

Land Acquisition and Resettlement Due Diligence Report

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Bangladesh: Coastal Towns Climate Resilience
Project – Construction/Improvement of Two Roads
under Kolaroa Pourashava, District: Satkhira

Package No.: e-GP/CTCRP/KOLA/RD-01

CURRENCY EQUIVALENTS

(As of November 2023)

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

ABBREVIATIONS

ADB	-	Asian Development Bank
CDTA	-	Capacity Development Technical Assistance
CTCRP	-	Coastal Towns Climate Resilience Project
DDS	-	Detailed Design services
DPHE	-	Department of Public Health Engineering
FGD	-	Focus Group Discussion
IEE	-	Initial Environmental Examination
ILO	-	International Labor Organization
LGED	-	Local Government Engineering Department
PAM	-	Project Administration Manual
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
TMRESC	-	Tribes, Minor Races, Ethnic Sects and Communities

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., FY2023 ends on 30 June2023.
- (ii) In this report, "\$" refers to United States dollars.

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I. INTRODUCTION

A. Background

1. The ADB supported Coastal Towns Environmental Infrastructure Project (CTEIP) in 10 coastal towns effectively commenced on September 2014 which is 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 (Twenty-two) 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 Ataur 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. Resilient livelihood will include: (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 towns is summarized in **Table 1**.

Table 1: The list of *Pourashavas* according to the district where the project will be implemented

District	Town (Pourashava)	District	Town (Pourashava)
1. Barisal	1. Bakergan	5. Bhola	12. Charfassion
	2. Mehendigan		13. Lalmohan
	3. Banaripara		14. Borhanuddin
	4. Muladi	6. Jhalokathi	15. Jhalokathi
	5. Gouranadi		16. Nalchity
2. Bagerhat	6. Bagerhat	7. Satkhira	17. Kolaroa
	7. Morelgan	8. Khulna	18. Paikgacha
3. Patuakhali	8. Patuakhali		19. Chalna (Dacope)
	9. Kuakata	9. Pirojpur	20. Swarupkathi
4. Satkhira	10. Zanjira	10. Barguna	21. Patharghata
	11. Kolaroa		22. Betagi

8. The construction/improvement of 02 roads under Kolaroa *Pourashava* of Satkhira district is one of the proposed sub-project components of CTCRP. The proposed roads will improve the connectivity and transportation facilities of the *Pourashava*. Moreover, the proposed roads will play important role in earning foreign currency as the tile factories carried its tiles through these roads that has been exported to Italy.

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

C. Scope of Due Diligence Report

9. This due diligence report (DDR) is prepared for the proposed construction/improvement of 02 roads in Kolaroa Pourashava of Satkhira district. 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 local people including male and female of different occupations at the sub-project implementation areas.

10. The due diligence exercise 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 Safeguard Policy Statement (ADB SPS), 2009. All construction works will use *Pourashava* land, no land acquisition or involuntary resettlement impacts have been identified as the proposed land is free from any encumbrances.

11. 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 sub-project. This report describes the findings and provides copies of relevant documents, community consultations and photographs.

12. The DDR will be updated during design verification by the contractor, in case of any design or alignment change. The updated document will be submitted to ADB for clearance, prior to the start of construction works. The Assistant Engineer of the Kolaroa *Pourashava* will be the focal person for all social safeguard related issues. The draft DDR will be reviewed and disclosed on MLGRD&C, LGED and ADB websites.

II. SUBPROJECT DESCRIPTION

D. Location of Subproject Area

13. Kolaroa *Pourashava* under Satkhira District of Khulna Division is located in the center of Kolaroa Upazila. It is located at southern part of Kolaroa Upazilla. Betrabeti River bisects the *Pourashava* in the northern side. The total area of the *Pourashava* is 14.878 sq km. The *Pourashava* is comprised of 9 wards and 9 mouzas. It lies on 22°52" north latitude and 89°02" east longitude. Kolaroa came into existence in 1851 as Thana upgraded to upazilla in 1983. The *Pourashava* was established in 1990 as a "C" class *Pourashava*. Now, it is categorized as "B" class *Pourashava*. Location map of the *Pourashava* is showed in Figure 1.⁴

Figure 1: Location map of Kolaroa Pourashava



Source: www.google.com.

14. According to the Bangladesh Bureau of Statistics, 2022, the total population of Kolaroa *Pourashava* is 30,768 of which 14,967 (48.64%) are male and 15,801 (51.36%) are female. The total household of this *Pourashava* is 8,379 with an average household size is 3.64. The increasing trend of literacy has been observed in the Kolaroa *Pourashava* over the decades. The literacy rate is 80.90% in 2022 against 61.30% in 2011. It appears that the literacy rate has increased for both sexes in 2022 over 2011.⁵

⁴ Kolaroa Pourashava Master Plan: 2011-2031

⁵ Population and Housing Census 2022, National Report (Volume I)

15. According to the Master Plan 2011-2031, 90.20% of the population of this *Pourashava* belongs to Muslim community and 9.72% to Hindu community. Population belonging to other religion such as Christian (0.08%) and Buddhist are very insignificant in number. People are engaged in different activities for earning their livelihood such as agriculture, industry, construction, business, service etc. Majority of the people belong to “agriculture” category. More than 11.3 percent household has a monthly income of Tk. 5000 or below and may be classified as poor. The people with income ranging from Tk. 5001-10000 constitute 53.5 percent household. The high-income people with above Tk.15000 constitute only 15.4 percent households. It also reveals that mean monthly income of the project area is Tk.7483.35.

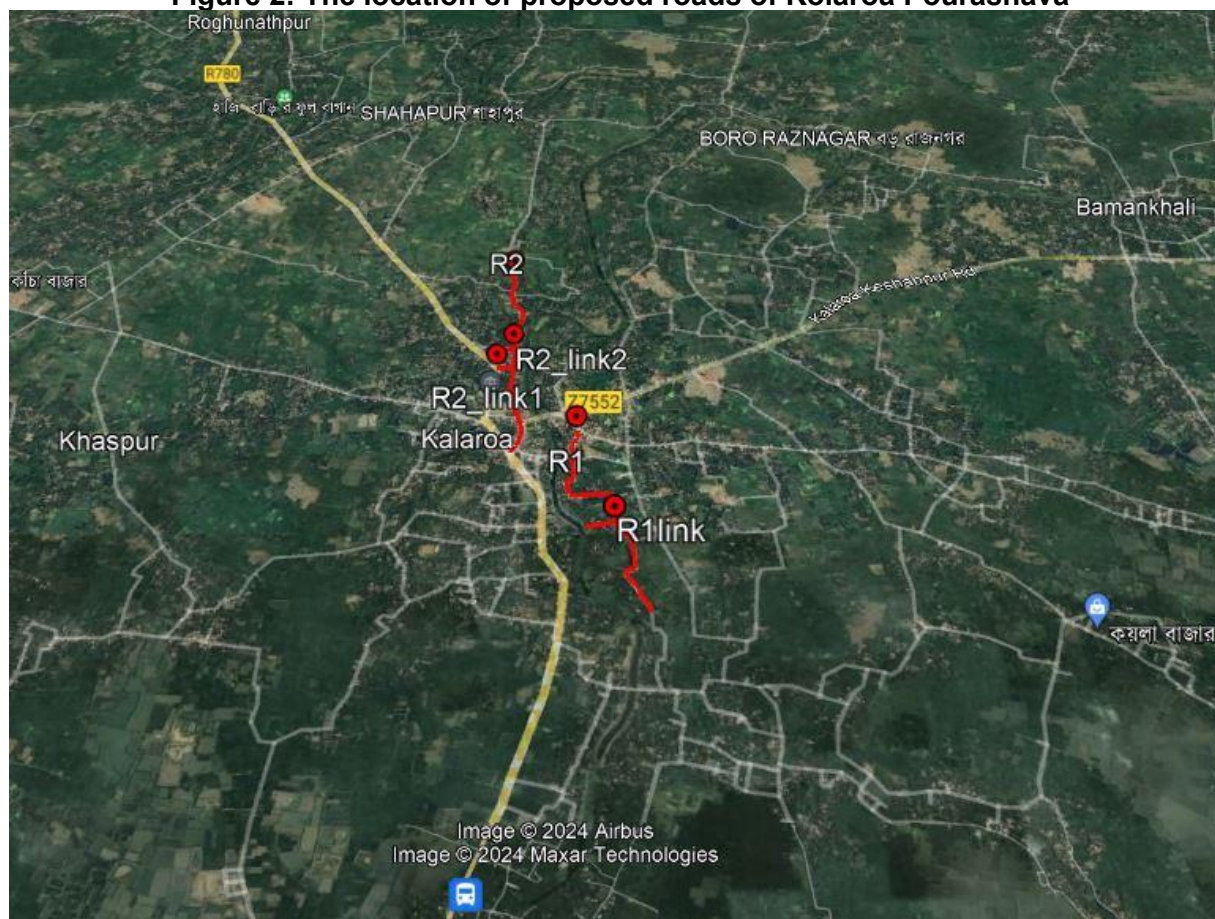
16. In Kolaroa *Pourashava*, an economic development has been taken place over last few decades. Being located in a strategically important position the town has been evolved as a small trade and agro-based industry. The economic base of the *Pourashava* has been gradually shifting from traditional agriculture to commerce, business and other non-agricultural activities. Furthermore, Kolaroa is a business center of high yielding variety of seeds, pesticides and chemical fertilizer for the respective region. This ultimately raises both the agricultural productivity and business outcome. The geographical location of the *Pourashava* and its well connectivity in the regional set-up are identified as prime mover to raise the economic growth of the *Pourashava*. Infrastructural development as an administrative center of Upazila Headquarters is identified to be one of the fundamental reasons behind such economic development. However, the central part of the *Pourashava* is found to have high economic growth compared to other parts of the town.

17. In Kolaroa *Pourashava*, the existing traffic and transportation infrastructures are confined mainly with the existing road network. The area is served by 91.30 kilometers of roads. Out of the total length of roads, only 9.17 km are pucca, 42.57 km are semi-pucca and 39.56 km are Katcha. Among all the modes the road transport is only available in Kolaroa *Pourashava*. The transportation services are also very limited in Kolaroa *Pourashava*. There are services both for the passengers and goods. Bus, auto rickshaw/tempo, bhodvodi, rickshaw, rickshaw-van, pushcart and bicycle offering services for the people, and truck, rickshaw van and pushcart for different goods.

18. The traffic and transportation problem in *Pourashava* has been continuously increasing as the development and management of the road network has not been commensurate with the increasing demand for its usage. Traffic congestion, accidents, pedestrian and parking difficulties, and air and noise pollution are among the problems. Traffic congestion is one of the most critical problems now being identified in Kolaroa *Pourashava*. The proposed sites for the construction/improvement of roads are located within the *Pourashava* area, which is mostly within urban and semi-urban areas.

19. The location map of proposed roads of Kolaroa *Pourashava* is given in **Figure 2** as below and the GPS coordinates of the roads are given in **Table 2**.

Figure 2: The location of proposed roads of Kolaroa Pourashava



Source: earth.google.com

E. Description of Subproject Components

20. The subproject components include two RCC roads. The roads are spread over two wards of the Pourashava such as RD 01 is in ward number 08, and RD 02 is in ward number 02. The total length of the roads is 3,750.0m. The proposed alignments for the roads under Kolaroa *Pourashava* are located within the jurisdiction of the *Pourashava* area, which is a mostly urban and semi-urban area. The selection of roads has followed the criteria included in Volume-4 of PPTA and Appendix 1 of Project Administration Manual Table 1 according to the scoring matrices for scheme prioritization.

21. In order to mitigate the water logging problem during flood and heavy rainfall, 13 RCC box-culverts are also designed, as required, across the roads. In addition, the protection work as a precast RCC pile with cast in situ RCC vertical protection wall is also designed as per field requirements.

22. The existing type of two roads under the sub-project is bituminous carpeting. All of the roads are poor and damaged. The proposed two roads will be RCC roads.

23. The proposed length of two roads will remain same as the existing length and range from 1750.0 m to 2000.0 m. The proposed width of RD 02 will remain unchanged from their current width i.e. 3.30m, while the width of RD 01 will increase from 2.80 m to 3.40 m. The

widening of the road is proposed based on the available vacant and unused space at both sides of ROW of the road. The existing conditions and proposed features of roads are shown in **Table 2**.

24. The main activities to be performed for the implementation of the sub-project include: (i) bricks guided walls, (ii) improved sub-grade (ISG) by sand filling, (iii) aggregated sand sub-grade (ASS), (iv) RCC casting, (v) RCC retaining wall with brick masonry works, (vi) water bound macadam (WBM), (vii) edging, and (viii) earth work.

F. Location of Subproject Alignments

25. The sub-project consists of two roads and all the roads are located within the *Pourashava*. The location, GPS Coordinate, existing condition and proposed features of the roads are given in **Table 2** as below:

Table 2: The Location, GPS Coordinate, Existing Condition and Proposed Features of the Two Roads

SI #	Road #	Location			Existing features				Proposed features				Existing condition of road	
		Starting point	Ending point	Ward #	Type of Road	Length (m)	Width (m)	Side Drain (Yes /No)	Type of Road	Length (m)	Width (m)	Side Drain (Yes /No)		
Name of scheme#01: Construction of RCC road starting from Muraikati Bottola mor to United High School at Ch. 00m to 1580m, and Link Road-01 at Ch. 00m to 170m, and Construction of 13 nos. RCC Box Culvert (Size 6.00mx1.00mx1.00m) on the same road at Ch. 190m, 230m, 280m, 370m, 634m, 798m, 865m, 965m, 1000m, 1105m, 1155m, 1243m, & 1317m of Ward No. 08 under Kolaroa Pourashava, District: Satkhira (Total length=1750.0m)														
01	RD-01	Murarikati Bottala Morh GPS Coordinate Lat: 22.858987 Lon: 89.045410	United High School GPS Coordinate Lat: 22.847413 Lon: 89.048819	08	Bituminous Carpeting road	1750.0	2.80	No	RCC	1750.0	3.40	No	Damaged bituminous carpeting	
Name of Scheme#02: Construction of RCC road starting from Pilot High School via Tulshidanga Kali Bari to Shuvonkor Kati mor at Ch. 0.00m to 1718m, & Link Road -01 at Ch. 0.00 to 80m, Link Road-02 at Ch.0.00m to 202m of Ward No-02 under Kolaroa Pourashava, District: Satkhira (Total length=2000.0m)														
02	RD-02	Pilot High School GPS Coordinate Lat: 22.857411 Lon: 89.041775	Shuvangkar Kati Morh GPS Coordinate Lat: 22.871396 Lon: 89.041849	02	Bituminous Carpeting road	2000.0	3.30	No	RCC	2000.0	3.30	No	Damaged bituminous carpeting	
Total length						3750m				3750m				

26. The existing condition of the proposed roads is poor and needs construction/improvement for its functionality. The sample snapshots of the existing condition of the proposed roads and location of box-culverts are given below in Figure 3:

Figure 3: Photographs of Existing Condition of Roads and Location of Box-Culverts



Picture 1: Existing condition of RD-01 of ward # 08



Picture 2: Existing condition of RD-02 of ward # 02



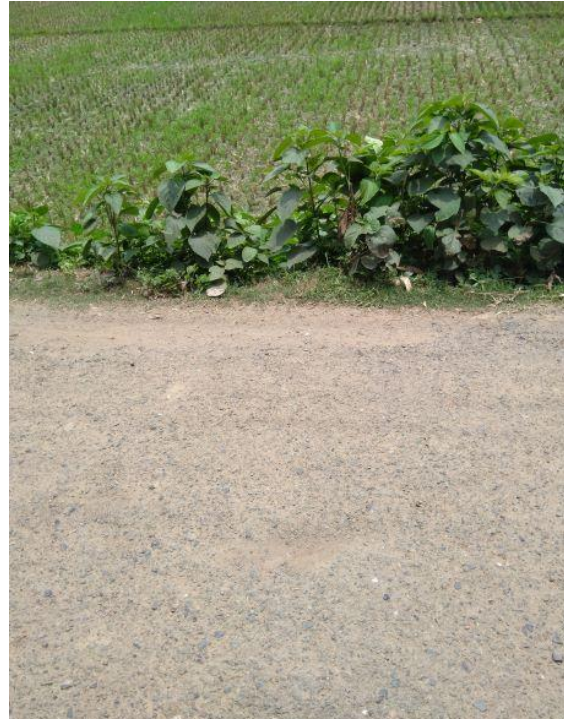
Picture 3: Location of box culvert at Ch. 190m on RD-01 of ward # 08



Picture 4: Location of box culvert at Ch. 230m on RD-01 of ward # 08



Picture 5: Location of box culvert at Ch. 290m on RD-01 of ward # 08



Picture 6: Location of box culvert at Ch. 370m on RD-01 of ward # 08



Picture 7: Location of box culvert at Ch. 634m on RD-01 of ward # 08



Picture 8: Location of box culvert at Ch. 798m on RD-01 of ward # 08



Picture 9: Location of box culvert at Ch. 865m on RD-01 of ward # 08



Picture 10: Location of box culvert at Ch. 965m on RD-01 of ward # 08



Picture 11: Location of box culvert at Ch. 1000m on RD-01 of ward # 08



Picture 12: Location of box culvert at Ch. 1105m on RD-01 of ward # 08



Picture 13: Location of box culvert at Ch. 1155m on RD-01 of ward # 08



Picture 14: Location of box culvert at Ch. 1243m on RD-01 of ward # 08



Picture 15: Location of box culvert at Ch. 1317m on RD-01 of ward # 08

III. LAND AVAILABILITY AND RESETTLEMENT IMPACTS

A. Land Acquisition and Involuntary Resettlement

27. The scope of land acquisition and involuntary resettlement is assessed during the field visits to the subproject component locations and transect walk along the two roads where 3,750 m roads will be constructed. The project will not result in any permanent or temporary land acquisition, and no involuntary resettlement impact is envisaged, as the proposed site and development activities are within the right of way (ROW) of existing roads under the ownership of Kolaroa *Pourashava*. The ownership certificate of land of 02 roads is attached in **Appendix 1**. Efforts have been made by the detailed design services (DDS) engineering team to avoid any resettlement impact by careful design and verification of the proposals given in the Feasibility Study of the PPTA reports. As per design, the construction/improvement will not have a resettlement impact on the structures (residential and commercial), and common properties within the vicinity of the selected roads.

28. The sub-project is planned to be implemented over a period of 12 months. Detailed designs have been prepared and finalized. The DDR will be updated during design verification by the contractor, in case of any change in design or alignment. The package for the construction/improvement of the proposed road is to be implemented by post-qualified contractors under a single envelope stage bidding process through National Competitive Bidding (NCB) procedures.

29. The contractor will engage labor as per the ILO conventions 138 and 182, which means that no child under the age of will be engaged. All forms of bonded labor as per ILO conventions 29 and 105 will not be permitted. Any forced labor in the form of bonded labor shall not be allowed. The contractor is expected to hire workers based on skill and ability to 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, or gender is permitted. The contractor will engage local female workers if they are interested to work in the project. The contractor shall follow equity in wage payment for both male and female labor for an equal level of work, as required by the Government of Bangladesh. The contractor shall consult the Women Ward Councilor/ *Pourashava* level Co-ordination Committee (PLCC) and others to know about the availability of women workers, including vulnerable women workers in the area to engage them in suitable work as per their skills.

30. The construction schedule of roads depends on the methodology adopted for construction. The stated period will depend on the resources put in place by the contractor. Pre-construction activities include detailed design, and bidding process (Notice inviting Bids, Bid submission, evaluation, and award of work to the contractor). The preconstruction activities will be completed within 6 months.

31. The subproject is not likely to have any social impact on the project area, other than the short-term impacts during the construction phase. The baseline data for this DDR is collected from primary and secondary sources. The primary sources include site visits, visual inspection, and consultation with local people including women and stakeholders. The secondary sources include reports, books, maps, and legal documents from various government and non-government organizations on the subject matter.

32. The impacts are assessed based on preliminary design and standard methodology for the review, field visit, data collection, and impact assessment. The Bangladesh National Acts, Legislation, and Laws were consulted to ensure compliance with the relevant requirements.

33. The DDR will be updated during design verification by the contractor, in case of any alignment or design change. The updated document will be submitted to ADB for clearance, before the start of construction. The subproject will avoid land acquisition. There is no anticipated adverse impact in terms of Involuntary Resettlement or Indigenous People for the 02 selected roads. In case of temporary physical or economic impacts are identified during construction, negotiated settlement or voluntary land donation can also be used as an alternative to land acquisition as guided in the Resettlement Framework. The project will ensure social safeguards mitigation measures according to the guidance of the Resettlement Framework of the project adhered to ADB SPS, 2009.

B. Impacts on Indigenous Peoples

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

- **Category A.** A proposed project is likely to have significant impacts on indigenous peoples. An Indigenous Peoples plan (IPP), including an assessment of social impacts, is required.
- **Category B.** A proposed project is likely to have limited impacts on indigenous peoples. An IPP, including an assessment of social impacts, is required.
- **Category C.** A proposed project is not expected to have impacts on indigenous peoples. No further action is required.
- **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 are unlikely to have impacts on indigenous peoples.

35. There are no Tribes, Minor Races, Ethnic Sects, and Communities (TMRESC) living in the Kolaroa *Pourashava*. Therefore, the sub-project falls under the **Category C** for indigenous peoples impacts. Assessment of impact on TREMSC/Indigenous peoples (IPs) is not required. All the proposed construction activities will be done within the right of way and within the existing road RoWs, on *Pourashava* land. No direct or indirect impacts on the dignity, human rights, livelihood systems, or natural or cultural resources or territories of TRMESC are anticipated. No Indigenous Peoples Plan (IPP) will be needed for this subproject.

36. Refer to **Appendix 2** Involuntary Resettlement and Indigenous Peoples screening. The road-wise land acquisition and resettlement impact details are provided below in Table 3:

Table 3: Road-wise Land Acquisition and Resettlement Impacts

Sl. No.	Road Scheme	Details of Land Acquisition and Resettlement Impacts
1.	Name of scheme # 01: Construction of RCC road starting from Muraikati Bottola mor to United High School at Ch. 00m to 1580m, and Link Road-01 at Ch. 00m to 170m, and Construction of 13 nos. RCC Box Culvert (Size	The scheme will be implemented within the ROW of road owned by Kolaroa <i>Pourashava</i> . Widening of road is proposed considering available vacant and unused space on both sides within the ROW of the

Sl. No.	Road Scheme	Details of Land Acquisition and Resettlement Impacts
	6.00mx1.00mx1.00m) on the same road at Ch. 190m, 230m, 280m, 370m, 634m, 798m, 865m, 965m, 1000m, 1105m, 1155m, 1243m, & 1317m of Ward No. 08 under Kolaroa Pourashava, District: Satkhira (Total length=1750.0m)	<p>road. No structure (permanent or temporary) and income loss is assessed. Therefore, no land acquisition and involuntary resettlement impact has been assessed.</p> <p>A total of 13 box culverts will be constructed under this scheme. The scheme will be implemented across the ROW of RD 1 at Ch. 190m, 230m, 280m, 370m, 634m, 798m, 865m, 965m, 1000m, 1105m, 1155m, 1243m, and 1317m of ward no. 08. No settlement or dweller or structure (either temporary or permanent and partial or full) will be affected. Therefore, no land acquisition and resettlement impact has been assessed.</p>
2.	Name of Scheme # 02: Construction of RCC road starting from Pilot High School via Tulshidanga Kali Bari to Shuvonkor Kati mor at Ch. 0.00m to 1718m, & Link Road -01 at Ch. 0.00 to 80m, Link Road-02 at Ch.0.00m to 202m of Ward No-02 under Kolaroa Pourashava, District: Satkhira (Total length=2000.0m)	The scheme will be implemented within the vacant ROW of road owned by Kolaroa <i>Pourashava</i> keeping the same width of the road. No structure loss (permanent or temporary) and/or income or livelihood loss is assessed. Therefore, no land acquisition and resettlement impact is anticipated.

Source: Field Assessment, May, 2024

IV. FIELD WORK AND PUBLIC CONSULTATIONS

A. Outline of Field Work

37. The DDR is prepared in consultation with the stakeholders, community leaders and local people including women who are the inhabitants of Kolaroa *Pourashava* and focus group discussion (FGD) with men and women who are residing beside the proposed roads. The consultation meetings are held by involving related stakeholders and community people along with *Pourashava* personnels both at *Pourashava* Office and sub-project's sites. The FGDs are held by involving women at community level. Public consultations with the stakeholders are conducted to understand the local issues and public views including the possible impact of the sub-project. The meetings with stakeholders, local people and FGDs are organized at different sites covering each ward of the sub-project.

38. The participants are briefed about the technical details of project and project implementation cycle; project benefits as well as adverse impacts envisaged during construction; labor availability in the project area or requirement of outside labor involvement; local disturbances due to project construction work; environmental and social safeguards, gender inclusion, community participation aspects built into the project; grievance redress mechanism etc. during the consultative meetings. On the other hand, the FGDs are conducted to collect the specific concerns and opinions of women about the proposed sub-project. None of the community people and women opposed the sub-project.

B. Public Consultation

39. Public participation in the consultation process has been taken up as an integral part of the social assessment of the sub-project. Public consultation was used as a tool to inform and educate stakeholders about the proposed actions both before and after the development decisions were made. It assisted in the identification of potential issues or problems associated with the project as well as the needs of the community as project beneficiaries.

40. The consultative meetings, as 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.

41. Consultation meetings revealed that there is no resettlement impact of the activities of the proposed sub-project on the community in terms of loss of livelihood, and/or displacement of structures. Information about the roads' construction/improvement works has been disseminated to the participants. The participants become well aware of the roads' construction/improvement works. During the consultation meetings, the participants expressed that the sub-project would have no significant impact on the community in terms of loss of livelihood, displacement of structures or resettlement due to the project activities, rather it would be beneficial for them through improved. The sub-project interventions will not create any obstacles in their daily life activities, and they will extend all kinds of cooperation. They will take care of their children during construction period to avoid unwanted injuries and accidents.

42. A total of four consultation meetings were held with related stakeholders, local leaders and community people at various wards through which the proposed roads traverse. A total of 87 participants including both male (76) and female (11) attended at the meetings. The

participants expressed the challenges posed by poor and damaged roads, the lack of drainage facilities across the roads to manage heavy flow of rainwater, accumulation of rainwater (water-logging) during heavy rain around the households causing difficulties in daily activities. The stakeholders suggested starting construction work as early as possible particularly before the rainy season. The participants stated that they will not face any problem due to construction work. However, the participants suggested not constructing the entire length of the road at a time, rather complete the construction works in sections. They also suggested to use diversion sign in front of the constructed roads. The information of the participants along with photographs and attendance sheets is given in **Appendix 3** as an evidence of consultative meetings with stakeholders and local people.

43. During consultation meetings, the participants discussed several ideas to improve the upcoming road construction subproject. The key concerns raised by the participants during consultation meetings with relevant stakeholders, community leaders and local people are given below:

- The participants expressed their satisfaction with the subproject since RCC roads would mean proper transportation facility of business products, especially tiles of the tile factories which are exported to Italy, agricultural products etc. by medium and large trucks.
- The participants suggested building cross-culverts and installing pipe drain under the road to ensure proper drainage of water from one side of the roads to another side, and ultimately fall into nearby river or channel or pond.
- The participants emphasized on the need to raise the height of roads from the ground level to avoid stagnation of water on roads during rainy season.
- The participants requested that the roads would be wide enough for two vehicles to pass comfortably and able to handle medium and large vehicles.
- The participants suggested involving local people to monitor the work and ensure quality.
- The participants emphasized using high-quality construction materials in proper proportions to ensure the longevity of the roads.
- While acknowledging the inconvenience caused by construction, the participants pledged their full cooperation.
- The participants recommended including local laborers, both skilled and unskilled, including women, in the construction work whenever possible.
- Finally, the participants stressed on the importance of completing the construction quickly, preferably within the dry season, and addressing any community concerns promptly.

C. Focus Group Discussions

44. Focus Group Discussions (FGDs) were conducted at the sites of the proposed roads with women. The objective of the FGDs was to further appraise the community people and women about the technical details of the subproject and to reiterate the environmental and social impacts of the proposed subproject and safeguards to mitigate the same. The comments or questions raised by the group were discussed until they were satisfied with the level of information provided. A total of two FGDs were conducted at community level of proposed subproject sites where 35 female participants were present. The information of the participants of

FGDs along with photographs and attendance sheets is given in **Appendix 4** as evidence of FGD with local people and women.

45. The key issues discussed during the FGDs with women are given as below:

- Drainage: Heavy rains currently flood most of the areas of the *Pourashava*, causing significant hardship for residents. The good news is that the sub-project includes construction of cross-culverts to address this issue.
- Road width: The sub-project will widen one road while leaving another road the same size. This widening will happen within the right of way (ROW) and avoid affecting existing structures. If additional space is needed and requires tree removal, the community has agreed to voluntarily provide the space.
- Type of road: All roads will be RCC roads considering long-term sustainability with minimum maintenance support.
- Quality control: The *Pourashava* Authority will closely monitor construction work to ensure durability and quality.
- Construction Materials: The participants emphasized using high quality construction materials in proper proportion to ensure the longevity of the roads.
- Road capacity: The roads will be built to accommodate medium and large trucks, vehicles of fire brigade, ambulances, and other vehicles.
- Construction timeline: The construction is expected to take six months to complete.
- Construction phasing: The construction will be done in sections, not closing the entire road at once.
- Dust and noise mitigation: Measures will be taken to minimize dust and noise pollution during construction.
- Local laborers: The contractor will be instructed to hire local laborers whenever possible, with a strong emphasis on including skilled and unskilled women in the workforce.
- Project information: Signboards will be displayed at project sites providing detailed information about the interventions for the community.
- Compensation for damages: The *Pourashava* Authority will monitor for any damage or displacement of structures, or loss of income, caused by the construction works. If any unanticipated impact is reported, the Authority will compensate according to entitlement matrix of the project prepared in accordance with ADB SPS.
- Grievance Redress: A grievance redress cell has been established at the *Pourashava* office, along with a complaint box. Residents can submit complaints in writing or by phone, and the cell will ensure they are promptly addressed through the project's grievance redress mechanism.

46. The key opinions and recommendations of the participants of FGDs are given below:

- The participants mentioned that their households become inundated with rain water due to lack of drainage facilities. They emphasized the importance of constructing cross-culverts or pipe-drain to facilitate drainage of rainwater into nearby river after heavy downpours.

- The participants suggested ensuring proper maintenance of roads and culverts by the *Pourashava* authority to ensure its longevity and functionality.
- The participants mentioned that they have been suffering a lot due to damaged and narrow roads. They are pleased about the upcoming construction/improvement and widening of roads in their community.
- The participants stated that the existing width of the roads is not enough to cross two vehicles. Thus, it is highly necessary to widen the roads so that the truck loaded with tiles, construction materials, ambulance, vehicle of Fire Brigade etc. could move easily. The participants are willing to voluntarily surrender some space if necessary to widen the roads.
- The participants expressed their hope for a quick start to construction and completion before the rainy season.
- The female participants advocated for employing women since the community has many qualified female laborers. They believe local workers will perform the construction tasks with greater care and attention.
- The participants expected that no social issues will arise from employing outside laborers. The female participants will minimize any potential social issues arising from employing outside laborers, if necessary.

D. Summary of Discussions

47. The residents of the *Pourashava* are excited about the upcoming road construction sub-project. The damaged roads and lack of proper drainage have caused them significant hardship in movement, especially during the rainy season. The sub-project will address these concerns by building RCC roads, cross-culverts, and widening roads where necessary. The community people have expressed willingness to be actively involved in the subproject. They suggested ensuring proper monitoring of construction works, and maintenance of roads and culverts after construction by the *Pourashava* authority for its durability. They also recommended to install sign boards with detailed information at both start and end points of the subproject's roads. They expressed that they are willing to voluntarily give up space for road widening, if required. They expected to start construction works as soon as possible and complete civil works before the next rainy season. They also emphasized the importance of using local labor, particularly women, whenever possible. To minimize disruption, construction will be done in sections, and the *Pourashava* Authority will closely monitor the work to ensure quality and durability. Measures will be taken to control dust and noise pollution, and a grievance redress cell has been established to address any concerns raised by the community. If any unanticipated impact is reported, the *Pourashava* Authority will also compensate residents for any damages or loss of income caused by construction. Overall, the project has the strong support of the community and is expected to significantly improve the lives of residents. The *Pourashava* officials assured the people that they will address their problems or complaints, if any, as quick as possible. The community members appreciated the provisions of ADB's Safeguard Policy.

E. Future Consultation and Disclosure

48. 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.

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

- (i) **Consultations during implementation 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 learnings (if any) during construction phase highlighted during consultations will be documented.
- (ii) **Consultation during 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.
- (iii) **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.

F. Findings

50. This subproject will not cause any land acquisition and involuntary resettlement impacts including damage of structures, full or partial, permanent or temporary, physical and economic displacements or loss of livelihood/income. No person will be affected due to this subproject. No TMRESC households live in the *Pourashava* area.

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

52. The proposed subproject does not have any adverse impact on the status of women and/or girls and is not anticipated to widen gender inequality.

V. GRIEVANCE REDRESS MECHANISM

53. A project-specific grievance redress mechanism (GRM) has been established to receive, evaluate, and facilitate the resolution of AP's concerns, complaints, and grievances about the social and environmental performance at the level of the project. The GRM will aim 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 are appropriately adjusted to accommodate the change in institutional arrangements under CTCRP.

54. **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.

55. Across the *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.

56. 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, WhatsApp or by writing in a complaint 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.

57. **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.

58. **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 councilor 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

59. 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 Tribes, Minor Races, Ethnic Sects and Communities' (TMRESC), in subproject towns (example: Kuakata), the grievance redress team must have representation of the affected MRESC, the chief of the TMRESC group as traditional arbitrator (to ensure that traditional grievance redress systems are integrated) and/or an NGO working with TMRESC.

60. **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

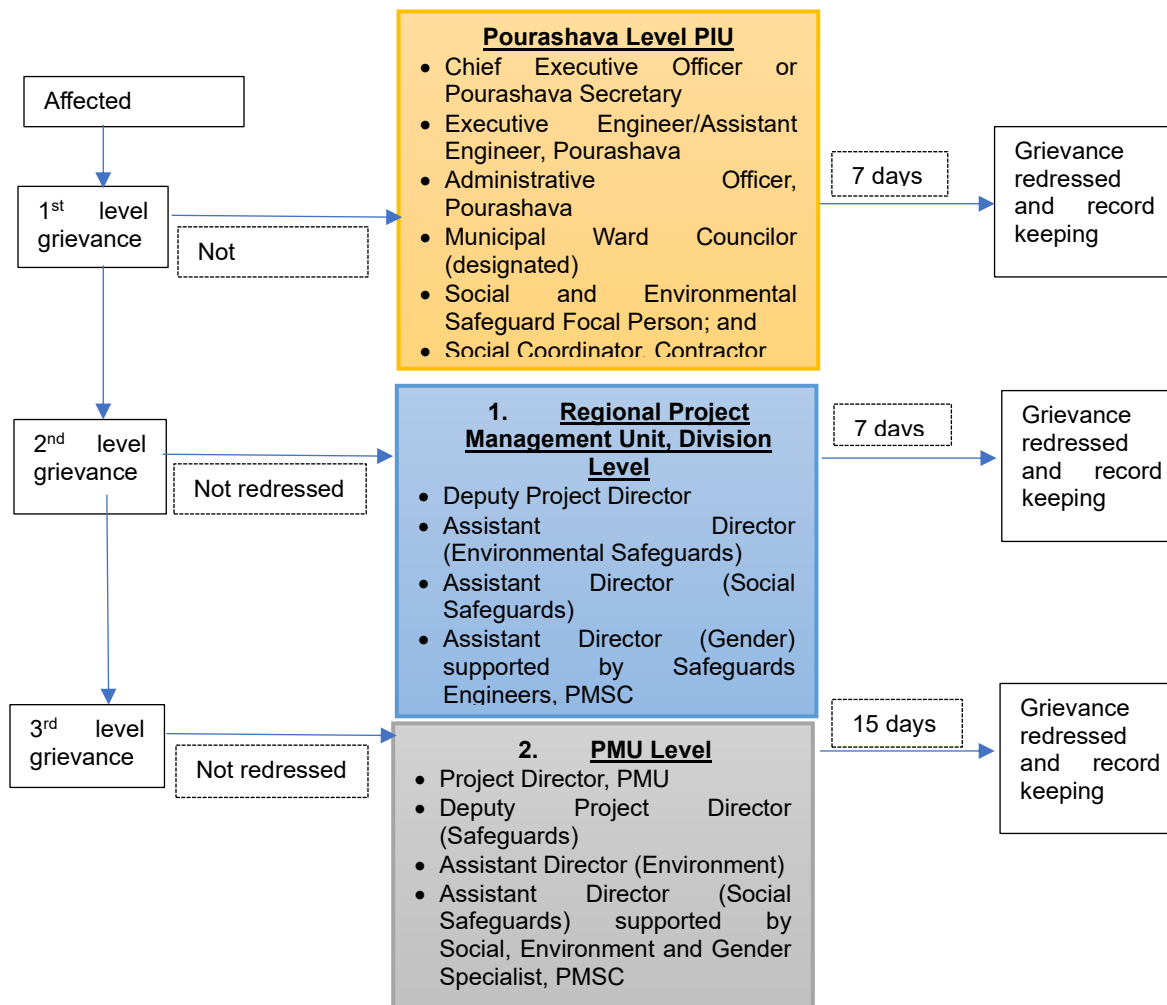
61. **3rd Level Grievance, PMU Level.** All grievances that cannot be redressed within 7 days at RPMU level will be brought up to the PMU level. The RPMU safeguards team will refer any unresolved or major issues to the PMU level grievance redress team, that will be headed by the Project Director and 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
- (vi) Women representative(s) from a Civil Society Organization (CSO), local elected

representative (if required), and representative from small ethnic community.⁶

62. The grievance redress process is represented in **Figure 4**.

Figure 4: 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 TMRESC are assessed, the PIU-level grievance redress committee/team will have representation of the affected TMRESC.

63. 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.

⁶ TMRESC representation at GRC 3rd level (PMU level) will be ensured in case of any TMRESC/ indigenous peoples impacts (positive or negative) is assessed in the project area. The representative from TMRESC can be a leader of TMRESC groups, or representative suggested by the TMRESC themselves, and/or a representative member of a CSO working with the TMRESC, to be decided by PMU.

64. 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.

65. **Record keeping.** Records will be kept by PIU of the *Pourashava* of all grievances received, including contact details of complainant, date of 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.

66. **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.

67. **Costs.** All costs involved in resolving the complaints (meetings, consultations, communication and reporting/information dissemination) will be borne by the concerned PIU at Pourashava-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, TMRESC representative/NGOs) to attend GRC meetings will be reimbursed by the concerned PIU. Cost estimates for grievance redress are included in detail estimates of the sub-project.

VI. BUDGET TO IMPLEMENT SUBPROJECT COMPONENT

68. A budget is included this DDR for the implementation of the subproject component, 'Construction/improvement of two roads' under Kolaroa *Pourashava*. The budget will include (i) conducting detailed measurement survey in case of design or alignment changes at design verification stage, (ii) consultation and grievance redress cost, and (iii) contingency provision. The budget is outlined in **Table 4**.

Table 4: Budgetary provision for the implementation of DDR

Item Description	Unit	Rate (BDT)	Total Amount (BDT)
DMS survey for DDR updating	As required	Lumpsum	150000.00
Consultation	As required	Lumpsum	100000.00
Grievance Redress	As required	Lumpsum	150000.00
Sub-total			400000.00
Contingency (20% of sub-total)			80000.00
Grand Total			480,000.00

VII. CONCLUSION

A. Summary and Conclusion

69. The due diligence exercise has confirmed that the road construction subproject in Kolaroa *Pourashava* of Satkhira district, will involve construction/improvement of a total of two roads spanning 3,750 m. This subproject is specifically designed to avoid any need for land acquisition or incur resettlement impacts to the residents/commercial structures. There will be no impact on structures, whether fully or partially built, permanent or temporary. People's livelihoods will also not be affected by the construction activities. However, it's important to acknowledge that unforeseen issues can arise during construction. 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. An effective grievance redress mechanism is already in place at *Pourashava*. This system allows for any claims or complaints to be submitted and ensures they are heard promptly and fairly. The mechanism also facilitates solutions to any problems that may occur. This proactive approach will help to minimize disruption and ensure the sub-project benefits the community as planned.

70. The details of the subproject have been disseminated during the public consultation meetings and FGDs with stakeholders, community leaders and local people including women who attended the Public Consultation sessions. The concerns, opinions and recommendations of the participants of the consultative meetings and FGDs are noted for preparing the DDR.

71. Based on the public consultation, the recommendations were drawn include (i) increase height of roads from ground level to avoid water stagnation and minimize damage of roads during rainy season, (ii) increase road width to allow for the comfortable passage of two vehicles simultaneously, improving traffic flow and reducing congestion, (iii) use high-quality construction materials and construction practices to ensure the durability of the roads and provide long-term benefits for the community, (iv) incorporate cross-culverts and/or pipe drain across the road to facilitate efficient drainage of rainwater from one side of the road to the other, ultimately draining into nearby canals or rivers to prevent water logging situation, (v) initiate construction work promptly and prioritize completion before the rainy season to minimize disruptions of daily household activities caused by waterlogging, (vi) integrate relevant stakeholders and the local community throughout all sub-project stages, fostering transparency, addressing concerns promptly, and promoting a sense of community ownership, (vii) install signage displaying detailed information about the sub-project scope and intended benefits to keep the community informed, (viii) establish a system to effectively address any grievances raised by the community during construction, ensuring complaints are handled promptly and fairly, and (ix) prioritize the employment of local people, including skilled and unskilled women during construction to provide job opportunities within the community.


72. The proposed road construction will not involve land acquisition or resettlement impacts or indigenous peoples impacts; hence, preparation of a resettlement plan or indigenous peoples plan is not required. This report has been prepared for documentation and official record. This summarized the assessment of the project's impact and anticipated outcomes based on the relevant maps, drawings, and any other related documents, field visits and consultations. The involuntary resettlement and indigenous peoples screening checklist is prepared and submitted in **Appendix 2**.

B. Next Steps

73. 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. The following information will be included in the updated social safeguards document:

- (i) 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.
- (ii) Formal and informal consultations will be carried out including, but not limited to: focus group discussions (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 local female members residing beside the roads and appraise their opinions about the proposed roads including the linking roads. The updated DDR will include details of such consultations.

Appendix 1: Ownership Certificate of Land for Proposed 02 Roads of Kalaroa Pourashava



কলারোয়া পৌরসভা কার্যালয়

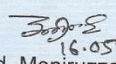
কলারোয়া, সাতক্ষীরা।

ফোন-০৪৭২৪-৭৫৫১২, ফ্যাক্স-০৪৭২৪-৭৫৫১৩, ই-মেইল : kalpou@yahoo.com

Land Ownership Certificate of Proposed Two Roads under Kalaroa Pourashava

This is to certify that a package of roads (Package no.: e-GP/CTCRP/KOLARD-01) consists of two road schemes in two wards of Kalaroa Pourashava has been proposed in DPP for the improvement of infrastructure for the fiscal year 2023-2024 under the "Coastal Towns Climate Resilience Project" of Local Government Engineering Department. As these road schemes will be implemented at the land of the existing ROW of roads of Pourashava, there is no need of land acquisition and no further complexity is anticipated. These proposed road schemes are not included in the implementation of any other projects. The inhabitants of the Pourashava will be highly benefited if these road schemes are implemented. The proposed road schemes are given below:

SI #	Name of Road Scheme
01	Construction of RCC road starting from Muraikati Bottola mor to United High School at Ch. 00m to 1580m, and Link Road-01 at Ch. 00m to 170m, and Construction of 13 nos. RCC Box Culvert (Size 6.00mx1.00mx1.00m) on the same road at Ch. 190m, 230m, 280m, 370m, 634m, 798m, 865m, 965m, 1000m, 1105m, 1155m, 1243m, & 1317m of Ward No. 08 under Kalaroa Pourashava, District: Satkhira (Total length=1750.0m)
02	Construction of RCC road starting from Pilot High School via Tulshidanga Kali Bari to Shuvonkor Kati mor at Ch. 0.00m to 1718m, & Link Road -01 at Ch. 0.00 to 80m, Link Road-02 at Ch.0.00m to 202m of Ward No-02 under Kalaroa Pourashava, District: Satkhira (Total length=2000.0m)


 16.05.2024
 Md. Moniruzzaman
 Mayor
 Kalaroa Pourashava
 Kalaroa, Satkhira

❖ কলারোয়া পৌরসভার পরিশোধ বারনাম ❖ নগরকে পরিষ্কার রাখুন

Appendix 2: Involuntary Resettlement and Indigenous Peoples Screening Checklists

Date: 14 May 2024

<p>A. Project Data</p> <p>Country/Project No./ Project Title : Country : Bangladesh</p> <p>: ADB No.: 55201-001</p> <p>Coastal Towns Climate Resilience Project</p> <p>Sub-project: Construction/improvement of 02 roads under Kolaroa <i>Pourashava</i>, District: Satkhira</p>
<p>B. Comments</p> <p>There is no involuntary resettlement and Indigenous Peoples impact in this subproject. Therefore, the preparation of a Resettlement Plan/IPP is not required with respect to the involuntary resettlement impact and indigenous peoples for the construction/improvement of the following selected road schemes of Kolaroa <i>Pourashava</i>, District: Satkhira.</p> <ul style="list-style-type: none"> ➤ Scheme # 01: RD-01: Construction of RCC road starting from Muraikati Bottola mor to United High School at Ch. 00m to 1580m, and Link Road-01 at Ch. 00m to 170m, and Construction of 13 nos. RCC Box Culvert (Size 6.00mx1.00mx1.00m) on the same road at Ch. 190m, 230m, 280m, 370m, 634m, 798m, 865m, 965m, 1000m, 1105m, 1155m, 1243m, & 1317m of Ward No. 08 under Kolaroa <i>Pourashava</i>, District: Satkhira (Total length=1750.0m) ➤ Scheme # 02: RD-02: Construction of RCC road starting from Pilot High School via Tulshidanga Kali Bari to Shuvonkor Kati mor at Ch. 0.00m to 1718m, & Link Road -01 at Ch. 0.00 to 80m, Link Road-02 at Ch.0.00m to 202m of Ward No-02 under Kolaroa <i>Pourashava</i>, District: Satkhira (Total length=2000.0m) <p>Screening Checklists (Appendix 2a and Appendix 2b) of these proposed roads are given below:</p>

Appendix 2a: 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 ROW of road under the jurisdiction/ownership of <i>pourashava</i> . 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 the <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: Not Applicable				
Any estimate of the likely number of persons that will be displaced by the Project? [X] No [--] Yes				
If yes, approximately how many? _____				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [X] No [--] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [X] No [--] Yes				

Note: The project team may attach additional information on the project, as necessary.

Appendix 2b: Indigenous Peoples Impact Screening Checklist

KEY CONCERNS (Please provide elaborate 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, scheduled tribes, tribal peoples), "minorities" (ethnic or national minorities) or "indigenous communities" in the project area?		X		There is 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?		X		
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)		X		
11. Will the project affect the livelihood systems of Indigenous Peoples? (e.g., food production system, natural resource management, crafts and trade, employment status)		X		
12. Will the project be in an area (land or territory) occupied, owned, or Used by Indigenous Peoples, and/or claimed as ancestral domain?		X		
C. Identification of Special Requirements				
<i>Will the project activities include:</i>				
13. Commercial development of the cultural resources and knowledge of Indigenous Peoples?		X		
14. Physical displacement from traditional or customary lands?		X		
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?		X		
16. Establishing legal recognition of rights to lands and territories that are traditionally owned or customarily used,		X		

KEY CONCERNS (Please provide elaborate on the Remarks column)	YES	NO	NOT KNOWN	Remarks
occupied or claimed by indigenous peoples?				
17. Acquisition of lands that are traditionally owned or customarily used, occupied or claimed by indigenous peoples?		X		

Appendix 3: Details of consultation meetings, photographs and attendance sheets

A. Total Participants

SI #	Place of meeting	Ward #	Date and Time	# of Participants		
				Male	Female	Total
01	Palbari Morh	08	15 May 2024: 5:00 pm	26	00	26
02	Shankarker Morh, Tulshidanga	02	14 May 2024: 6:30 pm	08	08	16
03	Murarikati	08	15 May 2024; 6:00pm	22	03	25
04	Shuvankarkati Morh	02	14 May 2024; 5:45pm	20	00	20
	Total			76	11	87

B. Photographs



Picture 16: Consultation meeting with local people at Palpara Morh of ward # 08



Picture 17: Consultation meeting with local people at Shankarer Morh of



Picture 18: Consultation meeting with local people at Murarikati of ward # 08



Picture 19: Consultation meeting with local people at Shuvankarkati Morh of ward # 02

C. Attendance sheets

Coastal Towns Climate Resilience Project
Consultative meeting with local people
Attendance Sheet

Date & Time: 15/05/2024, 5:00 pm, Place: Palbari Mor, Ward # 08

Sl #	Name of Participant	Occupation	Gender	Mobile Number	Signature
01	জন: হাফিজ	শ্রমিক	M	01705540928	হাফিজ
02	জন: বাবুল হোসেন	শ্রমিক	M	01315976501	বাবুল
03	শ্রী: মিজু হোসেন শ্রমিক	শ্রমিক	M	01703580546	মিজু
04	আব্দুল হোসেন	শ্রমিক	M	01727965885	আব্দুল হোসেন
05	আব্দুল আলী	শ্রমিক	M	01926307112	আব্দুল আলী
06	হাজি	শ্রমিক	M	01753539330	হাজি
07	হাজি	শ্রমিক	M	01931648980	হাজি
08	হাজি	শ্রমিক	M	01795169763	হাজি
09	হাজি	শ্রমিক	M	01709838491	হাজি
10	হাজি	শ্রমিক	M	01307742377	হাজি
11	হাজি	শ্রমিক	M	01756028380	হাজি
12	হাজি	শ্রমিক	M	01742102368	হাজি
13	হাজি	শ্রমিক	M	01785679727	হাজি
14	হাজি	শ্রমিক	M	01906378510	হাজি
15	হাজি	শ্রমিক	M	01307742410	হাজি
16	হাজি	শ্রমিক	M	01947824110	হাজি
17	হাজি	শ্রমিক	M	01906378510	হাজি
18	হাজি	শ্রমিক	M	01518322538	হাজি
19	হাজি	শ্রমিক	M	01714579982	হাজি
20	হাজি	শ্রমিক	M	01715212313	হাজি

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Sl #	Name of Participant	Occupation	Gender	Mobile Number	Signature
21	ଆନୁଷ୍ଠାନ	ଆନୁଷ୍ଠାନ	m	01990861289	ଆନୁଷ୍ଠାନ
22	କୋଷ୍ଠାଳୟ	କୋଷ୍ଠାଳୟ	m	019281115712	କୋଷ୍ଠାଳୟ
23	ହାଟିକ	ହାଟିକ	m	01732437125	ହାଟିକ
24	ଫୁଲ	ଫୁଲ	m	01723912712	ଫୁଲ
25	ଜା. ବିକାଶ (ଅନୁଷ୍ଠାନ)	ଜା. ବିକାଶ	m	01913937975	ଜା. ବିକାଶ
26	ଜା. ବିକାଶ (ଅନୁଷ୍ଠାନ)	ଜା. ବିକାଶ	m	01787135607	ଜା. ବିକାଶ
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Coastal Towns Climate Resilient Project

Package Number:

Attendance Sheet

Consultative meeting with local people

Name of Pourashava: Kalaroa Pourashava Ward No.: 02

Name of Place: Shankarer mor, Tulshidanga

Date & Time: 14/05/24, 6:30pm

Sl #	Name of Participant	Gender	Occupation	Mobile number	Signature
01	শ্রী. শ্রীমতি	M	চাকরি	01752311715	শ্রীমতি
02	শ্রীমতি	M	চাকরি	01860297367	শ্রীমতি
03	শ্রী. শ্রীমতি শ্রীমতি	M	কমিসারি	01913216261	শ্রীমতি
04	শ্রীমতি	M	চাকরি	01728905757	শ্রীমতি
05	শ্রীমতি	M	চাকরি	01400223815	শ্রীমতি
06	শ্রীমতি	M	চাকরি	01765963139	শ্রীমতি
07	শ্রীমতি	F	শ্রীমতি	01927034454	শ্রীমতি
08	শ্রীমতি	F	শ্রীমতি	01728905757	শ্রীমতি
09	শ্রীমতি	F	শ্রীমতি	01798265678	শ্রীমতি
10	শ্রীমতি	F	শ্রীমতি	01718002751	শ্রীমতি
11	শ্রীমতি	F	শ্রীমতি	0194775808	শ্রীমতি
12	শ্রীমতি	F	শ্রীমতি	01712700864	শ্রীমতি
13	শ্রীমতি	M	চাকরি	00966328022	শ্রীমতি
14	শ্রীমতি	M	চাকরি		শ্রীমতি
15					

Coastal Towns Climate Resilience Project
consultative meeting with local people
Attendance Sheet

Date & Time: 15/05/2024; 6:00pm; Place: Murarikati, Ward #08

Sl #	Name of Participant	Occupation	Gender	Mobile Number	Signature
01	କୋଷି କୁମାର ଦାସ	କୃଷି	m	-	କୋଷି କୁମାର
02	କୋଷି, ବନି	କୃଷି	m	01999706775	Sk Rony
03	କୋଷି, ତମରା	କୃଷି	m	01967586083	କୋଷି ଆନି
04	କୋଷି, ତମରା	କୃଷି	m	-	କୋଷି
05	କୋଷି, କୋଷି ଦାସ	କୃଷି	m	01986673118	କୋଷି, କୋଷି
06	କୋଷି, କୋଷି ଦାସ	କୃଷି	m	-	କୋଷି
07	କୋଷି, ତମରା	କୃଷି	m	01873435105	କୋଷି, ତମରା
08	କୋଷି, ବନି	କୃଷି	m	-	କୋଷି, ବନି
09	କୋଷି, କୋଷି	କୃଷି	m	01965462237	କୋଷି
10	କୋଷି, ବିନି	କୃଷି	m	01855229647	କୋଷି
11	କୋଷି, ବିନି	କୃଷି	F	-	କୋଷି, ବିନି
12	କୋଷି, ବିନି	କୃଷି	F	-	କୋଷି
13	କୋଷି, ବିନି	କୃଷି	F	-	କୋଷି
14	କୋଷି, ବିନି	କୃଷି	m	01721349204	କୋଷି
15	କୋଷି, ବିନି	କୃଷି	M	01767-535358	କୋଷି
16	କୋଷି, ବିନି	କୃଷି	m	01720428913	କୋଷି
17	କୋଷି, ବିନି	କୃଷି	m	0166644560	କୋଷି
18	କୋଷି, ବିନି	କୃଷି	m	01728903859	କୋଷି
19	କୋଷି, ବିନି	କୃଷି	m	01729380880	କୋଷି
20	କୋଷି, ବିନି	କୃଷି	m	0292124000	କୋଷି

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Sl #	Name of Participant	Occupation	Gender	Mobile Number	Signature
21	ଅମଳା	ବିଧି	m	01886749822	ଅମଳା
22	ଅମଳା	ବିଧି	m	01306748436	ଅମଳା
23	ନୀଳା ଦାସ	ବିଧି	m	01716134331	ଅମଳା
24	ଅମଳା ଦାସ	ବିଧି	m	01785931935	ଅମଳା
25	ଅମଳା ଦାସ	ବିଧି	m	01883957018	ଅମଳା
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Coastal Town Climate Resilient Project

Package Number:

Attendance Sheet

Consultative meeting with local people

Name of Pourashava: Kalaroa Pourashava

Ward No.: 02

Name of Place: Shuvangur Kate mor

Date & Time: 14/05/24 ; 5:45pm

Sl #	Name of Participant	Gender	Occupation	Mobile number	Signature
01	MD. Abdul Satter	m	Business	01743-9783	Signature
02	আব্দুল	m	ফিল্ড	019561424	Signature
03	মুন্সি আব্দুল	m	ফিল্ড	01943519105	Signature
04	ফিল্ড	m	ফিল্ড	017583318	Signature
05	আব্দুল	m	ফিল্ড	017168220	Signature
06	আব্দুল হান্নান	m	ফিল্ড	01920-2222	Signature
07	আব্দুল হান্নান	m	ফিল্ড	03790-2222	Signature
08	আব্দুল হান্নান	m	ফিল্ড	019062222	Signature
09	আব্দুল হান্নান	m	ফিল্ড	01966334448	Signature
10	আব্দুল হান্নান	m	ফিল্ড	01795265201	Signature
11	আব্দুল হান্নান	m	ফিল্ড	01767-1778	Signature
12	আব্দুল হান্নান	m	ফিল্ড	0174971981	Signature
13	আব্দুল হান্নান	m	ফিল্ড	01722-2222	Signature
14	আব্দুল হান্নান	m	ফিল্ড	01314967231	Signature
15	আব্দুল হান্নান	m	ফিল্ড	02906-2222	Signature
16	আব্দুল হান্নান	m	ফিল্ড	01320476193	Signature
17	আব্দুল হান্নান	m	ফিল্ড	01755937052	Signature
18	আব্দুল হান্নান	m	ফিল্ড	01937742883	Signature
19	আব্দুল হান্নান	m	ফিল্ড	01922870260	Signature
20	আব্দুল হান্নান	m	ফিল্ড	01740653556	Signature

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Appendix 4: Details of FGDs, with photographs and attendance sheets

A. Total Participants

SI #	Place of meeting	Ward #	Date and Time	# of Participants		
				Male	Female	Total
01	Kazipara	08	15 May 2024: 6:45 pm	00	15	15
02	House of Asgar Ali, Uttar Murarikati	08	16 May 2024: 12:10 am	00	20	20
	Total			00	35	35

B. Photographs



Picture 20: FGD with female at Kazipara of ward # 08



Picture 20: FGD with female at the house of Asgar Ali, Murarikati of ward # 08

C. Attendance sheets

Coastal Towns Climate Resilience Project
FGD with Female
Attendance Sheet

Date & Time: 15/05/24; 6:45; Place: Kazipara, Ward #08

Sl #	Name of Participant	Occupation	Gender	Mobile Number	Signature
01	সোহাগ, অমল্য হাভু	সহকারী	F	01308956624	সোহাগ
02	সোহাগ, অমল্য হাভু	সহকারী	F	-	সোহাগ
03	সোহাগ, অমল্য হাভু	সহকারী	F	01985039487	সোহাগ
04	সোহাগ	সহকারী	F	01223426793	সোহাগ
05	সোহাগ, অমল্য হাভু	সহকারী	F	0129432818	সোহাগ
06	সোহাগ, অমল্য হাভু	সহকারী	F	01959286079	সোহাগ
07	সোহাগ, অমল্য হাভু	সহকারী	F	-	সোহাগ
08	সোহাগ	সহকারী	F	-	সোহাগ
09	সোহাগ, অমল্য হাভু	সহকারী	F	-	সোহাগ
10	সোহাগ	সহকারী	F	01810972910	সোহাগ
11	সোহাগ	সহকারী	F	01753603559	সোহাগ
12	সোহাগ	সহকারী	F	01927176296	সোহাগ
13	সোহাগ	সহকারী	F	01873998904	সোহাগ
14	সোহাগ	সহকারী	F	01499057520	সোহাগ
15	সোহাগ, অমল্য হাভু	সহকারী	F	01906470274	সোহাগ
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Coastal Towns Climate Resilient Project

Package Number:

Attendance Sheet

... F.G.D... with... Female ...

Name of Pourashava: Kalaroa Pourashava Ward No.: 08

Name of Place: H/O Asgar Ali, Uttar Murarikati

Date & Time: 16/05/2024, 12:10 pm

Sl #	Name of Participant	Gender	Occupation	Mobile number	Signature
01	মল্লিকা বসু	F	হুসিন	-	মল্লিকা
02	উম্মি-আজম	F	"	-	উম্মি আজম
03	ফাতেমা খাতুন	F	"	০১৭২৭৪৪৭	ফাতেমা
04	গোমালিমা খাতুন	F	"	০১৭৬২৫৭৭	গোমালিমা খাতুন
05	আমা. মাহিনা খাতুন	F	"	-	আমিনা
06	আমা. গোমালিমা খাতুন	F	"	-	গোমালিমা
07	মুন্নি খাতুন	F	"	০১৭৪৩৪৬	মুন্নি
08	মুন্নি মুনতাজা	F	"	০১৭৩৩৫২৪	মুন্নি
09	মল্লিকা খাতুন	F	"	০১৭৪৫৭৪৭	মল্লিকা
10	ফাতেমা খাতুন	F	"	০১৭৬৪৫৫	ফাতেমা
11	লিপিমা খাতুন	F	"	-	লিপিমা
12	মল্লিকা খাতুন	F	"	-	মল্লিকা
13	আমা. বোকেয়া খাতুন	F	"	-	বোকেয়া
14	আমা. মাহিনা খাতুন	F	"	-	মাহিনা
15	আমা. গোমালিমা	F	"	০১৭৩৭	গোমালিমা

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16	ଶ୍ରୀମା. ଶ୍ରୀମାଳୀ ଚଉର	F	ଶ୍ରୀମାଳୀ	୦୪୬୨୧୮ ୯୫୭୭	ଶ୍ରୀମାଳୀ
17	ଶ୍ରୀମା. ନାମିନୀ ଚଉର	F	୮	୦୪୬୨୧୪ ୯୫୭୭	ନାମିନୀ
18	ନାମିନୀ ନାମିନୀ	F	୪	୦୪୬୨୧୪ ୯୫୭୭	ନାମିନୀ
19	ଶ୍ରୀମା. ଶ୍ରୀମାଳୀ	F	୪	୮୭୨୩	ଶ୍ରୀମାଳୀ
20	ଶ୍ରୀମାଳୀ ଚଉର	F	୮	-	ଶ୍ରୀମାଳୀ
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Appendix 5: Sample Grievance Registration Form

The Coastal Towns Climate Resilience 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	<input type="checkbox"/> Male <input type="checkbox"/> Female	Age	
Home Address					
Place					
Phone no.					
E-mail					
Complain/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/Telephone	
Reviewed by: (Names/Positions of Official(s) reviewing grievance)	
Action taken:	
Whether Action Taken Disclosed:	<input type="checkbox"/> Yes <input type="checkbox"/> No
Means of Disclosure:	
Grievance Related to Project Component/ Modalities of Financing:	