

# Land Acquisition and Resettlement Due Diligence Report

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## **PUBLIC**

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Bangladesh: Coastal Towns Climate Resilience Project – Construction/Improvement of 3 Roads under Patuakhali *Pourashava*, District: Patuakhali

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

## **CURRENCY EQUIVALENTS**

(As of November 2022)

Currency unit	–	taka (Tk)
Tk 1.00	=	\$ 0.01
\$ 1.00	=	Tk 102.31

## **ABBREVIATIONS**

ADB	-	Asian Development Bank
AIDS	-	Acquired Immunodeficiency Syndrome
BAN	-	Bangladesh
CDTA	-	Capacity Development Technical Assistance
SCTEIP-II	-	Second Coastal Towns Environmental Infrastructure Improvement 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
TLCC	-	Town Level Co-ordination Committee
SPS	-	Safeguard Policy Statement

## **WEIGHTS AND MEASURES**

°C	–	Degree Celsius
km	–	kilometer
m	–	meter
Tk	–	Taka
%	–	Percentage

## **NOTE**

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 (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 level<sup>1</sup> 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.<sup>2</sup> 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 improvement programs for basic service improvement implemented in each *Pourashava* following poverty reduction action plan.

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<sup>1</sup> 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

<sup>2</sup> 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.

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.<sup>3</sup>

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, behaviour 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 ( <i>Pourashava</i> )	District	Town ( <i>Pourashava</i> )
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

8. Construction of 3 RCC roads (5,860m length) and roadside drains in Patuakhali *Pourashava* is one of the proposed subproject components of CTCRP project. The current condition of BC roads is very poor. The RCC road will improve connectivity of project area and improve transportation facility of *Pourashava* people and visitors also. **Table 2** for the summarized scope of work:

<sup>3</sup> 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.



Table 2: Construction/Improvement of Roads Components

SI No	Name of the Roads	Start and End Point (Ward Covered)	Existing Features			Proposed		Roads/ Land Ownership		Remarks
			Length (m)	Width (m)	Type	Width (m)	Type			
1	ROAD-1: Construction of RCC Road	Launch Ghat to Patuakhali Bridge (Sadar Road) via Shishupark, New Market, Sadar Hospital (Ch 0+000 to 3+088) with 6 Link (Length 1.044 km) as Link-01 West side of Alauddin Shisu Park, Link -02 Sadar Road to Sanirvar Road (Oil mil Road) Link -03 Sadar Road to Chinmay babu house road with drain, Link -04 Brotnel Road with Drain, Link-05 New Market to Diabetic Hospital Road with Drain, Link 06 Puraton Fari Ghat to Anowar Hossen Mia House Ward No. 03,05, 06, 07, 08 & 09	3088.0 m	6.00 m	Damage d RCC Road	6.00 m	RCC Road	Patuakhali Pourasha va	Required length and width is available at the proposed site. Top slab of roadside drain will be load bearing. Then road pavement and drain top slab makes a complete width of road.	RCC drain will be constructed along with (a) Link 02 Sadar Road to Sanirvar Road (Oil mil Road) (d) Link 06 Puraton Fari Ghat to Anowar Hossen Mia House
			Link-2 180.0m	3.00 m	Damage d CC Road	Link-2 2.60m with 1.00m wide side drain	RCC Road			
			Link-6 350.0m	3.00m	Earthen Road	Link-6 1.65m with 1.30m wide side drain	RCC Road			
2	ROAD-2: Improvement of Road by RCC & Uni-Block	Titas Cinama Turning to Garur Band Via Polytechnic Institute (Ch:0+000 to1+482m)  Ward No. 04	1482.00m	4.00 Pava /10.00 m Earthen Total 14.00	RCC Road	Ch0.0-117(L/S) 5.00m  Ch0.0-308(R/S) 5.00m  Ch117-308(L/S) 4.00m  Ch308-512(L/S)	Uni-Block Road	Patuakhali Pourasha va	Required length and width is available at the proposed site.	

SI No .	Name of the Roads	Start and End Point (Ward Covered)	Existing Features			Proposed		Roads/ Land Ownership		Remarks
			Length (m)	Width (m)	Type	Width (m)	Type			
						5.00m  Ch308-385(R/S) 5.00m  Ch385-445(R/S) 4.00m  Ch512-820 New bed 4.30m  Ch820-1302 New bed 4.85m  ch1302-1482 New bed 6.00m				
3	ROAD-3: Construction of RCC Road	Launch Ghat Center Para School to Titas Cinema Turning via Kutty Sarkar Azad Bhaban (Ch 0+000 to 1+290) with Six Links ( Length =1.301 km) as Link 01 Azad Bhaban turning to Mithapukur Road (430m), Link 02 Jahangir Mohori House Road Engr. Younus Mia House Road (85m) Link -03 Girls School Road to Khaleq Sikder House (80m) Link -04 West side of Latif School Road (200m) Link	Link-4 435.0m          Link-6 430.0m	Damaged RCC road 2.00m and road side drain 1.00m       Average	Damaged CC Road       Damaged BC Road	Road 2.00m Drain 1.00m       (4.80+6.30+5.60+6.60+4.40)/5 m	RCC Road and Road Side Drain       RCC Road and Road	Patuakhali Pourashava	Required length and width is available at the proposed site. impact is assessed	Link-4 Road 435.0m Road Side Drain-470.0m       Link-6 Sabujbag Road to Mukti Clinic Road with Side Drain(Lenth-600.00m) &

SI No .	Name of the Roads	Start and End Point (Ward Covered)	Existing Features			Proposed		Roads/ Land Ownership		Remarks
			Length (m)	Width (m)	Type	Width (m)	Type			
		-05 Palbari Housing Road (75m) Link -06 Sabugbag More to Mukti Clinic Road (PTI Road) 431m Ward No. 04&05		6.00m width		Average width 5.54m	Side Drain			Protection Work-65.0m

9. The proposed construction of 3 nos. roads by RRC and uni block roadside drains, and protection works will be undertaken within the existing RoW and Patuakhali *Pourashava* owned land. Hence, road widening is not required. During the field visit and assessment, it is envisaged that any kind of structures or livelihood will not be impacted due to the project implementation.

### **C. Scope of the Due Diligence Report**

10. The scope of the DDR includes 3 nos. of roads (5,860m) and roadside drain in Patuakhali *Pourashava* in Patuakhali District.

11. The report is prepared based on the available preliminary design and the Subproject 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.

12. 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 Safeguard Policy Statement (ADB SPS), 2009. All construction work will use *Pourashava* land, and no private land acquisition or involuntary resettlement impacts have been identified as the proposed land is free from any encumbrances.

13. 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. This report describes the findings and provides copies of relevant documents, community consultations and photographs.

14. 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 start of construction. The Executive Engineer of the concerned *Pourashava* will be the focal person for all social safeguard related issues. The draft DDR will be reviewed and disclosed on MLGRDC, LGED and ADB websites.

## **II. PROJECT DESCRIPTION**

### **A. About the Project Area**

15. Patuakhali *Pourashava* spread over 26.00 sq. km. Patuakhali *Pourashava* is in Patuakhali District. Patuakhali *Pourashava* is bounded by the river Laukathi to the North, Bahalgachhia Khal to the South, Lohalia river to the East and Kurir Khal to the West. About 9,223 holdings with 180,000 population are currently resides in the *Pourashava*. The *Pourashava* was established in 1892 and it consists of 9 wards. Most of the areas of Patuakhali district are surrounded by rivers and being adjacent to the Bay of Bengal, natural disasters visit the district every year. Subsequently, the inhabitants of the *Pourashava* suffer much from the disaster. 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 for Patuakhali district. The district is more susceptible to cyclonic surges and heavy rainfalls.

16. Patuakhali *Pourashava* was formed on 1882 as a "C" class *Pourashava* with an area of 9.06 sq km. Now the *Pourashava* has been upgraded to "A" class *Pourashava*. Patuakhali *Pourashava* is located in the middle of Patuakhali district and has developed as a centre of

trade and commerce. Puratan Adalat Bhaban, New Market are in the heart of the town. Currently about 180,000 people are living in Patuakhali *Pourashava*, out of which 70.0% are Muslim and 30.0% are Hindus. The *Pourashava* has a total of 526.66 km pucca road, 83.00 km semi-pucca 6.00km kancha road are exists in the *Pourashava*. The *Pourashava* has also about 206.50 km RCC and brick drain and 0.71km kancha drain.<sup>4</sup>

17. There are 5 Haats (growth centre) and 1 *Pourashava* owned markets, 1 government hospitals, 2 government college, 8 private colleges, youth development center 1, madrasa 28, 2 government and 7 non-government, secondary schools, 9 kindergarten, 11 public toilets, 1 fire service station, 3 *Eidgah* (Religious place, generally Muslim takes prayer twice in a year), bus stand 3, 1 graveyard, 1 crematory, 105 mosques, 1 temple and 85 ponds.

18. Average literacy rate of the *Pourashava* is 74.3%. The *Pourashava* consists of 9 wards and 1 elected mayor, 9 councilors and 3 reserved female councilors are working as public representative. Civic services include *Pourashava* cleanliness, street lighting, construction and repair of roads, drains, culverts. During various calamities, clean water supply and various services are provided to the victims. The *Pourashava* has plans to strengthen the provision of citizen services by increasing collection of revenue by taking up income generating activities. Patuakhali *Pourashava* also has plans to develop as a tourist centre with roads, sewerage modernization, construction of children's park, installation of cable cars, modernization of entertainment spots.

## **B. Location of the Site**

19. The proposed sites for the roads under Patuakhali *Pourashava*, District: Patuakhali 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.

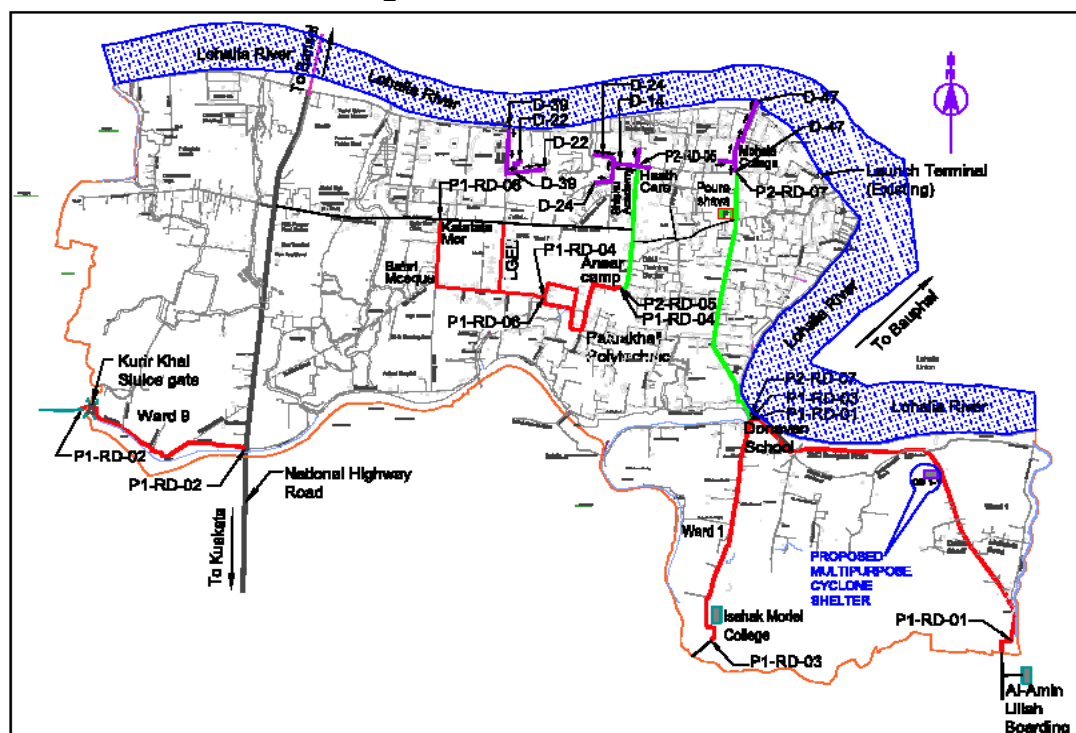
20. The project consists of three components (i) improved climate-resilient infrastructure (ii) strengthening institutional capacity, governance, and awareness; (iii) project management and administrative support. The outcome of the project will be improved access to climate disaster resilience municipal 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.

21. Total length of RCC pavement roads are 5,860 m. To mitigate the water logging problem, drainage along with the roadside with footpath facilities are designed to improve the urban facilities as per field requirements.

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<sup>4</sup> <https://patuakhalimunicipality.gov.bd/>

Figure 1: Location of Roads



### III. LAND AVAILABILITY AND RESETTLEMENT IMPACTS

#### A. Land Acquisition and Involuntary Resettlement

22. **Proposed Site for Road:** The scope of land acquisition and involuntary resettlement is assessed during the field visits and data collection. 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. All the construction works will be undertaken for the proposed road improvements will be within the RoW of *pourashava* roads. Efforts have been made by the 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. Livelihood impact will be avoided in small market area by executing work during night hours and with proper safety, executing works in a phased manner ensuring uninterrupted access to all households and business activities. As per design, the construction / improvement will not have resettlement impacts the structures (residential and commercial), and common properties within the vicinity of the selected roads.

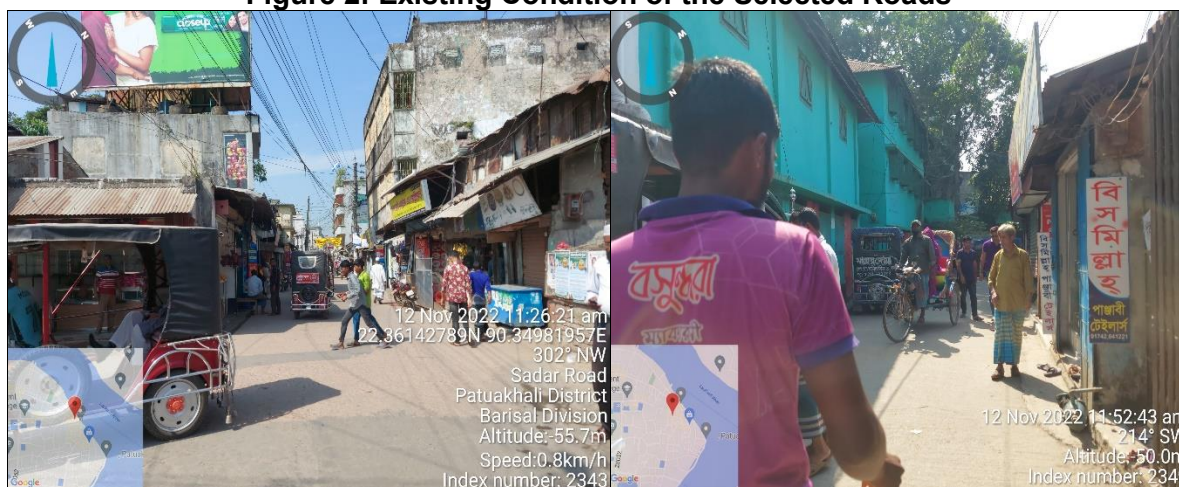
Table 3: Road-Wise Details Land Acquisition and Resettlement Impacts

Sl. No.	Name of Roads	Start and End Point (Wards Covered)	Road-wise Details of Land Ownership and Involuntary Resettlement
1	ROAD-1: Construction of RCC Road	Launch Ghat to Patuakhali Bridge (Sadar Road) via Shishupark, New Market, Sadar Hospital (Ch 0+000 to 3+088) with 6 Link (Length 1.044 km) as Link-01 West side of Alauddin Shisu Park, Link -02 Sadar Road to Sanirvar Road (Oil mil Road) Link -03 Sadar Road to Chinmay babu house road with drain, Link	Construction of 3.09 km roads and roadside drains will be undertaken within the existing right-of-way under the ownership of <i>Pourashava</i> . Structure loss or livelihood losses are not assessed as no road widening will be required under the proposed interventions. No land acquisition or involuntary resettlement impact is assessed.

Sl. No.	Name of Roads	Start and End Point (Wards Covered)	Road-wise Details of Land Ownership and Involuntary Resettlement
		-04 Brotnel Road with Drain, Link-05 New Market to Diabetic Hospital Road with Drain, Link 06 Puraton Fari Ghat to Anowar Hossen Mia House Ward No. 03,05, 06, 07, 08 & 09	
2	ROAD-2: Construction of RCC Road	Titas Cinema Turning to Garur Band Via Politrcnic Institute Ward No 04 (Ch 0+000 to 0+860)	Construction of 1.48 km roads will be undertaken within the existing right-of-way under the ownership of <i>Pourashava</i> . Structure loss or livelihood losses are not assessed as no road widening will be required under the proposed interventions. No land acquisition or involuntary resettlement impact is assessed.
3	ROAD-3: Construction of RCC Road	Launch Ghat Center Para School to Titas Cinema Turning via Kutty Sarkar Azad Bhaban with Six Links (Length =1.301 km) as Link 01 Azad Bhaban turning to Mithapukur Road (430m), Link 02 Jahangir Mohori House Road Engr. Younus Mia House Road (85m) Link -03 Girls School Road to Khaleq Sikder House (80m) Link -04 West side of Latif School Road (200m) Link -05 Palbari Housing Road (75m) Link -06 Sabugbag Moer to Mukti Clinic Road (PTI Road) 431m Ward No. 04&05 (Ch 0+000 to 1+290)	Construction of 1.29 km roads will be undertaken within the existing right-of-way under the ownership of <i>Pourashava</i> . Structure loss or livelihood losses are not assessed as no road widening will be required under the proposed interventions. No land acquisition or involuntary resettlement impact is assessed.

23. Refer to **Figure 2** for a selection of photos showing the existing conditions of the selected roads to be constructed/ improved under the Project.

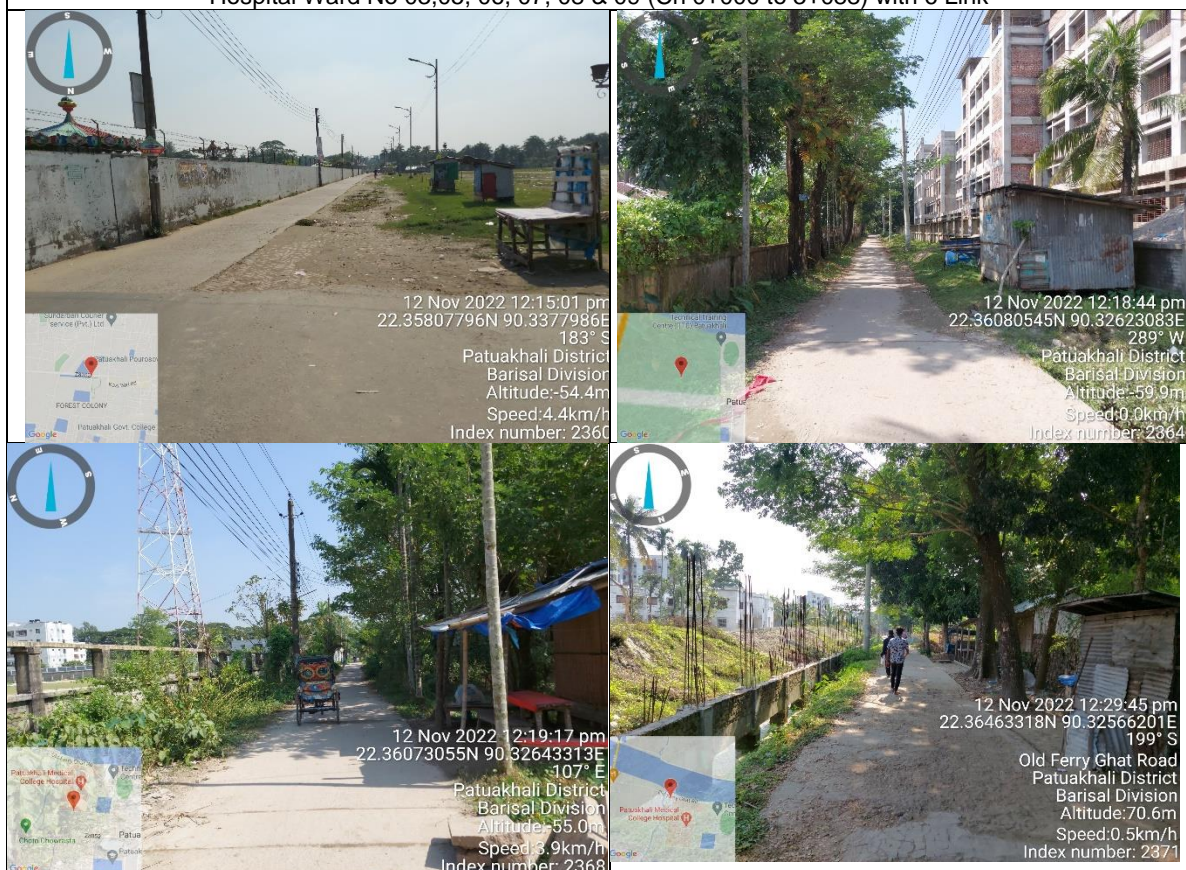
**Figure 2: Existing Condition of the Selected Roads**







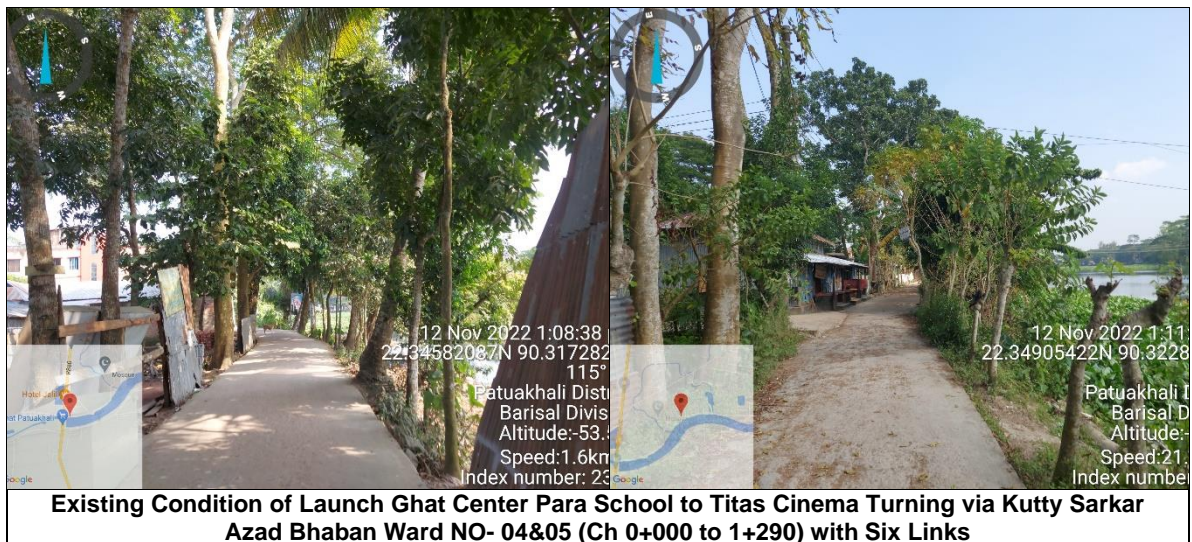
Existing condition of Launch Ghat to Patuakhali Bridge (Sadar Road) via Shishupark, New Market, Sadar Hospital Ward No 03,05, 06, 07, 08 & 09 (Ch 0+000 to 3+088) with 6 Link



Existing condition of Titas Cinema Turning to Garur Band via Politcnic Institute. Ward No 04







## B. Impacts on Indigenous Peoples

24. There are no indigenous people present in the project area, hence Indigenous Peoples safeguards is not triggered. All the proposed construction activities will be done within the right of way of government land (Patukhali *pourashava*). No direct or indirect impacts on the dignity, human rights, livelihood systems, or natural or cultural resources or territories of TRMESC are anticipated. Refer to **Appendix 1** and **2** for the involuntary resettlement and Indigenous Peoples Impact Screening Checklists.

## IV. FIELD WORK AND PUBLIC CONSULTATION

### A. Outline of the Field Work

25. The DDR was prepared in consultation with the stakeholders. Meetings and individual interviews were held by involving related stakeholders. Consultations have been made 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, concerns and suggestions including the possible impacts for the project intervention. 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.

26. During subproject preparation, consultations were held with the official representatives of the line agencies, and also the communities from the selected road sites and the nearby project areas. None of the community members opposed the subproject.

### B. Public Consultation

27. The DDR was prepared in consultation with the stakeholders. Meetings and individual interviews were held by involving related stakeholders. Consultations have been made 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. 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.

28. During subproject preparation, consultations were held with the official representatives of the line agencies, and also the communities from the selected road sites and the nearby project areas. None of the community members opposed the subproject.

29. Public participation and community consultation has been taken up as an integral part of 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 community concerned.

30. 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.

31. 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.

32. 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. The main groups of stakeholders met are: local authorities, community people and schools, colleges, mosque, Madrassa and cooperative leaders. 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.

33. During these consultations, the project explained to the communities about the project, its benefits, social and environmental impacts. The participants were encouraged to be open and make known their concerns and claims, if any. 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; and to obtain stakeholders responses, feedback and concerns on the project. After the presentations, the community was given opportunity to give their views, comments, and queries. The concerns of the communities were addressed during the meeting in which the local participants expressed repeatedly their main concerns as follows road connectivity and access issues, prospects of jobs and income generating activities; and potential disruption to road users and public access during construction phase.

34. During these consultations, the project explained to the communities about the project, its benefits, social and environmental impacts. The participants were encouraged to be open and make known their concerns and claims, if any. 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; and to obtain stakeholders responses, feedback and concerns on the project. After the presentations, the community was given opportunity to give their views, comments, and queries. The concerns of the communities were addressed during the meeting in which the local participants expressed repeatedly their main concerns as follows road

connectivity and access issues, prospects of jobs and income generating activities; and potential disruption to road users and public access during construction phase.

35. Comments or questions raised by stakeholders were responded to. The consultant explained that positive and adverse 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.

36. The information obtained from public consultation and views as well as concerns from different stakeholders are given in details in **Table 4**.

**Table 4: Summary of Public Consultation**

01	Question	What is the construction plan of the proposed Roads?
	Answer	Proposed Roads will be 3.00 m wide road with rigid/flexible pavement including road side drain also.
02	Question	What is role and responsibility for construction and operations
	Answer	<i>Pourashava</i> will play role as implementing agency in construction, operation and maintenance of the subproject in the <i>Pourashava</i> area
03	Question	How will <i>Pourashava</i> support cost for major maintenance
	Answer	This is the responsibility of the <i>Pourashava</i> to manage required fund for repair and maintenance, as well as logistics during disaster period for realizing 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 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 accordingly to job requirement.
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

### C. Focus Groups Discussions (FGD)

37. 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.

38. 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.

39. Further Public consultations and Focus Group Discussions (FGD) were conducted for the proposed roads on 4<sup>th</sup> December 2020 at the existing road with 42 local people (Male-38 and Female-4). 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.

40. 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) Discussion on social safeguards requirements 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.

#### D. Summary of Discussions

41. The existing condition of the roads is poor and needs development for the smooth transport network. Water logging is also a great problem in the *Pourashava*. During the rainy seasons water logging is common problems. Local people expressed their deep interest for development of the selected roads and construction of drains under the Project. 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.

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

43. Refer to **Figure 3** for the photographs during the FGD held at the respective road sites, Refer to **Appendix 3** for the record of the consultation meeting.

**Figure 3: FGD held at Selected Road Sites**







## E. Future Consultation and Disclosure

44. This DDR 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.

45. 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.
- (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 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.

## V. GRIEVANCE REDRESS MECHANISM

46. A project-specific grievance redress mechanism (GRM) has been established<sup>5</sup> 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 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 is appropriately adjusted to accommodate the change in institutional arrangements under CTCRP.

47. **Common GRM.** A common GRM has been placed for social, environmental, or any other grievances related to the project; the resettlement plans, 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.

48. 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.

49. 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 complaints register that will be kept in *Pourashava* offices. Appendix 4 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 redressal on environmental and social safeguards issues and for registration of grievances, related disclosure, and communication with the aggrieved party.

50. **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.

51. **1<sup>st</sup> 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 *Pourashava* 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

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<sup>5</sup> PMU level GRC has been established on 15 November 2023. Subsequently PIU level GRC has been formed. List of 22 PIU level GRC Append in SSMR as Appendix 4.

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 Councillor (designated)
- (iv) EHS Supervisor/Social Coordinator, Contractor

52. 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.

53. **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)
- (v) Assistant Director (Gender) supported by Construction Supervision and Safeguards Engineers /Asst. Supervision and Safeguards Engineers, PMSC.

54. **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); and
- (v) Assistant Director (Gender) supported by Social, Environment and Gender Specialist, PMSC.

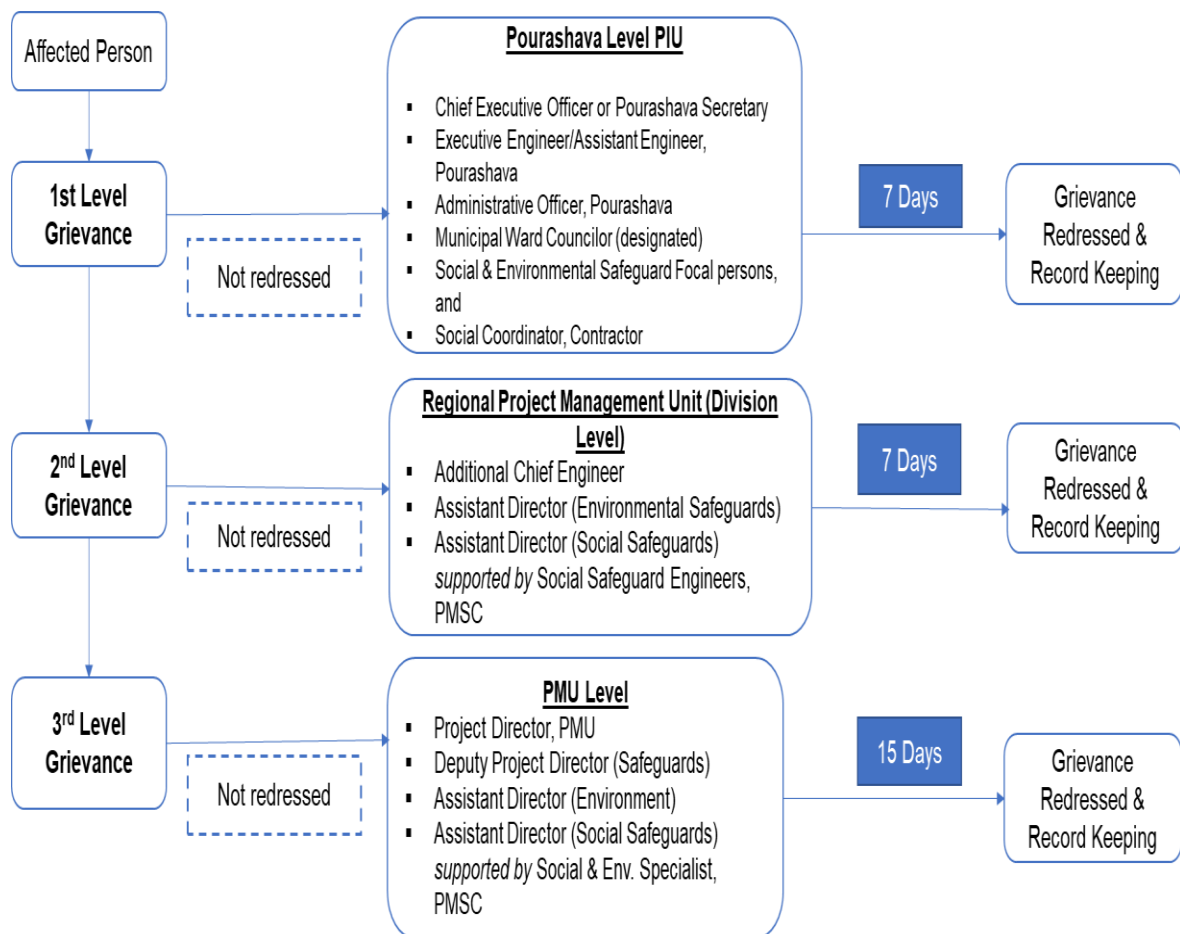
55. The grievance redress process is represented in Figure 4.

56. 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.

57. 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 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 SEC are assessed, the PIU-level grievance redress committee/team will have representation of the affected SECs.

58. **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.

59. **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.

60. **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

61. A budget is included in this due diligence for implementation of the subproject component, 'Construction of 3 roads' under Patuakhali *Pourashava*. The budget includes provision for (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. The budget is outlined in Table 5.

**Table 5: Budgetary Provision for Implementation of DDR**

Item Description	Unit	Rate (BDT)	Total Amount (BDT)
A. DMS Survey for DDR updating	LS	-	1,50,000.00
B. Consultation	LS	-	1,50,000.00
C. Grievance Redress			1,50,000.00
<b>Subtotal</b>			<b>4,50,000.00</b>
D. Contingency (20%)			90,000.00
<b>Grand total</b>			<b>5,40,000.00</b>

## VII. CONCLUSIONS

### A. Summary and Conclusion

62. It is concluded from the due diligence exercise that the proposed infrastructure improvements which include construction/improvement of the 3 roads, totaling 5,860 m. in Patuakhali *Pourashava*, District: Patuakhali will not incur resettlement impacts. No person is likely to incur loss of income because of the project intervention. 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, and 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. This will enhance the provision of timely and meaningful hearings and facilitate solutions.

63. Project information as well as information on 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 drawn including: i) involve local communities in all stages of project pl and development, ii) establish permanent communication between project initiators and local authorities, iii) setup a grievance redress mechanism which will publicized through *Pourashava* level coordination 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.

64. 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 documentation and official record. This report summarizes the assessment of project impact and outcome based on the relevant maps, drawings and related documents, field visits and consultations. The involuntary resettlement and indigenous peoples screening checklists are attached in **Appendix 1 and 2**.

### B. Next Steps

65. The DDR will be updated during design verification by the contractor; in case of any design or alignment change. 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) 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 and Impact Checklist

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

## Appendix 2: Indigenous Peoples Impact Screening Checklist

KEY CONCENS (Please provide elaborations on the Remarks column)	YES	NO	NOT KNOWN	Remarks
<b>A. Indigenous Peoples Identification</b>				
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?		✓		There are no tribes, minor races, ethnic sects and communities 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?				<b>Not applicable</b>
3. Do such groups self-identify as being part of a distinct social and cultural group?				<b>Not applicable</b>
4. Do such groups maintain collective attachments to distinct habitats or ancestral territories and/or to the natural resources in these habitats and territories?				<b>Not applicable</b>
5. Do such groups maintain cultural, economic, social, and political institutions distinct from the dominant society and culture?				<b>Not applicable</b>
6. Do such groups speak a distinct language or dialect?				<b>Not applicable</b>
7. Has such groups been historically, socially and economically marginalized, disempowered, excluded, and/or discriminated against?				<b>Not applicable</b>
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?				<b>Not applicable</b>
<b>B. Identification of Potential Impacts</b>				
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?		✓		
<b>C. Identification of Special Requirements</b> <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 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?		✓		

### Appendix 3: Record of Focus Group Discussion

**FGD for: Contract Package No. e-GP/CTCRP/2020-21/PAT/RD/01**

**Date:** 27-10-2021

**Place:** *Pourashava*: Patuakhali

Road Identification: Road No. 1

- (i) ROAD-1: Construction of RCC Road from Launch Ghat to Patuakhali Bridge (Sadar Road) via Shishupark, New Market, Sadar Hospital with 6 Links Link-01 West side of Alauddin Shisu Park, Link -02 Sadar Road to Sanirvar Road ( Oil mil Road) Link -03 Sadar Road to Chinmay babu house road with drain, Link -04 Brotnel Road with Drain, Link-05 New Market to Diabetic Hospital Road with Drain, Link 06 Puraton Fari Ghat to Anowar Hossen Mia House RD-2: Construction of Road by RCC starting from Anil Mazi Kheaghat to Gabkhan Bridge;
- (ii) ROAD-2: Construction of RCC Road Titas Cinama Turning to Garur Band Vis Politrncic Institute. Construction of Road by RCC starting From Bisaw Road to Badam Tola Kheaghat; and
- (iii) ROAD-3: Construction of RCC Road from Launch Ghat Center Para School to Titas Cinema Turning via Kutty Sarkar Azad Bhaban with Six Links ( Length =1.301 km) as Link 01 Azad Bhaban turning to Mithapukur Road ( 430m), Link 02 Jahangir Mohori House Road Engr. Younus Mia House Road (85m) Link -03 Girls School Road to Khaleq Sikder House (80m) Link -04 West side of Latif School Road (200m) Link -05 Palbari Housing Road (75m) Link -06 Sabugbag Moer to Mukti Clinic Road (PTI Road) 431m.

Number of Participants=42

**Date: 29 April 2021**

**Time: 9.30a m**

**Conducted by: Mamun Ar Rashid and Kushal Roy**

**Designation: Resettlement Expert and Environmental Expert**

**Summary of Discussions:** SCTEIIIP-II Social Safeguard Expert and Resettlement Expert conducted Focus Group Discussion Meeting on 29/4/2021. 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 SCTEIIIP-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 their ownership
2. Construction of road and roadside 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 the proposed road construction.
4. Benefits from these infrastructure establishments to the community, Workers Health and Safety.
5. Disseminate information about project implementation.

## B. Emergency and Gender Development Issues:

5. Participation of women workers in the workforce is encouraged, if interested. Women will be provided with the same wage scale and personal protective equipment will be provided (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. PIU safeguards focal must monitor contractors' assignments for gender development issues. Proper documentation as per LGED reporting format.
9. PIU safeguards focal with the support of divisional/regional office must arrange gender awareness raising meetings with the TLCC members at project /Ward level (a minimum 2 such meetings in a week)- as per LGED guideline/manual.

A total number of 20 local persons attended the short time meeting. During question-and-answer session the local people hoped that the entitled persons would not be harassed unnecessarily during compensation payment.

### 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; and
- Construction works should be completed in dry season.

The photographs on FGD session and attendance are attached separately.

### 2.14 Photographs of FGD Sessions:









### Attendance Sheet of FGD

Improvement of Road by RCC starting from Anil Mazi Kheaghat to Gabkhan Bridge in Ward No. 7 of Patuakhali Pourashava. Length 800m

Improvement of Road by RCC starting From Bisaw Road to Badam tola Kheaghat in Ward No. 7 of Patuakhali Pourashava. Length 770m

**Coastal Towns Environmental Infrastructure Project (CTEIP)**  
**Local Government Engineering Department (LGED)**  
**Focused Group Discussion (FGD)**

Place: \_\_\_\_\_ Date: \_\_\_\_\_  
 Conducted by: \_\_\_\_\_ Time: \_\_\_\_\_

Sl. No.	Name	Occupation	Cell Phone	Signature
	নিম্ন শ্রম		01781841133	[Signature]
	কাজক			[Signature]
	বাজ্যক শ্রম			[Signature]
	শ্রমিক কাজ		01725497569	[Signature]
	সদয় শ্রম			[Signature]
	শ্র. মালিক			[Signature]
	শ্র. শ্রমিক			[Signature]
	কবির শ্রম			[Signature]
	কবির শ্রম			[Signature]
	মল্লিক শ্রম			[Signature]
	নামিক শ্রম			[Signature]
	কবির শ্রম		01729569660	[Signature]
	মল্লিক শ্রম		01748989009	[Signature]
	বালিক			[Signature]
	আ.কম বালিক		01637916999	[Signature]
	(শ্র. বালিক)		01725-376713	[Signature]
	শ্র. বালিক		01756395854	[Signature]
	শ্র. বালিক			[Signature]
	শ্র. বালিক		01784682112	[Signature]
	আ.কম বালিক			[Signature]
	বালিক বালিক			[Signature]

Improvement of Road by RCC Starting from Kritepasha Bottala to back side of NESARABED Madrasha via Nurul Haq member house in Ward No. 6 of Patuakhali Pourashava. Length 1550m

Improvement of Road by RCC starting from Jubo Unnaion Culvert to Nesarabed Mohila Madrasha and Towers West Ondho Hujur House in Ward No. 6 of Patuakhali Pourashava. Length 2500m

**Coastal Towns Environmental Infrastructure Project (CTEIP)**  
**Local Government Engineering Department (LGED)**  
**Focused Group Discussion (FGD)**

Place: \_\_\_\_\_ Date: \_\_\_\_\_  
 Conducted by: \_\_\_\_\_ Time: \_\_\_\_\_

Sl. No.	Name	Occupation	Cell Phone	Signature
	বাহিকুল হুসেন		01736871686	[Signature]
	নূর জোহান্না		01777404248	[Signature]
	মজন		01221742236	[Signature]
	মকবুল হোসেন			[Signature]
	বাহিকুল		0178503010	[Signature]
	মা: দেলোয়ার		01735287509	[Signature]
	নূরুল আমিন		01792115653	[Signature]
	মনিম		01714808545	[Signature]
	মিনন জ:		01762746220	[Signature]
	সানাফ মিয়া		01768773903	[Signature]
	বাবুল		01823486668	[Signature]
	মোহাম্মদ		01691678697	[Signature]
	মুদাভুত		01707624066	[Signature]
	জা: মাহবুব মিয়া		01852276668	[Signature]
	আনাউদ্দিন		0189275758	[Signature]
	মোহন মিয়া		0182822089	[Signature]
	নিমন মিয়া		01892131411	[Signature]
	বিশ্বাস			[Signature]
	জামিন হান			[Signature]
	জামাল হোসেন			[Signature]
	মজন		01762072481	[Signature]

### 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.

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

#### FOR OFFICIAL USE ONLY

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