

CHAPTER

5

PROJECT PLAN

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5.0 INTRODUCTION

The Terms of reference of the project asks to prepare some executable projects for different sectors of development. This chapter of the report details out some projects under different sectors of development.

5.1 DETAILS OF SECTORAL PROJECTS

5.1.1 Sector: Housing

5.1.1.1 Sub-sector: Low Cost Housing

Project Title : Low Cost Housing for the Urban Poor at Bagmara Mouza	
Project Components	Description
Background of the Project	<p>Khulna City is one of the urban poverty pockets of Bangladesh. The 2001 Structure Plan report identified about 7% of the city's households not having proper housing. One study report identified more than 520 slums and squatters in Khulna City. On an average, each of the household living in slums and squatters uses only about 400 square feet area, which is very small compared to their need.</p> <p>According to the 2001 Khulna Master Plan (Vol. III, p. 30) one third of the city's households live in poverty. According to the same report, during late nineties, about 18% of the City's population lived in slums and squatters. Rest of the households lived in the mixed use areas. 2001 Khulna Master Plan identified 172 small and large slums in the city that were inhabited by about 80,000 people. On the other hand, Angeles et.al. (2009) stated that about 20 percent of the total population of Khulna City lives in 520 low-income communities. Considering the negative impact of the climate change and climate variability, natural disaster, etc. the number of poor in the city is expected to rise in future. This will increase pressure on existing housing stock of the urban poor people. This housing project will address housing the need of the poor and thus certainly relieve the pressure for poor housing to some extent.</p>
Recommendation of Khulna Master Plan 2001	<p>The 2001 Structure Plan part of the Master Plan made some key recommendations regarding the urban poor settlements. These are,</p> <ol style="list-style-type: none"> 1. KDA to assist public sector agencies for development of their housing scheme. 2. KDA to provide affordable housing to the low income groups. 3. KDA and other agencies to create necessary infrastructure to facilitate land and housing development. 4. KDA to upgrade slums and squatters. 5. Develop participatory programs in the housing sector. 6. Facilitate finance and investment in housing sector. 7. Innovation of appropriate technology in low income housing development. <p>Through these policies, the 2001 Master Plan, attempted to make the role of KDA more pro-poor.</p>
Description of the Project	<p>This project is about development of low cost housing plots for the low income people. Total area of the project site is 15 acres including circulation</p>

	<p>and all other utilities and services.</p> <p>The location of the project is at the southern part of the Khulna-Mongla Road at Bagmara mouza under Rupsha Upazila. The project will create 1000 plots of 1.5 katha that can provide housing accommodation to 1000 households. Please see Map-5.1 for the lay out design of the project.</p>
Objective of the Project	<ul style="list-style-type: none"> - to help create new shelter for the urban poor; - to improve standard of living of the urban poor; - to help reduce urban poverty.
Implementing Authority	Khulna Development Authority (KDA)
Feasibility	<ul style="list-style-type: none"> • Cost of development can be realized from the beneficiaries with easy installment provision. • Help achieve social justice by providing shelter to the lower stratum of the urban community;
Project Cost	<p>The project will cost about Tk. 2,94,12,917.74</p> <p>a. Land Purchase : Tk. 7,274,700.00</p> <p>b. Earth Filling/Land Development :Tk. 9,08,2,500.00</p> <p>c. Road Construction: Tk. 1,92,42,122.62</p> <p>Grand Total: Tk. 2,94,12,917.74</p> <p>Details of estimates is presented in Appendix-5.1</p>
Financing	KDA, GoB and Donors
Land requirement	15 acres
Impact assessment	The project will provide planned residential area with decent and uncongested living environment, improved drainage and sanitation, open space, etc., which in turn will create very positive impact on the lives of the poor living in this neighborhood. Through ensuring descent habitation, this project will protect urban ecological footprint. If these poor people are not accommodated at this place, they will be indiscriminately settle in different unhealthy places of the city, shattering the social togetherness, creating negative impact on the land use. The project will cause positive impact on the environment as the area has been designed with all social services and in a planned manner.
a. Environment, like, land, water, air, biodiversity etc.	
b. Women and children	The project will help to improve the living condition of the poor people especially of the children. It will also ensure better quality of life of the poor. Tenure security will raise community feelings and belongingness ensuring social security and social safety for the women and children.
c. Employment, Poverty alleviation	The project will provide shelter to urban poor with community based employment generation. Because of the proximity of the city and Boro-bazar, marketing of cottage and small industry based products will be closer as employment sources. The project site is also located very close to Labanchara industrial area. DADP has also marked large areas in Rupsha for industrial development. This will act as a potential employment hub for the residents of the project area and reduce their transport cost to employment centres. Additionally, the project will reduce the cost of accommodation with additional benefits of providing healthy living environment and save them from vulnerability of diseases. This will raise their productivity and will help the poor people to escape from the clutches of poverty. Through ensuring healthy living environment the project will ensure healthy and happy life that will have positive feedback on the economic and social conditions of the poor residents.
Project Execution Duration	Three years (2015-2018)

Map-5.1: Rupsha Low Cost Housing Layout Plan



5.1.2 Sector: Infrastructure

5.1.2.1 Sub-sector :Solid Waste Management

Project Title: Solid Waste Recycling for Resource Generation and Waste Disposal : Composting from Organic Waste	
Project Components	
Background of the Project	<p>About 700 tons of solid waste is generated in Khulna City currently every day. In 2023 this will reach about 850 tons. Only about half of this waste can be presently disposed, the rest is littered around the city.</p> <p>Waste is a great problem for local environment as it pollutes the living environment endangering public health. However, with proper management substantial part of this huge solid waste can be converted into resource with economic value. At the same time, it is possible to protect local environmental quality. The organic component of the waste, that comes mainly from the kitchen, can be converted into compost that have economic value. The compost can also meet the local demand for fertilizer. The plant will produce about 75 tons of compost each day after full implementation of the project.</p>
Objective of the Project	<ul style="list-style-type: none"> - To protect livable environment. - To produce resource out of waste. - To make proper management of solid waste.
Description of the Project	<p>A compost plant will be installed at any suitable place within the project area. An organic part of the city's solid waste will be dumped at the project site. The waste will be sorted out to collect required organic waste for processing. The residue will be used for other purposes including land filling. The organic waste will be processed into compost through decomposition. The processed compost will be bagged and marketed. The project will produce a handsome amount of profit over cost of production.</p> <p>Following is the process of composting:</p> <ul style="list-style-type: none"> • Waste will be screened to separate large inorganic items, such as, tire, glass, plastic bag, tube light, polythene, metal scrap, and non-degradable materials. • The screened waste will be sprayed with composting bio-culture at the rate of 1 litre per ton of waste. • The waste will be arranged in heaps each day. • Each heap of waste will be turned once in a week for even distribution of composting micro-organisms. • This process will continue for 45 days, after which the waste will turn into black looking compost. • In case the compost is wet, it will be spread out to get them dried. • After the compost is adequately dry, it will be screened again to trace the remaining degradable materials with the help of separation machine. • The compost will be passed through milling machine that will reduce the compost grains to uniform size. • After testing, if it is found that the compost lacks quality, extra nutrients may be added. • After milling the compost will be bagged and made ready for marketing. • The process will produce some residue after screening that can be sold in the scrap market to earn extra revenue.

	<p style="text-align: center;">The Production Process</p> <pre>graph LR MW[Municipal Waste] --> YBox subgraph YBox [] MS[Manual Screening] VS[Vibro Screening] MS[Magneto Separator] end YBox --> BDW[BIO-DEGRADABLE WASTE] MS --> STS[Stone, Tyre, etc. Screening] VS --> VS2[Vibro Screening] VS --> MS2[Metal Scrap] STS --> IR[Incinerator or Recycling] VS2 --> IR</pre>																																												
Implementing Authority	<p>Khulna City Corporation will be the supervising authority. The project may be executed through an NGO or any other profiteering agency. It may also be jointly undertaken by KCC with any of them on cost and profit sharing basis.</p>																																												
Feasibility Report	<p>Location: The selected site should be within the commuting distance from the main city.</p> <p>Land Price: The average price of land should be low, to make the project feasible. KCC may lease out its own land, if any, for the project.</p> <p>Revenue Earning: Increase revenue of KCC.</p> <p>Demand of the Product: Compost has high demand for agriculture. Since the Khulna is surrounded by rural areas, the product can be marketed with ease. Beside, local Nurseries will also be the potential buyers of the product.</p>																																												
Project cost:	<p>a. Capital Investment</p> <table><tr><th>Sl. No.</th><th>Cost Item</th><th>Quantity</th><th>Amount (Approx.)</th></tr><tr><td>1.</td><td>Construction concrete pavement</td><td>86,080 sft. (8000 sq.m.)</td><td>Tk. 50,00,000.00</td></tr><tr><td>2.</td><td>Construction of factory shed for bagging compost and culture</td><td>10760 sq.ft (1000 sq.m)</td><td>Tk. 50,00,000.00</td></tr><tr><td>3.</td><td>Office Building and Accommodation for staff and workers.</td><td>1067 sq.ft. (100 sq.m)</td><td>Tk.10,00,000.00</td></tr><tr><td>4.</td><td>Water Tank (Syntex type)</td><td>2000 litre</td><td>Tk.16,000.00</td></tr><tr><td>5.</td><td>Pump and plumbing Equipment</td><td>-</td><td>Tk.1,25,000.00</td></tr><tr><td>6.</td><td>Bore Well</td><td>1</td><td>Tk. 25,000.00</td></tr><tr><td>7.</td><td>Platform, etc.</td><td>1</td><td>Tk. 25,000.00</td></tr><tr><td>8.</td><td>Area fencing</td><td>-</td><td>Tk. 50,000.00</td></tr><tr><td>9.</td><td>Leachate Tank</td><td>1,765.5 cu ft. (50 cu m)</td><td>Tk. 6,00,000.00</td></tr><tr><td>10.</td><td>Screening Equipment</td><td>-</td><td>Tk. 5,00,000.00</td></tr></table>	Sl. No.	Cost Item	Quantity	Amount (Approx.)	1.	Construction concrete pavement	86,080 sft. (8000 sq.m.)	Tk. 50,00,000.00	2.	Construction of factory shed for bagging compost and culture	10760 sq.ft (1000 sq.m)	Tk. 50,00,000.00	3.	Office Building and Accommodation for staff and workers.	1067 sq.ft. (100 sq.m)	Tk.10,00,000.00	4.	Water Tank (Syntex type)	2000 litre	Tk.16,000.00	5.	Pump and plumbing Equipment	-	Tk.1,25,000.00	6.	Bore Well	1	Tk. 25,000.00	7.	Platform, etc.	1	Tk. 25,000.00	8.	Area fencing	-	Tk. 50,000.00	9.	Leachate Tank	1,765.5 cu ft. (50 cu m)	Tk. 6,00,000.00	10.	Screening Equipment	-	Tk. 5,00,000.00
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	11.	Milling Machinery	-	Tk. 15,00,000.00
	Total:			Tk. 1,44,91,000.00
	The paved surface is needed to trap the leachates from garbage. Leachate must not be allowed to percolate to the ground that might contaminate the ground water. Leachate must be channelized to leachate tank and treated before disposal.			
	Leachate may be reduced by spreading and drying garbage.			
Operating Cost Estimation				
Assumption				
Before estimation following assumptions are made;				
<ul style="list-style-type: none">75 tons of garbage is processed daily.Adequate water is available.Operating cost estimation is on monthly basis.				
b. Daily Mass Usage Estimate				
	Sl. No.	Item	Weight (Tons)	Balance (Tons)
	1.	Total Mass Garbage Incoming	75	-
	2.	Pre-screen for tyre, battery etc.	0.25	77.5
	3.	Culture spraying	7.25 (Add)	82
	4.	Total compostable	33	49
	5.	Total Recyclable	11	38
	6.	Non- Recyclable	1	37
	7.	Leachate (from degradable only)	0.5	36.5
	8.	Non-degradable (for land fill)	8	28.5
	9.	Evaporation	10.50	18
10.	Compost Obtained	18	-	
d. Daily Energy Consumption				
Sl. No.	Item	Consumption (KW)		
1.	Bore well pump	5		
2.	Leachate pump	1		
3.	Segregator and Miller	1		
4.	External lighting	1		
5.	Office lighting	1		
e. Daily Water Consumption				
Sl. No.	Item	Consumption (Litres)		
1.	Composting Cultures	7,500		
2.	Machinery Washing	1,500		
3.	Toilets etc.	500		
4.	Drinking	200		
5.	Other maintenance	50		
f. Operating Cost				
Sl. No.	Item	Amount		
1.	Composting cultures	Tk. 54,459.00		
2.	JCB Operations	Tk. 25,000.00		

	3.	Staff and Worker Salary	Tk. 100,000.00
	4.	Fuel	Tk. 10,000.00
	5.	Transport and Communication	Tk. 10,000.00
	6.	Water	Tk. 1,500.00
	7.	Pre and Post compost Sreening (75 tons/day)	Tk. 50,000.00
	8.	Electricity	Tk. 21,000.00
	9.	Disposal of Non-recliable materials	Tk. 25,000.00
	10.	Routine Testing of Compost For Nutrients, etc.	Tk. 5,000.00
	11.	Maintenance of Plan and Machinery	Tk. 25,000.00
	12.	Miscellaneous	Tk. 10,000.00
	Total:		Tk. 3,50,450.00
	<u>Profitability Estimation</u>		
	<ul style="list-style-type: none">• The plant will produce about 18 tons of compost for sale.• Assuming price of each to as Tk. 1500/, the daily revenue earning for 18 tons will be (18x1500)Tk. 27,000.• Additionally, about 11 tons of recyclable materials will be produced.• Assuming selling of each as Tk. 750.00, 11 tons will give a revenue of (750 x 11) Tk. 8,250/ per day.• Thus the daily gross revenue will be (27,000 + 8250) Tk. 35,250.• Monthly revenue will be (35,250 x 30) Tk. 10,57,500/-• Annual revenue will be (10,57,500 x 12) Tk. 1,26,90,000/-		
	<u>Annual Operating Cost Estimation</u>		
	Sl.	Item	Cost Amount
1.	Operating Cost (3,50.450 x 12)	Tk. 42,05,400.00	
2.	Marketing Expenses	Tk. 50,000.00	
3.	Insurance	Tk. 25,000.00	
4.	Auditing and Other Company Expenses	Tk. 25,000.00	
5.	Tax and VAT (Approx.)	Tk. 200,000.00	
6.	Miscellaneous Expenses	Tk. 1,50,000.00	
Total:		Tk. 51,05,400.00	
NET ANNUAL INCOME= Gross Revenue-Total Operating Cost Tk. 1,26,90,000- Tk. 51,05,400.00 = Tk. 75,84,600.00 <u>Seventy Five Lakh Eighty Four Thousand Six Hundred Taka Only</u>			
Financing	Bank Loan/KCC/NGO/Private Enterprise		
Land requirement	8000 sq.m or 6 bigha		
Impact assessment Environment like land, water, air, biodiversity etc.	The project will greatly help protect physical environment by reducing the solid waste of Khulna City , half of which is virtually littered around the city for failure to manage them. The project will help to make the city cleaner and healthier.		
Employment	The project will employ some staff who will be from lower income strata. Thus new employment will be created for the low income people.		
Project Execution Duration	Within eight months the project will be in operation.		

5.1.2.2 Sub-sector: Road Infrastructure

Project Title	Service Road Development Along Khulna City Bypass
Background of the Project	<p>Movement in highways in Bangladesh is cumbersome, not only that there are physical obstacles on highways for smooth vehicular movement, but there are also admixture of traffic on the highway affecting its effective functionality. Movement of fast and slow moving traffic on the same road often interrupts movement of high speed motor vehicles. Another disturbing element is the short distance moving local traffic.</p> <p>When settlements including commercial and industrial developments, occur along the highway, the traffic generated from the land uses adjacent to the highway also use the highway. This local traffic moving at short distances disturbs the fast moving highway traffic and delays their movement. This delay, finally, leads to national economic loss. If the highways can be kept free for high speed vehicles only, this delay can be overcome. Since, due to lack of resources government is unable to build alternative roads for slow moving and local vehicles, we must look for alternative ways to separate high and slow moving traffic in the same highway. This project is an attempt to create separate path for local and slow moving vehicles in the road space to allow free movement of high speed traffic in the highway.</p>
Description of the Project	<p>The existing City Bypass on the western periphery of Khulna City has a right of way of about 150 feet. But the actual highway, currently, takes only about 50 feet. The rest of the right of way is unutilized. Two physically separated lanes can be developed on two sides of the highway. These will be service roads serving the slow moving and local traffic only. Besides, the new lanes will be physically separated from the main highway to discourage traffic from the service lanes to enter the main highway. Entry points to and from the highway will be at intersections only. Where the intersections are at longer distance, entry points will be created at every 3 kms. If there are too many intersections, only major intersections not less than a kilometer will be allowed for entry and exit. Initially, it will be pilot project. If found successful, it can be replicated in other sections of the highway.</p>
Objective of the Project	<ul style="list-style-type: none"> - To allow free flow of traffic on the highway; - To reduce economic loss due to traffic delay on highway.
Implementing Authority	The project will be implemented by the Roads and Highways Department
Feasibility	<p>Location and Length: The project will be implemented from Zero point upto Rupsha Bridge. The distance of the roads will be 12.52 km with 6.26 km on each side.</p> <p>Land Price: The land is owned by RHD, so no extra fund will be required for land acquisition.</p>
Typical Service Road Design	Two 7.5 m service road will be built (including shoulder) on both sides of the highway. The service road will be designed contiguous to the existing highway, creating dividers on both sides. The dividers will physically separate the main highway from the service roads. Figure-5.1 shows the design of the Service Roads in City Bypass and Figure-5.2 shows the service Road Design in Rupsha Bridge Approach Road.

Project cost Summary	Length of the Road: i. Afil Gate to Zero Point : 17.80 km ii. Zero Point to Rupsha Bridge : 6.26 km Length on each side : 22.39 km Total Length : 44.78 km Per km Cost : Tk. 1,60,00,000 Total Cost : Tk. 71,64,80,000
Financing	GoB and Donors
Land requirement	No additional land will be required as the entire land belongs to the Roads and Highways Department (RHD).
Impact assessment a. Environment like land, water, air, biodiversity, etc. b. Economic Benefit	<p>The project will ease movement of traffic on the road. The traffic congestion will be relieved. Congestion often creates emission of carbon from standing vehicles with engine on. Since the vehicles will be on move the there will very little emission of carbon.</p> <p>Traffic delay causes delay in distribution of goods, delay in business transactions. All these finally, will lead to economic loss. Free movement of traffic on the highway and service roads will relieve the economy from national economic loss. The efficiency of local highway will be increased. Apart from local traffic movement, it will also allow free movement of international traffic from India, Nepal and Bhutan moving to Mongla Port.</p>
Project Execution Duration	Two years (2015-16 to 2017-18)

Figure- 5.1: Service Road Design for City Bypass

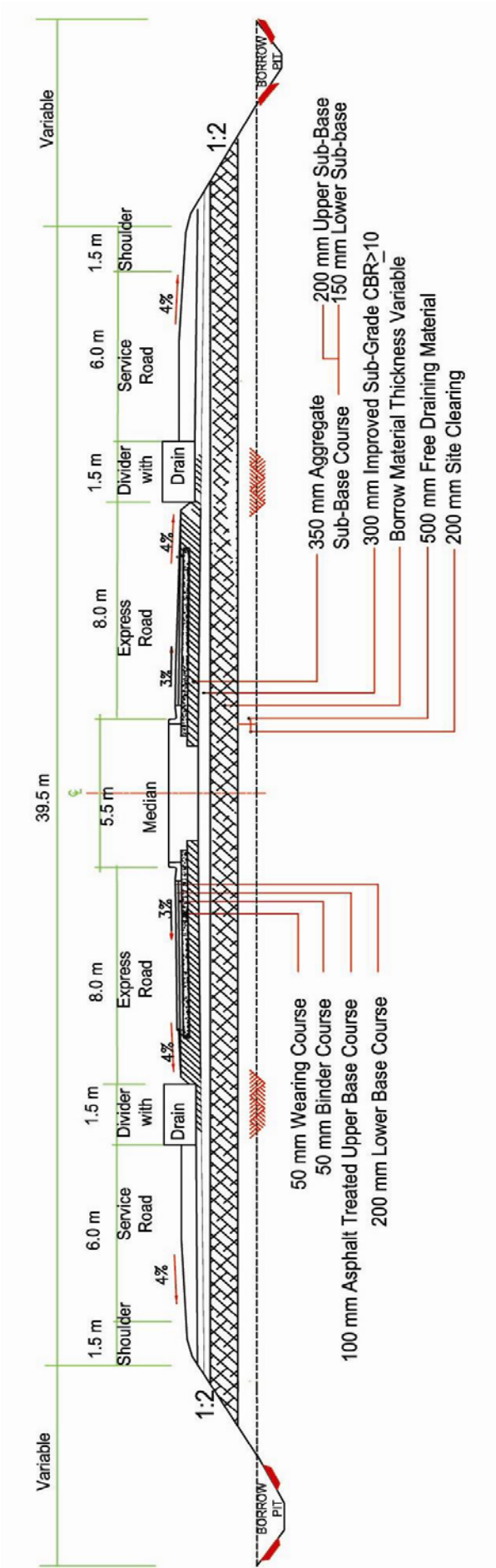
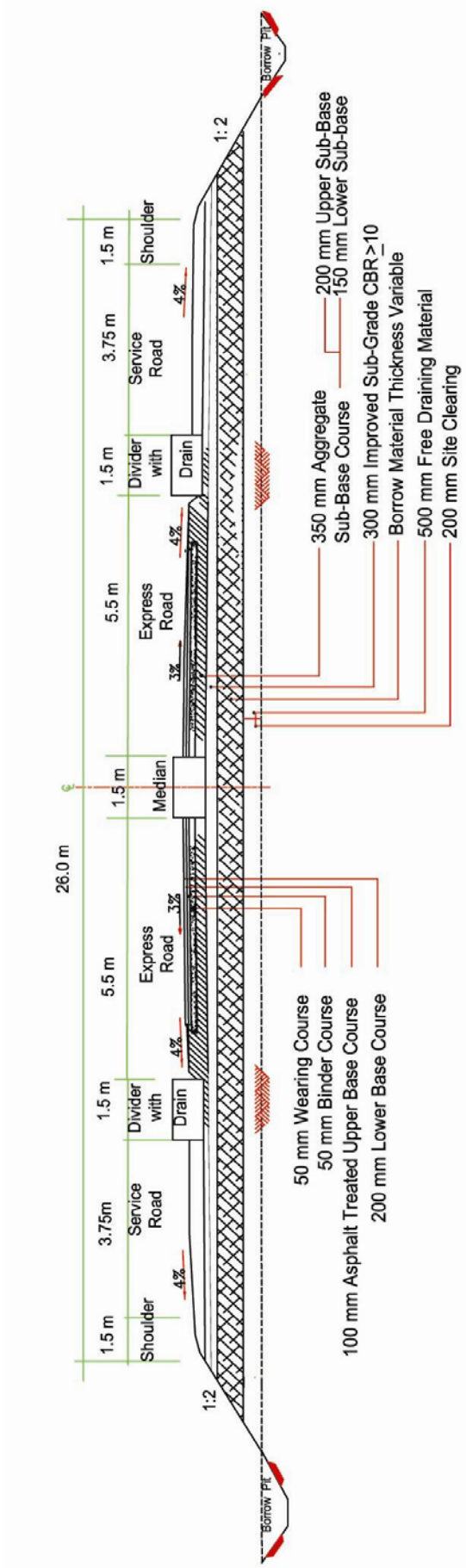


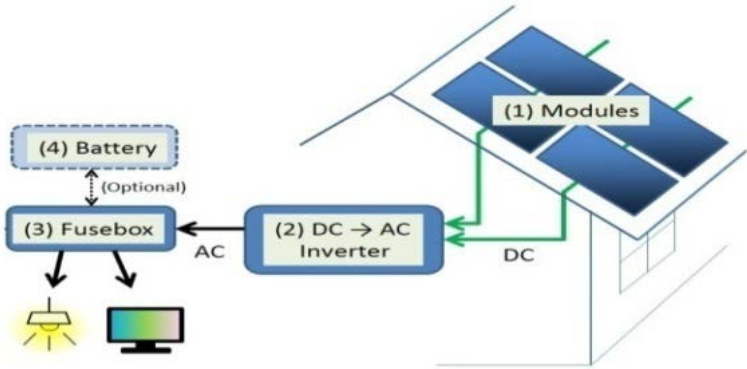
Figure- 5.2: Service Road Design for Rupsha Bridge Approach Road



5.1.3 Sector: Energy

5.1.3.1 Sub-sector: Renewable Energy

Project Title	Rooftop Solar Energy Project for Urban Household
Background of the Project	In modern days' electric power is one of the most important input to keep the wheel of development running. Bangladesh is a country of electric power deficit. Its development is challenged by severe scarcity of electricity. Out of 25 million households of the country only 4.2 million could so far be brought under the conventional electric supply system. According to the World Bank, it would take about 35 years to bring all households of the country under electricity coverage. Vast rural households still remain out of the reach of electric power. Even in urban areas, there is frequent power cut due to shortage of electricity production. To reduce pressure on conventional energy sources, government is emphasizing on the renewable energy, like solar power. Bangladesh is richly endowed with solar energy. Solar Home System (SHS) can serve as a very good alternative to electric power for operating household appliances including lighting. Though initial cost is high, it saves huge sum in the long run. It is a green technology and environment friendly. In Dhaka city, RAJUK has imposed the condition of installing roof top solar energy system for approval of high rise building plans. In future similar conditions will also be introduced in other major cities of the country.
Description of the Project	The main components of a solar energy system include, a solar panel, a battery and a charge controller. The entire system can be operated with simple training. A small SHS photovoltaic (PV) system can illuminate house and power other home appliances, like, light, radio, small television. In photovoltaic system sun light is converted into electric power without using any moving power. No fossil fuel is required as sun light is the main raw material. In Bangladesh, except monsoon, sun light is widely available; it is also reasonable and reliable fuel source. With the little maintenance of the equipment, the solar home system can run smoothly and generate electricity for decades. The user can use the energy for operating light, radio, refrigerator, TV, fan and water pump and continue his economic activities and livelihood.
Objective of the Project	<ul style="list-style-type: none"> - To reduce dependency on conventional electricity; - To protect environment; - To promote social and economic development in areas devoid of electric power.
Implementing Authority	The project may be implemented by the house owners or by any individual with the technical assistance of SHS system supplier.
Feasibility	<p>Affordability: Initial cost of the project is high, but over the longer the project cost comes down. But most urban dwellers have comparatively higher level of income and the project will be affordable to them. NGOs offer this system on credit. So, middle and lower middle income people will be able to purchase the system considering its overall benefits. Grameen Shakti has already installed over 1 million SHS systems in rural Bangladesh successfully. If rural households can afford it, urban households can afford it too, as they have higher income compared to rural people.</p> <p>Installation: The SHS system is easy and simple. It does not require any extra space, so there is no need for additional land. The equipment can be installed on the rooftop and within the house. The user can himself maintain the system with simple training.</p>

Typical SHS System Process	
Project Cost	<p>Package Cost: Tk. 1,11,000/</p> <ol style="list-style-type: none"> 1. 4 Nos. Wp Solar Module 2. 2 100 Ah Industrial Battery 3. 1 NO. 600VaPv Inverter <p>Duration : 4 hours</p> <p>Usage:</p> <ol style="list-style-type: none"> 1. 2 Nos. CFL Lamp-20 Watt each 2. 2 Nos. Ceiling Fan 3. 1 No. Colour TV point <p>Maintenance Cost : Tk. 500.00 /Year</p> <p>Battery Cost: Tk. 10,000.00/each every five year.</p> <p>Life time of Panel: 20 years.</p>
Financing	GoB, Donors and NGOs.
Land requirement	No land is required. The system can be installed on the rooftop with some components within the house.
Impact assessment c. Environment like land, water, air, biodiversity, etc.	This is a green technology. There is no chance of pollution. It does not make any noise, does not create smoke.
d. Economic Benefit	Compared to other sources of energy, the initial cost of SHS is higher, but over the longer period it gives good amount of savings. More over, quality of light is good compared to kerosene. It allows watching TV, a very essential component of modern urban life. Good lighting allows to do study by student. It also helps doing many other economic activities leading to increased production and generating employment. The package under description will cost Tk. 1,11,000.00 which is suitable for upper middle income and upper income groups.
Project Execution Duration	One week

5.1.4 Sector: Employment

5.1.4.1 Sub-sector: Employment Generation in Inform Economic Sector

Project Title	Employment Generation by Promotion of Inform Economic Activities on Footpath
Project Components	
Background of the Project	<p>As a developing country, informal sector in Bangladesh plays a significant role in urban employment generation. Due to scarcity of formal job, the new poor migrants arriving from rural areas find their livelihood in informal economic activities. Informal economic activities have the following characteristics,</p> <ul style="list-style-type: none"> - they use small capital and simple technology; - some of them have fixed location, while others move from place to place; - they don't have access to formal credit system; - those who have fixed location, usually use public land for their activities; - they are not recognized by any government agency that is, there is no record of the informal sector operators in the government record; - they do not pay taxes. <p>Informal sector operators usually operate in areas where there are public gathering that is they have customers. They sell their products at a very cheap rate,, thus serving the lower income urban dwellers. In Bangladesh, informal sector is the largest source of employment in urban areas. Like other urban centres of the country, there are informal economic activities in Khulna City. But, as they do not have any recognition from the government agencies, they actually operate illegally occupying footpath and other public land. But since they have great contribution in employment generation, there is increasing international recommendation that they should be promoted in order to create employment and income of the urban poor. This is seen as an important measure towards poverty reduction in developing countries.</p>
Recommendation of Khulna 2001 Master Plan, Five year plan, Annual Development plan	<p>2001 Khulna Structure Plan in Section '5.6 Informal Sector Development' (page-68) made some recommendations about development of informal sector. The report noted that informal sector in Khulna City would continue to play significant role in the city. The report says,</p> <p><i>'Development of the informal sector, side by side with the formal sector will increase competition, reduce cost increase efficiency and productivity of both the sectors. To enhance the efficiency of the informal sector, the following attempts can be important and beneficial'</i></p> <ul style="list-style-type: none"> * <i>Innovation and desired improvement through continuous marketing research</i> * <i>Provision of marketing facilities</i> * <i>Making raw materials available at competitive price</i> * <i>Provision of space for establishing microenterprises</i> * <i>Skill training</i> * <i>Management training</i> * <i>Financial services (savings and credit)</i>

	<i>NGOs should be engaged to provide these services with active involvement in monitoring and coordination through the concerned Government agrees like BSCIC, Handloom Board, NGO Bureau, Department of Youths, Women Affairs Department, Social Services Department BRDB, Fisheries, Livestock and Cooperatives.'</i>
Description of the Project	<p>This is a pilot project aims to see that hawkers doing business on the city can be rehabilitated in a footpath in an organized way without disturbing the pedestrians moving on footpath. For the project a 300 ft. long footpath from Sonali Bank to Old Ferry Ghat Bus Terminal near Bazar Post Office on the Khan-e-Sabur Road has been selected. Width of the existing footpath space is 5 ft. The footpath will remain as it is. There is a wide unused paved space after footpath that is used for on street parking. The space available in the site is more than needed for parking. This space is recommended to be made available for hawker rehabilitation. Already vendors are doing their business occupying a part of footpath and the pavement. The project aims to legally settle 10 hawkers in this site on one year lease basis. After the footpath a 40 sft space (4 feet x 10 feet) will be allotted to each hawker for a monthly rent of Tk. 16 per square feet. The allottees will operate their business from 3:00 pm to 8:pm. They will be provided with electricity connection and the bill will be paid by them. The hawkers will be issued allotment letters as a proof of legality of their business. This will be a pilot project for rehabilitating the footpath hawkers. If the project is successful KCC may continue renew lease for one year again. But if the project does not produce expected results, it may be shut down.</p> <p>Please see Figure-5.3 for the location and site design.</p>
Objective of the Project	<ul style="list-style-type: none"> - to help create new employment for the incoming urban poor; - to reduce urban poverty; - to help operate informal activities in the footpath in a disciplined way, without disturbing the footpath users; - to evaluate project output for possible replication in other parts of the city.
Implementing Authority	Khulna City Corporation (KCC)
Feasibility	<p>No cost of the KCC</p> <p>The user pays for electricity bill.</p> <p>KCC receives space use rent.</p> <p>No congestion or obstacles to pedestrian movement.</p>
Project Cost:	<p><u>Infrastructure Development by KCC/PDB</u></p> <ul style="list-style-type: none"> - Electricity installations and connection to 10 hawkers @Tk. 3000/ x 10 = Tk. 30,000.00 - Annual maintenance cost (Lump sum): Tk. 15,000.00 - Annual Cleaning Charge (2000 x 12) : Tk. 24,000.00 <p><u>Total Cost : Tk. 69,000.00</u></p> <p><u>Annual Return from Allottees</u></p> <p>@Tk.1000/ month x 12 x 10= <u>Tk. 1.20,000</u></p>
Financing	KCC and Donors

Land requirement	No additional land is required for the project.
Impact assessment Environmental Impact Women and children Employment, Poverty alleviation	<p>Implementation of the project will have positive impact on environment.</p> <p>The vendors will do their business in arranged manner and disciplined way. It will not create hindrance to pedestrian movement on the footpath.</p> <p>Poor women and children will be able to buy their necessary consumer goods at cheaper price.</p> <p>The project will have profound impact on alleviating urban poverty. When similar projects will be undertaken in other footpaths of the city, large number of vendors will be rehabilitated. Their income will increase; this will help alleviate urban poverty, which is a national development goal.</p>
Project Duration	One Year (2014-2015)

Figure - 5.3: Hawker Rehabilitation on Footpath

