

DHAKA TRANSPORT COORDINATION BOARD
MINISTRY OF COMMUNICATIONS (MOC)
GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH

DHAKA URBAN TRANSPORT NETWORK DEVELOPMENT PROJECT

RESETTLEMENT ACTION PLAN



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Prepared by
Dhaka Transport Coordination Board

TABLE OF CONTENTS

- A) ABBREVIATIONS
- B) GLOSSARY OF TERMS
- C) EXECUTIVE SEMMARY

Chapter 1 DESCRIPTION OF THE PROJECT

1.1 Back Ground of the Project.....	1-1
1.2 Description of the Project.....	1-2
1.3 Objective and Purpose of Resettlement Action	1-3
1.3.1 Potential Impacts	1-3
1.3.2 Objective and Purpose of Resettlement Action	1-4
1.3.3 Methodology for Preparing the Resettlement Action Plan (RAP)	1-5

Chapter 2 SOCIO-ECONOMIC CHARACTERISTICS OF AFFECTED HOUSEHOLDS

2.1 Methodology for Census and Socio-Economic Survey	2-1
2.2 The Project Area	2-1
2.3 Profile of Project Affected Persons and Population and PAPs Household.....	2-2
2.3.1 PAHs and Population by Sex and Age Group	2-2
2.3.2 Number of PAHs and PAPs by Region.....	2-3
2.3.3 Marital Status, Literacy Levels and Occupations of PAHs	2-4
2.3.4 Income and Poverty Dimensions of PAHs Household	2-5
2.4 Gender Impact and Mitigation Measures	2-6

Chapter 3 LAND ACQUISITION AND RESETTLEMENT IMPACTS

3.1 Minimizing Land Acquisition and Displacement.....	3-1
3.2 Scope of Land Acquisition	3-1
3.3 Displacement and Other Impacts.....	3-2
3.4 Asset Inventory and Assessment of Losses	3-2
3.4.1 Affected Households and Business Structures.....	3-2
3.4.2 Physical Structures Affected	3-3
3.4.3 Affected Agricultural Land.....	3-3
3.4.4 Trees and Crops Affected	3-4
3.4.5 Common Property Resources.....	3-4
3.5 Significance of Impact.....	3-5
3.6 Special Measures for Vulnerable Groups	3-5
3.7 Employment Loss of Wage Earners	3-6
3.8 Business Loss of Business Enterprises	3-6
3.9 Income Loss From Rented out Structures	3-7
3.10 Shifting of Households /Shops Goode and Materials	3-7

Chapter 4 CONSULTATION, PARTICIPATION AND DISCLOSURE

4.1 Project Stakeholders	4-1
4.2 Disclosure and Public Consultation (DPC)	4-1

4.3 Stakeholders Meeting	4-2
4.4 Mechanism for Stakeholders Participation	4-3
4.5 Discloser of the RAP	4-4
4.6 Eligibility of Cut-off Date.....	4-4
4.7 Grievance Redress Mechanisms.....	4-4

Chapter 5 LEGAL AND POLICY FRAMEWORK

5.1 Purpose and Objective of Land Acquisition and Resettlement.....	5-1
5.2 Legal Framework for Land Acquisition	5-1
5.3 JICA Guideline on Involuntary Resettlement.....	5-2
5.4 Gap and Gap Filling Measures	5-3
5.5 Type of Loss and Impact Category.....	5-5
5.6 Principles, Legal and Policy Commitments.....	5-6
5.7 Eligibility Policy and Entitlement Matrix	5-7
5.7.1 Eligibility Criteria	5-7
5.7.2 Compensation and Entitlement Policy	5-7
5.8 Compensation and Resettlement Assistance	5-16
5.8.1 Compensation Payment Procedure to Title Holders.....	5-16
5.8.2 Compensation Payment Procedure to Non-Title Holder	5-18
5.8.3 Assistance from Relevant Government Departments	5-20

Chapter 6 RELOCATION, RESETTLEMENT AND INCOME RESTORATION

6.1 Scope of Displacement and Relocation.....	6-1
6.2 Relocation of Household and Other Establishment.....	6-1
6.2.1 Site Selection	6-1
6.2.2 Housing Infrastructure.....	6-1
6.2.3 Changing School.....	6-1
6.3 PAPs Preference for Relocation	6-1
6.4 Replacement of Agricultural land.....	6-2
6.5 Income and Livelihood Restoration Strategy	6-2
6.6 Capital Support	6-3
6.7 Employment in Construction	6-4
6.8 Re-Establishing Common Property Resources	6-4
6.9 Environmental Protection and Management.....	6-4

Chapter 7 IMPLEMENTATION ARRANGEMENTS

7.1 Dhaka Transport Coordination Board (DTCB)	7-1
7.2 Responsibilities of RU Officials	7-2
7.3 Functional Descriptions	7-3
7.3.1 Role of Chief Resettlement Officer (CRO)	7-3
7.3.2 Role of Assistant Directors AD): Resettlement.....	7-4
7.4 Institutional Capacity Strengthening	7-5
7.5 Other Agencies Involved in the Process.....	7-5
7.5.1 Deputy Commissioner.....	7-5
7.5.2 Project Supervision Consultant.....	7-5
7.5.3 Project Implementing Agencies	7-6
7.5.4 Ministry of Housing and Public Works	7-8

7.5.5 Ministry of Post and Tele-communication	7-8
7.5.6 Local Government Division, Ministry of Local Government, Rural Development and Cooperative (LGRDC)	7-8
7.5.7 Energy and Mineral Resources Division, Ministry of Power, Energy and Mineral Resources	7-8
7.5.8 Joint Verification Team (JVT).....	7-8
7.5.9 Property Valuation Team (PVAT)	7-9
7.5.10 Grievance Redress Committee (GRC)	7-10
7.5.11 Resettlement Advisory Committee	7-11
7.5.12 Women Groups in Resettlement Process.....	7-11
7.6 Payment of Cash Compensation by (CCL) by The DC	7-11
7.7 Additional Compensation to be Paid by MRTL-6 Through NGO	7-12
7.8 Appointment of a Non Governmental Organization (NGO) and Suggested Terms of Reference (TOR)	7-13
7.8.1 Introduction	7-13
7.8.2 The Objectives	7-13
7.8.3 Selection Criteria of INGO	7-14
7.8.4 Scope of Work of INGO	7-14
7.9 Community (Stakeholders) Participation in RAP Implementation	7-17

Chapter 8 RESETTLEMENT AND COMPENSATION COSTS AND BUDGET

8.1 Budgeting and Financial Plan	8-1
8.2 Assessment of Unite Values for Compensation	8-2
8.3 Approval of the Resettlement Budget	8-3
8.4 Management of Compensation and Flow Awards.....	8-4

Chapter 9 RAP MPLEMENTATION SCHEDULE

Chapter 10 MONITORING AND EVALUATION

10.1 Monitoring and Evaluation	10-1
10.2 Internal Monitoring	10-1
10.3 External Monitoring and Evaluation	10-3
10.3.1 Compliance Monitoring	10-3
10.3.2 Social Impact Evaluation.....	10-4
10.4 Reporting Requirements	10-4

Annex I: Minutes of Discussion on Local Stakeholder Meeting

A) ABBREVIATIONS

Abbreviations	Full Name
AAT	Arbitration Appellate Tribunal
AC L	Assistant Commissioner Land
ACRO	Additional Chief Resettlement Officer
ADB	Asian Development Bank
ADC	Additional Deputy Commissioner
BBS	Bangladesh Bureau of Statistics
BUET	Bangladesh University of Engineer Technology
CBE	Commercial and Business Enterprise
CCL	Cash Compensation by Law
CG	Construction Grant
CMIS	Computerized Management Information System
CoI	Corridor of Impact
CPR	Common or Community Property Resource
CRO	Chief Resettlement Officer
CS	Cadastral Survey
CSCT	Construction Supervision Consultant Team
DAC	Development Assistance Committee
DCRO	Deputy Chief Resettlement Officer
DOE	Department of Environment
DAE	Directorate of Agriculture Extension
DC	Deputy Commissioner
DCC	Dhaka City Corporation
DCT	Design Consultants Team
DHUTS	Dhaka Urban Transport Network Development Study
DOF	Department of Fisheries
DFID	Department for International Development (UK)
DMA	Dhaka Metropolitan Area
DPP	Draft Project Proposal
DPH	Department of Public Health
DPR	Detail Project Report
DTCB	Dhaka Transport Coordination Board
DUTS	Dhaka Urban Transport System
EC	Entitlement Card
EM	Entitlement Matrix
EMA	External Monitoring Agency
EP	Entitled Person

FD	Forest Department
FGD	Focus Group Discussion
FHH	Female Headed Household
GDA	Greater Dhaka Area
GoB	Government of Bangladesh
GRC	Grievance Redress Committee
IDA	International Development Association
INGO	Implementing Non Government Organization
IGA	Income Generation Activity
IMT	Institute of Military Training
IPDP	Indigenous People Development Plan
IRA	Income Restoration Assistance
IRS	International Resettlement Specialist
JICA	Japan International Co-operation Agency
JVS	Joint Verification Survey
JVT	Joint Verification Team
LA	Land Acquisition
LAC	Land Acquisition Committee
LAO	Land Acquisition Officer
LAR	Land Acquisition and Resettlement
LARM	Land Acquisition and Resettlement Manual
LARP	Land Acquisition and Resettlement Plan
LIC	Land Identification Committee
LGED	Local Government Engineering Department
LMS	Land Market Survey
LIRP	Livelihood and Income Restoration Programme
MARV	Maximum Allowable Replacement Value
MBE	Medium Business Enterprise
MCT	Management Consultant Team
MES	Monitoring and Evaluation System
MLGRDC	Ministry of Local Government Rural Development and Cooperation
MoC	Ministry of Communication
MOHPW	Ministry of Housing and Public Works
MoL	Ministry of Land
M&E	Monitoring and Evaluation
MIS	Management Information System
MRTL	Metro Mass Rapid Transit Line
NGO	Non Government Organization
NRS	National Resettlement Specialist
OECD	Organization for Economic Co-operation and Development
OECD	Overseas Economic Co-operation Fund

PAH	Project Affected Household
PAP	Project Affected Person
PAVT	Property Assessment and Valuation Team
PC	Project Consultant
PCP	Public Consultation Plan
PD	Project Director
PEA	Project Executing Agency
PIA	Project Implementing Agency
PIU	Project Implementation Unit
PM	Project Manager
PP	Project Performa
PRA	Participatory Rural Appraisal
PRSP	Poverty Reduction Strategy Plan
PWD	Public Works Department
RAC	Resettlement Advisory Committee
RAJUK	Raj Dhani Unnoyon Kartipakha
RAP	Resettlement Action Plan
RHD	Roads and Highways Department
RO	Resettlement Officer
RoW	Right of Way
R&R	Resettlement and Rehabilitation
RS	Resettlement Specialist
RSC	Resettlement Supervision Consultant
RU	Resettlement Unit
SAP	Social Action Plan
SES	Socio-Economic Survey
SIA	Social Impact Assessment
SBE	Small Business Enterprise
SRG	Structure Reconstruction Grant
STG	Structure Transfer Grant
STP	Strategic Transport Plan
WB	World Bank

B) GLOSSARY OF TERMS

The entitlement policy contains terms; those define who is affected, what is lost, who is to be compensated, and the scope of RAP. For the purpose of clarity and to avoid confusion, some of the key terminologies associated with the project impacts and resettlement benefits are defined here.

Affected Person (AP): includes any person, affected households (PAHs), firms or private institutions who, on account of changes that result from the project will have their (i) standard of living adversely affected; (ii) right, title, or interest in any house, land (including residential, commercial, agricultural, forest, and/or grazing land), water resources, or any other moveable or fixed assets acquired, possessed, restricted, or otherwise adversely affected, in full or in part, permanently or temporarily; and/or (iii) business, occupation, place of work or residence, or habitat adversely affected, with or without displacement.

Assistance: means support, rehabilitation and restoration measures extended in cash and/or kind over and above the compensation for lost assets.

Awardees: means the person with interests in land to be acquired by the project after the ownership of said land has been confirmed by the respective Deputy Commissioner's office as well as persons with interests in other assets to be acquired by the project. Compensation for acquired assets is provided to 'awardees' through notification under Section 7 of the Land Acquisition Ordinance.

Commercial and Business Enterprise (CBE): A CBE includes the structure or premise where commercial/business activities take place. This may also include the small or large scale industries. It can be operated by one or more persons and in some cases can provide wage employment.

Community/Common Property (CP): The infrastructure owned and run by the community or providing service to the community for different purposes (for example: school, madrasa, mosque, temple, church, graveyard, play ground, club, office, hospital etc).

Corridor of Impact (Col): The area of land acquisitioned for the project, and are directly and tentatively/permanently used for the project the purposes is known as Corridor of Impact (Col)

Compensation: Compensation includes cash compensation paid to the affected households and persons, roadside encroachers, squatters on government land, etc, for lost assets or income. This also includes roadside utholies, tenant farmers and shop owners, livelihood losers, etc, including all the direct and indirect PAPs.

Cut-off date: means the date after which eligibility for compensation or resettlement assistance will not be considered is the cut-off date. Date of service of notice under Section 3 of Land Acquisition Ordinance is considered to be the cut-off date for recognition of legal compensation and the start date of carrying out the census/inventory of losses is considered as the cut of date for eligibility of

resettlement benefit.

Direct PAP: People who have lost their titled assets are always protected under the Cash Compensative by Law (CCL). This group of Affected Persons (PAPs) is known as Direct PAPs.

Displaced Person (DP): A person who is compelled to change or relocate his/her place of residence and/or work place or place of business, due to the project. They are also grouped as involuntary resettlement as they have no option but to move out and rebuild their lives elsewhere.

Encroachers: mean those people who move into the project area after the cut-off date and are therefore not eligible for compensation or other rehabilitation measures provided by the project. The term also refers to those extending attached private land into public land.

Entitlement: Range of measures comprising of cash/kind compensation /financial assistance, relocation cost, and income/business restoration which are to be given to the PAPs depending on their nature of the losses for restoring their social and economic base.

Entitled Person (EP): An entitled person is one who have lost his/her assets (for example, land, trees, built structures, fish pond, commercial enterprise) and/or employment as a direct/indirect impact of the project and is eligible to receive compensation from the DC office and/or cash grant from the project authority.

Host Population: The population, living in a community near the project area to which the affected people are to be relocated. Host communities should also be project beneficiaries for better host-resettlers integration.

Household (HH): A household includes all persons living and eating together (sharing the same kitchen and cooking food together as a single-family unit). The Census/Socio-Economic Survey (SES) uses this definition and the survey data forms the basis of identifying the household unit. A family/household refers to people -typically husband/wife and all dependents irrespective of age. Married son(s)/brothers, divorced, widowed, abandoned women may be considered in the unit of joint household of family. There may be one or more persons in a household who are entitled to a resettlement benefit based on the nature of losses.

Indigenous People: Distinct groups of people -for example, Chakmas and other groups in the Chittagong Hills, Garos in Madhupur Forest, Sautals in Rajshahi/Dinajpur and Rakhains in Cox's bazar and Patuakhali -who might suffer disproportionately from displacement and resettlement effects.

Indirect PAPs: Indirect PAPs are those who have not lost any titled asset, but have lost the means of livelihood. For example, loss of employment by a person, on loss of business on others land and structure on RHD land. They are always outside the CCL.

Income Restoration: Re-establishment of income sources and livelihoods of the Project Affected Persons (PAPs).

Maximum Allowable Replacement Value (MARV) : It is actually the prevalent market value of the affected assets. This value is determined by surveying the community markets by the PAVT: Property Assessment and Valuation Team.

Non-titled: means those who have no recognizable rights or claims to the land that they are occupying and includes people using private or public land without permission, permit or grant i.e. those people without legal title to land and/or structures occupied or used by them. JICA's policy explicitly states that such people cannot be denied resettlement assistance.

Project Affected Household (PAH): If any member of a household is directly affected by the implementation of a project due to loss of titled asset that household is known as project affected household.

Project Affected Persons (PAPs): (also called Affected Persons (PAPs): Project-affected persons shall include (a) persons whose houses/structures are partially or fully affected by the project Col or by any other component (for example construction yard, service area, resettlement sites), including any additional acquisition necessary for project implementation; (b) persons whose agricultural land or other productive assets such as trees, crops, perennials, fish ponds are fully or partially affected by the project; and (c) persons whose businesses are affected, including the employees and others who may experience loss of work/income and livelihood due to project impact are known as projects Affected Persons or Affected Persons.

Project Affected Unit : combines residential households (HHs), commercial and business enterprises (CBEs), common property resources (CPRs) and other affected entities as a whole.

Relocation and Rehabilitation: Relocation refers to physically moving of the PAPs from the affected area to a new area/site and rebuilding housing, assets, including productive land, and public infrastructure in another location; while, rehabilitation means restoration of income, livelihoods, living and socio-cultural system.

Replacement cost: means the value of assets to replace the loss at current market price, or its nearest equivalent, and is the amount of cash or kind needed to replace an asset in its existing condition, without deduction of transaction costs or for any material salvaged.

Resettlement Action Plan (RAP): A time-bound action plan with budget, setting out resettlement strategy, objectives, entitlement, actions, implementation responsibilities, monitoring and evaluation and all other works related to implementation of RAP.

Replacement Cost: Cost of replacing the lost assets (e.g. land, house, trees etc) and incomes.

Right of Way (RoW): The area of land where legally belong to the government is

known as Right of Way (RoW)

Structures: Houses, commercial enterprises, community/common social infrastructures affected by project land acquisition - living quarters, community infrastructures, road side and ferry shops/ businesses -will be compensated for.

Squatter/Informal Settlers: A person who has settled on public owned land and private land owned by others without permission and/or occupying public owned building/asset without authority.

Utholy: A person who is not the title holder of the land but has built a structure and settled on privately own land with the permission of the land owner is known as utholy.

Vulnerable Person: A person whose income is under the official poverty line. The vulnerable group includes:

- (i) persons below poverty line;
- (ii) indigenous/ethnic minorities;
- (iii) female-headed households;
- (iv) child labor; and
- (v) disabled, elderly and handicapped persons.

C) EXECUTIVE SUMMARY

For the 21.5 km. elevated Railway Line: MRT LINE 6, 18 new railway stations are needed to be constructed. Of these 18 new stations, 15 will be constructed on GoB land and the rest 3 on private land which warrants the acquisition of 2814 sqm= 0.2814 hectare = 0.695 acre land from individual owners. This land acquisition will affect 250 persons (households) comprising of a population of size 1,392. Of the total PAPs of 250, the distribution between male and female are 245 (98%) and 5 (2%) respectively. The distribution of PAPs in relation to religion is Moslem 88.89% and Hindu 11.11%. Again the distribution of PAPs in relation to the types of properties to be lost by them is: Only homestead = 0 (0%), only business = 121 (48.4%), both homestead & business = 5 (2%), loss of residence = 24 (9.60%) and vendors on GoB land = 100 (40%).

Moreover, 350 employees of the affected business enterprises will lose their jobs and 3 important common properties like: one temple, one *mazar* and one hospital will also be affected. The total compensation package has covered the flowing types of losses at the rate of MARV:

Land: Value of land to all, land development grant to those who will lose homestead and commercial land, and stamp duty and registration fee to those who will purchase land within one year of receiving the last installment of compensation;

Structure: Value of the structure along with the costs of utility networks, STG & SRG and also will be allowed to take away the salvageable materials;

Trees: Value of the trees, fruits compensation for fruits trees and will also be allowed to take away all the woods after cutting them;

Crops and Fishes: The losers of agricultural land and ponds will get compensation equivalent to one year production for crops and fishes respectively (not applicable to this project);

Business: The losers of business enterprises will get compensation for income loss as determined by PVAT in between Tk. 50,000 and Tk. 300,000 ;

Employment: The employees of business enterprises will get compensation for employment loss equivalent to 3 months ways (Tk. 300 x 90 days).

Business on Government Land: They will get compensation for income loss and value of structure with related package;

Poor and Vulnerable: In addition to compensations they will get an extra amount as grant and also training at project cost on various IGAs;

Income Loss from Rented Out Structures: Owners of such structures will get income loss grant equivalent to 6 months rent;

Shifting Allowance: This will be given to those who will have to shift their business goods or household materials; and

Common Properties: All types of common properties will be replaced in a better way at the places selected by the community.

The total tentative budget of RAP has been estimated at Tk. 2,265.63 million of which the distribution under various subheads are:

Private Land 35.88%, Structure 5.02%, Vulnerable People 0.03%, Income Loss 3.90%, Committee Meeting 0.02%, Common/Community Properties including land 46.67%, Contingency 9.12% and Project Implementing Agency 0.90%. The estimated amounts will change with the change in quantities of affected properties and its per unit value.

CHAPTER-1

DESCRIPTION OF THE PROJECT

1.1 Background of the Project

Dhaka Urban Transport Network Development Study (DHUTS) Phase II (Feasibility Study of Mass Rapid Transit (MRT) Line 6 is a continuation work of Preparatory Survey of DHUTS. In the last two decades, the Government of Bangladesh and its international development partners, especially the World Bank, have done much. A number of studies have been conducted and many plans have been developed. Unfortunately, Dhaka Urban Transport project (DUTP) funded by the World Bank, was the only physical works project for the city, which was completed by the end of 2005. Though the urban transport development works are continuous process but after that project there is no continuity and yet no big transport infrastructure works project has been taken in hand. Under the situation, Government of Bangladesh (hereinafter referred to as 'GOB') established Strategic Transport Plan (STP) for Dhaka in cooperation with World Bank in 2005. The STP stated the main strategic issues including mass rapid transit, organizational framework and project implementation.

In this regards, GOB, JICA and relevant agencies discussed and agreed Preparatory Survey on Dhaka Urban Transport Network Development Study (hereinafter referred to as Phase I) in December 4, 2008. The Phase-I study has been completed in March 2010 and recommended short-term, medium-term and long-term period projects for implementation. Of them, the study recommended the followings short-term period project by the year 2015. The projects were:

- Public Transport Projects
 - MRT Line 6 project
 - BRT Line 3 project (WB)
- Road Projects
 - Eastern fringe road project
 - Southern section of middle ring road
 - Flyover projects
- Traffic management
 - Comprehensive traffic management project
- Organizational development for DMTA and DMTC

In addition, Dhaka Urban Transport Network Development Study Phase I study prioritized MRT Line 6 (total length of 21.5 km) as the first project. Afterwards, GOB, JICA and other relevant agencies signed Minutes of Discussion (MOD) in ... 2010 on Preparatory Survey for Dhaka Urban Transport Network Development Study (DHUTS) Phase II (Feasibility Study of Mass Rapid Transit (MRT) Line 6 (hereinafter referred to as Phase II Study) with a broader objectives. The feasibility study includes:

- Feasible project plan; and
- Project implementation plan inconsideration with technical, economic and budgeting, and environmental and social aspects.

1.2 Description of the Project

It mentioned in the above section that the GOB and JICA has undertaken a project under DTCB (it is noticed that DTCB is renaming as Dhaka Transport Planning and Coordination Authority) namely 'Feasibility Study of Mass Rapid Transit Line 6 under DHUTS Phase II. The project aims to improve public transport system introducing first ever rail based MRT in Dhaka. The length of MRT Line 6 is 21.5 km and includes 18 stations. The Line starts from Uttara North where Rajdhani Unnayan Karttripakhya (RAJUK) planned Uttara Third Phase for development of residential and commercial plots/area and ends at Saidabad passing through Pallabi – Mirpur 10 – Begum Rokeya Sharani – Bijoy Sharani – Farm Gate – Sonargaon – Kamruzzaman Sharani and Hatkhola Road. The alignment of MRT Line 6 and its land use and environmental characteristics is shown in Figure - 1.1.



Figure – 1.1 Land use map along the proposed MRT Line 6

The present study will address the affected households, population and properties including those on the government land, throughout the entire 21.5 km. proposed elevated MRT. It may be mentioned that 18 rail stations will have to be constructed newly which will require land acquisition at the selected places of Uttara, Pollabi, IMT, Mirpur, Kazipara, Agargaon, Chandrima Uddan, Farm Gate, Sonargaon, Shahbag, BUET, Shohidulla Hall, Kaptan Bazar, Banga Bhaban and Saidabat. And almost all the land acquisition will be for constructing these new stations. To compensate for the socio-economic losses, mostly related to homestead and commercial enterprises along with employees/vendors, etc, the study will also propose a comprehensive compensation package so that the affected persons at least can retain their pre-project socio-economic standard or life.

1.3 Objective and Purpose of Resettlement Action Plan

1.3.1 Potential Impacts

Land based development projects generally displace people involuntarily from their places of work or residence or means of livelihood and thereby create situation leading to severe physical, economic, social and environmental problems. The displacement also affects production systems, de-links income sources and productive assets, reduce access to employment opportunities in a new socio-economic environment, etc. Relocation of the families (if it is at all done) weakens the community structure and social network of kinship/friendship, mutual assistance, cultural identity, traditional authority etc. This may cause long-term hardship, impoverishment and environmental damage unless the resettlement and rehabilitation is carefully planned and implemented with appropriate mitigating measures. Table-1.1 illustrates the impacts and risks of losses caused by a project on the Affected Persons (Affected households):

Table – 1.1
Impacts and Risks of Losses Caused by a Infrastructure Development Project

Type of Losses	Impacts and Risks
<p>Privately Owned</p> <ul style="list-style-type: none"> • Loss of plot or frontage of structures due to acquisition of additional land • Loss of agricultural land/water bodies for natural and cultured fisheries due to additional area for CoI and temporary/permanent working area • Loss of perennial crops, such as fruit trees 	<ul style="list-style-type: none"> • Loss of income from agricultural and commercial activities, including fisheries and fruit trees • May cause disruptions on existing landholdings and resource use • May make the farm size uneconomic • The affected person does not get land to purchase • The affected person spends the compensation money for other needs • The homestead size becomes smaller, and sometimes does not meet the requirements • Homestead to the relocated place, takes long time to reach the previous standard/facilities
<p>Structure – Commercial</p> <ul style="list-style-type: none"> • Loss of permanent/ temporary Small and Medium Enterprise (SME) structures due to CoI and work area acquisition • Loss of structure and/or frontage of small industries (e.g., rice mills) due to acquisition of additional land for CoI 	<ul style="list-style-type: none"> • Difficult to get a new suitable business place • Difficult to start business at a new place • Disruption in income loss from business • May cause negative impacts without alternative sources of income • Loss of income from mills/factory • Loss of work/ employment by workers • May cause adverse impact without assistance
<p>Structure – Residential</p> <ul style="list-style-type: none"> • Loss of housing by owners of private structures due to acquisition of additional land • Loss of residential structures by tenants due to CoI and working area acquisition 	<ul style="list-style-type: none"> • Difficult to get a new homestead at a suitable place • Lack of housing and living quarters by affected households • Shifting of structure to the relocation suffer serious damage in the process • Discomfort of living in a new area • Schooling of children is a serious problem • Unemployment of wage employees at a new place leads to serious sufferings of their families

Type of Losses	Impacts and Risks
Livelihood <ul style="list-style-type: none"> • Loss of business by owners due to dislocation • Loss of workdays/ income by wage/ employees 	<ul style="list-style-type: none"> • May cause negative impacts without alternative sources of • Reduced income from business • Reduced household income • Lack of income to support family • Serious hardship of the wage earners at the new place
Social Infrastructure/ Civic Amenities <ul style="list-style-type: none"> • Loss of social infrastructure/ civic amenities like religious place, libraries, etc. due to additional area for CoI or eviction from the existing CoI 	<ul style="list-style-type: none"> • Difficult to set a new suitable place • Difficult to start business at new place • Impact on the quality of social life • Lack of social benefit from community life

To address all the above mentioned problems and dislocations, a detailed Resettlement Action Plan (RAP) has been prepared incorporating some mitigating measures to encounter the negative social and economic impacts so that the affected households could maintain their economic and social standards during and after the project implementation at least to pre-project level.

1.3.2 Objectives of Resettlement Action Plan

The main objective of social screening and social impact assessment is to provide inputs of social concerns to be dovetailed in the project design and to avoid or minimize the adverse social impacts with the best possible engineering solutions at optimal costs. This exercise has been carried out in consultation and in close coordination with the experts of this project. The study had identified the potentially affected locations on the project corridor; indicated the number and types of affected properties, and number of project affected persons. All these constitute the target group(s) for this Resettlement Action Plan. Hence, the RAP cannot be prepared in isolation; it would derive its inputs from the findings of the study on Social Impact Assessment (SIA) over the entire project corridor.

The primary objective of this Resettlement Action Plan is to provide guidelines for compensation payments for lost assets and livelihood; resettlement of the project affected persons (households) in order to prevent their impoverishment which is being caused on implementation of the project. And wherever possible, to provide support services to sustain or develop their socio-economic conditions or at least restore them to pre-project level. Keeping in view the said objective, a Resettlement Action Plan (RAP) has been prepared by taking into account the data generated through Socio-Economic Survey (SES) of all the project-affected households, meetings with different stakeholders, participatory rapid appraisals, focus group discussions and comments of grass root level people in the meetings organized by the study team. In course of preparation of this Plan, the Guidelines of Asian Development Bank, World Bank, Japan International Cooperation Agency and the Government of Bangladesh have guided us. However, this action plan has outlined some remedial measures for mitigation of adverse impacts of the project. The major issues addressed in this RAP include the followings:

- (i) the extent of losses (damage being caused on implementation of the project);
- (ii) the policies and legal framework applicable;
- (iii) horizons of provisions for compensation payment, relocation and income restoration programs;
- (iv) provisions for resettlement of vulnerable PAPs/PAHs losing housing and business;
- (v) provisions for re-establishment of community resource properties;
- (vi) provisions for facilitating/helping the vulnerable, indirectly affected and directly affected persons / households in re-establishing their incomes after project implementation;
- (vii) implementation mechanism of RAP; and
- (viii) responsibilities of the Project Resettlement Unit (PRU) and others in delivering and monitoring the implementation measures.

The findings of the study are based on data / information collected from 3 sources:

- Review of relevant documents of the project, donors', including JICA, guideline for involuntary land acquisition and resettlement and GoB land acquisitions rules;
- Opinions of the stakeholders in meetings organized for them at the local level where local leaders and the project consultants acted as facilitators; and
- Interview of all the affected households and business enterprises for assessing the number of affected households, population and properties through administering a protested questionnaire/schedule by trained field investigators.

Summarily it can be said that the socio-demographic and economic characteristics of the affected households and population along with types and quantity wise affected properties will be estimated through survey all the project affected households, and the total compensation package will be based on the GoB rules, opinion of stakeholders and donors' guideline for payment of compensation.

1.3.3 Methodology for Preparing the Resettlement Action Plan (RAP)

The Consultant conducted full Socio-Economic Survey (SES) during October-November, 2010 for data/information necessary for preparation of this RAP. The survey was also associated with stakeholders' consultation and property valuation survey. A video filming of the structures (if at all needed) on the project corridor of impact (CoI) was also carried out to prevent fraudulent claims in future and restrict policy abuse and influx of outsiders into the project right of way out of evil financial intension.

The adverse impacts include land acquisition and displacement of households, shops, and community structures, etc. on the acquisitioned land. The data gathered during the survey have been entered into an electronic database with identification of each affected household and the way they are impacted and losses they will incur. The principal objective of SES was to establish a detailed inventory of the households and physical assets to be affected by the project, develop a socioeconomic profile of the PAHs. The surveys will also serve as a benchmark for monitoring and evaluation in future.

The surveys indicate that the construction of 21.5 km elevated railway rail way trac will require 0.2814 hectare (0.695 acre) of land to be acquisitioned mostly for the 18 new rail stations which will affect 250 households (including the households on Government land) comprising of a population of size, 1392 . An important point in relation to the impacts of this land acquisition on the PAHs is that , almost all of them will be displaced from their present homestead and/or business enterprises as all the 18 new rail stations will be within the Dhaka city (the new railway trac will be constructed as the elevated railway mostly of the present roads). Therefore, this full RAP has been prepared to mitigate the impacts on the PAHs and to restore their livelihoods and incomes to the pre-project levels.

This full RAP has been prepared based on the land acquisition laws of the Government of Bangladesh and the Donors Policy on Involuntary Resettlement. The RAP has established the provisions for resettlement of PAHs by providing relocation, resettlement, and income restoration assistance to the poor and vulnerable households, and compensation under law where applicable; provides a description of socio-economic characteristics of PAHs; sets out the implementation schedule; and, provides the budget and cost estimate of implementing this RAP.

This RAP will be reviewed at detailed design stage and updated by the PEA. At that time the budget will be revised to reflect any changes due to numbers, or per unit value of the affected assets. of PAHs or losses compared with those identified during the preparation of RAP as well as adjusting for any changes in inflation.

To be specific, a good number of PAHs will lose land and /or homestead, business, employment, etc. and all of them will be compensated in the following ways:

- market value of land (MARV) as determined by PAVT;
- 40 percent of MARV for development of new homestead and stamp duty;
- compensation for trees/perennials and crops;
- for tenant farmers they will get the value of annual loss of crops (if at all available);
- grant for shifting household inside materials;
- grant for social dislocation;
- market value of the structures;
- all salvageable materials of the structures free of cost; and
- structure transfer and reconstruction grants as a token gesture of good will;

Similarly those who will lose business on Govt. land will get:

- market value of the structures;
- all the salvageable materials of structures free of cost;
- structure transfer and reconstruction grants as a token gesture of good will;
- business loss equivalent to six months profit; and
- for employees, three months salary.

For Vulnerability and Common Property the proposed actions are:

- vulnerable PAHs will receive special grant, IGA training by one member of the household; and
- arrangement will be made to reconstruct/relocate all the affected common/community properties in co-ordination with the community people

In the Entitlement Matrix, compensation and rehabilitation packages have been proposed for all types of losses for encountering the negative socio-economic impacts due to involuntary acquisition of lands, displacement of the people and losing their livelihood. Both the Donors policy guidelines and GoB's responses to the needs of PAHs are highly elaborate for mitigating the losses, which have been reflected in the Entitlement Matrix.

CHAPTER-2

SOCIO-ECONOMIC CHARACTERISTICS OF AFFECTED HOUSEHOLDS

2.1 Methodology for Census and Socioeconomic Survey

The Census and Socio-Economic Survey of the probable Project Affected Persons (PAPs) within the proposed Corridor of Impact (Col) was carried out in during October-November 2010 to provide requisite details on the PAPs to further assess the magnitude of likely impacts and to identify measures for mitigation of adverse impacts. The survey included:

full census of households, other physical units (shops, community units, etc.);
socio-economic survey of the 20% of the enumerated households;
surveys for land valuation and other assets; and
ward based and community based public consultation.

The survey identified the households, commercial and business enterprises and common property resources within the project corridor of impact (private and public), and other facilities. In addition to that, video film of the structures within Col area was prepared to prevent any fraudulent claims in future.

The trained investigators collected a wide range of data, for example, demography, age/sex distribution, education, occupation, income/poverty data, types of businesses, types and ownership status of affected structures and other assets, ownership of the assets to be affected choice of relocation, assistance for rehabilitation, etc. through administering a protested questionnaire/schedule. The entire field data collection was guided and supervised by the Data Analyst of Resettlement specialist of the project.

2.2 The Project Area

It mentioned in the above section that the GOB and JICA has undertaken a project under DTCB (it is noticed that DTCB is renaming as Dhaka Transport Planning and Coordination Authority) namely 'Feasibility Study of Mass Rapid Transit Line 6 under DHUTS Phase II. The project aims to improve pubic transport system introducing first ever rail based MRT in Dhaka. The length of MRT Line 6 is 21.5 km. and includes 18 stations. The Line starts from Uttara North where Rajdhani Unnayan Kartripakhya (RAJUK) planned Uttara Third Phase for development of residential and commercial plots/area and ends at Saidabad passing through Pallabi – Mirpur 10 – Begum Rokeya Sharani – Bijoy Sharani – Farm Gate – Sonargaon – Kamruzzaman Sharani and Hatkhola Road. The present study will address the affected households, population and properties including those on the government land, throughout the entire 21.5 km. proposed elevated MRT. It may be mentioned that 18 rail stations will have to be constructed newly which will require land acquisition at the selected places of Uttara, Pollabi, IMT, Mirpur, Kazipara, Agargaon, Chandrima Uddan, Farm Gate, Sonargaon, Shahbag, BUET, Shohidulla Hall, Kaptan Bazar, Banga Bhaban and Saidabat. And almost all the land acquisition will be for constructing these new stations.

2.3 Profile of Project Affected Persons and Population in PAPs Households

Table - 2.1 Number of PAPs by Locations Including on Private (Title-Holder) and Public Land (Non-Titled PAPs)

Name of Stations (locations)	Title-holder PAPs				Non-title holder PAPs				Total PAPs	Total Population
	Homestead	Business	Both	Total	Residence	Temporary shops	Rented in shops	Total		
Pallabi	-	-	-	-	24	8	1	33	33	152
IMT	-	-	-	-	-	28	-	28	28	144
Mirpur-10	-	-	-	-	-	2	-	2	2	14
Farm gate	-	1	4	5	-	-	-	-	5	26
Shohidullah Hall	-	4	1	5	-	1	55	56	61	337
Kaptan Bazar	-	-	-	-	-	30	3	33	33	184
Bangavaban	-	-	-	-	-	12	56	63	68	424
Saidabad	-	-	-	-	-	19	1	20	20	111
Kazipara	-	-	-	-	-	-	-	-	-	-
Jagannath Hall	-	-	-	-	-	-	-	-	-	-
Uttara (North)	-	-	-	-	-	-	-	-	-	-
Uttara (Centre)	-	-	-	-	-	-	-	-	-	-
Uttara (South)	-	-	-	-	-	-	-	-	-	-
Taltala	-	-	-	-	-	-	-	-	-	-
Agargaon	-	-	-	-	-	-	-	-	-	-
Chandrima Uddan	-	-	-	-	-	-	-	-	-	-
Sonargaon	-	-	-	-	-	-	-	-	-	-
National Museum	-	-	-	-	-	-	-	-	-	-
Total	-	5	5	10	24	100	116	240	250	1392

Source: Census & Socioeconomic Survey, October-November 2010

Note: As there are no PAPs in 10 of 18 locations of new rail stations, all other tables following Table - 2.1 will include these 9 locations only.

The salient features of the Table-2.1 are:

- (i) of the total 250 PAPs, only 10 (4%) are Title-holders and the rest 240 (96%) are Non-titled;
- (ii) of the total Non-titled PAPs (96% of the total), 100 are foot path shops, 116 are running their business in Rented-in structures and the rest 24 had residence on Government land; and
- (iii) the Non-titled PAPs are mostly dominated by Rented-in shops (48.33%) followed by Temporary shops of foot path (41.67%) and Residence on Government land (10.00%)

2.3.1 PAHs and Population by Sex and Age Group

Table - 2.1 has shown the total number of PAHs including the temporary shopkeepers on government land as 250. And all of them are in 8 different locations where the new rail stations are expected to be constructed, Table - 2.2 deals with the sex and age distribution of all the 250 PAHs.

Table - 2.2
Total Number of PAHs by Sex and Age Group

Variables		Stations (locations) wise Number of PAHs									Total
		Pallabi	IMT	Mirpur-10	Kazipara	Farmgate	Shahidullah Hall	Kaptan Bazar	Banga vaban	Saidabad	
Sex	Male	33	28	2	0	5	57	33	67	20	245
	Female	0	0	0	0	0	4	0	1	0	5
Age groups	Upto-29	5	9	1	0	0	4	12	11	3	45
	30-44	16	13	0	0	2	32	14	43	9	129
	45-59	8	4	0	0	0	20	7	11	7	57
	60 & Above	4	2	1	0	3	5	0	3	1	19
	Total	33	28	2	0	5	61	33	68	20	250

Source: **Census & Socioeconomic Survey, October-November 2010**

As regard the sex of PAHs, only 5 (2%) of 250 PAHs) were female and all of them will be given some extra financial benefits beyond compensations. For location wise concentration of PAHs, the highest number was in Bangabhaban area (27.2%) followed by Shahidullah Hall area (24.4%). The 3rd and 4th highest were enumerated at Pallabi (14%) and Kaptan Bazar (13.2%) respectably. As regard the of 250 PAHs, 66.4 percent may be termed as young (below 45 years) and at other end 7.6 percent may be termed as old (above 59 years).

Each of all the 250 PAHs represents a family and total member of family members was enumerated at 1,392 implying a average family size of 5.57. Table - 2.3 deals with the sex and age distribution of these 1,392 persons.

Table - 2.3
Total Number of Affected Population (Family Members in PAPs Household) by Sex and Age Group

Variables		Stations (locations) wise Population									Total
		Pallabi	IMT	Mirpur-10	Kazipara	Farmgate	Shahidullah Hall	Kaptan Bazar	Banga vaban	Saidabad	
Sex	Male	79	77	7	0	15	182	103	231	60	754
	Female	73	67	7	0	11	155	81	193	51	638
Age groups	Upto-14	44	49	4	0	7	81	58	110	25	378
	15-29	46	46	5	0	3	89	53	126	28	396
	30-44	33	26	1	0	9	87	35	104	28	323
	45-59	16	16	2	0	1	46	25	37	19	162
	60 and Above	13	7	2	0	6	34	13	47	11	133
Total	152	144	14	0	26	337	184	424	111	1392	

Source: **Census & Socioeconomic Survey, October-November 2010**

Of the total population 1,392, the distribution between male and female were 54.17 and 45.83 percent respectively. The age groups of up to 14 years and above 59 years shared 27.16 and 9.55 percent of the total population. The highest concentration of population was in the age group of 15-29 years, 28.45 percent.

2.3.2 Number of PAHs and PAPs by Religion

As regard Ethnicity, the issue is not applicable for the 250 PAHs of different locations within the Dhaka City. As regard the Gender of the PAHs, only 2.50 percent (5 PAHs out of 250) were female. Again of the total family members 1,392 of 250 PAHs families, nearly 46 percent were female. Table - 2.4 deals with the religion of these 250 PAHs.

Table - 2.4
Number of PAHs and PAPs by Religion

Variables	Stations (locations) wise Population									Total
	Pallabi	IMT	Mirpur-10	Kazipara	Farmgate	Shahidullah Hall	Kaptan Bazar	Banga vaban	Saidabad	
Moslem PAHs	10	28	2	0	5	59	33	64	20	221
Moslem Population	37	144	14	0	26	326	184	405	111	1247
Hindu PAHs	23					2		4		29
Hindu Population	115					11		19		145

Source: **Census & Socioeconomic Survey, October-November-2010**

Of the total 250 PAHs, only 29 (11.60%) were of Hindu religion and the rest 221 (88.40%) were Moslem. The average family sizes of these two groups were 5.00 and 5.64 respectively.

2.3.3 Marital Status, Literacy Levels and Occupations of PAHs

Of the total PAHs 250, only 15 (6%) were unmarried implying that the 235 (94%) were married. Table - 2.5 deals with the marital and literacy status of the 250 PAHs.

Table - 2.5
Marital Status and Literacy Levels of the PAHs

Variables		Stations (locations) wise Number of PAHs									Total
		Pallabi	IMT	Mirpur-10	Kazipara	Farmgate	Shahidullah Hall	Kaptan Bazar	Banga vaban	Saidabad	
Marital Status	Married	33	27	2	0	5	59	29	64	16	235
	Unmarried	0	1	0	0	0	2	4	4	4	15
Literacy Levees	Illiterate	3	0	0	0	0	5	1	1	0	10
	I-v	9	18	1	0	0	8	19	18	7	80
	vi-x	18	8	1	0	0	13	7	13	8	68
	SSC & HSC	3	2	0	0	1	18	5	31	5	65
	Graduate	0	0	0	0	3	9	1	5	0	18
	Above graduate	0	0	0	0	1	8	0	0	0	9
Total		33	28	2	0	5	61	33	68	20	250

Source: Census & Socioeconomic survey, October-November-2010

Of the total 250 PAHs, only 10 (4%) were illiterate and 9 (3.6%) were above graduate. If SSC and above are considered as the effective literates, their number was 92 i.e 36.8 percent of the total.

The 3rd issue of the Section -2.3.3 is principal occupation of the 250 PAHs and Table - 2.6 below deals with this

Table - 2.6
Current Activity Status (Occupations) of the PAHs

Activities	Stations (locations) wise Number of PAHs									Total
	Pallabi	IMT	Mirpur-10	Kazipara	Farmgate	Shahidullah Hall	Kaptan Bazar	Banga vaban	Saidabad	
Business	18	28	2	0	4	52	33	67	19	223
Service	7	0	0	0	1	2	0	0	1	11
Household work	1	0	0	0	0	2	0	0	0	3
Labor	3	0	0	0	0	1	0	0	0	4
Rickshaw/Vanpullar/Mistry	3	0	0	0	0	2	0	0	0	5
Retired/ old age/Jobless	2	0	0	0	0	1	0	1	0	4
Total	34	28	2	0	5	60	33	68	20	250

Source: Census & Socioeconomic survey, October-November-2010

Of the 250 total PAHs, 223 (89.2%) claimed their principal occupation as business followed by service, 4 percent. Three of the 5 female PAHs mentioned their occupation as Household works and other 4 PAHs termed themselves as old. No seasonal worker was found in the surveyed area.

2.3.4 Income and Poverty Dimensions of PAHs Household

Total annual income, as said by the 250 PAHs was Tk. 126.63 million implying the average income per household equal to Tk. 4,85,175, Table - 2.7 deals with the distribution of the 250 PAHs in relation to income of the household.

Table - 2.7
Income Distribution of the PAHs (Annual Income in Taka)

Income groups (Tk.)	Stations (locations) wise Number of Householders									Total
	Pallabi	IMT	Mirpur-10	Kazipara	Farmgate	Shahidullah Hall	Kaptan Bazar	Banga vaban	Saidabad	
Up to 60,000	8	4	0	0	0	3	5	2	0	22
60,001 to 1,00,000	8	7	0	0	0	1	5	5	2	28
100,001-2,00,000	11	14	1	0	1	7	19	14	5	72
2,00,001-3,00,000	3	3	1	0	0	6	4	5	4	26
3,00,001-5,00,000	0	0	0	0	1	15	0	8	7	31
5,00,001-7,00,000	2	0	0	0	0	5	0	16	1	24
Above-7,00,000	1	0	0	0	3	24	0	18	1	47
Total	33	28	2	0	5	61	33	68	20	250

Source: Census & Socioeconomic survey, October-November-2010

From the household income distribution, 22 (8.8%) may be termed as poor (in the income group of up to Tk.60,000). If the upper limit of income poor is extended to Tk. 1,00,000

from Tk. 60,000, number of poor PAHs will be 50 (20%) of the total.

2.4 Gender Impacts and Mitigation Measures

It has been mentioned earlier that only 5 (2%) of the total 250 PAHs are female. Table-2.8 deals with their literacy level, occupation, marital status and their household income.

Table - 2.8
Gender Situation Among the PAHs

Variables	Stations (locations) wise Number of Female PAHs									Total
	Pallabi	IMT	Mirpur-10	Kazipara	Farmgate	Shahidullah Hall	Kaptan Bazar	Bangavaban	Saidabad	
Female PAPs						4		1		5
Literacy Levels	Illiterate					1				1
	Class: I-V									
	Class: VI-X									
	SSC+HSC					3				3
	Above HSC							1		1
Occupations	Housewife					2				2
	Income earner					2		1		3
Marital Status	Married					4		1		5
	Unmarried									
	Widow									
Households' Annual Income Groups	Up to 60,000									
	60,001-1,00,000					1				1
	1,00,001-2,00,000									
	2,00,001-3,00,000							1		1
	Above 3,00,000					3				3
Total						4		1		5

Source: Census & Socioeconomic survey, October-November-2010

All the 5 female PAHs were married and only 1 of them was illiterate. The rest 4 were SSC and above in terms of level of literacy. Three of the 5 female PAHs claimed that they were associated with income earning activities. As regard the income of these 5 female PAHs households, only one may be termed as 'Poor', within the income group of up to Tk.60,000 on an annual basis. The average annual income of these 5 households was Tk.4,19,000, and 3 of the 6 households were below the average income.

As regard the 'Mitigation Measures' for the female PAHs, an amount of special grant has been proposed. Moreover, one of their family members can also be trained on IGAs selected by them at the project cost. The PIA will also extend their helping hands in preparing the documents needed for receiving compensations and receive the compensation in time.

CHAPTER-3

LAND ACQUISITION AND RESETTLEMENT IMPACTS

3.1 Minimizing Land Acquisition and Displacement

In total 2,814 sq.mt. (0.2814 hectare = 0.695 acre) of land is expected to be acquired from individual owners and Table - 3.1 provides the break up of the areas in relation to locations.

Table - 3.1

****Area of Private Land (in sqm.) to be Acquisition for the MRT LINE 6 in Relation to Locations**

Area of land and No. of PAPs	Location wise land and PAPs			Total
	Pallabi	Farmgate	Banga vaban	
Area of land	***2,013	290	511	2,814
Value per sqm. (Taka)	178,616	322,800	247,480	2,12,365
Total value (in million Taka)	359.55	93.61	126.46	579.62

Source: Census & Socioeconomic survey, October-November-2010

**All the PAPs at other places are on government land.

***There is a court case between the government and the present 26 dwellers about the ownership. If the decision goes in favour of government then it will be treated as government land ; otherwise, it will be treated as private land.

The total value of land (2814 sqm.) has been estimated at Tk.579.62 million using the rate supplied by DTCB. While value of land is the one aspect of compensation package, the other aspects are stamp duty and registration cost for purchase of new land by the compensation money (15% of the value of land) and another 25% of the land value for development of the land. And these are:

Table - 3.2

Amount of Money (Million Tk.) Needed for Registration and Land Development

Total value of land	Stamp and registration (15%)	Land development (25%)	Total
579.62	86.94	144.91	231.85

It may be mentioned that the PAPs requested for 50% above the MARV in the stakeholders meetings and here in Table-3.2, 40% above the MARV has been recommended. The total value of land including amount needed for registration land development is Tk. 811.47 million.

3.2 Scope of Land Acquisition

In total 2814 sqm. (0.2814 hectare = 0.695 acre) of private land is expected to be acquired for the MRT LINE 6 project and the table below gives its distribution in relation to types.

Table - 3.3

Type wise Area of Private Land (decimal) to be Acquired in Relation to Locations

Area of land and No. of PAPs	Location wise land and PAHs			Total
	Pallabi	Farmgate	Banga vaban	
Homestead	1,318	290	512	2,120
Commercial	694	-	-	694
Total	2,012	290	512	2,814

Source: Census & Socioeconomic survey, October-November-2010

Of the total 2814 sqm. land, the distribution between Homestead and Commercial is 75.44 and 24.66 percent respectively.

3.3 Displacement and Other Impacts

It has been mentioned in Table - 2.1 that the implementation of MRT LINE 6 project will affect 250 persons (households) and Table - 3.4 illustrated the ways they will be affected.

Table - 3.4
Locations and Impacts wise Number of PAHs

Types of Impacts	Location wise Number of PAHs									Total
	Pallabi	IMT	Mirpur-10	Kazipara	Farmgate	Shahidullah Hall	Kaptan Bazar	Banga vaban	Saidabad	
Loss only homesteads	0	0	0	0	0	0	0	0	0	0
Loss only business	1	0	0	0	1	59	3	56	1	121
Loss both homestead & business	0	0	0	0	4	1	0	0	0	5
Loss only residence	24	0	0	0	0	0	0	0	0	24
Vender's on govt. land	8	28	2	0	0	1	30	12	19	100
Total	33	28	2	0	5	61	33	68	20	250

Source: Census & Socioeconomic survey, October-November-2010

Of the total 250 PAHs, 121 (48.4% of total PAHs) will lose only business to be followed by 100 Vendors (40.0%) on Government land. Twenty four (9.60%) will lose residence on Government land. There is no loser of only homestead, while 5 will lose both business and homestead. It may be mentioned that 350 employees will lose their jobs in the affected business enterprises and they will get compensation for employment loss @ Tk. 300 per day for 90 days as has been proposed in RAP.

3.4 Asset Inventory and Assessment of Losses

3.4.1 Affected Households and Business Structures

Total probable number of PAHs for the MRT LINE 6 project has been enumerated at 250 and all of them will have to lose structures used either as home or business or for both the purposes. Table - 3.5 provides the areas of affected structures in relation to locations and purpose of use.

Table - 3.5
Area of Household, Business and Community Structure to be Affected

Use of Structures	Location and use wise area of structure in sft.									Total
	Pallabi	IMT	Mirpur-10	Kazipara	Farmgate	Shahidullah Hall	Kaptan Bazar	Banga vaban	Saidabad	
Home	13,587	0	0	0	0	0	0	0	0	13,587
Business	425	1,025	65	0	3,000	11,617	1,632	5,521	4,966	28,251
Home & business	0	0	0	0	15,000	1,000	0	0	0	16,000
Total	14,012	1,025	65	0	18,000	12,617	1,632	5,521	4,966	57,838

Source: Census & Socioeconomic survey, October-November-2010

Total areas of the structures expected to be affected is 57,838 sft. of which the areas

under Home, Business and Both purposes are 23.49, 48.85 and 27.66 percent respectively.

3.4.2 Physical Structures Affected

As has been estimated, the total area of structures expected to be affected is 57,838 sq.ft. and the table below furnishes the type wise area of the structures.

Table - 3.6
Areas of Privately Owned Affected Structure in Relation to Their Types

Types of structure	Location wise area of structure in sft.									Total
	Pallabi	IMT	Mirpur -10	Kazipara	Farmgate	Shahidullah Hall	Kaptan Bazar	Banga vaban	Saidabad	
Brick Cement Build	45	0	0	0	18,000	12,385	85	566	1,750	32,831
Semi brick cement build	0	0	0	0	0	0	434	2,695	2,804	5,933
Tin	13,139	697	20	0	0	232	648	2,072	412	17,220
Katcha	828	48	45	0	0	0	189	20	0	1,130
Tripal	0	280	0	0	0	0	276	168	0	724
Total	14,012	1,025	65	0	18,000	12,617	1,632	5,521	4,966	57,838

Source: Census & Socioeconomic survey, October-November-2010

Of the total structures 57,838 sft. 56.76% are completely brick-cement build (Pacca), flowed by Tin on roof and wall, 29.77%. The tripal structures are mostly the foot-path tea stalls.

Table - 3.7
Estimate of Compensation to be Paid as Value of the Structures

Types of structure	Area of (sq.ft) structures	Value per sq.st. (TK.)	Total value in million (Tk.)
Brick Cement Build	32,831	2,000	65.662
Semi brick cement build	5,933	1,200	7.120
Tin	17,220	800	13.776
Katcha	1,130	600	0.678
Tripal	724	400	0.290
Total	57,838	-	87.526
30% as STG+SRG+Utility connection	-	-	26.257

Source: Census & Socioeconomic survey, October-November-2010

The total amount needed to compensate for the construction cost of the total area of structures estimated at nearly Tk. 87.526 million of which more than 75% are for the pacca structures. It may be mentioned that values of all types of structures will increase with the increase in the value of construction materials. Moreover, another 30% to the value will be given to the PAHs as STG, SRC and utility connections. As of now, the estimated total amount of compensation is Tk. 113.784 million.

3.4.3 Affected Agricultural Land

The project is located within the Dhaka City Corporation and there is no agricultural land in the area. All the 0.2814 hectare of land to be acquisitioned is either homestead or commercial.

3.4.4 Trees and Crops Affected

The entire route (21.5 km.) of MRT LINE 6 is within the Dhaka City Corporation and is completely free from crop land and orchard, However, there are some trees here and there at Pallabi. One important point of the Pallabi area is that it is within the Dhaka Cantonment and this land was acquisition by the Cantonment Board in around 1973, although yet to be vacated by the residents. Total number of trees in this area was 239 under the following types:

Table - 3.8

Description of Trees Expected to be Affected and Estimate of Compensation (Tk.)

Types of trees	Number	Compensation rate all inclusive(Tk.)	Total compensation (Tk.)
Mango + Jackfruit**	29	15,000	435,000
Other fruits trees	194	1,500	291,000
Furniture wood**	10	20,000	20,000
Other minor trees	6	500	3,000
Total	239	-	929,000

Source: Census & Socioeconomic survey, October-November-2010

** The compensation rates will vary with the size of trees. They rates given are average rates. The actual values will be determined by PAVT on individual case basis. The PAPs will get the compensation at the rate mentioned above and also will be allowed to taka away all the woods free of cost. The compensation will be free from tax.

3.4.5 Common Property Resources

As of the present route for MRT LINE 6 the common/community properties expected to be affected are: one temple, one *mazar* with there graves and one T.B. hospital. Table - 3.9 provides the detail of these affected properties.

Table - 3.9

Description of Common/Community Properties to be Affected and Amount of Compensation Million Tk.

Description Properties	Types of Properties			Total
	Temple	Mazar	T.B. Hospital	
Locations	Pallabi	S. Hall	S. Hall	-
Area of land in sqm.	102	555	1,519	2,176
Value of land/sqm. in Tk.	178,616	212,230	212,230	-
Total value of land in Tk.	18.22	117.79	322.38	458.39
15% grant for purchasing new land	2.73	17.67	48.38	68.78
25% grant for developing new land	4.56	29.45	80.60	114.61
Total compensation for land.	25.51	164.91	451.36	641.78
Types of structure	Pacca	Pacca	Pacca	-
Area of structure in sft.	2,200	850	124,125	138,318
Value of structure per sft. in Tk.	2,000	2,000	2,000	-
Total value of structure in Tk.	4.40	1.70	248.25	276.64
30% as STG+SRG+Utility in Tk.	1.32	0.51	74.48	83.00

20% for better construction	0.88	0.34	49.65	55.33
Total compensation for structure in Tk.	6.60	2.55	372.38	414.87
Big Trees = 31 @ Taka 20,000	In addition to compensation the owners will get all the woods			0.62

Source: Census & Socioeconomic survey, October-November-2010

Total area of land to be affected is 2176 sqm.= 0.2176 hectare = 0.5375 acre and its value including the 40% grant for purchasing and developing land has been estimated at Tk. 641.78 million. Besides, another Tk. 415.49 million is needed to pay the compensation for structures and trees. In total an amount of Tk. 1057.27 million will be needed to compensate for all the losses of common/community properties.

3.5 Significance of Impact

It has been mentioned earlier that only 2814 sqm. = 0.2814 hectare = 0.695 acre of private land will be acquired for constructing new 18 rail stations, and in 9 of the 18 locations there will be no PAHs. Total number of PAHs on both the types of land has been enumerated at 261 and Table - 3.10. illustrates the types of impacts to be experienced by them.

Table - 3.10
Number of PAHs will Experience Significant Impacts

Types of Impacts	Location wise Number of PAHs									Total
	Pallabi	IMT	Mirpur-10	Kazipara	Farmgate	Shahidullah Hall	Kaptan Bazar	Bangavaban	Saidabad	
Displacement of households: private land	0	0	0	0	0	0	0	0	0	0
Displacement of business: private land	0	0	0	0	1	4	0	0	0	5
Displacement of households & business: private land	0	0	0	0	4	1	0	0	0	5
Displacement of households: Govt. land	24	0	0	0	0	0	0	0	0	24
Displacement of business: Govt. land	9	28	2	0	0	56	33	66	20	216
Total	33	28	2	0	5	61	33	68	20	250
Displacement from job in affected business enterprises	3	2	0	0	0	148	23	147	27	350

Source: Census & Socioeconomic survey October-November-2010

The salient features of the impacts are:

- (i) 24 PAHs will be displaced from their homestead on government land;
- (ii) 5 will lose business on own land and 5 will lose both own homestead and commercial land; and
- (iii) 216 (86.40% of total 250 PAHs) will lose business on Government land;

Moreover, 350 employees will lose their jobs from the affected business enterprises.

3.6 Special Measures for Vulnerable Groups

In the RAP there is provision for Lump-sum grant for all types of income, gender and physique vulnerable households/persons. If they desire, one of their family members may be trained in one IGA from the project fund and be linked with an IGA funding agency. Some indications in this respect are given in Section-5.7.2 of the report. All in all, any

household with per household annual income up to Tk.6,00,000 will be considered as vulnerable if they are in business and, they will be considered as owner of small business enterprise. Again, for the wage earners, if their annual income is uptoTk.60,000 they will be considered as income vulnerable (poor) and the PAPs of above 59 years will also be considered as vulnerable. Vulnerable groups to be affected by the project will include:

- (i) female headed households;
- (ii) female PAHs who are poor or otherwise disadvantaged;
- (iii) elderly headed poor households;
- (iv) poor households;
- (v) asset less households; and
- (vi) households with low income.

Special assistance will be required to support these vulnerable PAHs including additional subsistence and relocation assistance, opportunity for skill training and income restoration through facilitating or providing micro-credit. However, In addition to the compensations an amount of Tk.10,000 has been proposed for each male vulnerable PAP in the RAP, and for the females this amount is Tk. 15,000. Moreover, one member of each vulnerable household will be trained in IGAs as desired by them at project cost not exceeding Tk. 10,000 for each.

Table - 3.11
Tentative Budget for the Vulnerable (in Taka) to be Given as Grant

Heads of Budget	No. of vulnerable	Amount of grant	Total
Grant to male vulnerable	22	10,000	220,000
Grant to female vulnerable	6	15,000	90,000
Training on IGAs	28	10,000	280,000
Total	-	-	590,000

It may be mentioned that the entire amount will be given as grant, not as compensation.

3.7 Employment Loss of Wage Earners

The Census and Socio-Economic Survey has documented that 350 employees of the affected business enterprises will lose their jobs and will have to remain unemployed till they get the other one. The RAP has proposed Tk. 300 per day for a period of 90 days to compensate for their employment/income loss. Total amount to be needed for the purpose is:

350 employees x Tk. 300 x 90 days = Tk. 9,450,000.

3.8 Business Loss of Business Enterprises

Total number of business enterprises to be affected has been enumerated at 226 and of them 62 (27.43%) may be categorized as small and the rest 164 (72.57%) are marginally medium business enterprises. According to RAP, amount of money to be given to them to compensate for the business loss varies between Tk. 50,000 to Tk. 300,000 in total which is equivalent to 6 months profit with the Median at Tk. 175,00. Considering the medium as the average amount of compensation to be given to each of the 220 business losers, the total amount of compensation comes to:

Tk. 175,000 x 226 = Tk. 38.55 million.

3.9 Income Loss from Rented out Structures

As has been documented in the Census and Socio-Economic Survey that 154 PAPs were running their business in Rented in shops. An amount of Tk. 30,000 has been proposed for each shop to be given to the actual owner of shop to compensate for the Rent loss. The total amount of compensation to be given to them is:
Tk. 30,00 x 154 shops = Tk. 4,620,000

3.10 Shifting of Households/Shops Goods and Materials

All the 250 PAHs will have to shift their goods and materials of the households/shops once the land is taken over by MRT Line 6 project. An amount of Tk. 2000 to 4000 has been proposed in RAP for shifting their goods and materials. Considering the medium amount as the average amount to be needed for each of the 250 PAPs, the total amount of compensation will be:

$$(29 \text{ house} \times \text{Tk. } 3000) + (226 \text{ shops} \times \text{Tk. } 3000) = \text{Tk. } 87,000 + \text{Tk. } 678,000 \\ = \text{Tk. } 0.756 \text{ million}$$

CHAPTER- 4

CONSULTATION, PARTICIPATION AND DISCLOSURE

4.1 Project Stakeholders

The primary stakeholders of MRT LINE 6 project include the affected owners of land, homestead and commercial land owners, business community and as well as the PAHs including the indirect PAPs. Other stakeholders include Dhaka Transport Coordination Board, under the Ministry of Communication as the PEA, JICA and other government agencies including DCC.

This RAP has been prepared based on the findings of consultation and participatory census and SES. The MRT LINE 6 (DTCB) will acquire land through the DC office. The other stakeholders include the businessmen groups like contractors, sub-contractors and suppliers during the construction period. The local government representatives (DCC Ward Councillors) will also be benefited in gaining peoples support as a result of local development. The local NGOs working in the area will also find their wider scope for poverty reduction as well as social development activities. One RAP implementing agency will be engaged by the MRT LINE 6 project, a team of technical assistance consultant is likely to assist the design and implementation of the project, an independent external agency will be monitoring the implementation of the RAP, the MRT LINE 6 project and DTCB personnel are among the Secondary Stakeholder. However, the Principal/Primary group of stakeholders are the direct PAPs/PAHs to be followed by the indirect group.

4.2 Disclosure and Public Consultation (DPC)

Goals and objectives of the project have been disclosed with the affected people and other stakeholders through 10 meetings-attended by the expected PAPs and local elites including the Ward Councilor and sometime by the Honorable Member Parliament of the respective constituency.

- (I) Information gathering:
 - a. review of MRT LINE 6 (DTCB) on disclosure and public consultations;
 - b. review of other Donors' guidelines on disclosure and public consultations; and
 - c. review of available literature on disclosure and consultation method followed in other donor funded infrastructure projects and good practices in Bangladesh.

- (II) Information on disclosure:
 - a. dialogue with local people through public meetings;
 - b. information dissemination and consultation meetings in the locality;
 - c. disclosure of the project components and other related issues among stakeholders of all levels through conducting public meeting organized by prior notice;
 - d. focus group discussion with local stakeholders with primary focus with the project affected people (directly or indirectly affected people irrespective of gender and social status); and
 - e. disclosure of the Land Acquisition and Resettlement issues among the potential affected persons.

- (III) Consultation:
 - a. consultation of resettlement and rehabilitation issues with all level stakeholders and gather feedback on potential risks and probable mitigation measures; and
 - b. encourage all level stakeholders to participate in the consultation by receiving views from representatives from different groups including directly and indirectly affected

households, structure owners, agriculture land losers (if any) owners and employees of CBEs, local traders, women and vulnerable groups etc.

4.3 Stakeholders Meeting

During the initial stage of the project (September 2010 to January 2011) the local potential affected persons along with local community leaders and other stakeholders were consulted through group meetings and personal contact. The opinion of the different levels stakeholders regarding the project was considered during designing the SES questionnaire and conducting survey, and preparation of RAP. All the meetings started with the introduction of the MRT LINE 6 project along with its objectives, benefits to be obtained from the project, losses of properties due to the implementation, and the compensation package and amount for the losses. Table-4.1 provides the picture related places and number of attendants in the meetings. From the project side the meetings were attended by DTCB, JICA and CCDB personnel, and from the local people's side these were attended by ward councilor, local elites and many others, and the expected PAPs. Some of the meetings were also attended by the Honorable Member, Parliament of the respective constituency.

Table - 4.1

Dates, Times, Places and Number of Local Persons who Attended the Stakeholders Meetings

Serial No	Dates	Time	Places	Attendants	
				M	F
1	25.09.2010	04:00 pm	Model High School, Mirpur	97	18
2	11.10.2010	04:00 pm	Govt. Science College, Tejgaon	158	25
3	27.10.2010	12.00 noon	Sutrapur Community Centre, Sutrapur	218	31
4	30.10.2010	03.00 pm	Pallabi Community Centre, Pallabi	125	21
5	11.11.2010	11.00 am	Siddique Bazar Community Centre, Siddique Bazar	97	24

Serial No	Dates	Time	Places	Attendants	
				M	F
1	21.12.2010	11:00 AM	Ward Commissioner Office, Pallabi	46	6
2	23.12.2010	04:00 PM	Ward Commissioner office, Mirpur 11	90	1
3	28.12.2010	04:00 AM	Ward Commissioner office, Mirpur 10,	43	2
4	30.12.2010	11:00 AM	Ward Commissioner office, Kazipara, Mirpur	54	1
5	01.01.2011	04:00 PM	Office of the Member of Parliament, Farmgate	51	6
6	03.01.2011	11:00 AM	Ward Commissioner office, Lalbagh Dhaka, Mirpur	54	6
7	06.01.2011	11:00 AM	Ward Commissioner office, Sutrapur	57	0
8	08.01.2011	11:00 AM	Dhaka University Campus	51	3
9	10.01.2011	11:00 AM	Ward Commissioner office, Saidabad	46	0
10	13.01.2011	11:00 AM	Office of the Rajdhani Super Market, Tikatoli	60	3

Praising the expected benefits of MRT LINE 6 project in reducing traffic jams and booster economic growth, the suggestions/opinions given by the local people are:

- (i) For the MRT LINE 6 project, the route of elevated rail way should be designed in such a way so that it affects the minimum property and can serve wider community.
- (ii) In Dhaka it is very difficult to get a piece of land for homestead and business. So, amount of compensation for land, should be at least 50 percent above the present

market value (MARV).

- (iii) For structure, the amount of compensation should also be 50 percent higher than the present PWD construction costs.
- (iv) The affected business units, should get an extra amount as business loss, and the amount will be equivalent to 6 months profit.
- (v) Employees of the affected business units should also get an amount equivalent to their 6 months salary as employment loss.
- (vi) Losers of homestead should be given plot of size 50 percent bigger than the lost one in any housing state to be developed in future by RAJUK.
- (vii) For loser of homestead with school going children, the Government should bear the responsibility for their admission to schools in the areas where the families sift.
- (viii) For the loser of business units, the Government (DCC) should allocate shops when any new market is constructed by the DCC.
- (ix) For the loser of business units, the total compensation package must include the amount of 'Salami' (an amount given at one time to get the possession) also.

During other occasions, the RAP preparation team discussed with some Rickshaw pullers, Auto Rickshaw and Bus drivers about the MRT LINE 6 project. They were found happy because, they felt that with the decrease of traffic jam/congestion, their job of pulling/driving will become easier and comfortable which will result into less accident also. People standing nearby listening the discussion, said that any effort/project for decreasing the traffic jam will be garlanded by the common people.

4.4 Mechanism for Stakeholders' Participation

During the preparation of the RAP, PAPs and the communities were informed, closely consulted, and encouraged to participate. This process will be continued during the preparation of detail design, and implementation and monitoring of the RAP. Consultation and communication with PAPs and other stakeholders during design stage of the project was an integral part of the process of gathering additional data.

Consultation is a continuous process and will also be carried out during the updating of RAP, as well as during its implementation and monitoring. During the implementation stage, Ward based Resettlement Advisory Committees (RACs) will be formed to seek cooperation from various stakeholders in the decision-making and implementation of RAP. Through public consultations, the PAPs will be informed that they have the right to grievance redress from the MRT LINE 6 project. The PAPs can call upon the support of RAP Implementing Agency to assist them in presenting their grievances to the GRCs. The GRCs will review grievances involving all resettlement benefits, relocation and other assistance. Ward based grievance redress committees (GRCs) will be formed and the grievances will be redressed within a month from the date of lodging the complaints. The GRC as well as the JVT and PVAT will be formed by the DTCCB (MoC) and activated during land acquisition process to allow PAPs sufficient time to lodge complaints and safeguard their recognized interests. The areas of participation of the primary stakeholders included:

- (i) identify alternatives to avoid or minimize resettlement;
- (ii) assist in inventory and assessment of losses;
- (iii) assist developing alternative options for relocation and income restoration;
- (iv) identify relocation sites for displaced households and businesses;
- (v) provide inputs for entitlement provisions; and
- (vi) identify likely conflict areas with resettles.

4.5 Disclosure of the RAP

The main themes and scopes of the RAP were disclosed in detail to the affected community in all the stakeholders meetings in Bangla after it has been approved and translated into Bangla while drafting the RAP. The RAP's provisions were further explained to PAPs in group discussions, personal contact and community level meetings. This RAP will be summarized in an information booklet in local language (Bangla) and disclosed to PAPs during implementation of the RAP after it has been reviewed and approved/endorsed.

The INGO (NGO or Social Consulting Firm) engaged to assist MRT LINE 6 in implementation this RAP, will update, publish and distribute the booklet explaining the impact of the subproject, compensation policies and package for PAPs, resettlement options/strategies for households and shops, and tentative implementation schedule of the subproject. Further steps will be taken to:

- (i) keep the affected persons informed about land acquisition plan, compensation policy and payments, and
- (ii) ensure that PAPs will be involved in making decisions concerning relocation and implementation of the RAP.

4.6 Eligibility of Cut-off Date

The INGO will commission the final SES for assessing the actual number of PAPs and PAHs within the final CoI of MRT LINE 6. Both the direct and indirect PAPs/PAHs will be covered in this survey. This survey is expected to be completed within 2 months, and another 15 days will be allowed to check whether any PAPs/PAHs, both direct and indirect are left out. The GRC will also be requested to help the INGO in this respect. So the cut-off date for including among the PAPs, especially among the indirect PAPs and non-title holder PAPs will be 15 days after the completion of SES. There will be no cut-off date for the land title holders PAPs when the ownership is to be established at the court.

4.7 Grievance Redress Mechanisms

Grievance Redress Committees (GRCs) will be established to ensure stakeholders participation in the implementation process. Through public consultations, the PAPs will be informed that they have a right to grievance redress from the MRT LINE 6. The PAPs can also call upon the support of the project implementing agency engaged in implementation of RAP to assist them in presenting their grievances or queries to the GRC. Other than disputes relating to ownership right under the court of law, GRCs will review grievances involving all resettlement assistances, relocation and other supports. Grievances will be redressed within a month from the date of lodging the complaints.

The GRCs will be formed and activated during land acquisition process to allow PAPs sufficient time to lodge complaints and safeguard their recognized interests. Where land acquisition will not be involved but relocation of structures or vacating land from the present use will be required, the GRCs will facilitate resolution of complaints regarding categorization of vulnerable affected persons, types of structures and eligibility for compensation and assistance within the set guidelines and provisions of the resettlement action plan. Any complaints of ownership or other suits, to be resolved by judiciaries system, will not be resolved in GRCs. For better understanding the mechanism is further illustrated in Table-4.2

**Table - 4.2
Grievance Redress Procedures**

Step 1	PAPs are informed of their losses and entitlements in writing and through personal contact by MRT LINE 6 through the workers of RAP implementation agency. If satisfied, the PAP claims resettlement payments to the MRT LINE 6. If confused,
Step 2	The PAP approaches the PIA workers for clarification. The PIA workers clarify the PAPs with confusion in clarifying the provisions, and loss or entitlements as per RAP. If resolved, the PAP claims resettlement payments to the MRT LINE 6. If not resolved,
Step 3	The PAP approaches to the GRCs. PIA staff assist the PAPs producing the complaints and organize hearing in 15 days of receiving the complaints.
Step 4	GRC sessions held with aggrieved PAPs, minutes recorded and duly constituted. If resolved, the Project Director approves. If not resolved,
Step 5	The case is referred to the court of law for settlement.
Step 6	The GRC minutes, approved by the PD, PIU, Chittagong, received at RU field office back. The approved verdict is communicated to the complainant PAP. The PAP then claims resettlement payments to MRT LINE 6.

The PAPs will be able to submit their grievance/complaint about any aspects of resettlement plan implementation and compensation. Grievances can be shared with the MRT LINE 6 verbally or in written form, but in case of the verbal form, the PIA representatives in the GRC will write it down in the first instance during the meeting at no cost to PAPs. The PAPs will put signature or finger print and formally produce to the GRC at the respective office of PIA assisting MRT LINE 6 implementing the RAP. The GRC will be activated with power to resolve resettlement and compensation issues not to be addressed under legal suit in the courts. The GRCs will receive grievance cases from the affected persons through the implementing agency. The PIA will assist the PAPs in lodging their resettlement complaints in a proper format acceptable to the GRCs after they get Identity cards from MRT LINE 6 or informed about their entitlements and losses. The appeal procedure and conflict resolution will be as follows:

- All complaints from the PAPs will be received at the field office of the Implementing agency, the member secretary of the GRCs with a copy to the concerned Local Government Institution representatives;
- The representative of the PIA in the GRCs upon receipt of complaints will inform the convener (MRT LINE 6 representative) of the GRC and the convener will organize a hearing session from the complainants in concerned Ward councilor's office from where the complaint was receipt;
- The GRC will review the proceedings and pass verdicts to convey to the concerned PAP through the PIA;
- If there are such matters relating to arbitration through the courts, the matter will be referred to the court; and
- The GRC will settle the disputes within 30 days of receiving the complaints from the PAPs.

Resolution of the GRCs will be final and adopted in the process of resettlement for issuance of Identity cards, determination of loss and entitlements and payment thereof.

The following organogram illustrates the sequential steps for the grievance redress mechanism:

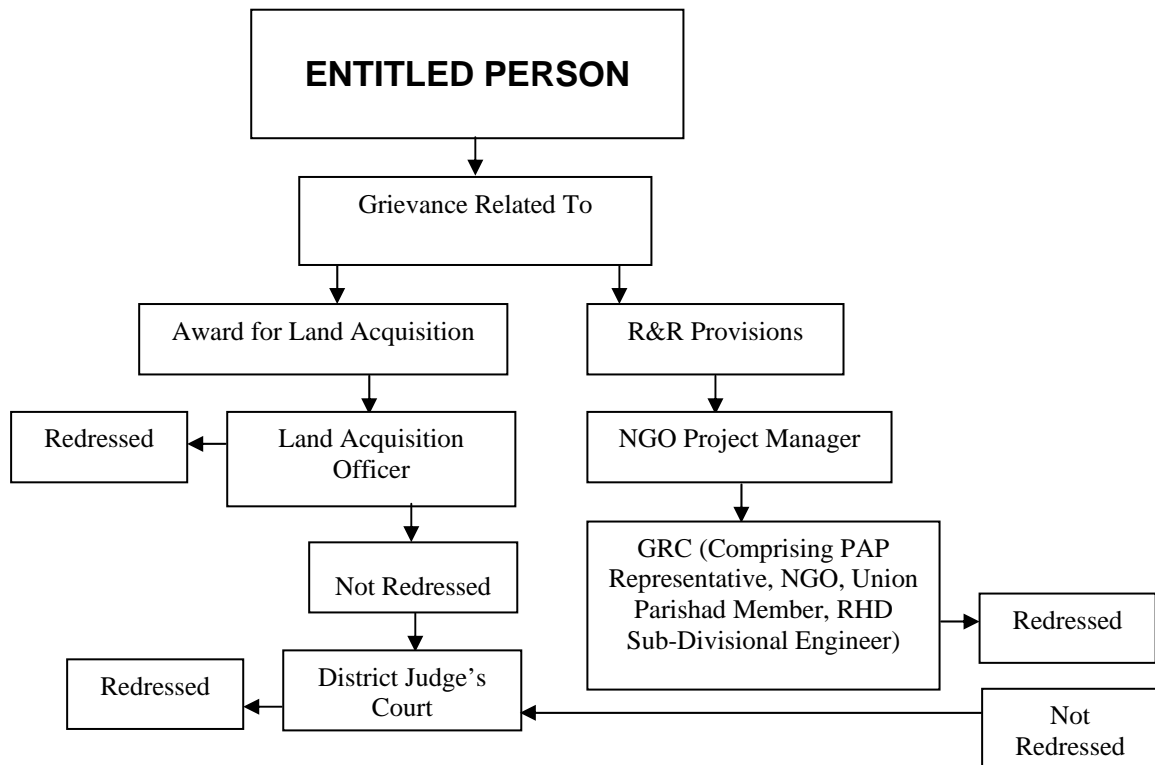


Figure - 4.1 Grievance Redress Mechanizm

The GRC will hear grievances one in 15 days. Since the entire resettlement process has to be completed before road constitution work starts, the GRC May meet more than once every 15 days depending upon the number of such cases. The GRC will inform the concerned Entitled Person of their decision within 15 days of the hearing of the grievances. The INGO Project Manager will keep records of all the grievances and their redress in monthly and cumulative formats, which are to be signed by the Chairman of the Grievance redress Committee. The format will contain information on the number of grievances received, resolved, and the number of unresolved grievances.

CHAPTER- 5

LEGAL AND POLICY FRAMEWORK

5.1 Purposes and Objectives of Land Acquisition and Resettlement

The Subproject, MRT Line 6 includes construction of 18 new rail stations for improving the city traffic system and to reduce the overall traffic jams which need acquisition of 0.28 hectare of private homestead and commercial land (excluding public land). The acquisition will eventually displace households, commercial premises and common property resources both titled and non-titled. The RAP covers compensation and assistance for resettlement and rehabilitation of PAPs including alternative sites, if feasible, for relocation of the housing, business structures and common property resources (CPRs).

Thus, the RAP approach incorporates:

- (i) land acquisition and resettlement issues;
- (ii) impact mitigation with special attention to the women and vulnerable groups; and
- (iii) income generating support to the members of the PAHs including them in the poverty reduction and livelihood enhancement program.

The main principles of RAP are to:

- (i) minimize negative impacts in consultation with the design engineers and the PAPs;
- (ii) closely consult the affected persons on RAP policy, needs assessment, poverty and rehabilitation issues;
- (iii) carry out resettlement activities to improve or at least restore the pre-project living standards of the affected persons; and
- (iv) provide compensation for affected property at market price prior to relocation and mainstream the poor and vulnerable PAPs with the poverty reduction and social development program for rehabilitation and livelihood regeneration.

5.2 Legal Framework for Land Acquisition

The current legislations governing land acquisition for Bangladesh is the Acquisition and Requisition of Immovable Property Ordinance 1982 and subsequent amendments during 1993 - 1994. The Ordinance requires that compensation be paid for :

- (i) land and assets permanently acquired (including standing crops, trees, houses); and
- (ii) any other damages caused by such acquisition.

The Deputy Commissioner (DC), determines the market price of assets based on the approved procedure and in addition to that pays an additional 50 percent on the assessed value as the market price established by Land Acquisition Officer (LAO) which remains much below the replacement value. The 1994 amendment made provisions for payment of crop compensation to tenant cultivators. The Ordinance, however, does not cover project-affected persons without titles ownership record, such as informal settler/squatters, occupiers, and informal tenants and lease-holders (without document) and does not ensure replacement value of the property acquired. The act has no provision of resettlement assistance and transitional allowances for restoration of livelihoods of the non-titled affected persons. The Acquisition and Requisition of Immovable Property Ordinance (1982) will be applied for this project including its subsequent amendments.

The Deputy Commissioner (DC) processes land acquisition under the Ordinance and pays compensation to the legal owners of the acquired land. The Ministry of Lands (MOL) is authorized to deal with land acquisition through the DCs. Khas (government owned

land) lands should be acquired first when a project acquires both khas and private land. If a project acquires only khas, the land will be transferred through an inter-ministerial meeting following the preparation of acquisition proposal submitted to DC/MOL.

The land owner has to establish ownership by producing a record-of-rights in order to be eligible for compensation under the law. The record of rights prepared under Section 143 or 144 of the State Acquisition and Tenancy Act 1950 (revised 1994) are not always updated and as a result legal land owners have faced difficulties trying to “prove” ownership. The PAPs must also produce rent receipt or receipt of land development tax, but this does not assist in some situations as a person is exempted from payment of rent if the area of land is less than 25 bighas (3.37 ha).

The Government of Bangladesh has prepared a national policy on involuntary resettlement, which is consistent with the general policy of the Government that the rights of those displaced by development projects shall be fully respected, and persons being displaced shall be treated with dignity and assisted in such a way that safeguards their welfare and livelihoods irrespective of title, gender, and ethnicity. The Policy on involuntary resettlement recognizes that:

- (i) All those displaced involuntarily by either projects or non-project impacts like erosion and eviction must be resettled and rehabilitated in a productive and sustainable manner.
- (ii) People who are resettled must be able, through the ownership efforts and/or with support as may be required, to restore or improve upon their level of living.
- (iii) Cash compensation shall be paid in development projects at replacement value to those displaced for land and other assets acquired based on established prior ownership and/or user rights. In addition to cash compensation and resettlement, a benefit sharing will be considered where feasible.
- (iv) Cultural and customary rights of people affected by projects are to be protected, particularly those belonging to *adibasis* (indigenous people) and ethnic minorities.
- (v) Gender equality and equity in all stages and processes of resettlement and rehabilitation will be fully respected.
- (vi) Affected persons will be informed and consulted in a transparent manner, including formal disclosure of project impacts and mitigation measures.
- (vii) Vulnerable groups, including landless, *adibasis*, poor women headed households, physically challenged people, elderly and those falling below the nationally defined poverty line (by the government) displaced by project or non-project impacts, are entitled to additional benefits and assistance in a manner that addresses their specific needs related to socio-economic vulnerability.
- (viii) Similarly, affected persons and/or businesses on government leased land will be eligible for compensation for loss of access to land and sites.

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

5.3 JICA Guidelines on Involuntary Resettlement

The Japan International Cooperation Agency (JICA) Policy on Involuntary Resettlement duly have recognized & addressed the R&R impacts of all the affected persons irrespective of their titles and covered issues require for the preparation of RAP in every instance where involuntary resettlement occurs. The major policy requirements of JICA are to:

- i) Avoid or minimize impacts where possible;
- ii) Consultation with PAPs in the process of project planning and implementation;
- iii) Payments of compensation for the acquired assets at the replacement value;
- iv) Ensure that no one is worse off as a result of resettlement and would maintain their at least original standard of living;
- v) Resettlement assistance to PAPs, including non-titled persons; and
- vi) Special attention to vulnerable people and groups.

It may be mention the JICA's overall policy on Involuntary Resettlement is almost similar to those of other donors' policy in this respect

5.4 Gaps and Gaps Filling Measures

As there are so many gaps between the GoB and JICA policies on Involuntary Resettlement of PAPs, Table - 5.1 has furnished the gaps and proposes measures for filling up the gaps.

**Table - 5.1
Gap and Gap Filling Measures**

Sl. No.	Item	JICA guideline	Related ordinance in Bangladesh	Proposed measure	Response in RAP
1	Acknowledgement as an eligible for compensation	All of the project affected persons (PAPs), whether legally residing or not, must be acknowledged as an eligible for compensation	There are no provisions for compensation to the non-titled residents. Also, there are no provisions about providing either the expenses necessary for the relocation or the compensation for the decrease of income due to relocation	All of the PAPs must be acknowledged as an eligible for compensation	Both the Titled and Non Titled PAPs have been covered in SES which includes all type of losses
2	Support for non-titled people	People who must be resettled involuntarily and people whose means of livelihood will be hindered or lost must be sufficiently compensated and supported by project proponents etc. in a timely manner	No compensation will be made to non-titled people	Identify the eligible from the non-titled people at the time of census survey intended for PAPs, and implement compensation and support to them	They sill get compensation for all types of losses including structure, business, employment, vulnerability etc.

Sl. No.	Item	JICA guideline	Related ordinance in Bangladesh	Proposed measure	Response in RAP
3	Construction of support system for vulnerable social groups	Appropriate considerations must be given to vulnerable social group which may have little access to decision making process within society	There are no provisions for either acknowledgement of or compensation to vulnerable social groups	Referring to the project carried out by other donor, determine the requirement for the social vulnerability and compensation to them	There are special provisions for all them including the Non Titled vulnerable
4	Land acquisition against PAPs	Host countries must make efforts to enable people affected by projects and to improve their standard of living, income opportunities and production levels or at least to restore these to pre-project levels	Neither protection of alternative sites nor development of social infrastructure due to the land acquisition will particularly be made	Confirm the necessity of alternative sites in census survey and in case of need, secure the site	Only 0.28 hectare of private land will be acquisition although the total number of Stations to be constructed is 18, and all of them will be constructed on Public land
5	Offering measure to the recovery of livelihood to PAPs	Host countries must make efforts to enable people affected by projects and to improve their standard of living, income opportunities and production levels or at least to restore these to pre-project levels	There are no provisions for the manner and order of support until resettlement, unemployment compensation/business compensation for the recovery of livelihood, low-interest loan system nor job training/placement	Referring to project carried out by other donor, determine the measure to restore PAPs' livelihood	Poor PAPs will get training on IGAs and special grant. They will be linked with IGA funding agencies. Land losers will get land in future in GoB sponsored land developed areas of similar type.
6	Formulation of Resettlement Action Plan and promotion of citizen's participation in the project implementation stage	Promote the participation of affected people and their community and their opinion must be incorporated into the decision making process	There are no provisions for the formulation of RAP and public hearing. Deputy Commissioner (DC) contacts to land owner through Land Acquisition Officer (LAO), and if land owner has no objection, confirmation operation for compensation amount etc. will be proceeded among LAO, business, local government and land owner	Hold local stakeholder meetings with citizen's participation and reflect the opinion arose from the meetings to RAP	At the planning stage they participated through Stakeholders meetings and at the implementation stage they will participated through various committees

Sl. No.	Item	JICA guideline	Related ordinance in Bangladesh	Proposed measure	Response in RAP
7	Compensation for house loss at full replacement cost	Apply criteria and the good practices which JICA, International Organization and other developed countries provide not considering depreciation	In case land owner has no objection, confirmation operation for resettlement scale and compensation amount will be proceeded among LAO, business, local government and land owner	Prompt to make compensation with full replacement cost, not considering depreciation or diversion of debris	They will get the MARV and another 30% of it as grant of various types
8	Grievance committee	Grievance committee must be established so that PAPs will not suffer a loss due to resettlement	In case PAPs have objection to compensation amount, PAPs should protest and entrust the matter to the Arbitrator. If PAPs have appeal against Arbitrators decision, then PAPs should file a lawsuit to the court and wait for the sentence	Establish a third-party panel which has simpleness, convenience and reliability	The GRC is represented by PAPs, both male and female, Local Govt. representative Lawyer, etc.
9	Implementation of monitoring	A monitoring plan must be implemented so that people can monitor whether environmental and social considerations are undertaken during the project	There are no provisions for the monitoring related to the process of project, the verification of the result or the coping strategy	Establish a third-party monitoring panel which is valid both legally and administratively	Provisions for both internal and external monitoring are there in the RAP

It may be mentioned that the GoB has already prepared a National Resettlement Policy for the PAPs on Involuntary Resettlement which in the process of Cabinet (a body of the Honorable Ministers Chaired by the Honorable Prime Minister) approval. When it is approved, almost all the gaps will be filled-up.

5.5 Types of Losses and Impact Category

The types of losses due to undertaking of the MRT Line 6 Project include:

- (i) loss of land (homestead, commercial, agricultural and pond);
- (ii) residential/ commercial/ community structures;
- (iii) loss of trees and crops;
- (iv) loss of work days/incomes due to dislocation and relocation of households and businesses;
- (v) loss of rental premises; and
- (vi) loss of access to land and premises for residence and trading.

The following categories of PAPs are likely to be impacted during implementation of the project:

- (i) PAPs whose land is affected : PAPs whose land is being used for agricultural,

- residential or commercial purposes and is affected either in part or in total and the effects are either temporary or permanent;
- (ii) PAPs whose structures are affected : PAPs whose structures (including ancillary and secondary structures) are being used for residential, commercial or worship purposes which are affected in part or in total and the effects are either temporary or permanent;
 - (iii) PAPs with other assets affected : PAPs who have other assets, such as crops or trees, affected either temporarily or permanently;
 - (iv) PAPs losing access to vested and non-resident property : PAPs who are enjoying access to vested and non-resident property, both owned and purchased, will be losing their rights to cultivate and use those lands, when acquired.
 - (v) PAPs losing income or livelihoods : PAPs whose business, source of income or livelihood (including employees of affected businesses) is affected in part or in total, and affected either temporarily or permanently;
 - (vi) PAPs losing access to common property resources : PAPs whose access to or use of common property resources is affected on a temporary or permanent basis; and
 - (vii) Vulnerable PAPs : PAPs included in any of the above categories who are defined as vulnerable.

5.6 Principles, Legal and Policy Commitments

The RAP has the following specific principles based on the government provisions and major donors' policies including JICA :

- (a). The land acquisition and resettlement impacts on persons affected by the subprojects would be avoided or minimized as much as possible through alternate design options;
- (b). Where the negative impacts are unavoidable, the persons affected by the project and vulnerable groups will be identified and assisted in improving or regaining their standard of living.
- (c). Information related to the preparation and implementation of resettlement plan will be disclosed to all stakeholders and people's participation will be ensured in planning and implementation. The resettlement plan will be disclosed to the PAPs in local language;
- (d). Land acquisition for the project would be done as per the Acquisition and Requisition of Immovable Property Ordinance 1982 and subsequent amendments during 1993-1994. Additional support would be extended for meeting the replacement value of the property. The affected persons who does not own land or other properties, but have economic interests or lose their livelihoods will be assisted as per the broad principles described in this document.
- (e). Before taking possession of the acquired lands and properties, compensation and Resettlement and Rehabilitation (R&R) assistance will be paid in accordance with the provisions described in this document;
- (f). An entitlement matrix for different categories of people affected by the project has been prepared. People moving in the project area after the cut-off date will not be entitled to any assistance. In case of land acquisition the date of notification under section 3 for acquisition will be treated as cut-off date. For non-titleholders such as informal settlers / squatters and encroachers the date of census survey or a similar designated date declared by the executing agency will be considered as cut-off date.
- (g). Appropriate grievance redress mechanism will be established to ensure speedy resolution of disputes.
- (h). All activities related to resettlement planning, implementation, and monitoring would ensure the involvement of women and other vulnerable groups.

- (i). Consultations with the PAPs will continue during the implementation of resettlement and rehabilitation works.
- (j). There should be a clause in the contract agreement that the construction contractor will compensate any loss or damage in connection with collection and transportation of borCol-materials.

In accordance with the resettlement principles suggested for the Project, all affected households and persons will be entitled to a combination of compensation packages and resettlement assistance depending on the nature of ownership rights on lost assets, scope of the impacts including socio-economic vulnerability of the affected persons and measures to support livelihood restoration if livelihood impacts are envisaged. The affected persons will be entitled to:

- (i) compensation for the loss of land, crops/ trees at their replacement value;
- (ii) compensation for structures (residential/ commercial) and other immovable assets at their replacement value;
- (iii) assistance for loss of business/ wage income;
- (iv) assistance for shifting; and
- (v) rebuilding and/ or restoration of community resources/facilities.

This will ensure that persons affected by land acquisition; whether titled or non-titled will be eligible for appropriate compensation/resettlement benefit. Persons having no legal title but using the land under acquisition if vacated for the Subproject purpose would be provided with compensation and resettlement benefit for structures and shifting/reconstruction allowance. Households having customary rights to land and physical property like the owners and users of vested and non-resident property, lessees of homestead, commercial and agricultural land, sharecroppers, renters of land and structure, etc. are also covered under the resettlement action plan. The RAP also includes opportunities for occupational skill development training for income generation activities for the PAPs, especially for poor households. The people involuntarily displaced from homes, assets, or income sources as well as non-titled people affected by the project will receive priority access to these income restoration measures. The resettlement activities of the Project will be carried out in consultation with the PAPs and all efforts will be made to minimize disruption during project implementation. PAPs preferences will be taken into account in the selection of alternative relocation sites.

5.7 Eligibility Policy and Entitlement Matrix

5.7.1 Eligibility Criteria

All PAPs will be entitled to compensation and resettlement assistance based on severity s

Structures located on non-titled land or GoB land, if displaced, will be entitled for compensation under the Project. Vulnerable PAPs or PAHs will qualify for additional assistance to facilitate them relocation and restoration of their livelihoods. Non-vulnerable households with structures affected will be entitled to compensation for structures and assistance for shifting and reconstruction of the same. Any structure not directly used by a non-vulnerable household i.e. rented out for income will also not qualify for additional resettlement assistance.

5.7.2 Compensation and Entitlement Policy

An Entitlement Matrix has been prepared on the basis of census and socioeconomic survey conducted during October-November 2010. It identifies the categories of impact based on the census and SES and shows the entitlements for each type of loss. The matrix describes the units of entitlements for compensating the lost assets, and various

resettlement benefits. Cash Compensation under law (CCL) for lost assets (land, tree, structure & other physical establishments) will be accorded to the owners through the DCs as per market value assessed through legal procedure. The resettlement benefit for indirect losses and difference between replacement value and the CCL will be paid by MRT Line 6 through RAP Implementing Agency (an appointed NGO). The compensation and entitlement matrix is presented in Table - 5.2.

**Table - 5.2
Compensation and Entitlement Covering All types of Losses**

Item No.	Type of loss	Entitled Persons (Beneficiaries)	Entitlement (Compensation Package)	Implementation issues/Guidelines	Organization Responsible
1	Loss of agricultural land, pond, ditches and orchards etc.	Legal owner(s) of land	<ul style="list-style-type: none"> i. Replacement value of land (Cash Compensation under Law (CCL) and additional grant to cover the market value of land as MARV) at market price to be determined by PVAT. ii. Refund of stamp duty & registration cost incurred for replacement land purchase at the replacement value. It is 15% of MARV to be given to every land loser of this category. 	<ul style="list-style-type: none"> a. Assessment of quantity and quality of land by JVS b. Assessment of Cash Compensation under Law (CCL) c. Assessment of Market Value by Land Market Survey (LMS) d. Updating of title of the affected persons e. Payment of Cash Compensation under Law (CCL) f. PAPs will be fully informed of the entitlements and procedures regarding payments g. Additional cash grant to be paid to cover the current market price of land compensation based on average annual value collected from Sub-register office. h. Stamp duty and registration fees will be due to an EP in case of land is purchased within one year from the date of receiving full compensation for land 	<ul style="list-style-type: none"> a. DC/JVT b. PVAT c. DC d. PVAT e. DC/LAO/RO f. DC/PIA g. DC/PIA h. MRT LINE 6/PIA
2	Loss of access to cultivable land by owner cultivator/tenant/sharecropper	Tenants/sharecropper/ Legal owner/gColer/ socially recognized owner/ lessee/ unauthorized occupant of land	<ul style="list-style-type: none"> i. Compensation for standing crops to owner cultivator/ sharecroppers or lessees as determined by PVAT. ii. Cash grant equivalent to 1 year income from land for titled/ non-titled lease holders or users as determined by PVAT. iii. Owner/grower to take away the 	<ul style="list-style-type: none"> a. All the individuals identified by the JVS as tenants of sharecroppers of land b. Grant to be paid after taking possession of land and the legal/socially recognized owner is paid CCL for land and on certification of receipt by legal/socially recognized owner 	<ul style="list-style-type: none"> a. DC/ JVT/PVAT b. DC c. MRTL6/NGO d. MRT LINE 6/NGO e. MRTL6/GRC/ NGO

Item No.	Type of loss	Entitled Persons (Beneficiaries)	Entitlement (Compensation Package)	Implementation issues/Guidelines	Organization Responsible
			standing crop	<ul style="list-style-type: none"> c. Additional cash grant to cover current market value of crop compensation as prescribed by PVAT in case of private owner himself cultivating crop d. Crop compensation and the crop will be shared between owner and sharecropper as per terms of sharecropping in case of privately owned land/socially recognized owner e. In case of dispute over verbal agreement on sharecropping, certification from the elected representative will be considered as legal document 	
3	Loss of homestead/ residential/ commercial/ CPR plots by owners/Authorities	Legal owner(s) of the land	<ul style="list-style-type: none"> i. Replacement value of land (CCL plus 50% premium as per law and additional grant to cover the market value of land as MARV) at market price to be determined by PVAT. ii. Refund of stamp duty & registration cost incurred for replacement land purchase at the replacement value. It is 15% of MARV to be given to every concerned PAPs. iii. 25 percent above, the MARV for developing the land at the place of new establishment. iv. In total (15% + 25%) 40% above MARV to be given for the purposes ii & iii to every concerned PAPs. 	<ul style="list-style-type: none"> a. Assessment of quantity and quality of land by JVS b. Assessment of Cash Compensation under Law (CCL) c. Assessment of Market Value by Land Market Survey (LMS) d. Updating of title of the affected persons e. Payment of CCL plus 50% premium f. PAPs will be fully informed of the entitlements and procedures regarding payments g. Additional cash grant to be paid to authorized member of the management committee cover the current market price of land/crop compensation based on average annual value as approved by Ministry 	<ul style="list-style-type: none"> a. DC/JVT/PVAT b. DC c. PVAT d. DC/ LAO/ RO e. DC/PIO f. DC/PIA g. MRT LINE 6/NGO h. MRT LINE 6/PIO

Item No.	Type of loss	Entitled Persons (Beneficiaries)	Entitlement (Compensation Package)	Implementation issues/Guidelines	Organization Responsible
				h. Stamp duty and registration fees will be due to an EP in case of land is purchased within one year from the date of receiving full compensation money against land	
4	Loss of Trees/ Perennials/ fish stocks	<ul style="list-style-type: none"> i. Person with Legal Ownership of the land ii. Socially recognized owner/ Unauthorized occupant of the trees/ fishes 	<ul style="list-style-type: none"> i. Cash compensation at market rates for replacement of trees/ perennials/ fish stocks value ii. For fruit bearing trees- compensation for fruits @ 30% of timber value and a fixed amount for perennials as compensation for fruits @ 30% of timber value X 3 years iii. Compensation for fish stocks as determined by PVAT. iv. Owners will be allowed to cut and take away their trees, perennial crops/ fishes etc. free of cost without delaying the project works. 	<ul style="list-style-type: none"> a. Assessment of loss and market value of affected trees b. Payment of CCL for trees c. Adequate compensation will be paid and the owner will be allowed to fell and take the tree free of cost d. Cost of seedlings and value of yearly production of fruits will be determined by PVAT 	<ul style="list-style-type: none"> a. DC/ JVT/PVAT b. DC c. MRT LINE 6/PIO d. MRT LINE 6/PIO
5	Loss of residential /commercial structure by owner(s)	Legal Titleholder(s) of structures	<ul style="list-style-type: none"> i. Replacement value of structure at market price determined by PVAT. ii. Transfer grant @ Tk.12.50 % of the replacement value of structure assessed by PVAT. iii. Reconstruction grant @ Tk.12.50 % of the replacement value of structure assessed by PVAT. iv. Utility services loss grant @ 5% of PVAT amount (electricity, gas, water supply etc.). v. Owners to take away all salvage materials free of cost. 	<ul style="list-style-type: none"> a. Verification of Joint Verification Survey (JVS) and other records b. PAPs will be fully informed about their entitlements and assisted to obtaining it. c. The affected households will be relocated in resettlement site, if at all provided by MRT LINE 6 d. Payment of Structure Transfer and Reconstruction Grant e. For any new construction electricity, gas, water supply etc. net to be developed 	<ul style="list-style-type: none"> a. DC/JVT b. MRT LINE 6/PIO c. MRT LINE 6/PIO d. MRT LINE 6/PIO e. MRT LINE 6/PIO

Item No.	Type of loss	Entitled Persons (Beneficiaries)	Entitlement (Compensation Package)	Implementation issues/Guidelines	Organization Responsible
6	Loss of residential /commercial structure by squatters and unauthorized occupants	Informal settlers / squatters / non-tilted PAPs occupying public land without title/ or squatting on Govt land	<ul style="list-style-type: none"> i. Replacement value of structure at market price determined by PVAT. ii. Transfer grant @ Tk.12.50% of the replacement value of structure assessed by PVAT. iii. Reconstruction grant @ Tk.12.50% of the replacement value of structure assessed by PVAT. iv. Utility services loss grant @ 5% of PVAT amount (electricity, gas, water supply etc.).Owners to take away all salvage materials free of cost without delaying the project work v. Relocation of the affected households in Resettlement sites if at all provided by MRT LINE 6 	<ul style="list-style-type: none"> a. Verification of JVS and PVAT data. b. Option of relocation of the affected households in resettlement site to be provided by MRT LINE 6 @ gross 5 decimal plot per Households in the name of husband and wife where applicable (if resettlement site is developed). c. They will be treated as Vulnerable PAPs, and will be given a grant of an amount of Tk. 10,000 to each PAH d. For any new construction electricity, gas, water supply etc. net to be developed 	<ul style="list-style-type: none"> a. MRT 6/PIO LINE b. MRT 6/PIO LINE c. MRT 6/PIO LINE d. MRT 6/PIO LINE
7	Loss of access to Residential houses/ commercial structures (Owners/rented or leased)	Owners of rented out and tenants of rented in properties	<ul style="list-style-type: none"> i. One time cash grant to owners for facilitating alternative housing/CBEs Tk. 30,000 per household or entity ii. Shifting allowance per household based on family members @ Tk. 500/- per member with minimum Tk. 2000 and maximum Tk 4000.00 per household: for tenants 	<ul style="list-style-type: none"> a. Verification of JVS and records b. Shifting allowance will be paid on relocation from project site 	<ul style="list-style-type: none"> a. MRT 6/PIO LINE b. MRT 6/PIO LINE
8	Loss of business by CBEs due to dislocation	Owner/operator of the business as recorded by JVS	<ul style="list-style-type: none"> i. Business restoration grant to be determined by JVT/PVAT subject to minimum of Tk. 1,00,000.00 and maximum of Tk. 3,00,000.00 per unit for medium BEs and Tk. 50,000.00 to Tk. 90,000.00 per unit for small 	<ul style="list-style-type: none"> a. All persons recorded by the JVS b. cash grant to be paid while taking possession of land 	<ul style="list-style-type: none"> a. MRT 6/PIO LINE b. MRT 6/PIO LINE

Item No.	Type of loss	Entitled Persons (Beneficiaries)	Entitlement (Compensation Package)	Implementation issues/Guidelines	Organization Responsible
			BEs. Other parameters will be determined by JVT/PVAT to define medium and small BEs		
9	Loss of Income and work days due to displacement	Employees/Daily wage earners identified by the Joint Verification Team (JVT)	<ul style="list-style-type: none"> i. Cash grant to the affected employees/wage earners equivalent to 90 days wage @ Tk. 300.00 for unskilled and Tk. 500 for skilled laborers ii. Preferential employment in the project construction work, if available 	<ul style="list-style-type: none"> a. All persons recorded by the JVS b. Cash grant to be paid while taking possession c. Involvement of the incumbents in project civil works d. Involvement in job/ fish culture / livestock and poultry/ horticulture/ welding/ mechanics/ plant cultivation/ social forestry on road side land 	<ul style="list-style-type: none"> a. DCMRT Line 6/PIO b. MRT LINE 6/PIO c. MRT LINE 6/PIO d. MRT LINE 6/PIO
10	Poor and vulnerable households	Poor and vulnerable households including informal settler, squatters /women headed household without elderly son/ non-titled PAPs identified by JVT	<ul style="list-style-type: none"> i. Additional cash grant of Tk. 15,000 for affected women headed households and Tk. 10,000 for other vulnerable households ii. For training Tk. 10,000 per PAP nominated by PAH for income generation activity 	<ul style="list-style-type: none"> a. Identification of Vulnerable households as per guide line b. Income restoration schemes as outlined separately for vulnerable households c. Arrange training on income generating activities 	<ul style="list-style-type: none"> a. PIO b. PIO c. MRT LINE 6/PIO
11	Displacement of community structure (CPR)	Community structure representative as identified by the JVT	<ul style="list-style-type: none"> i. Replacement value of structure at market price determined by PVAT. ii. Transfer grant @ Tk.12.50% of the replacement value of structure assessed by PVAT. iii. Reconstruction grant @ Tk.12.50% of the replacement value of structure assessed by PVAT. iv. In total (15% + 25%) 40% above MARV to be given for the purposes ii & iii to every concerned PAPs. 	<ul style="list-style-type: none"> a. Assessment of CCL b. Replacement value of structure assessed by PVAT c. Payment of additional cash grant for reconstruction or improvement to match the replacement value of CPR and transfer/ shifting grant d. For any new construction electricity, gas, water supply etc. net to be developed e. Demolition of CPR to be avoided as far as possible 	<ul style="list-style-type: none"> a. DC/JVT b. DC/MRT LINE 6/PIO c. MRT LINE 6/PIO d. MRT LINE 6/PIO e. MRT LINE 6/PIO f. MRT LINE 6/PIO

Item No.	Type of loss	Entitled Persons (Beneficiaries)	Entitlement (Compensation Package)	Implementation issues/Guidelines	Organization Responsible
			<ul style="list-style-type: none"> v Extra cash grant @ of 25% of MARV per CPR for facilitating establishment of a better one vi Owners to take away all salvage materials free of cost vii New CPR will be established by the project in new location provided by MRT LINE 6. If the community desires, they can take the value of land as per Item-3 of this Matrix. 	<ul style="list-style-type: none"> f. New CPR will be established with a better quality 	
12	Access to community/ civic facilities at resettlement sites	Households Identified by Joint verification team	Community infrastructure facilities, access roads, plantation, tube-wells, sanitary latrines and drainage.	<ul style="list-style-type: none"> a. Conduct a need based survey among the affected households to be relocated b. Keep provision in the agreement with Civil Contractor for providing civic facilities in resettlement sites 	<ul style="list-style-type: none"> a. PIA b. MRT LINE 6/PIA
13	Temporary impact during construction	Community / Individual	<ul style="list-style-type: none"> i. The contractor shall bear the cost of any impact on structure or land due to movement of machinery and in connection with collection and transportation of burCol materials. ii. All temporary use of lands outside proposed Col to be through written approval of the landowner and contractor. iii. Land will be returned to owner rehabilitated to original preferably better standard. 	<ul style="list-style-type: none"> a. Community people should be consulted before starting of construction regarding air pollution, noise pollution and other environmental impact b. The laborers in the camp would be trained about safety measures during construction, aware of health safety, STDs, safe sex etc. The contractor shall ensure first aid box and other safety measures like condoms at construction site. 	<ul style="list-style-type: none"> a. Contractor b. Contractor
14	Adverse impact mitigation on the host community due to relocation of PAPs	The host community/host people where displaced people to be relocated	<ul style="list-style-type: none"> iv. Provision for tube well for drinking water, sanitary latrine, school building v. BorCol pit, rain / surface water pond for all purpose water use 	<ul style="list-style-type: none"> a. Conduct a need based survey in the host community regarding availability of such community facility b. Project should keep provision to construct common resource properties in the host villages 	<ul style="list-style-type: none"> a. PIA b. MRT LINE 6/PIA

Item No.	Type of loss	Entitled Persons (Beneficiaries)	Entitlement (Compensation Package)	Implementation issues/Guidelines	Organization Responsible
15	Unforeseen impact	Concerned impacted	<ul style="list-style-type: none"> i. Determined as per policy on unique ii. findings at detailed design stage 	<ul style="list-style-type: none"> a. It should be mitigated in the light of others related issues 	<ul style="list-style-type: none"> a. MRT LINE 6/PIO

5.8 Compensation and Resettlement Assurances

The MRT LINE 6 will ensure that the land and property (structure, tree, crops and non-structure assets) to be acquired for the project will be compensated at their full replacement value determined by a legally constituted body like the Property Value Assessment Team (PVAT) as per the resettlement plan. The principle for determining the values and compensations for assets, incomes and livelihoods, are the targets of resettlement assistance for substituting and restoring of losses of income and workdays by the relocated households, especially the vulnerable households.

5.8.1 Compensation Payment Procedure to Title Holders

The steps involved in payment of compensations are:

- a. Upon obtaining administrative approval of the Land Acquisition Proposal from the Ministry of Land (MoL), the DC serves notice under Section-3 of the Acquisition and Requisition of the Immovable Property Ordinance 1982 to the recorded owner of the affected property for public appraisal.
- b. Land acquiring body, the DC, and requiring body (here MRT LINE 6) representatives conduct joint verification of the affected property within 3 days of serving notice for land acquisition
- c. After that the DC serves notice under Section-6 for entertaining claims from the potential affected persons.
- d. On the basis of joint verification survey data, DC writes letter to Public Works Department (PWD) with information of affected structures, list of trees to the Forest Department and type of crops to the Agriculture Department for valuation as per government rule.
- e. DC also collects recorded land price from the concerned Sub-register's office for previous 12 months previous from the date of notice under Sections-3.
- f. After receiving rates from the PWD, Forest and Agriculture Department, the DC office prepares estimate and sends it to the project executing agency for placement of fund within 60 days.
- g. The DC prepares award for compensation in the name of recorded title holder.
- h. Upon placement of fund, the DC serves notice under Section-7 to the PAPs for receiving cash compensation under law (CCL) within 15 days from the date of issuing notice.
- i. The affected people are noticed to produce record of rights to the property with updated tax receipt of land, declaration on Tk.150 non-judicial stamp, photograph etc before Land Acquisition section of DC office.
- j. Upon fulfilment of the criteria of the DC office i.e. requisite papers and document the LA section disburse CCL either in the office or at the field level issuing prior notice to the EPs.
- k. Local Government Institutions representative identifies the affected people during receiving CCL.
- l. As per Land Acquisition Law, DC pays compensation to the legally owner of the properties for land, structure, trees and crops.
- m. After receiving CCL from the LA office and obtaining clearance from the Treasury Section of the DC, the entitled person (EP) deposits the CCL to his own bank account.
- n. One copy of the CCL will be submitted to the PIA office for additional payment of compensation as per RAP policy.
- o. The PIA will create Identity number for the CCL holders and prepare EP & EC for payment
- p. The PIA will prepare Identity cards with photograph of the EPs
- q. The Identity cards will be jointly signed by the MRT LINE 6 and PIA representative and the photograph will be attested by the concerned Ward Councillor.

- r. The PIA will disburse Account Payee Cheque in public place or office the Ward Councillor.

Compensation mechanism for legal title holders is shown in the flow chart below

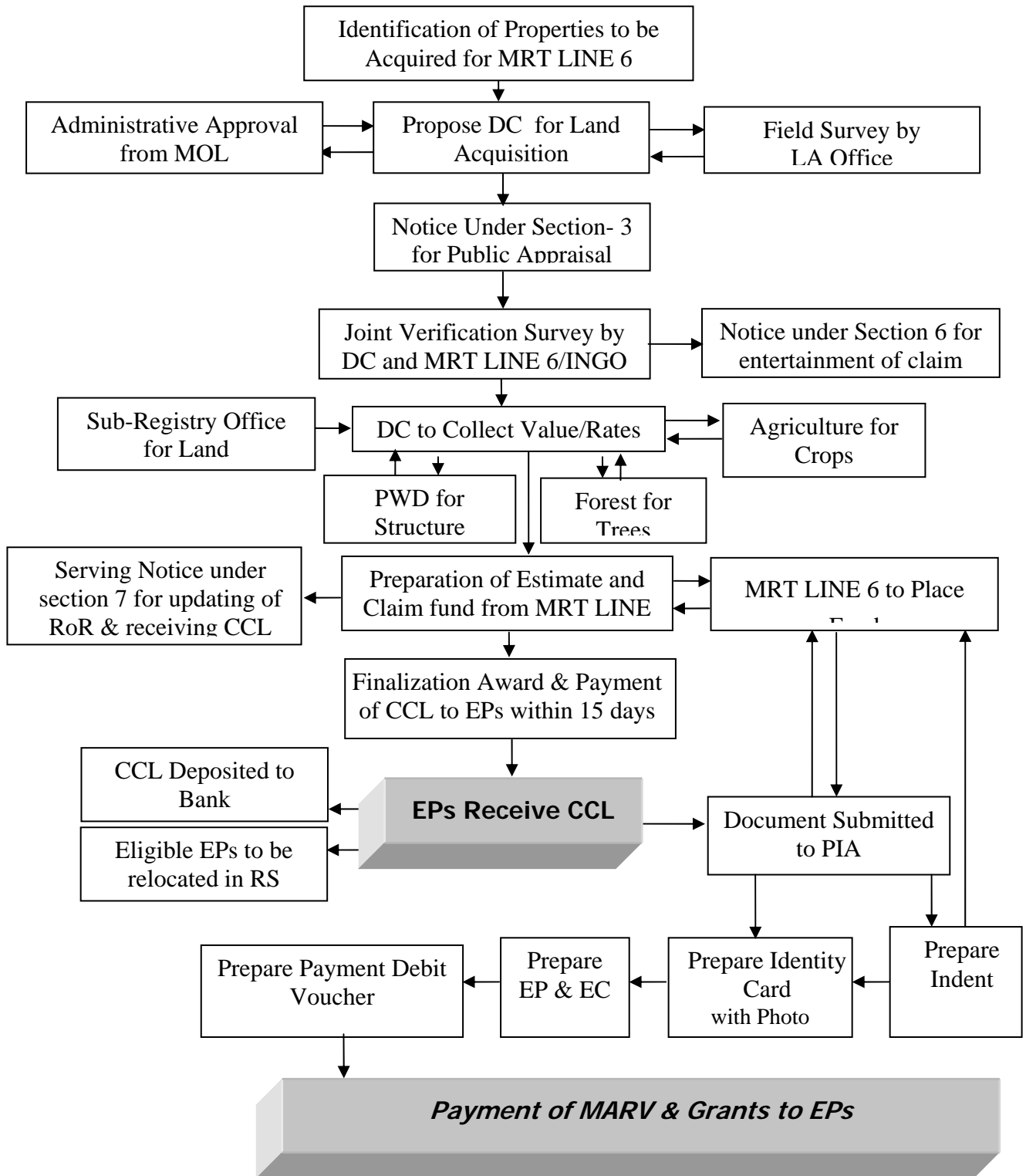


Figure – 5.1
Flow of Compensation Mechanism for Legal Title Holders

5.8.2 Compensation Payment Procedure to the Non-Title Holder

The non-titled holder means having no legal ownership of the affected property but socially recognized and enlisted during the census, SES and or Joint verification survey on the Col. The Acquisition and Requisition of Immovable Property Ordinance 1982 has no provision to compensate for these types of affected people. The Donors, including JICA, on policy of Involuntary Resettlement prescribes to address these people also although they do not have legal title to the property. As per tripartite joint verification survey by the JVT the list of affected persons will be prepared by the PIA. The steps involved in payment of compensation are:

- a. Individual Identity number will be created against the name of all Entitled Persons
- b. Photograph of the affected people for preparation of Identity cards
- c. The Implementing Agency will prepare entitle persons file and entitlement card for each of the EPs.
- d. The PIA will assist the EPs opening Bank Account in the name of EPs
- e. The tenants of the house or commercial premises and employees will collect documents in favour of their tenancy or identification from the owner of the structure/employer which will be attested by the concern Ward Councillor
- f. The PIA will create Identity number for each of the EPs and prepare documents for EP & EC for payment
- g. The PIA will prepare Identity cards with photograph of the EP
- h. The Identity cards will be jointly signed by the MRT LINE 6 and PIA representative and photograph will be attested by the concerned Ward Councillor.
- i. The PIA will disburse Account Payee Cheque in public place or in the office of Ward Councillor.

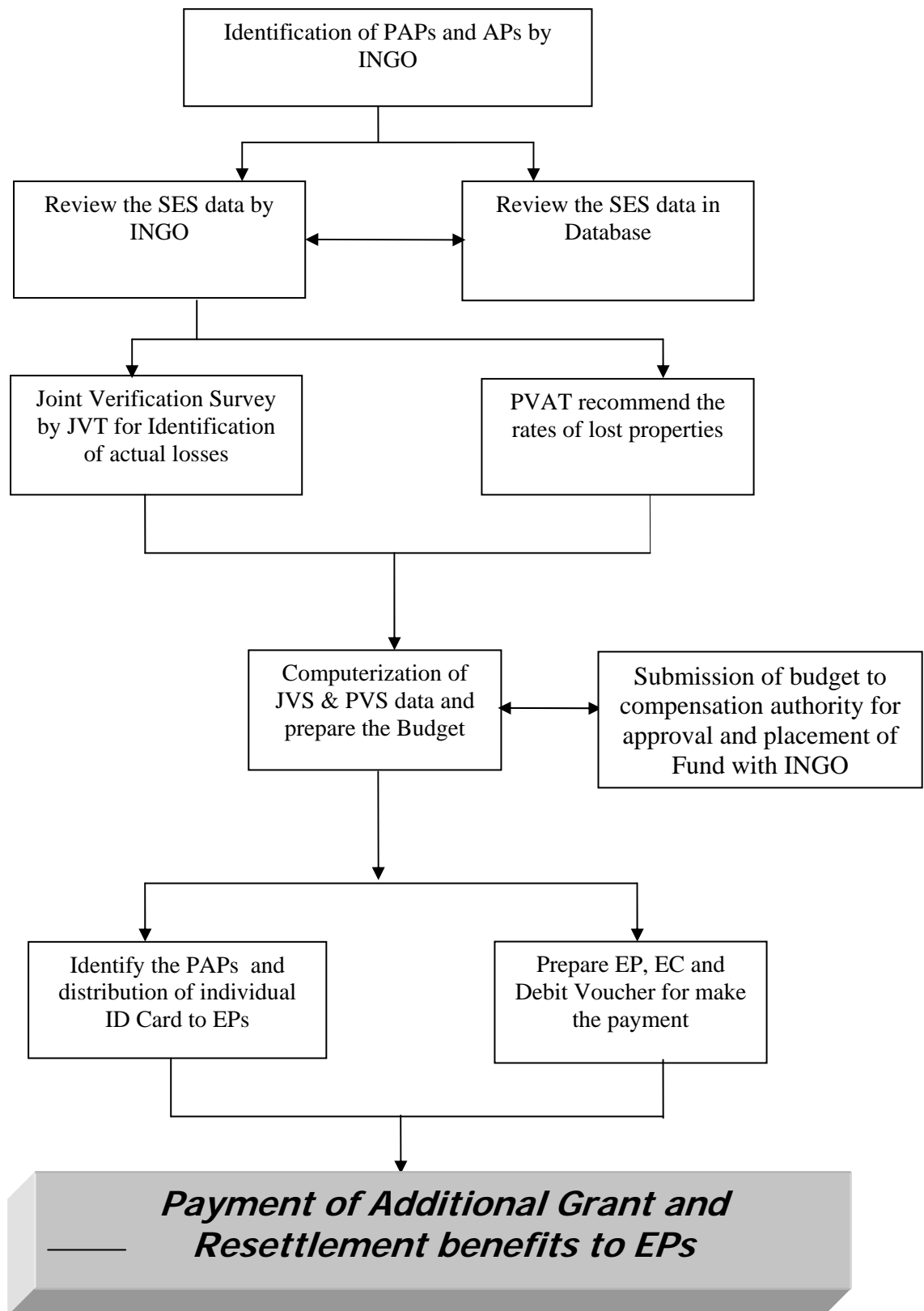


Figure-5.2
Compensation Payment Mechanism for Non-Title Holder PAPs

5.8.3 Assistance from Relevant Government Departments

The District Land Acquisition office takes help of relevant departments for determination of prices of land and other properties. Normally, the Public Works Department, the Forest Department, Department Agriculture, Department of Fisheries, Sub-Registrar's Office, etc. are consulted. Land price from the Sub-Registrar's Offices for preceding one year from the date of serving notice under Section 3 is considered for valuation of land. But in most cases, the price remains far below the market rate. To ensure that the PAPs can replace the lost property, the transacted price, recorded price, existing price and expected prices are averaged to reach at Replacement Value (RV). For valuation of affected properties, a legal body called Property Value Assessment Team (PVAT), with representatives from land acquiring body DC, requiring body, here MRT LINE 6, and Project Implementing Agency will be formed by Ministry of Communication.

PVAT will have representatives from the MRT LINE 6 as the Convener, representative from the implementing agency as the Member Secretary and representatives from the DC as member. A land and property valuation survey by the implementing agency based on the price recorded from formal and informal sources, will determine the Replacement Value of land and structure and be recommended by PVAT to MRT LINE 6. The MRT LINE 6 Project will pay the difference between MARV and Cash Compensation under Law (CCL). Land purchase can't be a bar in paying the difference. Stamp duty and land registration fees will be paid to the PAPs, if replacement land purchase is confirmed within the RAP implementation period. Further, the implementing agency will assist in all possible ways, including finding land for purchasing replacement land, etc. After issuance of notice under section 3 by the DC office and census cut-off date for non-title holders or a similar designated date declared by the MRT LINE 6 Project, joint verification of the acquired properties will be carried-out by the land requiring and acquiring bodies. The Joint Verification Team will record the quality and quantity of the affected properties and identifies the structure owner on the spot. A representative of the Project Implementing Agency will also be included in the JVT as a member of the team. The Implementing Agency will computerize the Joint Verification data to be used for payment of compensation/resettlement benefits.

After payment of compensation, PAPs would be allowed to take away the materials salvaged from their dismantled houses and shops and no charges will be levied upon them for the same. A notice to that effect will be issued by the MRT Line 6 project intimating that PAPs can take away the materials. Similar procedure and principle are applicable for the affected trees also. Payment of compensation will be made at least 1 month prior to the actual possession of the acquired lands and removal of the structures from the Col so that they have sufficient time to dismantle and remove all salvageable material for rebuilding of houses and re-establishment of businesses. Further, all compensation and assistance will be paid to all the PAPs prior to displacement or dispossession of assets or one month before commencement of civil works whichever comes first. The possession will be handed over to the contractor after payment of compensation/assistance to the PAPs is completed.

CHAPTER-6

RELOCATION, RESETTLEMENT AND INCOME RESTORATION

6.1 Scope of Displacement and Relocation

According to the census and socio-economic survey data, implementation of MRT LINE 6 project will displace 250 households in total. Of the total displaced households, the number of households to be affected by only homestead, only business enterprise and both the homestead and business enterprise are 24, 221, and 5 respectively. Moreover, 350 persons will lose their jobs in the affected business enterprises until they get new jobs. Again, 100 small temporary shop keepers, mostly on government land (foot paths), will have to vacate their present place of business and have to look for a new place, mostly on foot paths. In accordance with the census and socio-economic survey the PAPs prefer to Relocate themselves at their own initiative using the compensation money, however, the RAP has been made as comprehensive as possible.

6.2 Relocation of Households and the Establishment

6.2.1 Site Selection

Total of 121 business enterprises and 5 both home and business will be affected as of the present Col.

To be specific, when RAJUK develops any new Real Estate, on priority basis, the land losers may be allocated plot there without lottery. Similarly, if DCC develops any new market, business losers may be allocated shops there without lottery. The rights of the affected persons should be reserved for five years and the DTCB should maintain a file in this respect for follow up actions. It may be mentioned that, both the homestead and business shops are a very scarce resource to be blessed by any loser in Dhaka city.

6.2.2 Housing Infrastructure

In total 57,838 sq. ft. of individually owned structures will be affected by the implementation of MRT LINE 6. Of the total area of structures, the distribution between homestead, business and both purposes are 13,587 sq. ft. ,28,251 and 16,000 sq. ft. respectively. For the affected structures, the PAPs will get the value in accordance with the rate of PWD. Moreover, they will also be supported with a token amount of money as grant for structure demolishing and transfer when they do the jobs by themselves. As there is no scope for relocation of any affected properties in MRT LINE 6 project, the question of relocating any structure does not arise.

6.2.3 Changing School

When the children of PAPs are needed to change school due to the relocation, DTCB consulting with DC, shall cater for the children changing to the new school..

6.3 PAPs Preference for Relocation

It may be mentioned that the implementation of MRT LINE 6 project has not conceived the 'Relocation' component of Resettlement. This may be due to the fact that the 250 PAPs are spread over the 21.5 km. route of the elevated rail way line. When the PAPs are available in clustered form, then, perhaps then only, the issue of Relocation receives priority. Here in MRT LINE 6, most of the PAPs are not known to one-another and they do

not have social relations and bindings. Moreover, most of them knew that within the city it is almost impossible for the DTCB to find an area to accommodate their households or business.

And, all of them opted for the cash compensation.

6.4 Replacement of Agricultural Land

The total area of land to acquire for the MRT LINE 6 project is 0.28 hectare (0.70 acre) and all are under the use as homestead or business enterprise. As the project is in the DCC area, there is no agricultural land, so the issue of its Replacement of Agricultural Land does not arise.

6.5 Income and Livelihood Restoration Strategy

Mitigation of loss of assets and livelihood is the main focus of the resettlement plan. Additional measures will be taken to provide appropriate support to the livelihood restoration aspects of PAHs. Other PAHs will lose access to agricultural and commercial land, adequate compensation will be awarded to these PAHs before self relocation. In addition, vulnerable PAPs will receive other support and also get preference for employment in civil construction works, if they desire and can meet the requirements.

In compliance with the RAP, the updated RAP will identify resources in addition to compensation, for providing income restoration assistance. This will be through linking resettlement activities with a Livelihood and Income Restoration Program (LIRP). The RAP includes the following categories of PAHs for income restoration and livelihood support:

- Vulnerable households to be relocated from the project right of way. Eligible members of such family will be identified during planning the LIRP;
- Vulnerable households having no adult male members to shoulder household responsibility (women headed households), the women heading the household will preferably be the eligible member;
- Vulnerable households of the employees and daily wage earners of the diminished businesses or their nominated representatives;
- Vulnerable households losing access to agriculture land including sharecropper, and leaseholders (not applicable in MRT LINE 6 project); and
- Vulnerable households losing access to commercial land including business proprietorship.

For additional support to usual income restoration assistance as mentioned above, the RAP Implementing Agency (PIA) will specifically undertake assessment of needs and skill base of vulnerable PAPs of age between 15 to 45 years. The PIA will recommend the eligible members of affected vulnerable households with their relevant profile to the LIRP implementing organization through MRT LINE 6 project. The short-term livelihood regeneration assistance under the RAP and long-term income generation program under the LIRP will be organized as follows:

Table-6.1
Livelihood Restoration Options

1. Eligible members of poor	1.1 Short-term: Compensation for structure, shifting
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households to be relocated from the project right of way.	allowance, reconstruction assistance, alternative site or homestead development assistance, cash assistance for loss of workdays due to relocation, and priority in employment in construction. 1.2 Long-term: Needs and capacity identification, human development and skill training, institutional and credit (micro-credit) support under the LIRP.
2. Eligible members from poor female headed households having no adult male members to shoulder household responsibility.	2.1 Short-term: In addition to support as 1.1, additional subsistence allowance. 2.2 Long-term: As 1.2 above.
3. Poor and vulnerable employees of affected businesses.	3.1 Short-term: Subsistence for loss of income and employment. 3.2 Long-term: As 1.2 above.
4. Eligible members of poor households losing access to agriculture land including sharecropper, and leaseholders.	4.1 Short-term: Compensation for crops. 4.2 Long-term: As 1.2 above.
5. Eligible members of poor households losing access to commercial land including business proprietorship.	5.1 Short-term: Compensation for loss of business income, shifting and reconstruction assistance, alternative site development assistance or developed relocation site. 5.2 Long-term: As per need, credit support will be provided for strengthening business capital.
6. Eligible members of poor households losing more than 10% of their agricultural land.	6.1 Short-term: Compensation for crops, replacement value of land, assistance for land purchase, and employment in construction. 6.2 Long-term: As 1.2 above.

6.6 Capital Support

Funds for income restoration programs become a major constraint to the project affected poor/vulnerable persons utilizing their skill obtained/enhanced through IGA training. Capital support for potential income generation activities to the trained and efficient target group people will, therefore, be provided from any source arranged by the development projects in the form of credit. The credit support may be received from the financial institutions like Bangladesh Krishi Bank (BKB) and other Commercial Banks, while the technical support may be sought from the NGOs through MRT LINE 6 project. If the project has any provision of special grant to be as seed money to each poor/vulnerable PAP the sum may be distributed among them as grant and the amount for each should be equal.

6.7 Employment in Construction

Poor PAPs whose livelihood is impacted by the project will get preference in jobs associated with the construction of MRT LINE 6 project. Female affected people will form labour contracting society (LCS) with the help of PIA and be employed by the Contractor in works suitable for them. Affected persons will get preferential employment in project civil works based on their eligibility. The jobs, in the semi-skilled and unskilled category, shall be offered to the PAPs in preference to the others. A clause should be incorporated in the contract documents with contractors to provide employment, if available, to project affected people having Identity cards in preference to other persons, beyond PAHs.

6.8 Re-Establishing Common Properly Resources

Two common/community properties: One Temple and one 'Mazar' (grave of a spiral leader of the Moslem) will be affected in the proposed Col of MRT LINE 6. Location of the Temple is near 'zero' point of the project at Pallabi within the Dhaka Cantonment area. This land was acquisitioned by the Dhaka Cantonment Board in 1973 (as said by them). As the possession of the entire land was not taken by the Board, in a small portion of it about 30 Hindu families are still living. If they move out to a same place, one Temple will be constructed there at the place selected by them, if needed through purchasing land. If they move out in a scattered form, the question of Re-establishment of the Temple will not arise. For other losses, they will get the cash compensation according to Entitlement Matrix.

The 'Mazar' is located near the Shohidullah Hall, should be Re-established to a nearby place according to the desire of the local people, if needed through purchase of land. While shifting the 'Mazar', the religious formalities in this respect must be followed. This condition is equally applicable for shifting the Temple also. Moreover, some structures near Jagannath Hall within Dhaka University campus will be affected. The project will have to pay for the land and structures and the University will replace them under its management system.

6.9 Environmental Protection and Management

The Project, MRT LINE 6 does not have any component regarding Relocation through development of any new housing estate for the losers of homestead and business enterprises. All of them will only receive cash compensation following the guideline of Bangladesh and JICA along with other donor agencies like, ADB, WB, DFID, etc. As there is no scope for development of any new area of land for the PAPs of MRT LINE 6, they will have to accommodate themselves within the existing facilities of Dhaka city in a scattered form. So, the question of Environmental Protection and Management do arise for the PAPs of MRT LINE 6 project. However, there is a separate report that deals with the Environmental Protection and Management needed for the project, MRT LINE 6 along its routes and stations.

CHAPTER-7

IMPLEMENTATION ARRANGEMENTS

7.1 Dhaka Transport Coordination Board (DTCB)

The Dhaka Transport Coordination Board (DTCB) was formed under an Act in 2001 with its head office in Dhaka at DCC building. The Executive Director, appointed by the GoB (here MoC) has been working as the chief Executive Officer of the Board. The Board is comprised of the following members:

- (a) Mayor of Dhaka City Corporation, who shall also be the ex-officio Chairman;
- (b) Secretary of the Ministry for or Division of Roads and Railways, who shall also be the ex-officio Vice Chairman;
- (c) Two members of Parliament, nominated by the Government;
- (d) Divisional Chief of Infrastructure Division, Planning Commission, ex-officio;
- (e) Chief Engineer of Directorate of Roads and Highways, ex-officio;
- (f) Director General of Bangladesh Railway, ex-officio;
- (g) Chairman of Bangladesh Road Transport Corporation, ex-officio;
- (h) Divisional Commissioner of Dhaka, ex-officio;
- (i) Commissioner, Dhaka metropolitan Police, ex-officio;
- (j) Chairman of Rajdhani Unnayan Kartripaksha, ex-officio;
- (k) Chairman of Bangladesh Inland Water Transport Authority, ex-officio;
- (l) Chairman of Bangladesh Road Transport Authority, ex-officio;
- (m) Chief Engineer of Directorate of Local Government Engineering, ex-officio;
- (n) One representative nominated by the Ministry of Local Government, Rural Development and Cooperatives (Local Government Division), who must have the status of a Joint Secretary;
- (o) Chief Executive Officer of Dhaka City Corporation, ex-officio;
- (p) Director General of Directorate of Environment, ex-officio;
- (q) President of Bangladesh Road Transport Association, ex-officio;
- (r) President of Bangladesh Road Transport Workers Federation ex-officio;
- (s) President of Dhaka Chamber of Commerce, ex-officio;
- (t) Chairman of Tongi Municipality, ex-officio;
- (u) Chairman of Savar Municipality, ex-officio;
- (v) Chairman of Narayangonj Municipality, ex-officio; and
- (w) Executive Director of the Board, who shall be the Member-Secretary of the Board.

The Aims and Objectives of the Board are:

- (a) to advise the concerned agencies on an integrated and safe traffic and transportation system for Dhaka and to make necessary arrangements with that purpose;
- (b) to co-ordinate the traffic and transportation infrastructure development plan with the over all development strategy plan for Dhaka as envisaged in the structure plan; and
- (c) to formulate strategic planning for traffic and transport sector of Dhaka and to co-ordinate inter agency co-operation.

The functions of the Board are:

- (a) to formulate a transport policy with clear guidelines for improved transport services in public and private sector;

- (b) to co-ordinate the traffic system of Dhaka taken up by various concerned authorities;
- (c) to formulate a policy for management of traffic, transportation, roadside-space and parking in the light of structure plan and related studies;
- (d) to formulate a policy for pedestrian safety and to co-ordinate its implementation;
- (e) to monitor and co-ordinate transport and traffic projects under implementation by concerned agencies;
- (f) to set up a policy and targets for an improved transport services;
- (g) to formulate a policy for control of all public transportation and to prepare guidelines for policy implementation;
- (h) to frame regulations for proper implementation;
- (i) to assist and give guidelines in the preparation of environmental and safety standards for all classes and kinds of vehicles;
- (j) to advise on imposition of taxes and other fiscal measures in achieving the standard specified in the guidelines under clause (i)
- (k) to select site for engineering schemes;
- (l) to grant approval for plans of various schemes relating to parking facilities etc. of various transport;
- (m) to prepare, approve and review transport engineering schemes;
- (n) to prepare plans for transport establishments for the Metropolitan area of Dhaka and to advise on the matters related to the implementation of such plans;
- (o) to formulate training plans for human resource development of traffic and transport sector;
- (p) to formulate a policy for making transport and traffic schemes;
- (q) to advise the concerned on the number and nature of vehicles of various classes and to ensure the compliance of such advise;
- (r) to assist in applying the law relating to transport and traffic;
- (s) to prevent nature pollution arising out of the use of faulty vehicles;
- (t) to carry out any other function relevant to any of the above matters; and
- (u) to carry on any other responsibility given by the Government.

7.2 Responsibilities of the RU Officials

The DTCCB will establish, for the Project, a Project Implementation Unit (PIU) headed by a Project Director, at the head quarters that will be responsible for the overall execution of the Project. The PD will recruit and appoint an experienced Implementing Agency (an NGO) as required for implementation of the resettlement activities. The PEA will implement the RAP through setting a Resettlement Unit (RU) within the PIU. The RU, under the overall responsibility of the Project Director, will undertake day-to-day activities with the appointed Project Implementing Agency and Project Supervision Consultants. The RU will have one Executive Engineer/Town Planner as Chief Resettlement Officer (CRO) who will implement the plan at the field level with the assistance from Resettlement Officer (RO) and project staff. The Project Director will ensure the land acquisition with assistance from district administration and the CRO, i. e. the DC.

The RU will coordinate land acquisition, manage resettlement and rehabilitation of the PAPs, disburse resettlement grants, and ensure PAPs access to development programs adequately. The RU will carry out the following specific tasks relating to RAP implementation:

- Liaison with district administration to support land acquisition and RAP implementation activities;
- Discharge overall responsibility of planning, management, monitoring and

implementation of resettlement and rehabilitation program;

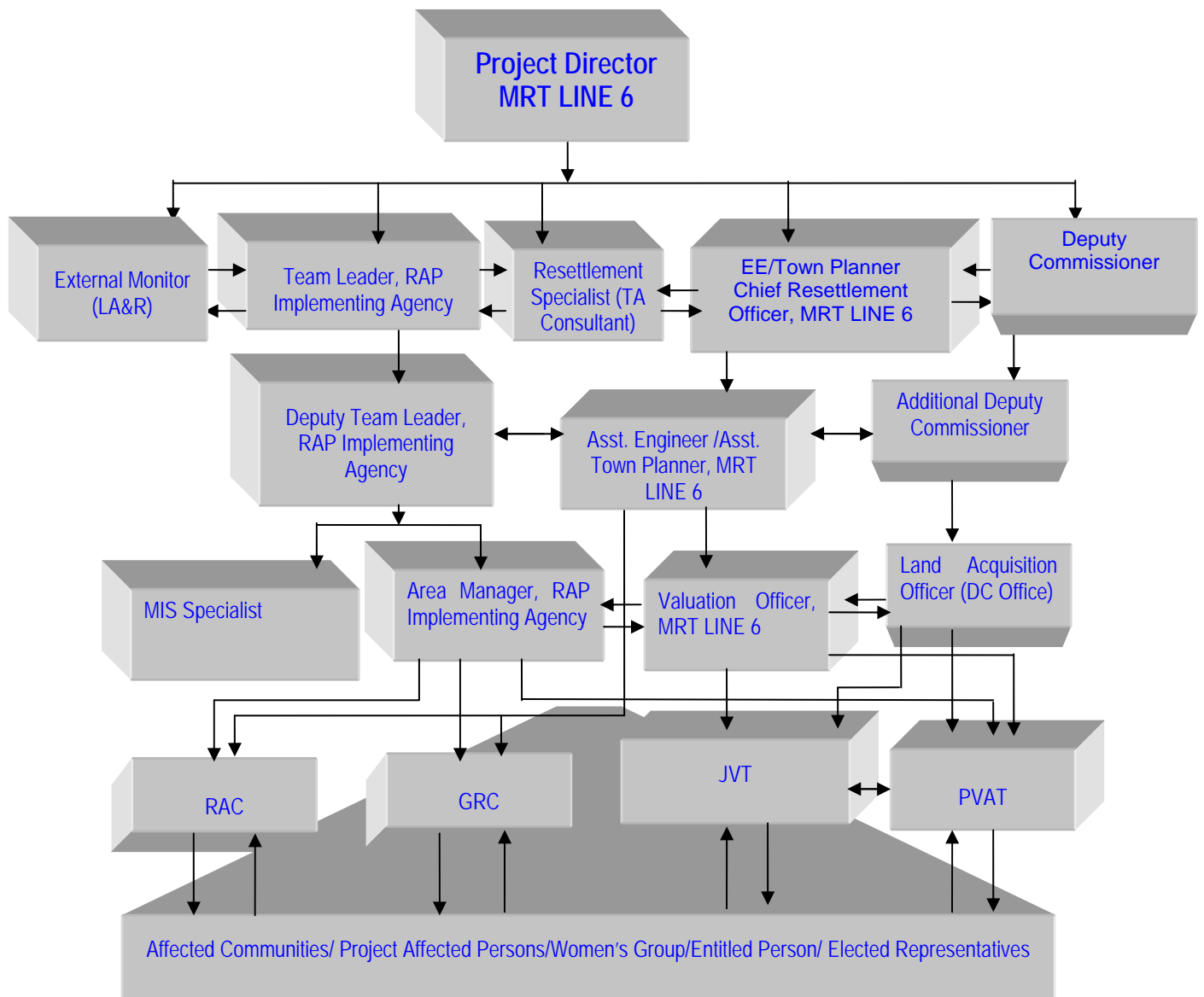
- Ensure availability of budget for all activities;
- Synchronize resettlement activity and handover land with construction schedule;
- Develop RAP implementation Tools and forms necessary for the committees;
- Monitor the effectiveness of entitlement packages and payment modality; and
- All other works needed to be done for the easy and smooth implementation of RAP.

7.3 Functional Descriptions

7.3.1 Role of Chief Resettlement Officer (CRO)

The appointed Implementing Agency will open field offices, carry out information campaign and involve affected persons including women in the implementation process from the very beginning. The Implementing Agency will collect, collate, computerize and process data for identification of eligible persons correctly for resettlement benefits and assess their entitlements as per RAP policy. However, the RU will implement the payments after necessary scrutiny. The CRO (RU) in charge of the land acquisition and resettlement management will report to the Project Director. He/she will work in close coordination with the respective field-based offices and Implementing Agency on the day-to-day activities of the resettlement implementation.

The CRO through the field offices, LA Office and the Implementing Agency will execute and monitor the progress of the LA and RAP implementation work. He/she will ensure coordination between the relevant departments, Implementing Agency, the GRC, RAC, PVAT and the Project affected people (PAPs). Apart from the GRC, Joint Verification Team (JVT) for quantification of affected properties and Property Valuation Advisory Team (PVAT) will be formed by the Ministry of Housing and Public Work (MOHW) for valuation of affected property and resolution of disputes. The composition and formation of committees and mechanisms for quantification and valuation of properties and grievance resolution will be constituted through government gazette. People's participation will be ensured through including their representatives in these committees.



**Figure 7-1
Institutional Responsibilities for RAP Preparation and Implementation Activities**

7.3.2 Role of Assistant Directors (AD): Resettlement

The total land acquisition will be done mostly at 18 places to be used for constructing 18 new railway stations. Under the PD there may be 3 Assistant / Deputy Directors with the distribution of responsibility like:

- One will be Deputy/ Assistant Director, Administration; and
- The other 2 will be in charge of all the RAP related activities

Moreover, they will also perform the other works as assigned by the PD for smooth and easy implementation of RAP.

7.4 Institutional Capacity Strengthening

There is no established resettlement unit within DTCEB or MRT Line 6 with appropriate staffing. The PIU will, therefore, need technical support in preparing, updating and implementing the RAP. As a part of the institutional development program, the MRT Line 6 (JICA) as the PEA for the Project will need to establish its own resettlement unit (RU) to assist PIU assigning the existing staff with additional responsibility of managing resettlement. The JICA will organize training on involuntary resettlement at the initial stage of implementation of RAP in any suitable venue for DTCEB and JICA officials involved with the project.

The JICA/MRT Line 6 will engage, with the Consultants team, the services of an expatriate resettlement specialist (ERS) on an intermittent basis and a national resettlement specialist (NRS) on full time basis to assist the PIU in updating of the RAP and implementing it in the field. The MRT Line 6 will subcontract out to an experienced resettlement monitoring and evaluation specialist on part time basis for independent monitoring, review and evaluation of the resettlement activities.

The NRS will design in consultation with the RAP implementing Agency and with technical guidance of the ERS, a training program for the capacity development of DTCEB and MRT Line 6 RU staff with provision for local in-house orientation and periodic refreshers throughout the RAP implementation period as per requirement of the field situation and scope of work.

7.5 Other Agencies Involved in the Process

7.5.1 Deputy Commissioner

The DCs have the power to acquire land and to assess compensation of property thus acquired. The 1982 Ordinance provides the power to the DC, who conducts the acquisition through the Land Acquisition Officer (LAO) of concerned districts. The LAO (or his officers) along with MRT Line 6 and NGO staff will conduct joint physical verification of property on the land in accordance with the Land Acquisition Proposal (LAP) to be submitted by the PEA as soon as the detailed design and alignments for the subprojects interventions will be available.

The DC office is responsible for the entire acquisition process from notification to affected households to award of compensation to owners of property and payments of compensation. Upon fulfilment of criteria of the LA office (i.e. necessary documents to make payment) the LA officials will prepare cheque and disburse to the EPs in the concern Ward office in presence of the Ward Councillor issuing prior notice to the concern EPs. The PEA and NGO shall liaise with concerned DC offices to complete the land acquisition process in a timely fashion. However, the LAO will prepare estimates of LA and request placement of fund from the CDA. The LAO will also share the award and payment data with the MRT Line 6 field office through PIA to facilitate processing of resettlement data.

7.5.2 Project Supervision Consultants

There will be provision for resettlement specialists (intermittent) as part of the Consultants supervising the implementation of the Project. The resettlement specialists will provide technical support to MRT Line 6, the PIA and supervise and review the field activities of the RAP implementing agency in collaboration with the Resettlement Unit of DTCEB.

7.5.3 Project Implementing Agency

DTCB/MRT Line 6 will engage an experienced Project Implementing Agency for implementation of the RAP at the field level in coordination with the DC and consultants. The Implementing Agency will be engaged to assist the consultant for updating of RAP during detailed design phase and will be continuing for implementation of the RAP. The PEA will contract out clearly defined tasks of the RAP implementing agency in detailed Terms of Reference such as consultation /public information campaign for rapport building, issuance of Identity cards, payment of eligible benefits to affected households/ individuals, institutional development, skill training/management training, community awareness and empowerment, etc. The PIA will initially create Identity number for each affected person as identified during Joint Verification survey by JVT. If the entitled person (EP) is not included in joint survey report but awarded newly based on ownership documents of the property by DC during payment, the PIA will create new Identity after receiving CCL. The Identity card will be prepared for EPs as identified by the DC and Joint Verification Survey (JVS) by the implementing agency and to be issued with joint signature of the Resettlement Officer (RO) of MRT Line 6 and the Area Manager of the Implementing Agency. Photograph of the EPs will be attested by the concerned Ward Councillor and to be pasted on the Identity card. The Identity card will comprise information on name, father's/husband's name, mother's name, age, education, identifiable marks, detail address, details of quantity of losses etc.,

The Project Implementing Agency will assist the PAPs in preparing record of rights to the property and receive cash compensation under law (CCL) from DC office. They will form focus group with the affected people based on homogeneity and/or nearness and hold meetings on regular basis to let them know their right and entitlements as prescribed in the RAP, updating of record of rights (RoR), opening of bank account, process of receiving cash compensation under law (CCL) from DC office and additional payments/grants from MRT Line 6 through NGO. The implementing agency will form Ward based resettlement advisory committee (RAC) to involve the local communities and PAPs in the implementation process.

The Project Implementing Agency will have to establish an MIS section at their central office for record keeping of the PAPs, creating individual Identity number of the entitled persons, preparing entitled person's (EP) file based on quantity of losses and entitlement card based on the losses by types and budget. Upon fulfilment of criteria i.e. availability of necessary documents to make additional payment/grants to the EPs, the PIA will prepare payment debit voucher & other documents and disburse the amount through account payee cheque to the EPs in the concerned Ward office in presence of the Ward Councillor issuing prior notice to the concerned EPs. The payment debit voucher will be jointly signed by the PEA & PIA representatives and the cheque will be disbursed with signature of the PIA representative from their account.

**Table 7.1
Institutional Responsibilities in Resettlement Process**

Related Activities and Responsibilities	Responsibility
A. Preparation of Updated RAP	
Preparation of land acquisition plans	PIU/Eng. Firm
LA process and land acquisition	DC/PIU
Recruitment of ERS and NRS	PIU
Recruitment of Implementing Agency	PIU
Design and reproduction of RAP Information Brochures	PIU/NRS
Disclosure and public consultations	PIU/PIA
Selection of members for resettlement advisory bodies	PIU/PIA
Design and carry out census for joint inventory of losses	PIU/PIA
Market survey on prices of lands, structure, crops and trees.	PIA/PVAT
Establishment of unit prices	PVAT/PIU
Processing the Census and socioeconomic data of APs	PIA/NRS
Assessing AHs to be relocated and any vulnerable APs	PIA/PIU
Determination of entitlements and consultations with individual APs	PIU/PIA
Preparation of draft proposals for updating the RAP	PIA/NRS
Consultation of Draft RAP to EA, APs and stakeholders	ERS/PIU
Incorporate suggestions and finalizing the RAP	ERS
Review and concurrence of RAP	JICA/MRT Line 6
B. RAP Implementation	
Mobilization of GRC	PIU/PIA
Establishment of internal monitoring and hiring of EMA	MRT LINE 6
Budget approval for compensation and resettlement	PIU
Release of funds for compensation	DTCB/RU
Filing and resolution of complaints APs,	PIU/GRCs/PIA
Assess needs, identify sites and develop relocation sites	PIU/IA/PAPs
Consultation with APs on schedule of clearing the lands	PIU/PIA
Clearing of lands	PAPs
Confirmation of "No Objection" for the award of civil works contract	JICA
Relocation and livelihood restoration assistance	PIA/RU/INGO
C. Monitoring and Evaluation	
Internal monitoring	RU/ERS/NRS/IA
Independent external monitoring and evaluation	EMA

7.5.4 Ministry of Housing and Public Works

The Ministry of Housing and Public Works (MOHP), will designate their officers of required number and rank to work with the PEA in implementation of the RAP at the field level. Their role and functions will become highly important in determining the values of affected structures, and if the cases of relocations come in. The representatives of this agency must remain present in the meetings related to valuation of structures.

7.5.5 Ministry of Post and Tele-Communication

Construction of 18 new rail stations will displace a good number of households from their homesteads and a good number of business enterprises from the present place of business. Most of them are using telephone where the lines are given by the department of tele-communication under the above titled ministry. The displaced PAPs who will apply for the telephone line at their places of relocations, must be given this facility on priority basis without any extra cost. Moreover, for assessing the amount of compensation for the disruption of present connection, inclusion of representative from the telephone department in the PVAT is also needed. So, the ministry should designate one officer for working with PVAT as well as extending cooperation to the PEA.

7.5.6 Local Government Division, Ministry of Local Government, Rural Development and Cooperative (LGRDC)

Dhaka City Corporation, although an autonomous body, in reality it is an integral part of the Local Government Division of the ministry of LGRDC. Again, inclusion of Ward Councillors in the PVAT and RAC is of urgent need considering the activities to be performed by the committees. So, inclusion of the representative of ministry in central advisory committee under the leadership of DTCB is needed for better/easy implementation of the project.

7.5.7 Energy and Mineral Resources Division, Ministry of Power, Energy and Mineral Resources

At the places of relocations, both for the homestead (home) and business enterprises, all of them will require electricity connection and some of them will need gas connection. Both the facilities are of urgent importance for the displaced PAH. In this situation for easy and better cooperation from the respective departments, inclusion of the ministry's representative at the central advisory committee under the leadership of DTCB is needed.

7.5.8 Joint Verification Team (JVT)

The DTCB will form a Joint Verification Team (JVT) for the MRT Line 6 project through a gazette notification to compare and review the physical verification data collected by the Project Implementing Agency along with the DCs' assessment of losses of physical assets and their owners. The scope and responsibility of the JVT will be clearly defined in the gazette. The implementing Agency will process the entitlements of the project-affected persons using the JVT data as one of the determinants. The JVT will be a four-member body and be comprised as:

- (i) Valuation Officer, Dhaka Transport Coordination Board – convener;
- (ii) LAO or his/her designated representative of concerned district – member;
- (iii) Representative of Public Works Department – member; and
- (iv) Area Manager, RAP Implementing Agency – member secretary.

7.5.9 Property Value Assessment Team (PVAT)

A Property Value Assessment Team (PVAT) will be formed by the PEA through a gazette notification for the subproject. The PVAT will review the assessment of the implementing agency on the market price of land and other property affected by the project at their replacement cost. The scope and responsibility of the PVAT will clearly be defined in the gazette. The Implementing agency will process the entitlements of the project-affected persons using the PVAT data as one of the determinants. The PVAT will be comprised as:

- (i) Valuation Officer, Dhaka Transport Coordination Board (DTCB), - convener;
- (ii) LAO or his/her designated representative of concerned district – member;
- (iii) Representatives of PWD-member;
- (iv) Representative of RAFUK-member;
- (v) Representative of DCC-member;
- (vi) Representative of LGED-member; and
- (vii) Area Manager, RAP Implementing Agency – member secretary.

The overall procedure of valuation of the affected properties is shown below:

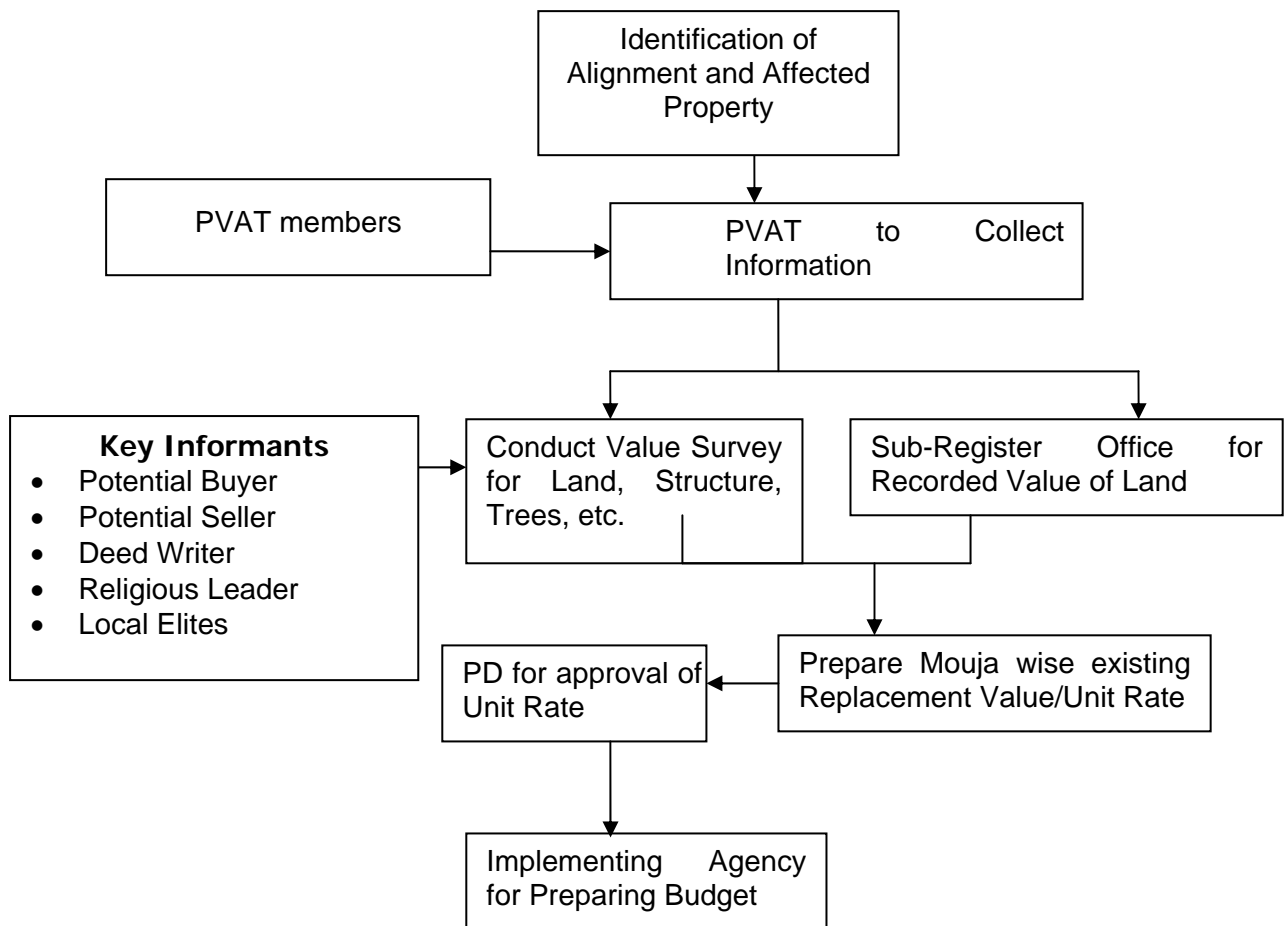


Figure 7.2
Procedure of Determining Valuation of Property

Actually this committee determines the amount of compensation. So representation of the concerned government departments always helps in determining more accurately the amounts of compensation for per unit losses of various types of properties.

7.5.10 Grievance Redress Committee (GRC)

GRCs will be formed at each affected Ward level for any grievances involving resettlement benefits, relocation, and other assistance. A gazette notification on the formation and scope of the GRCs will be required from the DTCEB/MOC. The GRC for each Ward will be comprised of the followings:

- (i) Representative of MRT Line 6 – convener;
- (ii) Ward Councilor – member;
- (iii) One representative of male who will be selected among PAPs in affected Ward– member;
- (iv) One representative of female who will be selected among PAPs in affected Ward ;
- (v) Legal Advisor as Observer to extend legal support to the committee to be deployed by PIA; and
- (vi) Area Manager, RAP Implementing Agency, member secretary.

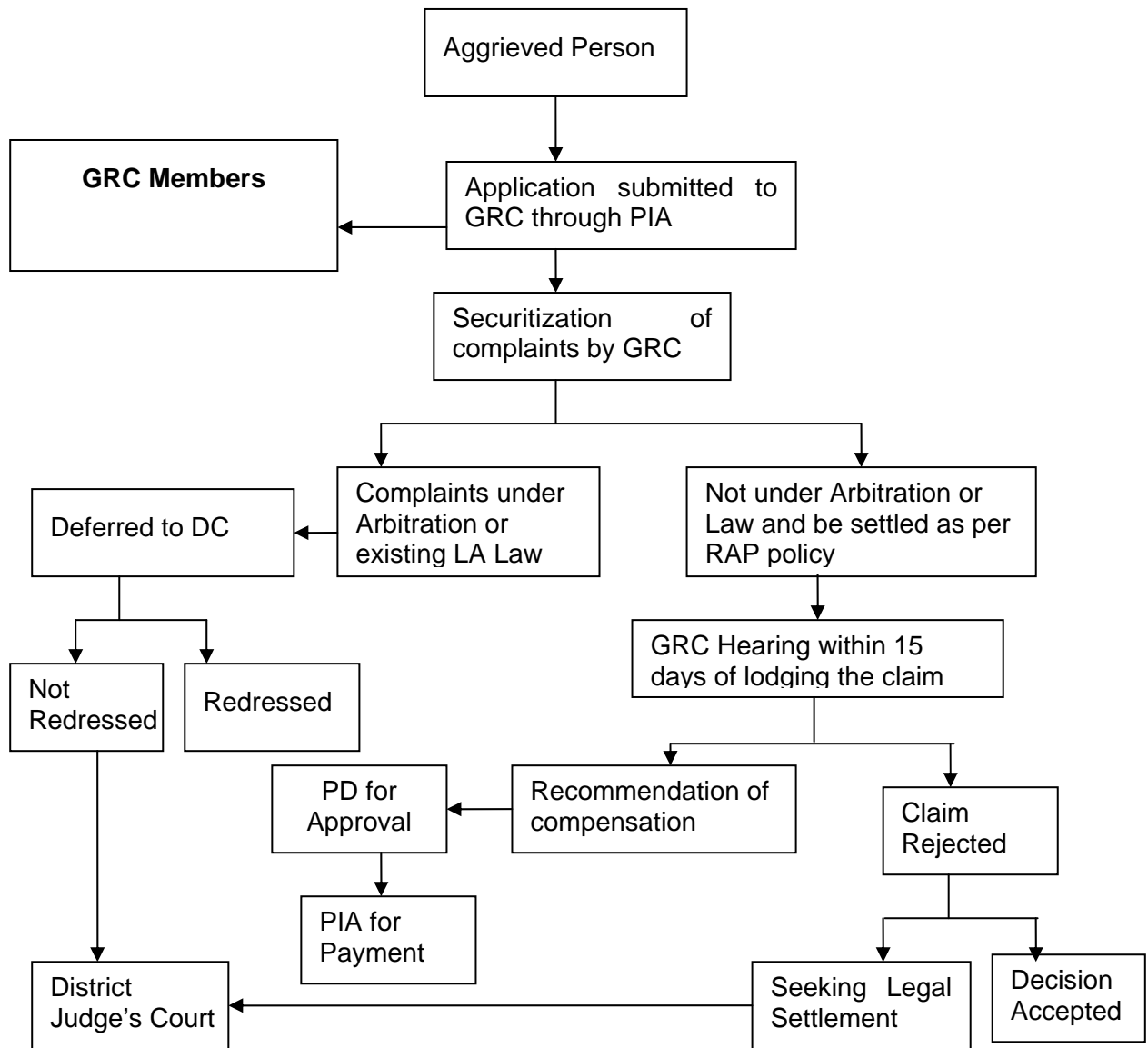


Figure-7.3
Grievance Redress Mechanism

No grievance should take more than one month for resolving from the GRC side, and before the GRC meetings, the aggrieved person(s) must be informed to remain present in the concerned GRC meeting.

7.5.11 Resettlement Advisory Committee

The project implementing agency will form Ward based RACs at the subproject level to involve the local communities and PAPs in the implementation process. The committees will seek local inputs from the affected people and communities in the implementation process and assist the implementing agency in all matters related to resettlement. The RACs will ensure local participation in the implementation of the resettlement plan. Moreover, if possible, the Honourable Member Parliament of the respective constituency may also be invited to meetings related to policy making. The RAC will be comprised of :

- (i) DTCB representative-Convener;
- (ii) Male & Female (wherever available) ward councilor-member;
- (iii) PAPs representative-member; and
- (iv) PEA representative-Members Secretary.

7.5.12 Women Groups in Resettlement Process

The RAP implementation will ensure a gender sensitive approach in planning, management and operations of land acquisition and resettlement. Separate groups of women affected persons will be formed and operated by the implementing agency. Feedback from the female PAPs and female headed PAHs will be obtained through these female focused groups for planning, relocation and resettlement. Moreover, the female PAPs and female headed PAH will be given necessary assistance in preparing papers/documents needed for receiving compensation, relocation and rehabilitation. A token amount of money as special grant will also be given to each poor female PAPs. Training course on various IGAs will also be organized for the poor female PAPs to be backed by credit support from the government credit-support agencies.

The female staff to be engaged by the implementing agency will identify needs of female PAPs for income restoration approaches and implementation of the income restoration component of the RAP. Women were also consulted during social appraisal and will be further consulted during the review of the RAP after the detailed design and in the process of implementation.

7.6 Payment of Cash Compensation by Law (CCL) by the DC

The Deputy Commissioner (DC) is the competent authority to pay cash compensation under the provisions of The Acquisition and Requisition of Immovable Property Act, 1994. Moreover, he/she is the Legal/ Administrative authority to determine the updated title of land and eligibility of PAPs for Cash Compensation under Law (CCL) for land as well as several other assets covered by the law. It is for the DC to decide whether to enhance the capacity of the concerned office by engaging additional senior LA staff to process the LA requests speedily and smoothly. The executing agency (PEA) and the implementing NGO assisting the PEA will work with the representatives of the DCs during Joint Verification of affected properties and the market survey of the properties for ascertaining current replacement value before budgeting for total compensation payable to the PAPs. To facilitate the activities of MRT LINE 6 as well as PAPs of the project area, if possible, more than one officer may be assigned for helping in identifying the owners, and preparation and process of the papers for the purposes.

The implementation of the activities like, joint verification, market survey and reconciliation of the 'market value' and 'replacement value' will require a great deal of mutual understanding among the DCs' office, MRT LINE 6 and the INGO. It is therefore, essential that the DCs will accept the involvement of their representatives in Joint Verification and Market Surveys, budgeting of compensation, updating of land records of PAPs and in reconciliation of CCL with the additional compensation to be paid by the MRT LINE 6 through the INGO.

The DC office will receive funds from MRT LINE 6 for paying the CCL to the directly affected persons immediately to facilitate quick disbursement of differentials, if any, by the MRT LINE 6 through the INGO. Participation of the DC office personnel will also be necessary in the host area meetings. Similarly DC's intervention/assistance will be required in matters such as land requisition, disposal of land ownership disputes, allotment of char land and other surplus land, etc. The compensation to be paid by the DCs office are :

- cash compensation for loss of land by owners averaging the registered sale deeds values during the past one year of similar land plus(+) 50 per cent enhanced amount of the average;
- cash compensation for loss of crops trees and perennials; and
- cash compensation for residential and commercial structure at replacement value.

7.7 Additional Compensation to be paid by MRT LINE 6 Through INGO

It has now been generally recognized that the task of successfully implementing a RAP requires certain attitude, experience and skill in dealing with the grass root level people, which are best available among some reputed INGOs in the country. Therefore, it has been adopted as a government policy to commission the services of such an INGO to assist in the implementation of a RAP. The principal task of the INGO is to identify the project affected land (based on the Col prepared by the project designers), households/business enterprises and persons, estimating their losses and dislocations, work out their entitlement packages and prepare a compensation budget. The next main task is to assist the MRT LINE 6 in disbursing entitlements which are beyond the purview of CCL. Again the INGO also play an important role in ensuring that legitimate grievances of the PAPs are redressed and vulnerable is given special attention. The INGO is also required to undertake efforts to mitigate some community level dislocation caused by the project.

It has been found that the Cash Compensation by Law disbursed by the DCs office is in most cases, are well below the replacement value of the acquisitioned / lost assets. As a result, the Project affected persons can never replace the assets with the money received under CCL. To fill up this gap, The donor agencies & including JICA have prepared the Policy and guideline beyond the CCL: The Policies on Involuntary Resettlement for compensating the losses, have prepared it in such ways so that the Project affected persons get at least the replacement value of the lost assets. This additional amount is given to each PAP through an NGO following various formalities. Beyond CCL, the issues covered in the proposed compensation package under RAP are :

- Additional Grant to cover Replacement Value of Land (agricultural, homestead, commercial and fallow land, water bodies, ponds, etc) if CCL is less than the Replacement Value;
- Grant for meeting the social cost of dislocation due to homestead acquisition;
- Stamp Duty for facilitating land purchase by project affected persons in future;

- Grand for loss of standing crops in agriculture land;
- Structure Transfer Grant for living quarters, commercial units on the basis of CCL;
- Structure Reconstruction Grant to the households/commercial or other establishments on the basis CCL;
- Grant for loss trees on Govt land owned by squatters;
- An Additional amount to female headed and vulnerable households affected by homestead;
- An additional grant to all the squatters/unauthorized household;
- Grant for the loss of business in business enterprises;
- Wage laborers or helper family members of business enterprises to compensate for the employment loss;
- Additional amount for shifting of household/enterprise inside materials; and
- Additional amount to all the homestead losers for developing the new homestead.

The estimated amount of money must be placed with the NGO at least one month ahead of starting the payment of compensation under RAP in the proportion like: 50 per cent+30 per cent+20 per cent; i. e, in three installments.

7.8 Appointment of a Non Governmental Organization (NGO) and Suggested Terms of Reference (TOR)

7.8.1 Introduction

An NGO, experienced in the overall system of payment of compensations beyond CCL, should be engaged/ appointed for smooth / successful implementation of RAP. They will maintain liaison with DC, PWD, MRT LINE 6 and other concerned offices, and they will work in coordination with different committees being set up to facilitate the implementation of RAP, and more particularly the payment of compensation, estimation of the losses of PAPs etc. The NGO must be at the work site at least six months before the commissioning of payment of compensations so that they can complete the ancillary activities needed to be done as the preparation for payment. The TOR for implementation of RAP through an NGO may include the following issues for accelerating and accentuating the implementation of RAP, without which the land acquisition to be followed by construction can not be started:

7.8.2 The Objectives

In brief, mitigation of losses and restoration of socio-economic status of the Project affected persons are the prime objectives of RAP. The core component of RAP is to provide institutional and financial assistance to project affected persons to replace their lost resources such as land, residential/commercial structures, employment opportunities, etc. For the purpose, the project has adapted a policy to pay compensation to those who will be affected by the construction. In view of the said objectives, the specific objectives of the Terms of Reference (TOR) for implementation of RAP are:

- i) outlining the selection process of an NGO for implementing the payment of compensations beyond the CCL;
- ii) activities to be done by the NGO in the process of paying compensation; and
- iii) suggestions for performing the RAP implementation related activities smoothly.

For the payment of compensation beyond the CCL, an NGO shall be appointed by the MRT LINE 6. In the selection process, the NGOs with previous experience of working in similar situation may be given priority. The selected NGO [hereinafter referred to as

Implementing Non Government Organization (INGO). The INGO should start their work at the field level within 30 days of serving notice to commence the work.

In general, the INGO will be responsible to the Project Director of RNIMP-II, who will select and appoint the INGO as the implementing agency of RAP. The Project Consultant (appointed by MRT LINE 6 for the purpose under reference) will monitor the implementation of RAP for the project affected persons. However, responsibility for the effective, timely and efficient execution of RAP will remain with the INGO. The INGO must ensure the highest standard and accuracy in all aspects of implementation works. It will particularly ensure that all the project affected persons are paid their due compensation and resettlement benefits; and the data provided in reports, files and computer disc are accurate and reliable.

7.8.3 Selection Criteria of INGO

The selected NGO must be a non-profit making welfare organization and registered with Department of Social Services/ Registrar of Joint Stock Companies as well as with the NGO Affairs Bureau. The NGO must fulfill the following eligibility criteria:

- i) Have a proven track record in the field of socio-economic development activities for at least five years with annual budgetary outlay of not less than 20 million taka and in external supported program(s) of not less than annual budgetary outlay of 30 million taka.
- ii) Have to submit five proven Project Data Sheet over last ten years.
- iii) Have proven ability of implementation of three Resettlement Programs inclusive of one re-location of displaced small/medium Business Enterprises.
- iv) Have extensive involvement in poverty alleviation through income generation program and empowerment of rural people.
- v) Have proven ability to design and implement income restoration program for involuntary displaced of affected persons with an emphasis to micro-credit and micro financing operation.
- vi) Have at least three years' of experience(s) of working in land based Resettlement/ Rehabilitation programs and capacity to reconcile information from different data bases and develop software packages for Computerized Management Information System (CMIS).
- vii) Have established office premises both in Capital City Dhaka and at the neighborhood of project sites.
- viii) Should be willing to implement income restoration program for the Project affected persons after the project period, if needed.

7.8.4 Scope of Work of INGO

Precisely, the INGO will have to perform the tasks principally basing on the issues included and guidelines provided in the RAP. However the major tasks to be done by the INGO are:

Information Campaign: The implementing INGO will design, plan and implement a information campaign in the affected areas primarily to inform the Project affected persons about the entitlement policy and how to avail of their respective entitlements. The campaign would include measures such as distribution of information booklets, leaflets, notice and other materials among the Project affected persons, community meetings, public announcements, and any other measures necessary to provide information to all Project affected persons.

Circulation of a Booklet: At Bhairab and Padma Bridge projects, one Bangla booklet containing the total compensation package as was outlined in the RAP, procedures and places of payment and all other relevant information was circulated among the Project affected persons. This significantly helped in reducing tension among the Project affected persons and led to better working environment and relationship between the INGO and Project affected persons. This kind of booklet must be circulated by the INGO within three months of field placement. If possible this may be prepared by the INGO before going to the field, and be circulated during the 1st or 2nd week of field work. This will significantly help the INGO for performing their activities in a better social environment. The main contents of this Bangla Booklet are:

- (i) Background of the Project;
- (ii) An Overview of the Project;
- (iii) Expected Benefits to be Derived;
- (iv) Affected Persons and Properties;
- (v) How the Losses will be Mitigated;
- (vi) Principles of Relocation and Rehabilitation;
- (vii) Compensations and Grants;
- (viii) PAPs Participation in Implementation;
- (ix) Procedure of Payment of Compensation;
- (x) Grievance Redress System;
- (xi) Types of Documents Needed by the EPs;
- (xii) The Entitlement Matrix; and
- (xiii) Concluding Remarks.

Computerization of Database and EP Files: Data on land, structure, trees and other properties lost by the project affected persons have to be computerized, including development of necessary software to prepare EP files and entitlement cards (ECs). The EP and EC files will be used for making payments to the EPs and monitoring the progress of resettlement work. This INGO after joining the field, must finalize the list Project affected persons, and EPs within six months; otherwise, they will be late in performing other activities.

Issue of Identity Card : All the Project affected persons are needed to be identified within the 1st 5-6 months of INGO's operation at the field level. They should also finalize the list of entitlements of each PAP. Both the works should not take more than six month because, the process of paying compensation, both under and beyond CCL can not be started before the finalization of entitlement list to be followed by issue of Identity card. Among many others, the two major contents of Identity are the actual address of the respondent and a certified photograph. The responsibility of preparation and issue of Identity cards will be borne by the INGO. This card will be used by all the project affected persons for receiving all types of compensation under RAP.

Assistance to EPs to Relocate and Resettlement: The INGO will assist the project affected persons during pre and post relocation period and help finding land for resettlement. Also, wherever needed, the staff will help Project affected persons to obtain their compensation money from the DC office and other resettlement benefits from the project.

Participation in GRCs and RACs: The implementing INGO will organize and participate

in the GRC (Grievances Redress Committee) and RAC (Resettlement Advisory Committees) meetings as Member Secretary and assist in settling disputes over the resettlement benefits. INGO staff may require to carry out intensive field verifications for resolution of certain kinds of grievances.

Liaison with DC Office: The INGO will always maintain contact with the Land Acquisition Section of the DC office and will disseminate information to the EPs about payment of CCL.

Liaison with JVT and PAVT: The INGO will always be in touch with these two teams and always help them in accomplishing their tasks

Opening of Bank Accounts: The compensations are always given through cross cheques which requires bank account in the name of incumbent. Most of the poor EPs do not have any bank account. The INGO will have to certify and help them in opening bank accounts.

Assistance to Vulnerable Groups: The INGO will provide special assistance to vulnerable groups (economically poor, female headed households, women EPs, landless and others) in their physical and economic rehabilitation through including them in implementation of road side plantation, integration with NGOs working in the respective areas for poverty alleviation, employment in road construction works suitable to them, etc.

Organization of Training: Many of the vulnerable EPs may need training for development of their skills or for changing occupations. Training needed for meeting these requirements will have to be organized by the INGO.

Linkage with Funding Agencies: Many of the EPs may show interest to work with the IGA funding agencies working in their areas through introducing credit supported income generating activities. The INGO will take initiative for establishing linkage between the EPs and the agencies (if possible).

Supervision and Management: Facilities and logistics required for carrying out the implementation activities in the field have to be established in due time at the field and head office levels. The field team shall maintain liaison with MRT LINE 6 field staff and also with project consultant.

Payment of Compensation: The whole theme of RAP centers around the payment of compensations beyond the CCL, to both the direct and indirect PAPs. For this the INGO will have to submit a tentative budget to the MRT LINE 6 within shortest possible time. The tentative budget is always changeable and the total allocation may be placed with the INGO in three installments like: 50 per cent+30 per cent+20 per cent. The second instalment may be released after the submitting the statement of expenditure by 70 percent of the released money of 1st installment.

Reporting System of INGO: The INGO will be directly responsible to the Project Director, MRT LINE 6 for all type of activities. The work inception report (5 copies) should be submitted to the Project Director within two months of field placement. Moreover, within 15th of next month, the INGO will have to submit the progress report (5 copies) of and up to the previous month. The Project Director, MRT LINE 6 may also call meeting as and when needed for reviewing the progress or any other issue considered review-able to him. After the completion of RAP implementation, the INGO will have to submit the project completion report in 10 (ten) copies to the Project Director, MRT LINE 6.

7.9 Community (Stakeholders) Participation in RAP Implementation

In a land scared country like Bangladesh, land acquisition on , especially homestead acquisition, is a highly sensitive issue. For reducing the mental shock and tension of the Project affected persons, the acquisitioning authority with the active participation of demand placing department must organize meetings with the Project affected persons as and when needed. Moreover, during the preparation of RAP, the Project affected persons get enough information about the total compensation package and impacts of this land based development project on socio-economic development of the area. All these are done for reducing the mental shock / tension of the Project Affected Persons.

During the RAP implementation stage, the project affected persons get enough opportunity for ventilating their opinions / grievances through their representatives included in various committees, specially through the GRC. List of losses is always done in presence of the concerned PAP, which provides him scope for correcting the mistakes if any, in estimating the losses. Moreover, the Project affected persons can know about the RAP thoroughly when the Bangla Booklet is circulated among them by the INGO whose office is open to the project affected persons even beyond the office hours. The INGO will always encourage Project affected persons participation in RAP implementation.

CHAPTER-8

RESETTLEMENT AND COMPENSATION COSTS AND BUDGET

8.1 Budgeting and Financial Planning

All resettlement funds will be provided by the PEA based on the financing plan agreed by the Government of Bangladesh. Land acquisition, compensation, relocation (is not conceived in MRT LINE 6) and rehabilitation of income and livelihood will be considered as an integral component of project costs. The rehabilitation and training to the potential affected persons will be provided under the LIRP based on vulnerability and needs assessed through a special census and consultation exercise.

The estimate for land acquisition by the DC will be prepared by his/her LA section and placed to the PIU, DTCB (MRT LINE 6) for the transfer of fund to the account of DC. The additional benefits as per the policy will be paid directly by the PEA through Project Implementing Agency. However, the Implementing Agency will assess the quantity of losses and the eligible persons for resettlement benefits and produce a resettlement budget to MRT LINE 6 under DTCB for approval and periodic release. The PIU will ensure that the land acquisition and resettlement budgets are delivered on time to the DC and the resettlement account of the field office of the MRT LINE 6-RU. The DTCB will also ensure that the RAP should be submitted to JICA for approval, and that fund for compensation and entitlement under the RAP are fully provided to PAPs prior to the award of the civil work contract. The RAP budgets for compensation for land, structures, other assets, crops and trees, and special assistance will be calculated using the market rates reflecting replacement cost at the time of dispossession. The costs for relocation and special assistance will be consistent with the resettlement policy. Other costs involving project disclosure, public consultations and focus group discussions, surveys, training and income restoration have been included in the RAP budget. There is also a budget allocation for 10% as contingency.

These estimated budgets under various subheads must be regarded as provisional, given the need for updating the RAP following detailed design and inflation adjustment of rates at that time. All resettlement funds will be provided by the PEA (DTCB) based on the financing plan agreed by the Government. The total estimate of the provisional budget under different sub-heads are shown in Table-8.1

Table-8.1
Summary of the Tentative Budgets to Compensate for the Assets Expected to be Affected Due to Land Acquisition, Both Public & Private, and RAP Implementation

Sl. No.	Category of losses	Location in Report	Amount in Million Tk.
<i>Land: Tk. 814.74 million (35.88 percent of total cost)</i>			
1	Compensation for land	Section-3.1	579.62
2	Stamp duty and registration fees (@ 15% of land value)	Section-3.1	86.94
3	Development of new homestead/commercial land 25% of land value	Section-3.1	144.91
4	Shifting of households' goods	Section-3.10	0.76
5	Trees	Section-3.4.4	0.92

Sl. No.	Category of losses	Location in Report	Amount in Million Tk.
Structure Including on Govt. Land: Tk. 113.78 million (5.02 percent of total cost)			
6	Completely brick/cement build	Section-3.4.2	65.67
7	Partially brick/cement build	Section-3.4.2	7.12
8	Tin	Section-3.4.2	13.78
9	Katcha/Thatched	Section-3.4.2	0.68
10	Tripal	Section-3.4.2	0.29
11	30% as STG+SRG+Utility connection	Section-3.4.2	26.26
Grants to Vulnerable Including Women: Tk. 0.59 million (0.03 percent of total cost)			
12	Special grant	Section-3.6	0.31
13	Training grant	Section-3.6	0.28

on.

Income Loss Including Venders on Govt. Land: Tk. 53.27 million (2.39 percent of total cost)			
14	For employment loss	Section-3.7	9.45
15	For business loss	Section-3.8	38.50
16	Rent loss in rented out structures	Section-3.9	4.62
17	Shifting of business goods	Section-3.10	0.70
Committee Meetings: Tk. 0.40 million (0.02 percent of total cost)			
18	Sitting allowance to committee members	Tk. 1000 x 50 meetings x 6 members	0.30
19	Light refreshment in meetings	Tk. 1000 x 50 meetings	0.05
20	To lawyer for GRC meetings	Tk. 3000 x 10 meetings	0.03
21	Others	-	0.02
Common/Community Properties: Tk. 1,057.47 million (46.67 percent of total cost)			
22	Compensation for land	Section-3.4.5	641.88
23	Compensation for structure	Section-3.4.5	414.97
24	Compensation for trees	Section-3.4.5	0.62
Project Implementing Agency: Tk. 20.40 million (0.90 percent of total cost)			
25	Salary and other allowances for all types of personal	Tk. 400,000 x 31	12.40
26	Office rent + stationary+ equipment	Tk. 100,000 x 31	3.10
27	Transport and other related costs	Tk. 100,000 x 31	3.10
28	Contingency for PIO: 10% of total cost	-	1.80
29	Compensation Payment Related Contingency of PEA: Tk. 205.97 million (9.12 percent of total cost)		
30	Total Costs: Tk. 2265.63 million = 100 percent		

Of the total budget amount of Tk. 2,265.63 million 46.67 percent is for paying compensation for land and structures of common/community properties followed by the compensation for private land and properties; 35.88 and 5.02 percent respectively. It is to be mentioned that the amount of budget will be changed with the change in quantities of affected properties along with its change in per unit price.

8.2 Assessment of Unit Value for Compensation

The methodology for assessing unit compensation values of different items is as follows:

- Land has been valued at replacement cost based on land sales survey during the data collection for RAP preparation. No deductions for taxes/transaction costs will be applied. Moreover, they will be given the registration cost if purchase land within one year after receiving the last installment of compensation.
- Houses/buildings have been valued at replacement value based on cost of materials, type of construction, labor, transport and other construction costs. No deductions will be applied for depreciation and transaction costs. Here in RAP, the PWD rates have been considered. Moreover, another 30% to the value will be given as STG+SRC and utility connections.
- Annual crops have been valued at highest market rates. One round the year production from agricultural land will be considered for crop compensation (here it is not applicable).
- Trees have been valued based on age and girth category (a. sapling; b. small c. medium and d. large) for timber and fruit bearing trees. For fixing the price/rates, assistance of forest department was taken (here it is not applicable).
- Banana, guava, lemon, etc. have been valued as one time crop and for each tree, irrespective of size. An amount of Tk.500 will be given for each tree irrespective of size (here it is not applicable).
- Fruits will be valued for grown up trees (large and medium) as 30% of the timber value for one year for normal fruit bearing trees and fixed value for perennial trees (here it is not applicable).
- For wage earners, daily wage rate is Tk.300 for unskilled laborers and Tk.500 for skilled laborers. It will be given for a period of 3 months to compensate for the income loss.
- For business losers, they will be given Tk.50,000 to Tk.300,000 in total as business loss depending on their volume of business as determined by the JVT. This will be for one time only.
- For vulnerable groups, an amount of grant to each of them has been proposed in addition to training on IGAS.

Actually, all these will be finalized during the final survey within the final Col during the preparation of detailed design. However, for more clarification Section 5.7.2 of the report may be consulted.

8.3 Approval of the Resettlement Budget

Land acquisition and resettlement budget included in the draft RAP will be revised as per findings in the detail design stage through census for inventory and assessment of losses and market survey for replacement price of land and property. The revised budget will be approved by the Ministry of Communications along with the revised RAP and the DPP prepared by DTCB/MRT LINE 6 and approved by MOHW. Upon approval of land acquisition by Ministry of Land, the DC will prepare estimates for compensation including service charge and produce that to DTCB for placement of fund within 60 days.

The rates for compensation and cash entitlements for rehabilitation as well as allowances payable to PAPs will be adjusted annually, based on the actual annual inflation rate. The DTCB will determine the annual inflation rates to be applied to all cash entitlements during the updating of the RAP based on final enumeration and census.

The RAP implementing agency will assist DTCB to prepare resettlement budgets covering all eligible losses and entitlements confirmed through joint verification and determination of replacement market price of land and properties by PVAT. This budget will be approved by DTCB through appropriate authorities and made available for placement with the resettlement account of the DTCB-RU as per requisition from the CRO.

8.4 Management of Compensation and Flow of Awards

The DTCB does not have any set codified rules for payment of grants to PAPs for resettlement of affected persons. Under the circumstances, a detail administrative guideline (payment modality) will be required to implement the RAP at the field level. Both the DTCB-RU and the RAP implementing agency will follow the administrative guideline after its approval from the Project Director (PD). The consultants (resettlement specialists) will prepare the guidelines and the PD at PIU will approve it for adopting. The modality should include definition of various resettlement terms, the entitlements, detail procedure for identification of eligible persons for resettlement entitlements of the RAP, and assess losses and entitlement of individual PAPs, process payments, effecting their disbursement and documentation.

The PIU with requisition of payments under annual assessment from the CRO, will place fund with the RU resettlement account in the field. The administrative guidelines will contain details of the management aspects and monitoring mechanism. Vouchers on payment will be prepared in quadruplicates: one for RU-Field, one for PIU record, one for PIA, and one for Bank (with the resettlement account). The RO, field Accountant, and authorized representative from IA will sign the vouchers. Payment will be made and records maintained as per approved RAP administrative guidelines.

Compensation under law for land acquisition will be paid to the legal owners of land and property by the concerned Deputy Commissioner's LA section. DCs will prepare individual cheques accompanied with receiving copies of payment and undertaking note.

CHAPTER-9

IMPLEMENTATION SCHEDULE OF RAP

A time-bound implementation schedule for the implementation of RAP has been prepared in accordance with the needs of project construction schedule. The overall schedule of implementation is based on the principle that the people affected by the project are paid their due resettlement benefits prior to displacement. The implementing agency will assist the PAPs in the process of relocation and resettlement. Individual entitlements on household basis will be processed by the PIA. Each EP will receive an Identity card along with an Entitlement card. The Identity card will be issued to the EPs as identified by the DC office and Joint Verification Survey (JVS) with the joint signature of Resettlement Officer (RO) of MRT LINE 6 and Area Manager of PIA. Photograph of the EPs will be attested by the concerned Ward Councillor and pasted to the Identity card.

The RAP will be finalized after the detail engineering design will be finalized and land acquisition plan will be prepared including the approval of budgets from MRT LINE 6 (DTCB) . The Project Implementing Agency will be awarded with the detailed design for updating and implementation of RAP. Implementation of RAP will be started well ahead of starting the construction works and will continue till the completion for entertaining claims /grievances of the EPs regarding additional payment of compensation and other resettlement grants. However, some of the activities for RAP implementation may be extended further, if needed. The preliminary time bound implementation schedule including updating of RAP, has been proposed over a period of 4 years in Table-9.1 The implementation schedule will be finalized considering possible changes of events during the implementation period after the completion of detailed design of the Project, MRT LINE 6.

**Table-9.1
Tentative RAP Implementation Schedule**

Sl. No.	Land Acquisition & Resettlement Activities	Period and Comment
1.	Appointment of INGO, and orientation about the works to be done by them	4 months: experienced NGO should get preference in selection: The task to be done by MRT LINE 6
2.	Information campaign, SES for updating PAPs and RAP as per final detail design, RAP preparation and approval	4 months: no work can be initiated before the approval of RAP by MRT LINE 6 (DTCB)
3.	Preparation of land acquisition plan and submission to DC office	2 months: proposal to be prepared by INGO and approved and processed by MRT LINE 6 (DTCB)
4.	Formation of Committees: JVT, PVAT, GRC and RAC	2 months: committees are to be formed by MRT LINE 6 in consultation with DC office during implementation of Serial-2
5.	Functioning of JVT and PVAT	4 months: through rigorous work they must complete the assignment, otherwise payment of compensation can not be started.
6.	Functioning of GRC and RAC	18 months: the unresolved issues to be resolved in court
7.	Data processing of SES, determination of individual entitlement and issues of Identity cards	8 months: including 6 months of Serial 2
8.	Preparation of final resettlement budget by INGO, submission to MRT LINE 6 and its approval	2 months: after the completion of activities in Serial-2, 6 & 7
9.	Preparation of CCL budget by DC office, approval and fund placement by MRT LINE 6	4 months: after completion of JVT and PVAT activities
10.	Payment of CCL to title holder PAPs	17 months: to be paid from the side of implementation of MRT LINE 6 works by the DC office
11.	Handing over of acquisitioned land to MRT LINE 6 by DC office	17 months: maintaining the same order of implementation as in Serial-10
12.	Payment of compensation beyond CCL by INGO	17 months: it will closely follow the work sequence of CCL payment
13.	Help in Relocation and Rehabilitation of displaced PAPs by INGO and MRT LINE 6	17 months: they will assist the displaced PAPs during the entire period of RAP implementation
14.	Monitoring and evaluation	17 months: the internal monitoring will be done by the RAP implementation consultant of the construction supervision consulting firm

**Table-9.2
Rap Implementation Matrix: Each Box Equal to 2 Months**

Sl. No.	Land Acquisition & Resettlement Activities	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	31	
1.	Appointment of INGO, and orientation about the works to be done by them: 4 months	█																
2.	Information campaign, SES for updating PAPs and RAP as per final detail design, RAP preparation and approval: 4 months			█														
3.	Preparation of land acquisition plan and submission to DC office: 2 months					█												
4.	Formation of Committees: JVT, PVAT, GRC and RAC: 2 months				█													
5.	Functioning of JVT and PVAT: 4 months				█													
6.	Functioning of GRC and RAC: 18 months						█											
7.	Data processing of SES, determination of individual entitlement and issues of Identity cards: 8 months			█														
8.	Preparation of final resettlement budget by INGO, submission to MRT LINE 6 and its approval: 2 months							█										
9.	Preparation of CCL budget by DC office, approval and fund placement by MRT LINE 6: 4 months							█										
10.	Payment of CCL to title holder PAPs: 17 months								█									
11.	Handing over of acquisitioned land to MRT LINE 6 by DC office: 17 months								█									
12.	Payment of compensation beyond CCL by INGO: 17 months								█									
13.	Help in Relocation and Rehabilitation of displaced PAPs by INGO and MRT LINE 6: 17 months								█									
14.	Monitoring and evaluation: 17 months								█									

CHAPTER-10

MONITORING AND EVALUATION

10.1 Monitoring and Evaluation

The RAP implementation will be actually Supervised by the office of PD, MRT LINE 6 of DTCB. On his behalf the day to day activities regarding the RAP implementation by the INGO will be supervised by the resettlement specialist of Supervision Consultant Team. He will prepare and submit his report on monthly basis as a part of the progress report of whole project.

Monitoring and Evaluation in a package, is an integral part of project implementation, which must be given due emphasis if the implementation has to proceed according to projected plan and schedule. Evaluation, on the other hand, is needed to bring the implementation on the right track towards attainment of project objectives and, if the situation demands, by rectification of the policies and strategies of the project originally set for. Monitoring involves collection, analysis, reporting and use of the information about the progress of all aspects of the resettlement operations, based on the approved RAP. Evaluation will take place both during and after the implementation of the RAP. The objectives of setting a monitoring and evaluation system (MES) are to:

- Collect, analyze, report and use information about progress of resettlement;
- Ensure that inputs are being provided, procedures are being followed and outputs are monitored and verified;
- Ensure timely management action if there appears to be any failure in system due to management lapse; and
- Ensure necessary corrective measures at policy level, if it is seen that there is a failure in system due to flaw in the design i.e. wrong theory, hypothesis or assumption, to ensure necessary corrective action at policy level; and
- to build a benchmark database for the purpose of evaluation; both during course and exposit facto.

Implementation of RAP will be supervised and monitored by the Project Director of MRT Line 6 in coordination with the other officers associated with the project and Field Officials and staffs of the INGO. The monitoring will be done both internally and externally to provide feedback to the PD and to assess the effectiveness of the resettlement policy and implementation. Intermittent monitoring and post evaluation of resettlement activities will be carried out by the donors (financiers) through an Independent Monitoring Team (IMT) to assess the impact, sustainability of the resettlement program and to learn lessons for future policy framework and planning. Like other projects of Bangladesh, both the Internal and External monitoring will be done by the relevant experts of Supervision Consultants Team.

10.2 Internal Monitoring

Internal monitoring will be undertaken by the PIU through RU with the assistance from NRS and PEA. The PEA will gather information on RAP implementation covering relevant activities as per schedule. All activities listed will be illustrated in Gantt Charts showing the target dates for completing resettlement activities. Internal monitoring reports on RAP implementation will be included in the monthly Project Progress Report (PPR). The report of RU will contain:

- (i) accomplishment to-date;

- (ii) objectives attained and not attained during the per;
- (iii) challenges encountered; and
- (iv) targets for the next quarter.

The internal monitoring report will then be integrated by the PIU with the overall PPR submitted to JICA and/or other agencies associated with implementation. The NRS and ERS will assist PIU in preparing the overall PPR for JICA and/or other donor agencies. However, the NRS will monitor the activities of PIA and report to PD, PIU on a monthly basis under the guidance of the ERS. Table 10.1 below shows the potential monitoring indicators that will be reported.

Table 10.1
Potential Monitoring Indicators

Monitoring Issues	Monitoring Indicators
Budget and Timeframe	<ul style="list-style-type: none"> • Have all land acquisition and resettlement staff been appointed and mobilized for field and office work on schedule? • Have capacity building and training activities been completed on schedule? • Are resettlement implementation activities being achieved against agreed implementation plan? • Are funds for resettlement being allocated to resettlement agencies on time? • Have resettlement offices received the scheduled funds? • Have funds been disbursed according to RAP? • Has all land been acquired and occupied in time for project implementation?
Delivery of Entitlements	<ul style="list-style-type: none"> • Have all PAPs received entitlements according to numbers and categories of loss set out in the entitlement matrix? • How many affected households have received land titles? • How many affected households relocated and built their new structure at new location? • Are income and livelihood restoration activities being implemented as planned? • Have affected businesses received entitlements? • Have the PAPs losing their eroded land received proper compensation? • Have the squatters, encroachers of khas land or BWDB land, displaced due to the project, been compensated? • Have the community structures are compensated and rebuilt at new site?
Consultation, Grievances and Special Issues	<ul style="list-style-type: none"> • Have resettlement information brochures/leaflets been prepared and distributed? • Have consultations taken place as scheduled including meetings, groups, community activities? • Have any PAPs used the grievance redress procedures? What were the outcomes? • Have conflicts been resolved?
Benefit Monitoring	<ul style="list-style-type: none"> • What changes have occurred in patterns of occupation compared to the pre-project situation? • What changes have occurred in income and expenditure patterns compared to pre-project situation? • Have PAPs income kept pace with these changes? • What changes have occurred for vulnerable groups?

10.3 External Monitoring and Evaluation

The resettlement specialist of Management Consultant Team (MCT) will conduct external monitoring during the implementation of the project. The MCT may include Resettlement Specialist and Gender and Social Development Specialist in the team. External monitoring involves review of resettlement implementation, verification of the results of internal monitoring in the field, consultation with PAPs, field officials and community leaders for preparing review reports. The specific tasks and methodology for external monitoring shall include:

- review of pre-project baseline data on PAPs;
- identification and selection of an appropriate set of indicators for gathering and analyzing information of resettlement impact;
- use of various formal and informal surveys for impact analysis; and
- an assessment of resettlement efficiency, effectiveness, impact and sustainability, drawing lessons as a guide to future resettlement policy making and planning.

The external monitoring for resettlement will start as soon as the Management Consultant Team is mobilized. If the appointment of Management Consultant is delayed, individual Resettlement Consultant to conduct monitoring of the land acquisition, land schedule, resettlement site development, relocation, implementing NGO activities etc, may be appointed. External monitoring and supervision of RAP implementation will continue throughout the implementation of the project. The followings may be considered as the basis of indicators for monitoring and evaluation of the resettlement project:

- socio-economic condition of the affected households/business;
- payment of compensations and various entitlements as per RAP;
- changes in housing condition and income level as an impact of the project;
- resettlement of the vulnerable PAPs and businesses;
- rehabilitation of the PAPs and businesses;
- income restoration/social forestry program for vulnerable groups;
- consultation with PAPs, particularly women/vulnerable groups;
- grievance redressed cases;
- level of satisfaction of the PAPs in the post-relocation period; and
- overall effectiveness of the resettlement operation.

The monitoring report will inform the PD, MRT Line 6 about of the progresses in the implementation of RAP and make appropriate recommendations for undertaking required remedial measures to improve the implementation process. The external monitoring and evaluation will be commissioned at two phases: compliance monitoring and social impact evaluation.

10.3.1 Compliance Monitoring

Compliance monitoring of RAP implementation will cover:

- (i) sub-project compensation and entitlement policies;
- (ii) adequacy of organizational mechanism for implementing the RAP;
- (iii) restoration of PAHs incomes;

- (iv) settling complaints and grievances; and
- (v) provisions for adequate budgetary support by BR for implementing the RAP.

The EMA will assess if the PAPs:

- (i) have been provided with alternative sites for relocation;
- (ii) have re-established their structures;
- (iii) have re-established their business; and
- (iv) were extended assistance to restore their incomes from pre-sub-project levels.

It will also appraise the accounting documents used in recording the payments of compensation to PAPs by the PEA.

10.3.2 Social Impact Evaluation

The EMA will conduct a one-time social impact evaluation, at least six months after the completion of resettlement. It will use appropriate investigative and analytical techniques in assessing the post-project socio-economic conditions of the PAPs in relation to the baseline socio-economic data generated before undertaking of the resettlement implementation.

The evaluation will describe any outstanding future issues that are required to bring the resettlement into compliance with JICA and other donor agencies Policy on Involuntary Resettlement and Government policies, and further mitigation measures needed to meet the needs of any PAPs or families perceiving themselves to be worse off as the result of resettlement. It will include lessons learned from the evaluation that may be useful in developing future policies on involuntary resettlement of PAPs in Bangladesh.

The Resettlement Specialists within the project consultants will conduct periodic review and supervision mission during the implementation stage. In addition to regular review missions, JICA will undertake a comprehensive mid-term review of the RAP implementation. A post-evaluation of RAP activities will be carried out by the involved donor agencies to assess the resettlement impact in terms of adequacy and deficiency in planning and operations following the social impact evaluation.

10.4 Reporting Requirements

During the implementation phase, the Project Director will prepare quarterly reports on the progress of resettlement activities and forward copies of the report to the GoB and donors. A format for resettlement implementation monitoring will be devised for quarterly monitoring and data collection by the field officials. The Resettlement Specialist of the Construction Supervision Consultants Team for every six months during the implementation stage, will conduct review and report to PD, MRT LINE 6 on the progress of all aspects of land acquisition and resettlement activities. The external monitor will submit mid-term and final report to the Project Director. The observation / recommendation made by the external monitor will be incorporated for smooth implementation of RAP and if necessary for betterment of PAHs.

A post-resettlement impact evaluation will be carried out by the donor to assess whether adverse impacts of the projects have been mitigated adequately and PAPs have been able to restore and/or improve their pre-project standard of living as a result of resettlement and development. The types of report to be prepared for the project are :

- Initial Inception report of RAP implementation to be submitted to MRT LINE 6 by INGO
- Monthly progress report by the INGO to be submitted to MRT LINE 6, every month
- Monthly progress report by the National Resettlement Specialist (NRS) of Construction Supervision Consultants Team in their monthly progress report to MRT LINE 6 and JICA
- Quarterly report by NRS to MRT LINE 6 and JICA
- Report with comments by the International Resettlement Specialist (IRS) of Construction Supervision Consultants Team within 6 month of commencement of RAP implementation to MRT LINE 6 and JICA
- Midterm evaluation report by IRS to MRT LINE 6 and JICA
- Project completion report prepared by INGO to MRT LINE 6 and JICA
- Project completion report prepared by IRS to MRT LINE 6 and JICA

For submitting any report to JICA and other donor agencies by the INGO, the INGO must take approval/permission from MRT LINE 6.

Appendix
Minutes of Discussion on Local Stakeholder Meeting

Minutes of Stakeholders Meeting

Place of Meeting : Adarsha School, Mirpur, Dhaka
Date : 09 September, 2010
Time : 4-00 PM

A Stakeholders meeting on MRT Line 6 project was held on September 25, 2010 at Adarsha School, Mirpur in the city. The meeting was organized by CCDB in favor of DTCB and JICA. The meeting started at 4:00 pm.

Objective

- Introduce the people of concern locality with modern rail based Mass Rapid Transit (MRT) project which is going to be initiated
- Make the probable affected people known about the preliminary resettlement proposal
- Collect public opinions and suggestion regarding this MRT project
- Involve local political representatives, specially Member of Parliaments, with this project who will in future may communicate between the Government and the people of his/her locality



Guests on the stage

Guests

- Chief Guest: Alhaz Kamal Ahmed Mojumder
Member of the Parliament, Dhaka – 12
- Mr. Showkat Ali
Headmaster, Adarsha School, Mirpur
- Md. Anisur Rahman
Traffic Engineer, DTCB
- Md. Asharaful Alam Sarkar
Transport Planning Specialist, JICA Study Team
- Sarker Muhammad Ramjan Ali
Team Leader/Resettlement Specialist, Padma Multipurpose Bridge Project, CCDB
- Md. Moniruzzaman

- Resettlement Specialist, CCDB
- Sylvester Halder
Head of Program, CCDB & Team Leader, Social Environmental Impact Assessment
DHUTS-CCDB

Audience/Participants of the Meeting

- Probable affected household members
- Probable affected business entrepreneur
- Representatives of Bus and Motor vehicle owners association
- Representatives of Rickshaw owners association
- Teachers of schools, Colleges and Madrashas
- Leaders of religious institutions
- Local political representatives
- Local elite persons, etc

Total numbers of audiences in this meeting was 115 (list of the audiences is attaches)

Table 1: Number of Participants by Type

Sl No.	Type of participants in the stakeholder meeting	Number
1	General People	14
2	Elite Persons	19
3	Teachers	29
4	Affected Persons	29
5	Imam / Priest	4
6	Bus Owners	5
7	Rickshaw Puller	7
8	Shop Keepers	0
9	Retired Persons	4
10	NGO Persons	4
	Total	115

Contents of the Meeting/Workshop

- Recitation from the Holy Quran
- Inauguration speech
- Keynote paper presentation
- Presentation of Resettlement Plan
- Open discussion for public opinion collection
- Speech of the Chief Guest
- Thanks giving

Recitation from Holy Quaran

Recitation from Holy Quaran was performed by the Imam of the local mosque



Recitation from Holy Quran



Inauguration Speech by Mr. Ramjan Ali

Inauguration Speech

In the inauguration speech Mr. Sarker Mohammad Ramzan Ali shared his valuable experience in resettlement sector.

- He informed that the feasibility study of this project is already performed by JICA.
- CCDB has been assigned by JICA to conduct a Socio-Economic Survey among the probable affected people and to estimate the amount of losses.
- CCDB will also prepare the Resettlement Action Plan.
- CCDB has been showing consecutive success in resettlement activities in Bangabandhu bridge, Bhairab bridge, Lalan Shah bridge and lastly Padma Multipurpose bridge, and as a consequence of these success CCDB has been assigned for resettlement action in Metro Rail Project.

Keynote Paper Presentation

Mr. Anisur Rahman presented a multimedia presentation on the necessity, importance and aim of Metro Rail. He also introduced some key factors of the Metro Rail regarding its route, construction, operation and maintenance.

- MRT Line 6 starts from Uttara and ends at Saidabad via Pallabi, Farmgate and Dhaka University Campus.
- Total Length of the line will be 21.8 Kilometer.
- From Uttara to Pallabi it will be at grade and remaining portion will be elevated.
- There will be total 18 stations.
- The train will consist of 6 compartments and capable of carrying 1678 passengers at a time.
- Train will be operated from 6:00 am to 11:00 pm.
- At peak hours the time interval of departure will be just 3 minutes and 20 seconds and it will carry 30,000 passengers in each direction at every hour.
- If everything goes according to plan the construction of metro rail will be started in 2013 and it will go for operation by 2017.

- It will drastically reduce the existing traffic congestion and uncertainty of travel time.
- But temporary traffic jam during construction period and continuous noise and vibration during operation may cause some sort of discomfort to the surrounding inhabitants.
- The alignment of the rail mostly coincides with the existing road except a few numbers of mild turn where land acquisition will be required. The Government will be caring enough so that least numbers of people are affected.



Technical Presentation by Mr. Rahman



Presentation by Mr. Zaman

Presentation of Resettlement Plan

Md. Monoruzzaman explained the process of the resettlement action, through a power point presentation, on the basis of present study and the experience gathered through resettlement action in Padma Multipurpose Bridge and other Donor funded projects. He emphasized on the following topics.

- Types of losses that a person may experience, mostly land, structures and relocation of business.
- The mitigation measures for these losses. In this case all the losses are compensated through cash.
- Process of land acquisition. No one will lose the land or structure before being fully compensated.
- Processes of involuntary resettlement

Open Discussion for Public Opinion Collection

- A ***school teacher*** of North Kafrul asked that whether there would be a provision for multistoried elevated rail as well as express way.

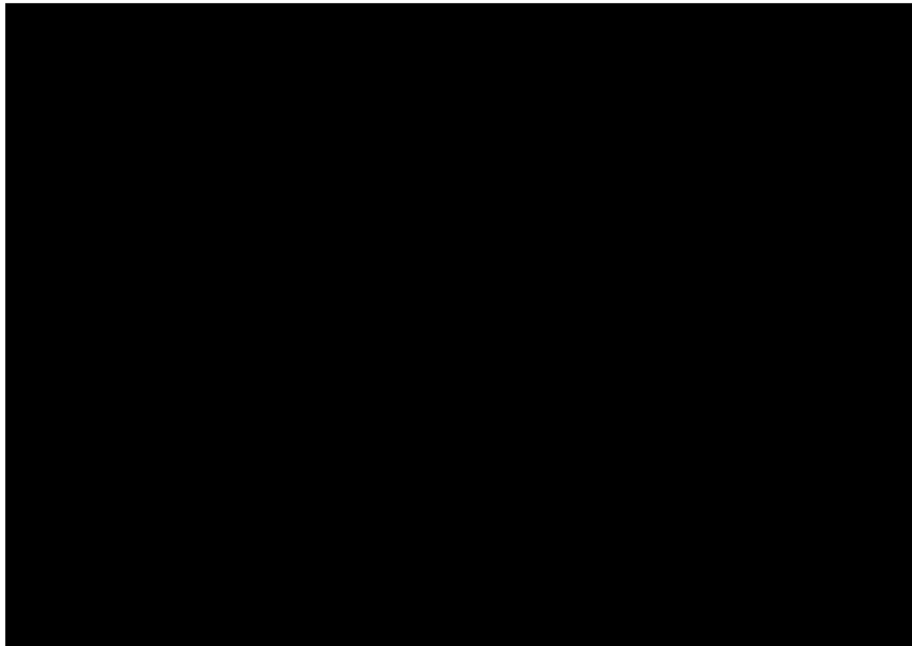
In reply Mr. Anisur Rahman informed that there is no provision of such kind of elevated rail way.

- A ***commuter*** wanted to know the price of the ticket of metro rail

Mr. Anisur Rahman made him known that the cost would be around 2 to 3 taka per kilometer, which is bit expensive than existing mass transit.

- The main roads of Dhaka City often pass through the residential areas of MirpuCoIners of ***the residential building*** are anxious about the noise and vibration created by the Metro Train.

- Mirpur-Farmgate-Gulistan is a profitable route for buses. Representative of *Bus Owner' Association* told that, Metro Rail would be a competitor of their business. So they wanted to know if there is any special proposal for resettlement of the bus owners' business.



Speech of Chief Guest

- Honorable Member of Parliament Alhaz Kamal Ahmed Mojumder congratulated the Prime Minister to take an initiative to construct elevated rail transit which will drastically reduce the public sufferings in transportation.
- He urged the people of different class of society to come forward and to help the concern authority to implement this time saving modern transportation system.

The meeting was all through anchored by Mr. Atiqur Rahman Khan, Field Manager, CCDB and the whole meeting was covered by a private satellite channel Mohona Television. The meeting came to an end by 5:30 pm. It was the first meeting on MRT Line 6 project and in near future numbers of meetings will be held along the route of Metro Rail.

Minutes of the Stakeholders Meeting

Place of Meeting : Govt. Science College, Tejgaon, Dhaka
Date : 11 October 2010
Time : 4:00 PM

A Stakeholders meeting on MRT Line 6 project was held on October 11, 2010 at Govt. Science College in Dhaka city. It was the Second meeting organized by CCDB in favor of DTCB and JICA . The meeting started on 4:00 pm and duration of meeting was about 2-30 hours.

Objective

- Introduce the people of concern locality with modern rail based Mass Rapid Transit (MRT) project which is going to be initiated
- Make the probable affected people known about the preliminary resettlement proposal
- Collect public opinions and suggestion regarding this MRT project
- Involve local political representatives, specially Member of Parliaments, with this project who will in future may communicate between the Government and the people of his/her locality



Banner of the Meeting



Guests on the stage

Guests

- Chief Guest: Freedom Fighter Asaduzzaman Khan Kamal
Member of the Parliament, Dhaka – 11
- Special Guest: G. M. Joynul Abedin Bhuiyan
(Additional Secretary) Executive Director, DTCB
- Md. Anisur Rahman
Traffic Engineer, DTCB
- Sarker Muhammad Ramjan Ali
Team Leader/Resettlement Specialist, Padma Multipurpose Bridge Project, CCDB
- Sylvester Halder
Head of Program, CCDB & Team Leader, Social Environmental Impact Assessment
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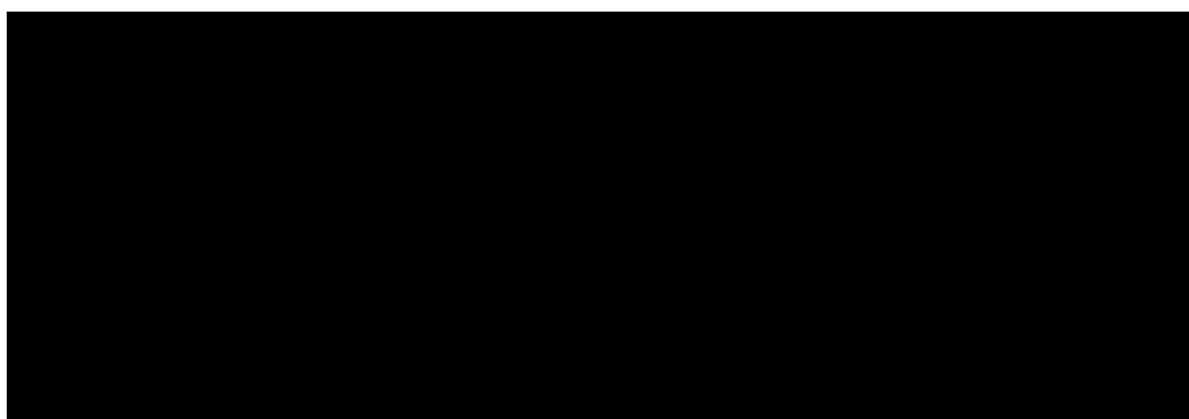
Audience/Participants of the Meeting

- Probable affected household members
- Probable affected business entrepreneur
- Business leaders
- Representatives of Bus and Motor vehicle owners association
- Representatives of Rickshaw owners association
- Teachers of schools, Colleges and Madrashes
- Leader of religious institutions
- Local political representatives
- Local elite persons, etc

Table 1: Number of Participants by Type

Sl	Type of participants in the stakeholder meeting	Number
1	General People	37
2	Elite Persons	31
3	Teachers	11
4	Affected Persons	33
5	Imam / Priest	4
6	Bus Owners	9
7	Rickshaw Puller	9
8	Shop Keepers	32
9	Retired Persons	11
10	NGO Persons	6
	Total	183

Total numbers of audiences in this meeting was 183



Contents of the Meeting/Workshop

- Recitation from the Holy Quran
- Inauguration speech
- Keynote paper presentation
- Presentation of Resettlement Plan

- Open discussion for public opinion collection
- Speech of Special Guest
- Speech of the Chief Guest
- Thanks giving

Recitation from Holy Quaran

Recitation from Holy Quaran was performed by the Imam of the local mosque.



Recitation from Holy Quaran



Inauguration speech by Mr. Ramjan Ali

Inauguration Speech

In the inauguration speech Mr. Sarker Mohammad Ramzan Ali shared his valuable experience in resettlement sector.

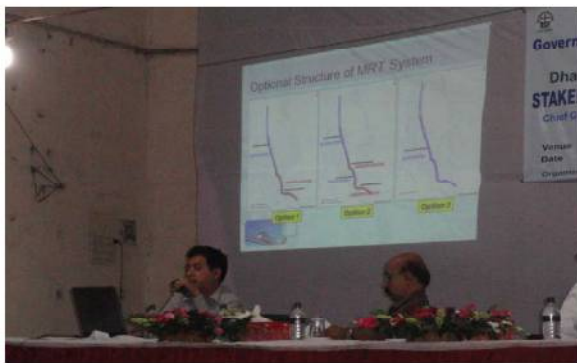
- He told that MRT Line 6 project is a Japan Government funded project.
- He nicely explained the goal and also the Resettlement Action Plan of this project.
- This is an exemplary initiative of the Bangladesh Government to reduce the traffic congestion and Bangladesh will be clearly one stem ahead.
- Mr. Ramzan Ali assured that the affected people would get the proper compensation at market price according to the 1982 Land Acquisition Act.
- To estimate and distribute the compensation among the affected people CCDB has been assigned by JICA, for conducting a Socio-Economic Survey and taking initiatives to arrange interactive Stakeholder's meetings.
- He assured that the resettlement action plan will cover the compensation for the owners of the structures and even an employee of a small business affected by this project.

Keynote Paper Presentation

Mr. Anisur Rahman presented a multimedia presentation on the necessity, importance and aim of Metro Rail. He also introduced some key factors of the Metro Rail regarding its route, construction, operation and maintenance.

- MRT Line 6 starts from Uttara and ends at Saidabad via Pallabi, Farmgate and Dhaka University Campus.
- Total Length of the line will be 21.8 Kilometer.
- From Uttara to Pallabi it will be at grade and remaining portion will be elevated.
- There will be total 18 stations.
- The train will consist of 6 compartments and capable of carrying 1678 passengers at a time.

- Train will be operated from 6:00 am to 11:00 pm.
- At peak hours the time interval of departure will be just 3 minutes and 20 seconds and it will carry more than 30,000 passengers in each direction at every hour.
- If everything goes according to plan the construction of metro rail will be started in 2013 and it will go for operation by 2017.
- It will drastically reduce the existing traffic congestion and uncertainty of travel time.
- But temporary traffic jam during construction period and continuous noise and vibration during operation may cause some sort of discomfort to the surrounding inhabitants.
- The alignment of the rail mostly coincides with the existing road except a few numbers of mild turn where land acquisition will be required. The Government will be caring enough so that least numbers of people are affected.



Keynote presentation by Mr. Anisur Rahman



Resettlement Action Plan Presentation by Mr. Zaman

Presentation of Resettlement Plan

Md. Monoruzzaman explained the process of the resettlement action, through a power point presentation, on the basis of present study and the experience gathered through resettlement action in Padma Multipurpose Bridge. He emphasized on the following topics.

- Types of losses that a person may experience, mostly land, structures and relocation of business.
- The mitigation measures for these losses. In this case all the losses are compensated through cash.
- Process of land acquisition. No one will lose the land or structure before being fully compensated.
- Processes of involuntary resettlement

Open Discussion for Public Opinion Collection

This segment was exclusively for the audiences. They expressed their views, opinions, suggestion, and objection. There was an interaction between the guests and the audiences through questions and answers.

- [REDACTED] told that the implementation of this MRT Line 6 Project would damage a portion of his multistoried building. The remaining structure will no longer be viable for use. In these circumstances he requested to take measure to save his structure.

In reply Mr. Anisur Rahman informed that the project is in preliminary stage and they [REDACTED] that all the affected people would get handsome compensation package under this project

- [REDACTED] wanted to know whether there would be a station at their locality.

Md. Rahman informed that there was not a provision for station at Shewrapara.

- [REDACTED] appreciated the initiative of the Government and urged to compensate the affected people before commencement of the construction work.

Resettlement specialist Mr. Ranjan Ali let him know that the Government would go for implementation of this project only after the payment of whole compensation.

- [REDACTED] asked about the price of the ticket

Mr. Rahman told that the price is not yet fixed. It may vary from 2 to 3 taka per kilometer.

- [REDACTED] drew the attention of the authority to the fact that demolition of a mosque is a very sensitive issue.
- [REDACTED] told that he along with his relatives already sacrificed huge quantity of land while the Farmgate-Mirpur 10 road was being constructed. It would be very difficult for them to survive if they became affected by land acquisition for this project.

Mr. Ranjan Ali again assured that they must get proper compensation before initiation of construction

- [REDACTED] asked the authority whether his structure would be demolished, though he kept open space beside the road more than the requirement.

Mr. Rahman informed that only land would be acquired, no structure would be demolished.

Speech of Special Guest

Mr. Joynul Abedin elucidated the importance of this project to improve the transportation system of capital city Dhaka. In this context he expressed the view of the Government about the MRT Line 6 Project and Resettlement Action Plan.



Speech of Special Guest



Speech of Chief Guest

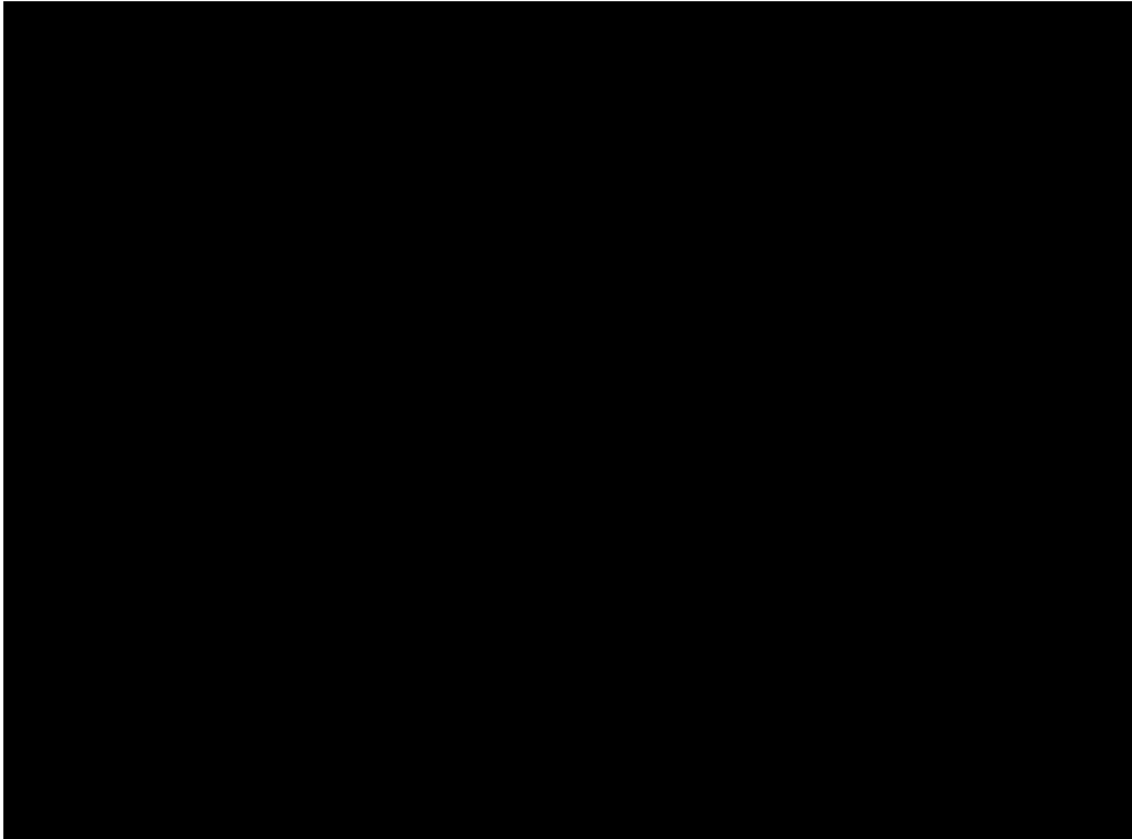
Speech of Chief Guest

- Member of Parliament, Freedom fighter Asaduzzaman Khan Kamal said that the Metro Rail is an Epoch-making project of the Government.
- He assured all the concern organizations for any kind of help and assistance from himself and the people of his area.

Thanks giving

Mr. Sylvester thanked all the guests and audiences for a successful completion of that Stakeholders' Meeting. He told that CCDB is always beside the people and has been working for them. Finally he announced the closing of the meeting.

The meeting was all through anchored by Mr. Atiqur Rahman Khan, Field Manager, CCDB and the whole meeting was covered by national newspaper, 'The Daily Star', 'The Daily Samakal'. (Paper cuttings are attached). The meeting came to an end by 6:00 pm.



Minutes of Stakeholders Meeting

Place of Meeting : Sutrapur, Old Dhaka
Date : 27 October 2010
Time : 12:00 Noon

A Stakeholders meeting on MRT Line 6 project was held on October 27, 2010 at Sutrapur Community Center, Sutrapur in the city. It was the third meeting organized by CCDB in favor of DTCB and JICA. The meeting started on 12:00 noon and duration of meeting was about one and half hour.

Objective

- Introduce the people of concern locality with modern rail based Mass Rapid Transit (MRT) project which is going to be initiated
- Make the probable affected people known about the preliminary resettlement proposal
- Collect public opinions and suggestion regarding this MRT project
- Involve local political representatives, specially Member of Parliaments, with this project who will in future may communicate between the Government and the people of his/her locality



Guests on the stage

Guests

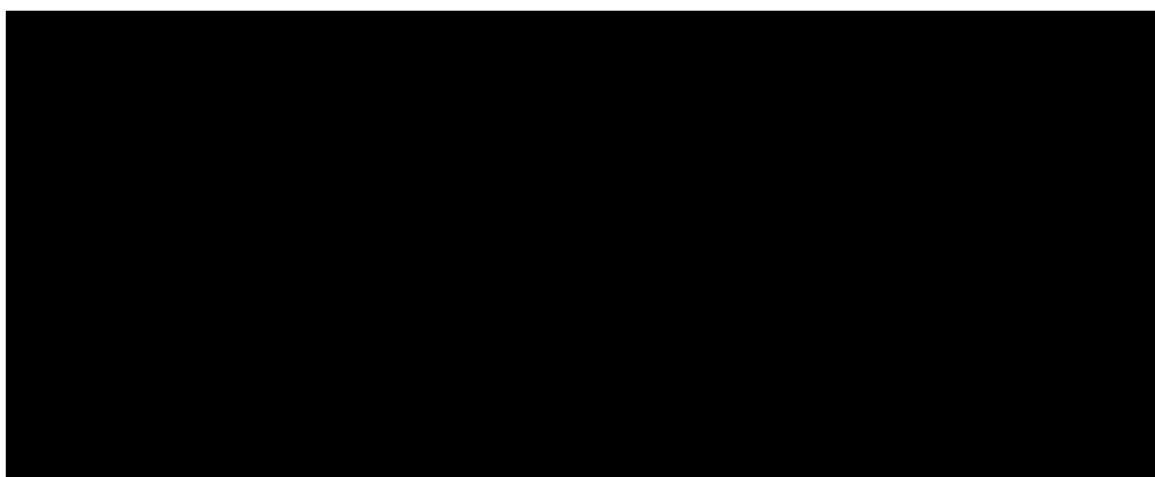
- Chief Guest: Mizanur Rahman Khan
Member of the Parliament, Dhaka – 6
- Md. Anisur Rahman
Traffic Engineer, DTCB
- Sarker Muhammad Ramjan Ali
Team Leader/Resettlement Specialist, Padma Multipurpose Bridge Project, CCDB
- Mr. Ashraful Alam Sarkar
Transport Planning Specialist, JICA Study Team
- Md. Moniruzzaman
Resettlement Specialist, CCDB
- Sylvester Halder

Audience/Participants of the Meeting

- Probable affected household members
- Probable affected business entrepreneur
- Business leaders
- Representatives of Rickshaw owners association
- Local political representatives
- Local elite persons

Table 1: Number of Participants by Type

Sl. No	Type of participants in the stakeholder meeting	Number
1	General People	46
2	Elite Persons	31
3	Teachers	9
4	Affected Persons	70
5	Imam	7
6	Bus Owners	12
7	Rickshaw Puller	19
8	Shop Keepers	50
9	Retired Persons	0
10	NGO Persons	5
	Total	249



Contents of the Meeting/Workshop

- Keynote paper presentation
- Presentation of Resettlement Plan
- Speech of Mr. Sarker Mohammad Ramzan Ali
- Open discussion for public opinion collection
- Speech of the Chief Guest

- Thanks giving

Keynote Paper Presentation

Mr. Anisur Rahman presented a multimedia presentation on the necessity, importance and aim of Metro Rail. He also introduced some key factors of the Metro Rail regarding its route, construction, operation and maintenance.

- MRT Line 6 starts from Uttara and ends at Saidabad via Pallabi, Farmgate and Dhaka University Campus.
- Total Length of the line will be 21.8 Kilometer.
- From Uttara to Pallabi it will be at grade and remaining portion will be elevated.
- There will be total 18 stations.
- The train will consist of 6 compartments and capable of carrying 1678 passengers at a time.
- Train will be operated from 6:00 am to 11:00 pm.
- At peak hours the time interval of departure will be just 3 minutes and 20 seconds and it will carry more than 30,000 passengers in each direction at every hour.
- If everything goes according to plan the construction of metro rail will be started in 2013 and it will go for operation by 2017.
- It will drastically reduce the existing traffic congestion and uncertainty of travel time.
- But temporary traffic jam during construction period and continuous noise and vibration during operation may cause some sort of discomfort to the surrounding inhabitants.
- The alignment of the rail mostly coincides with the existing road except a few numbers of mild turn where land acquisition will be required. The Government will be caring enough so that least numbers of people are affected.



Presentation of Keynote paper by Mr. Anisur Rahman

Presentation of Resettlement Plan

Md. Monoruzzaman explained the process of the resettlement action, through a power point presentation, on the basis of present study and the experience gathered through resettlement action in Padma Multipurpose Bridge. He emphasized on the following topics.

- Types of losses that a person may experience, mostly land, structures and relocation of business.
- The mitigation measures for these losses. In this case all the losses are compensated through cash.
- Process of land acquisition. No one will lose the land or structure before being fully compensated.
- Processes of involuntary resettlement. The affected people will get their compensation through the District commissioner and the Non-Government Organizations employed by the Government.



Presentation of preliminary Resettle Action Plan by Mr. Moniruzzaman

Speech of Mr. Sarker Mohammad Ramzan Ali

In his speech Mr. Ramzan Ali told that this MRT Line 6 project is a commitment of the Government to the people. Before implementation of this project a satisfactory resettlement action plan will be made and implemented.

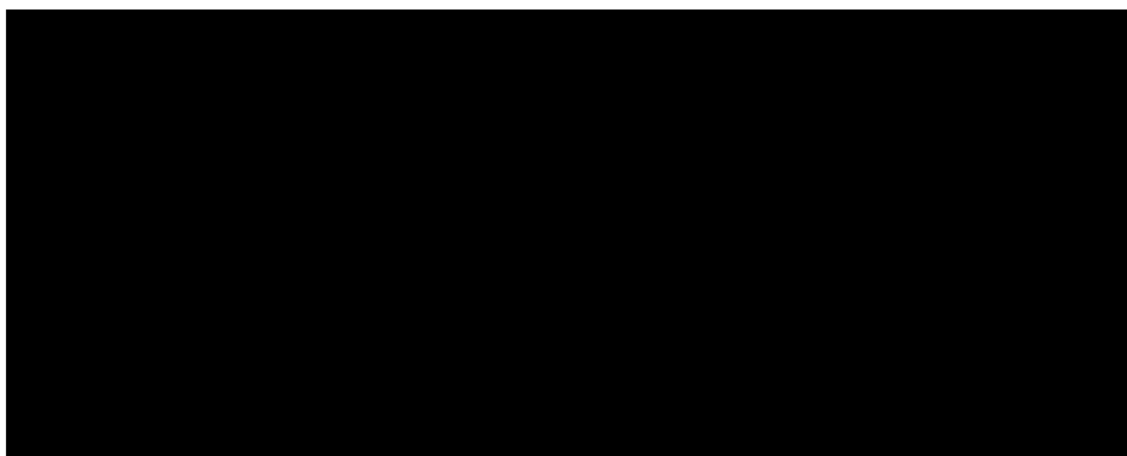


Mr. Ramjan Ali delivering his speech

Open Discussion for Public Opinion Collection

In this segment the audiences got the opportunity to express their views, opinions, suggestion and objections. There was an interaction between the guests and the audiences through questions and answers.

- [REDACTED] requested the concern authority to take initiative to set a station around the Rajdhani Super Market.
- [REDACTED] urged the authority to ensure the proper compensation for the affected business entrepreneur.
- He also requested that, the affected business unit should get an extra amount for Business Loss. Which is equal to few months profit. . So that Business owners can run their business in full swing at new location.
- In Dhaka it is very difficult to get a place for homestead and business even though sufficient amount of money is available. So there was a request from the **Owners' of lands** that, the compensation of land should be at least 50 percent higher the present market price.



Speech of Chief Guest

- Mizanur Rahman Khan, MP told that the traffic jam has become a curse for the city dwellers. To get rid of this traffic jam metro rail is the best option. So he made a commitment to implement this metro rail at any cost.
- He requested the people of his locality to help and assist the organizations those are deployed to implement this project.
- Honorable MP conveyed the demand of local people to set a station at the vicinity of Rajdhani Super Market to the concern authority.



Thanks giving

Mr. Sylvester Halder finally thanked all the guests and audiences for a successful completion of that Stakeholders' Meeting and announced the closing.



The meeting was all through anchored by Mr. Atiqur Rahman Khan, Field Manager, CCDB. The meeting came to an end by 1:30 pm.

Minutes of Stakeholders Meeting

Place of Meeting : Pallabi, Dhaka
Date : 30 October 2010
Time : 3:30 PM

A Stakeholders meeting on MRT Line 6 project was held on October 30, 2010 at Pallabi Community Center, Pallabi in the city. It was the fourth meeting organized by CCDB in favor of DTCB and JICA. The meeting started on 3:30 pm and duration of meeting was about 3 hours.

Objective

- Introduce the people of concern locality with modern rail based Mass Rapid Transit (MRT) project which is going to be initiated
- Make the probable affected people known about the preliminary resettlement proposal
- Collect public opinions and suggestion regarding this MRT project
- Involve local political representatives, specially Member of Parliaments, with this project who will in future may communicate between the Government and the people of his/her locality



Guests on the stage

Guests

- Chief Guest: Alhaz Elias Uddin Mollah
Member of the Parliaments, Dhaka – 16
- Special Guest: Joyanta Adhikari
Executive Director, CCDB
- Md. Anisur Rahman
Traffic Engineer, DTCB
- Sarker Muhammad Ramzan Ali
Team Leader/Resettlement Specialist, Padma Multipurpose Bridge Project, CCDB
- Ashraful Alam Sarkar
Transport Planning Specialist, JICA Study Team
- Md. Moniruzzaman
Resettlement Specialist, CCDB

- Sylvester Halder
Head of Program, CCDB & Team Leader, Social Environmental Impact Assessment
DHUTS-CCDB

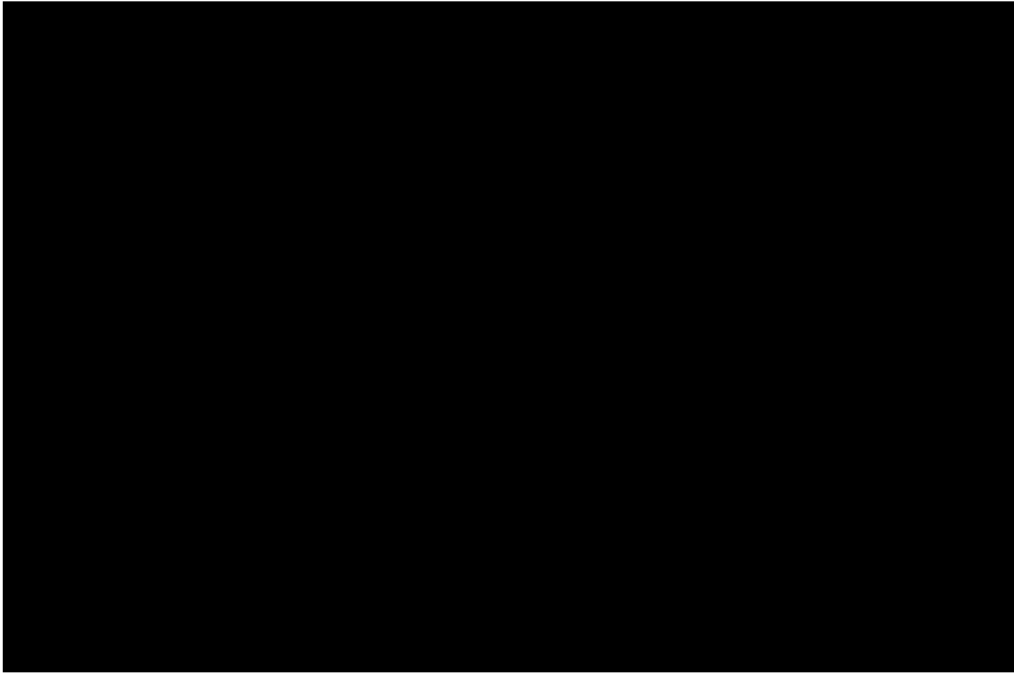
Audience/Participants of the Meeting

- Probable affected household members
- Probable affected business entrepreneur
- Business leaders
- Representatives of Bus and Motor vehicle owners association
- Representatives of Rickshaw Owners Association
- Teachers of schools, Colleges and Madrashes
- Local political representatives
- Local elite persons, etc

Table 1: Number of Participants by Type

Sl No	Type of participants in the stakeholder meeting	Number
1	General People	20
2	Elite Persons	23
3	Teachers	6
4	Affected Persons	41
5	Imam	6
6	Bus Owners	10
7	Rickshaw Puller	4
8	Shop Keepers	24
9	Retired Persons	7
10	NGO Persons	5
	Total	146

Total numbers of audiences in this meeting was 146



Contents of the Meeting/Workshop

- Recitation from the Holy Quran
- Inauguration speech
- Keynote paper presentation
- Presentation of Resettlement Plan
- Open discussion for public opinion collection
- Speech of Special Guest
- Speech of the Chief Guest
- Thanks giving

Recitation from Holy Quran

Recitation from Holy Quran was performed by Mufti Abu Yoysuf, the Emam of the local Mosque.



Recitation from Holy Quran



Inauguration speech by Mr. Ramjan Ali

Inauguration Speech

In the inauguration speech Mr. Sarker Mohammad Ramjan Ali shared his valuable experience in resettlement sector.

- He praised the Government for the commitment on this Metro Rail
- He informed that the resettlement action plan will be prepared and will be implemented in such a way that not a single affected person will be in an inferior status compared to previous state.

Keynote Paper Presentation

Mr. Anisur Rahman presented a multimedia presentation on the necessity, importance and aim of Metro Rail. He also introduced some key factors of the Metro Rail regarding its route, construction, operation and maintenance.

- MRT Line 6 starts from Uttara and ends at Saidabad via Pallabi, Farmgate and Dhaka University Campus.
- Total Length of the line will be 22.2 Kilometer.
- From Uttara to Pallabi it will be at grade and remaining portion will be elevated.
- There will be total 18 stations.
- The train will consist of 6 compartments and capable of carrying 1678 passengers at a time.
- Train will be operated from 6:00 am to 11:00 pm.
- At peak hours the time interval of departure will be just 3 minutes and 20 seconds and it will carry 30,000 passengers in each direction at every hour.
- If everything goes according to plan the construction of metro rail will be started in 2013 and it will go for operation by 2017.
- It will drastically reduce the existing traffic congestion and uncertainty of travel time.
- But temporary traffic jam during construction period and continuous noise and vibration during operation may cause some sort of discomfort to the surrounding inhabitants.
- The alignment of the rail mostly coincides with the existing road except a few numbers of mild turn where land acquisition will be required. The Government will be caring enough so that least numbers of people are affected.



Keynote paper presentation by Mr. Anisur Rahman *Presentation of Resettlement Plan*

Md. Monoruzzaman explained the process of the resettlement action, through a power point presentation, on the basis of present study and the experience gathered through resettlement action in Padma Multipurpose Bridge. He emphasized on the following topics.

- Types of losses that a person may experience, mostly land, structures and relocation of business.
- The mitigation measures for these losses. In this case all the losses are compensated through cash.
- Process of land acquisition. No one will lose the land or structure before being fully compensated.
- Processes of involuntary resettlement



Presentation of preliminary Resettlement Action Plan by Mr. Moniruzzaman

Open Discussion for Public Opinion Collection

In this segment the audiences expressed their views, opinions, suggestion and objection regarding this project.

- [REDACTED] congratulated the project and requested the Government through the MP to implement the project emphasizing on the minimization of losses of the probable affected people.
- [REDACTED] suggested that the *Mirpur* station should be shifted slightly towards south inside Fire Service and Cily Corporation land to minimize the loss of general mass.
- Similar type of suggestion was made by [REDACTED] to shift the Pallabi station outside the land of Mirpur Ceramic or BRTC.
- [REDACTED] Wanted to know whether the existing infrastructure be affected because of introduction of Metro Rail.

In response to this query, JICA representative Mr. Ashrafal Alam Sarker told that this project is being implemented considering this issue, so that least structures are affected.

- A group of people from probable affected people in Pallabi station submitted a memorandum (*refer attachment in A-25, 26*) to Mr. Anisur Rahman, representative of DTCB expressing their opinions and suggestions.

Speech of Special Guest

Mr. Joyonto Adhikari, the Executive Director of CCDB expressed his gratitude to the Honorable Member of Parliament Alhaz Elias Uddin Mollah for attending the meeting inspite of his busy Schedule. Mr. Adhikari also thanked the present audience for making this meeting lively through their participation.



Speech of Special Guest



Speech of Chief Guest

Speech of Chief Guest

- Alhaz Elius Uddin Mollah told that the Metro Rail Project is the expression of the commitment of present Awami League Government to people to make them free from the curse of traffic jam.
- He assured that at any cost this project would be materialized.
- He shared his experience of elevated express train in foreign country and discussed the importance of elevated rail transit in densely populated developing country like Bangladesh.
- Chief Guest urged the people of different sphere of the society to come forward to help the Government as well as CCDB to implement this project.

Thanks giving

Mr. Sylvester Halder finally thanked all the guests and audiences for a successful completion of that Stakeholders' Meeting and announced the closing.

The meeting was all through anchored by Mr. Atiqur Rahman Khan, Field Manager, CCDB and the whole meeting was covered by a private satellite channel ATN Bangla and a national English newspaper 'The New Nation'. (A paper cutting is attached). The meeting came to an end by 5:30 pm.

Attachment

Dated : 30/10/2010

To

The Honorable Dr: S.M Saleh Uddin
Addl. Executive Director ,(P&P)
Dhaka Transport Coordination Board.

Sub : Opinion of Mirpur section No, 12 Houses Owner regarding “Constriction of Elevator Express Train” Station .

Sir,

We thank the authority for calling them in the stakeholder discussion meeting held at 3.30 PM on 30/10/2010. Honorable AI –Haj Elias Uddin Mollah has given his kind consent as Chief Guest in the Stake-holder meeting.

We convey our heartiest congratulations to the Honorable Prime Minister of Government of People of Bangladesh Sheikh Hasina Begum for taking the venture for constriction of Metro Express Train in the City to improve the traffic congestion .and we pray for its successful completion. We also give our heartiest thank to the committee for giving them chance to place their opinion in the meeting. It may be mentioned here that the invited house owner of section No. 10 of Mirpur has nominated Mr, Md Nurul Gani to place opinion on their behalf about MRT in the stakeholder meeting

We highly praise the present Govt for taking special program i.e “Elevated Express Train” .to improve the communication system of the country and pray for its successful implementation. And also assure their all kind of cooperation & support in implementation of the project as it will come to the service of the people of Mirpur .We came to know that there is proposal for mounting and dismounting from the train a Station will be erect at Mirpur 12. It may be noted that with the construction of the station 14(fourteen) residence will be affected. These buildings are situated on both side of road and on the plot of Pallabi and Housing Resettlement department. We are proposing two places for construction of station for MRT. Among these places any one can be selected for the station. By this it will bring down the demolition of houses as well as cost.

Frist Proposal :

There is enough land near MAWATS adjacent to main road. if the station is built in this place only 3 (three) houses would be affected. Moreover it will be easier for the passenger of Pallabi, Pallabi extension, Duaripara, Rupnagar. C-block of Kalsi under Mirpur 12. To board on train and after dismounting from train the passenger can easily fetch Rickshaw or Baby taxi easily. The

crossing of Mirpur No.11.5 is an important junction place.

Second Proposal

There is unused land adjacent to Mirpur Ceramic Factory at Mirpur section No 12. This place is at the end of section 12 and it is suitable for construction of MRT station. It will be starting point and would be easy for the passenger of Mirpur area. By constructing station at this place cost will be minimized as it is vacate land

Sincerely yours

Residence of Mirpur section 12

Dhaka.

Signatories:



Minutes of Stakeholders Meeting

Place of Meeting : Siddiqbazar, Dhaka
Date : 11 November 2010
Time : 11 – 00 AM

A Stakeholders meeting on MRT Line 6 project was held on November 11, 2010 at Siddiqbazar Community Center, Siddiqbazar in the city. It was the fifth meeting organized by CCDB in favor of DTCB and JICA. The meeting started at 11:00 am.

Objective

- Introduce the people of concern locality with modern rail based Mass Rapid Transit (MRT) project which is going to be initiated
- Make the probable affected people known about the preliminary resettlement proposal
- Collect public opinions and suggestion regarding this MRT project
- Involve local political representatives, specially Member of Parliaments, with this project who will in future may communicate between the Government and the people of his/her locality



Guests

- Chief Guest: Dr. Mostafa Jalal Mohiuddin
Member of the Parliament, Dhaka-7
- Md. Anisur Rahman
Traffic Engineer, DTCB
- Md. Moniruzzaman
Resettlement Specialist, CCDB
- Mr. Ashrafal Alam Sarker
Transportation Planner, Representative of JICA

- Sylvester Halder
Team Leader, DHUTS, CCDB

Audience/Participants of the Meeting

- Probable affected household members
- Probable affected business entrepreneur
- Representatives of Bus and Motor vehicle owners association
- Representatives of Rickshaw owners association
- Teachers of schools, Colleges and Madrashas
- Leaders of religious institutions
- Local political representatives
- Local elite persons

Table 1: Number of Participants by Type

Sl. No	Type of participants in Stakeholder meeting	Number
1	General People	13
2	Elite Persons	24
3	Teachers	2
4	Affected Persons	33
5	Imam / Priest	3
6	Bus Owners	8
7	Rickshaw Puller	6
8	Shop Keepers	31
9	Retired Persons	6
10	NGO Persons	5
	Total	131

Total numbers of audiences in this meeting was 131

Contents of the Meeting/Workshop

- Recitation from the Holy Quaran
- Inauguration speech
- Keynote paper presentation
- Presentation of Resettlement Plan
- Open discussion for public opinion collection
- Speech of the Chief Guest
- Thanks giving

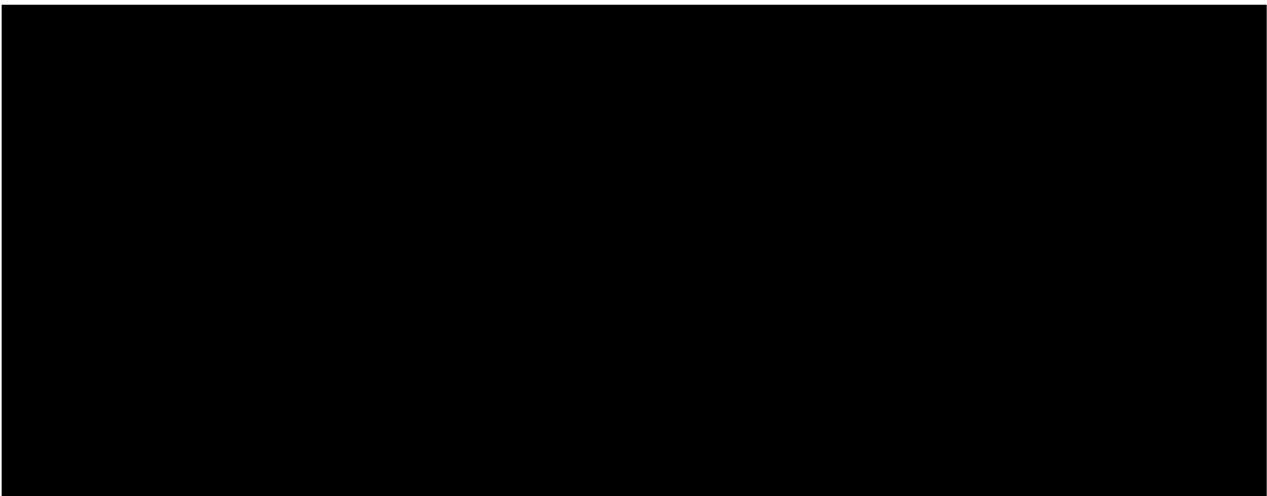
Recitation from the Holy Quaran

Recitation from Holy Quaran was performed by Muhammad Tarikul Islam.

Keynote Paper Presentation

Mr. Anisur Rahman presented a multimedia presentation on the necessity, importance and aim of Metro Rail. He also introduced some key factors of the Metro Rail regarding its route, construction, operation and maintenance.

- MRT Line 6 starts from Uttara and ends at Saidabad via Pallabi, Farmgate and Dhaka University Campus.
- Total Length of the line will be 21.8 Kilometer.
- From Uttara to Pallabi it will be at grade and remaining portion will be elevated.
- There will be total 18 stations.
- The train will consist of 6 compartments and capable of carrying 1678 passengers at a time.



- Train will be operated from 6:00 am to 11:00 pm.
- At peak hours the time interval of departure will be just 3 minutes and 20 seconds and it will carry 30,000 passengers in each direction at every hour.
- If everything goes according to plan the construction of metro rail will be started in 2013 and it will go for operation by 2017.
- It will drastically reduce the existing traffic congestion and uncertainty of travel time.
- But temporary traffic jam during construction period and continuous noise and vibration during operation may cause some sort of discomfort to the surrounding inhabitants.
- The alignment of the rail mostly coincides with the existing road except a few numbers of mild turn where land acquisition will be required. The Government will be caring enough so that least numbers of people are affected.

Presentation of Resettlement Plan

Md. Moniruzzaman explained the process of the resettlement action, through a power point presentation, on the basis of present study and the experience gathered through resettlement action in Padma Multipurpose Bridge. He emphasized on the following topics.

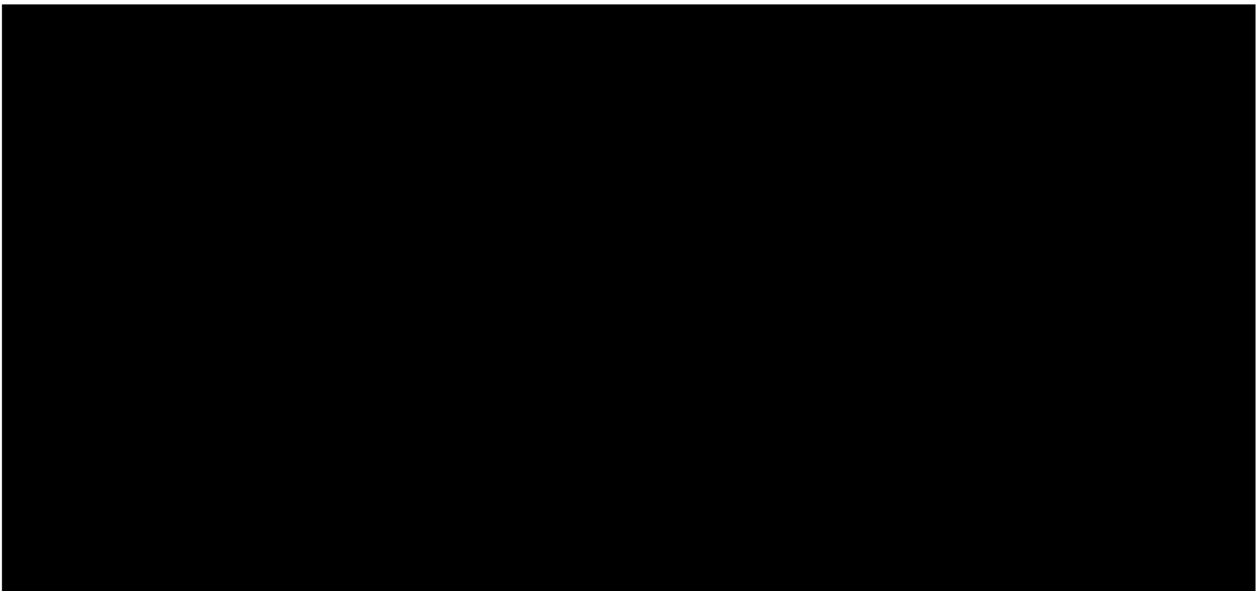
- Types of losses that a person may experience, mostly land, structures and relocation of business.
- The mitigation measures for these losses. In this case all the losses are compensated through cash.

- Process of land acquisition. No one will lose the land or structure before being fully compensated.
- Processes of involuntary resettlement

Open Discussion for Public Opinion Collection

Compared to meeting at other locations, here people were bit reluctant to participate in discussion.

- A woman requested the Member of Parliaments to take initiative to save her homestead from being acquired.
- If any residential land with structure is to be acquired the compensation of both land and the structure must be higher than the present market value. Because it is very much difficult to get a new place to buy in Dhaka city.
- For structure the compensation should be higher than the PWD rate.



- The Shop Owners Association of City Corporation Market at Nimtoli requested for a preferable relocation of their business before the commencement of construction.
- The affected business unit should get an extra amount as Business Loss. It may be the profit of few months. Because they need few months to run their business in full flow at new location.
- Employees of affected business unit should be paid an extra amount as an employment loss.

Speech of Chief Guest

- Dr. Mostafa Jalal Mohiuddin, MP appreciated the Government for taking initiative to build such a elevated mass rapid transit.
- He asked CCDB for a detailed map of the alignment so that the affected people can locate themselves precisely.

Thanks giving

Mr. Sylvester Halder finally thanked all the guests and audiences for a successful completion of that Stakeholders' Meeting and announced the closing.

The whole meeting was covered by national newspaper 'Prothom-Alo' and 'The New Nation'. (A paper cutting is attached). The meeting came to an end by 1:00 pm. This meeting was the fifth and last meeting of the first phase of the work assigned to CCDB.

Minutes of Stakeholders Meeting

Place of Meeting : Ward Commissioner Office, Pallabi.
Date : December 21, 2010.
Time : 11- 00 AM

A Stakeholders meeting on MRT Line-6 project was held on December 21, 2010 at Ward Commissioner Office, Pallabi, Dhaka. Mirpur in the city. The meeting was organized by CCDB in favor of DTCB and JICA. The meeting started at 11:00 am.

Objective

- Introduce the people of concern locality with modern rail based Mass Rapid Transit (MRT) project which is under feasibility Study;
- Make the potential affected people known about the preliminary resettlement proposal and entitlements;
- Collect public opinions and suggestion regarding this MRT project; and
- Involve local political representatives, with this project who will in future may communicate between the Government and the people of his/her locality.



Guests on the stage

Guests

- Mr. Md. Ismail Hossain,
Ward Commissioner, Ward No. 2, Mirpur, Dhaka City Corporation.
- Md. Sanaul Haque
Senior Traffic Engineer DTCB
- Md. Asharaful Alam Sarkar
Transport Planning Specialist, JICA Study Team
- Sarker Muhammad Ramjan Ali
Team Leader/Resettlement Specialist, Padma Multipurpose Bridge Project, CCDB
- Md. Moniruzzaman
Resettlement Specialist, CCDB
- Taslim Uddin Ahmed
Admn. & Finance Officer, CCDB-PMBP
- Md. Atiqur Rahman Khan
Field Coordinator, CCDB-MRT

Audience/Participants of the Meeting

- Probable affected household members
- Probable affected business entrepreneur
- Teachers of schools, Colleges and Madrashas
- Leaders of religious institutions
- Local political representatives
- Local elite persons
- Local vendors, Rickshaw pullers and Van pullers.

Total numbers of audiences in this meeting was 52 (list of the audiences is attached)

Table 1: Number of Participants by Type

Sl No.	Type of participants in the stakeholder meeting	Number
1	General People	5
2	Elite Persons	6
3	Teachers	3
4	Affected Persons	21
5	Imam	1
6	Shopkeeper	5
7	Retired Personnel	2
8	NGO Personnel	9
	Total	52

Contents of the Meeting/Workshop

- Recitation from the Holy Quaran
- Inaugural speech
- Keynote paper presentation
- Presentation of Resettlement Plan
- Open discussion for public opinion collection
- Speech of the Chief Guest
- Thanks giving

Inauguration Speech

In the inauguration speech Mr. Sarker Mohammad Ramzan Ali shared his valuable experience in resettlement sector.

- He informed that the feasibility study of this project is already donned by JICA.
- CCDB has been assigned by JICA to conduct a Socio-Economic Survey among the potential affected people and to estimate the amount of losses.
- CCDB will also prepare the Resettlement Action Plan for mitigating the adverse impact of the land acquisition and resettlement.
- CCDB has been showing keen interest in preparing the Resettlement Action Plan in a way. that no affected person is worse off due to construction of the physical infrastructure like MRT-6.

Keynote Paper Presentation

Mr. Anisur Rahman presented a multimedia presentation on the necessity, importance and aim of Metro Rail system in Bangladesh. He also introduced some key factors of the Metro Rail regarding its route, construction, operation and maintenance. The frequency of movement of passengers and landing were also discussed.

- MRT Line-6 starts from Uttara and ends at Saidabad via Pallabi, Farmgate and Dhaka University Campus.
- Total Length of the line will be 21.8 Kilometer.
- From Uttara to Pallabi it will be at grade and remaining portion will be elevated.
- There will be total 18 stations.
- The train will consist of 6 compartments and capable of carrying 1678 passengers at a time.
- Train will be operated from 6:00 am to 11:00 pm.

Mr. Md. Sanaul Haque in his speech informed the house about the benefit of the Metro Rail and process of Compensation

- At peak hours the time interval of departure will be just 3 minutes and 20 seconds and it will carry 30,000 passengers in each direction at every hour.
- If everything goes according to plan the construction of metro rail will be started in 0700 hours and it will go for operation up 2100 hours.
- It will drastically reduce the existing traffic congestion and uncertainty of travel time.
- But temporary traffic jam during construction period and continuous noise and vibration during operation may cause some sort of discomfort to the surrounding inhabitants.
- The alignment of the rail mostly coincides with the existing road except a few numbers of mild turn where land acquisition will be required. The Government will be caring enough so that least numbers of people are affected.

Presentation of Resettlement Plan

Md. Moniruzzaman explained the process of the resettlement action, through a power point presentation, on the basis of present study and the experience gathered through resettlement action in Padma Multipurpose Bridge and other Donor funded projects. He emphasized on the following points.

- Types of losses that a person may experience, mostly land, structures and relocation of business.
- The mitigation measures for these losses. In this case all the losses are compensated through Account Payee Cheque.
- Process of land acquisition. No one will lose the land or structure before being fully compensated.
- Processes of involuntary resettlement

Open Discussion for Public Opinion Collection

- [REDACTED] asked whether they would get only Cash Compensation for loss of land, structure or there any provision for land against land.
- The also asked what Compensation will be gives for affected temples within the alignment.

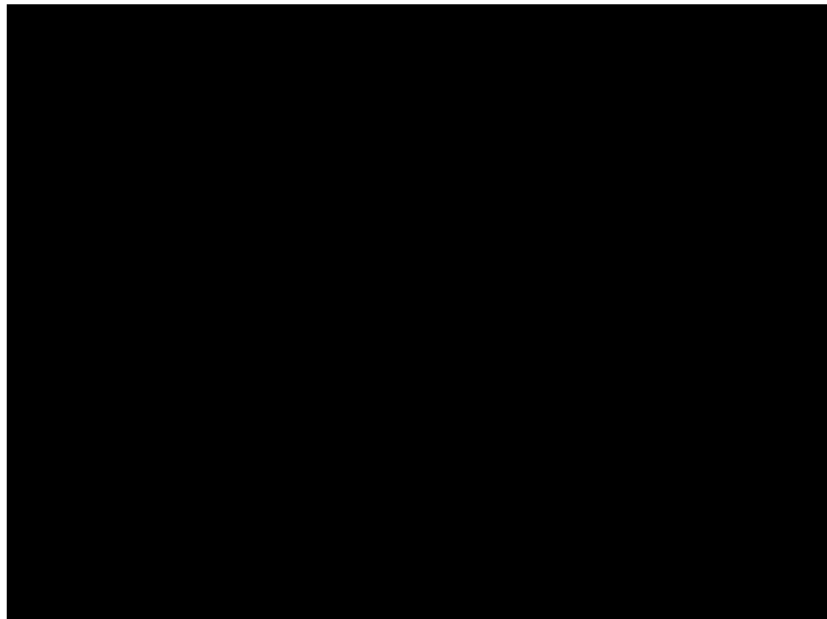
In reply Sarker Md. Ramzan Ali, Resettlement Specialist, informed that compensation

will be paid through A/C cheques for all losses. And as regard affected temple the Authority will make provision for reconstruction of temple, where the Hindu community will feel comfortable.

- **A commuter wanted** to know the price of the ticket of metro rail will be within the reach of daily passenger.

Mr. Anisur Rahman made him known that the cost would be around 2 to 3 taka per kilometer, which is bit expensive than existing mass transit.

- The main roads of Dhaka City often pass through the residential areas of Mirpur. **Owners of the residential building** are anxious about the noise and vibration created by the Metro Train.
- Mirpur-Farmgate-Gulistan is a profitable route for buses. Representative of **Bus Owner' Association** told that, Metro Rail would be a competitor of their business. So they wanted to know if there is any special proposal for resettlement of the bus owners' business.
-



Speech of Chief Guest

- Mr. Md. Ismail Hossain, Commissioner, Ward-2, Mirpur congratulated the Prime Minister for taking initiative to construct elevated rail transit which will drastically reduce the public sufferings in transportation. For a Magacity like Dhaka this transport is indispensable.
- He urged the people of different class of society to come forward and to help the concern authority to implement this time saving modern transportation system.
- He also assured that all supports help will be extended for smooth implementation of the nationally important project.

Minutes of Stakeholders Meeting

Place of Meeting : Ward Commissioner Office, Pallabi.
Date : December 23, 2010.
Time : 4- 00 PM

A Stakeholders meeting on MRT Line-6 project was held on December 23, 2010 at Ward Commissioner Office, Pallabi, Dhaka. Mirpur in the city. The meeting was organized by CCDB in favor of DTCB and JICA. The meeting started at 4:00 pm.

Objective

- Introduce the people of concern locality with modern rail based Mass Rapid Transit (MRT) project which is under feasibility Study;
- Make the potential affected people known about the preliminary resettlement proposal and entitlements;
- Collect public opinions and suggestion regarding this MRT project; and
- Involve local political representatives, with this project who will in future may communicate between the Government and the people of his/her locality.



Guests on the stage

Guests

- Abdur Rouf Nannu,
Ward Commissioner, Ward No. 11, Mirpur, Dhaka City Corporation.
- Mr. Md. Jabedur Rahman
Transport Planner, DTCB
- Md. Asharaful Alam Sarkar
Transport Planning Specialist, JICA Study Team
- Sarker Muhammad Ramjan Ali
Team Leader/Resettlement Specialist, Padma Multipurpose Bridge Project, CCDB

Audience/Participants of the Meeting

- Probable affected household members
- Probable affected business entrepreneur
- Non-titled business holders
- Teachers of schools, Colleges and Madrashas
- Leaders of religious institutions
- Local political representatives
- Local elite persons.

Total numbers of audiences in this meeting was 91 (list of the audiences is attached)

Table 1: Number of Participants by Type

Sl No.	Type of participants in the stakeholder meeting	Number
1	General People	25
2	Elite Persons	5
3	Teachers	4
4	Affected Persons	25
5	Imam	1
6	Rickshaw Puller	5
7	Shopkeeper	12
8	Retired Personnel	5
9	NGO Personnel	9
	Total	91

Contents of the Meeting/Workshop

- Recitation from the Holy Quaran
- Inaugural speech
- Keynote paper presentation
- Presentation of Resettlement Plan
- Open discussion for public opinion collection
- Speech of the Chief Guest
- Thanks giving

Inauguration Speech

In the inauguration speech Mr. Sarker Mohammad Ramzan Ali shared his valuable experience in resettlement sector.

- He praised the Government for the commitment on this Metro Rail.
- He informed that the resettlement action plan will be prepared and will be implemented in such a way that not a single affected person will be in an inferior status compared to previous state.
- CCDB will also prepare the Resettlement Action Plan for mitigating the adverse impact of the land acquisition and resettlement.

- CCDB has been showing keen interest in preparing the Resettlement Action Plan in a way that no affected person is worse off due to construction of the physical infrastructure like MRT-6.

Keynote Paper Presentation

Mr. Ashraful Alam Sarker gave speech on the necessity, importance and aim of Metro Rail system in Bangladesh. He also introduced some key factors of the Metro Rail regarding its route, construction, operation and maintenance. The frequency of movement of passengers and landing were also discussed.

- MRT Line-6 starts from Uttara and ends at Saidabad via Pallabi, Farmgate and Dhaka University Campus.
- Total Length of the line will be 21.8 Kilometer.
- From Uttara to Pallabi it will be at grade and remaining portion will be elevated.
- There will be total 18 stations.
- The train will consist of 6 compartments and capable of carrying 1678 passengers at a time.
- Train will be operated from 6:00 am to 11:00 pm.
- At peak hours the time interval of departure will be just 3 minutes and 20 seconds and it will carry 30,000 passengers in each direction at every hour.
- If everything goes according to plan the construction of metro rail will be started in 0700 hours and it will go for operation up 2100 hours.
- It will drastically reduce the existing traffic congestion and uncertainty of travel time.
- But temporary traffic jam during construction period and continuous noise and vibration during operation may cause some sort of discomfort to the surrounding inhabitants.
- The alignment of the rail mostly coincides with the existing road except a few numbers of mild turn where land acquisition will be required. The Government will be caring enough so that least numbers of people are affected.

Presentation of Resettlement Plan

Mr. Ali explained the process of the resettlement action, through a power point presentation, on the basis of present study and the experience gathered through resettlement action in group of implementation of resettlement sector. He emphasized on the following points.

- Types of losses that a person may experience, mostly land, structures and relocation of business.
- The mitigation measures for these losses. In this case all the losses are compensated through Account Payee Cheque.
- Process of land acquisition. No one will lose the land or structure before being fully compensated.
- Processes of involuntary resettlement

Open Discussion for Public Opinion Collection

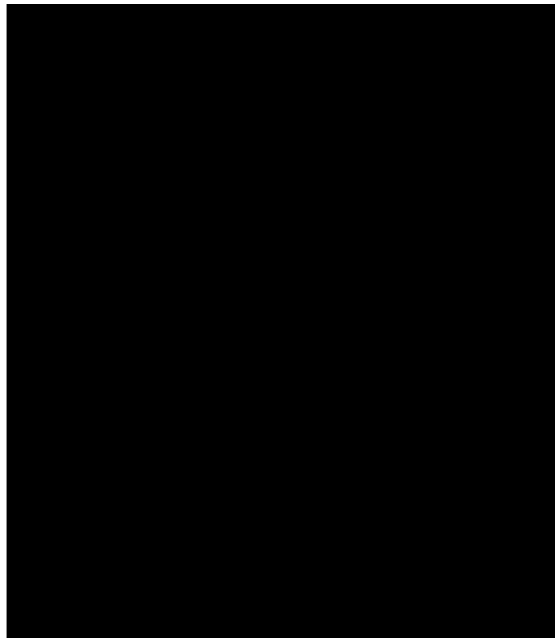
In this segment the audiences expressed their views, opinions, and suggestion regarding this project.

- [REDACTED] congratulated the project and requested the Government through representative of DTCB, JICA and CCDB implement the project emphasizing on the minimization of losses of the probable non-title business holder.

- [REDACTED] was a businessman in front of Purabi Cinema Hall. He maintained his finally expenses from business. If it is affected by the Mass Rapid Transit Line-6 wherever he will get proper compensation from project without any harassment.
- Similar type of appeal was made by [REDACTED]
- [REDACTED] become very blissful for this project. He committed to meeting if this project implemented then he gifted homestead among the affected non-titled businessman.
- A group of people from probable affected people in IMT station submitted a memorandum to **Mr. Javed Hossain**, Transport Planner, representative of DTCB expressing their opinions and suggestions.

In reply Sarker Md. Ramzan Ali, Resettlement Specialist, informed that compensation will be paid through A/C cheques for all losses. And as regard affected temple the Authority will make provision for reconstruction of temple , where the Hindu community will feel comfortable.

- A **commuter wanted** to know the price of the ticket of metro rail will be within the reach of daily passenger.
Mr. Javed Hossain made him known that the cost would be around 2 to 3 taka per kilometer, which is bit expensive than existing mass transit.
- The main roads of Dhaka City often pass through the residential areas of Mirpur. **Owners of the residential building** are anxious about the noise and vibration created by the Metro Train.
- Mirpur-Farmgate-Gulistan is a profitable route for buses. Representative of **Bus Owner' Association** told that, Metro Rail would be a competitor of their business. So they wanted to know if there is any special proposal for resettlement of the bus owners' business.



Speech of Chief Guest

- Mr. Md. Abdur Rouf Nannu, Commissioner, Ward-11, Mirpur congratulated the Prime Minister for taking initiative to construct elevated rail transit which will drastically reduce the public sufferings in transportation. For a Magacity like Dhaka this transport is indispensable.

- He urged the people of different class of society to come forward and to help the concern authority to implement this time saving modern transportation system.
- He also assured that all supports help will be extended for smooth implementation of the nationally important project.

The meeting was all through anchored by Mr. Atiqur Rahman Khan, Field Coordinator, CCDB .

Minutes of Stakeholders Meeting

Place of Meeting : Ward Commissioner Office, Mirpur-10, Dhaka.
Date : December 28, 2010.
Time : 4-00 PM

A Stakeholders meeting on MRT Line-6 project was held on December 28, 2010 at Ward Commissioner Office, Mirpur-10 in the city. The meeting was organized by CCDB on behalf of DTCB and JICA. The meeting started at 4:00 pm.

Objectives

- Introduce the people of concern locality with modern rail based Mass Rapid Transit (MRT) project which is going to be initiated;
- Make the potential affected person known about the preliminary resettlement proposal and compensation mechanisms for lost properties generate;
- public opinions and suggestion regarding this MRT project; and
- Involve local social and political representatives with this project who will in future may communicate the Government and the people of his/her locality.

Guests

- Kazi Ali Imam Asad
Ward Commissioner, Ward No. 3, Mirpur-10, Dhaka.
- Md. Sanaul Haque
Senior Traffic Engineer, DTCB
- Md. Asharaful Alam Sarkar
Transport Planning Specialist, JICA Study Team
- Sarker Muhammad Ramjan Ali
Team Leader/Resettlement Specialist, Padma Multipurpose Bridge Project, CCDB
- Md. Moniruzzaman
Resettlement Specialist, CCDB
- Taslim Uddin Ahmed
Admn. & Finance Officer, CCDB-PMBP.

Audience/Participants of the Meeting

- Probable affected household members
- Probable affected business entrepreneur
- Leaders of religious institutions
- Local political representatives
- Local elite persons, etc

Total numbers of audiences in this meeting was 45 (list of the audiences is attached)

Table 1: Number of Participants by Type

Sl No.	Type of participants in the stakeholder meeting	Number
1	General People	19
2	Elite Persons	3
3	Teachers	1
4	Affected Persons	2
5	Imam	1
6	Rickshaw Puller	6
7	Shopkeeper	2
8	Retired Personnel	3
9	NGO Personnel	8
	Total	45

Contents of the Meeting/Workshop

- Recitation from the Holy Quaran
- Inaugural speech
- Keynote paper presentation
- Presentation of Resettlement Plan
- Open discussion for public opinion collection
- Speech of the Chief Guest
- Conclusion

Inauguration Speech

In the inaugural speech Mr. Sarker Mohammad Ramzan Ali shared his experience in resettlement sector over a period of last 18 years.

- He informed that the feasibility study of this project is already done by JICA.
- CCDB has been assigned by JICA to conduct a Socio-Economic Survey among the potential affected people and to estimate the amount of losses.
- CCDB will also prepare the Resettlement Action Plan.
- CCDB has track record of successful implementation of resettlement activities in similar project like Bangabandhu bridge, Bhairab Bridge, Lalan Shah Bridge and lastly Padma Multipurpose Bridge. Consequence upon these success CCDB has been assigned for resettlement action in Metro Rail Project.

Keynote Paper Presentation

Mr. Sanaul Haque presented on the importance and aim of Metro Rail. He also introduced some key factors of the Metro Rail regarding its route, construction, operation and maintenance.

- MRT Line-6 starts from Uttara and ends at Saidabad via Pallabi, Farmgate and Dhaka University Campus.
- Total Length of the line will be 21.8 Kilometer.
- From Uttara to Pallabi it will be at grade and remaining portion will be elevated.
- There will be total 18 stations.
- The train will consist of 6 compartments and capable of carrying 1678 passengers at a time.
- Train will be operated from 6:00 am to 11:00 pm.
- At peak hours the time interval of departure will be just 3 minutes and 20 seconds and it will carry 40,000 passengers in each direction at every hour.

Md. Sanaul Haque in his speech explains vividly the benefit and process of compensation.

- He also inform the house it everything goes according to plan the construction of metro rail will be started in 2013 and it will go for operation by 2017.
- It will drastically reduce the existing traffic congestion and uncertainty of travel time.
- But temporary traffic jam during construction period and continuous noise and vibration during operation may cause some sort of discomfort to the surrounding inhabitants.
- The alignment of the rail mostly coincides with the existing road except a few numbers of mild turn where land acquisition will be required. The Government will be caring enough so that least numbers of people are affected.

Presentation of Resettlement Plan

Md. Moniruzzaman explained the process of the resettlement action, through a power point presentation, on the basis of present study and the experience gathered through resettlement action in Padma Multipurpose Bridge and other Donor funded projects. He emphasized on the following topics.

- Types of losses that a person may experience, mostly land, structures and relocation of business.
- The mitigation measures for these losses. In this case all the losses are compensated through cash.
- Process of land acquisition. No one will lose the land or structure before being fully compensated.
- Processes of involuntary resettlement

Open Discussion for Public Opinion Generation

- [REDACTED] wanted at to know whether any structure will affected in this area, and detail plan of project. He was more interested know about his Diagnostic Centre.
In reply Mr. Sanaul Haque informed that no building would be affected for this Metro Rail from Uttara to Chandrima Uddan. It is the intention of the Govt. as well as JICA to minimize affect of Private properties.
- One Political Leader wanted to know the price of the ticket of metro rail
[REDACTED] *made him known that the cost would be around 2 to 3 taka per kilometer, which is bit higher than existing mass transit, but it is time and hazard saving transport*
- The main roads of Dhaka City often pass through the residential and business areas of Mirpur. ***Owners of the residential and commercial building*** are anxious about the noise and vibration **likely to be** created by the Metro Train.

Speech of Chief Guest

- Mr. Ali Imam Asad Ward Commissioner, Wards No.3, Mirpur-10, Dhaka congratulated the Government of Bangladesh to take an initiative to construct elevated rail transit which will drastically reduce the public sufferings in transportation.
- He urged the people of different class of society to come forward and to help the concern authority to implement this time saving modern transportation system.

The meeting was all through anchored by Mr. Atiqur Rahman Khan, Field Coordinator, CCDB .

Minutes of Stakeholders Meeting

Place of Meeting : Ward Commissioner Office, Kazipara.
Date : December 30, 2010.
Time : 11- 00 AM

A Stakeholders meeting on MRT Line-6 project was held on December 30, 2010 at 14 No. Ward Commissioner Office, Kazipara, Mirpur Dhaka. in the city. The meeting was organized by CCDB in favor of DTCB and JICA. The meeting started at 11:00 am.

Objective

- Introduce the people of concern locality with modern rail based Mass Rapid Transit (MRT) project which is under feasibility Study;
- Make the potential affected people known about the preliminary resettlement proposal and entitlements;
- Collect public opinions and suggestion regarding this MRT project; and
- Involve local political representatives, with this project who will in future may communicate between the Government and the people of his/her locality.



Guests on the stage

Guests

- Mr. Md. Abdul Kader,
Ward Commissioner, Ward No. 14, Mirpur, Dhaka City Corporation.
- Md. Mahmudul Hasain
Senior Traffic Engineer DTCB
- Ms. Shajia Sultana
Project Manager, JICA Study Team, (DHUTS)
- Md. Moniruzzaman
Resettlement Specialist, CCDB
- Taslim Uddin Ahmed
Admn. & Finance Officer, CCDB-PMBP
- Md. Atiqur Rahman Khan
Field Coordinator, CCDB-MRT

Audience/Participants of the Meeting

- Probable affected household members
- Probable affected business entrepreneur
- Teachers of schools, Colleges and Madrashas
- Leaders of religious institutions
- Local political representatives
- Local elite persons
- Local vendors.

Total numbers of audiences in this meeting was 55 (list of the audiences is attached)

Table 1: Number of Participants by Type

Sl No.	Type of participants in the stakeholder meeting	Number
1	General People	20
2	Elite Persons	4
3	Teachers	1
4	Affected Persons	5
5	Imam	1
6	Rickshaw Puller	5
7	Shopkeeper	7
8	Retired Personnel	3
9	NGO Personnel	9
	Total	55

Contents of the Meeting/Workshop

- Recitation from the Holy Quran
- Inaugural speech
- Keynote paper presentation
- Presentation of Resettlement Plan
- Open discussion for public opinion collection
- Speech of the Chief Guest
- Thanks giving

Inauguration Speech

In the inauguration speech Mr. Sarker Mohammad Ramzan Ali shared his valuable experience in resettlement sector.

- He informed that the feasibility study of this project is already done by JICA.
- CCDB has been assigned by JICA to conduct a Socio-Economic Survey among the potential affected people and to estimate the amount of losses.
- CCDB will also prepare the Resettlement Action Plan for mitigating the adverse impact of the land acquisition and resettlement.

- CCDB has been showing keen interest in preparing the Resettlement Action Plan in a way. that no affected person is worse off due to construction of the physical infrastructure like MRT-6.

Participant of meeting

Ms. Shajia Sultana informed the audience about the importance and aim of Metro Rail system in Bangladesh. She also **painted out** some key factors of the Metro Rail regarding its route, **and** operation.

- At peak hours the time interval of departure will be just 3 minutes and 20 seconds and it will carry 30,000 passengers in each direction at every hour.
- If everything goes according to plan the construction of metro rail will be started in 0700 hours and it will go for operation up 2100 hours.
- It will drastically reduce the existing traffic congestion and uncertainty of travel time.
- But temporary traffic jam during construction period and continuous noise and vibration during operation may cause some sort of discomfort to the surrounding inhabitants.
- The alignment of the rail mostly coincides with the existing road except a few numbers of mild turn where land acquisition will be required. The Government will be caring enough so that least numbers of people are affected.

Mr. Mahmudul Hasan

- MRT Line-6 starts from Uttara and ends at Saidabad via Pallabi, Farmgate and Dhaka University Campus.
- Total Length of the line will be 21.8 Kilometer.
- From Uttara to Pallabi it will be at grade and remaining portion will be elevated.
- There will be total 18 stations.
- The train will consist of 6 compartments and capable of carrying 1678 passengers at a time.
- Train will be operated from 6:00 am to 11:00 pm.

Presentation of Resettlement Plan

Md. Moniruzzaman explained the process of the resettlement action, through a power point presentation, on the basis of present study and the experience gathered through resettlement action in Padma Multipurpose Bridge and other Donor funded projects. He emphasized on the following points.

- Types of losses that a person may experience, mostly land, structures and relocation of business.
- The mitigation measures for these losses. In this case all the losses are compensated through Account Payee Cheque.
- Process of land acquisition. No one will lose the land or structure before being fully compensated.
- Processes of involuntary resettlement.

Open Discussion for Public Opinion Collection

- **A commuter wanted** to know the price of the ticket of metro rail will be within the reach of daily passenger.

Mr. Eng. Mahmudul Hasan made him known that the cost would be around 2 to 3 taka per kilometer, which is bit expensive than existing mass transit.

- The main roads of Dhaka City often pass through the residential areas of Mirpur. **Owners of the residential building** are anxious about the noise and vibration created by the Metro Train.
- Mr. Mahmudul Hasan informed the house that the noise & vibration would be less than the limit of noise protection.



Speech of Chief Guest

- Mr. Md. Abdul Kader, Commissioner, Ward-14, Mirpur congratulated the Prime Minister for taking initiative to construct elevated rail transit which will drastically reduce the public sufferings in transportation. For a Megacity like Dhaka this transport is indispensable.
- He urged the people of different class of society to come forward and to help the concerned authority to implement this time saving modern transportation system.
- He also assured that all supports help will be extended for smooth implementation of the nationally important project.

The meeting was all through anchored by Mr. Atiqur Rahman Khan, Field Coordinator, CCDB .

Minutes of Stakeholders Meeting

Place of Meeting : Monipuri Primary School, Farmgate.
Date : January 01, 2011.
Time : 4- 00 PM

A Stakeholders meeting on MRT Line-6 project was held on January 01, 2011 at Monipuri Primary School, Farmgate, Dhaka in the city. The meeting was organized by CCDB in favor of DTTCB and JICA. The meeting started at 4:00 pm.

Objective

- Introduce the people of concern locality with modern rail based Mass Rapid Transit (MRT) project which is under feasibility Study;
- Make the potential affected people known about the preliminary resettlement proposal and entitlements;
- Collect public opinions and suggestion regarding this MRT project; and
- Involve local political representatives, with this project who will in future may communicate between the Government and the people of his/her locality.



Guests on the stage

Guests

- Mr. Zahirul Haque Zillur
President, 39 No. Ward Awamilegue, Dhaka city.
- Mr. Sylvester Halder
Head of CPRP and Bilateral Projects CCDB Chief Guest
- Md. Asharaful Alam Sarkar
Transport Planning Specialist, JICA Study Team
- Abul Kalam Azad
Ships Captain
- Md. Moniruzzaman
Resettlement Specialist, CCDB
- Taslim Uddin Ahmed
Admn. & Finance Officer, CCDB-PMBP
- Md. Atiqur Rahman Khan
Field Coordinator, CCDB-MRT

Audience/Participants of the Meeting

- Probable affected household members
- Probable affected business entrepreneur
- Teachers of schools, Colleges and Madrashas
- Leaders of religious institutions
- Local political representatives
- Local elite persons
- Local vendors, Rickshaw pullers and Van pullers.

Total numbers of audiences in this meeting was 57 (list of the audiences is attached)

Table 1: Number of Participants by Type

Sl No.	Type of participants in the stakeholder meeting	Number
1	General People	23
2	Elite Persons	5
3	Teachers	1
4	Affected Persons	5
5	Rickshaw Puller	2
6	Shopkeeper	8
7	Retired Personnel	3
8	NGO Personnel	10
	Total	57

Contents of the Meeting/Workshop

- Recitation from the Holy Quran
- Inaugural speech
- Keynote paper presentation
- Presentation of Resettlement Plan
- Open discussion for public opinion collection
- Speech of the Chief Guest
- Thanks giving

Inauguration Speech

In the inauguration speech Mr. Taslim Uddin Ahmed shared his 16 years experience in resettlement sector.

- He informed that the feasibility study of this project is already donned by JICA.
- CCDB has been assigned by JICA to conduct a Socio-Economic Survey among the potential affected people and to estimate the amount of losses.
- CCDB will also prepare the Resettlement Action Plan for mitigating the adverse impact of the land acquisition and resettlement.
- CCDB has been showing keen interest in preparing the Resettlement Action Plan in a way. that no affected person is worse off due to construction of the physical infrastructure like MRT-6.

Keynote Paper

Mr. Md. Moniruzzaman and Resettlement Plan presentation presented a multimedia presentation on the necessity, importance and aim of Metro Rail system in Bangladesh. He also introduced some key factors of the Metro Rail regarding its route, construction, operation and maintenance. The frequency of movement of passengers and landing were also discussed.

- MRT Line-6 starts from Uttara and ends at Saidabad via Pallabi, Farmgate and Dhaka University Campus.
- Total Length of the line will be 21.8 Kilometer.
- From Uttara to Pallabi it will be at grade and remaining portion will be elevated.
- There will be total 18 stations.
- The train will consist of 6 compartments and capable of carrying 1678 passengers at a time.
- Train will be operated from 6:00 am to 11:00 pm.
- At peak hours the time interval of departure will be just 3 minutes and 20 seconds and it will carry 30,000 passengers in each direction at every hour.
- If everything goes according to plan the construction of metro rail will be started in 0700 hours and it will go for operation up 2100 hours.
- It will drastically reduce the existing traffic congestion and uncertainty of travel time.
- But temporary traffic jam during construction period and continuous noise and vibration during operation may cause some sort of discomfort to the surrounding inhabitants.

Mr. Zaman emphasized on the following points of Resettlement Plan:

- Types of losses that a person may experience, mostly land, structures and relocation of business.
- The mitigation measures for these losses. In this case all the losses are compensated through Account Payee Cheque.
- Process of land acquisition. No one will lose the land or structure before being fully compensated.
- Processes of involuntary resettlement

Open Discussion for Public Opinion Collection

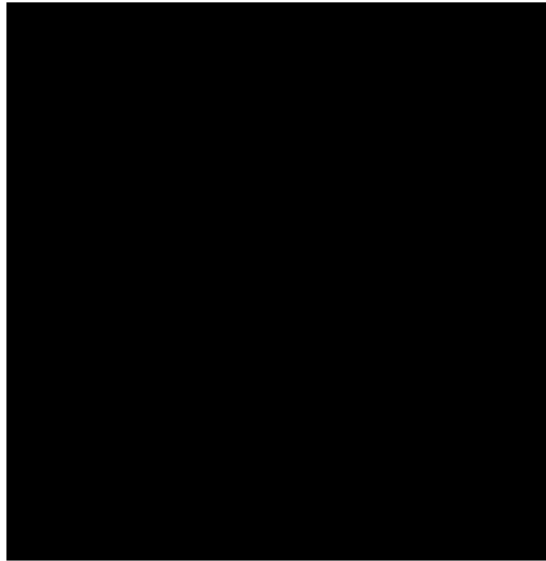
- **A Businessman** asked whether they would get only Cash Compensation for business premises and business.
- The also asked what Compensation will be gives for affected temples within the alignment.

In reply Mr. Zaman, Resettlement Specialist, informed that he will get compensation, for business loss and other allowance as per Matrix of RAP (to be prepare). All compensation will be price by A/C cheques.

- [REDACTED] to know the price of the ticket of metro rail will be within their reach and any provision of child vulnerable passenger.
- [REDACTED] made him known that the cost would be around 2 to 3 taka per kilometer, which is bit expensive than existing mass transit.
- The main roads of Dhaka City often pass through the residential areas are anxious about the noise and vibration created by the Metro Train.

Mr. Taslim informed him the land of noise and vibration will be with is the bearable state. This land of rail are in all big city of the ward as Japan, Tokyo Dilhi city they did not find

any problem with this rail.



Speech of Chief Guest

- Mr. Sylvester Halder, congratulated the Prime Minister for taking initiative to construct elevated rail transit which will drastically reduce the public sufferings in transportation. The MRT is essential to cope with the Traffic Jam of the city.

President Speech

- Mr. Zahirul Haque Zillur is his presidential speech thanks sheikh Hasina, Priminister of the People Republic of Bangladesh for taking this important project to cope the acquit problem of traffic congestion.
- He urged the people of different class of society to come forward and to help the concern authority to implement this time saving modern transportation system.
- He also assured that all supports help will be extended for smooth implementation of the nationally important project.

The meeting was all through anchored by Mr. Atiqur Rahman Khan, Field Coordinator, CCDB .

Minutes of Stakeholders Meeting

Place of Meeting : Ward Commissioner Office, Lalbagh.
Date : January 03, 2011.
Time : 11- 00 AM

A Stakeholders meeting on MRT Line-6 project was held on January 03, 2011 at Ward Commissioner Office, 07 Word No. 70, Lalbagh, Dhaka in the city. The meeting was organized by CCDB in favor of DTCCB and JICA. The meeting started at 11:00 am and was presided over by Mr. Mir Sameer, Ex Ward Commissioner, Lalbagh.

Objective

- Introduce the people of concern locality with modern rail based Mass Rapid Transit (MRT) project which is under feasibility study;
- Make the potential affected people known about the preliminary resettlement proposal and entitlements;
- Collect public opinions and suggestion regarding this MRT project; and
- Involve local political representatives, with this project who will in future may communicate between the Government and the people of his/her locality.



Guests on the stage

Guests

- Mir Sameer
Ex Ward Commissioner.
- Mr. Ashraful Alam Sarker
Transport Specialist JICA.
- Engr. Md. Nahmudul Hasan
Urban Planner, DTCCB.
- Md. Moniruzzaman
DTL/Resettlement Specialist CCDB-PMBP.
- Taslim Uddin Ahmed
Admn. & Finance Officer, CCDB-PMBP.
- Md. Faruque Ahmed
System Analyst CCDB-MRT.
- Md. Atiqur Rahman Khan

- Field Coordinator, CCDB-MRT.
- Monoj Kanti Paramanik
Programmer CCDB-PMBP

Audience/Participants of the Meeting

- Probable affected household members
- Probable affected business entrepreneur
- Teachers of schools, Colleges and Madrashas
- Leaders of religious institutions
- Local political representatives
- Local elite persons
- Local vendors, Rickshaw pullers and Van pullers.

Total numbers of audiences in this meeting was 60 (list of the audiences is attached)

Table 1: Number of Participants by Type

Sl No.	Type of participants in the stakeholder meeting	Number
1	General People	12
2	Elite Persons	4
3	Teachers	1
4	Affected Persons	22
5	Imam	1
6	Shopkeeper	10
7	Retired Personnel	2
8	NGO Personnel	8
	Total	60

Contents of the Meeting/Workshop

- Recitation from the Holy Quaran
- Inaugural speech
- Keynote paper presentation
- Presentation of Resettlement Plan
- Open discussion for public opinion collection
- Speech of the Chief Guest
- Thanks giving

Inauguration Speech

In the inauguration speech Mr. Taslim Uddin Ahmed shared his valuable experience in resettlement sector.

- He informed that the feasibility study of this project is already donned by JICA.
- CCDB has been assigned by JICA to conduct a Socio-Economic Survey among the potential affected people and to estimate the amount of losses.
- CCDB will also prepare the Resettlement Action Plan for mitigating the adverse impact of the land acquisition and resettlement.

- CCDB has been showing keen interest in preparing the Resettlement Action Plan in a way. that no affected person is worse off due to construction of the physical infrastructure like MRT-6.

Keynote Paper Presentation

Mr. Ashraful Alam Sarker presented a multimedia presentation on the necessity, importance and aim of Metro Rail system in Bangladesh. He also introduced some key factors of the Metro Rail regarding its route, construction, operation and maintenance. The frequency of movement of passengers and landing were also discussed.

- MRT Line-6 starts from Uttara and ends at Saidabad via Pallabi, Farmgate and Dhaka University Campus.
- Total Length of the line will be 21.8 Kilometer.
- From Uttara to Pallabi it will be at grade and remaining portion will be elevated.
- There will be total 18 stations.
- The train will consist of 6 compartments and capable of carrying 1678 passengers at a time.
- Train will be operated from 6:00 am to 11:00 pm.

Mr. Md. Nahmudul Hasan in his speech informed the house about the benefit of the Metro Rail and process of Compensation

- At peak hours the time interval of departure will be just 3 minutes and 20 seconds and it will carry 30,000 passengers in each direction at every hour.
- If everything goes according to plan the construction of metro rail will be started in 0700 hours and it will go for operation up 2100 hours.
- It will drastically reduce the existing traffic congestion and uncertainty of travel time.
- But temporary traffic jam during construction period and continuous noise and vibration during operation may cause some sort of discomfort to the surrounding inhabitants.
- The alignment of the rail mostly coincides with the existing road except a few numbers of mild turn where land acquisition will be required. The Government will be caring enough so that least numbers of people are affected.

Presentation of Resettlement Plan

Md. Moniruzzaman explained the process of the resettlement action, through a power point presentation, on the basis of present study and the experience gathered through resettlement action in Padma Multipurpose Bridge and other Donor funded projects. He emphasized on the following points.

- Types of losses that a person may experience, mostly land, structures and relocation of business.
- The mitigation measures for these losses. In this case all the losses are compensated through Account Payee Cheque.
- Process of land acquisition. No one will lose the land or structure before being fully compensated.
- Processes of involuntary resettlement

Open Discussion for Public Opinion Collection

- ██████████ asked whether they would get only Cash Compensation for loss of land, structure or there any provision for land against land.
- ██████████ asked what Compensation will be given for affected the shops on the govt. land and whether any private land affected in this section or not.

In reply Mr. Md. Moniruzzaman, Deputy Team Leader and Resettlement Specialist, informed that compensation will be paid through A/C cheques for all losses. And as regard affected building or shop all affected person will get full cost of structure and other relevant . Authority will make provision for reconstruction of temple compensation as specified in the matrix of RAP (to be prepared) when the work of Metro will start and what will be the .

- **A commuter wanted** to know when the work of Metro will start and what will be the ticket of metro rail and whether it will be within the capacity of common passenger .

Mr. Anisur Rahman made him known that the cost would be around 2 to 3 taka per kilometer, which is bit expensive than existing mass transit but it will save the time and traffic jam

- Mirpur-Farmgate-Gulistan is a profitable route for buses. Representative of **Bus Owner' Association** told that, Metro Rail would be a competitor of their business. So they wanted to know if there is any special proposal for resettlement of the bus owners' business.



Speech of Chief Guest

- Mr. Mir Sameer, Ex, Commissioner, Ward-70, Mirpur congratulated the Prime Minister for taking initiative to construct elevated rail transit which will drastically reduce the public sufferings in transportation. For a Magacity like Dhaka this transport is indispensable.
- He urged the people of different class of society to come forward and to help the concern authority to implement the time saving modern transportation system.
- He also assured that all supports/ help will be extended for smooth implementation of the nationally important project and request the authority to form a committee with local people which will help in a implementing the project.

The meeting was all through anchored by Mr. Atiqur Rahman Khan, Field Coordinatoor, CCDB
The meeting came to an end by 2 pm with sincere thanks for from the Organiser.

Minutes of Stakeholders Meeting

Place of Meeting : Ward Commissioner Office, Sutrapur.
Date : January 06, 2011.
Time : 11- 00 AM

A Stakeholders meeting on MRT Line-6 project was held on January 06, 2011 at the Commissioner's Office, Sutrapur, DCC in the city. The meeting was organized by CCDB in favor of DTCB and JICA. The meeting started at 11:00 am and presided over by Mr. Nahmudul Hasan, Urban Planner, DTCB.

Objective

- Introduce the people of concern locality with modern rail based Mass Rapid Transit (MRT) project which is under feasibility study;
- Make the potential affected people known about the preliminary resettlement proposal and entitlements;
- Collect public opinions and suggestion regarding this MRT project; and
- Involve local political representatives, with this project who will in future may communicate between the Government and the people of his/her locality.



Guests on the stage

Guests

- Md. Asharaful Alam Sarkar
Transport Planning Specialist, JICA Study Team
- Md. Nahmudul Hasan
Senior Traffic Engineer, DTCB
- Md. Moniruzzaman
Resettlement Specialist, CCDB
- Taslim Uddin Ahmed
Admn. & Finance Officer, CCDB-PMBP.
- Faruque Ahmed
System Analyst, CCDB-MRT.

Audience/Participants of the Meeting

- Probable affected business entrepreneur
- Leaders of religious institutions
- Local political representatives
- Local elite persons
- Local vendors.

Total numbers of audiences in this meeting was 57 (list of the audiences is attached)

Table 1: Number of Participants by Type

Sl No.	Type of participants in the stakeholder meeting	Number
1	General People	5
2	Elite Persons	3
3	Affected Persons	27
4	Shopkeeper	12
5	Retired Personnel	1
6	NGO Personnel	9
	Total	57

Contents of the Meeting/Workshop

- Recitation from the Holy Quran
- Inaugural speech
- Keynote paper presentation
- Presentation of Resettlement Plan
- Open discussion for public opinion collection
- Speech of the Chief Guest
- Thanks giving

Inauguration Speech

In the inauguration speech Mr. Taslim Uddin Ahmed shared his valuable experience in resettlement sector.

- He informed that the feasibility study of this project is already done by JICA.
- CCDB has been assigned by JICA to conduct a Socio-Economic Survey among the potential affected people and to estimate the amount of losses.
- CCDB will also prepare the Resettlement Action Plan for mitigating the adverse impact of the land acquisition and resettlement.
- CCDB has been showing keen interest in preparing the Resettlement Action Plan in a way. that no affected person is worse off due to construction of the physical infrastructure like MRT-6.

Keynote Paper Presentation

Mr. Ashraful Alam Sarker, JICA presented a multimedia presentation on the necessity, importance and aim of Metro Rail system in Bangladesh. He also introduced some key factors of the Metro Rail regarding its route, construction, operation and maintenance. The frequency of movement of passengers and landing were also discussed.

- MRT Line-6 starts from Uttara and ends at Saidabad via Pallabi, Farmgate and Dhaka University Campus.
- Total Length of the line will be 21.8 Kilometer.
- From Uttara to Pallabi it will be at grade and remaining portion will be elevated.
- There will be total 18 stations.
- The train will consist of 6 compartments and capable of carrying 1678 passengers at a time.
- Train will be operated from 6:00 am to 11:00 pm.
- At peak hours the time interval of departure will be just 3 minutes and 20 seconds and it will carry 30,000 passengers in each direction at every hour.
- If everything goes according to plan the construction of metro rail will be started in 0700 hours and it will go for operation up 2100 hours.
- It will drastically reduce the existing traffic congestion and uncertainty of travel time.
- But temporary traffic jam during construction period and continuous noise and vibration during operation may cause some sort of discomfort to the surrounding inhabitants.
- The alignment of the rail mostly coincides with the existing road except a few numbers of mild turn where land acquisition will be required. The Government will be caring enough so that minimum numbers of people are affected.

Presentation of Resettlement Plan

Md. Moniruzzaman explained the process of the resettlement action, through a power point presentation, on the basis of present study and the experience gathered through resettlement action in Padma Multipurpose Bridge and other Donor funded projects. He emphasized on the following points.

- Types of losses that a person may experience, mostly land, structures and relocation of business.
- The mitigation measures for these losses. In this case all the losses are compensated through Account Payee Cheque.
- Process of land acquisition. No one will lose the land or structure before being fully compensated.
- Processes of involuntary resettlement

Open Discussion for Public Opinion Collection

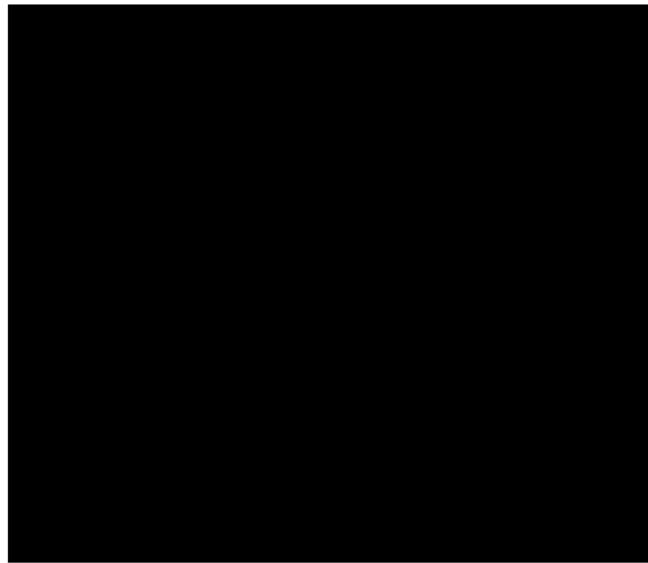
- [REDACTED] asked above the Compensation for loss of structure, business and wage lose, and is there any provision for attachment of shops or place for new business or there any provision for land against land.
- The also asked what compensation amount will be given for affected people within the alignment.

In reply Md. Moniruzzaman, Resettlement Specialist, informed that compensation will be paid through A/C cheques for all losses. And as regard affected building or shop all affected person will get full cost of structure and other relevant allowance as specified in the matrix of RAP (to be prepared) when the work of Metro Rail will start.

- **One participant** to know when the work of Metro will start and what will be the ticket of metro rail and whether it will be within the capacity of common passenger.

Mr. Anisur Rahman made him known that the cost would be around 2 to 3 taka per kilometer, which is bit expensive than existing mass transit but it will save the time and

traffic jam. And the work of Metro Rail will be started at the end of 2012 or early of 2013.



Speech of Chairman

- Mr. Eng. Nahamudul Hasan, in this presidential speech thanked the EPs and specially the elites and shopkeepers for coming to the meeting. He requested the EPs and people attended the meeting to extend their cooperation's in completion of Metro Rail construction work. Engr. Hasan assured the affected person. That they will get proper compensations for their lost properties, without any hazard.
- He urged the people of different class of society to come forward and to help the concern authority to implement this time-saving modern transportation system.
- He also assured that all support/help will be extended for smooth implementation of the nationally important project and requested the authority to form a committee with local people which will help in implementing the project.

The meeting was all through anchored by Mr. Atiqur Rahman Khan, Coordinator, CCDB. The meeting came to an end by 2 pm with special thanks from Organiser.

Minutes of Stakeholders Meeting

Place of Meeting : Dhaka University Campus, Dhaka.
Date : January 08, 2011.
Time : 11- 30 AM

A Stakeholders meeting on MRT Line-6 project was held on January 08, 2011 at Dhaka University Campus. The meeting was organized by CCDB in favor of DTCB and JICA. The meeting started at 11:00 am with the Vice Chancellor on Chair.

Objective

- Introduce the people of concern locality with modern rail based Mass Rapid Transit (MRT) project which is under feasibility Study;
- Make the potential affected people known about the preliminary resettlement proposal and entitlements;
- Collect public opinions and suggestion regarding this MRT project; and
- Involve local political and institutional leaders with this project who will in future may communicate between the Government and the people of his/her locality.



Guests on the stage

Guests

- Chief Guest: Mr. G.M. Joynal Abedin Bhuiya
Executive Director, Dhaka transport Coordination Board.
- Mr. A.A.M.S. Arefin Siddique
Vice Chancellor, Dhaka University as Chairperson.
- Mr. Jayanta Audhikari
Executive Director, CCDB, Dhaka.
- Mr. Sarker Muhammad Ramzan Ali
Team Leader, CCDB-PMBP.
- Mr. Sylvester Halder
Team Leader, CCDB-DHUTS, Dhaka.

Audience/Participants of the Meeting

- Probable affected household members
- Teacher and Officers of Dhaka University
- Representatives of Teachers Association
- Representatives of Staff Union of Dhaka University

Total numbers of audiences in this meeting was 54 (list of the audiences is attached)

Table 1: Number of Participants by Type

Sl No.	Type of participants in the stakeholder meeting	Number
1	General People	9
2	Elite Persons	10
3	Teachers	21
4	Imam	1
5	Retired Personnel	1
6	NGO Personnel	12
	Total	54

Contents of the Meeting/Workshop

- Recitation from the Holy Quaran
- Inaugural speech
- Keynote paper presentation
- Presentation of Resettlement Plan
- Open discussion for public opinion collection
- Speech of the Chief Guest
- Thanks giving

Inauguration Speech

In the inauguration speech Mr. Sarker Mohammad Ramzan Ali request honorable Vice Chancellor of Dhaka University to chair the stakeholder meeting shared valuable In this valuable speech he experience in resettlement sector since for 1993 in different project area by govt.:

- He informed that the feasibility study of this project is already donned by JICA.
- CCDB has been assigned by JICA to conduct a Socio-Economic Survey among the potential affected people and to estimate the amount of losses.
- CCDB will also prepare the Resettlement Action Plan for mitigating the adverse impact of the land acquisition and resettlement.
- CCDB has been showing keen interest in preparing the Resettlement Action Plan in a way. that no affected person is worse off due to construction of the physical infrastructure like MRT-6.

Keynote Paper Presentation

Mr. Anisur Rahman presented a multimedia presentation on the necessity, importance and aim of Metro Rail system in Bangladesh. He also introduced some key factors of the Metro Rail regarding its route, construction, operation and maintenance. The frequency of movement of passengers and landing were also discussed.

- MRT Line-6 starts from Uttara and ends at Saidabad via Pallabi, Farmgate and Dhaka University Campus.
- Total Length of the line will be 21.8 Kilometer.
- From Uttara to Pallabi it will be at grade and remaining portion will be elevated.
- There will be total 18 stations.
- The train will consist of 6 compartments and capable of carrying 1678 passengers at a time.
- Train will be operated from 6:00 am to 11:00 pm.
- At peak hours the time interval of departure will be just 3 minutes and 20 seconds and it will carry 30,000 passengers in each direction at every hour.
- If everything goes according to plan the construction of metro rail will be started in 0700 hours and it will go for operation up 2100 hours.
- It will drastically reduce the existing traffic congestion and uncertainty of travel time.
- But temporary traffic jam during construction period and continuous noise and vibration during operation may cause some sort of discomfort to the surrounding inhabitants.
- The alignment of the rail mostly coincides with the existing road except a few numbers of mild turn where land acquisition will be required. The Government will be caring enough so that least numbers of people are affected.

Presentation of Resettlement Plan

Md. Moniruzzaman explained the process of the resettlement action, through a power point presentation, on the basis of present study and the experience gathered through resettlement action in Padma Multipurpose Bridge and other Donor funded projects. He emphasized on the following points.

- Types of losses that a person may experience, mostly land, structures and relocation of business.
- The mitigation measures for these losses. In this case all the losses are compensated through Account Payee Cheque.
- Process of land acquisition. No one will lose the land or structure before being fully compensated.
- Processes of involuntary resettlement

Open Discussion for Opinion Collection

The Executive Engineer Mr. Golam Rabbani Sarker of Dhaka University through Power Point presentation pointed out drawback of the alignment as shown by the JICA representation and he present a proposal for new alignment which same the same to of Sahid Miner, Women residential hall of Dhaka University safety and Security.



Speech of Chief Guest

- Mr. G.M. Joynal Abedin Bhuiya, Add. Secretary & Executive Director DTCB Prime Minister for taking initiative to construct elevated rail transit which will drastically reduce the public sufferings in transportation. For a Magacity like Dhaka this transport is indispensable.
- He admit that proposed alignment will touch some sensitive place and Historical important place as Shahid Minar & Rokeya hall. The authority will discuss the matter to the visiting team of JICA to make the alignment considering these issues. He thanked the professor, DIN of D.U. for their valued opinion in the project.
- He also assured that all supports help will be extended for smooth implementation of the nationally important project.

Prof. A.A.M.S. Arefin Siddique, Vice Chancellor, University of Dhaka in his presidential speech thanked the representative of JICA, DTCB, CCDB who among the stakeholder meeting and also thank the professions of University Dhaka. Member of Syndicate, Journalist and reporter for attending the meeting and placed their concern and opinion of about the alignment of Metro Rail Line-6. He requested authority of DTCB and JICA to redesign the alignment to same the vary lucky places of the campus.

He finally be conclude the meeting sing thanks to will participant.

The meeting was all through anchored by Mr. Atiqur Rahman Khan, Field Coordinator, CCDB MRT and the whole meeting was covered by few private satellite channel of Television. The meeting came to an end by 2 pm. It was the 8th stake holder meeting of second face under MRT Line-6 project and in near more meetings will be held along the route of Metro Rail.

Minutes of Stakeholders Meeting

Place of Meeting : Dayaganj, Saidabad.
Date : January 10, 2011.
Time : 11- 00 AM

A Stakeholders meeting on MRT Line-6 project was held on January 10, 2011 at Dayaganj, Saidabad, Dhaka in the city. The meeting was organized by CCDB in favor of DTCB and JICA. The meeting started at 11:00 am and it was chaired by Mr. Mokbul Islam Khan Tipu, Ward Commissioner.

Objective

- Introduce the people of concern locality with modern rail based Mass Rapid Transit (MRT) project which is under feasibility Study;
- Make the potential affected people known about the preliminary resettlement proposal and entitlements;
- Collect public opinions and suggestion regarding this MRT project; and
- Involve local political representatives, with this project who will in future may communicate between the Government and the people of his/her locality.



Guests on the stage

Guest :

- Mr. Mokbul Islam Khan Tipu
Ward Commissioner, Ward No. 76.
- Mr. Ashraful Alam Sarker
Transport Planning Specialist, JICA Study Team.
- Engr. Md. Nahmudul Hasan
Urban Planner, DTCB.
- Mr. Taslim Uddin Ahmed
Admn. & Finance Officer, CCDB-PMBP.
- Mr. Monoj Kanti Pramanik
Programmer, CCDB-PMBP.
- Mr. Md. Abdul Gani,
Retr. Govt. Officer.

Audience/Participants of the Meeting

- Probable affected household members
- Probable affected business entrepreneur
- Teachers of schools, Colleges and Madrashas
- Leaders of religious institutions
- Local political representatives
- Local elite persons
- Local vendors, Rickshaw pullers and Van pullers.

Total numbers of audiences in this meeting was 46 (list of the audiences is attached)

Table 1: Number of Participants by Type

Sl No.	Type of participants in the stakeholder meeting	Number
1	General People	16
2	Elite Persons	3
3	Affected Persons	10
4	Shopkeeper	8
5	Retired Personnel	1
10	NGO Personnel	8
	Total	46

Contents of the Meeting/Workshop

- Recitation from the Holy Quran
- Inaugural speech
- Keynote paper presentation
- Presentation of Resettlement Plan
- Open discussion for public opinion collection
- Speech of the Chief Guest
- Thanks giving

Inauguration Speech

In the inauguration speech Mr. Sarker Muhammad Ramzan Ali shared his experience in resettlement sector.

- He informed that the feasibility study of this project is already donned by JICA.
- CCDB has been assigned by JICA to conduct a Socio-Economic Survey among the potential affected people and to estimate the amount of losses.
- CCDB will also prepare the Resettlement Action Plan for mitigating the adverse impact of the land acquisition and resettlement.

- CCDB has been showing keen interest in preparing the Resettlement Action Plan in a way. that no affected person is worse off due to construction of the physical infrastructure like MRT-6.

Keynote Paper Presentation

Mr. Ashraful Alam presented a multimedia presentation on the necessity, importance and aim of Metro Rail system in Bangladesh. He also introduced some key factors of the Metro Rail regarding its route, construction, operation and maintenance. The frequency of movement of passengers and landing were also discussed.

- MRT Line-6 starts from Uttara and ends at Saidabad via Pallabi, Farmgate and Dhaka University Campus.
- Total Length of the line will be 21.8 Kilometer.
- From Uttara to Pallabi it will be at grade and remaining portion will be elevated.
- There will be total 18 stations.
- The train will consist of 6 compartments and capable of carrying 1678 passengers at a time.
- Train will be operated from 6:00 am to 11:00 pm.

Mr. Nahmudul Hasan in his speech informed the house about the benefit of the Metro Rail and process of Compensation

- In his speech he informed the house that the work of MRT will start within 2013 and would be finish by 2017.
- The train will run in interval of 3 minutes and 20 seconds and it will carry 30,000 passengers in each direction at every hour.
- It will drastically reduce the existing traffic congestion and uncertainty of travel time.
- But temporary traffic jam during construction period and continuous noise and vibration during operation may cause some sort of discomfort to the surrounding inhabitants.
- The alignment of the rail mostly coincides with the existing road except a few numbers of mild turn where land acquisition will be required. The Government will be caring enough so that least numbers of people are affected.

Presentation of Resettlement Plan

Md. Atiqur Rahman Khan explained the process of the resettlement on the basis of present study and the experience gathered through resettlement action in Padma Multipurpose Bridge and other Donor funded projects. He emphasized on the following points.

- Types of losses that a person may experience, mostly land, structures and relocation of business.
- The mitigation measures for these losses. In this case all the losses are compensated through Account Payee Cheque.
- Process of land acquisition. No one will lose the land or structure before being fully compensated.
- Processes of involuntary resettlement

Open Discussion for Public Opinion Collection

- [REDACTED] asked whether they would get only Cash Compensation for loss of structure or there are any provision for business loss.

In reply Atiqur Rahman Khan, Field Coordinator informed that the compensations will be paid through A/C cheques for all types of losses. And as regard affected business compensation will be paid as per provision of the Policy Matrix of RAP.

- *One participant wanted to know the rate of ticket of metro rail. Whether it will be within the range of general people and office goers.*
Mr. Ashraful Alam made him known that the cost would be around 2 to 3 taka per kilometer, which is bit expensive than existing mass transit.
- The main roads of Dhaka City often pass through the residential areas of Mirpur. **Owners of the residential building** are anxious about the noise and vibration created by the Metro Train.



Speech of Chief Guest

- Mr. Mokbul Islam Khan, Commissioner, Ward-76, Saidabad congratulated the Govt. of People Republic of Bangladesh for taking initiative to construct elevated rail transit which will drastically reduce the public sufferings in transportation. For a Magacity like Dhaka this transport is indispensable.
- He urged the people of different class of society to come forward and to help the concern authority to implement this time saving modern transportation system.
- He also assured that all supports help will be extended for smooth implementation of the nationally important project.

The meeting came to an end by 2 pm. With special thanks from the Field Coordinator, Mr. Atiqur Rahman Khan.

Minutes of Stakeholders Meeting

Place of Meeting : Word No 75. Commissioner Office, Tikatoli
Date : January 13, 2011.
Time : 10- 00 AM

A Stakeholders meeting on MRT Line-6 project was held on January 13, 2011 at Commissioner Office, Tikatoli, Dhaka in the city. The meeting was organized by CCDB in favor of DTCB and JICA. The meeting started at 10:00 am and was presided over by Mr. Mozammel Haque, Ward Commissioner.

Objective

- Introduce the people of concern locality with modern rail based Mass Rapid Transit (MRT) project which is under feasibility study;
- Make the potential affected people known about the preliminary resettlement proposal and entitlements;
- Collect public opinions and suggestion regarding this MRT project; and
- Involve local political representatives, with this project who will in future may communicate between the Government and the people of his/her locality.



Guests on the stage

Guests

- Mr. Mozammel Hoque (Mukta)
Ward Commissioner, Word No. 75.
- Nahmudul Hasan
Urban Planner, DTCB.
- Sajia Sultana
JICA, Study Team (Jan 13, 2011).
- Sarker Muhammad Ramjan Ali
Team Leader, CCDB-PMBP.
- Taslim Uddin Ahmed
Admn. & Finance Officer, CCDB-PMBP.
- Md. Faruque Ahmed
System Analyst, CCDB-MRT.
- Monoj Kanti Pramanik

Audience/Participants of the Meeting

- Probable affected household members
- Probable affected business entrepreneur
- Leaders of religious institutions
- Local political representatives
- Local elite persons
- Local vendors.

Total numbers of audiences in this meeting was 63 (list of the audiences is attached)

Table 1: Number of Participants by Type

Sl No.	Type of participants in the stakeholder meeting	Number
1	General People	13
2	Elite Persons	4
3	Teachers	1
4	Affected Persons	12
5	Shopkeeper	21
6	Retired Personnel	2
7	NGO Personnel	10
	Total	63

Contents of the Meeting/Workshop

- Recitation from the Holy Quran
- Inaugural speech
- Keynote paper presentation
- Presentation of Resettlement Plan
- Open discussion for public opinion collection
- Speech of the Chief Guest
- Thanks giving

Inauguration Speech

In the inauguration speech Mr. Taslim Uddin Ahmed give a picture of MRT. Resettlement Policy.

- He informed that the feasibility study of this project is already donned by JICA.
- CCDB has been assigned by JICA to conduct a Socio-Economic Survey among the potential affected people and to estimate the amount of losses.
- CCDB will also prepare the Resettlement Action Plan for mitigating the adverse impact of the land acquisition and resettlement.
- CCDB has been showing keen interest in preparing the Resettlement Action Plan in a way. that no affected person is worse off due to construction of the physical infrastructure like MRT-6.

Keynote Paper Presentation

Sarker Muhammad Ramzan Ali presented a multimedia presentation on the necessity, importance and aim of Metro Rail system in Bangladesh. He also introduced some key factors of the Metro Rail regarding its route, construction, operation and maintenance. The frequency of movement of passengers and landing were also discussed.

- MRT Line-6 starts from Uttara and ends at Saidabad via Pallabi, Farmgate and Dhaka University Campus.
- Total Length of the line will be 21.8 Kilometer.
- From Uttara to Pallabi it will be at grade and remaining portion will be elevated.
- There will be total 18 stations.
- The train will consist of 6 compartments and capable of carrying 1678 passengers at a time.
- Train will be operated from 6:00 am to 11:00 pm.
- Explained the process of the resettlement action, through a power point presentation, on the basis of present study and the experience gathered through resettlement action in Padma Multipurpose Bridge and other Donor funded projects. He emphasized on the following points.
- Types of losses that a person may experience, mostly land, structures and relocation of business.
- The mitigation measures for these losses. In this case all the losses are compensated through Account Payee Cheque.
- Process of land acquisition. No one will lose the land or structure before being fully compensated.
- Processes of involuntary resettlement.

Engr. Nahmudul Hasan in his speech informed the house about the benefit of the Metro Rail and process of Compensation

- At peak hours the time interval of departure will be just 3 minutes and 20 seconds and it will carry 30,000 passengers in each direction at every hour.
- If everything goes according to plan the construction of metro rail will be started in 0700 hours and it will go for operation up 2100 hours.
- It will drastically reduce the existing traffic congestion and uncertainty of travel time.
- But temporary traffic jam during construction period and continuous noise and vibration during operation may cause some sort of discomfort to the surrounding inhabitants.
- The alignment of the rail mostly coincides with the existing road except a few numbers of mild turn where land acquisition will be required. The Government will be caring enough so that minimum numbers of people are affected.

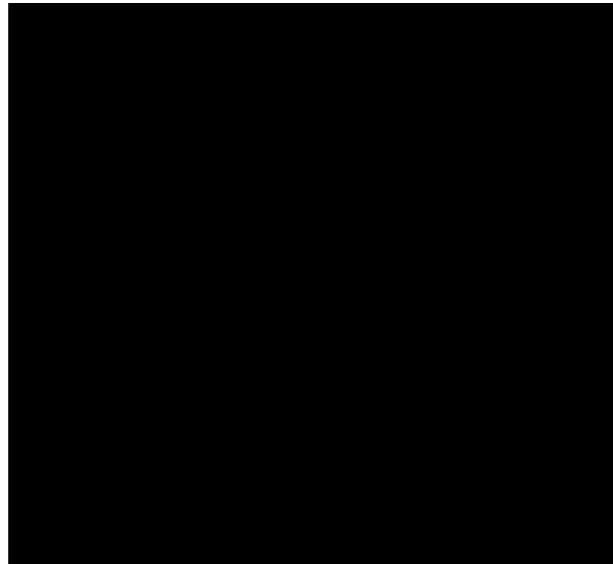
Open Discussion for Public Opinion Collection

- [REDACTED] gave thanks to the govt. for this new project and expressed his willingness to cooperate in implementing the MRT Line-6. He informed the house that due to the project his 8 (eight) shops will be affected. Whether he will get sufficient compensation for reestablishing his business his family and the employees.
- They also asked what types of compensations will be given for affected properties within the alignment.
- [REDACTED] wanted to know when the project will be started and be completed .He also expressed his bad experiences in getting compensation from DC office.

In reply Sarker Md. Ramzan Ali, Resettlement Specialist, informed that the compensation will be paid through A/C cheques for all losses as per market value which will be determined by PVAT. He also informed that they will get these cheques with the help of NGO without any trouble.

- **A commuter wanted** to know the price of the ticket of metro rail will be within the reach of daily passenger.

Engr. Nahmudul Hasan made him known that the cost would be around 2 to 3 taka per kilometer, which is bit expensive than existing mass transit but will be time survey.



Speech of Chief Guest / Chairman

- Mr. Md. Mozammel Haque (Mukta), Ward Commissioner, Ward-75, congratulated the Prime Minister for taking initiative to construct elevated rail transit which will drastically reduce the public sufferings in transportation. For a Megacity like Dhaka this transport is indispensable. But he is afraid what whether this govt. will be able to complete the project in time or not. The experiences show that the complementation of projects are always delayed.
- He urged the people of different classes of the society to come forward and to help the concerned authority to implement this time-saving modern transportation system.
- He also assured that all supports /help will be extended for smooth implementation of the nationally important project.

The meeting was all through anchored by Mr. Atiqur Rahman Khan, Field Coordinator, CCDB .