

# Report of Stakeholders Consultation on the Proposed Ramgar Land Port



2 January 2017

DC Office,  
Khagrachari Sadar,  
Khagrachari Hill District

## Background notes

The Bangladesh Regional Connectivity Project 1 includes several components and one of the components support to construction of land ports along the border with India. Bangladesh Land Port Authority (BLPA) will implement the component under the Ministry of Shipping.

The project's component includes construction of 3 land ports; at Sheola (in Beanibazar, Sylhet) and Bhomra (in Satkhira), with the third land port yet to be decided but likely to be in Ramgarh, Khagrachari Chittagong Hill District in the region of Chittagong Hill Tracts. The region has unique administrative and governance setup different from the rest of Bangladesh and majority of its inhabitants belong to as many as 11 ethnic minority groups, who would be recognized as 'indigenous peoples' as per World Bank's OP/BP 4.10. The region has been until recently mired in low intensity conflicts which formally ended with the signing of a peace accord in December 1997, although the legacy of the insurgency continues to affect the region and its people till today.

The location of the proposed land port is in Ramgarh, an upazila (sub-district) in Khagrachari to the north-eastern corners of the district and shares common border with Sabrum sub-division of the state of Tripura (India) and Fatikchari upazila of Chittagong district. Three ethnic minority groups live in Ramgarh, indeed in the entire Khagrachari district; Chakma, Marma and Tripura.

## Objectives

Although some very initial level consultations were held with the grassroots communities at Ramgarh by a team of BLPA consultants in late 2015 and subsequently, was briefly discussed in a larger regional level consultation in Rangamati in June 2016 on the proposed Thegamukh land port, no specific consultation



with the institutional stakeholders in Ramgarh and Khagrachari including the ethnic minority representatives and the relevant regional and national level stakeholders, was previously held by BLPA.

The present consultation was held to seek preliminary opinions of the institutional stakeholders in the Chittagong Hill Tracts including representatives of the region's ethnic minorities and

local government institutions on the proposed Ramgarh Land Port. Prior to the consultation, the participants were informed by phone and subsequently advance notice was served to them by writing. Further, newspaper advertisements were published on two well-known dailies; Daily Financial Express and Daily Amader Shomoy respectively on 23 December 2016 and 22 December 2016 to inform the larger public about the consultation. The copy of the newspaper advertisement is attached as Annex 4 to this report.

During the consultation it was also made clear that this was a very initial level of consultation and further consultations will take place when the works on the land port starts based on the decision made in the present consultation.

### The Consultation

The consultation was held on 2 January 2017 in the Conference Room of the Khagrachari DC Office, and was organized by Bangladesh Land Port Authority (BLPA). It was represented by its Chairman Mr. Tapan Kumar Chakravarty and Executive Engineer Mr. Hassan Ali. In addition, Dr. Nurul Islam, Environmental Safeguards Consultant and Kirti Nishan Chakma, Social Safeguard Consultant, attended the consultation as observers from World Bank.

Prior to the consultation, the Bangla and English versions of the project's Executive Summary of Environmental Management Framework (EMF), Resettlement Policy Framework (RPF) and Small Ethnic and Vulnerable Community Development Framework (SEVCDF) were disclosed on the BLPA website ([www.bsbk.gov.bd](http://www.bsbk.gov.bd)) and the participants were informed of the disclosure of the 3 documents beforehand.

The Consultation was presided over by the Khagrachari Deputy Commissioner (DC) and the BLPA Chairman Mr. Tapan Kumar Chakravarty as Chief Guest. Mr. Hassan Ali of BLPA made a PowerPoint presentation on the proposed Regional Connectivity Project and relevant sections of the above-mentioned 3 safeguards documents. The copy of the presentation is attached to this report as Annex – 3.

In total **35 participants** attended the Consultation. This includes traditional leaders from the ethnic minority communities (Circle Chief, Headmen and Karbari), representatives of the local institutions (MoCHTA, CHTRC, HDC, CHTDB, Upazila, Union Parishad) Government Departments/Agencies (DC, SP, Agriculture Office), NGOs, Local Women Leaders from both Bengali and ethnic minority communities and local media.

The list of the participants with copy of the attendance sheets are attached in Annex 1 and 2.



The Consultation was recorded in video and copy of it is kept by BLPA and also at the Bank office. It engendered a lively discussion by the participants. **All of them unanimously expressed their support to the construction of the land port.** Alongside, a lively discussion was followed where they also raised many issues and concerns. The participants in the discussion are

1. Mr. Mathura Tripura, Executive Director, Zabarang (local NGO)
2. Shahidul Islam Bhuiyan, Ramgar Upazilla Chairman
3. Sudarshan Datta, Local Entrepreneur and member, Khagrachari Chamber of Commerce & Industries
4. Mongsui Prue Chowdhury, Member, Khagrachari Hill District Council
5. Arun Kanti Chakma, Executive Director, ALO (local NGO)
6. Kanan Acharya, Mashranga Television

7. Abu Taher Mohammad, Khagrachari correspondent, NTV
8. Dhiman Khisha, Local entrepreneur
9. Dr. Sudhin Kumar Chakma, ex-Principal, Khagrachari Government College
10. Md. Moinuddin Khan, Officer-in-Charge, Ramgar Thana
11. Shah Alam Mazumder, Ramgar Union Parishad Chairman
12. Md. Nurul Alam Chowdhury, Member (Planning), CHT Development Board
13. Md. Lutfor Rahman, Deputy Secretary, Ministry of CHT Affairs
14. Raktotpal Tripura, Member, CHT Regional Council

The issues and concerns raised in the discussion are provided below, along with responses from BLPA:

Observation/comment raised	BLPA response
<ul style="list-style-type: none"> <li>All the participants requested for further consultation with the stakeholders including the grassroots communities and the institutions as the project goes ahead.</li> </ul>	<p>The present consultation is a very preliminary level consultation and only with the institutional stakeholders. More consultations including with the grassroots communities, affected persons and the area's ethnic minority inhabitants will be held as part of the social and environmental assessment of the proposed land port when the project activity starts.</p>
<ul style="list-style-type: none"> <li>The participants emphasized the importance to BLPA to work closely with the local institutions (HDC, CHTRC, Upazila Parishad, etc.) during the implementation of the project and during its subsequent operation.</li> </ul>	<p>It is the intention of BLPA to work closely with all the relevant stakeholders of the project. BLPA considers it important to ensure that the project's benefits reach equally to all the stakeholders and it is also aware of the specific context of the CHT region.</p>
<ul style="list-style-type: none"> <li>The project should include specific plan for the vulnerable and IP communities. The plan should include proper compensation to them and as well as support for livelihood restoration.</li> </ul>	<p>BLPA will prepare such a plan as part of the project social and environmental impact assessment which will detail the mitigation measures for any potential negative impacts, compensation plan/mechanisms to the affected persons and as well as specific plan for the ethnic minority and vulnerable communities so that they can benefit in equal measures from the project's interventions.</p>
<ul style="list-style-type: none"> <li>The participants made it a point that in order to ensure maximum impacts/benefits of the project there should be specific measures for the PAPs in particular but also the larger development of the Khagrachari District. Many reminded of examples from the recent history where the region saw little benefits for large development project. They mentioned the example of the Kaptai Dam which submerged one third of the region whereas, vast areas of the region still have not got electricity, and more recently, the</li> </ul>	<p>BLPA is aware of the specific context of the CHT region and its recent history. For this purpose, the project will be carefully designed to minimize the negative impacts, if any, and to maximize the potential benefits for all. The social and environmental impact assessment of the proposed land port will explore in-depth the various issues in this regard and will lay down the specific recommendations for this purpose.</p>

development of the Semutang gas field (in Manickchari upazila, Khagrachari) from which hardly anyone in the Khagrachari/CHT benefited. Many said that the region is left with the long term devastating consequences of these interventions and emphatically told that "similar history must not repeat once more".	
<ul style="list-style-type: none"> <li>The participants all raised demands for job reservation for the local people and more specifically, the PAPs (Project Affected Persons).</li> </ul>	BLPA is sympathetic to this proposal and indeed, in a number of other land ports, it has followed similar measures and made provisions for jobs in relevant positions to the affected persons.
<ul style="list-style-type: none"> <li>The participants also raised the need of a detailed socio-economic study about the impact of the land port. They said that although the land port will be located in Ramgarh, its impacts will be much wider in the region. The assessment should spell out in detail so that appropriate measures could be taken by the government/project.</li> </ul>	BLPA is aware of the larger impacts that the proposed land port might impact in the CHT region. The social and environment impact assessment will ensure this issues and including the necessary measures for it to adopt.
<ul style="list-style-type: none"> <li>Many participants raised the issue of tourism and said that, while, in general, tourism should be welcome the socio-economic assessment should include the issue to understand its long-term impacts and in particular for the vulnerable communities. They also asked to put more emphasis on eco-tourism.</li> </ul>	BLPA understands that tourism has great potential in the CHT region. However, it is also aware of the potential negative impacts that tourism could produce if it grows in unplanned and unchecked manner. BLPA is not involved in tourism promotion but it is aware that the proposed land port can boost greater mobility of the people including tourism. The social and assessment will look into the matters.
<ul style="list-style-type: none"> <li>The participants raised the concerns that while the proposed land port will surely generate economic opportunities, jobs and incomes, special measures should be included to promote/support the local businesses so that not only the Dhaka and Chittagong big business houses monopolize all the available opportunities.</li> </ul>	BLPA understands the demands of the participants and will encourage the stakeholders to raise these demands to the government.
<ul style="list-style-type: none"> <li>Many participants raised the issue of the connecting road and the need for expansion of the current road from Ramgarh to Baraiyarhat. They also raised the importance of developing a second connecting road through Nazirhat/Fatikchari and also to explore extension of rail link which currently extends upto Nazirhat, some 30/40 kilometers from Ramgarh at Nazirhat in Chittagong.</li> </ul>	BLPA expects a somewhat low volume of trades through the proposed land port at the initial stage. However, it agrees that the current connecting road might face increased traffic including heavy trucks from the construction of the land port. However, BLPA is also confident that the government will take appropriate measures in this regard based on the project's feasibility studies.

<ul style="list-style-type: none"> <li>What will be the rate/measures of compensation for land acquisition?</li> </ul>	<p>BLPA will follow the government approved laws in this regard. Further where applicable, it will also comply with Work Bank safeguards policies.</p>
<ul style="list-style-type: none"> <li>The funding by World Bank, is it grant or loan? What are the conditions? What are objectives of World Bank for financing the project?</li> </ul>	<p>The Government of Bangladesh is seeking the funding from World Bank for the proposed land port. It'll be low interest loan, as all the World Bank funding to Bangladesh usually are. However, there is, at this stage, still no commitment by the World Bank to finance the proposed Ramgarh Land Port. The project will enhance greater connectivity with India which will be in turn generate more economic activity and employment in the CHT region and Bangladesh</p>
<ul style="list-style-type: none"> <li>How will the co-location of the land ports between India and Bangladesh work?</li> </ul>	<p>This is a very new concept both to Bangladesh and India. As such there is still no definite answer at present about how it will function. But if the modality works smoothly, it will create a milestone in regional cooperation.</p>
<ul style="list-style-type: none"> <li>The land under acquisition are prime agricultural land in Ramgarh. The land port should have proper drainage system so that it does not create waterlogging or dirty water from the land port does not flood the nearby agricultural land. There is also a risk of bank erosion by the Feni river if it is located nearby.</li> </ul>	<p>BLPA is aware of these potential issues and will specifically ask the feasibility study to look into these concerns.</p>
<ul style="list-style-type: none"> <li>There are 3 graveyards (Muslim, Christian and Buddhist) on the riverside and crossing the road, Muhamoni Church just opposite to Indian establishment for Land Port.</li> </ul>	<p>The Chairman of BLPA said that BLPA would try to avoid all these kinds of religious sensitive locations.</p>
<ul style="list-style-type: none"> <li>Even if BLPA provides appropriate compensation to the affected persons and communities, it should be mindful that these people are poor and many not have the skill and capacity to handle the sudden amount of compensation cash effectively. BLPA should think about implementing a skill development program to the affected communities and in the wider Khagrachari district</li> </ul>	<p>The feasibility study and the social and environmental assessment will look in-depth to these concerns. Based on the recommendations of these studies, BLPA will consider appropriate measures and seek necessary funding from the government, World Bank or other development partners.</p>
<ul style="list-style-type: none"> <li>CHT region is one of the poorest areas in Bangladesh. The revenue/taxes generated from the port activity should be shared with the region's local government institutions such as the Upazilla and District Council</li> </ul>	<p>The government has specific policy in this regard. BLPA will encourage the stakeholders to raise their concerns to the government.</p>

### **Concluding Observations**

The participants very clearly expressed their support to the proposed land port at Ramgar. The opinions of the participants may guide the future steps for BLPA as it works on preparing the project document.

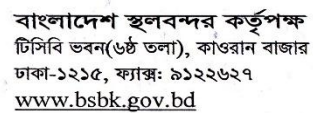


### Annex -1: List of Participants

SL	Name	Designation	Name of the Institution
1	Raktotpal Tripura	Member	CHT Regional Council
2	Mong Sui Pru Chowdhury	Member	Hill District Council, Khagrachari
3	Md. Shahidul Islam Bhuiyan	Chairman	Ramgar Upazilla
4	Md. Lutfor Rahman	Deputy Secretary	Ministry of CHT Affairs
5	Mohsi Hossain Talukdar	District Information Officer	Khagrachari district
6	Ms. Khadiza Akhter	Women Vice Chairman	Ramgar Upazilla
7	Md. Moinuddin Khan	Officer-in-Charge	Ramgar Thana
8	Nurul Alam	President	Khagrachari Journalist Union
9	Prantar Chakma	Headman and Representative	Chakma Circle Chief
10	Jugantar Tripura	Coordinator	KMKS
11	Md. Shah Alam	Chairman	Ramgar Union Parishad
12	Md. Al-Mamum Mia	Upazilla Rirbahi Officer	Ramgar Upazilla
13	Md. Muntasir Hassan	Assistant Commissioner	DC Office
14	Dr. Sudhin Kumar Chakma	Retired Principal	Khagrachari Government College
15	Sudardhan Dutta	Local entrepreneur	Khagrachari Chamber of Commerce
16	Mathura Bikash Tripura	Executive Director	Zabarang
17	Arun Kanti Chakma	Executive Director	ALO
18	Dhiman Khisa	Local Entrepreneur	Civil Society
19	Ranik Tripura	President	Khagrachari Karbari Association
20	Khetra Mohan Roaza	President	Khagrachari Headmen Association
21	ATM Kawser Hossain	ADC, Revenue	DC Office
22	Md. Abul Kalam Bhuiyan	Field Officer	NSI
23	Ms. Jayanti Dewan	Journalist	Daily Prothom Alo
24	Kanan Acharya	Journalist	Mashranga Television
25	H M Prafulla	Journalist	BanglaVision TV
26	Saikat Dewan	Journalist	DBC News
27	Abu Taher Mohammad	Journalist	NTV
28	Biplab Talukdar	Journalist	Ekattor TV
29	Md. Moin Uddin	Journalist	Daily Aranya Barta
30	Md. Nurul Alam Chowdhury	Member, Planning	CHT Development Board
31	Hassan Ali	Executive Engineer	BLPA
32	Kirti Nishan Chakma	Social Safeguard Consultant	World Bank
33	Dr. Nurul Islam	Environment Consultant	World Bank
34	Md. Wahiduzzaman	Deputy Commissioner	Khagrachari
35	Tapan Kumar Chakravarty	Chairman	BLPA

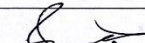


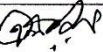


## **Annex – 2: Attendance Sheet**

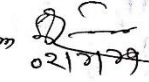
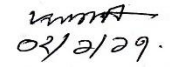
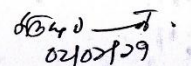
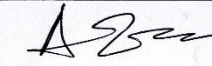
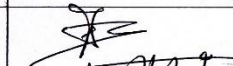
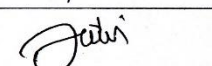



বিষয় : রামগড় স্থলবন্দর উন্নয়ন বিষয়ে ০২/১১/২০১৭ তারিখে অনুষ্ঠিত গণ পরামর্শ সভায় উপস্থিতির তালিকা।

স্থান : কনফারেন্স রুম, জেলা প্রশাসকের কার্যালয়, খাগড়াছড়ি।

ক্রম নং	নাম ও পদবী	প্রতিষ্ঠানের নাম	মোবাইল নম্বর	ই-মেইল	স্বাক্ষর
১	ব্রজেন লাল সিংহ সহায়, এনজিনিয়ারিং সহায়	সি: ৬: এনজিনিয়ারিং সহায়	০১৫৬৭৭৪৫৫৩	—	 ০২/০২/১৭
২	ডঃ সুব্রত সিংহ (অধ্যাপক) সহায়, ডেপুটি প্রিন্সিপাল সহায়	সহায় ডেপুটি সহায়, এনজিনিয়ারিং সহায়	০১৭২৩৩৫০৪৬৬		
৩	ডাঃ মহীদুল ইসলাম (ইউনিট) সহায়, প্রিন্সিপাল সহায়	উপজেলা পরিষদ সহায়, এনজিনিয়ারিং সহায়	০১৭১৫-১১৫৭১২		
৪	ডাঃ নুজহাত হুসেন সহায়, প্রিন্সিপাল সহায়	পার্বত্য প্রান্তিক সহায়	০১৭১৪৫৬৩১০৪	—	



ক্রম নং	নাম ও পদবী	প্রতিষ্ঠানের নাম	মোবাইল নম্বর	ই-মেইল	স্বাক্ষর
৫	হুমায়ূন (হুমায়ূন আল-আমিন) (কো-টা) অফিসার	(কো-টা) অফিসার আফগানিস্তান, যুক্তরাষ্ট্র	০১ ৭৭২৪৫৫০৫	dieokhag@gmail.com	 ০২/০১/১৭
৬	মুহাম্মদ আল-আমিন আফগানিস্তান সেক্টর ম্যানেজার	আফগানিস্তান সেক্টর	০১৪২৪৪৭৪২৬০		 ০২/০১/১৭
৭	মোঃ মাইনুদ্দিন খান আফগানিস্তান সেক্টর	আফগানিস্তান সেক্টর	০১৭৫৫৫৫১১৪৭		 ০২/০১/১৭
৮	মুহাম্মদ আল-আমিন আফগানিস্তান সেক্টর ম্যানেজার		০১৫৫০৬০৬০১৭	arammeh2016@yahoo.com	 ০২/০১/১৭
৯	মুহাম্মদ আল-আমিন আফগানিস্তান সেক্টর ম্যানেজার	আফগানিস্তান সেক্টর	০১৫৫৩৭৭২০ ৭৫		 ০২/০১/১৭
১০	মুহাম্মদ আল-আমিন আফগানিস্তান সেক্টর ম্যানেজার	আফগানিস্তান সেক্টর	০১৫৫৩৭৭২০		 ০২/০১/১৭
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ক্রম নং	নাম ও পদবী	প্রতিষ্ঠানের নাম	মোবাইল নম্বর	ই-মেইল	স্বাক্ষর
১২	মো: আল-মাহমুদ মিল- উপকরণ নির্বাহী কর্মকর্তা	গারগ, মাদ্রাসা	০১৫৫০-৮০৪৭২৫	unoramgarh@gmail.com	০২/০১/১৭
১৩	শ্রী. মুন্নাফির হাফিজ অর্থায়ন কর্মকর্তা	ডিজিটাল ফিন্যান্স গারগ	০১৭৫০ ৫৯ ৫২৪	munasharif-cu@yahoo.com	০২/০১/১৭
১৪	ড. মুহাম্মদ হুমায়ুন কামরুজ্জামান	মহান আল-মাহমুদ মাদ্রাসা	০১৫৫৬৫৩০৭৪৩		০২/০১/১৭
১৫	মুহাম্মদ হুমায়ুন	মহান আল-মাহমুদ মাদ্রাসা	০১৫১৩০৭২২৩৬		০২/০১/১৭
১৬	মুহাম্মদ বিক্রম ত্রিপুরা নির্বাহী পরিচালক, জাঠা	জাঠা	০১৫৫২৩৫৬৭৫৬	mathura.tripura@gmail.com	০২/০১/১৭
১৭	মুহাম্মদ আরুণ চাকমা নির্বাহী পরিচালক, জাঠা	জাঠা	০১৫৫৬-৬৪৮১৭২	arun@abekt.org	০২/০১/১৭





ক্রম নং	নাম ও পদবী	প্রতিষ্ঠানের নাম	মোবাইল নম্বর	ই-মেইল	স্বাক্ষর
১৮	খীমান খাঁসা Local entrepreneur and Civil Society Activist	Khograchari Sadar	01675005923	khisa.dhiman @gmail.com	খীমান 02.03.24
১৯	শ্রীমতী (মাহা) - জিয়াউর রহমান (মহা) - মহাপতি, জিয়াউর রহমান (মহা) - স্বাক্ষর) সচিব	- জিয়াউর রহমান	01814323522	—	জিয়াউর রহমান 2.3.24
২০	বনিক বিশ্বাস জিয়াউর রহমান সচিব, জিয়াউর রহমান জেনা-রাজী সচিব	জিয়াউর রহমান	01000488802	—	জিয়াউর রহমান 2.3.24
২০	শ্রীমতী মোহন মোহন মহাপতি, জিয়াউর রহমান (মহা) - স্বাক্ষর	মহাপতি	01747706713	—	মোহন 2.3.24
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২৪	A.T.M. Kawsar Hossain ADC (Rev.). Khagrachari		01550604503		A.T.M. K
২৫	Dr. Md. Nurul Islam, P. Eng. Consultant, Environmental safeguards, World Bank	World Bank	01767455846	mislam23@world bank.org	Dr. Nurul Islam
২৬	Md. Abul Kalam Bhuiyan Field officer.	NSI	01673756932		Kalam
২৭	ডঃ আব্দুল হুসেন	প্রথম আলো	02006962080		Dr. Ahsan
২৮	কামাল হোসেন	কামাল হোসেন মেসারিজ	01553127028	kamannens axultra.com	Kamannens
২৯	এফ এম প্রদীপ	এফ এম প্রদীপ	01967110100	Empresario Jahid.Car	Empresario



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৩০	হৈরুল চাহিদা	ডিবিআই নিউজ	০১৭৩২৭০৮৭২	sailat-1ce @yahoo.com	Sailat
৩১	আবু তাহের মুয়াজ্জিদ	এনটিভি	০১৫০০৬০৬ ০০৫	afmuhammad @yahoo.com	Abu Taher
৩২	ফিল্ম ডাটাকম	৭১ নিউজ টিভি	০১৪২০৭০০৫৬৪		Dev.
৩৩	শ্রীমতী সীমা	ফিল্ম ডাটাকম	০১৫৫০৬০৬০৪৪	reymahmudon@gmail.com	সীমা
৩৪	Kirti Nisham Chulan	World Bank	—	—	০৪২
৩৫	md. Hanam Aci SE (A.C.)	BLPA	০১৭০৮১৩৬০৫	xenblpa@gmail.com	১০২৭২





ক্রম নং	নাম ও পদবী	প্রতিষ্ঠানের নাম	মোবাইল নম্বর	ই-মেইল	স্বাক্ষর
৩৬	মোহাম্মদ নূরুল আমান চৌধুরী (মুখ্য সচিব) সদস্য-পরিচালনা	পার্বত্য চট্টগ্রাম উন্নয়ন বোর্ড	০১৮১৭-৭৫৭-১৮১	nae5771@gmail- com	১২/০২/২০১৭
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## **Annex -3: Presentation of the Consultation by BLPA**

***Welcome  
to  
Stakeholder Consultation Meeting  
On  
Development of Ramgar Land Port  
Under  
Bangladesh Regional Connectivity Project 1  
Organized by:  
Bangladesh Land Port Authority  
Ministry of Shipping***

### ***Overview of BLPA***

- *Bangladesh Land Port Authority (BLPA) was established in 2001 under Bangladesh Sthala Bandar Kartipaksha Act, 2001 (Act 20 of 2001)*
- *BLPA is under the control of the Ministry of Shipping.*
- *Presently BLPA has 23 Land Ports with neighboring countries*

### ***Vision & Mission***

***Vision:***

*Facilitating export-import through land route.*

***Mission:***

*Infrastructure development, efficient cargo handling, improvement of storage facilities, fostering public-private partnership for effective and better service delivery.*

Location of 23 Land Ports



### Objectives of the Consultation

- To inform the stakeholders about the possible interventions and activities at Ramgarh under the proposed Bangladesh Regional Connectivity Project 1 by BLPA
- To seek preliminary opinions about the proposed land port, including environmental and social aspects
- And potential impacts on 'ethnic minority' communities in Ramgarh



### Consultation Process

#### A. Initial screening-stage consultation :

- An initial screening-stage consultation was already held at Ramgarh in October 2015, attended by about 30 local people;

#### B. Preliminary level discussion:

This consultation is a very preliminary level discussion about the possible development of Ramgarh land port;

#### C. Detail Consultation:

More consultations with all the relevant stakeholders, including with the grassroots communities, women and ethnic minority communities will be held during the preparation of feasibility study and detailed design (if Ramgarh selected as a site);

**D . Decision about World Bank funding depends on the opinions of the Stakeholders.**

## **Proposed Bangladesh Regional Connectivity Project 1**

**Objective:** Improve conditions for trade through improving connectivity, reducing logistics bottlenecks and supporting the adoption of modern approaches to border management and trade facilitation.

**Component 1:** Investments in infrastructure, systems and procedures to modernize and improve connectivity of key land ports essential for trade with India and Bhutan (BLPA-managed Component). This will include:

- a. Development of **Sheola** land port
- b. Expansion and upgrading of **Bhomra** land port
- c. Improvements to security systems at **Benapole** land port
- d. Development of **Ramgarh** land port (if agreed).



## **Proposed Bangladesh Regional Connectivity Project 1**

– **Component 2:** Support coordination for trade, and economic empowerment opportunities for women (Ministry of Commerce, WTO Cell – managed component)

- Support to strengthen (Inter-ministerial) National Trade and Transport Facilitation Committee
- Capacity development programs for female traders and entrepreneurs (through Ministry of Commerce)

– **Component 3:** National Single Window Implementation and Strengthening Customs Modernization. (Customs Department in NBR - managed component)

- Technical support to improve trading performance, customs modernization and ICT infrastructure for selected land ports

8

## **Component 1a: Land Port Infrastructure**

- Typical facilities to be built:
  - **Port facilities:** administrative building, warehouses, transshipment sheds, open stack yards, truck terminals;
  - **Service Areas:** barrack, dormitory, restaurant, substation/generator and fuel house, and mosque;
  - **Infrastructure:** fencing/boundary wall, internal roads, drains, footpath, parking, and landscaping
  - **Electrification Works;**
  - **Water Supply and Sanitation Works**
  - **Safety and Security:** fire protection and detection, CCTV system, alarm and access control systems
- Potentially a co-located land port, i.e. both Bangladesh and India to jointly share a common space for Customs and other clearance functions
- Expected to boost bilateral trade and cross-border visits/tourism
- Land acquisition expected: 10 acres (for Ramgarh)

9

## Location of Ramgar land port

(District of Khagrachhari, Ramgar Municipal Area, at Fenikul)



## Primary Site Selection



## Possible location of Ramgar Land Port

Original proposed location: adjacent to Mohamuni Border Guard, Bangladesh (BGB) Camp, on Eastern side of the existing road



Alternative proposed location: on the Western (Feni River) side of the existing road, directly across from proposed Bridge



**Early preparation in support of the Regional  
Connectivity Project 1**

- 3 key safeguards documents prepared for the project, as per national and World Bank standards:
  1. Resettlement Policy Framework (RPF)
  2. Small Ethnic and Vulnerable Community Development Framework (SEVCDF)
  3. Environment Management Framework (EMF)
- All the 3 documents are currently publicly disclosed along with Bangla translations on BLPA website ([www.bsbk.gov.bd](http://www.bsbk.gov.bd))

**Proposed Institutional Setup for E&S management of  
Land Ports**

- **BLPA Project Implementation Unit (PIU):** Environmental and Social Cell within PIU with environmental and social specialists
- **Construction Supervision Consultants:** Environmental and social consultants to supervise implementation of EMPs, RAPs, SEVCDP as required
- **Contractors:** Environmental Health and Safety Specialists to implement EMPs
- **Port Offices:** BLPA Environmental Health and Safety Officer to be permanently at ports during Operation Stage.

14

***Main Highlights of the RPF***

### **Potential Project Impacts**

- Likely reductions in **transports costs**
- Likely reductions in **border trade costs**
- Better **connectivity**
- Better transportation
- More trade
- Higher **income generation**
- Overall, improved livelihood
- **Land Acquisition** and subsequent resettlement
- Loss of Livelihood of the affected persons
- Inconvenience and nuisance during construction

### **Mitigation Measures**

- The design will consider **minimization of land acquisition and related impacts**
- *Integrate the rehabilitation of livelihoods into design of terminals*
  - Livelihoods: such as integrating shops and vendors
  - **Facilities for women** such as: separate counters, waiting areas, sanitation, seating arrangements
  - Facilities for disabled people
  - Arrangements to continue cultural practices
  - Design and general arrangement to be ready for impact identification and resettlement plan preparation

### **Mitigation Measures (2)**

- Alternate temporary transit arrangements before resettlement
- Resettlement Policy Framework and Plans with clear entitlements and public disclosure
- Small Ethnic Vulnerable Communities Development Plan
- **Grievance Redressal** Mechanism
- **Community Engagement** in planning and implementation
- Gender Mainstreaming Plans



### **RPF Principles 1**

- Avoid or *minimize acquisition* of private lands and use as much public land as possible;
- Avoid or *minimize displacement of people* from homesteads, land valued higher in terms of productivity and uses, buildings/structures that are used for permanent business and/or commercial activities
- Minimize impacts on community facilities, such as educational institutions, places of worship, cemeteries, etc., and buildings/structures that are socially and historically important.
- Where the portion of a plot remaining after acquisition becomes economically unviable, the landowner will have the option to offer the entire plot for acquisition.
- *The policy principles adopted are inclusive and cover both titled and non-titled persons.* The affected persons without title will also be entitled for resettlement benefits.

### **RPF Principles 2**

- Resettlement of project-affected persons will be planned and developed as an integral part of the project design.
- Absence of legal titles in cases of public land users will not be considered a bar to resettlement and rehabilitation assistance, especially for the socio-economically vulnerable groups.
- Homestead-losers, including the poor and vulnerable households squatting on public lands, will be compensated for their physical assets and provided relocation assistance.

### **RPF Principles 3**

- Assets like equipment, machinery or parts that can be dismantled and moved intact will not be eligible for compensation, but the owners will be paid the actual costs of dismantling and moving them.
- Where the project activities cause community-wide impacts affecting community facilities BLPA will rebuild or provide alternatives in consultation with user communities.

### **Compensation Norms**

- Replacement costs based on **current market price** to be collected from different cross-sections for an equal amount of land of same use/quality.
- Replacement costs of houses/structures and other immovable built items (e.g. water supply, sanitation, drainage, etc.), at current market prices of the same building materials plus the current costs of labor to build them.
- Compensation price of fruit trees will be determined considering the maturity and harvest price of fruits.
- If the lands are acquired before harvest, current market prices of crops in the field or on trees will be used to determine compensation
- If the acquired land is agricultural and amounts to 10% or more of the total productive land owned by the affected household, a transition allowance at three times the value of the crops produced in a year on the acquired land.

### **Main Highlights of the SECVDF**

#### **Key legal provisions for the SEVCDF**

- *Constitution of Bangladesh*
- *Acquisition and Requisition of Immovable Property Ordinance, 1982*
- *National Land Use Policy, 2001*
- *East Bengal State Acquisition and Tenancy Act, 1950*
- *Bangladesh Labour Act, 2006*

### **Key legal provisions for SEVCDF (cont.)**

- **For CHT only**

1. CHT Regulations 1900
2. Forest Act, 1927 (as amended in 2003)
3. Bazar Fund Rules, 1936
4. CHT (Land Acquisition) Regulation, 1958
5. HDCs (Bandarban, Rangamati and Khagrachari) Act, 1998 (along with the Schedule – 1)
6. CHT Accord 1997
7. CHT Regional Council Act, 1998
8. CHT Land Commission Act, 2001 (as amended 2016)

### **Key legal provisions for SEVCDF (cont.)**

- **Other Laws and policies**

1. The Employment of Children Act 1938
2. The Factories Act 1965
3. Shops and Establishment Act 1965
4. National Child Labour Elimination Policy 2010
5. The Children Act 2013
6. Women and Children Repression Prevention Act, 2000
7. Domestic Violence (Prevention and Protection) Act, 2010
8. Citizenship Act (amended), 2009
9. Mobile Court Act, 2009

### **World Bank Operational Policy/Process**

<b>Directive</b>	<b>Policy</b>	<b>Applicability for the Project</b>
Environmental Assessment	OP/BP 4.01	Triggered.
Natural Habitats	OP/BP 4.04	Triggered.
Indigenous People	OP/BP 4.10	Triggered. Based on the field visits, there are indigenous people in the project area. For this reason an Small Ethnic Vulnerable Communities Development Framework (SEVCDF) is prepared separately and will be integral to the RFP during implementation.
Physical Cultural Resources	OP 4.11	Triggered.

## World Bank Operational Policy/Process

Directive	Policy	Applicability for the Project
Involuntary Resettlement	OP/BP 4.12	Triggered. Land is required for project infrastructure facilities. First option would be to reduce land requirement and the next would be to go for government land. In case of private land acquisition the affected people will be compensated at replacement cost. Those who lose their livelihoods will be rehabilitated with their living standards restored or increased (in case of below poverty line people) as per the RPF. Affected people, women and other vulnerable will be engaged fully in the project activities as per RPF.
Access to Information	===	The RPF will be disclosed on BLPA and World Bank website and in hard copy in the project area, including BLPA offices at all the existing and proposed terminals, shelters and landing stations. All these documents will be translated into Bangla and disclosed through above channels.

### Key measures in the SEVCFD

- Facilitate a development process with full respect for dignity, human rights and cultural integrity of SECs, minimizes adverse impacts, and supports culturally and socially compatible economic development programs
  - Ensure consultation and participation, and information disclosure
  - Recognize SEC's traditional institutions
  - Institutionalize grievance redress (also through the traditional tribal justice system and/or alternative dispute resolution mechanisms)
- \* A SEVCFD will be prepared for each village where the small ethnic minority population constitutes more than 5% of the village population*

### Minimizing negative impacts

BLPA will minimize impacts that:

- Threaten cultural tradition and way of life for SECs
- May severely restrict access to common property resources and livelihood activities
- May affect places/objects of cultural and religious significance (places of worship, ancestral burial grounds, etc.)
- That will require involuntary land donation, "contribution against compensation" and purchases that are not offered on "willing buyer-seller" basis
- Affect private homesteads
- Render households using public lands homeless or impact livelihood activities ongoing there
- Significantly restrict access to common property resources and livelihood activities of groups and communities
- Cause adverse impacts on physical cultural resources like buildings and objects that bear cultural and historical significance

## Main Highlights of the EMF

### **Environmental Management Framework (EMF)**

Lays out requirements, processes and institutional arrangements for proper Environmental Assessment of the land port developments, including:

- Environmental Screening
- Identification of key environmental issues to be considered during project planning, design and implementation
- Requirements for Environmental Impact Assessments (EIAs) for the proposed ports in compliance with national and World Bank requirements

32

### **EIA Process**

- *Environmental screening – including initial public consultation*
- *Assessment of potential impacts and mitigation measures*
- *Mainstreaming environmental and social issues in the Project design*
- *Development of Environmental Management Plan (EMP)*
- *Public Consultation and Disclosure of draft EIA*
- *Finalizing the EIA based on feedback received*

### **Key potential environmental impacts and mitigations at Ramgarh Land Port (1)**

- **Drainage:** storm water drains will be required to prevent water logging and to ensure runoff does not pollute Feni river. The port site will be developed above the 100-year flood level and will consider the climate change impacts.
- **Protection of cultural heritage:** An ashram (hermitage), a culturally important area is located near the original proposed port area. To minimize dust and noise pollution on this area, adequate control measures such as developing buffer zones around the port facilities will be considered during the design of the port.
- **Control of dust:** Measures will be required such as concrete pavement of transshipment yard, pavement of internal roads and sidewalks, covering storage areas and spraying of water, etc.

### **Key potential environmental impacts and mitigations at Ramgarh Land Port (2)**

- **Control of noise:** Tree plantation/buffer areas around the port facilities to minimize dust and noise will be proposed.
- **Solid waste:** Waste collection and disposal facilities may need to be developed for the port.
- **Facilities for women:** Separate facilities for women travellers/traders may be needed at the port. At Ramgarh, this might include a footbridge for pedestrian traders who are largely women.
- **Water and Sanitation:** Safe drinking water and sanitation facilities for workers and truck drivers need to be established and maintained.



Improperly managed solid waste (example)

### **Next steps for potential Ramgarh Land Port Development**

- Stakeholder consultations based on the principles of “free, prior and informed consultations”, which will inform:
  - Feasibility and design studies
  - Environmental Impact Assessment (EIA), incl EMP
  - IEE (for environmental clearance by Dept. of Environment)
  - Social Impact Assessment (SIA)
  - Resettlement Action Plan (RAP)
  - Small Ethnic & Vulnerable Community Development Plan (SEVDCP)
- Disclosure of draft safeguards documents (also in Bangla) for public review and comments
- Approval of studies by World Bank, and of IEE/EIA by Government of Bangladesh
- Land acquisition and resettlement must be carried out before construction can begin

### Timeline

- *End-February, 2017: The Regional Connectivity Project will be considered for financing by the World Bank.*
- *Studies for Ramgar land port, including safeguards studies and additional consultations, may get underway **by early 2018.***
- *Timeline is subject to delay, depending on **formal decision** with Government of India on whether to develop a co-located facility.*



Thank You



**Daily Financial Express (Published on 23 December 2016)**

**The Financial Express** NE

23 ডিসেম্বর  
23 Dec 2016

বাংলাদেশ স্থলবন্দর কর্তৃপক্ষ  
Bangladesh Land Port Authority  
টিসিবি ভবন (৬ষ্ঠ তলা), কাওরান বাজার  
ঢাকা-১২১৫, ফ্যাক্স : ৯১২২৬২৭  
www.bsbk.gov.bd

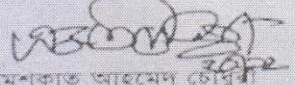
**গণ পরামর্শ সভা**

নৌ-পরিবহন মন্ত্রণালয়ের আওতাধীন বাংলাদেশ স্থলবন্দর কর্তৃক বিশ্বব্যাংকের আর্থিক সহায়তায় খাগড়াছড়ি জেলার রামগড় উপজেলায় রামগড় স্থলবন্দর উন্নয়ন বিষয়ে নিম্নোক্ত তারিখ, সময় ও স্থানে একটি গণ আলোচনা সভা অনুষ্ঠিত হবে :-

তারিখ : ১০২ জানুয়ারী ২০১৭, সোমবার  
সময় : সকাল ১০:০০ ঘটিকা হতে দুপুর ২:০০ ঘটিকা  
স্থান : কনফারেন্স রুম, জেলা প্রশাসকের কার্যালয়, খাগড়াছড়ি।


উক্ত সভায় প্রকল্প সংশ্লিষ্টদের (Stakeholders) সাথে প্রকল্পের উদ্দেশ্য ও কার্যাবলী, পরিবেশগত ও সামাজিক সমস্যা প্রাথমিকভাবে চিহ্নিত করা হবে এবং এর প্রতিকারের বিষয়ে আলোচনা ও পরামর্শ গ্রহণ করা হবে। সংশ্লিষ্ট ব্যক্তিগণ ও আত্মীয় সকলকে পরামর্শ সভায় অংশগ্রহণের জন্য আমন্ত্রণ জানানো হল। প্রকল্প সংশ্লিষ্ট বিভিন্ন দলিলাদি যেমন:- Environmental Management Framework, Resettlement Policy Framework, Vulnerable Community Development Framework [www.bsbk.gov.bd](http://www.bsbk.gov.bd) ওয়েব-সাইটে পাওয়া যাচ্ছে।

GA-4617/16 (3x3)

  
মেশকাত আহমেদ চৌধুরী  
সদস্য (উন্নয়ন)  
ফোন : ৯১২৯৫৬৬

**Daily Amader Shomoy (Published on 22 December 2016)**

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বাংলাদেশ স্থলবন্দর কর্তৃপক্ষ  
Bangladesh Land Port Authority  
টিসিবি ভবন (৬ষ্ঠ তলা), কাওরান বাজার  
ঢাকা-১২১৫, ফ্যাক্স : ৯১২২৬২৭  
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**গণপরামর্শ সভা**

*Daily Amader Shomoy*  
১১/১২/২০১৬

নৌ-পরিবহন মন্ত্রণালয়ের আওতাধীন বাংলাদেশ স্থলবন্দর কর্তৃক বিশ্বব্যাংকের আর্থিক সহায়তায় খাগড়াছড়ি জেলার রামগড় উপজেলাধীন রামগড় স্থলবন্দর উন্নয়ন বিষয়ে নিম্নোক্ত তারিখ, সময় ও স্থানে একটি গণআলোচনা সভা অনুষ্ঠিত হবে :-

তারিখ : ০২ জানুয়ারী '২০১৭, সোমবার  
সময় সকাল ১০:০০ ঘটিকা হতে দুপুর ২:০০ ঘটিকা।  
স্থান : কনফারেন্স রুম, জেলা প্রশাসকের কার্যালয়, খাগড়াছড়ি।

উক্ত সভায় প্রকল্প সংশ্লিষ্টদের (Stakeholders) সাথে প্রকল্পের উদ্দেশ্য ও কার্যাবলী পরিবেশগত ও সামাজিক সমস্যা প্রাথমিকভাবে চিহ্নিত করা হবে এবং এর প্রতিকারের বিষয়ে আলোচনা ও পরামর্শ গ্রহণ করা হবে। সংশ্লিষ্ট ব্যক্তিবর্গ ও আগ্রহী সকলকে পরামর্শক সভায় অংশগ্রহণের জন্য আমন্ত্রণ জানানো হল। প্রকল্প সংশ্লিষ্ট বিভিন্ন দলিলাদি যেমন:- Environmental Management Framework, Resettlement Policy Framework, Vulnerable Community Development Framework [www.bsbk.gov.bd](http://www.bsbk.gov.bd) ওয়েব-সাইটে পাওয়া যাবে।

স্বাক্ষরিত/  
মেশকাত আহমেদ চৌধুরী  
সদস্য (উন্নয়ন)  
ফোনঃ ৯১২৯৫৬৬

জি-৩৮২২/১২/১৬(৩' X৩)



## Photos of the proposed land port site



