

Land Acquisition and Resettlement Due Diligence Report

PUBLIC

Document Stage: Draft for Consultation
Project Number: 55201-001
June 2024

Bangladesh: Coastal Towns Climate Resilience Project – Construction/Improvement of 06 Roads under Paikgachha Pourashava, District: Khulna

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

CURRENCY EQUIVALENTS

(As of November 2023)

Currency unit	-	Taka (Tk.)
Tk. 1.00	=	\$0.01
\$ 1.00	=	TK. 109.75

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 Administrative Management
PAP	-	Project Affected Person
PIU	-	Project Implementation Unit
PPTA	-	Project Preparatory Technical Assistance
SCF	-	Strategic Climate Fund
SIA	-	Social Impact Assessment
SPS	-	Safeguard Policy Statement
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 June 2023.
- (ii) In this report, "\$" refers to United States dollar.

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

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

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

Table 1: List of Pourashavas according to the Districts Where the Project will be Implemented

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

8. The construction/improvement of 06 roads in Paikgachha *Pourashava* of Khulna district is one of the proposed subproject components of CTCRP. The proposed roads will improve the connectivity and transportation facility of the *Pourashava*.

C. Scope of Due Diligence Report

9. This due diligence report (DDR) is prepared for the proposed construction/improvement of 06 roads in Paikgachha *Pourashava* of Khulna 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;

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.

discussions with related stakeholders and PIU/*Pourashava* authorities, and consultation with local people including male and female of different occupations.

10. 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 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 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 start of construction. The Executive Engineer of the Paikgachha *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. SUBPROJECT DESCRIPTION

A. Location of Subproject Area

13. Paikgachha *Pourashava* is located in Paikgachha Upazilla about 80 km. from District Headquarter, Khulna. It is located in the southern side of Khulna district and south-west region of Bangladesh. The outer location of Paikgachha Upazilla is Dumuria Upazilla on the North, Koira Upazilla on the South, Dacope Upazilla on the east and Assasuni Upazilla of Satkhira District on the West of this *Pourashava*. It lies on 22°35'00" North latitude and 89°20'00" East longitude. The *Pourashava* is divided into a total of nine wards. The *Pourashava* came into existence on 1st February 1997. It is a class "A" type *Pourashava*. Owing to its low-lying location, most areas of the coastal town remain submerged and inundated during heavy rainfalls. These cause difficulties for the community people, especially those living in impoverished conditions, often disrupting communication and hampering people's daily activities.

14. According to the BBS, 2022, the total population of Paikgachha *Pourashava* is 19,546 of which 9,668 (49.46%) are male and 9,878 (50.54%) are female. The total household of this *Pourashava* is 5234 with average household size is 3.69. Increasing trend of literacy is observed in the Paikgachha *Pourashava* over the decades. The literacy rate is 83.11% in 2022 again 52.80% in 2011.⁴

15. The social composition is from rich to poor and different religious groups are living together. No indigenous peoples/ Tribes, Minor Races, Ethnic Sects and Communities (TRMESOC) are living in this *Pourashava*. According to the BBS, 2011, the Population of Paikgachha are Muslim, Hindu and Christian. In 2011, the density of population was 2311 per sq.km. Paikgachha *Pourashava* consists of five mouzas with an area of 6.94 sq. km. It is evident from land use survey of the *Pourashava* that about 39.49% of the *Pourashava* lands are still under agriculture.⁵

16. From the socio-economic sample survey, it reveals that about 33.50% household has monthly income of Tk. 5001-10000. The high-income people with income ranging from Tk. 30001 and above constitute 9.80%. According to the BBS 2011, the main sources of household income in Paikgachha *Pourashava* are as: service 59.34%, agricultural labor 38.06% and industry 2.60%.

17. The traffic and transportation problem in Paikgachha *Pourashava* has been continuously increasing as the development and management of road network has not been commensurate with the increasing demand for its usage. Traffic congestion, accidents, pedestrian and parking difficulties, air and noise pollution are among the problems. Traffic congestion is one of the most important and critical problems now being identified in Paikgachha *Pourashava*. Paikgachha *Pourashava* is primarily inhabited by local people who have been living in the *Pourashava* area for a long time. The proposed sites for the construction/improvement of roads are located within the *Pourashava* area, which are mostly within urban and semi-urban areas.

⁴ Population and Housing Census 2022, National Report (Volume I).

⁵ Master Plan of Paikgachha *Pourashava*, 2011-2031.

18. The location map of proposed roads of Paikgachha *Pourashava* is given in Figure 1 as below and the GPS coordinates of the roads are given in Table 2.

Figure 1: The Location Map of Proposed Roads of Paikgachha Pourashava



Source: earth.google.com

B. Description of Subproject Components

19. The subproject components include six RCC roads. Although seven roads were proposed in this subproject as per DPP, the *Pourashava* has excluded one road (Scheme # 5) because a stadium will be constructed at the site. Thus, the total number of roads to be constructed/ improved under this subproject component is six. The roads are spread over four wards of the *Pourashava* such as RD 10 (scheme # 1) in ward number 03 and ward number 05, RD 11 (Scheme # 2) and RD 12 (Scheme # 3) in ward number 05, and RD 13 (Scheme # 4), RD 15 (Scheme # 6) in ward number 09, and RD 16 (Scheme # 7) in ward number 04. The total length of the roads is 3,297 m. The proposed alignments for the roads under Paikgachha *Pourashava*, District: Khulna is located within the *Pourashava* area, which are mostly within urban and semi urban areas. 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.

20. To mitigate the water logging problem and improve the urban facilities, the two box culverts are also designed, as required, across the roads. The box culverts will be RCC in type.

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.

21. The existing types of roads under the subproject are: (i) five brick flat soiling roads (RD 10, RD 11, RD 12, RD 13, and RD 16), and (ii) one earth road (RD 15). All the roads are poor and damaged in condition.

22. All the proposed roads will be RCC roads. The proposed length of all roads will remain same as the existing length ranging from 125 m to 1185 m. The width of RD 16 will remain the same while the width of RD 10, RD 11, RD 12 and RD 13 will be widened from 1.83 m to 3.00 m, 1.67m to 2.50m or 3.00m (as per available vacant and unused space), 1.67m to 2.50m and 2.15m to 3.00m respectively. For RD 15, the total road width is 4.50m (which includes the pavement, slope, shoulder, etc.); out of which, only 4.0m is required for the proposed RCC.

23. The widening of these roads is proposed considering that there is no settlement or no dwellers are residing along the Right of Way (ROW) of road, no economic activities are being conducted and no structure will be affected. The existing condition and proposed features of roads are shown in Table 2.

24. The main activities to be performed for the implementation of the subproject 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) earth filling, (vii) box culverts, (viii) water bound macadam (WBM), (ix) edging, and (x) Palisading.

C. Location of Site of the Subproject

25. The subproject consists of six roads and all the roads are located within the *Pourashava*. The location, existing condition and proposed features of the roads are given in Table 2 below:

Table 2: The Location, Existing Condition and Proposed Features of Six 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 # 1: RD 10: Construction of RCC road work and double palisading work from Ghosal bridge to Mr. Ektar Uddin House via Miss Shewli House (Ch.00 to 1100m) at Ward no. 03 & 05 (Road length = 1100m)														
01	RD 10	Ghosal bridge GPS Coordinate: Lat: 22.606907 Lon: 89.313479	Mr. Ektar Uddin House GPS Coordinate: Lat: 22.597724 Lon: 89.316538	03 & 05	Brick Flat Soiling (BFS) road	1100	1.83	No	RCC road	1100	3.00	No	BFS damaged	
Name of scheme # 2: RD 11: Construction of RCC road with RCC Palisading work from Ghosal Bridge Abason Mosjid to WABDA via Abason Grave (Ch. 00- 340m, Ch. 00-360m, Ch.00-485m)at Ward No. 05 (Road length= 1185m)														
02	RD 11	Ghosal Bridge Abason Mosjid GPS Coordinate: Lat: 22.596031 Lon: 89.318487	Abason Grave GPS Coordinate: Lat: 22.597260 Lon: 89.321411	05	Brick Flat Soiling road	1185	1.67	No	RCC road	1185	2.50-3.00	No	BFS damaged	
Name of scheme # 3: RD 12: Construction of RCC road with RCC palisading work from Mr. Samad Mistry House to Mr. Hamid house (Ch.00-361m) at Ward No. 05 (Road length= 361m)														
03	RD 12	Mr. Samad Mistry House GPS Coordinate:	Mr. Hamid house GPS	05	Brick Flat Soiling road	361	1.67	No	RCC road	361	2.50	No	BFS damaged	

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)	
		Lat: 22.598202 Lon: 89.320968	Coordinate: Lat: 22.597698 Lon: 89.317567										
Name of scheme # 4: RD 13: Construction of RCC road work from Mr. Sabuj house to Pourashava New Building (Ch. 00-365m) at Ward No. 09 (Road length= 365m)													
04	RD 13	Mr. Sabuj house GPS Coordinate: Lat: 22.588191 Lon: 89.308760	Pourashava New Building GPS Coordinate: Lat: 22.590607 Lon: 89.307553	09	Brick Flat Soiling road	365	2.15	No	RCC road	365	3.00	No	BFS damaged
Name of scheme # 6: RD 15: Construction of RCC road work from Shib Bati Moor to Old Feri Ghat (Ch. 00- 161m) at Ward no. 09 (Road length= 161m)													
05	RD 15	Shib Bati Moor GPS Coordinate: Lat: 22.582967 Lon: 89.305835	Old Feri Ghat GPS Coordinate: Lat: 22.581616 Lon: 89.305636	09	Earthen road	161	4.50	No	RCC road	161	4.00	No	Damaged earthen road
Name of scheme # 7: RD-16: Construction of RCC road with double plat palisading work from Bridge Road Puja Udjapan Porishad Low Land to Mr. Vabosindu House via Krishna Poda Vice Chairman House to Mr. Prosad House (Ch. 00- 125m) at Ward No. 04 (Road length= 125m)													
06	RD 16	Bridge Road Puja Udjapan Porishad Low Land	Mr. Vabosindu House	09	Brick Flat Soiling road	125	2.50	No	RCC road	125	2.50	No	BFS damaged

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)	
		GPS Coordinate: Lat: 22.592998 Lon: 89.309396	GPS Coordinate: Lat: 22.593221 Lon: 89.308501										
Total						3,297 m				3,297 m			

26. The existing condition of proposed roads is poor and damaged, and requires construction/ improvement for its proper functionality. The sample snapshots of the existing condition of proposed roads are given below in Figure 2.

Figure 2: Photographs of Existing Condition of Roads



Picture 1: Existing condition of RD 10 (Scheme # 01) at ward # 03



Picture 2: Existing condition of RD 11 (Scheme # 02) at ward # 05



Picture 03: Existing condition of RD 12 (Scheme # 03) at ward # 05



Picture 04: Existing condition of RD 13 (Scheme # 04) at ward # 09



Picture 05: Existing condition of RD 15 (Scheme # 06) at ward # 09



Picture 06: Existing condition of RD 16 (Scheme # 07) at ward # 04

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 six roads where 3297 m roads will be constructed. 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 right of way (ROW) of existing roads under the ownership of Paikgachha *Pourashava*. The ownership certificate of land of six roads is attached in **Appendix 1**. 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. As per design, the construction / improvement will not have resettlement impact on the structures (residential and commercial), and common properties within the vicinity of the selected roads.

28. The baseline data for this DDR is collected from primary and secondary sources. The primary sources include site visits and visual inspection. The secondary sources include reports, books, maps and legal documents from various government and non-government organizations on subject matter.

29. The impacts are assessed based on approved design and standard methodology for the review, field visit data collection and impact assessment. 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, prior to start of construction. The subproject will avoid land acquisition. There is no anticipated impact in terms of Involuntary Resettlement or Indigenous People for the six selected roads. The project will ensure social safeguards avoidance and/or mitigation measures are implemented in accordance to the Resettlement Framework.

30. 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 06 selected roads.

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

Table 3: Road-wise Details of Land Acquisition and Resettlement Impacts

Sl. No.	Road Scheme	Details of Land Acquisition and Resettlement Impacts
1.	Scheme # 1: RD 10: Construction of RCC road work & double palisading work from Ghosal bridge to Mr. Ektar Uddin House via Miss Shewli House (Ch.00 to 1100m) at Ward no. 03 & 05 (Road length = 1100m)	The scheme will be implemented within the ROW owned by the <i>Pourashava</i> . The width of the road will be increased along the vacant space at both sides of the ROW of road. No settlement or dweller or structure (either temporary or permanent) will be affected. No income loss is also assessed. Therefore, no land acquisition and resettlement impact has been identified.
2.	Scheme # 2: RD 11: Construction of	The scheme will be implemented within the ROW

Sl. No.	Road Scheme	Details of Land Acquisition and Resettlement Impacts
	RCC road with RCC Palisading work from Ghosal Bridge Abason Mosjid to WABDA via Abasan Grave (Ch. 00- 340m, Ch. 00-360m, Ch.00-485m) at Ward No. 05 (Road length= 1185m)	owned by the <i>Pourashava</i> . The width of the road will be increased along the vacant space at both sides of the ROW of road. No settlement or dweller or structure (either temporary or permanent) will be affected. No income loss is also assessed. Therefore, no land acquisition and resettlement impact has been identified.
3.	Scheme # 3: RD 12: Construction of RCC road with RCC palisading work from Mr. Samad Mistry House to Mr. Hamid house (Ch.00-361m) at Ward No. 05 (Road length= 361m)	The scheme will be implemented within the ROW owned by the <i>Pourashava</i> . The width of the road will be increased along the vacant space at both sides of the ROW of road. No settlement or dweller or structure (either temporary or permanent) will be affected. No income loss is also assessed. Therefore, no land acquisition and resettlement impact has been identified.
4.	Scheme # 4: RD 13: Construction of RCC road work from Mr. Sabuj house to Pourashava New Building (Ch. 00-365m) at Ward No. 09 (Road length= 365m)	The scheme will be implemented within the ROW owned by the <i>Pourashava</i> . The width of the road will be increased along the vacant space at both sides of the ROW of road. No settlement or dweller or structure (either temporary or permanent) will be affected. No income loss is also assessed. Therefore, no land acquisition and resettlement impact has been identified.
5.	Scheme # 6: RD 15: Construction of RCC road work from Shib Bati Moor to Old Feri Ghat (Ch. 00- 161m) at Ward no. 09 (Road length= 161m)	The scheme will be implemented within the ROW owned by the <i>Pourashava</i> . The RCC works will be confined to a 4m road width, out of the total 4.5 m existing road width (which includes the pavement, slope and shoulder) allowing space on both sides within the ROW. No settlement or dweller or structure (either temporary or permanent) will be affected. No income loss is also assessed. Therefore, no land acquisition and resettlement impact has been identified.
6.	Scheme # 7: RD-16: Construction of RCC road with double plat palasiding work from Bridge Road Puja Udjapan Porishad Low Land to Mr. Vabosindu House via Krishna Poda Vice Chairman House to Mr. Prosad House (Ch. 00-125m) at Ward No. 04 (Road length= 125m)	The scheme will be implemented within the ROW owned by the <i>Pourashava</i> keeping the same width of the road. Therefore, no land acquisition and resettlement impact has been identified.
7.	2-Vent RCC Box-Culvert (3x3), 02 nos.	Two box culverts will be constructed under this package. The culverts will be implemented across the ROW of two roads namely RD 10 and RD 11. No settlement or dweller or structure (either temporary or permanent and partial or full) will be affected. No income loss is also assessed. Therefore, no land acquisition and resettlement impact has been assessed.

Source: Field Assessment, May 2024

B. Impacts on Indigenous Peoples

32. There are no Tribes, Minor Races, Ethnic Sects and Communities' (TMRESC) living in the Paikgachha *Pourashava*. All the proposed construction activities will be done within the right of way and along the existing road routes on government-owned land. Therefore, indigenous peoples safeguards is not triggered in this subproject. No direct or indirect impacts on the dignity, human rights, livelihood systems, or natural or cultural resources or territories of TRMESC are anticipated.

IV. FIELD WORK AND PUBLIC CONSULTATIONS

A. Outline of Field Work

33. The DDR is prepared in consultation with the stakeholders, community leaders and local people including women who are the inhabitants of Paikgachha *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 leaders along with *Pourashava* personnels both at *Pourashava* Office and subproject's sites. The FGDs are held by involving men and 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 subproject. The meetings with stakeholders and FGDs are organized at different sites of the subproject and at *Pourashava* Office.

34. During the consultative meetings, 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. The FGDs are conducted to collect the specific concerns and opinions of men and women on the proposed subproject. None of the community people opposed the subproject.

B. Public Consultation

35. Public participation and community consultation has been taken up as an integral part of the social assessment process of the subproject. 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 the impacts or problems associated with the project as well as the needs of the community people.

36. 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.

37. Consultation meetings helped to establish that there was no impact on the community in terms of loss of livelihood, displacement of structures or resettlement due to this project's activities. Information about the roads' construction/improvement works has been disseminated to the participants. The participants are well aware of the roads' construction/improvement works. During the consultation meetings, the participants expressed that the project would have no 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. The project interventions will not create any obstacles in their daily life activities. Rather they will extend all kinds of cooperation, even movement facilities through their households, if required.

38. A total of five consultation meetings were conducted with related stakeholders and community leaders. One meeting was held at *Pourashava* Office and another two meetings were held at subproject's sites. A total of 124 participants including both male (59) and female (65) attended at the meeting. All of the participants have suggested commencing construction

work as early as possible. They strongly recommend for the project to proceed, as vehicle congestion is the main problem in their municipality. The participants stated that they will not face any problem due to construction work. However, they suggested not constructing the entire length of the road at a time, rather to complete the construction works in sections. They also suggested to use diversion sign in front of the constructed roads. The participants' information along with photographs and attendance sheets is given in Appendix 3 as evidence of consultative meetings with stakeholders and local people.

39. The key concerns raised by the participants during consultation meetings with relevant stakeholders, community leaders and local people are as follows:

- (i) The participants expressed their happiness to know that RCC roads will be constructed and the condition of roads will be highly improved as they face huge difficulties in movement especially during the rainy season and RCC roads will remain good for a long time.
- (ii) The participants mentioned that the roads are too narrow to pass two vehicles at a time and some of the roads become submerged during flood and heavy downpours. Hence, it is highly required to elevate the height of the roads above the flood level.
- (iii) The participants requested to widening of roads at least 10 to 12 feet to ensure the easy movement of vehicles.
- (iv) The participants emphasized not to dismantle any structure during the construction of roads. The *Pourashava* Authority assured that no structure, temporary or permanent will be affected, and no income loss of any people will happen as the roads will be constructed within the existing Right of Way (ROW) of roads.
- (v) The participants suggested installing signage displaying detail information of the project so that stakeholders and local people can inform *Pourashava* authority in case of any avoidance of specification and could help in ensuring the quality of construction work.
- (vi) The participants suggested constructing the roads in such a way that prevents any depression of the road surface after the construction.
- (vii) The participants suggested to use the construction materials as per specification and proportion of the schedule.
- (viii) The participants suggested to provide guide wall as some of the roads are in low land areas and ponds or ditches are beside the roads.
- (ix) The participants mentioned that they will extend their full cooperation despite of some problems in movement during the construction work.
- (x) The participants highly emphasized to engage local laborers both male and female either skilled or unskilled in construction works as per their skill and capacity, if possible.
- (xi) The participants expected that the construction works should be completed as quickly as possible and within the dry season.
- (xii) The participants opined to address the grievance of community people, if any, as quickly as possible.

C. Focus Group Discussion

40. Focus Group Discussion (FGD) was conducted along a proposed road alignment with the community members of various occupations including women. The objective of the FGD was to further appraise the community members especially women about the technical details of

the subproject and to reiterate the environmental and social impacts of the proposed subproject and safeguards measures to mitigate the same. The comments or questions raised by the group were discussed until they were satisfied with the level of information provided. One FGD was conducted at the community level where 21 participants including both male (4) and female (17) members were present. Participants' information of FGD along with photographs and attendance sheets is given in Appendix 4 as evidence of FGD with local people and women.

41. The key issues discussed during the FGD with community people and women are given below:

- (i) The width of roads: Some of the roads are too narrow to allow two vans to pass at the same time. The *Pourashava* authority informed that some roads will undergo widening, while others will maintain their current width. The widening will be undertaken within the Right of Way (ROW), ensuring that no existing structures are affected.
- (ii) Duration of construction: The duration of construction work will be six months.
- (iii) Mode of construction work: Construction work will be done section-wise, and will not be undertaken for the whole road at the same time.
- (iv) Take care of children: The community members need to take care of their children to avoid unwanted injuries or accidents during the construction work.
- (v) Durability and quality of work: The *Pourashava* Authority will monitor the work continuously, throughout the construction period to ensure the durability and quality of work.
- (vi) Dust and noise: Measures will be taken to minimize the dust and noise pollution during construction works.
- (vii) Deployment of local laborers: The contractor will be informed to deploy local laborers both male and female as per their skill. The local female laborers will be given high priority for the construction related jobs and the contractor will be guided to ensure the same.
- (viii) Capacity of road: The road will be constructed in such a way that medium and large vehicles can ply.
- (ix) Compensation of any damage/displacement of structures and loss of income: The *Pourashava* Authority will regularly monitor whether any damage/loss of any structures and loss of livelihood is taking place or not. If such loss is incurred, the *Pourashava* Authority will compensate the damage or loss of income as per ADB's social safeguard policies.
- (x) 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 GRM cell will address them promptly.

42. The key opinions and recommendations of participants of FGD are given below:

- (i) The participants mentioned that they have been suffering a lot due to damaged and narrow roads. They were pleased about the upcoming construction/improvement and widening of roads for their community.
- (ii) 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 trucks, ambulances, vehicles of fire brigade etc. can ply easily.
- (iii) The participants mentioned that their households become flooded with rain water due to lack of drainage facilities. They emphasized the importance of constructing cross-culverts or pipe-drains to facilitate drainage of rainwater into nearby river after heavy downpours.

- (iv) The participants suggested to ensure proper maintenance of roads and culverts by the *Pourashava* authority for their longevity and functionality.
- (v) The participants expressed their hope for a quick start to construction, completion of construction works uninterruptedly, and completion of works before the rainy season.
- (vi) 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.
- (vii) The participants expressed that they did not anticipate any social issues to arise from employing laborers from other areas.

D. Summary of Discussion

43. The residents of the *Pourashava* are excited about the upcoming road construction subproject. The damaged and narrow roads and lack of proper drainage have caused them significant hardship in movement, especially during the rainy season. The subproject will address these concerns by constructing RCC roads, cross-culverts, and widening roads where necessary. The community members have high interest to voluntarily involve in the subproject to ensure the quality of works. They highlighted the need to ensure proper monitoring of construction works, and maintenance of roads and culverts after construction by the *Pourashava* authority for its durability. They also recommended installing signages displaying detailed information of the subproject roads. 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 before the next rainy season. They also emphasized the importance of using local labor, particularly women, whenever possible. To minimize disruption of movement, 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 subproject 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 appreciated ADB's Safeguard Policy.

E. Future Consultation and Disclosure

44. 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 scaled up during the project implementation, to ensure stakeholders participate fully in project execution, as well as to implement the information sharing and communication plan.

45. 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 learning (if any) during construction phase highlighted during consultations will be documented.

- (ii) **Consultation during post-construction phase:** small-scale consultations and focus group discussions will be conducted 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

46. This subproject has no involuntary resettlement impacts whether full or partial, permanent or temporary, physical and economic displacements or loss of livelihood/income. No people will be affected due to this subproject.

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

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

V. GRIEVANCE REDRESS MECHANISM

49. 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.

50. **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.

51. 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.

52. 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.

53. **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. The 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.

54. **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

55. 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.

56. **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.

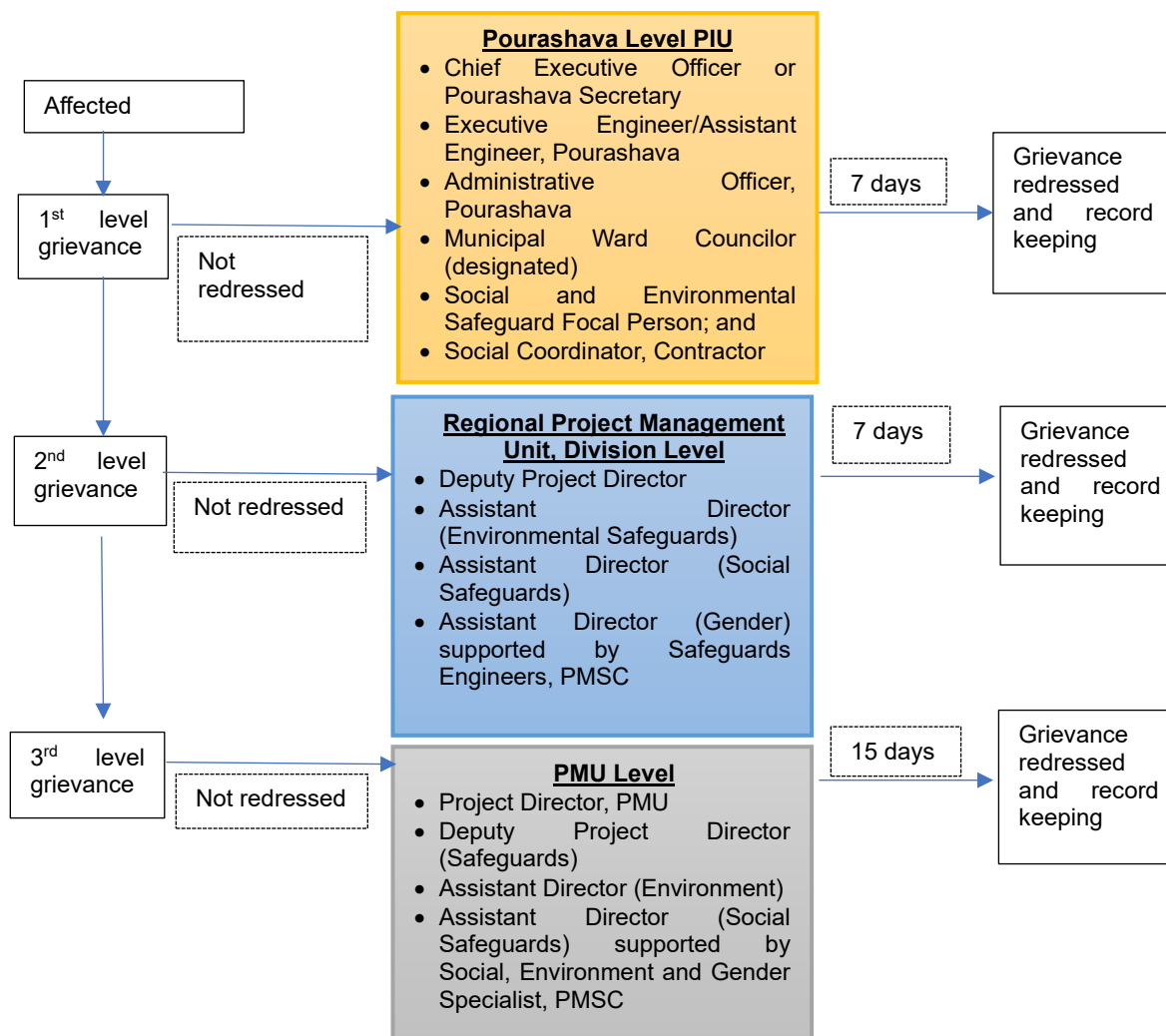
57. **3rd Level Grievance, PMU Level.** All grievances that cannot be redressed within 7 days at RPMU level will be brought up to the PMU level. The RPMU safeguards team will refer any unresolved or major issues to the PMU level grievance redress team, that will be headed by the Project Director and 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

⁶ Small ethnic community representation at GRC 3rd level (PMU level) will be ensured in case of any small ethnic communities/ indigenous peoples impacts (positive or negative) is assessed in the project area. The representative

58. The grievance redress process is represented in Figure 3.

Figure 3: 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.

59. 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.

60. 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

from small ethnic community can be a leader of SEC groups, or representative suggested by the SEC themselves, and/or a representative member of a CSO working with the SEC, to be decided by PMU.

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.

61. **Record Keeping.** Records will be kept by PIU 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.

62. **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.

63. **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 subproject.

VI. BUDGET TO IMPLEMENT SUBPROJECT COMPONENT

64. A budget of due diligence is included in the implementation of the subproject component, 'Construction/improvement of 06 roads' under Paikgachha *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

Item Description	Unit	Rate (BDT)	Total Amount (BDT)
DMS survey for DDR updating	As required	Lump sum	100,000.00
Consultation	As required	Lump sum	100,000.00
Grievance Redress	As required	Lump sum	133,335.00
Sub-total			333,335.00
Contingency (20% of sub-total)			66,667.00
Grand Total			400,002.00

VII. CONCLUSION

A. Summary and Conclusion

65. It is concluded from the due diligence exercise that a total of six roads having the length of 3,297 m will be constructed/improved in Paikgachha *Pourashava*, district: Khulna. 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 subproject benefits the community as planned.

66. This information has been disseminated during the public consultations and FGDs with stakeholders, community leaders and local people including women who have attended the public consultation sessions.

67. During public consultation, recommendations were drawn including: (i) increase the height of roads above the flood 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 subproject stages, fostering transparency, addressing concerns promptly, and promoting a sense of community ownership, (vii) install signage displaying detailed information about the subproject 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.

68. The proposed road construction will not involve land acquisition or resettlement impacts; hence, preparation of a resettlement 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 consultation. The involuntary resettlement and indigenous peoples screening checklist is prepared and attached in **Appendix 2**.

B. Next Steps

69. 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.
- (iii) The photographs of location of box-culverts will be given in updated due diligence report.

Appendix 1: Ownership Certificate of Alignments of the Six Proposed Roads of Paikgachha Pourashava




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Ownership Certificate of Land of Six Roads of Paikgacha Pourashava

This is to certify that a package of roads (Package no.: e-GP/CTCRP/PAIK/RD/02) consists of six road schemes in different wards of Paikgacha 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 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:

Sl. No.	Name of Road Scheme
01	Name of scheme # 1: RD 10: Construction of RCC road work & double palasiding work from Ghosal bridge to Mr. Ektar Uddin House via Miss Shewli House (Ch.00 to 1100m) at Ward no. 03 & 05 (Road length = 1100m)
02	Name of scheme # 2: RD 11: Construction of RCC road with RCC Palasiding work from Ghosal Bridge Abason Mosjid to WABDA via Abasan Grave (Ch. 00- 340m, Ch. 00-360m, Ch.00-485m) at Ward No. 05 (Road length= 1185m)
03	Name of scheme # 3: RD 12: Construction of RCC road with RCC palasiding work from Mr. Samad Mistry House to Mr. Hamid house (Ch.00-361m) at Ward No. 05 (Road length= 361m)
04	Name of scheme # 4: RD 13: Construction of RCC road work from Mr. Sabuj house to Pourashava New Building (Ch. 00-365m) at Ward No. 09 (Road length= 365m)
05	Name of scheme # 6: RD 15: Construction of RCC road work from Shib Bati Moor to Old Feri Ghat (Ch. 00- 161m) at Wrad no. 09 (Road length= 161m)
06	Name of scheme # 7: RD-16: Construction of RCC road with double plat palasiding work from Bridge Road Puja Udjapan Porishad Low Land to Mr. Vabosindu House via Krishna Poda Vice Chairman House to Mr. Prosad House (Ch. 00- 125m) at Ward No. 09 (Road length= 125m)

 21.05.2024

Salim Jahangir
Mayor
Paikgacha Pourashava, Khulna

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Appendix 2: Involuntary Resettlement and Indigenous Peoples Screening Checklists

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> . 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			Yes, ROW of roads will be utilized.
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? _ _____ Not applicable.				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [X] No [--] Yes Not applicable.				
Are any displaced persons from indigenous or ethnic minority groups? [X] No [--] Yes Not applicable.				

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, schedules tribes, tribal peoples),"minorities" (ethnic or national minorities) or "indigenous communities" in the project area?		X		There is no TMRESC present in the project 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)				Not Applicable
11. Will the project affect the livelihood systems of Indigenous Peoples? (e.g., food production system, natural resource management, crafts and trade, employment status)				Not Applicable
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		
A. 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		X		

KEY CONCERNS (Please provide elaborate on the Remarks column)	YES	NO	NOT KNOWN	Remarks
Indigenous Peoples?				
16. Establishing legal recognition of rights to lands and territories that are traditionally owned or customarily used, occupied or claimed by indigenous peoples?		X		
17. Acquisition of lands that are traditionally owned or customarily used, occupied or claimed by indigenous peoples?		X		

Appendix 3: Details of Stakeholder Consultation Meetings with Photographs and Attendance Sheets

A. Total Participants

Sl #	Place of meeting	Ward #	Date and Time	# of Participants		
				Male	Female	Total
01	Saral Baitul Phala Jame Mosjid, Saral	05	7 May 2024: 4:25 pm	12	15	27
02	House of Samad Mistry, Saral	05	7 May 2024: 5:35 pm	14	20	34
03	House of Mr. Sabuj Molla, Golbagan, Shibbari	09	8 May 2024; 11:25 am	05	20	25
04	Shib Bati Morh, Shib Bati	09	8 May 2024; 10:40 am	14	02	16
05	House of Prosad Mistry, Kabita Palli, Saral	04	8 May 2024; 9:15 am	14	08	22
	Total			59	65	124

B. Photographs



Picture 7: Consultative meeting with local people at Baitul Phala Jame Mosjid of ward # 05



Picture 8: Consultative meeting with local people at H/O Samad Mistry of ward # 05



Picture 9: Consultation meeting with local people at H/O Sabuj Molla of ward # 09



Picture 10: Consultation meeting with local people at Shibbati Morh of ward # 09



Picture 11: Consultation meeting with local people at H/O Prosad Mistry of ward # 04

C. Attendance sheets

Coastal Towns Climate Resilient Project

Package Number: _____

Attendance Sheet

Consultative meeting with local people

Name of Pourashava: *Pailgaicha Pourashava* Ward No.: *05*

Name of Place: *Sahal Baitul phala Jame masjid, sahal*

Date & Time: *07/05/2024, 4:35 pm*

Sl #	Name of Participant	Gender	Occupation	Mobile number	Signature
01	Mst. Same da	F	Housewife	-	<i>৬১৬২৪১</i>
02	Mst. Khadeza	F	housewife	-	<i>২৮৫৭৮</i>
03	Mst. Rakima	F	housewife	-	<i>৫১২৮</i>
04	MD. Robiul Islam	M	Labour	<i>০১৩১১-৩২০৫৭২</i>	<i>৩৫৫৫৫</i>
05	MD. Kamrul Islam	M	"	<i>০১৭৫৬-৫৪৭৫৫</i>	<i>৩৫৫৫৫</i>
06	MD. AKKAS ALI Sana	M	farmer	<i>০১৭৪৭৭৭৭৭৭</i>	<i>৩৫৫৫৫</i>
07	Mst. Tahida begum	F	Housewife		<i>৩৫৫৫৫</i>
08	MD. Abdul Hakim Sander	M	Labour	<i>০১৩৭৫৭৭৭৭৭</i>	<i>৩৫৫৫৫</i>
09	Mst. Reshma begum	F	Labour	<i>০১৭৭৭৭৭৭৭৭</i>	<i>৩৫৫৫৫</i>
10	Kolpana	F	Housewife		<i>৩৫৫৫৫</i>
11	Mst. Reba begum	F	Housewife	<i>০১৭৭৭৭৭৭৭৭</i>	<i>৩৫৫৫৫</i>
12	Mst. Taslima begum	F	Housewife	<i>০১৭৭৭৭৭৭৭৭</i>	<i>৩৫৫৫৫</i>
13	Mst. Aklima khatun	F	Housewife	<i>০১৭৭৭৭৭৭৭৭</i>	<i>৩৫৫৫৫</i>
14	Mst. Parvin begum	F	Housewife	<i>০১৭৭৭৭৭৭৭৭</i>	<i>৩৫৫৫৫</i>
15	Mst. Fatema begum	F	Housewife	<i>০১৭৭৭৭৭৭৭৭</i>	<i>৩৫৫৫৫</i>

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16	Mst. Momtoz Begum	F	Housewife	01903255633	মামুজি
17	Mst. Khadeza Begum	F	Housewife	01408500620	খাদিজা
18	Mst. Popi Begum	F	Housewife	01722510620	পপি
19	Mst. Paslima	F	Housewife		পাসিমা
20	MD. Nur Islam	m	Labour		নূর ইসলাম
21	MD. Fibon Paumanik	m	Labour	01710027352	ফিবন
22	MD. S.M. Munnafuddin	m	Private Sec	01971588527	মুননাফ
23	MD. Solidul Islam	m	Labour	3125	সলিদুল
24	MD. Nurujjaman	m	Student	01985298094	নূরুজ্জামান
25	MD. Jiyaw Saider	m	Labour	01024014469	জিয়াব সাইদার
26	MD. Rokunuzzaman Rokun	m	Sub-Assistant Engn (ETERP)	01747362332	রকুন
27	Rabi Saankar Mondal		Counaibor	01722896936	রাবি
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Coastal Towns Climate Resilient Project

Package Number:

Attendance Sheet

Consultative meeting with local people

Name of Pourashava: Paikgachha Pourashava Ward No.: 5

Name of Place: 870 Samad mistry, Saral

Date & Time: 07/05/24; 5:35 pm

Sl #	Name of Participant	Gender	Occupation	Mobile number	Signature
01	MD. Aswiktia Rahman	M	student	01963553511	আসিক্তিয়া
02	MD. Amawullich	M	student	01973837574	মো: আমাবুল্লিক
03	MD. Abdullah	M	Vandriver	01944248188	আব্দুল্লাহ
04	MD. Lavlu Hasan	M	Vandriver	01910506464	আব্দুল্লাহ
05	MD. Aijul Islam	M	Teacher	01924187835	আজুল
06	MD. Nazmul Islam	M	student	01935077609	NAZMUL
07	MD. Jakidul Islam	M	Labour	01928409219	জাকিরুল
08	MD. Imdadul Bhali	M	Labour	01763858279	ইমদাদুল
09	MD. Ramjan Ali	M	Business	01947837504	মো: রামজান
10	MD. Fulmia Sander	M	Business	01710838041	Fulmi
11	Mst. Salina Begum	F	House wife	01950631847	সালিনা
12	Mst. Bristy	F	House wife	01709062416	ব্রিস্টা
13	Mst. Amena	F	House wife		আমেনা
14	Mst. Dity	F	House wife	01977600740	দিতি
15	Mst. Anvu Ara	F	House wife	01775620579	আনবুয়া

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16	Mst. Asipa begum	F	Housewife	01986904684	আমিয়া
17	Mst. Rubaya Sultana	F	Student		বরাইয়া
18	Mst. Sahana Akter mim	F	Housewife		মিন্না
19	Mst. China	F	Housewife		চায়না
20	Mst. Shamima Akter	F	Housewife	01965543633	শ্যামিমা
21	Mst. Salma begum	F	Housewife		সালমা
22	Mst. Akhiron	F	Housewife	0198839412	আখিরন
23	Mst. Rabaya	F	Housewife		
24	Mst. Joshua	F	Housewife	01936-94697	ব্রাহ্মিয়া
25	Mst. Asma khatun	F	Housewife	01716-118498	আমিয়া
26	Mst. Salma Sultana	F	Housewife	01317529438	সালমা
27	Mst. Hena Parvin	F	Housewife	0175443845	হেনা
28	Mst. Parvin	F	Housewife	01949207477	পারভিন
29	Mst. Anjuvati	F	Housewife		অঞ্জুবাতি
30	Mst. Taslima Jahan	F	Housewife	01986983431	তাসলিমা
31	MD. Iqbal	M	Business	01554164804	ইকবাল
32	MD. Nazmul Hossain	M	Student	0163989249	Nazmul
33	MD. Rokunuzzaman Rokon	M	Sub Assistant Engr (CTEP)	01747362732	রকুন
34	Rabi Senker Mondal		Counselor	0122289636	Rabi
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Coastal Towns Climate Resilient Project

Package Number:

Attendance Sheet

Consultative meeting with local people

Name of Pourashava: Paikgachha Pourashava Ward No.: 09

Name of Place: 8/0 Mr. Sabuj Molla; Gokagan, Shibbari

Date & Time: 08/05/24; 11:25 am

Sl #	Name of Participant	Gender	Occupation	Mobile number	Signature
01	Vobatosh Mondol	M	Business	01911536706	ববতেশ মন্ডল
02	Amari Mondol	F	Housewife		আমরি
03	Joy Mondol	M	Student	01978165833	জয়
04	Renu Gain	F	Housewife		রেনু
05	Juhanan Begum	F	Housewife	01935635461	জাহান বেগম
06	Salina Bashar	F	Housewife		সালিনা
07	Anguara	F	Housewife		আংগুড়া
08	Parboti	F	Housewife		পার্বতি
09	Saden	F	Student		সাদন
10	Saika Nurjahan	F	Housewife		সাইকা নূরজাহান
11	Morjina	F	Housewife		মর্জিনা
12	Rizia	F	Housewife		রিজিয়া
13	Rabeya	F	Housewife		রাবেয়া
14	Bujun Molla	F	Housewife		বুজুন মল্লা
15	Layle	F	Housewife		লাইল

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16	Sunita Mondol	F	Housewife		সুনি মন্ডল
17	Anna Phaki	F	Housewife		জান্না
18	Angura begum	F	Housewife	01968937226	আনুর্গা
19	Asma Akter	F	Housewife		আসমা
20	Abdus Samad	M	Farmer	01754662214	আব্দুসসাদ
21	Shuvo	M	Student		শুভ
22	Asma	F	Counselor		আসমা
23	MD. Rokunuzzaman Rokan	M	Sub Assistant Engr (CTRP)	01747362732	রকন
24	Fatema	F	Housewife	01935027965	ফাতেমা
25	Sabna	female	Housewife	01954657531	সাবনা
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Coastal Towns Climate Resilient Project

Package Number:

Attendance Sheet

Consultative meeting with local people

Name of Pourashava: Paikgachha Pourashava Ward No.: 0829

Name of Place: Shik Bati mooh, Shik Bati

Date & Time: 02/05/24; 10:40 am

Sl #	Name of Participant	Gender	Occupation	Mobile number	Signature
01	Ronjon kumar Mondol	M	Business	01716278435	[Signature]
02	MD Anwarul Islam	M	Boat labour	01710723754	[Signature]
03	MD. Nur Islam	M	Labour	01952129277	[Signature]
04	Dipu Mondol	M	Business	01921476812	[Signature]
05	MD. Azibur	M	Van driver		[Signature]
06	Susanto Sarker	M	Business		[Signature]
07	MD Sakur Gazi	M	Van driver	01952142835	[Signature]
08	Diprik Mondol	M	Van driver	01936945963	[Signature]
09	MD Yakub Ali	M	Van driver	01918688260	[Signature]
10	MD Rashidul Islam	M	Van driver	01990359370	[Signature]
11	MD. Abul Hashem	M	Media owner	01718645713	[Signature]
12	Kamal Kanti Mondol	M	Welder		[Signature]
13	MD. Rokunuzzaman Rokon	M	Sub-Assistant Engr. (CTERP)	01747-362732	[Signature]
14	Apoorva Rani Mondol	F	Business	01921476812	[Signature]
15	Nisma	F	Counsellor	01735475739	[Signature]

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16	Vokendra natq Same	m	Business	01934 2894 34	@021121
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Coastal Towns Climate Resilient Project

Package Number:

Attendance Sheet

Consultative meeting with local people

Name of Pourashava: Paikgachha Pourashava Ward No.: 04

Name of Place: H/O of Prosad Mishra, Kabita Pally, Saral

Date & Time: 08/05/2024; 9:15 am

Sl #	Name of Participant	Gender	Occupation	Mobile number	Signature
01	Biree Pradip Kumar Sili	m	Teacher	01729 2187 03	08/05/24
02	MD. Babar Ali Sander	m	Farmer		
03	Hiraman Mondal	m	Business	01920 722218	
04	Saif Saha	m	Business	01740557213	
05	Bijon Chandra Sili	m	Business		
06	Uttam Kumar	Wongter	Business	01919399399	
07	MD. Enamul Haque	m	Business	01580 3708 01	
08	Pantho Sanjeev	m	Business	019339539 37	
09	Abhishek	m	Student	01644 541458	
10	Choyon Kumar Sili	m	Student	0196201503	
11	Dharbendra	m	Student	01818927538	
12	So Sukanta	m	Private Service	01916485657	
13	Jomuna Rani Sili	F	Housewife	01946228949	
14	Rupa Rani Halder	F	Housewife		
15	Shweta Rani Halder	F	Housewife	01917667468	

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16	Mili Sarker	F	Housewife	01985 532662	মিলি
17	Melina Mandal	F	Housewife	01409601815	মলিনা
18	Rita Rani Mondal	F	Housewife	01961625785	রিতা
19	Hopidegshi Romi Gill	F	Housewife	0172883796	হরিদাশী
20	Kabita mistra	F	Housewife	01992742932	কবিতা
21	S.M. Toyabur Rahman	M	Counsellor	01717-003863	সম
22	MD. Rokunuzzaman Rokun	M	Sub Assistant Engn (ETERP)	11747362732	রকুন
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Appendix 4: Details of FGD including Photographs and Attendance Sheets

A. Total Participants

SI #	Place of meeting	Ward #	Date and Time	# of Participants		
				Male	Female	Total
01	House of Ektiyar Uddin, Bandikathi, Saral	03	7 May 2024: 6:30 pm	04	17	21
	Total			04	17	21

B. Photographs



Picture 12: FGD with women at H/O Ektiyar Uddin of ward # 03

C. Attendance sheets

Coastal Towns Climate Resilient Project

Package Number: _____

Attendance Sheet

F.G.D. with female

Name of Pourashava: Paikgachha Pourashava Ward No.: 03

Name of Place: H/O of Ektiyar Uddin, Bandikathi, Saral

Date & Time: 07/05/24 ; 6:30 pm

Sl #	Name of Participant	Gender	Occupation	Mobile number	Signature
01	MD. Abdul Mojid	M	Van driver		মজিদ
02	mst. Nagma Sultana	F	Housewife	01725306724	নাজমা
03	mst. Bilkis	F	Housewife	0171550221	বিলকিস
04	mst. Beauty	F	Housewife	01927020628	বিউটি
05	mst. Monara	F	Housewife	01914531649	মনারা
06	mst. Fahima	F	Housewife		ফাহিমা
07	mst. Kehima Begum	F	Housewife	01959820468	কাহিমা
08	mst. Lita	F	Housewife	01729737887	লিটা
09	mst. Tamanna	F	Housewife		তামান্না
10	mst. Momotaz begum	F	Housewife		মমতাজ
11	mst. Asiya begum	F	Housewife	01567237476	আসিয়া
12	mst. Sahida begum	F	Housewife		সাহিদা
13	mst. Rizla Khatun	F	Housewife		রিজলা
14	mst. Fahima	F	Housewife		ফাহিমা
15	MD. Islam Sander	M	Van driver	01406201873	ইসলাম সান্ডার

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16	mst. Lavly begum	F	Housewife	09179539 ₃₂	লবলি
17	mst. Johora begum	F	Housewife	0926926905	জোহরা
18	mst. Soniya Akter	F	housewife	-	সনিয়া
19	mst. Rupa	F	housewife	0934512157	রূপা
20	MD. Rokunuzzaman Rokon	M	Sr Assistant Engr (CTRP)	01747362792	রকন
21	Rabi Sanjaya Mondal	e	Councillor	01222-896936	রাবি
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Appendix 5: Sample Grievance Registration Format

(To be available in English and Bangla)

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

Date:		Place of Registration:			
Contact Information/Personal Details					
Name		Gender	<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:	