the final updated Resettlement Plan. This report is a continuation of the Eight Semi-Annual Social Monitoring Report (January - June 2020).
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 Implementation in advance stage.

### 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 extended closing date of the loans and the grant being 30 May 2021 and 31 December 2020 for AFD&GEF. Extended closing date 31 December 2020 for ADB.

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 about Km 3 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.
- 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**.

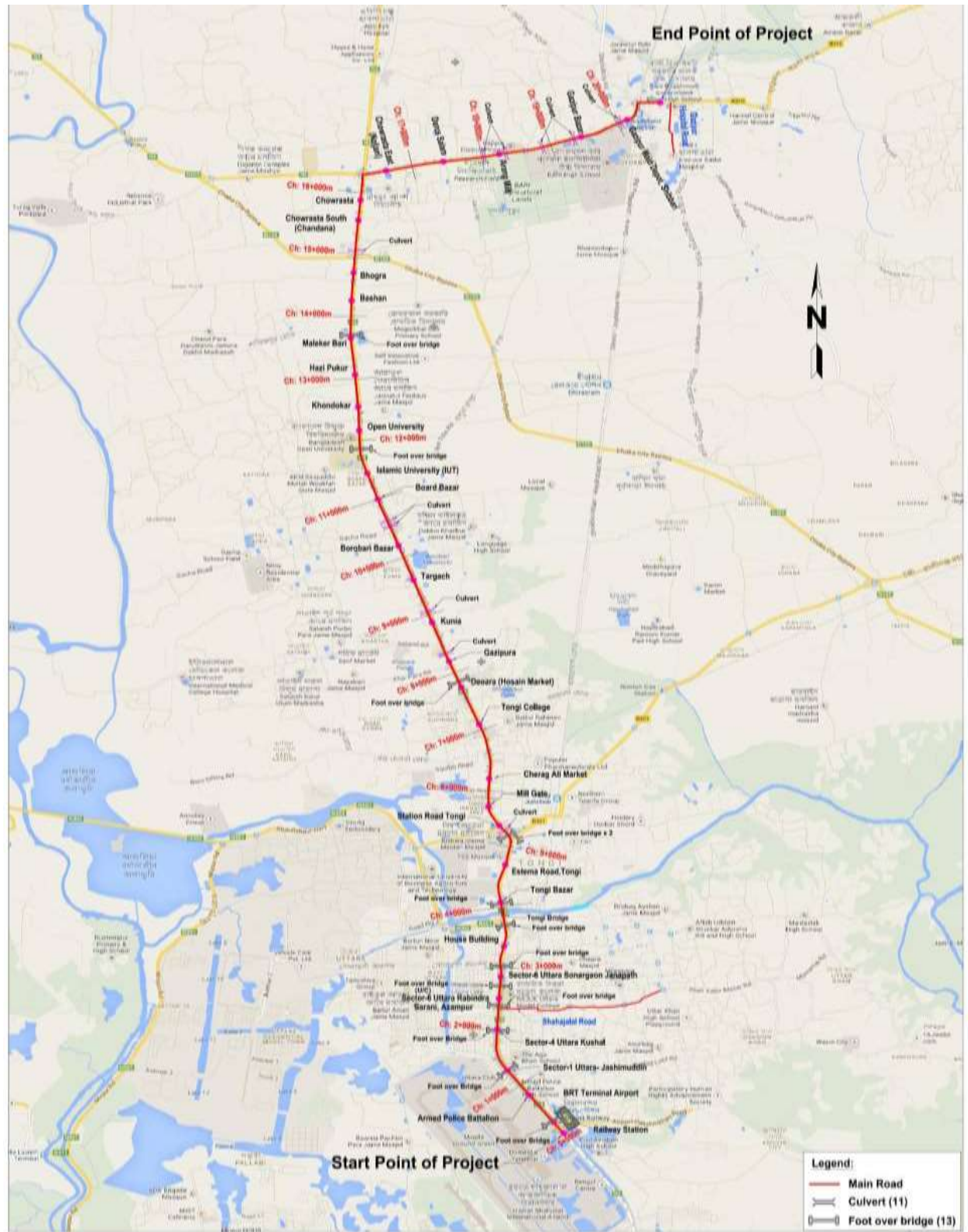


Fig 1 Project Location Map



## **B. COMPLIANCE TO LOAN CONDITIONALITIES**

16. As of 31 December 2020, the Project has complied with most of the conditions on the Loan Agreement related to Resettlement and Gender. These conditions that had already been completed include: a) RHD has engaged a Resettlement Plan Implementation Consultancy (RPI) well in advance to facilitate acquisition of land as well as implementation of the RP agreed by ADB and the Government of Bangladesh b) establishment of Grievance Redress Committees (GRC) to handle complaints arising from project implementation; c) establishment of Property Valuation Advisory Committees (PVAC) to determine the top-up payments for land and replacement value of affected Non-titled holders structures/Common Property resource losses; d) establishment of a comprehensive livelihoods Restoration program; e) submission of semi-annual Social Safeguards Monitoring reports.

The following loan conditions are in the process of being complied with: a) The Executing Agency must provide the ROW clear of resettlement issues before commencement of civil work; b) all land acquisition and resettlement work complies with (i) all applicable laws of the borrower on land acquisition and resettlement, (ii) ADB involuntary resettlement safeguards; c) Compliance to all measures outlined in the approved Resettlement Plan; d) no physical and/or economic displacement takes place in connection with the Project until compensation had been made following the RP; e) informing ADB on the occurrence of unanticipated environment and/or resettlement impacts; if any and f) implementation of the Gender Action Plan. g) Engagement of qualified external monitor/agency (EMA).

## **C. RESETTLEMENT PLAN PREPARATION AND OBJECTIVES**

### **PREPARATION OF RESETTLEMENT PLAN AND DISCLOSURE**

17. The Objectives of the updated RP are to mitigate all unavoidable negative social and resettlement impacts due to the project implementation by provision of commensurate measures to resettle the displaced persons and restore their livelihoods. The GDSTUP updated RP provide financial and institutional measures to mitigate, compensate and re-establish the lives and livelihoods of the affected persons and communities. The RPs follow the legal framework active in the country (GOB) on land acquisition relevant to the project and complies with the ADB/Involuntary Resettlement Safeguards and other relevant guidelines<sup>1</sup>. The RPs also ensure that every affected person will get their due compensation and the cash for resettlement assistance based on the value assessed by the competent authority in a participatory method. The RP provide special attention to non-titled affected persons including squatters, informal settlers, shops/vendors and business owners on govt. land to support their relocation and restoration of their livelihoods.

18. The Resettlement Plan (RP) for the Greater Dhaka Sustainable Urban Transport Project (BRT, Gazipur – Airport) was first prepared in 2012 following the feasibility study under a PPTA

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<sup>1</sup> EIB Standard 5 Cultural Heritage; Standard 7 Rights and Interests of Vulnerable Groups; and Standard 10 Stakeholders Engagement. *Environmental and Social Handbook*, 2014.

with ADB financing. The draft RP (February 2012) focused on the key activities of the project likely to cause involuntary resettlement impacts as defined by the Asian Development Bank (ADB) Safeguards Policy Statement (SPS-2009) on involuntary resettlement.

19. The draft RP was based on a 90% detailed census survey of the potentially displaced persons<sup>2</sup> during the feasibility study in 2011. It was prepared in accordance with the Government of Bangladesh's (GoB) *The Acquisition and Requisition of Immovable Property Ordinance, 1982 (ARIPO, 1982)*, and ADB's SPS 2009. The draft RP was however, revised at the design level in June 2016 and then updated in November 2016. The tools and techniques used were (i) Census and Socio-economic Survey; (ii) Property Valuation Survey (PVS); (iii) Stakeholder Consultation Meetings (SCM); and (iv) Focus Group Discussions (FGD). The revision and updates were done following the design approach for integrity of the BRT corridor and in view of reducing resettlement impacts.

20. The draft RP was updated in connection with detailed design finalised in 2015. The updated RP was based on a census undertaken in July 2015 following the detailed design including inventory of losses and valuation of assets to be lost by displaced persons due to the project execution. The census focused on the key physical activities that will cause involuntary resettlement, as defined by ADB's Safeguards Policy Statement (SPS-2009). The updated RP details the approach, principles and measures adopted in minimizing the social impacts caused by the Project. The issues identified and addressed in the updated RP were: (i) Type and extent of non-land assets, loss of livelihood or income opportunities and collective losses such as common property resources and social infrastructure; (ii) Impacts on Vulnerable groups including Women Headed Households; (iii) Consultation with stakeholders and scope of peoples participation in the Project; (iv) Existing legal and administrative framework; (v) Entitlement matrix with provisions for relocation assistance and restoration of businesses & income; (vi) Estimation of cost for implementation of resettlement and rehabilitation activities; (vii) Institutional framework for the implementation of RP including monitoring and evaluation mechanism.

21. The RP revised in 2015 as per final design was improved with ADB review comments on 11 April 2016. RHD resubmitted the revised final RP to ADB on 13 June 2016 for clearance. ADB approved the updated final RP on 10 July 2016 with additional suggestions notably on GRM and budget. Incorporating the additional comments from ADB, RHD submitted the updated Final RP (November 2016) to the Ministry of Road Transport and Bridges (MoRTB) for approval and approved on 2<sup>nd</sup> March 2017 by MoRTB.

22. The final RP has been disclosed in the official website of the Roads and Highways Department (RHD) (<http://rhd.gov.bd>) and in ADB website by the Government.

23. The updated RP followed for recognition of loss of assets and income verified by the Joint Verification Committees (JVC) and those on compensation under law from the DC offices. Replacement cost of land and other assets will be determined by the Property Valuation Advisory Committees (PVAC) and approved by MoRTB, will ensure that if there any

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<sup>2</sup> A 100% census survey was attempted of all displaced persons; however, some persons were not available during survey periods.



gaps between Cash Compensation under Law (CCL) value and market rate for land, assets, and structures, the same will be paid as top up payment by the project in line with ADB SPS-2009. The displaced persons will be entitled to: a. compensation for the loss of land at replacement value; b. compensation for loss of structures (residential/ commercial) and other immovable assets at their replacement cost; c. assistance for loss of business/ wage income; d. assistance for shifting of structures; e. rebuilding and/ or restoration of community resources/facilities; f. special assistance to women headed and vulnerable households with support to livelihoods and income restoration; and g. any other unanticipated involuntary impacts.

24. The Final RP provides for assisted relocation of the displaced households and businesses. The physically displaced residential households both titled and non-titled have selected self-relocation with financial assistance from the project. However, alternative vendors markets have been proposed on available public lands for relocation of the physically displaced vendors.

#### DESCRIPTION OF PROJECT IMPACTS

25. The BRT (Airport-Gazipur) social and technical team revised land acquisition plan several times to avoided or minimised resettlement impacts as far as possible. Nonetheless, in order to ensure effective and efficient construction and operation of the BRT line, some Project components could not fully avoid land acquisition. The project requires a total of 4.20 acres of land of which, 2.133 acres comprises of private land whereas the remaining land is government land belonging to the different government departments/entities. *At present, Land Acquisition Proposals have been revised and analysed with individual records (Khatians/Parchas). As a result, the revised quantity of total Private land stands in 2.456 acres to be acquired, which of 0.084 acres of land under Dhaka district, and 2.372 acres of lands under Gazipur district. Remaining 1.744 acres of lands under different government agency (ref: CCDB-monthly progress report).*

26. According the revised final RP, a total of 1,535 households comprising 7,214 affected persons will be affected by Project. Most of the permanent impacts of the Project will be on non-titled commercial vendors within the public ROW. Only a small portion of permanent impacts will include physical relocation from housing (of 96 non-titled residential settlers). 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 bank of the Turag River; (iii) partial physical loss to 1244 commercial establishments operating along the main BRT corridor, including (iv) partial physical loss at 6 industrial properties along the corridor (none of these industries will be affected in any of their main buildings), and (iv) strip acquisition of private land in front of 3 religious properties (2 mosques and 1 temple) without causing any physical impact the structures.

The households losing more than 10% or more of their productive, income-generating assets include: (i) 588 vendors within the RoW; (ii) 96 non-titled residential households; and (iii) 220 commercial establishments partially affected due to feeder road improvement along the corridor.

In addition, temporary income impacts are anticipated on 699 workers of the affected commercial structures. It is anticipated that disruption will occur for a period of one month, when the preconstruction activities such as demolition of the affected portion of the structure and repairs/restoration of the façades are underway.

#### EFFORTS MADE TO MINIMIZE LAND ACQUISITION IMPACTS

27. The Project considered many technical options to reduce land acquisition and minimize possible adverse impacts. The technical and safeguards team worked closely to minimise land acquisition and resettlement impacts. As a result, the following reductions were made in Project land requirements:

In Dhaka District, while initially 3.681 acres of land was required, as a result of the efforts made now only 0.084 acres is required for the Project. Similarly, in Gazipur district, the initial requirement of 6.1333 acres was reduced to 2.372 acre to minimize land acquisition impacts.

Considering the significant resettlement impact, the executing agency in principle has agreed to exclude the site of market 1 (Tongi Bridge attached East side) from the list of vendor market same. This will help in preventing physical and economic displacement of approximately 200 HHs.

#### COMPARISON OF CHANGES BETWEEN THE DRAFT AND FINAL RP

28. A comparison of the Project impacts as identified in the Draft RP of 2012 with the actual impacts recorded in the updated RP is made in the Table 1 below.

**Table 1: Summary of Project Impacts**

S. No.	Project Impacts	RP 2012	Updated RP 2016
1	Amount of land to be acquired (acres)	8.64	4.20
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 ponds, trees, wages – no relocation required )	136	1,244
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

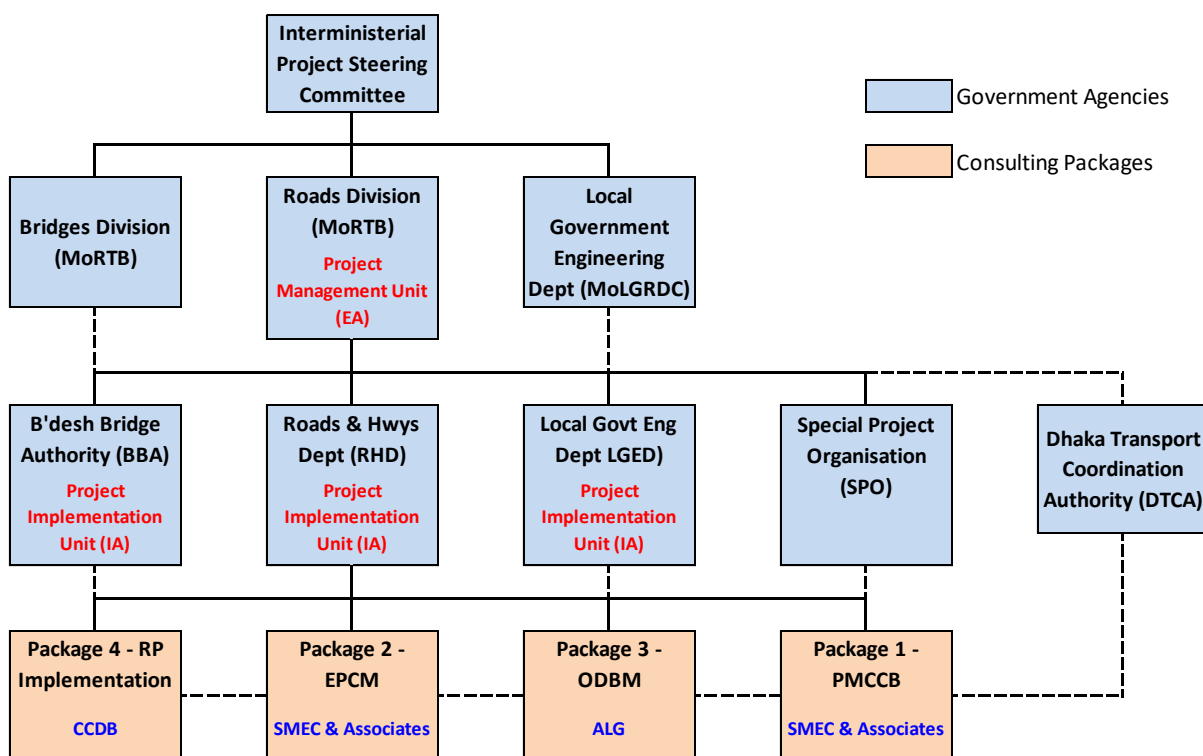
29. As shown in Table 1, the quantity of land acquisition has reduced from 8.64 to 4.20 acres due to changes made in the technical design. Despite the decrease in the total number of affected HHs, there is an increase in the number of affected Persons due to average household count in affected HHs. The number of non-title holders has increased due to change in design and improvement of Tongi Bridge. The number of vulnerable households has also reduced. Considering the present market value and replacement costs, the resettlement cost has almost doubled due to cost inflation since 2012 to 2016.

## D. RESETTLEMENT PLAN IMPLEMENTATION ARRANGEMENTS

### a) PROJECT ORGANISATION

30. 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

31. 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.

32. 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) EMPLOYER (RHD) STAFF & ROLES**

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

34. 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) RP IMPLEMENTING NGO**

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

36. The "Christian Commission for Development in Bangladesh" (CCDB), a non-government organization (NGO) was engaged by RHD on 17<sup>th</sup> 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.

37. 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.

38. The Consultancy Agreement expired on 25 Aug 2017 and the consultancy service of CCDB has been extended up to 24 December 2018 and prior permission for Contract Variation has been approved. The Contract Agreement was signed on 26<sup>th</sup> June 2019 as per variation order (addendum) no.2 up to 24 January 2020; after that honorary contract has been extended up to 30 June 2020. Further extension of service procurement extended up to January 2022.

**e) CONSULTANT SERVICES FOR ENGINEERING, PROCUREMENT & CONSTRUCTION MANAGEMENT (EPCM)**

39. 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.

40. 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.

41. 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.

42. The EPCM Consultancy Services Agreement expired on 12 May 2017 and was extended up to 31 Dec 2017, Variation Order (VO-1) has been approved of the EPCM services up to 31 Dec 2018. Further extension of EPCM Consultancy Services up to December 2020 (VO-3) has been approved. At present Consultancy Services extension (VO-4) up to June 2022 on process.

43. During the RP implementation period National Social Safeguards Specialist has been deployed due to expedite the RP implementation progress, Gender and Social Monitoring aspect.

## f) FORMATION OF JVC, PVAC AND GRC

44. The Joint Verification Committee (JVC), Property Valuation Advisory Committee (PVAC) and the Grievance Redress Committees (GRC) were constituted on 04 April 2017 following the approval of the RP.

## E. DETAILS STATUS OF IMPLEMENTATION OF THE RESETTLEMENT PLAN

### a) LAND ACQUISITION STATUS

45. Land Acquisition Plan were approved by CLAC and then provided to the DC Offices for Dhaka and Gazipur for the commencement of the Land Acquisition process. LA cases no.01/2017-18 (1.114 acre), and 02/2017-18 (0.061 acre) Gazipur, Government Agency's land handed over to the Executive Agency (EA) on 12<sup>th</sup> September 2018. LA case no.04/2016-17 Gazipur (2.049 acre) private land handed over to the EA on 20<sup>th</sup> March 2019. LA case no.05/2016-17 Dhaka (0.084), maximum government owned land handed over to the EA on 16<sup>th</sup> April 2019. LA case no.01/2018-19 Gazipur (0.569) Government Agency's land handed over to the EA on 31<sup>st</sup> December 2019. Out of total 4.2 acres 3.877 acres which of 92.30% land handed over to date.

The status of the Land Acquisition as of 31<sup>th</sup> December 2020 is summarised below:

**Table 2: Estimated Cost & Status of the Land Acquisition**

LA Case No.	District	Land Quantity (acres)	Approved Estimate	Identified No. of Title Holder EPs	Paid Compensation to Title Holder EPs	Progress (%)	Remarks
5/2016-17	Dhaka	0.84	42,746,471.50	56	1	1.78	Land handed over. Fund already transferred to DC's account. Notice u/s 7 has been issued but payment could not be started due to litigation problem.
4/2016-17	Gazipur	2.049	996,354,366.20	1,075	779	72.46	Land handed over
1/2017-18	Gazipur	1.114	413,534,016.42	3	2	67	Land handed over
2/2017-18	Gazipur	0.061	25,655,756.04	1	1	100	Land handed over
1/2018-19	Gazipur	0.569	166,572,719.67	3	0	0.00	Land handed over. The land is owned by Bangladesh Rice Research Institute and Bangladesh Agriculture Research Institute. Notice u/s 8 issued by DC, but payment yet to start as they did not apply for payment.
6/2019-20	Gazipur	0.158	Estimate on process				Initially was identified as Govt. land. Now being processed for regular acquisition. Joint survey and estimate on process.
8/2018-19	Gazipur	0.165	70,336,950.39				Initially was identified as Govt. land. Now being processed for regular acquisition. Fund transferred to DC' Gazipur on June 2020.
<b>Total</b>			<b>1,715,200,280.22</b>	<b>1,138</b>	<b>783</b>	<b>68.80</b>	

\*Area revised to suit site conditions

46. A Joint Survey has been completed by the Dhaka DC Office and the Gazipur DC Office in conjunction with RHD staff and hearings to resolve any disputes are in progress.

47. After receipt of Section 3 Notices, 17 applicants submitted their applications to mitigate the effects of the LAP on their structures to the Deputy Commissioner office. This procedure was in accordance with the LA ordinance at the Deputy Commissioner level. Following these hearings the Deputy Commissioners discussed all the issues with the RHD, then revised the LAP to avoid these structures. Hearings and action to resolve the outstanding disputes are continuing.

48. The PVAC will determined if there is any gap between CCL payments & Market price; and the issue of ID cards and subsequent compensation payments will then be processed under the appropriate provisions of the RP.

#### b) Status of Cash Compensations under Law (CCL)

49. In the following sections, progress in compensating category-wise losses in Gazipur and Dhaka District shown following a revised number of Awardees (entailing a revised amount of compensation payment for respective category wise losses sustained by the TEPs (vide Table No.3.1, 3.2.).

**Table 3.1: Status of Financial progress of CCL Payments in Gazipur & Dhaka district to date.**

Areas	LA Case No.	Land to be acquire in acre	Approved estimate (BDT) Including LA cost of the DC	CCL paid in amount (BDT) up to Jun'20	Progress in % up to Jun'20	CCL paid in amount (BDT) up to Dec'20	Progress in % up to Dec'20	Average increase by% for the period
1	2	3	4	5	6	7	8	9
Gazipur District	04/2016-17	2.049	996,354,366.20	638,234,778.40	64.6	667,108,989.40	66.95	1.22
	01/2017-18	1.114	413,534,016.42	402,635,973.51	97.36	402,635,973.51	97.36	0.00
	02/2017-18	0.061	25,655,756.04	25,655,756.04	100	25,655,756.04	100	0.00
	01/2018-19	0.569	166,572,719.67	0		0	0	Govt. Land
	8/2018-19	0.165	70,336,950.39	0	0	0	0	RHD paid to DC on 9 <sup>th</sup> Jun'20
Dhaka District	05/2016-17	0.084	42,746,471.50	0	0.00	2,684,066.13	6.29	6.29
Total			1,715,200,280.2	1,066,526,507.9	62.18	1,098,084,785.08	64.02	1.84



**Table 3.2: Status of Physical progress of CCL Payments Gazipur & Dhaka district to date.**

Areas	LA Case No.	Land to be acquire in acre	Target No. of TEPs	No. of titled holders paid up to Jun'20	Progress in % up to Jun'20	No. of titled holders paid up to Dec'20	Physical Progress in % up to Dec'20	Average increase by% for the period
1	2	3	4	5	6	7	8	9
Gazipur District	04/2016-17	2.049	1075	658	61.21	779	72.46	11.25
	1/2017-18	1.114	3	2	67	2	67	Govt. Land
	2/2017-18	0.061	1	1	100	1	100	Govt. Land
	1/ 2018-19	0.569	3	0	0	0	0	Govt.Land
Dhaka District	05/2016-17	0.084	56	0	0	1	1.78	1.78
Total			1138	661	58.8	783	68.80	10.71

50. Above tables shows that LA case no. 04/2016-17 private owned land CCL payments Physical progress about 72.46% and total financial progress 64.02%. LA case no. 01/2017-18 acquired land owner is Bangladesh Telephone Industries Corporation (Dak & Tar Matronly), rest of the two structures authorities are Bangladesh Post office and Youth Ministry. Once Youth Ministry's approval will get, structure payments will be made soon. LA case no. 01/2018-19 owned by government agencies payments not yet made due to inter-ministerial process. LA case no.05/2016-17 Dhaka maximum government owned land also CCL payments progress is slower as same cause. LA case no. 8/2018-19 Eps list finalization on process; then payments will made.

51. Private land Acquisition Payment (LAC) for the loss of land, structures, trees and Business is progressing in the reporting period. Breakdown of private acquired land (2.049 acres) status category-wise is shown in the following Tables 3.3.

**Table 3.3: Details Compensations Status of Private land in Gazipur District**

Sl. No.	Sub-item	Target (Excluding DC's LA cost)	Progress up to Jun/20 (Excluding DC's LA cost)	Progress% up to Jun/20	Progress up to Dec/20 (Excluding DC's LA cost)	Progress % up to Dec/20	Average increase by% for the period
CCL Payment (LA case no.04/2016-17), Gazipur							
1. No. of Awardees	Land	583	522	89.54	537	92.11	2.57
	Structure	286	140	48.95	141	53.01	4.06
	Trees	5	0	0.00	0	-	-
	Business	249	103	41.37	109	43.78	2.00
Total		1123	765	68.12	787	70.08	1.96
2. Payment of CCL (in amount)	Land	296,584,270.50	105,570,654.82	35.60	109,179,764.19	36.81	1.21
	Structure	658,544,668.58	504,877,463.43	76.67	528,862,163.21	80.31	3.64
	Trees	254,067.00	0.00	0.00	-	-	-
	Business	21,435,000.00	8,25,300.00	38.49	8,733,300.00	40.74	2.25
Total		976,818,006.08	618,698,418.25	63.34	646,775,227.4	66.21	2.87

52. Action to address the relevant issues related to the extent of the Resettlement required for the Local Roads and Markets component continued with the census surveys to verify the numbers of affected persons in progress. Survey for the 8 Kitchen Markets was completed and considering the impact market 1 location the same is excluded from the vendor market list. At present context considering the difficulties to receive land due to Government process, PIU and ADB dropped to construct Kitchen Markets (*ref: 23-26 June 2019 Aide Memoire*). Out of the total 113 access roads, 84 roads have been included in the project scope. Census survey was completed in all 84 roads and minimal impact was found only in 14 access roads. The estimate of impact is less than the number considered in the final RP. Finally avoiding all kind of relocation and resettlement the Local Roads Construction have been completed.

53. The cut-off date for defining entitled persons was agreed as April 2017.

54. Identification of Non-Titled EPs has finalized at several locations, as shown *in Table 4.1 to 4.2*.

**Table 4.1: Chainage Wise Identification of Non-Titled Eps**

S No.	Location	Non-Titled EPs identified as per Joint Survey	Status of verification by JVC	ID Cards issued to Non-Titled EPs	Remarks
1	Ch 7+100 to 8+200 (Both sides)	104	Completed	101	Budget approved by MoRTB on 30 July 2018.
2	Ch 8+200 to 9+200 (East)	63	Completed	62	
3	Ch 9+200 to 10+000	87	Completed	87	
4	Ch 19+000 to 20+350 (South)	295	Completed	295	
5	Ch 16+000 to 16+500	14	Completed	14	
6	Ch 10+000 to 11+000	53	Completed	50	Budget approved by MoRTB on 27 June 2019.
7	Ch 11+000 to 12+000	89	Completed	85	
8	Ch 12+000 to 13+000	59	Completed	58	
9	Ch 13+000 to 14+000	44	Completed	44	
10	Ch 14+000 to 15+000	79	Completed	77	
11	Ch 15+000 to 16+000	21	Completed	17	
12	Ch 16+500 to 17+000	77	Completed	70	
13	17+000 to 18+000	73	Completed	72	
14	18+000 to 19+000	31	Completed	26	
18	19+000 to 20+350 (North side)	17	Completed	17	
19	5+100 to 7+100	263	Completed	243	
19	3+800 to 5+100	181	Completed	179	
20	2+600 to 3+800	416	Completed	407	
21	0+000 to 2+600	15	Completed	10	
	<b>Total</b>	<b>1981</b>		<b>1914</b>	

55. A total of 1981 affected households were identified of which 1914 affected households have received their ID cards as shown in Table 4.2.

**Table 4.2. Non-Titled EPs Identification Status**

Location	Item	No: up to 30 Jun'2020	No: Jul-Dec'20	No: up to 31 Dec' 2020
<b>Gazipur</b>	EP identified	1106	0	1106
	ID card issued	1075	0	1075
<b>Dhaka</b>	EP identified	875	0	875
	ID card issued	839	0	839
<b>Total</b>	EP identified	1981	0	1981
	ID card issued	1885	0	1914

### **c) STATUS OF COMPENSATIONS PAYMENTS TO NON-TITLED HOUSEHOLDS (NEPs)**

56. According to the provisions of RP, the identification of Non-Titled Affected Households (NEPs) has been completed in Gazipur and Dhaka areas and as of December 2020, 1,981 NEPs (Gazipur 1,106 and Dhaka 875) have been identified. So far 1,075 and 839 ID cards had been issued to Gazipur and Dhaka respectively as of 31 December 2020.

About BDT 43,242,584.61 has been approved for 560 NEPs on 31<sup>st</sup> July 2018. Rest of the 1,418 NEPs budget has been approved by MoRTB on 27<sup>th</sup> June 2019. Total **BDT 240,751,124.86** compensations budget has been approved for 1978 non-titled holders. Out of 1978 NEPs 1428 were paid compensation through account pay cheque as of 31 December 2020.

Out of approved estimated budget BDT **240,751,124.86**, **BDT 162,492,742.00 (67.49%)** has been disbursed as of 31<sup>st</sup> December 2020 for loss of structures and other grants including ILRP cost. Out of the disbursed amount BDT.122,620,026.00 has been paid for loss of structures, BDT.7,640,000.00 paid for shifting allowance, BDT.426,616.00 paid for CPR reconstruction grant, BDT.1,456,100.00 paid for loss of tenancy, BDT.20,712,500.00 paid for loss of business, BDT. 6,627,500.00 paid for loss of employment and paid BDT.980, 000.00 Male & BDT.710, 000.00 Female headed vulnerable household compensations. *A comprehensive Summary of physical and financial progress up to December 2020 shows Table 5.1 and Breakdown of such increase category-wise is shown in the following Table 5.2.*

**Table 5.1: Physical and Financial Progress of Compensation payments Status to date.**

Sl.no	BRT Chainage	Approved Estimate (including contingency)	Allocated Fund	Paid amount Up to Dec'20	Financial Progress in %	Identified No. of NEPs	Paid No of NEPs up to Dec'20	Physical Progress in %
1	7+1000 to 10+000 km, 0+000 to 2+600km, 10+000 to 12+000km	42,345,556.68	35,632,023.00	35,632,023.00	84.14	393	391	99.49
2	16+000 to 16+500 km, 19+000 to 20+350 km (south side), 2+600 to 7+100km, 12+000 to 16+000km, 16+500 to 19+000km, 19+000 to 20+350km (north side)	198,405,568.18	126,859,320.04	126,859,320.04	63.94	1570	1037	66.05
	<b>Total</b>	<b>240,751,124.86</b>	<b>162,491,343.04</b>	<b>162,491,343.00</b>	<b>67.49</b>	<b>1963</b>	<b>1428</b>	<b>72.74</b>

57. Above Table shows financial progress 100% out of allocated fund BDT. 162,491,343.04 to the CCDB. Further allocation on process.

**Table 5.2: Category Wise NEPS Compensations Payments Status to date.**

Sl. No.	Sub-item	Target (Excluding Contingency budget)	Progress up to Jun/20	Progress % up to Jun/20	Progress During the reporting period	Progress up to Dec/20	Progress % up to Dec/20
Resettlement Compensations (RC) for Non-titled EPs in amount							
1. Payments of RC, NEPs	Replacement Value of Structure	167,038,818.85	103,358,333.00	61.88	19,261,693.00	122,620,026.00	73.41
	Shifting Allowance for affected Residential/Commercial structure	9,910,000.00	6,890,000.00	69.53	750,000.00	7,640,000.00	77.09
	RG for CPR	506,011.00	359,093.00	70.97	67,523.00	426,616.00	84.31
	RC for Loss of Business	26,749,744.00	18,878,500.00	70.57	1,834,000.00	20,712,500.00	77.43
	RC for Loss of Employment (wage loser)	12,055,500.00	6,398,000.00	53.07	229,500.00	6,627,500.00	54.97
2. RC Payments for Tenants, and permanent loss of Livelihood	Loss of Tenancy of Tenants)	2,924,600.00	1,282,600.00	43.86	173,500.00	1,456,100.00	49.79
	Grant for Vulnerable Male Headed Households( MHH)	1,060,000.00	880,000.00	83.02	100,000.00	980,000.00	92.45

	Grant for Vulnerable Women Headed Households ( WHH)	720,000.00	660,000.00	91.67	50,000.00	710,000.00	98.61
	Skill training and Grant for Permanent Loss of Livelihood	13,794,000.00	1,320,000.00	9.57	0.00	1,320,000.00	9.57
<b>Total</b>		<b>234,758,673.85</b>	<b>140,026,526.00</b>	<b>59.65</b>	<b>22,466,216.00</b>	<b>162,492,742.00</b>	<b>69.21</b>

**\*\* Above table shows out of total budget non-titled holders financial progress about 69%.**

#### **d) DISCLOSURE, CONSULTATION AND PARTICIPATION**

58. CCDB is continuing their efforts to organise consultation with affected persons and key stakeholders. Formal meetings was held in each area attended by Project Affected Persons (PAPs) and Teachers, Religious Leaders, Social allied personnel, extension workers and NGO members. Thus, consultation will remain as an integral part of Project management and implementation. 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. The Resettlement Workers have been contacting the Affected Persons to inform them about the compensation and resettlement benefits. They are motivating and assisting the EPs to furnish the documents i.e. rent receipt, nationality certificate, land registration documents etc. that are necessary to get approval to claim their respective CCL compensation.

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. Personal contact with the Affected Persons (APs), Focus group discussion (FGD) & Stakeholders meeting etc. have been carried out to inform the affected persons regarding project impact, their entitlements, compensation payment procedure and grievance redress mechanism. The EPCM Consultants had also participated in some of these public consultation meetings.

59. During the reporting period maintaining all the necessary safety and health precaution; 01 Consultation meeting and 03 compensations cheque distribution meetings were held in the project area which were attended more than 200 affected persons. During the reporting period 185 non-titled holders received their compensations in different categories. The ADB Safeguards Policy, Proper utilization of compensations/alternative arrangements and RP Entitlement Matrix were explained to the participants. End of the consultation meeting Bangla Information Brochures also distributed. Details of these meetings are included in Appendix 1.

60. Both the local community and affected population is supportive of the project due to the anticipated benefits. The Project is expected to reduce travel time to Dhaka, augment access to business/economic opportunities and as well as overall social and economic development of the area.

61. In November 2020 ADB virtual Compliance review meeting was held with Employer, Contractors, EPCM, PMCCB and RPI-NGO. Discussions on various issues were then held during subsequent meetings with ADB and the Client with resulting actions required set out in the Aide Memoire of the Mission.

62. CCDB has prepared an Information Brochure in Bengali language for distribution to Entitled Persons and Stakeholders as per ADB Policy and as a requirement in the RP. Bengali version Brochures are distributing to the Aps as per plan.

**Table 6: Number of distributed information materials and disclosure and consultation Meetings to date.**

Disclosure, Consultation and Information Campaign	Distribution of Brochure made:	2067 no.
	Consultation Meetings held:	68 no

#### **e) RELOCATION OF EPs TO NEW LOCAL MARKETS**

63. As per ADB policy and project implementation procedure the implementing NGO has discussed with all affected vendors about their choice between cash compensation or allocation of a shop in new market. At present context considering the difficulties to receive land due to Government process, PIU and ADB dropped to construct Kitchen Markets (*ref: 23-26 June 2019 Aide Memoire*) under the Civil Works Contract. Presently it has been decided as per Entitled matrix those affected persons permanently loss their livelihood (Vendors), project will comply livelihood restoration program with one time cash assistance. A total 415 including 38 women EPs have been eligible to receive ILRP trainings under the Youth Development Centre.

#### **f) GRIEVANCE REDRESS MECHANISM**

64. The Project grievance redress mechanism comprises of a two-tier structure including a field level GRC and a Project level GRC. The Project and Field level Grievance Redress Committees (GRC) were established on 04 April 2017. At the field level, the GRC comprises of following members:

- Project Manager (EE) RHD, GDSUTP as Convener
- Area Manager, RPI NGO (CCDB) as Member Secretary
- Assistant Engineer RHD, GDSUTP as member
- Elected local government representative as member
- Representative of affected persons as member

65. The GRC at the project level comprises of following members:

- Project Director RHD, GDSUTP as Convener

- Additional Chief Engineer, RHD nominated by CE— Member Secretary
- Representative of RPI NGO (CCDB) as member
- Assistant Engineer RHD, GDSUTP as member
- Elected local government representative as member
- Woman Commissioner, concerned City Corporation as member

66. The GRC committee to date 27 Applications received and resolve meetings are continuing. First GRC meeting was held on 5<sup>th</sup> January 2020.

**Table 7: Status of Grievances at Field Level**

Chainage	Number of Complaints received	Type of Complaints	Number of Cases recommended	Remarks
2+600 to 3+800	16	03nos. Structure related, 13nos. Business loser		GRC meetings for hearing under process.
5+100 to 7+100	06	1no. structure & business related, 05no. business loser		GRC meetings for hearing under process.
11+000 to 12+000	03	Structures	03	Approved and paid all.
14+000 to 15+000	02	Structures		GRC meetings for hearing under process.
<b>Total</b>	<b>27</b>			GRC meetings for hearing under process.

#### **G) PROPERTY VALUATION ADVISORY COMMITTEE (PVAC)**

67. PVAC arranging the meeting to determine replacement value of affected Non-titled holders structures and Common Property resource losses. Up to December 2018 two meeting were held at RHD/BBA section Dhaka and Gazipur on 5<sup>th</sup> November 2018, another meeting of Gazipur area under RHD section held on 20<sup>th</sup> November 2018. PVAC meeting of Dhaka Area held on 06<sup>th</sup> January 2019.

#### **H) INCOME AND LIVELIHOOD RESTORATION PROGRAM (ILRP)**

68. As per Entitled matrix those affected persons permanently loss their livelihood (Vendors), project will comply livelihoods restoration program. Based on need assessment; NGO have been made plan for Skill training and one time seed money disbursement. A total



415 including 38 women vendors have been eligible to receive ILRP trainings under the Youth Development Centre, and estimate has been approved. The training will be conducted in different trade like Poultry, Dairy, Cattle rearing, Fish culture etc. First batch of Training has been completed with 40 participants and one time cash assistance also been handed over to the Vendors. Due to pandemic situation training is held up, once situation will favourable program will be carry on.

#### **i) LESSONS-LEARNED AND RECOMMENDATIONS**

69. 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 their livelihood Restoration Program. The PMU thus needs to implement Income and Livelihood training as per plan.

70. The PMU (EA) should expedite the process of compensation payments to Non-titled holders.

71. The EA should also expedite the liaison for CCL payments to the DC office.

72. Estimate finalization of LA cases no.6/19-20 by DC Gazipur.

73. Finalized the Titled holders top up price as well as Resettlement budget.

74. Expedite the resolve process of Grievance cases.

#### **F. IMPLEMENTATION OF OTHER SOCIAL ACTIVITIES**

##### **GENDER ACTION PLAN**

75. The Project is classified as Effective Gender Mainstreaming (EGM). As a result, much attention is focused on furthering the concerns of women in the Project. Coordination is regularly done with the ADB BRM on matters related to Gender. Quarterly Progress Report (QPR) of Gender Action Plan (GAP) is submitting as per loan conditions. This time fourth QPR October to December 2020 will be submitted to the PMU.

##### **HIV/AIDS AND HUMAN TRAFFICKING AWARENESS TRAINING.**

76. No activities have been undertaken so far in this regard. HIV/AIDS and Human Trafficking Awareness trainings are being planned through the Civil Works Contractors on the main corridor. HIV/AIDS/STIs Awareness program NGO/agency engagement in under process.

**COMPLIANCE WITH CORE LABOUR STANDARDS**

77. Compliance audit was held on 2019. Due to Covid-19 and non-availability of auditors follow up compliance audit has not been undertaken in this period. Four Contractors being mobilised and civil works in progress. As a result, this issue will be looked into in the next quarter of year 2021. International core labour standards have been included in 04 contracts document as requirement; and compliance monitoring is regular process.

WORK SCHEDULE OF RESETTLEMENT PLAN IMPLEMENTATION FOR GDSUTP

Period in months from the Commencement (from 25 June 2015 to 24 January 2022)



## **APPENDICES**

### **Appendix 1: Consultation Meetings**

## Appendix 1 – Consultation Meetings

Consultation & check distribution meetings were held with Project Affected Persons as shown in the table below.

Date	Location/Venue	Participants
30 November 2020	CCDB, Gazipur.	RHD, BBA, - Representatives, RPI-NGO Affected Persons.
30 November 2020	PD office, RHD Uttara, Dhaka.	RHD-Representatives, RPI-NGO, Affected Persons.
20 December 2020	PD office, RHD Uttara, Dhaka.	RHD-Representatives, RPI-NGO, EPCM, Affected Persons.
24 December'2020	Abdullahpur. Tongi	RHD, BBA, - Representatives, RPI-NGO, Affected Persons.
07 January 2021	PD office, RHD Uttara, Dhaka.	RHD-Representatives, RPI-NGO, EPCM, Affected Persons.
11 January 2021	PD office, RHD Uttara, Dhaka	RHD, BBA, Representatives, RPI-NGO, Affected Persons.

In these meetings ADB Safeguards policy, Proper utilization of compensations/alternative arrangements and RP Entitlement matrix were disclosed to the participants. During the meetings the key discussions held were as follows:

- ❖ Joint Verification Committee (JVC) is continuing identification of all title holders and non-title holders under the Project Right of Way (RoW);
- ❖ As per the survey all affected persons are getting Project ID cards containing their major loss, picture and signature;
- ❖ RHD will complete Resettlement compensation to the affected persons as soon as possible which has been determined by the PVAC.
- ❖ All payment will be paid through Account Payee Cheque.
- ❖ Team Leader, RPI advised them in due time all payments will be made and they should prepare to vacate Land;
- ❖ RPI NGO briefed the participants on the Grievance Redress Mechanism and GRC;
- ❖ In this meeting People advised that they desire the market price of their losses and a generous financial assistance from the Project.
- ❖ Before physical/economic displacement Aps desire to receive compensations.

### Main Outcome:

Affected persons demanded sufficient Resettlement Benefits and they will vacate the Right of Way as per instruction of Project Authority.

## **APPENDICES**

### **Appendix 2: Photographs**



**Plate: 1.2. ADB Review Meeting & Site visit with Project Directors, Project Managers, RPI NGO, Contractors and EPCM Consultants on 26 February 2020.**



**Plate: 3. Cheque distribution meeting at RHD-PD office, Uttara with Non-titled settlers. From left side serially Mr. kaysar Hamid (PM-1-RHD), EP, Mr. Ashrafuzzaman (Sub-Assistant Engineer-RHD), Mr. Illies (AM-CCDB). Plate: 4. Cheque distribution meeting at RHD-PD office, Uttara. From left side Mr. Mostofa Munshi-Assistant Engineer- RHD and EPs.**





**Plate: 5. Cheque distribution meeting at RHD-PD office, Uttara with Non-titled settlers. From left side serially Mr. Mostofa Munshi-Assistant Engineer-RHD, EPCM Consultant Mrs. Khuku and EPs. Plate 6. FGD conducted by External Monitor- ADB Mr. Saifulla Dostogir at Tongi Bazar.**



**Plate: 7. Consultation at Abdullahpur. Plate 8. Demarcation check at Bogra by RHD and CCDB.**



**Plate 9. Training conducted by EPCM on Gender Action Plan implementation with Contract 01.**



**Plate 10. Workers health and Safety monitoring by EPCM at Ashulia Yard.**

## **APPENDICES**

### **Appendix 3    Bangla Information Brochure**

গ্রেটার ঢাকা সাসটেইনেবল আরবান ট্রান্সপোর্ট প্রকল্প  
Greater Dhaka Sustainable Urban Transport Project  
(বিআরটি, গাজীপুর-এয়ারপোর্ট)

ভূমি অধিগ্রহণ এর জন্য পুনর্বাসন পরিকল্পনা

গণপ্রজাতন্ত্রী বাংলাদেশ সরকার  
সড়ক পরিবহন ও সেতু মন্ত্রণালয়

জানুয়ারী, ২০১৮ ইং