

Land Acquisition and Resettlement Due Diligence Report

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Bangladesh: Coastal Towns Climate Resilience
Project – Construction/Improvement of 6 Roads in
Muladi Pourashava, District: Barisal

Package No.: e-GP/CTCRP/MULA/RD/02

CURRENCY EQUIVALENTS

(As of August 2023)

Currency unit	–	taka (Tk)
Tk1.00	=	\$0.009
\$1.00	=	Tk109.75

ABBREVIATIONS

ADB	-	Asian Development Bank
AIDS	-	Acquired Immunodeficiency Syndrome
BAN	-	Bangladesh
CDTA	-	Capacity Development Technical Assistance
CTEIP	-	Coastal Towns Environmental Infrastructure Project
DDS	-	Detailed Design services
DPHE	-	Department of Public Health Engineering
FGD	-	Focus Group Discussion
HIV	-	Human Immunodeficiency Virus Infection
IEE	-	Initial Environmental Examination
ILO	-	International Labor Organization
LGED	-	Local Government Engineering Department
PAM	-	Project Administrative Management
PAP	-	Project Affected Person
PIU	-	Project Implementation Unit
PPTA	-	Project Preparatory Technical Assistance
SCF	-	Strategic Climate Fund
SIA	-	Social Impact Assessment
SPS	-	Safeguard Policy Statement

WEIGHTS AND MEASURES

cm	–	centimeters
km	–	kilometer
m	–	meter
m ²	–	square meter
mm	–	millimeter
m ³	–	micrograms per cubic meter

NOTES

- (i) The fiscal year (FY) of the Government of Bangladesh and its agencies ends on 30 June. "FY" before a calendar year denotes the year in which the fiscal year ends, e.g., FY2021 ends on 30 June 2021.
- (ii) In this report, "\$" refers to United States dollars.

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I. INTRODUCTION

A. Background

1. The ADB supported Coastal Towns Infrastructure Environmental Infrastructure Project (CTEIP) in 10 coastal towns effectively commenced on September 2014 which will be completed on June 2022. As a continuity of the project ADB extended his support to Coastal Towns Climate Resilience Project (CTCRP) which will strengthen climate resilience and disaster preparedness in 22 vulnerable coastal *pourashavas* (secondary towns) of Bangladesh. The towns were selected based on their vulnerability, population size, density, and level of past investments. The project takes a holistic and integrated approach to urban development and will (i) provide climate-resilient municipal infrastructure, and (ii) strengthen institutional capacity, local governance, and knowledge-based public awareness, for improved urban planning and service delivery considering climate change and disaster risks. Key infrastructure investments include (i) drainage, (ii) water supply, (iii) sanitation, (iv) cyclone shelters, and (v) other municipal infrastructure including emergency access roads and bridges, solid waste management, bus terminals, slum improvements, boat landings, and markets. Investments will benefit the poor and women. The Ministry of Local Government, Rural Development and Cooperatives (MLGRDC) acting through its Local Government Engineering Department (LGED) will be the Executing Agency. *Pourashavas* are the implementing agencies of the project.

2. Coastal towns are particularly at risk from the impacts of climate change due to high levels of poverty and limited capacity of *pourashavas* (urban local governments) to invest in resilience. The *pourashavas* lack resilient infrastructure, clubbed with haphazard urbanization, lack of storm water drains, poor solid waste management system further worsens the condition of these towns. Most of the coastal towns are situated on the riverbanks of low-lying tidal zones at an average elevation of 1.0–1.5 meters (m) from the sea level¹ and coastal flooding is a key hazard faced by these towns. Inadequate basic municipal infrastructure to respond to increasing climate risk threatens both quality of life and the economic growth of coastal towns. This calls for an integrated approach for coastal town development that promotes risk-informed planning and investment for building resilience.

B. Project Description

3. The project will be aligned with the following impacts: higher and sustainable growth trajectories achieved in the face of the various weather-related natural hazards and risk and improved livability of coastal towns.² The outcome of the project will be climate and disaster resilience of coastal towns strengthened including benefiting the poor and women. The project directly supports to achieve project outcomes through three outputs.

4. **Output 1: Municipal infrastructure for resilience improved.** Municipal infrastructure will include (i) elderly people, women, children, and persons with disability friendly cyclone shelters; (ii) 240 kms emergency access roads including bridges and culverts which are critical for accessing emergency services; (iii) 272 kms of storm water drains constructed for improved flood control; (iv) water supply and sanitation services for unserved (or underserved) core urban areas and slum areas; (v) seven integrated solid waste management facilities; and (vi) slum

¹ Sowmen Rahman and Mohammed Aatur Rahman. Climate Extremes and Challenges to Infrastructure Development in Coastal Cities in Bangladesh. Volume 7, March 2015, Pages 96–108

² Government of Bangladesh, General Economics Division, Bangladesh Planning Commission Ministry of Planning. 2020. Making Vision 2041 a Reality – Perspective Plan of Bangladesh, 2021–2041. Dhaka.

improvement programs for basic service improvement implemented in each *pourashava* following poverty reduction action plan.

5. **Output 2: Resilient livelihood improved.** Output 2 includes (i) livelihood training programs for diversifying the skills of poor households including women, (ii) strengthening market linkages for local economic development, (iii) inventory of productive assets of each household maintained and insured, and (iv) the Graduation Approach and Program will be adopted to ensure livelihood resilience.³

6. **Output 3: Institutional capacity, governance, and climate-awareness strengthened.** Output 3 includes (i) capacity of LGED and *pourashavas* strengthened to undertake climate and disaster risk assessment to inform the formulation and update urban development plans; and enforcement of development control regulations that factor in natural hazards considerations; (ii) knowledge and capacity of LGED and *pourashavas* on NbS and green solution application developed; (iii) municipal governance, and sustainable service delivery improved; and (iv) public awareness, behavior change, and community mobilization enhanced in light of coronavirus disease (COVID-19) and recent severe cyclones.

7. The proposed CTCRP is to be implemented in 22 *pourashavas* or urban local bodies (ULBs). District wise location of the SCTEIP towns is summarized in Table 1.

Table 1: District wise Pourashavas where Project (SCTEIP) will be implemented

District	Town (Pourashava)	District	Town (Pourashava)
1. Barisal	1. Bakerganj	5. Bhola	1. Charfassion
	2. Mehendiganj		2. Lalmohan
	3. Banaripara		3. Borhanuddin
	4. Muladi	6. Jhalokathi	4. Jhalokathi
	5. Gouranadi		5. Nalchity
2. Bagerhat	6. Bagerhat	7. Satkhira	6. Kalaroa
	7. Morelganj	8. Khulna	7. Paikgacha
3. Patuakhali	8. Patuakhali		8. Chalna (Dacope)
	9. Kuakata	9. Pirojpur	9. Swarupkathi
4. Shariatpur	10. Janjira	10. Barguna	10. Patharghata
	11. Bhedarganj		11. Betagi

C. Subproject Component

8. Construction of 6 RCC road in Muladi Pourashava is one of the proposed subproject components of CTCRP. The RCC road will improve connectivity of project area and improve transportation facility.

Table 2: Subproject Information

Sl. No.	Name of Road	Carriageway/ Full width (m)	Proposed Length	Existing width	Proposed width	Type of Infrastructure
1	Construction of RCC Road starting from	4.0m	0.726 m	2.5 m	3.0 m	RCC Road No structures and trees will

³ The graduation program originated in Bangladesh and has since been adopted in several countries as a holistic, time-bound interventions to lift households from poverty through: (i) social assistance to support immediate needs; (ii) livelihood promotion; (iii) financial inclusion; and (iv) social empowerment.

Sl. No.	Name of Road	Carriageway/ Full width (m)	Propo sed Lengt h	Existing width	Proposed width	Type of Infrastructure
	Mithur Bari Culvert to Abbas Mollah Bari Via Dinia Madrasha Ward No.04 with Side Drains					be affected for road widening
2	Construction of RCC Road starting Moti Hawlder House (Banglalink Towar) Main Road to Khali Sharif House Ward # 03	3.75m	0.440 m	2.5m	3.0m	RCC Road No structures and trees will be affected for road widening
3	Construction of RCC Road starting Ali Kha Road (Babu kha graveyard) to shahalom kha house (Paan Borj) Ward No 04	3.50m	0.605 m	2.5m	3.0m	RCC Road No structures and trees will be affected for road widening
4	Construction of RCC road starting from Stadium to Hazari Bari via Dulal Bapary Ward No 04	5.00m	0.580 km	2.4m	3.5m	RCC Road No structures and trees will be affected for road widening
5	Construction of RCC Road starting Muladi High School to end of Raster Matha Ward No -04	4.6m	1285m	3.0m	3.5m	RCC Road No structures and trees will be affected for road widening
6	Construction of RCC Road starting Old Bus stand to Molla Bajar Bridge Ward	6.5m	0.625 m	3.0m	4.0m	RCC Road No structures and trees will be affected for road widening

Sl. No.	Name of Road	Carriageway/ Full width (m)	Propo sed Lengt h	Existing width	Proposed width	Type of Infrastructure
	No 04 2= Vent RCC Culvert (3X3) 01 Nos					

Figure 1: Google Earth Map of Muladi Pourashava

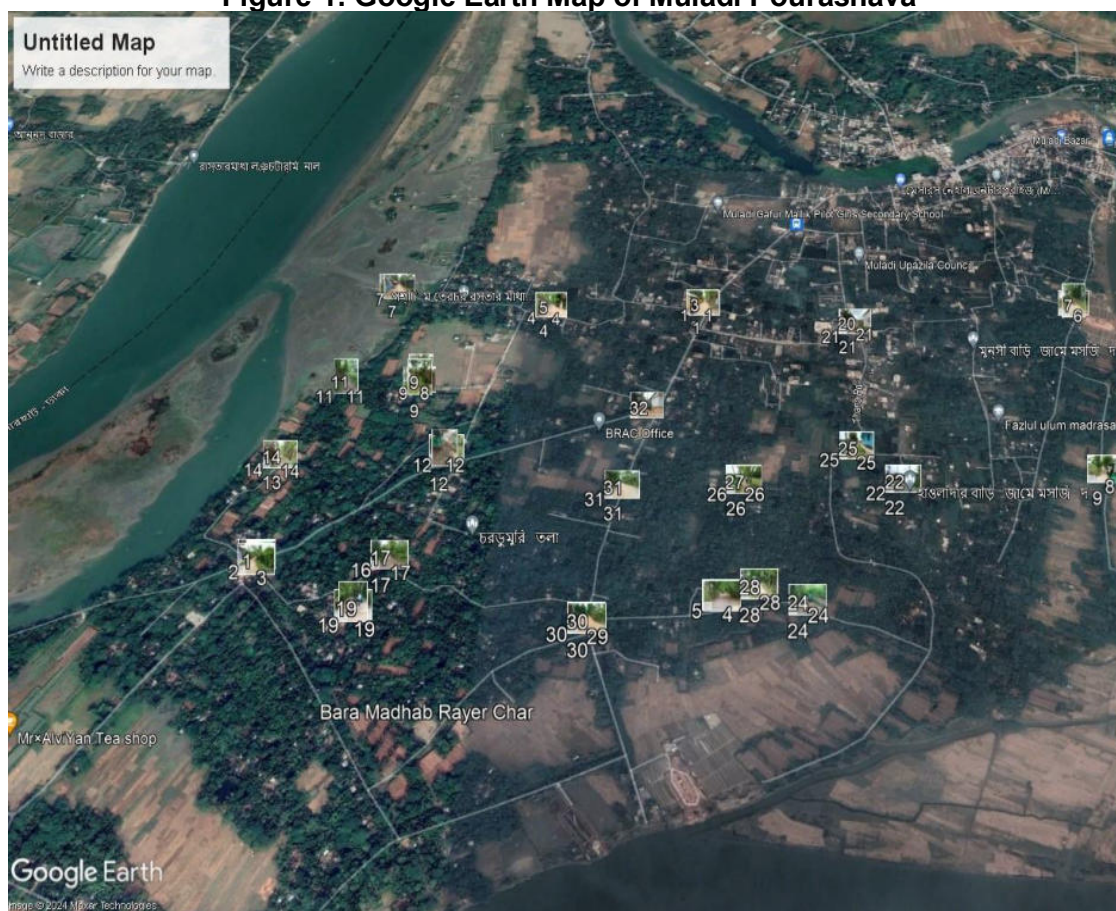


Figure 2: Photographs of Existing Roads

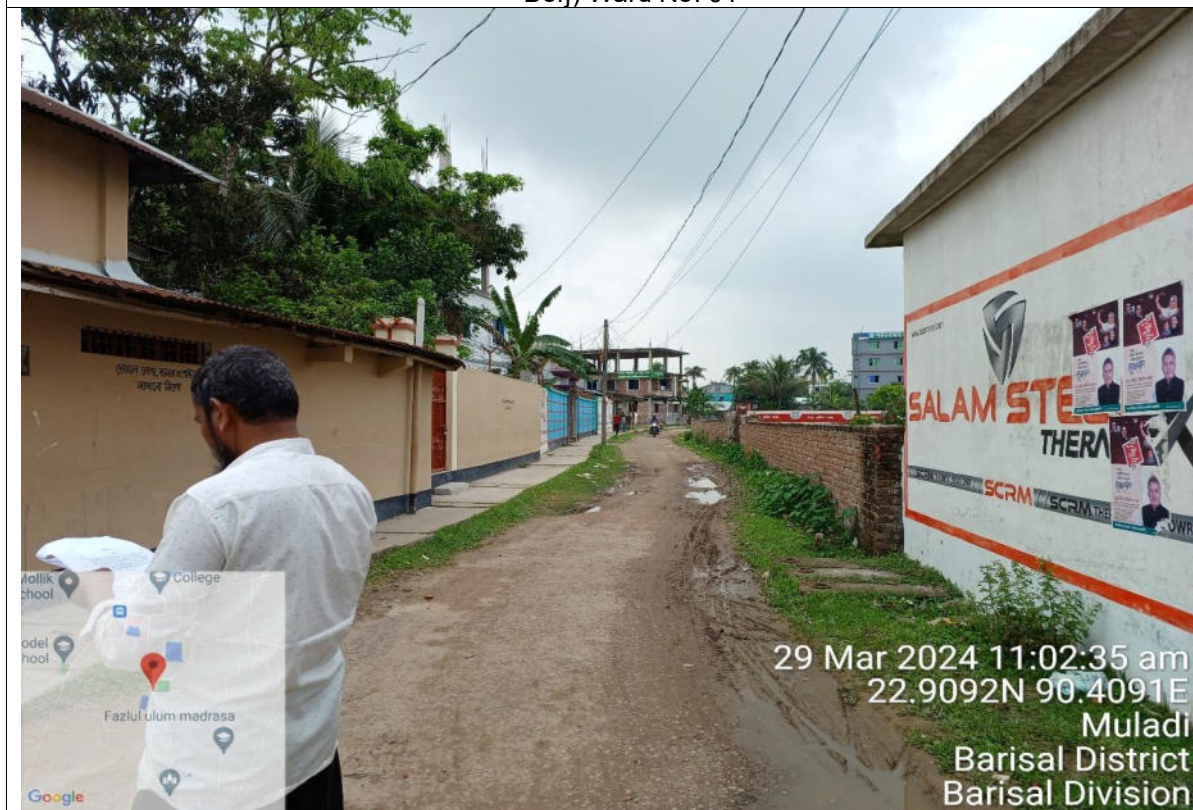


Construction of RCC Road starting from Mithur Bari Culvert to Abbas Mollah Bari Via Dinia Madrasha Ward No.04 with Side Drain

Construction of RCC Road starting Moti Hawlader House (Banglalink Towar) Main Road to Khali Sharif House Ward# 03



Construction of RCC Road starting Ali Kha Road (Babu kha graveyard) to shahalom kha house (Paan Borj) Ward No. 04



Construction of RCC road starting from Stadium to Hazari Bari via Dulal Bapary Ward No. 04



Construction of RCC Road starting Muladi High School to end of Raster Matha Ward No.04



Construction of RCC Road starting Old Bus stand to Molla Bajar Bridge Ward No 04 2= Vent RCC Culvert (3X3) 01 Nos

D. Scope of Due Diligence Report

9. This due diligence report (DDR) is prepared for the proposed construction work of six different RCC roads in Muladi *Pourashava*. The report is prepared based on the available preliminary design and the Sub Project Appraisal Report (SPAR) prepared for this project and relevant sections of the Capacity Development Technical Assistance (CDTA) Report; discussions with related stakeholders and PIU/ *Pourashava* authorities and consultation with the Department of Public Health Engineering (DPHE) personnel.

10. A due diligence process was conducted to examine the land acquisition and resettlement issues in detail based on the preliminary design and information, aligned with Asian Development Bank's Safeguard Policy Statement (ADB SPS), 2009. All construction work will have done *Pourashava* land, no land acquisition or involuntary resettlement impacts have been identified as the proposed land is free from any encumbrances.

11. Any adverse impact in terms of permanent or temporary such as land acquisition, physical displacement, economic displacement, adverse impact on livelihood, community properties or any other impact is not anticipated due to the proposed project. In case of impacts, the project will be abided by both National legal system and ADB SPS 2009.

12. This report describes the findings and provides copies of relevant documents, community consultations and photographs. The draft DDR prepared based on detailed design. The draft DDR will be reviewed and disclosed on MLGRDC, LGED and ADB websites.

II. PROJECT DESCRIPTION

A. About the Project Area

13. Spread over 5.9 sq.km, the municipal town of Muladi is in Barisal Division (see figure 3). Muladi Municipality was established on 25th January 2001 by taking some part of Muladi Upazila of Barisha District in Southeast Region of Bangladesh. Talukdar Hat on the north of Muladi Municipality, Barisal Muladi Junction Braille Bridge on the south, Hijla-Mehendiganj Upazila border on the east, Terchar Qutubpur border on the west. Muladi municipality is surrounded by rivers. Arialkhan Shaila to the north, river Nayabhangani river to the south, Nayabhangani river to the east, Arialkhan river to the west Vir Muktiyoddha Bhulu Doctor Bridge is located on the Nayabhangani River in Muladi Municipality at the Hijla-Muladi junction. By which Hijla-Mehendiganj Basi is in constant communication with Muladi port. Muladi municipality includes the notable Muladi market which is known as the largest market in South Bengal. This market is located in Muladi Municipality. Most of the areas are surrounded by rivers and being adjacent to the Bay of Bengal, natural disasters are rampant in the district every year, leading to increased suffering of the inhabitants. Adding to this, climate change effect has speed up the frequency natural disaster like, cyclone, tidal surge, excessive rainfall, rising temperature, increase salinity, land slide, erosion of riverbanks, thunderstorm etc. and these are the major disaster.

B. Location of the Site

14. The proposed sites for the roads under Muladi *Pourashava*, District: Barisal are located within the *Pourashava* area, which are mostly within urban and semi urban areas. Selection of roads has followed the criteria included in Volume -4 of PPTA and Appendix 1 of PAM Table 1 according to the scoring matrices for scheme prioritization.

15. The project consists of three components (i) improved climate-resilient infrastructure (ii) strengthening institutional capacity, governance, and awareness, (iii) project management and administrative support. The outcome of the project will be improved access to climate disaster resilience municipal services including; (i) municipal infrastructure such as drainage, cyclone shelters, urban roads, bridges, culverts, solid waste management, bus terminals, slum improvement, boat landing and markets; (ii) water supply and (iii) sanitation.

16. Total length of RCC Pavement is 4.781km. To mitigate the water logging problem we also designed road side drain with Footpath facilities as improve the urban facilities. We also designed the RCC drains, Cross culverts and protection work as precast RCC pile with cast in situ RCC vertical protection wall as per field requirements.

Figure 3: Muladi Upazilas Map



III. LAND AVAILABILITY AND RESETTLEMENT IMPACTS

A. Land Acquisition and Involuntary Resettlement

17. **Proposed Site for road.** The scope of land acquisition and involuntary resettlement is assessed during the field visits (29/03/24). The project will not result into any permanent or temporary land acquisition, and no involuntary resettlement impact is envisaged, as the proposed site and development activities are within the vacant land of existing roads. The proposed works will have some temporary impacts during construction such as temporary noise disturbances, air

pollution due to dust, road improvement works may cause traffic obstruction. All the construction works will be undertaken for implementation of the proposed roads are within the existing roads under the ownership of *Pourashava*.

Table 3: Road-wise Assessment of Land Acquisition and Involuntary Resettlement

SL. NO	Name of Road	Location	Details of Land Ownership and Involuntary Resettlement
1	Construction of RCC Road starting from Mithur Bari Culvert to Abbas Mollah Bari Via Dinia Madrasha Ward No.04 with Side Deain	Mithur Bari Culvert to Abbas Mollah Bari Via Dinia Madrasha Ward No.04	All the construction works will be undertaken for implementation of the proposed roads are within the existing roads under the ownership of <i>Pourashava</i> . The proposed road components including widening works will not cause structure loss or livelihoods impacts. No trees will need to be cut down. No land acquisition required. No resettlement impact is assessed as the proposed improvements of six roads will be carried out in existing vacant and unused roads RoW.
2	Construction of RCC Road starting Moti Hawlader House (Banglalink Towar) Main Roadf to Khali Sharif House Ward# 03	Moti Hawlader House (Banglalink Towar) Main Roadf to Khali Sharif House Ward# 03	
3	Construction of RCC Road starting Ali Kha Road (Babu kha graveyard) to shahalom kha house (Paan Borj) Ward No 04	Ali Kha Road (Babu kha graveyard) to shahalom kha house (Paan Borj) Ward No 04	
4	Construction of RCC road starting from Stadium to Hazari Bari via Dulal Bapary Ward No 04	Stadium to Hazari Bari via Dulal Bapary Ward No 04	
5	Construction of RCC Road starting Muladi High School to end of Raster Matha Ward No -04	Muladi High School to end of Raster Matha Ward No -04	
6	Construction of RCC Road starting Old Bus stand to Molla Bajar Bridge Ward No 04 2= Vent RCC Culvert (3X3) 01 Nos	Old Bus stand to Molla Bajar Bridge Ward No 04	
Total Road Length		m4781 m	

B. Implementation Schedule

18. The contract is planned to be implemented over a period of 12 months. Designs were finalized during March 2024. The package for the construction of the proposed road is to be implemented by post-qualified contractors under a single envelope single stage bidding process through National Competitive Bidding (NCB) procedures.

19. The construction schedule of roads depends on the methodology adopted for construction. The stated time period will depend on the resources put in place by the contractor. Pre-construction activities include detailed design, bidding process (notice inviting bids, bid submission, evaluation and award of work to the contractor). The pre-construction activities will be completed within a 6-month period.

C. Project Impact and Outcome

20. The project is not likely to have any adverse social and environmental impact on the project area, other than the short-term impacts during the construction phase, which have been

listed in the approved Initial Environmental Examination (IEE) Report. The baseline data for this Due Diligence Report was collected from primary and secondary sources. The primary sources include site visits and visual inspection. The secondary sources include the reports, books, maps and legal documents from various government and non-government organizations on subject matter.

21. The impacts are assessed according to standard methodology for the review, field visit data collection and impact assessment. The Bangladesh National Acts, Legislation and Laws were consulted with a view to ensuring compliance with the relevant requirements.

22. The outcome of the CTCRP interventions will be to improve access to, and availability of, climate-disaster resilient municipal services, including (i) municipal infrastructure such as drainage, cyclone shelters, urban roads, bridges, culverts, solid waste management, bus terminals, slum improvements, boat landings, and markets, (ii) water supply, and (iii) sanitation.

D. Purpose of the Due Diligence Report

23. This Due Diligence Report is prepared for the proposed Construction/Improvement of 6 nos. Roads, totaling 4.781km. in Muladi Pourashava, District: Barisal and the package is designated as e-GP/CTCRP/MULA/RD-02.

24. This Due Diligence Report (DDR) has been prepared based on Detailed Design Services (DDS) Consultant under the CTCRP, in accordance with the ADB's requirements and guidelines. The DDR is based upon a study of available reports and documents, including the Project Preparatory Technical Assistance (PPTA).⁴

25. Social safeguards due diligence has been conducted to examine the land acquisition and resettlement issues in detail based on the preliminary design and information, aligned with Asian Development Bank's Safeguards Policy Statement (ADB SPS), 2009. All construction work will be undertaken on *Pourashava* land; hence, no land acquisition or involuntary resettlement impacts have been identified as the proposed land is free from any encumbrances.

26. Any adverse impacts in terms of permanent or temporary such as land acquisition, physical displacement, economic displacement, adverse impact on livelihood, community properties or any other impact is not anticipated due to the proposed subproject. The report describes the findings and provides copies of relevant documents, community consultations and photographs.

27. The DDR will be updated during design verification by the contractor, in case of any change in alignment or design. The updated document will be submitted to ADB for clearance, prior to start of construction. The Assistant Engineer of the concerned *Pourashava* will be the focal person for all social safeguards related issues. The draft and or updated/final DDR will be reviewed and disclosed on MLGRDC, LGED and ADB websites. Appendices are provided in this due diligence report.

E. Indigenous Peoples

28. According to ADB Safeguard Categories, Projects are classified into the following four categories in terms of indigenous people:

- (i) **Category A.** A proposed project is likely to have significant impacts on indigenous

⁴ Under TA 8128 BAN; relevant sections of the Capacity Development Technical Assistance (CDTA) Report and discussions with related stakeholders and PIU/Pourashava.

peoples. An indigenous people's plan (IPP), including assessment of social impacts, is required.

- (ii) **Category B.** A proposed project is likely to have limited impacts on indigenous peoples. An IPP, including assessment of social impacts, is required.
- (iii) **Category C.** A proposed project is not expected to have impacts on indigenous peoples. No further action is required.
- (iv) **Category FI.** A proposed project involves the investment of ADB funds to or through a financial intermediary. The financial intermediary must apply and maintain an environmental and social management system, unless all of the financial intermediary's business activities unlikely to have impacts on indigenous peoples.

29. Since there are no tribes, Minor Races, Ethnic Sects and Communities (TRMESC) present in the project area, there will be no impact to TREMSC communities. All the proposed construction activities will be done within the right of way and along the existing road routes, on the government land. This subproject is hence categorized as "Category C" for Indigenous Peoples. Therefore, no Indigenous Peoples Plan (IPP) will be needed for this subproject. No direct or indirect impacts on the dignity, human rights, livelihood systems, or natural or cultural resources of TRMESC are anticipated. Refer to Appendices 1 and 2 for the Indigenous Peoples Categorization and Impact Screening Checklist.

F. Gender and Related Labour Issues

30. The labour standards shall be maintained as per law of the land. However, the ILO convention 138 and 182 means that child under age of 18 is prohibited for any labour works. All forms of bonded labour as per ILO convention 29 and 105 will not be permitted. Any forced labour in the form of bonded labour shall not be allowed. The contractor is expected to hire workers on the basis of skill and ability of work. There must be equal treatment and opportunity (ILO Conventions 100, 111 and ILO code of practices for HIV / AIDS 85 for all who seek employment. No discrimination based on race, caste, origin, region, religion, disability, gender is permitted. The contractor will engage local female worker if they are interested to work in this project.

31. The contractor shall comply with the applicable minimum age labour laws and other labour laws and requirements of (including applicable treaties, which have been ratified by) the Government of Bangladesh and applicable ADB policies regarding hazardous forms of child labour. The ADB will review compliance with such labour laws, requirements and ADB policies.

32. As part of the Contract, the contractor shall follow equity in wage payment for both male and female labour for equal level of work, as required by the Government of Bangladesh. The contractor shall engage women labour, project affected women and destitute females on a priority basis in the works, suitable for them and shall follow ILO conventions and relevant protocols. The contractor shall consult the Women Ward Councilor/ *Pourashava* level Coordination Committee (PLCC) and others to know about availability of women workers, including vulnerable women workers in the area to engage them in the suitable works as per their skills.

33. The Gender Action Plan is part of the Contract: Subsection 6: Employer's Requirement (refer to Appendix H) will form part of the contract and hence obligations of the contractor and shall be constantly reviewed during the course of implementation. No social impact during implementation is envisaged. The proposed project does not have any adverse impact on status of women and/or girls or to widen gender inequality. Hence, the project will not have any adverse impact on status of women except some positive potential employment scope. However, as a part of social due diligence, focused group discussions were conducted at the sites and near vicinity

of the road locations of the project to create awareness among them regarding developmental activities and their livelihood opportunities which are likely to come up.

IV. PARTICIPATION AND CONSULTATIONS

A. Public Consultations

34. Public participation and community consultation has been taken up as an integral part of the social assessment process of the project. Consultation was used as a tool to inform and educate stakeholders about the proposed action both before and after the development decisions were made. It assisted in identification of the impacts problems associated with the project as well as the needs of the Project Affected People (PAP).

35. This participatory process helped in reducing the public resistance to change and enabled the participation of the local people in the decision-making process. Initial public consultation has been carried out in the project areas with the objectives of minimizing probable adverse impacts of the project and to achieve speedy implementation of the project through bringing in awareness among the community on the benefits of the project.

36. As part of the project consultations, efforts were made to consult with the public as well as a number of local authorities, to determine as part of the project consultations, efforts were made to consult with the public as well as a number of local authorities, to determine their thoughts, opinions and feedback on the impact of the proposed construction/improvement of the selected roads. Information and comments collected from the public early in the study process were of use. The DDR was prepared in consultation with the stakeholders. Meetings and individual interviews were held by involving related stakeholders. Consultations have been undertaken with the people of the locality along with the *Pourashava* personnel and related authorities. Public consultation with the stakeholders has been conducted to understand the local issues and public views including possible impact of the project. A total of 48 people attended the consultations (see Table 4). The issues like awareness and extent of the project and development components, benefits of project as well as community, labour availability in the project area or requirement of outside labour involvement, local disturbances due to project construction work, any drainage problem, drinking water problem, and any sensitive area nearby the project road sites.

Table 4: Details of Consultation Conducted

SL. No	Date	Place /Location	Male	Female	Total
1	11/11/22	Front of Hawlader House	7	10	17
2	12/11/22	Front of Muladi High	15	5	20
3	27/3/23	Delower Bepari House	7	4	11

B. Stakeholder Analysis

37. During subproject preparation, key stakeholders were identified and consultations held with the official representatives of the line agencies, and with the communities living around the selected road sites and the nearby project areas. None of the community members opposed the subproject.

38. Different stakeholders were consulted to give them the opportunity to express their views and concerns. As part of the process, they were also provided with relevant and sufficient information on the project prior to its start - up. These stakeholders include the central and local

authorities, as well as the population so as to determine their thoughts, opinions and feedback on the impact of the project.

39. Involving stakeholders through participatory, direct or indirect, consultations is central to completion of this due diligence report. Therefore, during the public consultations and disclosure of information, various groups of stakeholders were consulted. The stakeholders were those who have an interest, are affected, by the project, and who will be involved in the further consultative process. The main groups of stakeholders met are:

- (i) Local authorities, Community People and potential road users; and
- (ii) Schools, Colleges, Mosque, Madrassa and cooperative leaders.

40. During the consultative process, beside the local authorities and ordinary population (potential road users), other related roadside users cum organizations were also invited to attend the consultation meetings.

C. Public Participation – Methods and Process

41. During these consultations, the project information was discussed with the communities, its benefits, social and environmental requirement of the project. The participants were encouraged to (i) be open and make known their concerns and claims. The presentation highlighted the project background, objectives, expected upcoming activities, social economic information, and environmental information. The salient features of the meetings are presented below:

- (i) Create awareness of the project;
- (ii) To obtain stakeholders responses, feedback and concerns on the project;
- (iii) To obtain environmental information on the community.

42. After the presentations, the community was given opportunity to give their views, comments and queries. Different community problems were addressed during the meeting in which the local participants expressed repeatedly their main concerns as follows:

- (i) Road connectivity and access;
- (ii) Disruption to road users and public access during construction phase.

43. Comments or questions raised by stakeholders were responded to. The consultant explained that positive and negative impacts of the project on people and the environment will be analysed such as air pollution, dust, influx of people, employment. All the participants confirmed that they appreciate the Project. The project received high degree of acceptability, which will boost local economy due to improved climate change resilient designs, road access and assured durability.

D. Findings from Public Consultation Meeting

44. The data obtained from public consultation and views as well as concerns from different stakeholders are given in details in Table 5.

Table 5: Summary of Public Consultation

01	Question	What is the construction plan of the proposed Roads?
	Answer	Proposed RCC road will be 4110 m in length, with drain.
02	Question	What is role and responsibility for construction and operations
	Answer	<i>Pourashava</i> will play the role of implementing agency in construction, operation and maintenance of the proposed roads in the <i>Pourashava</i> area
03	Question	How will <i>Pourashava</i> support cost for major maintenance

	Answer	It will be the responsibility of the <i>Pourashava</i> to manage required fund for repair and maintenance, as well as logistics during disaster period, to ensure realization of development objective of this project.
05	Question	What will be the criteria for labour recruitment during construction?
	Answer	This largely depends on the types of job available and will be assessed on a case-to-case basis by the contractor according to needs.
05	Question	Priority for jobs should also consider women; women can do the same work.
	Answer	Priority will include women and there will not be any discrimination.
06	Question	Raised the issue of employment, he suggested that the local people should be the first ones to be employed in the project.
	Answer	The consultant team explained that local people will be employed according to job requirement and matching skills level.
07	Question	Wishes to speed up the project.
	Answer	It was explained that implementation will take place immediately after the rainy season.
08	Question	The construction creates lot of dust and noise, is there any increase anticipated.
	Answer	The increase in dust and noise will be at construction site and all mitigation measures will be put in place by the contractor

E. Focus Groups Discussions (FGD)

45. As part of the impact assessment, the consultants conducted a focus group discussion with the selected group. Focus groups are useful in obtaining a particular kind of information that would be difficult to obtain using other methodologies.

46. A focus group typically can be defined as a group of people who possess certain characteristics and provide information of a qualitative nature in a focused discussion. Focus group discussion provides the opportunity to stimulate discussions and interaction between small groups of people from a similar socio cultural background. This enables the consultants to have a diversity of ideas related to the topic.

47. Further public consultations and Focus Group Discussions (FGD) were conducted for the proposed roads on 11th November 2022 at the existing road with 42 local people (Male-31 and Female-11). The objective of the FGD's was to further appraise the stakeholders about the current progress of the subproject and to reiterate environmental and social impacts of the proposed subproject and safeguards to mitigate the same. Comments or questions raised by the group were discussed until they were satisfied with the level of information provided.

48. Key issues discussed were similar to those already voiced during the community consultation meetings and included:

- (i) Community benefits realized as a result of the road schemes;
- (ii) Resettlement and social issues and mitigation measures according to Resettlement Framework prepared and approved by ADB and government Bangladesh for this project;
- (iii) Participation of local community during the construction phase;
- (iv) Roles and responsibilities of different stakeholders for realizing desired outcome;
- (v) Potential social and economic impacts of the proposed road construction/ improvement.
- (vi) Awareness of the local community about the proposed roads;
- (vii) Opinion of the local people about its need;
- (viii) Community support and participation;
- (ix) Construction and maintenance of the roads;

- (x) Participation of local people for construction and maintenance

F. Summary of Discussions

49. The existing condition of the roads are poor and needs development for the smooth transport network. Local people expressed their deep interest for development of the selected roads under the Project. People request *Pourashava* to improve their roads and say that if any structures need to be moved or trees need to be cut for the improvement of the roads, they will do so voluntarily. *Pourashava* assures people that they will provide them with any help they need. The people appreciated ADB's Resettlement Policy for eligibility criteria, entitlement for compensation and resettlement assistance, as well as the provisions of the approved Resettlement Framework for the project.

50. The road schemes will improve socioeconomic conditions of the local people through creating more opportunity of income and employment, as well as exploiting local resources for boosting local productions.

51. Refer to **Figure 4** for the photographs taken during FGDs held at the respective road sites, Refer to **Appendix 4** for the record of the consultation meeting.

Figure 4: Focus Group Discussions at Selected Roads



G. Future Consultation and Disclosure

52. This Due Diligence Report and other relevant documents will be made available at public locations in the *Pourashava* and posted on the websites of executing agencies and ADB. The consultation process will be continued and expanded during the project implementation, to ensure stakeholders participate fully in project execution, as well as to implement comprehensive information, education, and communication plan.

53. The public consultation and disclosure programme, with all interested and affected parties, will remain a continuous process throughout the project implementation, and shall include the following:

- (i) **Consultations during construction phase:** (a) public meetings with affected communities to discuss and plan work programs and allow issues to be raised and addressed once construction has started; and (b) smaller-scale meetings to discuss and plan construction work with individual communities to reduce disturbance and other impacts, and to provide a mechanism through which stakeholders can participate in project monitoring and evaluation. Good practices and learning (if any) during construction phase highlighted during consultations will be documented.
- (ii) **Project information disclosure:** (a) public information campaigns (via newspaper, flyers, and media) to explain the project to the wider city population and prepare them for disruptions they may experience once construction is underway; (b) public disclosure meetings at key project stages to inform the public of progress and future plans, and to provide copies of summary documents in local language; (c) formal disclosure of completed project reports by making copies available at convenient locations in the study areas, and informing the public of their availability; and (d) providing a mechanism through which comments can be made.
- (iii) **Consultation post-construction phase:** small-scale consultations and focus group discussions to understand the impacts of the constructed roads on the community, time savings, access improvement, externalities (if any) etc., and document any feedback received, for the project completion report.

H. Findings

54. In this subproject intervention, full or partial, permanent or temporary, physical and economic displacements are not assessed. No common property resources are affected.

55. The construction will be done in systematic manner according to the set work plan of the Contractor and employees would not be removed from the site during whole implementation period.

56. The proposed project does not have any adverse impact on the status of women and/or girls or to widen gender inequality.

V. GRIEVANCE REDRESS MECHANISM

57. A project-specific grievance redress mechanism (GRM) has been established to receive, evaluate, and facilitate the resolution of affected persons' concerns, complaints, and grievances about the social and environmental performance at the level of the project. The GRM aims to provide a time-bound and transparent mechanism to voice and resolve social and environmental

concerns linked to the project. Assessment of the GRM designed and implemented for Coastal Towns Climate Resilience Project (CTCRP) shows that the system is effective in timely resolution of grievances in a transparent manner. The arrangements under CTCRP is appropriately adjusted to accommodate the change in institutional arrangements under CTCRP.

58. **Common GRM.** A common GRM is in place for social, environmental, or any other grievances related to the project; the resettlement plans (RPs), RSECPs and IEEs will follow the GRM described below, which is developed in consultation with key stakeholders. The GRM will provide an accessible and trusted platform for receiving and facilitating resolution of affected persons' grievances related to the project. The multi-tier GRM for the project is outlined below, each tier having time-bound schedules and with responsible persons identified to address grievances and seek appropriate persons' advice at each stage, as required.

59. Across *Pourashava* public awareness campaigns will ensure that awareness on grievance redress procedures is generated through the campaign. The project implementation unit (PIU) under the guidance of Assistant Director RPMU will conduct *pourashava*-wide awareness campaigns to ensure that poor and vulnerable households are made aware of grievance redress procedures and entitlements and will work with the PIU safeguards assistant to help ensure that their grievances are addressed.

60. Affected persons (APs) will have the flexibility of conveying grievances/suggestions by dropping grievance redress/suggestion forms in complaints/suggestion boxes that will be installed by project *pourashavas* or through telephone hotlines at accessible locations, by e-mail, by post, Whats App or by writing in a complaints register that will be kept in *pourashava* offices. **Appendix 5** has the sample grievance registration form. Careful documentation of the name of the complainant, date of receipt of the complaint, address/contact details of the person, location of the problem area, and how the problem was resolved will be undertaken. The Assistant Directors from project management unit (PMU), RPMU and Project Implementation Unit (PIU) will have the overall responsibility for timely grievance redressed on environmental and social safeguards issues and for registration of grievances, related disclosure, and communication with the aggrieved party.

61. **Grievance redress process.** In case of grievances that are immediate and urgent in the perception of the complainant, the Social Coordinator, Contractor and Social Safeguard and Environment Specialist from the project management and supervision consultants (PMSC) on-site will provide the most easily accessible or first level of contact for quick resolution of grievances. Contact phone numbers and names of the concerned PIU safeguards assistant, contractors, PMU safeguards officer, PMSC environmental and social safeguards specialists will be posted at all construction sites at visible locations.

62. **1st Level Grievance, *Pourashava* Level PIU.** The contractors, PIU Safeguard and Gender Focal person can immediately resolve issues on-site or at *pourashava* level in consultation with each other with the support of Administrative Officer of *Pourashava*, designated municipal ward councillor and will be required to do so within 7 days of receipt of a complaint/grievance. Assistance of ward level coordination committees (WLCC) will be sought if required for resolution of the issue, by any one or all of them jointly. The first level grievance redress team will comprise of the following members:

- (i) Chief Executive Officer or in his absence *Pourashava* Secretary
- (ii) Executive Engineer, *Pourashava* (Safeguard and Gender Focal person)
- (iii) Administrative Officer, *Pourashava*
- (iv) Municipal Ward Councilor (designated)
- (v) EHS Supervisor/Social Coordinator, Contractor

63. The town-level grievance redress team shall have at least one women member. In addition, for project-related grievances, representatives of affected persons, community-based organizations (CBOs), and eminent citizens must be invited as observers in GRC meetings. In case of any impacts on small ethnic communities (SECs), in subproject towns (example: Kuakata), the grievance redress team must have representation of the affected SECs, the chief of the SEC group as traditional arbitrator (to ensure that traditional grievance redress systems are integrated) and/or an NGO working with SECs.

64. **2nd Level Grievance, RPMU, Division Level.** All grievances that cannot be redressed within 7 days at PIU level will be brought up to the RPMU level. Second level grievance redress team headed by the Deputy Project Director, RPMU supported by the Assistant Directors (environment, social safeguard and gender) and Construction Supervision and Safeguards Engineers /Asst. Supervision and Safeguards Engineers, PMSC will attempt to resolve the grievance /complaint within 7 days. At the RPMU level, the composition of 2nd level grievance redress team will be as follows:

- (i) Deputy Project Director
- (ii) Assistant Director (Environmental Safeguards)
- (iii) Assistant Director (Social Safeguards)
- (iv) Assistant Director (Gender) *supported by* Construction Supervision and Safeguards Engineers /Asst. Supervision and Safeguards Engineers, PMSC

65. **3rd Level Grievance, PMU Level.** All grievances that cannot be redressed within 7 days at RPMU level will be brought up to the PMU level. The RPMU safeguards team will refer any unresolved or major issues to the PMU level grievance redress team, that will be headed by the Project Director and will have Deputy Project Director, social safeguard, environment safeguards and gender Assistant Directors and PMSC, who will resolve the complaints/grievances within 15 days. The PMU level grievance team will comprise of:

- (i) Project Director, PMU
- (ii) Deputy Project Director (Safeguards)
- (iii) Assistant Director (Environment)
- (iv) Assistant Director (Social Safeguards)
- (v) Assistant Director (Gender) *supported by* Social, Environment and Gender Specialist, PMSC

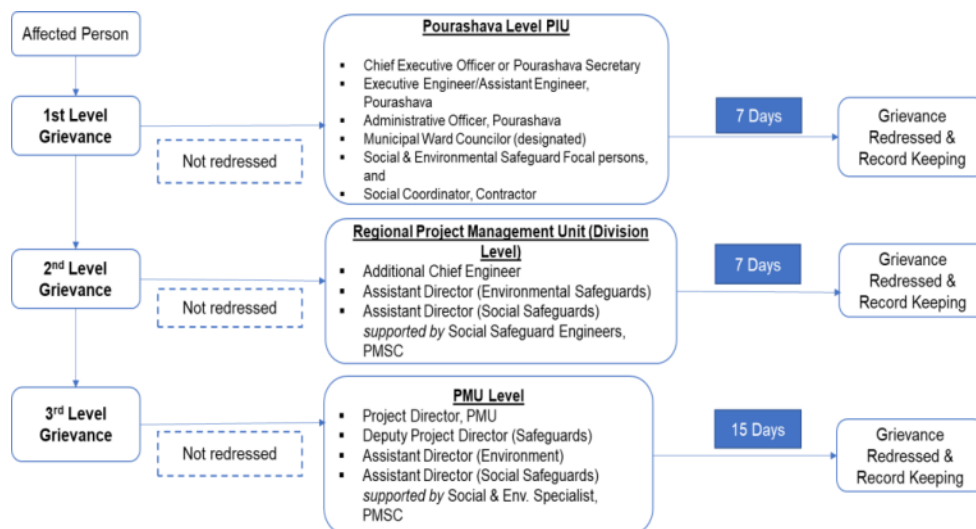
66. The grievance redress process is represented in Figure 5.

67. Despite the project GRM, an aggrieved person shall have access to the country's legal system at any stage and accessing the country's legal system can run parallel to accessing the GRM and is not dependent on the negative outcome of the GRM.

68. In the event that the established GRM is not in a position to resolve the issue, the affected person also can use the ADB Accountability Mechanism (AM) through directly contacting (in writing) the Complaint Receiving Officer (CRO) at ADB headquarters or the ADB Bangladesh Resident Mission (BRM). Before submitting a complaint to the Accountability Mechanism, it is necessary that an affected person makes a good faith effort to solve the problem by working with the concerned ADB operations department and/or BRM. Only after doing that, and if they are still dissatisfied, will the Accountability Mechanism consider the complaint eligible for review. The complaint can be submitted in any of the official languages of ADB's developing member

countries. The ADB Accountability Mechanism information will be included in the project-relevant information to be distributed to the affected communities, as part of the project GRM.

Figure 5: Grievance Redress Process



GRC = grievance redressal committee; PIU = project implementation unit; PMSC = project management and supervision consultants; PMU = project management unit. Note: In case of project towns where impacts to SEC are assessed, the PIU-level grievance redress committee/team will have representation of the affected SECs.

69. **Record keeping.** Records will be kept by PIU of all grievances received, including contact details of complainant, date the complaint was received, nature of grievance, agreed corrective actions and the date of the incident and final outcome. The number of grievances recorded and resolved and the outcomes will be displayed/disclosed in the PMU office, municipal office, and on the web, as well as reported in the safeguards monitoring reports submitted to ADB on a semi-annual basis.

70. **Periodic review and documentation of lessons learned.** The PMU safeguard officer will periodically review the functioning of the GRM in each town and record information on the effectiveness of the mechanism, especially on the project's ability to prevent and address grievances.

71. **Costs.** All costs involved in resolving the complaints (meetings, consultations, communication and reporting/information dissemination) will be borne by the concerned PIU at town-level; while costs related to escalated grievances will be met by the PMU. Any transportation costs incurred by affected persons or their representatives (e.g., CBOs, SEC representative/NGOs) to attend GRC meetings will be reimbursed by the concerned PIU. Cost estimates for grievance redress are included in resettlement cost estimates.

VI. BUDGET TO IMPLEMENT SUBPROJECT COMPONENT

72. A budget is included in this due diligence report for implementation of the subproject component, 'Construction of 6 roads' under Muladi Pourashava. The budget will include (i) conducting detailed measurement survey, (ii) consultation and grievance redress cost, and (iii) contingency provision. The budget is outlined in Table 6.

Table 6: Budgetary Provision for Implementation of DDR

Item Description	Unit	Rate (BDT)	Total Amount (BDT)
DMS Survey for DDR updating	LS		1,50,000.00
Consultation, Grievance Redress	LS		3,00,000.00
Sub-total			4,50,000.00
Contingency	LS		5,00,000.00
Grand total			9,50,000.00

VII. CONCLUSIONS

73. It is concluded from this Due Diligence Report that the proposed infrastructure improvements for the construction/improvement of the 6 roads, totaling 4781 m, in Muladi Pourashava, District: Barisal: that no person will incur structure loss or loss of income due to project intervention.

74. However, in case any claims or complaints are submitted due to unanticipated impacts during the construction period, an effective and efficient Grievance Redress Mechanism has been established. This will enhance timely and meaningful hearings and facilitate solutions. Mitigation measures will be adopted as per the approved EMP. Further, in case of unanticipated impacts, the document will be updated to a resettlement plan and compensation will be paid in line with the agreed entitlement matrix in the Resettlement Framework.

75. This Project information as well as information in the GRM and other resettlement framework provisions has been disseminated during the public consultations with stakeholders including local personnel who have attended the Public Consultation sessions. During public consultation, recommendations were received including: i) involve local communities in all stages of project planning and development, ii) establish permanent communication between project initiators and local authorities, iii) setup grievance redress mechanism which will publicized through Pourashava level co-ordination committee and monitoring register, and iv) during construction, local people including women shall be given first priority in the employment of skilled and unskilled labour.

76. No involuntary resettlement is assessed in this subproject, therefore preparation of a resettlement plan is not required. Hence, this due diligence report has been prepared for documentary proof and official record. This report summarizes the project impact and outcome based on the relevant maps, drawings and related documents, field visits and consultation. The screening checklists are prepared and attached as **Appendix 1 and 2**.

VIII. NEXT STEPS

- (i) The DDR will be updated during design verification by the contractor; in case of any design or alignment change. Any change in site or design at design verification stage will be assessed afresh for land acquisition, involuntary resettlement impacts. During design verification, if there is any design or alignment change and

any involuntary resettlement impact is identified for such change, a resettlement plan will be prepared in accordance with the project Resettlement Framework and submitted to ADB for approval prior to contract award. The following information will be included in the updated social safeguards document.

- (ii) Land ownership records and mouza maps depicting the roads, OR, self-certification by *pourashava*/road owning entity of ownership of road RoWs need to be included;
- (iii) Formal and informal consultations will be carried out including, but not limited to: FGDs, public meetings, community discussions, and in-depth and key informant interviews. An intensive information dissemination campaign will be conducted. Emphasis should be given to more consultations with female members of the community and appraise them about the proposed roads including the road linking to the cyclone shelter. The updated DDR will include details of such consultations.

Appendix 1: Involuntary Resettlement Screening Form

A. Project Data

Country/Project No./Project : Country: Bangladesh
 Title ADB No.: 55201-001
 Coastal Towns Climate Resilience Project Subproject:
 e-GP/ CTCRP /MULA/RD/02

C. Comments

There is no involuntary resettlement involved in this subproject. Therefore preparation of a Resettlement Plan is not required as it is **Category “C”** with respect to the involuntary resettlement impact for the construction / improvement of the following selected road schemes of Muladi Pourashava, District Barisal:.

Road No: 2

- Construction of RCC Road starting from Mithur Bari Culvert To Abbas Mollah Bari Via Dinia Madrasha Ward No.04 with Side Deain
- Construction of RCC Road starting Moti Hawlader House (Banglalink Towar) Main Roadf to Khali Sharif House Ward# 03
- Construction of RCC Road starting Ali Kha Road (Babu kha graveyard) to shahalom kha house (Paan Borj) Ward No 04
- Construction of RCC road starting from Stadium to Hazari Bari via Dulal Bapary Ward No 04
- Construction of RCC Road starting Muladi High School to end of Raster Matha Ward No -04
- Construction of RCC Road starting Old Bus stand to Molla Bajar Bridge Ward No 04 2= Vent RCC Culvert (3X3) 01 Nos

Refer to Involuntary Resettlement Impact Categorization Checklist below

Involuntary Resettlement Impact Screening Checklist

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land				
1. Will there be land acquisition?		x		The proposed road construction/improvement will be carried out within the existing road ROW under the jurisdiction/ownership of pourashava. Hence, no land acquisition is required.
2. Is the site for land acquisition known?				Not applicable.
3. Is the ownership status and current usage of land to be acquired known?				Not applicable.
4. Will easement be utilized within an existing Right of Way (ROW)?	x			The scheme will be implemented within the ROW owned by Muladi <i>Pourashava</i> .
5. Will there be loss of shelter and residential land due to land acquisition?				Not applicable.
6. Will there be loss of agricultural and other productive assets due to land acquisition?				Not applicable.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?				Not applicable.
8. Will there be loss of businesses or enterprises due to land acquisition?				Not applicable.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?				Not applicable.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities, and services?		x		
11. If land use is changed, will it have an adverse impact on social and economic activities?		x		
12. Will access to land and resources owned communally or by the state be restricted?		x		
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? N/A If yes, approximately how many?	[x]	No	[]	Yes []
Are any of them poor, female-heads of households, or vulnerable to poverty risks? N/A	[x]	No	[]	Yes []
Are any displaced persons from indigenous or ethnic minority groups? N/A	[x]	No	[]	Yes []

Appendix 2: Indigenous Peoples Impact Categorization

A. Project Data Country/Project No./Project Title : Coastal Towns Climate Resilience Project Department/ Division : Local Government Engineering Department Processing Stage : e-GP/CTCRP/MULA/RD/02: Procurement Modality : Project Loan [] Project Loan [] Program Loan [] Financial Intermediary [] General Corporate Finance [] Sector Loan [] MFF [] Emergency Assistance [] Grant [] Other financing modalities:			
B. Indigenous Peoples Category No TREMSC resides within the immediate locality of the Project Area <div style="text-align: center;">[] New [] Recategorization — Previous Category []</div>			
<input type="checkbox"/> Category A	<input type="checkbox"/> Category B	<input checked="" type="checkbox"/> Category C	<input type="checkbox"/> Category FI
D. Project requires the broad community support of affected Indigenous Peoples communities. <div style="float: right;"> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No </div>			
E. Comments			
Project Team Comments: No Indigenous People reside within the immediate locality of the Project Area.		RSES Comments:	
F. Approval			
Proposed by:			
Social Development Specialist, { Mamun Ar Rashid} Eptisa Consultant Endorsed by:			
The Project Director, {Project Management Unit} Level-13, RDEC Bhaban, LGED Date:			

Indigenous Peoples Impact Screening Checklist

KEY CONCENS (Please provide elaborations on the Remarks column)	YES	NO	NOT KNOWN	Remarks
A. Indigenous Peoples Identification				
1. Are there socio-cultural groups present in or use the project area who may be considered as "tribes" (hill tribes, schedules tribes, tribal peoples), "minorities" (ethnic or national minorities) or "indigenous communities" in the project area?		✓		There are no TMRESC present in this area.
2. Are there national or local laws or policies as well as anthropological researches/studies that consider these groups present in or using the project area as belonging to "ethnic minorities", scheduled tribes, tribal peoples, national minorities, or cultural communities?				Not applicable.
3. Do such groups self-identify as being part of a distinct social and cultural group?				Not applicable.
4. Do such groups maintain collective attachments to distinct habitats or ancestral territories and/or to the natural resources in these habitats and territories?				Not applicable.
5. Do such groups maintain cultural, economic, social, and political institutions distinct from the dominant society and culture?				Not applicable.
6. Do such groups speak a distinct language or dialect?				Not applicable.
7. Has such groups been historically, socially and economically marginalized, disempowered, excluded, and/or discriminated against?				Not applicable.
8. Are such groups represented as "Indigenous Peoples" or as "ethnic minorities" or "scheduled tribes" or "tribal populations" in any formal decision-making bodies at the national or local levels?				Not applicable.
B. Identification of Potential Impacts				
9. Will the project directly or indirectly benefit or target Indigenous Peoples?		✓		
10. Will the project directly or indirectly affect Indigenous Peoples' traditional socio-cultural and belief practices? (e.g. child-rearing, health, education, arts, and governance)		✓		
11. Will the project affect the livelihood systems of Indigenous Peoples? (e.g., food production system, natural resource management, crafts and trade, employment status)		✓		
12. Will the project be in an area (land or territory) occupied, owned, or used by Indigenous Peoples, and/or claimed as ancestral domain?		✓		
C. Identification of Special Requirements <i>Will the project activities include:</i>				
13. Commercial development of the cultural resources and knowledge of Indigenous Peoples?		✓		
14. Physical displacement from traditional or customary		✓		

KEY CONCENS (Please provide elaborations on the Remarks column)	YE S	NO	NOT KNOWN	Remarks
lands?				
15. Commercial development of natural resources (such as minerals, hydrocarbons, forests, water, hunting or fishing grounds) within customary lands under use that would impact the livelihoods or the cultural, ceremonial, spiritual uses that define the identity and community of Indigenous Peoples?		✓		
16. Establishing legal recognition of rights to lands and territories that are traditionally owned or customarily used, occupied or claimed by indigenous peoples ?		✓		
17. Acquisition of lands that are traditionally owned or customarily used, occupied or claimed by indigenous peoples?		✓		This land is used and owned by the Pourashava authority

Anticipated project impacts on Indigenous Peoples

Appendix 3: Record of Focus Group Discussion

FGD for: Contract Package No. e-GP/CTCRP/2021-22/PAT/RD/02

Date: 11-11-2022& 27-10-23

Place: Pourashava: Muladi

Number of Participants=48

Date: 11 November 2022

Time: 9.30a m

Conducted by: Mamun Ar Rashid

Designation: Resettlement Expert

Discussion Made on FGD: SCTEIP-II Social Safeguard Expert and Resettlement Expert conducted Focus Group Discussion Meeting on 11/11/2022. The FGD meeting was attended by a group of community people including local elites. The respective Ward Councillor presided over the meeting and Environmental Expert recorded the minutes including participants' attendance. The Surveyor of Pourashava also attended the meeting.

The SCTEIP-II Consultant discussed on the following Points of FGDs and invited the opinions of the participants.

A. Social Safeguard Issues:

1. Position of land and trees and its ownership
2. Construction of road and road side drainage system, cyclone shelter, water supply, sanitation, and other municipal infrastructures includes: access roads, bridges, solid waste management plant, bus terminal, slum improvements, boat landing/ ferry ghats, markets/growth centres etc.
3. Community Support for constructing these schemes.
4. Benefits from these infrastructures' establishments by the community Workers Health and Safety.
5. Disseminate information about project implementation.

B. Emergency and Gender Development Issues:

5. Instructions for the Contractors to employ women workers with same wage scale and safeguard facilities (gloves, apron, sanitation, tube well, workers' shed equal and separate facility for men and women at work site).
6. Orientation/Training Program for women groups/ workers/ women headed family heads to promote understanding of women about interrelationship between environment, sanitation, solid waste management, health and hygiene (facility) and its use.
7. Advance Emergency Warning System
8. Comm. Mobilization Facilitator must monitor contractors' assignments for Gender development issues. Proper documentation as per LGED reporting format.
9. CMF must arrange gender awareness raising meetings with the TLCCs members at project /Ward level (a minimum 2 such meetings in a week)- as per LGED guideline/manual.

A total number of 48 local persons attended the short time meeting.

The recommendation and suggestions of affected persons are as follows: Road Schemes:

- They will be happy to have improved road communication.

The participants opined to be happy to have improved road communication with improved road facility in the near future by the Pourashava.

- Engage local people to construction works by their capacity.
- Construction works should be completed in dry season.

The photo on FGD conduction and attendance are attached separately.

2.14 FGD Session Pictures:



Attached Attendance Sheet of FGD

Construction of RCC Road starting from Mithur Bari Culvert To Abbas Mollah Bari Via Dinia Madrasha Ward No.04 with Side Deain

Construction of RCC Road starting Moti Hawlader House (Banglalink Towar) Main Roadf to Khali Sharif House Ward# 03

Construction of RCC Road starting Ali Kha Road (Babu kha graveyard) to shahalom kha house (Paan Borj) Ward No 04

Coastal Towns Climate Resilience Project (CTCRP)

Name of Pourashava:

Ward No:

Date:

SL. No	Name	Mobile No	Signature
1.	মোঃ দিয়ারুল হক	০১৭১২২১০৮৬৭	মোঃ দিয়ারুল হক
2.	মোঃ আল মামুন	০১৭৪৪৫৬৬০৫৮	মোঃ আল মামুন
3.	মোঃ হুমায়ুন	০১৭২৫৫৭৫০৯	মোঃ হুমায়ুন
4.	মুহাম্মদ হুমায়ুন	০১৭১৮৫৫৬২৩১	মুহাম্মদ হুমায়ুন
5.	মুহাম্মদ হুমায়ুন	০১৭২৭১৭৫৭৭	মুহাম্মদ হুমায়ুন
6.	মুহাম্মদ হুমায়ুন		মুহাম্মদ হুমায়ুন
7.	মুহাম্মদ হুমায়ুন		মুহাম্মদ হুমায়ুন
8.	মুহাম্মদ হুমায়ুন		মুহাম্মদ হুমায়ুন
9.	মুহাম্মদ হুমায়ুন		মুহাম্মদ হুমায়ুন
10.	মুহাম্মদ হুমায়ুন	০১৭৩৫৭১৭৬৭৩	মুহাম্মদ হুমায়ুন
11.	মুহাম্মদ হুমায়ুন	০১৭২৭৩৬৭৩৬	মুহাম্মদ হুমায়ুন
12.		৫৪১৫	
13.	মুহাম্মদ হুমায়ুন		মুহাম্মদ হুমায়ুন
14.	মুহাম্মদ হুমায়ুন	০১৭২৭৩৬৫৪১৫	মুহাম্মদ হুমায়ুন
15.	মুহাম্মদ হুমায়ুন		মুহাম্মদ হুমায়ুন
16.	মোঃ মাহমুদুল হক	০১৭৬৭৭৫৩১৭	মোঃ মাহমুদুল হক
17.	মোঃ মাহমুদুল হক	০১৭৬৭৭৫৩১৭	মোঃ মাহমুদুল হক
18.			
19.			

Construction of RCC Road starting Muladi High School to end of Raster matha Ward No -04
 Construction of RCC Road starting Old Bus stand to Molla Bajar Bridge Ward No 04 2= Vent
 RCC Culvert (3X3) 01 Nos

Construction of RCC road starting from Stadium to Hazari Bari via Dulal Bapary Ward No 04

Coastal Towns Climate Resilience Project (CTCRP)

Name of Pourashava:

Ward No:

Date:

SL. No	Name	Mobile No	Signature
1.	আব্দুল হক	০১৭২০৬৭০৪২০	আব্দুল হক
2.	আব্দুল হক	০১৭১০৬৬৫৫১৭	আব্দুল হক
3.	আব্দুল হক	০১৭২১২৬১১	আব্দুল হক
4.	আব্দুল হক	০১৭২১০১২৬৭	আব্দুল হক
5.	আব্দুল হক	০১৭২১০১২৬৭	আব্দুল হক
6.	আব্দুল হক	০১৭২১০১২৬৭	আব্দুল হক
7.	আব্দুল হক	০১৭২১০১২৬৭	আব্দুল হক
8.	আব্দুল হক	০১৭২১০১২৬৭	আব্দুল হক
9.	আব্দুল হক	০১৭২১০১২৬৭	আব্দুল হক
10.	আব্দুল হক	০১৭২১০১২৬৭	আব্দুল হক
11.	আব্দুল হক	০১৭২১০১২৬৭	আব্দুল হক
12.	আব্দুল হক	০	আব্দুল হক
13.	আব্দুল হক	০১৭২১০১২৬৭	আব্দুল হক
14.	আব্দুল হক	০১৭২১০১২৬৭	আব্দুল হক
15.	আব্দুল হক	০১৭২১০১২৬৭	আব্দুল হক
16.	আব্দুল হক	০১৭২১০১২৬৭	আব্দুল হক
17.	আব্দুল হক	০১৭২১০১২৬৭	আব্দুল হক
18.	আব্দুল হক	০১৭২১০১২৬৭	আব্দুল হক
19.	আব্দুল হক	০১৭২১০১২৬৭	আব্দুল হক
20.	আব্দুল হক	০১৭২১০১২৬৭	আব্দুল হক

Coastal Towns Climate Resilience Project (CTCRP)

Muladi Pourashava

Date : 27-10-23

SL	Name	Mobile No	Signature
1.	ಶಿವಲಿ	01309356212	ಶಿವಲಿ
2.	ಶಿವಲಿ (ಮಾನ್ಯ)	01309356212	ಶಿವಲಿ
3.	ಶಿವಲಿ	01309356212	ಶಿವಲಿ
4.	ಶಿವಲಿ (ಮಾನ್ಯ)	01722331957	ಶಿವಲಿ
5.	ಶಿವಲಿ	01701406124	ಶಿವಲಿ
6.	ಶಿವಲಿ	01789382970	ಶಿವಲಿ
7.	ಶಿವಲಿ	01728785508	ಶಿವಲಿ
8.	ಶಿವಲಿ (ಮಾನ್ಯ)	01219764426	ಶಿವಲಿ
9.	ಶಿವಲಿ		ಶಿವಲಿ
10.	ಶಿವಲಿ	01932437359	ಶಿವಲಿ
11.	ಶಿವಲಿ	01942276006	ಶಿವಲಿ
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			

Appendix 4: Sample Grievance Registration Form

The _____ Project welcomes complaints, suggestions, queries and comments regarding project implementation. We encourage persons with grievance to provide their name and contact information to enable us to get in touch with you for clarification and feedback. Should you choose to include your personal details but want that information to remain confidential, please inform us by writing/typing ***(CONFIDENTIAL)*** above your name. Thank you.

Date		Place of registration			
Contact Information/Personal Details					
Name		Gender	* Male * Female	Age	
Home Address					
Place					
Phone no.					
E-mail					
Complaint/Suggestion/Comment/Question Please provide the details (who, what, where and how) of your grievance below:					
If included as attachment/note/letter, please tick here:					
How do you want us to reach you for feedback or update on your comment/grievance?					

FOR OFFICIAL USE ONLY

Registered by: (Name of Official registering grievance)	
Mode of communication: Note/Letter E-mail Verbal/Telephonic	
Reviewed by: (Names/Positions of Official(s) reviewing grievance)	
Action Taken:	
Whether Action Taken Disclosed:	Yes No
Means of Disclosure:	
Grievance Related to Project Component / Modalities of Financing:	