

Land Acquisition and Resettlement Due Diligence Report

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

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

CURRENCY EQUIVALENTS

(As of November 2023)

Currency unit	-	Taka (Tk.)
Tk.1.00	=	\$0.009
\$ 1.00	=	TK. 109.75

ABBREVIATIONS

ADB	-	Asian Development Bank
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	-	centimeter
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 dollars.

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I. INTRODUCTION

A. Background

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

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.

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.

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

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

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

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

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

8. The construction/improvement of 06 roads in Borhanuddin Pourashava of Bhola district is one of the proposed sub-projects of CTCRP. The sub-project also includes six box culverts within the ROW of the roads. The proposed roads and box culverts will improve the connectivity and transportation facilities, and drainage facilities of the Pourashava.

C. Scope of Due Diligence 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.

9. This due diligence report (DDR) is prepared for the proposed construction/improvement of 06 roads in Borhanuddin Pourashava of Bhola district. The report is prepared based on the available preliminary design and the Sub Project Appraisal Report (SPAR) prepared for this project and relevant sections of the Capacity Development Technical Assistance (CDTA) Report; discussions with related stakeholders and PIU/Pourashava authorities, and consultation with local people including male and female of different occupations at the sub-project implementation areas.

10. The 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 DDR will have google maps with coordinates for all proposed roads alignments. The updated document will be submitted to ADB for clearance, prior to the start of construction works. The Executive Engineer of the Borhanuddin *Pourashava* will be the focal person for all social safeguard related issues. The draft DDR will be reviewed and disclosed on MLGRD&C, LGED and ADB websites.

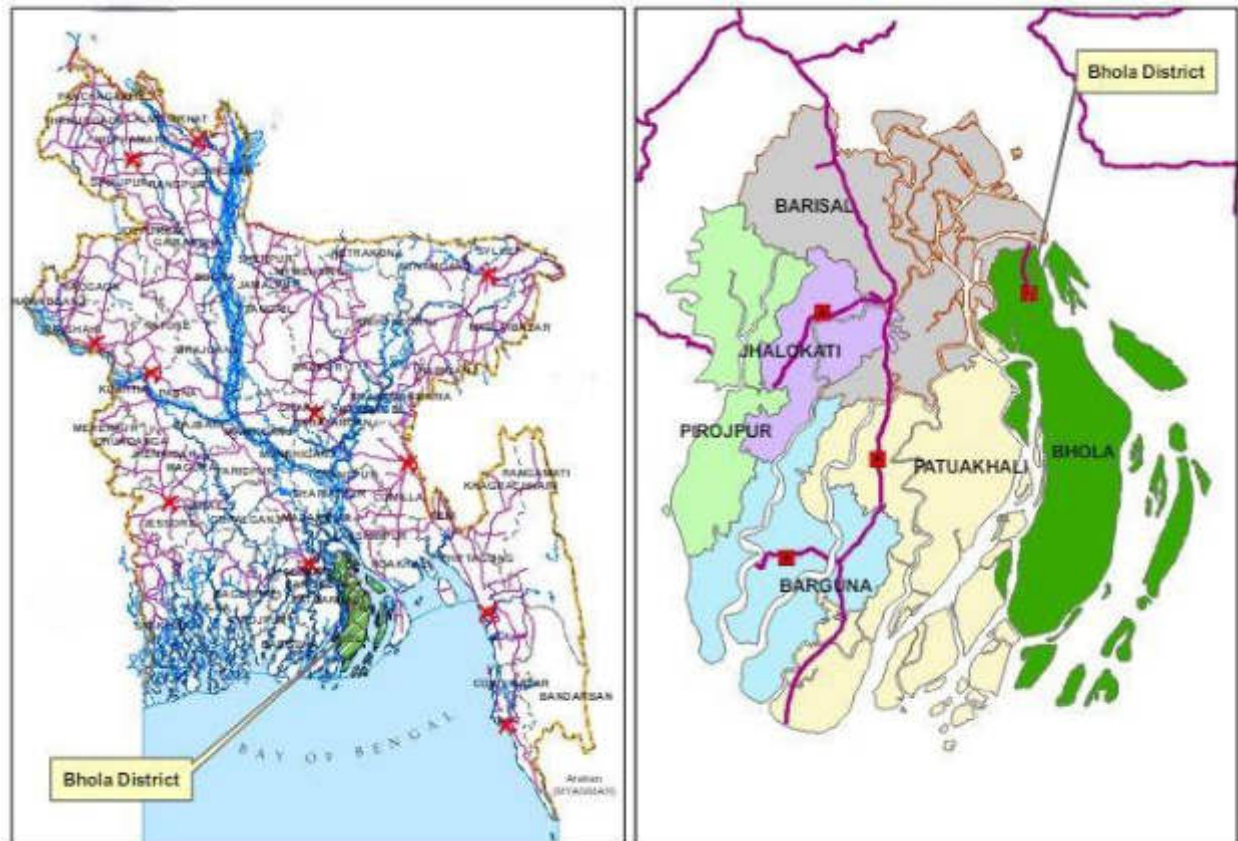
II. SUBPROJECT DESCRIPTION

A. Location of Subproject Area

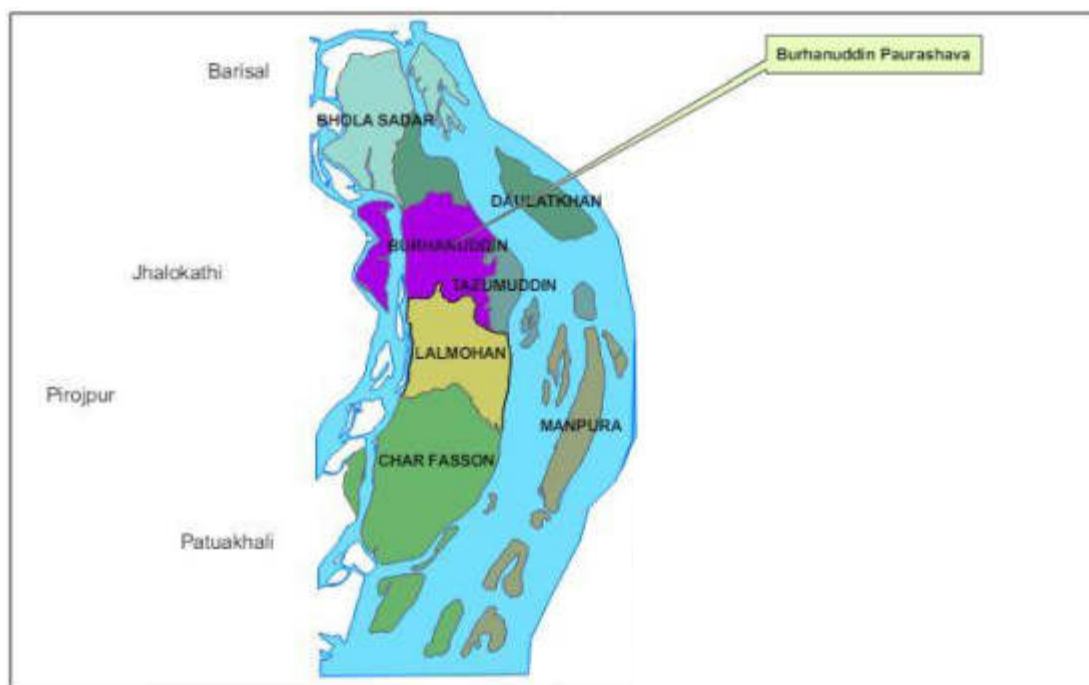
13. Borhanudding Pourashava is located under Borhanuddin Upazilla. Borhanuddin Upazila is situated in the Bhola district. It is located between 220 21' and 220 34' north latitudes and between 900 35' and 900 51' east longitudes. bounded on the north by Kutba Union and Boro Manika Union, on the west by Gangapur Union, on the south by Sachra Union and Kutba Union, and the east side by Pakshia Union. The Pourashava is located in the southern part of Bangladesh. It is very close to the Bay of Bengal. It enjoys generally a sub-tropical monsoon climate. Most of the areas are surrounded by rivers and adjacent to the Bay of Bengal, natural disasters are rampant in the district every year, leading to increased suffering of the inhabitants. Adding to this, the climate change effect has sped up the frequency of natural disasters like cyclones, tidal surges, excessive rainfall, rising temperature, increased salinity, landslides, erosion of riverbanks, thunderstorms, etc. These cause difficulties for the community people, especially those living in impoverished conditions, often disrupting communication and hampering people's daily activities.

14. Burhanuddin Pourashava is an "A" category *Pourashava* and occupies an area of 3.54 sq. km. It consists of 9 Wards. The national and regional location map of Borhanudding Pourashava is given in Figure 1.⁴

Figure 1: National and regional location map of Borhanuddin Pourashava



⁴ Borhanuddin Pourashava Master Plan: 2011-2031



15. The total population of Borhanuddin Pourashava is 17,945 of which 9,001 (50.16%) are male and 8,944 (49.84%) are female. The total household is 4,056 with an average household size of 4.30. The increasing trend of literacy has been observed in the Borhanuddin Pourashava over the decades. The literacy rate is 86.39% in 2022 against 65% in 2011.⁵

16. The socio-economic survey of 2010 indicates that about 84.8% of the households at Borhanuddin Pourashava have their own housing structure and only 15.2 % of the households live in rented houses. This signifies that the households living in the Pourashava have their belongings in the area. The formal economic activities sector of Burhanuddin Paurashava mainly comprises Trade and Commerce, Agriculture, Service Sector, Industry, Transport, and so on. The major occupational group is involved in agricultural activity and about 24.56% of households own agricultural lands.

17. At Borhanuddin Pourashava, about 44.8% of the households' incomes are within the range of Tk 5001– Tk.10, 000 per month. Further, 24.8% of the households have an income per month of Tk. 2500.00 Tk. 5000.00, 1% have below Tk 2500.00 per month, 18.1% have Tk 10,001.00- Tk. 15,000.00, 6.7 % have Tk. 15,001.00– Tk. 20,000.00 and 4.8% have monthly income above Tk 20000.00.

18. There is the dominance of residential land (about 49.92% of the total) followed by agricultural land (about 22.48%) and water bodies (about 16.89%) at the Pourashava. Each ward is more or less covered by residential land use. Most of the ward area shares more than 40% residential land use except ward no. 1. The highest residential land use (70-.30%) is observed in ward no. 9. Most of the wards have commercial land use to some extent. Among them, wards no. 1, 3, 4, 7, and 9 have only 0.5% to 2% use which is negligible.

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

The major commercial and administrative development has been observed in ward no. 5 with 9.11% coverage. In the Burhanuddin Paurashava area, there is little industrial activities. Only, ward no. 2 shares 1.13% of land for industrial purposes.

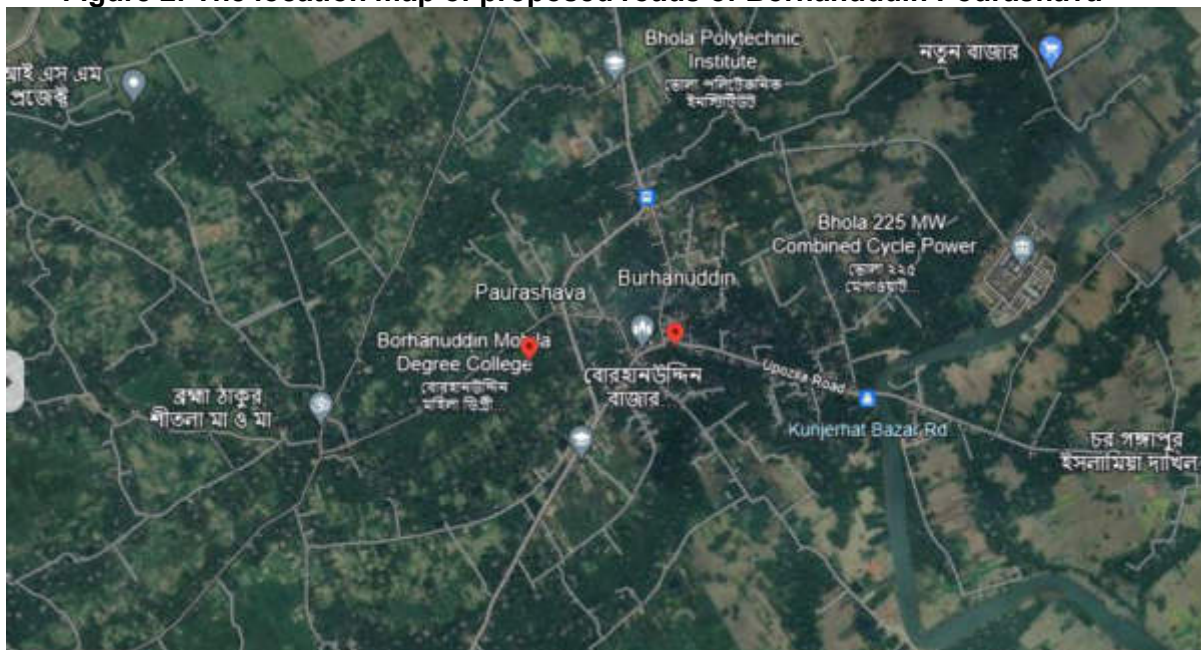
19. According to the Master Plan, about 89.57% of structures are devoted to residential purposes and 7.71% for Commercial activities. About 65.50% of all types of structures are kutcha which is followed by 22.42% semi-pucca. Pucca structure is a very low percentage, among them 5.94% are used for educational purposes. Only 29 structures are devoted to religious purposes. At present, about 70.43% of the roads is pucca which is followed by 28.22% kutcha road and the rest of roads are semi- pucca.

20. The people of Pourashava suffer from disaster problems such as floods, water logging, cyclones, etc. almost every year. Devastating cyclones hit the area usually accompanied by high-speed winds, sometimes reaching 220 km/hr or more, and 5-6m high waves, causing extensive damage to life, property, and livestock. It has been observed that Cyclones hit Borhanuddin Pourashava in different years. But, in 1970, 1975, 1991, 2007, and 2009 year the extreme cyclone track is passed over the Borhanuddin. Cyclone SIDR and Aila were a big hazard to their natural climatic condition. It also damaged many lives, forests, agriculture, and infrastructures. The people of Borhanuddin Pourashava face daily challenges due to narrow roads, flood erosion, and traffic jams. Hence, addressing these issues is of vital importance.

21. The proposed sites for the construction/improvement of roads are located within the Pourashava area, which is mostly within urban and semi-urban areas.

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

Figure 2: The location map of proposed roads of Borhanuddin Pourashava



Source: earth.google.com

B. Description of Subproject Components

23. The proposed sub-project components include four BC roads, one RCC road, and one Uni-block road. In addition, six box culverts are included in this sub-project. The roads are spread over 05 wards of the *Pourashava* such as RD 03 (Scheme # 1) is in ward number 01, RD 04 (Scheme # 2) and RD 05 (Scheme # 3) are in ward number 02, RD 07 (Scheme # 4) is in ward number 05, RD 12 (Scheme # 5) is in ward number 09, RD 13 (Scheme # 6) is in ward number 04. The total length of the roads is 8,386 m. The width of the roads ranges from 3m to 5m. The proposed alignments for the roads under Borhanuddin *Pourashava* are located within the jurisdiction of the *Pourashava* area, which is mostly urban and semi-urban area. The selection of roads has followed the criteria included in Volume -4 of PPTA and Appendix 1 of Project Administration Manual Table 1 according to the scoring matrices for scheme prioritization.

24. Six box culverts are also designed, as per field requirements to ensure proper drainage of water from one side of the roads to another side. The location of box culverts are (i) one box culvert at Ch.00-150m of the road from Joya road to Khoyaz bari via Kirtonia bari at Ward no. 01; (ii) one box culvert at Ch. 00-1050m of the road from Poura Bhabon to Fire Service via Farazi Bari at Ward no. 02; (iii) three box culverts at Ch.00-20m, Ch.00-1350m and Ch.00-2000m of the road from Yousuf Nagor Bazar to Dorun Bazar road via Dr. Bari at Ward no. 09; and (iv) one box culvert at Ch.00-1160m of the road from Botla to Borhangong road via Raymohon Dr. Bari at Ward no. 04. It will ensure proper drainage of water during flash flood and heavy rainfall, and protect the crops by mitigating water logging problem.

25. The existing types of roads under the sub-project are: (i) four BC roads (RD 03, RD 05, RD 12, and RD 13), and (ii) two CC roads (RD 04 and RD 07). All of the roads are damaged.

26. The proposed length of all roads will remain the same as the existing length and range from 363 m to 2755 m. The proposed width of all the roads will be increased and range from 3m to 5m. The widening of roads will be done at the vacant space on both sides of the ROW of roads. In addition, the box culverts will be constructed across the ROW of the road to ensure the proper drainage of water from one side of the road to another side and water will ultimately fall into a nearby cannal or river. The owner of the land where the roads and box culverts will be constructed is the *Pourashava* as it is within the ROW of the road. The existing conditions and proposed features of roads are shown in Table 2.

27. The main activities to be performed for the implementation of the sub-project include: (i) bricks guided walls, (ii) improved sub-grade (ISG) by sand filling, (iii) aggregated sand sub-grade (ASS), (iv) RCC casting, (v) RCC retaining wall with brick masonry works, (vi)) Box culvert, (vii) water bound macadam (WBM), (viii) edging, (ix) Uni-block pavement and (x) 40mm dense carpeting.

C. Location of Site of Subproject

28. 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 as below:

Table 2: The location, existing condition and proposed features of 06 roads

SI #	Road #	Location			Existing features				Proposed features				Existing condition of road
		Starting point	Ending point	Ward No.	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-03.Construction of Road by Bituminous Carpeting (BC) from Joya Road to Khoyaz Bari Via Kirtonia Bari, (Ch.00-916) & (Link Road (Ch. 916 to 1325.0m) & +00 to 255.0m at Ward No.-01 (Total Road Length=1580.0 m).													
01	RD 01	Joya Road GPS Coordinate: Lat: 22.491954 Lon: 90.705538	Khoyaz Bari GPS Coordinate: Lat:22.491954 Long:90.705538	01	B.C Road	1580	2.4	No	BC	1580	5.0	No	Damaged B.C
Name of scheme # 2: RD-04. Construction of Road by (Uni-block) from joya road to Monir press via Maji Bari (Ch.0 to 363m) Ward No.-02 (Total Length= 363m)													
02	RD 02	Joya road GPS Coordinate: Lat:22.498729 Lon:90.712466	Monir press GPS Coordinate: Lat:22.499099 Lon:90.711132	02	C.C Road	363	1.5	No	Uni-block road	363	3.0	No	Damaged C.C
Name of scheme # 3: RD-05. Construction of Road by Bituminous Carpeting (BC) from Poura Bhabon to Fire Service via Farazi Bari (Ch.0- 1653m) Ward No.-02 (Total Length= 1653m)													
03	RD 03	Poura Bhabon GPS Coordinate: Lat:22.501454 Lon:90.716016	Fair Service GPS Coordinate: Lat:22.508722 Lon:90.711787	02	B.C Road	1653	3.0	No	BC road	1653	5.0	No	Damaged B.C
Name of scheme # 4: RD-07. Construction of Road by RCC from Hawlader Market to Kashem Mia via Kalu khan Bari (Ch.00 to 443m) & link road (Ch.00 to 165m) ('link road starting at Ch.00+60 @ main road) at Ward No.-05 (Total Length= 608m)													
04	RD 04	Hawlader Market GPS	Kashem Mia GPS Coordinate:	05	C.C Road	608	1.5	No	RCC road	608	3.0	No	Damaged C.C

SI #	Road #	Location			Existing features				Proposed features				Existing condition of road
		Starting point	Ending point	Ward No.	Type of Road	Length (m)	Width (m)	Side Drain (Yes/No)	Type of Road	Length (m)	Width (m)	Side Drain (Yes/No)	
		Coordinate: Lat: 22.495949 Lon: 90.720587	Lat:22.495999 Lon:90.720831										
Name of scheme # 5: RD-12. Construction of Road by Bituminous Carpeting (BC) from Yousuf Nagor Bazar to Dorun Bazar Road via Dr. Bari (Ch.00 to 2755) Ward No.-09 (Total Length= 2755m)													
05	RD 05	Yousuf Nagor Bazar GPS Coordinate: Lat:22.487414 Lon:90.703398	Dorun Bazar Road GPS Coordinate: Lat:22.487437 Lon:90.706316	09	B.C Road	2755	3.0	No	BC road	2755	4.0	No	Damaged B.C
Name of scheme # 6: RD-13. Construction of Road by Bituminous Carpeting (BC) from Bottla to Borhangong Road via Raymohon Dr. Bari (Ch.00 to 1427m) Ward No-04 (Total Length= 1427m)													
06	RD 06	Bottla GPS Coordinate: Lat:22.502332 Lon:90.721819	Borhangong Road GPS Coordinate: Lat:22.504062 Lon:90.732915	04	BC road	1427	2.4	No	BC road	1427	4.0	No	Damaged B.C
Name of Scheme: RCC Box Culvert (3mx3m) 6 nos.													
07	Construction of one box culvert at the Ch.00-150m of the road from Joya road to Khoyaz bari via Kirtonia bari at Ward no. 01												
08	Construction of one box culvert at Ch. 00-1050m of the road from Poura Bhabon to Fire Service via Farazi Bari at Ward no. 02												
09	Construction of three box culverts at Ch.00-20m, Ch.00-1350m and Ch.00-2000m of the road from Yousuf Nagor Bazat to Dorun Bazar road via Dr. Bari at Ward no. 09												
10	Construction of one box culvert at Ch.00-1160m of the road from Botla to Borhangong road via Raymohon Dr. Bari at Ward no. 04.												
Total						8,386 m				8,386 m			

29. The existing condition of proposed roads is poor and requires construction/ improvement for proper functionality. The sample snapshots of the existing condition of proposed roads and the location of box culvert are given below in Figure 3.

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



Picture 1: Existing condition of road under scheme # 1 at ward # 1



Picture 2: Existing condition of road under scheme # 2 at ward # 2



Picture 3: Existing condition of road under scheme # 3 at ward # 5



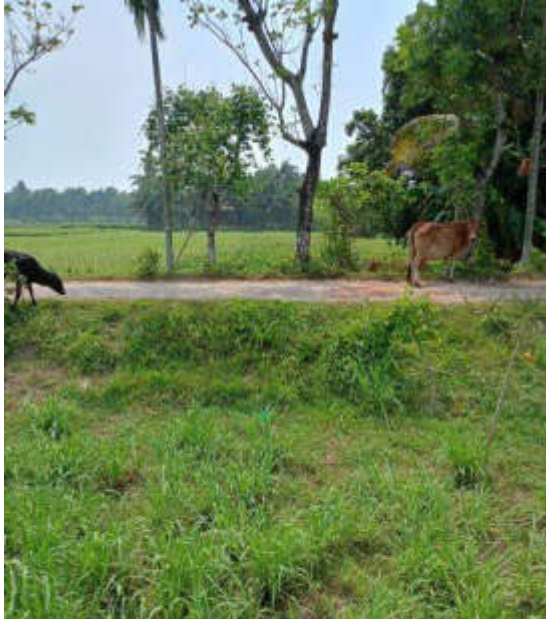
Picture 4: Existing condition of road under scheme # 4 at ward # 5



Picture 5: Existing condition of road under scheme # 5 at ward # 9



Picture 6: Existing condition of road under scheme # 6 at ward # 4



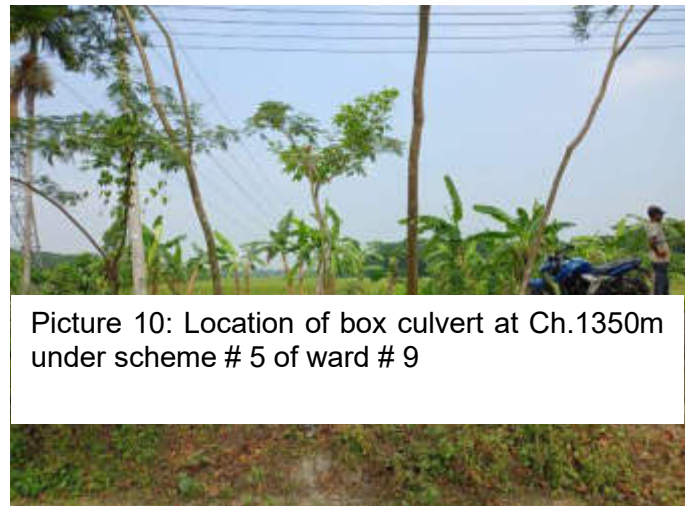
Picture 7: Location of box culvert at Ch. 150m under scheme # 1 of ward # 1



Picture 8: Location of box culvert at Ch. 1050m under scheme # 3 of ward # 2



Picture 9: Location of box culvert at Ch.20m under scheme # 5 of ward # 9



Picture 10: Location of box culvert at Ch.1350m under scheme # 5 of ward # 9



Picture 11: Location of box culvert at Ch.2500m under scheme # 5 of ward # 9



Picture 12: Location of box culvert at Ch. 1160 under scheme # 6 of ward # 4

III. LAND AVAILABILITY AND RESETTLEMENT IMPACTS

A. Land Acquisition and Involuntary Resettlement

30. The scope of land acquisition and involuntary resettlement is assessed during the field visits to the subproject component locations and transect walk along the 06 roads where 8,386 m roads and six culverts will be constructed. The project will not result in any permanent or temporary land acquisition, and no involuntary resettlement impact is envisaged, as the proposed site and development activities are within the right of way (ROW) of existing roads under the ownership of Borhanuddin *Pourashava*. The ownership certificate of land of 06 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 a resettlement impact on the structures (residential and commercial), and common properties within the vicinity of the selected roads. In addition, some measures will be taken to avoid short-term adverse impacts during the construction of roads. These include (i) proper traffic management by installing diversion signs at the starting and ending points of the road to be constructed, (ii) construction of a road by section, and (iii) construction of the road at night or early in the morning where roads are busy.

31. The contract is planned to be implemented over 12 months. Detailed designs have been prepared and finalized. The DDR will be updated during design verification by the contractor, in case of any change in design or alignment. The package for the construction/improvement of

the proposed road is to be implemented by post-qualified contractors under a single envelope stage bidding process through National Competitive Bidding (NCB) procedures.

32. The contractor will engage labor as per the ILO convention 138 and 182 means that child under age of 18 is prohibited for any labour works. All forms of bonded labour as per ILO convention 29 and 105 will not be permitted. Any forced labour in the form of bonded labour shall not be allowed. The contractor is expected to hire workers on the basis of skill and ability of work. There must be equal treatment and opportunity (ILO Conventions 100, 111 and ILO code of practices for HIV / AIDS 85 for all who seek employment). No discrimination based on race, caste, origin, region, religion, disability, gender is permitted. The contractor will engage local female worker if they are interested to work in this project. The contractor shall follow equity in wage payment for both male and female labour for equal level of work, as required by the Government of Bangladesh. The contractor shall consult the Women Ward Councilor/ *Pourashava* level Co-ordination Committee (PLCC) and others to know about availability of women workers, including vulnerable women workers in the area to engage them in the suitable works as per their skills.

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

34. The sub-project is not likely to have any adverse social impact on the project area, other than the short-term impacts such as dust and noise due to civil works activities during site clearing, excavation, and construction. The baseline data for this DDR is collected from primary and secondary sources. The primary sources include site visits, visual inspection, and consultation with local people including women and stakeholders. The secondary sources include reports, books, maps, and legal documents from various government and non-government organizations on subject matter.

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

36. 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. In case of temporary physical or economic impacts are identified during construction, negotiated settlement or voluntary land donation can also be used as an alternative to land acquisition as guided in the Resettlement Framework. The project will ensure social safeguards mitigation measures according to the guidance of the Resettlement Framework of the project adhered to ADB SPS, 2009.

B. Impacts on Indigenous Peoples/TMRESC

37. According to ADB indigenous peoples categories, projects are classified into the following four categories in terms of indigenous people:

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

38. There are no Tribes, Minor Races, Ethnic Sects, and Communities (TMRESC) living in the Borhanuddin *Pourashava*. Therefore, no TRSECP will be needed for this subproject. All the proposed construction activities will be done within the right of way and along the existing road routes, on *Pourashava* land. No direct or indirect impacts on the dignity, human rights, livelihood systems, or natural or cultural resources of TMRESC are anticipated.

39. . The road-wise land acquisition and resettlement impact details are provided below in Table 3:

Table 3: Road-wise Land Acquisition and Resettlement Impacts

Sl. No.	Road Scheme	Details of Land Acquisition and Resettlement Impacts
1.	Scheme # 1: RD-03.Construction of Road by Bituminous Carpeting (BC) from Joya Road to Khoyaz Bari Via Kirtonia Bari, (Ch.00-916) & (Link Road (Ch. 916 to 1325.0m) & +00 to 255.0m at Ward No.-01 (Total Road Length=1580.0 m).	The scheme will be implemented within the ROW owned by the <i>Pourashava</i> . The widening of the road is designed considering the available vacant space on both sides of the road and no settlement or dweller or structure (either temporary or permanent) will be affected. Therefore, no land acquisition and resettlement impact has been identified.
2.	Scheme # 2: RD-04. Construction of Road by (Uni-block) from joya road to Monir press via Maji Bari (Ch.0 to 363m) Ward No.-02 (Total Length= 363m)	The scheme will be implemented within the ROW owned by the <i>Pourashava</i> . The widening of the road is designed considering the available vacant space on both sides of the road and no settlement or dweller or structure (either temporary or permanent) will be affected. Therefore, no land acquisition and resettlement impact has been identified.
3.	Scheme # 3: RD-05. Construction of Road by Bituminous Carpeting (BC) from Poura Bhabon to Fair Service via Farazi Bari (Ch.0- 1653m) Ward No.-02 (Total Length= 1653m)	The scheme will be implemented within the ROW owned by the <i>Pourashava</i> . The widening of the road is designed considering the available vacant space on both sides of the road and no settlement or dweller or structure (either temporary or permanent) will be affected. Therefore, no land acquisition and resettlement impact has been identified.

Sl. No.	Road Scheme	Details of Land Acquisition and Resettlement Impacts
4.	Scheme # 4: RD-07. Construction of Road by RCC from Hawlader Market to Kashem Mia via Kalu khan Bari (Ch.00 to 443m) & link road (Ch.00 to 165m) (link road starting at Ch.00+60 @ main road) at Ward No.-05 (Total Length= 608m)	The scheme will be implemented within the ROW owned by the <i>Pourashava</i> . The widening of the road is designed considering the available vacant space on both sides of the road and no settlement or dweller or structure (either temporary or permanent) will be affected. Therefore, no land acquisition and resettlement impact has been identified.
5.	Scheme # 5: RD-12. Construction of Road by Bituminous Carpeting (BC) from Yousuf Nagor Bazar to Dorun Bazar Road via Dr. Bari (Ch.00 to 2755) Ward No.-09 (Total Length= 2755m)	The scheme will be implemented within the ROW owned by the <i>Pourashava</i> . The widening of the road is designed considering the available vacant space on both sides of the road and no settlement or dweller or structure (either temporary or permanent) will be affected. Therefore, no land acquisition and resettlement impact has been identified.
6.	Scheme # 6: RD-13. Construction of Road by Bituminous Carpeting (BC) from Bottla to Borhangong Road via Raymohon Dr. Bari (Ch.00 to 1427m) Ward No-04 (Total Length= 1427m)	The scheme will be implemented within the ROW owned by the <i>Pourashava</i> . The widening of the road is designed considering the available vacant space on both sides of the road and no settlement or dweller or structure (either temporary or permanent) will be affected. Therefore, no land acquisition and resettlement impact has been identified.
7.	Scheme # 7: RCC Box Culvert (3mx3m) 6 nos.	A total of six box culverts will be constructed under this scheme. The scheme will be implemented across the ROW of link road (at Ch. 155m) of RD 03 under ward no 01(01 box culvert), at Ch. 1050m of RD 05 under ward no. 02 (01 box culvert), at Ch. 20m, 1350m and 2000m of RD 12 under ward no. 09 (03 box culverts) and at Ch. 1160m of RD 13 under ward no. 04. No settlement or dweller or structure (either temporary or permanent) will be affected. Therefore, no land acquisition and resettlement impact has been identified.

Source: Field Assessment, February, 2024

IV. FIELD WORKS AND PUBLIC CONSULTATIONS

A. Outline of Field Work

40. The DDR is prepared in consultation with the stakeholders, community leaders, and local people including women who are the inhabitants of Borhanuddin *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* personnel at the sub-project's sites. The FGDs are held by involving women at the community level. Public consultations with the stakeholders and local people are conducted to understand the local issues and public views including the possible impact of the sub-project. The consultative meetings and FGDs are organized at different wards through which the proposed roads of the sub-project are located.

41. During the consultative meetings, the participants were briefed about the technical details of the 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 women on the proposed sub-project. None of the community people opposed the sub-project.

B. Public Consultation

42. Public participation and community consultation have been taken up as an integral part of the social assessment process of the sub-project. Public consultation was used as a tool to inform and educate stakeholders and local people 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.

43. This participatory process helped to inform the public and enabled the participation of the local people in the decision-making process. Initial public consultation has been carried out in the subproject areas with the objectives of avoiding and/or minimizing probable adverse impacts of the sub-project and achieving speedy implementation of the sub-project by bringing in awareness among the community on the benefits of the project.

44. Consultation meetings helped to establish that there was no significant impact on the community in terms of loss of livelihood, displacement of structures, or resettlement due to this sub-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 sub-project would have no significant impact on the community in terms of loss of livelihood, displacement of structures, or resettlement due to the project activities, rather it would be beneficial for them. The sub-project interventions will not create any obstacles in their daily life activities. Rather they will extend all kinds of cooperation, if required. They will take care of their children during the construction period to avoid unwanted injuries and accidents.

45. A total of five consultation meetings were held with related stakeholders, local leaders and community people at the wards through which the proposed roads traverse. All the

consultative meetings were held at project's sites of different wards. A total of 116 participants including both male (105) and female (11) attended at the meetings. The participants expressed the difficulty they faced due to unpaved and damaged roads, and suggested starting construction work as early as possible particularly before the rainy season. The participants stated that they would not face any problem due to construction work. However, they suggested not constructing the entire length of the road at a time, rather completing the construction works in sections. They also suggested using a 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.

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

- The participants are pleased with the proposed road improvement as they face huge difficulties in transporting from one place to another and in delivering their commercial goods within the *Pourashava* due to damaged roads and frequent submersion during flash floods and heavy rainfall.
- The participants opined to construct roads maintaining proper slopes, particularly in semi-urban areas so that the tractor could easily move from agricultural field to road during cultivation and transportation of agricultural goods.
- The participants recommended constructing a cross-culvert and keeping provision of pipe-drain under the road, as required so that the rainwater can move from one side to another and ultimately fall into a nearby channel or river.
- The participants opined that the construction works should be completed as quickly as possible and before the rainy season.
- The participants opined on installing a display board with detailed particulars of the sub-project at each site and involving local people so that they can inform *Pourashava* authority in case of any deviation of scheduled work and hence, can support the *Pourashava* to ensure the quality of construction work.
- The participants opined to ensure proper monitoring of construction work by *Pourashava* Engineers for the quality of work and longevity of roads.
- The participants suggested widening and constructing the roads in such a way that two vehicles can easily cross the road at a time as well as medium and large vehicles can run over the roads.
- The participants mentioned that they will extend their full cooperation despite some problems in movement during the construction work.
- The participants highly emphasized engaging local labors including females either skilled or unskilled in construction works as per their skill and capacity, if possible.
- The participants opined to address the grievances of community people, if any, as quickly as possible.

C. Focus Group Discussion

47. Focus Group Discussions (FGD) were conducted at the sites of the proposed roads with both the community people of various occupations and women. The objective of the FGDs was to further appraise the community people and women about the technical details of the sub-project and to reiterate the environmental and social impacts of the proposed sub-project and safeguards avoidance and/or mitigation measures. The comments or questions raised by the group were discussed until they were satisfied with the level of information provided. A total of two FGDs were conducted at the community level of proposed sub-project sites where 31 female participants were present. Participants' information on FGDs along with photographs and attendance sheets is given in Appendix 4 as evidence of FGD in women.

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

- Cross culvert and pipe drain: Most of the areas of the *Pourashava* become submerged due to heavy rainfall and flash floods, and people suffer a lot. Most of the participants have prime concerns about whether there will be cross culverts or pipe-drain under the roads in required locations. It was shared that cross-culverts are part of the subproject component.
- Widening of roads: The widening of all roads is designed along the vacant space on both sides of the ROW of roads. No existing structure will be affected. Considering the importance of road widening, the participants willingly expressed that if it requires more space and cutting of trees, the community people will leave the space and remove trees voluntarily.
- Compensation of any damage/displacement of structures and loss of income: The *Pourashava* Authority will regularly monitor whether any damage/displacement of any structures and loss of livelihood is happening or not. In case of impacts, the *Pourashava* Authority will compensate for the damage to the structure (partial or full) or loss of income in line with the entitlement matrix of CTCRP's resettlement framework consistent with the ADB's social safeguard policies.
- Engagement of local labor: The contractor will be informed to engage local labor as per their skill. The local female labor will also be given high priority for the construction works and the project will coordinate with the contractor to ensure it.
- Durability and quality of work: The *Pourashava* Authority will monitor the work at all times to ensure the durability and quality of work.
- Duration of construction: The duration of construction work will be twelve months.
- Mode of construction: Construction work will be done in sections, not the whole road at a time.
- Dust and noise: Measures will be taken to minimize the dust and noise.
- Load bearing capacity of the road: The road will be constructed to accommodate medium and large trucks, vehicles of fire service, ambulances, and similar vehicles.
- Grievance related to construction work: There will be a grievance redress cell at the *Pourashava* and a complaint box will be set up at the *Pourashava* premise. Any person could drop his/her complaint in the complaint box. People can also call over mobile for complaints. The grievance redress cell will address the complaint as promptly as possible.

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

- All the participants are happy to have the pucca road in their community.
- The participants recommended constructing box culverts or pipe-drain so that the rainwater can move easily after heavy rainfall and reduce their suffering due to water logging conditions.

- The participants recommended starting the construction work as early as possible and completing it before the rainy season.
- The participants recommended raising the height of the roads above the flood level to avoid the submersion of roads during flash floods.
- The participants expressed that they will take care of their children to avoid unwanted accidents during the construction work.
- The participants also expressed that they are ready to voluntarily leave some space along the roads to widen the roads if required.
- The participants emphasized engaging female labors as there are many female labors in the *Pourashava*. If local labor is engaged, they will work more carefully and properly and ultimately their household income will be increased.
- The participants opined that there will be no such social problems if it is required to deploy outside labor.

D. Summary of Discussion

50. The existing condition of the proposed roads is poor/ damaged and needs improvement for a smooth transport network within the *Pourashava*. The stakeholders and local inhabitants expressed their deep interest in the construction/improvement of the selected roads under the sub-project. The community people requested the *Pourashava* to construct cross culverts or pipe drains under the roads for proper drainage of water and to avoid the waterlogging situation that they faced. The community people recommended starting the construction work as soon as possible and completing it before the rainy season. They also suggested widening the roads so that two vehicles can cross over easily. They emphasized ensuring the quality of work for ensuring the durability of roads and ultimately for the benefit of movement of the people. They also emphasized engaging female labor mentioning that they will work carefully and properly contributing to the household income. The *Pourashava* officials assured the community members that they would compensate for the damage to the structure (partial or full) or loss of income and they will address their problems or complaints, if any, as quickly as possible. The community people appreciated ADB's Safeguard Policy.

E. Future Consultation and Disclosure

51. This due diligence report and other relevant documents will be made available at public locations in the *Pourashava* and posted on the websites of executing agencies and ADB. The consultation process will be continued and expanded during the sub-project implementation ensuring stakeholders participate fully in sub-project execution, as well as implement a comprehensive information, education, and communication plan.

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

- (i) **Consultations during implementation phase:** (a) public meetings with affected communities to discuss and plan work programs and allow issues to be raised and addressed once construction has started; and (b) smaller scale meetings to discuss and plan construction work with individual communities to reduce disturbance and other impacts, and to provide a mechanism through which stakeholders can participate in project monitoring and evaluation. Good practices and learnings (if any) during construction phase highlighted during consultations will be documented.
- (ii) **Project information disclosure:** (a) public information campaigns (via newspaper, flyers, and media) to explain the project to the wider city population and prepare

- them for disruptions they may experience once construction is underway; (b) public disclosure meetings at key project stages to inform the public of progress and future plans, and to provide copies of summary documents in local language; (c) formal disclosure of completed project reports by making copies available at convenient locations in the study areas, and informing the public of their availability; and (d) providing a mechanism through which comments can be made.
- (iii) **Consultation post-construction phase:** small-scale consultations and focus group discussions to understand the impacts of the constructed roads on the community, time savings, access improvement, externalities (if any) etc., and document any feedback received, for the project completion report.

F. Findings

53. This subproject has no resettlement impacts on the community whether full or partial, permanent or temporary, physical and economic displacements or loss of livelihood/income. No people will be affected due to this sub-project. No TMRESC households live in the *Pourashava* area.

54. 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.

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

V. GRIEVANCE REDRESS MECHANISM

56. 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.

57. **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.

58. 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.

59. 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 *pourashava* 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. The 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.

60. **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.

61. **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); and
- (v) EHS Supervisor/Social Coordinator, Contractor

62. 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 TMRESC, 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.

63. **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:

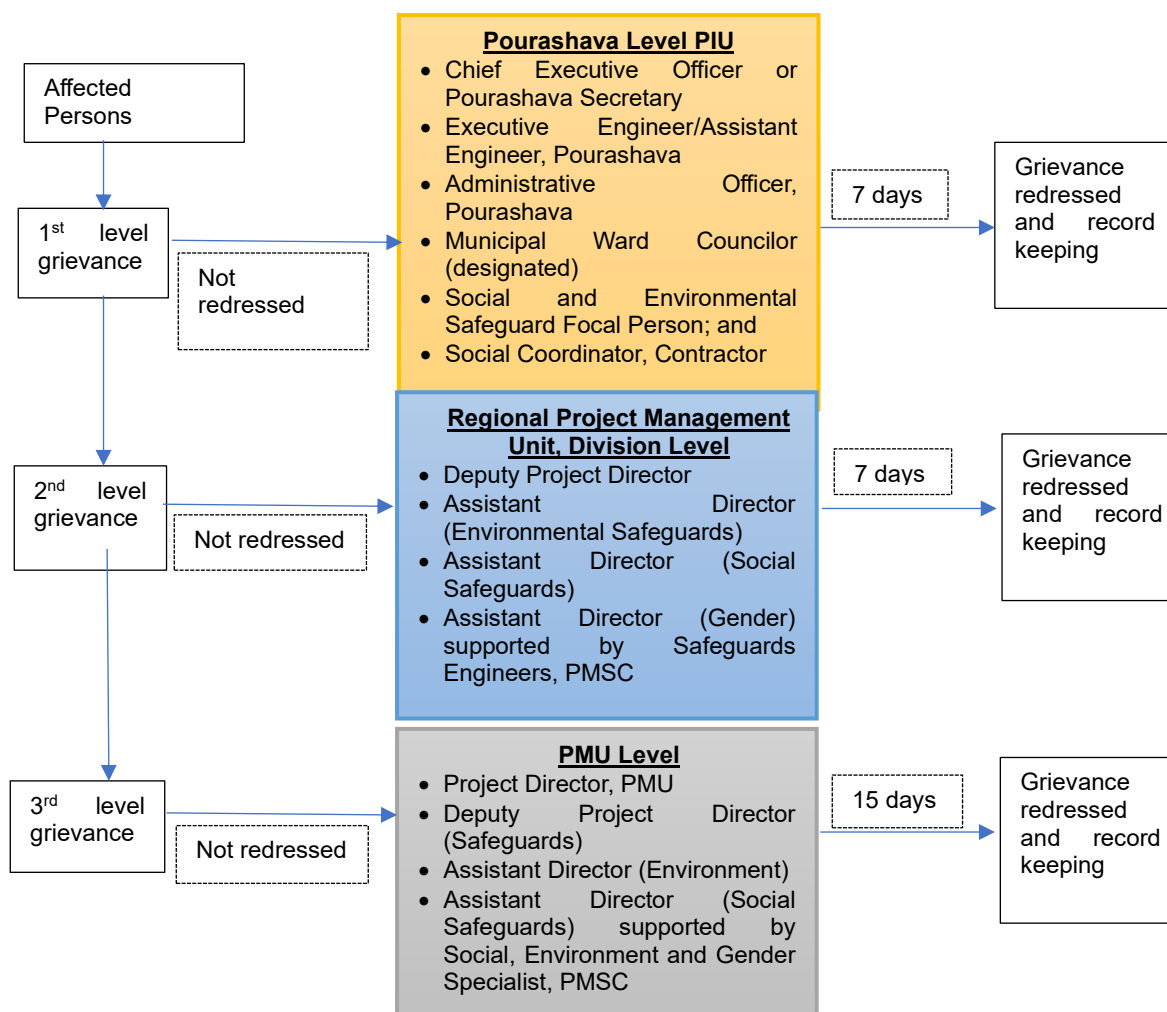
- (i) Deputy Project Director;
- (ii) Assistant Director (Environmental Safeguards);
- (iii) Assistant Director (Social Safeguards);
- (iv) Assistant Director (Gender) supported by Construction Supervision and Safeguards Engineers /Asst. Supervision and Safeguards Engineers, PMSC (Support)

64. **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

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

⁶ Small ethnic community/TMRESC 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 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.

Figure 4: Grievance Redress Process

GRC = grievance redressal committee; PIU = project implementation unit; PMSC = project management and supervision consultants; PMU = project management unit

Note: In case of project towns where impacts to TMRESC are assessed, the PIU-level grievance redress committee/team will have representation of the affected TMRESC.

66. 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.

67. 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.

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

69. **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.

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

VI. BUDGET TO IMPLEMENT SUBPROJECT COMPONENT

71. A budget of due diligence is included in the implementation of the sub-project component, 'Construction/improvement of 06 roads' under Borhanuddin *Pourashava*. The budget will include (i) conducting a detailed measurement survey in case of design or alignment changes at the design verification stage, (ii) consultation and grievance redress cost, and (iii) contingency provision. The budget is outlined in Table 4.

Table 4: Budgetary provision for the implementation of DDR

Item Description	Unit	Rate (BDT)	Total Amount (BDT)
A. DMS survey for DDR updating	As required	Lumpsum	200,000.00
B. Consultation	As required	Lumpsum	150,000.00
C. Grievance Redress	As required	Lumpsum	150,000.00
Sub-total			500,000.00
D. Contingency (20% of sub-total)			100,000.00
Grand Total			600,000.00

VII. CONCLUSION

A. Summary and Conclusion

72. It is concluded from the due diligence exercise that a total of 06 roads having a length of 8,386m will be constructed/improved within Borhanuddin Pourashava, district: Bhola. In addition, six box culverts are also included in this sub-project. It will not incur any land acquisition and resettlement impacts. No structures, whether full or partial, permanent or temporary, will be displaced and no people will lose his/her income because of the sub-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

73. The project information as well as the information on the GRM and other resettlement provisions has been disseminated during the public consultation meetings and FGDs with stakeholders, community leaders, and local people including women who have attended the public consultation sessions. The concerns, opinions, and recommendations of the participants of the consultative meetings and FGDs are noted for preparing the DDR.

74. Based on the public consultation, the recommendations were drawn including: i) initiate construction work promptly and prioritize completion before the rainy season to minimize disruptions of daily household activities caused by waterlogging, (ii) increase road width to allow for the comfortable passage of two vehicles simultaneously, improving traffic flow and reducing congestion, (iii) use high-quality materials and construction practices to ensure the durability of the roads and provide long-term benefits for the community, (iv) incorporate cross-culverts and 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) integrate relevant stakeholders and the local community throughout all sub-project stages, fostering transparency, addressing concerns promptly, and promoting a sense of community ownership, (vi) install signage displaying detailed information about the sub-project scope and intended benefits to keep the community informed, (vii) establish a system to effectively address any grievances raised by the community during construction, ensuring complaints are handled promptly and fairly, and (viii) prioritize the employment of local people, including skilled and unskilled women, during construction to provide job opportunities within the community.

75. The proposed subproject will not involve land acquisition and involuntary resettlement impacts. Therefore, the preparation of a resettlement plan is not required. This due diligence report has been prepared for the documentation and official record. This report summarizes the assessment of the project impact and outcome regarding the relevant maps, drawings, and related documents. The involuntary resettlement and indigenous peoples screening checklist is prepared and attached in Appendix 2.


B. Next Steps

76. 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) All proposed roads will be depicted in google map during updating the DDR.
- (iii) Formal and informal consultations will be carried out including, but not limited to: focus group discussions (FGDs), public meetings, community discussions, and in-depth and key informant interviews. An intensive information dissemination campaign will be conducted. Emphasis should be given to more consultations with local female members residing beside the roads and appraise their opinions about the proposed roads including the linking roads. The updated DDR will include details of such consultations.

Appendix 1: Ownership certificate of land of proposed 06 roads of Bohanuddin Pourashava



বোরহানউদ্দিন পৌরসভা কার্যালয়

Office of the Borhanuddin Municipality

বোরহানউদ্দিন, ভোলা-৮৩২০

Borhanuddin, Bhola-8320

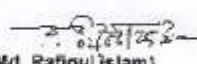
স্মারক নং: 46.10.0921.033.40.202.08-136

তারিখ: 02-03-24

Ownership Certificate of the Land of 06 nos Roads under Borhanudding Pourashava

This is to certify that a package of roads (Package no.: e-GP/CTCRP/BORH/RD-01) consists of 06 road schemes along with 06 box culverts in different wards of Borhanuddin Pourashava has been proposed in DPP for the improvement of infrastructure for the fiscal year 2023-2024 under the "Coastal Towns Climate Resilience Project" of Local Government Engineering Department. As these road schemes will be implemented at the land of the existing ROW of roads of Pourashava, there is no need of land acquisition and no further complexity is anticipated. These proposed road schemes are not included in the implementation of any other projects. The inhabitants of the Pourashava will be highly benefited if these road schemes are implemented. The proposed road schemes are given below:

Sl. #	Name of Road Scheme
01	Name of scheme # 1: RD-03. Construction of Road by Bituminous Carpeting (BC) from Joya Road to Khoyaz Bari Via Kirtania Bari, (Ch.00-916) & (Link Road (Ch. 916 to 1325.0m) & +00 to 255.0m at Ward No.-01 (Total Road Length=1580.0 m).
02	Name of scheme # 2: RD-04. Construction of Road by (Uni-block) from Joya road to Mohir press via Maji Bari (Ch.0 to 363m) Ward No.-02 (Total Length= 363m)
03	Name of scheme # 3: RD-05. Construction of Road by Bituminous Carpeting (BC) from Paura Bhabon to Fire Service via Farazi Bari (Ch.0- 1653m) Ward No.-02 (Total Length= 1653m)
04	Name of scheme # 4: RD-07. Construction of Road by RCC from Hawlader Market to Kasham Mia via Kalu Khan Bari (Ch.00 to 443m) & link road (Ch.00 to 165m) (link road starting at Ch.00+60 @ main road) at Ward No.-05 (Total Length= 608m)
05	Name of scheme # 5: RD-12. Construction of Road by Bituminous Carpeting (BC) from Yusuf Nagar Bazar to Dorun Bazar Road via Dr. Bari (Ch.00 to 2755) Ward No.-09 (Total Length= 2755m)
06	Name of scheme # 6: RD-13 Construction of Road by Bituminous Carpeting (BC) from Bottla to Borhangong Road via Raymohon Dr. Bari (Ch.00 to 1427m) Ward No.-04 (Total Length= 1427m)
07	Name of scheme # 7: RCC box culvert (3mX3m) 6 nos. (One box culvert at Ch. 155m of link road of RD 03 of ward no. 01; One box culvert at Ch. 1050m of RD 05 under ward no. 02; Three box culverts at Ch. 20m, 1350m and 2000m of RD 12 under ward no. 09; and One box culvert at Ch. 1160m of RD 13 under ward no. 04)


(Md. Rafiqul Islam)
 Mayor
 Borhanuddin Pourashava, Bhola.

E-mail :borhanuddinmunicipality@gmail.com

Appendix 2: Involuntary Resettlement and Indigenous Peoples Screening Form

Date: 24.01.2024

A. Project Data			
Country/Project No./ Project Title	: Coastal Towns Climate Resilience Project		
ADB No.	: 55201-001		
Country	: Bangladesh		
Sub-project:	: Construction/improvement of 06 nos. roads under Borhanuddin Pourashava, District: Bhola		
B. Involuntary Resettlement and Indigenous Peoples Category			
<input checked="" type="checkbox"/> New <input type="checkbox"/> Recategorization — Previous Category <input type="checkbox"/>			
Involuntary Resettlement Category: <input type="checkbox"/> Category A <input type="checkbox"/> Category B <input checked="" type="checkbox"/> Category C <input type="checkbox"/> Category FI			
Indigenous Peoples Category: <input type="checkbox"/> Category A <input type="checkbox"/> Category B <input checked="" type="checkbox"/> Category C <input type="checkbox"/> Category FI			
C. Comments			
<p>There is no involuntary resettlement and Indigenous Peoples impact in this sub-project. Therefore, the preparation of a Resettlement Plan/IPP is not required with respect to the involuntary resettlement impact and indigenous peoples for the construction/improvement of the following selected road schemes of Borhanuddin Pourashava, District: Bhola.</p> <ul style="list-style-type: none"> ▪ Name of scheme # 1: RD-03. Construction of Road by Bituminous Carpeting (BC) from Joya Road to Khoyaz Bari Via Kirtonia Bari, (Ch.00-916) & (Link Road (Ch. 916 to 1325.0m) & +00 to 255.0m at Ward No.-01 (Total Road Length=1580.0 m). ▪ Name of scheme # 2: RD-04. Construction of Road by (Uni-block) from joya road to Monir press via Maji Bari (Ch.0 to 363m) Ward No.-02 (Total Length= 363m) ▪ Name of scheme # 3: RD-05. Construction of Road by Bituminous Carpeting (BC) from Poura Bhabon to Fair Service via Farazi Bari (Ch.0- 1653m) Ward No.-02 (Total Length= 1653m) ▪ Name of scheme # 4: RD-07. Construction of Road by RCC from Hawlader Market to Kashem Mia via Kalu khan Bari (Ch.00 to 443m) & link road (Ch.00 to 165m) ('link road starting at Ch.00+60 @ main road) at Ward No.-05 (Total Length= 608m) ▪ Name of scheme # 5: RD-12. Construction of Road by Bituminous Carpeting (BC) from Yousuf Nagor Bazar to Dorun Bazar Road via Dr. Bari (Ch.00 to 2755) Ward No.-09 (Total Length= 2755m) ▪ Name of scheme # 6: RD-13. Construction of Road by Bituminous Carpeting (BC) from Bottla to Borhangong Road via Raymohon Dr. Bari (Ch.00 to 1427m) Ward No-04 (Total Length= 1427m) 			

- **Name of scheme # 7:** RCC box culvert (3mx3m) 6 nos. (One box culvert at Ch. 155m of link road of RD 03 of ward no. 01; One box culvert at Ch. 1050m of RD 05 under ward no. 02; Three box culverts at Ch. 20m, 1350m and 2000m of RD 12 under ward no. 09; and One box culvert at Ch. 1160m of RD 13 under ward no. 04)

The Involuntary Resettlement and Indigenous Peoples Screening Checklists (**Appendix 2a** and **Appendix 2b**) of these proposed roads are given as below:

Appendix 2a: Involuntary Resettlement Impact Screening

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

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Are any displaced persons from indigenous or ethnic minority groups? [X] No [--] Yes				

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

Appendix 2b: Indigenous Peoples Categorization Form and Screening Checklist

A. Project Data			
Country/Project No./Project Title		: <u>Coastal Towns Climate Resilience Project</u>	
Department/ Division		: Local Government Engineering Department	
Processing Stage		: e-GP/CTCRP/BORH/RD-01	
Modality		:	
<input type="checkbox"/> Project Loan <input type="checkbox"/> Program Loan <input type="checkbox"/> Financial Intermediary <input type="checkbox"/> General Corporate Finance <input checked="" type="checkbox"/> Sector Loan <input type="checkbox"/> MFF <input type="checkbox"/> Emergency Assistance <input type="checkbox"/> Grant <input type="checkbox"/> Other financing modalities:			
B. Indigenous Peoples Category			
No TREMSC reside within the immediate locality of the Project Area			
[X] New [] Recategorization — Previous Category []			
<input type="checkbox"/> Category A	<input type="checkbox"/> Category B	<input checked="" type="checkbox"/> Category C	<input type="checkbox"/> Category FI
C. Project requires the broad community support of affected Indigenous Peoples communities.			<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
D. Comments			
Project Team Comments:		RSES Comments:	
No TREMSC resides within the project area.			
B. Approval			
Proposed by:			
Amar Krishna Baidya, Social Safeguards Consultant			
Endorsed by:			
The Project Director, {Project Management Unit}			
Level-13, RDEC Bhaban, LGED			
Date: 8 May 2024			

KEY CONCERNS (Please provide elaborate on the Remarks column)	YES	NO	NOT KNOWN	Remarks
A. Indigenous Peoples Identification				
1. Are there socio-cultural groups present in or use the project area who may be considered as "tribes" (hill tribes, scheduled tribes, tribal peoples),"minorities" (ethnic or national minorities) or "indigenous communities" in the project area?		X		There is no TMRESC present in this area.
2. Are there national or local laws or policies as well as anthropological researches/studies that consider these groups present in or using the project area as belonging to "ethnic minorities", scheduled tribes, tribal peoples, national minorities, or cultural communities?		X		
3. Do such groups self-identify as being part of a distinct social and cultural group?		X		
4. Do such groups maintain collective attachments to distinct habitats or ancestral territories and/or to the natural resources in these Habitats and territories?		X		
5. Do such groups maintain cultural, economic, social, and political Institutions distinct from the dominant society and culture?		X		
6. Do such groups speak a distinct language or dialect?		X		
7. Has such groups been historically, socially and economically marginalized, disempowered, excluded, and/or discriminated against?		X		
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?		X		
B. Identification of Potential Impacts				
9. Will the project directly or indirectly benefit or target Indigenous Peoples?		X		
10. Will the project directly or indirectly affect Indigenous Peoples' traditional socio-cultural and belief practices? (e.g., Child-rearing, health, education, arts, and governance)		X		
11. Will the project affect the livelihood systems of Indigenous Peoples? (e.g., food production system, natural resource management, crafts and trade, employment status)		X		The project will not affect the livelihood systems of TMRESC (Indigenous

KEY CONCERNS (Please provide elaborate on the Remarks column)	YES	NO	NOT KNOWN	Remarks
				Peoples).
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		
D. Identification of Special Requirements				
<i>Will the project activities include:</i>				
13. Commercial development of the cultural resources and knowledge of Indigenous Peoples?		X		
14. Physical displacement from traditional or customary lands?		X		
15. Commercial development of natural resources (such as minerals, hydrocarbons, forests, water, hunting or fishing grounds) within customary lands under use that would impact the livelihoods or the cultural, ceremonial, spiritual uses that define the identity and community of Indigenous Peoples?		X		
16. Establishing legal recognition of rights to lands and territories that are traditionally owned or customarily used, 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		The proposed roads will be implemented in land within the roadROW under the ownership of <i>Pourashava</i> authority.

Appendix 3: Participants of stakeholders' meeting along with photographs and attendance sheets

A. Total Participants

SI #	Place of meeting	Ward #	Date and Time	# of Participants		
				Male	Female	Total
01	Gangacharha Govt. Primary School	01	24 January 2024; 2:50pm	21	03	24
02	In front of H/O Babul Mia, Masterpara	02	20 March 2024; 12:55pm	18	00	18
03	H/O Mofizul Islam, Muslimpara	05	19 March 2024; 3:00pm	30	00	30
04	H/O Yusuf Councilor, Yusufnagar Bazar	09	20 March 2024; 11:00am	26	00	26
05	Purba Namu Para	04	24 January 2024; 12:05pm	10	08	18
	Total			105	11	116

B. Photographs



Picture 13: Consultative meeting with local people at Gangacharha Government Primary School of Ward no. 1



Picture 14: Consultative meeting with local people at in front of the house of Babul Mia, Masterpara of Ward no. 2



Picture 15: Consultative meeting with local people at the house of Mofizul Islam, Muslimpara of Ward no.5



Picture 16: Consultative meeting with local people at the house of Yusuf Councilor, Yusufnagar Bazar of Ward no.9



Picture 17: Consultative meeting with local people at Purba Namopara of Ward no.4

C. Attendance sheets

Coastal Towns Climate Resilient Project

Package Number:

Attendance Sheet

Consultative meeting with local people

Name of Pourashava: *Boshanuddin Pourashava* Ward No.: *৫১*

Name of Place: *Gangaacharan Govt. Primary school*

Date & Time: *24/07/2024, 2:50 pm*

Sl #	Name of Participant	Gender	Occupation	Mobile number	Signature
01	<i>রুমার চন্দ্র দে</i>	<i>M</i>	<i>কৃষি</i>	<i>-</i>	<i>রুমার চন্দ্র দে</i>
02	<i>রাহুল মাহান দে</i>	<i>M</i>	<i>কৃষি</i>	<i>০১৭৩২৭৪৪৪</i>	<i>রাহুল মাহান দে</i>
03	<i>লোকেশ চন্দ্র দে</i>	<i>M</i>	<i>কৃষি</i>	<i>০১৭২২৬৪৭৩৬</i>	<i>লোকেশ চন্দ্র দে</i>
04	<i>বিমান</i>	<i>M</i>	<i>কৃষি</i>	<i>-</i>	<i>বিমান</i>
05	<i>কামরান দে</i>	<i>M</i>	<i>কৃষি</i>	<i>০১৭১৬১২২</i>	<i>কামরান দে</i>
06	<i>সিদ্ধান্ত রতন দে</i>	<i>M</i>	<i>কৃষি</i>	<i>০১৭১২২৭৭</i>	<i>সিদ্ধান্ত রতন দে</i>
07	<i>শ্রী: সানিল</i>	<i>M</i>	<i>কৃষি</i>	<i>০১৭২৪১৬৪১</i>	<i>শ্রী: সানিল</i>
08	<i>বিশ্বনাথ চন্দ্র দে</i>	<i>M</i>	<i>কৃষি</i>	<i>০১৭১০৬৫</i>	<i>বিশ্বনাথ চন্দ্র দে</i>
09	<i>লোকেশ দে</i>		<i>কৃষি</i>	<i>-</i>	<i>লোকেশ দে</i>
10	<i>কামরান দে</i>	<i>M</i>	<i>কৃষি</i>	<i>০১৭৩১১১৩</i>	<i>কামরান দে</i>
11	<i>নীল রতন দে</i>	<i>M</i>	<i>কৃষি</i>	<i>০১৭১৪১০৩৩</i>	<i>নীল রতন দে</i>
12	<i>শিমুল চন্দ্র দে</i>	<i>M</i>	<i>কৃষি</i>	<i>০১৩০৩৫১৭৭৬৫</i>	<i>Shimul</i>
13	<i>রমজিত কর্মকার</i>	<i>M</i>	<i>কৃষি</i>	<i>-</i>	<i>রমজিত</i>
14	<i>অজিত চন্দ্র দে</i>	<i>M</i>	<i>কৃষি</i>	<i>০১৭১৭৭৭৭৭৭</i>	<i>অজিত চন্দ্র দে</i>
15	<i>অজিত চন্দ্র দে</i>	<i>M</i>	<i>কৃষি</i>	<i>-</i>	<i>অজিত চন্দ্র দে</i>

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Sl #	Name of Participant	Gender	Occupation	Mobile number	Signature
16	મુનીમ ઉદા	M	શ્રમિક	-	મુનીમ
17	મિત્ર મીને ભાગ	F	વિક્રમ	0172881348	મિત્ર
18	ઉમાલિકા દાવ ભાગ	F	વિક્રમ	0175451082	ઉમાલિકા
19	નિમિષ (પ.)	F	મુલિક	-	નિમિષ (પ.)
20	ગમલિ	M	બાગીચ	0176032834	
21	ABdev Sathy	M	XENC	01720594437	
22	શરૂન નાથ રાજી	M	Councilor	01740505610	
23	ભા.શશીરેન	M	બાગીચ	0175601392	
24	રિશ્તન (ભાગ)	M	સુવેચક	01714913498	
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(2)

Coastal Towns Climate Resilient Project

Package Number:

Attendance Sheet

Consultative meeting with stakeholders

Name of Pourashava: Burhanuddin Pourashava Ward No.: 02

Name of Place: In front of Ato of Babul Mia; masterpara

Date & Time: 20.02.2024; 12:55 pm

Sl #	Name of Participant	Gender	Occupation	Mobile number	Signature
01	ডাঃ. ফারুক হোসেন	M	ডাক্তার	01736948156	[Signature]
02	ক. (অ.প্র.) মিনা মিনা	M	ডাক্তার	01768855155	[Signature]
03	ডাঃ. মুন্সেরা কবির	M	ডাক্তার	0171-2066009	[Signature]
04	ডাঃ. শাহিন আলম মাসুদ	M	ফিল্ড	01913718010	[Signature]
05	ডাঃ. মাহবুবুল হক	Male	-	01818918356	[Signature]
06	ডাঃ. মোহাম্মদ আলম	M.	ডাক্তার	01712855612	[Signature]
07	ডাঃ. ফিরোজ আলম	M.	Medicinal	01851608081	[Signature]
08	ডাঃ. ইকবাল	M	ডাক্তার	016055595	[Signature]
09	ডাঃ. মাহবুবুল আলম	M	ডাক্তার	0163665580	[Signature]
10	ডাঃ. মাহবুবুল আলম	M	II	01912082426	[Signature]
11	ডাঃ. জাহিদ (আলম)	M	ডাক্তার	01799737004	[Signature]
12	ডাঃ. মাহবুব (আলম)	M	ডাক্তার	01745032003	[Signature]
13	ডাঃ. মাহবুব (আলম)	M	ডাক্তার	01716405061	[Signature]
14	ডাঃ. জাহিদ	M	ডাক্তার	0174796942	[Signature]
15	ডাঃ. জাহিদ (আলম)	M.	ডাক্তার	01922970208	[Signature]

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16	1881-1882	M	3103m	01715324821	01/10/10
17	1882-1883	M	Te:	01710272034	02/10/10
18	1883-1884	M	Te:	01711931149	03/10/10
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Coastal Towns Climate Resilient Project

Package Number:

Attendance Sheet

Consultative meeting with local people

Name of Pourashava: Burhanuddin Pourashava Ward No.: 05

Name of Place: H/O of Mofiqul Islam, muslimpara

Date & Time: 19.03.2024; 3:00 pm

Sl #	Name of Participant	Gender	Occupation	Mobile number	Signature
01	মাহিম	male	business	0166787636	মাহিম
02	মাহাবুব	male	layer	01975426505	মাহাবুব
03	শ্রী: জামিল	"	labour	01822550808	জামিল
04	শ্রী: কাজিম	"	fisherman	01881430198	কাজিম
05	শ্রী: নিকম উল্লহ	"	farmer	01990943975	নিকম
06	শ্রী: নিকম	"	car Driver	01754932379	নিকম
07	শ্রী: মাহিম	"	business man	01843512986	মাহিম
08	শ্রী: চাফা	"	business	01766887636	চাফা
09	শ্রী: জামিল হামিদ	"	wood layer	01744161332	জামিল
10	শ্রী: মোম	"	business	9326572194	মোম
11	শ্রী: মোমিন	"	farmer	-	মোমিন
12	শ্রী: ওমর	"	student	01898967207	ওমর
13	মাহাবুব (মামন)	"	business man	01829812246	মাহাবুব
14	জামিল মামন	"	job holder	01893684299	জামিল
15	শ্রী: হাদিস	"	business man	01950332084	হাদিস

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16	মোঃ মাহাবুবুল	Male	business man	0172981224 6	মোঃ মাহাবুবুল
17	মোঃ বজবিব	"	Job Holders	018320402 3378	মোঃ বজবিব
18	মোঃ জাহিদুল	"	Job Holders	01843366 09	মোঃ জাহিদুল
19	মোঃ মনসুর	"	business man	018148385 79	মোঃ মনসুর
20	মোঃ শিহাবুল	"	Labour	0172735 3757	মোঃ শিহাবুল
21	মোঃ হামিদ	"	Labour	01766822 5503	মোঃ হামিদ
22	মোঃ নজরুল	"	business man	017864 870370	মোঃ নজরুল
23	মোঃ ফাহাদ	"	business man	01776625 607	মোঃ ফাহাদ
24	মোঃ মিনুজ্জামান	"	Job Holder	-	মোঃ মিনুজ্জামান
25	মোঃ মিনুজ্জামান	"	Job Holder	-	মোঃ মিনুজ্জামান
26	মোঃ মাহাবুবুল	"	Student	01910966138	মোঃ মাহাবুবুল
27	মোঃ নজরুল	"	business man	0178698736	মোঃ নজরুল
28	মোঃ মাহাবুবুল	"	business man	01716181389	মোঃ মাহাবুবুল
29	MD, AKIB	"	Engn	01760328939	MD, AKIB
30	মোঃ আবুল হুসাইন	"	Employee	01711913498	মোঃ আবুল হুসাইন
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Coastal Towns Climate Resilient Project

Package Number:

Attendance Sheet

Consultative meeting with local people

Name of Pourashava: *Burhanuddin Pourashava* Ward No.: *09*

Name of Place: *H/O of Yusuf councillor, Yusuf Nagar Bazar*

Date & Time: *20.03.2024, 11:00 am*

Sl #	Name of Participant	Gender	Occupation	Mobile number	Signature
01	<i>Mr. Ghanesh Kumar</i>	Male	<i>Govt</i>	-	<i>Mr. Ghanesh</i>
02	<i>Mr. S. S. S.</i>	Male	<i>Farmer</i>	-	<i>Mr. S. S. S.</i>
03	<i>Mr. S. S. S.</i>	Male	<i>Farmer</i>	<i>01725679788</i>	<i>Mr. S. S. S.</i>
04	<i>Mr. S. S. S.</i>	Male	<i>Govt</i>	-	<i>Mr. S. S. S.</i>
05	<i>Mr. S. S. S.</i>	Male	<i>Govt</i>	<i>01714969006</i>	<i>Mr. S. S. S.</i>
06	<i>Mr. S. S. S.</i>	Male	<i>Govt</i>	<i>0192392073</i>	<i>Mr. S. S. S.</i>
07	<i>Mr. S. S. S.</i>	Male	<i>Farmer</i>	-	<i>Mr. S. S. S.</i>
08	<i>Mr. S. S. S.</i>	Male	<i>Farmer</i>	-	<i>Mr. S. S. S.</i>
09	<i>Mr. S. S. S.</i>	Male	<i>Farmer</i>	<i>0192446279</i>	<i>Mr. S. S. S.</i>
10	<i>Mr. S. S. S.</i>	Male	<i>Farmer</i>	-	<i>Mr. S. S. S.</i>
11	<i>Mr. S. S. S.</i>	Male	<i>Driver</i>	-	<i>Mr. S. S. S.</i>
12	<i>Mr. S. S. S.</i>	Male	<i>Farmer</i>	-	<i>Mr. S. S. S.</i>
13	<i>Mr. S. S. S.</i>	Male	<i>Farmer</i>	<i>0176363879</i>	<i>Mr. S. S. S.</i>
14	<i>Mr. S. S. S.</i>	Male	<i>Driver</i>	<i>0194766537</i>	<i>Mr. S. S. S.</i>
15	<i>Mr. S. S. S.</i>	Male	<i>Labour</i>	<i>01707168829</i>	<i>Mr. S. S. S.</i>

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16	ମା. ଶ୍ରୀମତୀ	mail	govt	671855909	କୋ. ଲା. 24
17	ଶ୍ରୀମତୀ	mail	student	019661644	ଶ୍ରୀମତୀ
18	ମା. ଶ୍ରୀମତୀ	mail	farmer	-	ଶ୍ରୀମତୀ
19	କୋ. ଶ୍ରୀମତୀ	mail	job	671300647	ଶ୍ରୀମତୀ
20	ନିର୍ଦ୍ଦେଶ	mail	farmer	-	ନିର୍ଦ୍ଦେଶ
21	କୋ. ଶ୍ରୀମତୀ	mail	govt	019141818	ଶ୍ରୀମତୀ
22	ମା. ଶ୍ରୀମତୀ	mail	student	01957515566	ଶ୍ରୀମତୀ
23	କୋ. ଶ୍ରୀମତୀ	mail	Business	01723018449	ଶ୍ରୀମତୀ
24	କୋ. ଶ୍ରୀମତୀ	Mail	Job	9726184533	ଶ୍ରୀମତୀ
25	କୋ. ଶ୍ରୀମତୀ	Male	Employee	01711913428	ଶ୍ରୀମତୀ
26	କୋ. ଶ୍ରୀମତୀ	mail	govt	01760342547	ଶ୍ରୀମତୀ
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Coastal Towns Climate Resilient Project

Package Number:

Attendance Sheet

Consultative meeting with local people

Name of Pourashava: Borhanuddin Pourashava Ward No.: 04

Name of Place: Purba namo-para

Date & Time: 24.01.2024; 12:05 PM

Sl #	Name of Participant	Gender	Occupation	Mobile number	Signature
01	আবদুল কাদের	M	কৃষি	-	আবদুল
02	শ্রীমতি	M	কৃষি	01302240062	শ্রীমতি
03	ব্রজ	M	কৃষি	-	ব্রজ
04	সানি	F	শ্রমিক	01302240062	সানি
05	মিসিয়ারি	F	শ্রমিক	-	মিসিয়ারি
06	আবদুল কাদের	F	শ্রমিক	-	আবদুল
07	মিসিয়ারি	F	শ্রমিক	01762758888	মিসিয়ারি
08	মায়া বানি মাস	F	শ্রমিক	-	মায়া বানি
09	ব্রজনাথ	F	শ্রমিক	01716355513	ব্রজনাথ
10	আবদুল কাদের	F	শ্রমিক	01720380425	আবদুল কাদের
11	মিসিয়ারি	M	কৃষি	01762758888	মিসিয়ারি
12	ব্রজ	M	কৃষি	01808861018	ব্রজ
13	ব্রজ	M	Laben	01019900984	ব্রজ
14	Abdus Satter	AM	XEN	01720594439	Abdus Satter
15	মিসিয়ারি	M	কৃষি	01712592307	মিসিয়ারি

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Sl #	Name of Participant	Gender	Occupation	Mobile number	Signature
16	শ্রীমতী	F	শ্রীমতী	-	শ্রীমতী
17	ইকবাল হোসেন	M	Surveyor	01711913498	ইকবাল
18	আব্বাস	M	Engg	01760328984	আব্বাস
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Appendix 4: Participants of FGDs along with photographs and attendance sheets

A. Total Participants

SI #	Place of meeting	Ward #	Date and Time	# of Participants		
				Male	Female	Total
01	H/O Aklima Begum, Masterpara	02	20 March 2024: 2:45pm	-	11	11
02	H/O Yusuf Councilor	09	20 March 2024; 11:35am	-	20	20
	Total			-	31	31

B. Photographs



Picture 18: FGD with female at the house of Aklima Begum, Masterpara of Ward no. 2



Picture 18: FGD with female at the house of Yusuf Councilor, Yusufnagar Bazar of Ward no. 9

Coastal Towns Climate Resilient Project

Package Number:

Attendance Sheet

Name of Pourashava: Buxharuddin Pourashava Ward No.: 02

Name of Place: H/o of Aklima Begum, Narber para

Date & Time: 20.02.2024, 2:45 pm

Sl #	Name of Participant	Gender	Occupation	Mobile number	Signature
01	আবুল কাশিম	Female	হাউস	0174515947	আবুল কাশিম
02	ফজল	Female	হাউস	-	ফজল
03	হাজিরা	Female	হাউস	-	হাজিরা
04	মিরাজ	Female	হাউস	01716558091	মিরাজ
05	ফজল	Female	হাউস	01723845003	ফজল
06	নাজমা	Female	হাউস	01729101224	নাজমা
07	হুমায়ুন (মহা)	F	হাউস	01731080088	হুমায়ুন
08	হাজিরা	F	হাউস	01716174066	হাজিরা
09	মাহবুব	F	✓	-	মাহবুব
10	মিলানা	F	✓	-	মিলানা
11	সম্মত (মহা)	F	হাউস	0171094295	সম্মত
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Coastal Towns Climate Resilient Project

Package Number:

Attendance Sheet

Focus group discussion with female

Name of Pourashava: *Burhanuddin Pourashava* Ward No.: *09*

Name of Place: *Up. of Yusuf Councilor*

Date & Time: *20.03.24, 11:35 am*

Sl #	Name of Participant	Gender	Occupation	Mobile number	Signature
01	<i>বসন্ত</i>	Female	<i>Job Holder Housewife</i>	-	<i>বসন্ত</i>
02	<i>বিনা বসন্ত</i>	"	Housewife	-	<i>বিনা বসন্ত</i>
03	<i>ফিমা বসন্ত</i>	"	Housewife	<i>01915952979</i>	<i>ফিমা বসন্ত</i>
04	<i>মোঃ আরশাদ</i>	Female	Housewife	<i>01730004485</i>	<i>আরশাদ</i>
05	<i>আরশাদ বসন্ত</i>	"	"	<i>01778888774</i>	<i>আরশাদ</i>
06	<i>ইমানলিল বসন্ত</i>	"	"	<i>01721654692</i>	<i>ইমানলিল</i>
07	<i>আহাবু বসন্ত</i>	"	"	<i>01987078793</i>	<i>আহাবু</i>
08	<i>মুজাহিদ</i>	"	"	-	<i>মুজাহিদ</i>
09	<i>আহাবু বসন্ত</i>	"	"	<i>01952834513</i>	<i>আহাবু</i>
10	<i>আহাবু বসন্ত</i>	"	"	<i>01913907696</i>	<i>আহাবু</i>
11	<i>আহাবু বসন্ত</i>	"	"	<i>01776674462</i>	<i>আহাবু</i>
12	<i>আহাবু বসন্ত</i>	"	"	-	<i>আহাবু</i>
13	<i>বিরি বসন্ত</i>	"	"	-	<i>বিরি</i>
14	<i>বিরি বসন্ত</i>	"	"	x	<i>বিরি</i>
15	<i>বিরি বসন্ত</i>	"	"	x	<i>বিরি</i>

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16	ସମ୍ପତ୍ତି (ସ୍ତ୍ରୀ)	Female	Housewife	019395534 34	ହାତକାମ
17	ସମ୍ପତ୍ତି (ସ୍ତ୍ରୀ)	"	"		ହାତକାମ
18	ସମ୍ପତ୍ତି (ସ୍ତ୍ରୀ)	"	"		21/2/09
19	ସମ୍ପତ୍ତି (ସ୍ତ୍ରୀ)	"	"		21/6/09
20	ସମ୍ପତ୍ତି (ସ୍ତ୍ରୀ)	"	"		ସମ୍ପତ୍ତି
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Appendix 5: Sample Grievance Registration Form

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

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