

PMBP Description

For social safeguard compliance of the proposed Padma Multipurpose Bridge Project (PMBP) there was a need for conducting a census of households and individuals likely to be affected directly and indirectly by the project right-of-way. According to the feasibility level design, as of now the PMBP consists of: (i) A 6.15 km long 4-lane bridge with 2 toll plazas and service areas; (ii) 12 km of 4-lane approach road in Janjira side with service area (near the landing site) for construction management and tourism in post-construction phase; (iii) 17 km (approximately) of riverbank protection/training work (6 km in Mawa and 11 km in Janjira side); (iv) 3 resettlement (RS) sites in Mawa and 2 in Janjira for residential and commercial purposes, plus relocation of Mawa fish market and Kobutarkhola Bazaar in Mawa side; and (v) 2 railway stations (one in Mawa and one in Janjira).

The PMBP covers three districts – Munshiganj (East bank/Mawa), Shariatpur and Madaripur (West bank/Janjira). The total area of land to be acquired and required for various components is 918 ha (approximately), of which 695 ha (75%) is in the West bank (i.e., Shariatpur and Madaripur districts). Over half (57%) of the land to be acquired would be for river training along the riverbank with limited or no displacement – particularly along the West bank, followed by approach road (16%) and service area (15%). The requisition of land (18% of the total volume) for the construction yard will be for six years on a rental basis.

According to available earlier database, it was estimated that (i) 3,300 households evicted/displaced due to PMBP would require relocation; (ii) 800 shops/businesses would lose commercial/business structures; and (iii) the livelihood of over 1,000 wage earners/employees associated with businesses/shops would also be adversely affected. In addition, many people would experience indirect impacts in terms of loss of income and work opportunities – for example, shops/vendors at ferry stations, mechanized boats/speed boat operators, porters, child labourers, beggars etc. In sum, the project would immediately cause “significant” adverse impacts that require mitigations to comply with Government as well as co-financiers’ social safeguard requirements.

During project preparatory stages over the last few years, census/surveys were carried out by various institutions/agencies to assess the impacts of PMBP with regard to land acquisition and resettlement. However, it was felt by the competent authority that a fresh census was necessary to finalize preparation of the resettlement plans (RPs) for various components of PMBP. BIDS is responsible mainly for conducting the census of the persons affected by PMBP (PAPs) and land market survey and for recommending appropriate social safeguards and replacement value of land and other assets for compensation.

BIDS census focuses on: (i) Household demography and socio-economic background; (ii) Loss of assets (e.g. land, structures, trees, crops etc.); (iii) Income/livelihood sources and alternatives; (iv) Preferences for relocation and

resettlement; and (v) Inventory of indirectly affected persons (in ferry *ghats* on both banks). The first phase of BIDS census covered only affected households and commercial/business enterprises requiring relocation in components other than Railway Stations and River Training Works (RTW). Those affected by loss of agricultural land are scheduled to be identified through the compensation lists of the Deputy Commissioner (DC) for loss of land as well as through the existing database from BCL (2006) and ADB PPTA LARP (2007) reports.