

Land Acquisition and Resettlement Due Diligence Report

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Bangladesh: Coastal Towns Climate Resilience Project – Construction of 6 Roads in Charfesson *Pourashava*, Bhola District

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

CURRENCY EQUIVALENTS

(As of August 2023)

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

ABBREVIATIONS

ADB	-	Asian Development Bank
AIDS	-	Acquired Immunodeficiency Syndrome
BAN	-	Bangladesh
CDTA	-	Capacity Development Technical Assistance
CTCRP	-	Coastal Towns Climate Resilience Project
DDS	-	Detailed Design services
DPHE	-	Department of Public Health Engineering
FGD	-	Focus Group Discussion
GRM	-	Grievance Redress Mechanism
GRC	-	Grievance Redress Committee
IEE	-	Initial Environmental Examination
LGED	-	Local Government Engineering Department
PAM	-	Project Administrative Management
PAP	-	Project Affected Person
PIU	-	Project Implementation Unit
PPTA	-	Project Preparatory Technical Assistance
RD	-	Roads
RP	-	Resettlement Plan
SCF	-	Strategic Climate Fund
SIA	-	Social Impact Assessment
TA	-	Technical Assistance
TLCC	-	Town Level Co-ordination Committee
SPS	-	Safeguard Policy Statement

WEIGHTS AND MEASURES

°C	-	Degree Celsius
cm	-	centimeters
km	-	kilometer
m	-	meter
mm	-	millimeter
m ²	-	square meter
m ³	-	Micrograms per cubic meter
Tk	-	taka
%	-	percentage

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., FY 2024 ends on 30 June 2024.
- (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 will be completed on June 2022. As a continuity of the project ADB extended his support to Coastal Towns Climate Resilience Project (CTCRP) which will strengthen climate resilience and disaster preparedness in 22 (twenty-two) vulnerable coastal *pourashavas* (secondary towns) of Bangladesh. The towns were selected based on their vulnerability, population size, density, and level of past investments. The project takes a holistic and integrated approach to urban development and will (i) provide climate-resilient municipal infrastructure, and (ii) strengthen institutional capacity, local governance, and knowledge-based public awareness, for improved urban planning and service delivery considering climate change and disaster risks. Key infrastructure investments include (i) drainage, (ii) water supply, (iii) sanitation, (iv) cyclone shelters, and (v) other municipal infrastructure including emergency access roads and bridges, solid waste management, bus terminals, slum improvements, boat landings, and markets. Investments will benefit the poor and women. The Ministry of Local Government, Rural Development and Cooperatives (MLGRDC) acting through its Local Government Engineering Department (LGED) will be the Executing Agency. *Pourashavas* are the implementing agencies of the project.

2. Coastal towns are particularly at risk from the impacts of climate change due to high levels of poverty and limited capacity of *pourashavas* (urban local governments) to invest in resilience. The *pourashavas* lack resilient infrastructure, clubbed with haphazard urbanization, lack of storm water drains, poor solid waste management system further worsens the condition of these towns. Most of the coastal towns are situated on the riverbanks of low-lying tidal zones at an average elevation of 1.0–1.5 meters (m) from the sea 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 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

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

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.

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: District-wise Pourashavas where Project will be Implemented

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

8. Construction of 6 roads in Charfesson *Pourashava*, District Bhola is one of the proposed sub-project components of CTCRP. The proposed roads, protection works and culverts will improve connectivity of the project area and improve transportation facility. The proposed drains will improve the drainage system of the *Pourashava*.

C. Scope of Due Diligence

9. This DDR is prepared for the proposed construction work of:

- (i) Construction of Uni-Block Road Starting from Zia Road (GP Tower) to Gosal Road Via Rafiq amin house (Ch: 0+000 to 0+401) Ward no-01, under Charfesson *Pourashava*; (Total Length =401.00m)
- (ii) Construction of Road by RCC Starting from kuddus Dr. Road with Link Dularhat Road and link Starting from Salim house to Miaji house (Main Road Ch: 0+000 to 0+600) & link -01 start point (Ch: 0+000 to 0+342. @main Road) (Link Road-1, Ch: 0+295) & (Link Road-02, Start point 0+000 to 0+147@link Road-1), Link Road-2, ch. 0+000 to 0+255), Ward no-06, under Charfesson *Pourashava*;
- (iii) Construction of Road by RCC Starting from Gosal Road (Professor Para) Sabuj bag Mosque to Jugas Sheel Bari. (Ch: 0+000 to 0+835) under Charfesson *Pourashava*;
- (iv) Construction of Road by RCC Starting from Siddik Munshi Bari to Soroar

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

- Munshi Bari (Main Road Ch: 0+000 to 0+906) (Link -01 start point (Ch: 0+000 to 0+706. @main Road) (link Road -1, Ch.:0+00 to 0+250) & (Link Road-02 start point 0+000 to 0+110@link Road-1), Link Road-2 ch. 0+000 to 0+355) & X-Drain at ch.620 m (main road), ch.10m (Link-1) & ch.260m (Link-2) Ward no-09, under Charfesson *Pourashava*;
- (v) Construction of Road by RCC Starting from Modon H/W (RHD to Liyakat Ali) road at (Ch: 0+000 to 0+870m) & X-Drain ch. 50m, ch.530m, at ward no-03, under Charfesson *Pourashava*;
Construction of Road by RCC Starting from Master Road (R&H to Kuddus Master Bari) at ward no-1 (Ch: 0+000 to 0+355m) under Charfesson *Pourashava*;
 - (vi) Construction of Road by RCC Starting from Fajlur Rahman road (Ch: 0+000 to 0+605m) at word -01 under Charfesson *Pourashava*;
 - (vii) Construction of RCC Box Culvert 3vent x3.0mx4.0m (W-4.26m) on Kumar Khali Canal Near Siddik Munshi Bari at ward No-09, Under Charfesson *Pourashava*. Bhola;
 - (viii) Construction of RCC Box Culvert 3vent x3.0mx4.0m (W-4.26m.) on Boyatir Canal End of Mawlana Aminul Islam Road at ward No-02, Under Charfesson *Pourashava*. Bhola

10. This DDR is prepared for the proposed construction work of 6 different RCC roads in Charfesson *Pourashava*. The report is prepared based on the available preliminary design and the Subproject Appraisal Report (SPAR) prepared for this project and relevant sections of the Capacity Development Technical Assistance (CDTA) Report; discussions with related stakeholders and PIU/ *Pourashava* authorities and consultation with the Department of Public Health Engineering (DPHE) personnel.

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

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

13. The DDR will be further updated and reconfirmed for final impacts following detailed design and based on detailed measurement survey (DMS). The draft DDR will be reviewed and disclosed on MLGRDC, LGED and ADB websites.

II. PROJECT DESCRIPTION

A. About the Project Area

14. Charfesson *Pourashava* is a city-based local government body under Charfashion Upazila in Bhola District, Bangladesh. The *pourashava* was established in 1990. The area of Charfesson *Pourashava* is 19.73 sq km. This *pourashava* consists of 9 wards, 6 mouzas and 20 mohollas. About 10,150 households with 60,605 (male 30,554 and female 30,051) population are currently living in the *pourashava*. The average household's size is 5.97 and

average literacy rate of the *pourashava* is 43.8% (male 43.5% and female 43.1%).⁴

15. The *pourashava* has a total of 25.30 km pucca road, 8.28 km kancha road, 3.227 km pucca drain, 31.50 km kancha drain.⁵ There are 2 hats (growth centre), 2 bazar and 1, 1 government hospital, 14 private clinics, 1 post office, 1 fire service centre, 18 public toilets in Charfesson *Pourashava*. The Pourashava also 1 government college, 3 non-government colleges, 1 government secondary school, 6 non-government, secondary schools, 17 government, primary schools, 1 non-government, primary school, 7 kindergarten schools, 2 *eidgahs* (a place of Muslim prayer twice in a year), 2 graveyards, 1 crematory, 38 mosques, 2 temples and 1,461 ponds.⁶

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

B. Location of the Site

17. The proposed alignments for the roads under Charfesson *Pourashava*, District: Bhola are located within the *Pourashava* area, which are mostly within urban and semi urban areas. Selection of roads has followed the criteria included in Volume -4 of PPTA and Appendix 1 of Project Administration Manual Table 1 according to the scoring matrices for scheme prioritization.

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

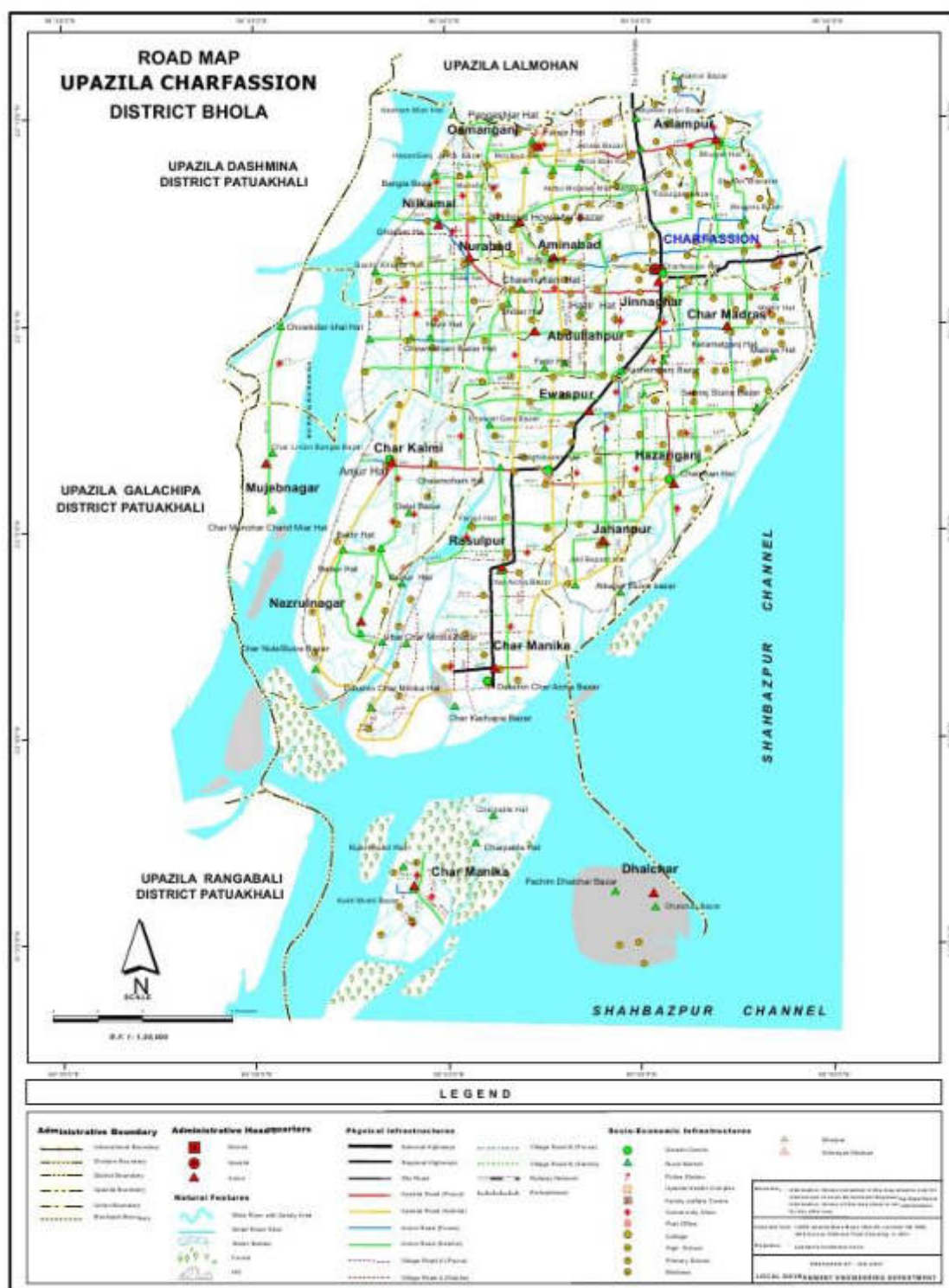
19. Total length of road is 5,122 m (road by RCC 4,721 m and Uni-Block Road 401m), and RCC protection works is 717.00 m. To mitigate the water logging problem, we also designed 5 Nos. of X drain and 2 Nos. of Box Culvert will be constructed under the subproject.

⁴ Population and Housing Census 2011, Community Report, Bangladesh Bureau of Statistics, Statistics and Information Division, Ministry of Planning.

⁵ Charfasson

⁶ footnote 5

Figure 1: Location of proposed selected roads to be constructed/ improved under the Project



III. LAND AVAILABILITY AND RESETTLEMENT IMPACTS

A. Land Acquisition and Involuntary Resettlement

20. **Proposed Site for Road:** The scope of land acquisition and involuntary resettlement is assessed during the field visits and data collection. The project will not result in any permanent or temporary land acquisition, and no involuntary resettlement impact is envisaged.

as the proposed site and development activities are within the vacant land of existing roads. All the construction works of the proposed components will be undertaken within the existing roads and within the right-of way under the ownership of Charfassion pourashava. No land acquisition will be required, and no involuntary resettlement impact has been assessed for this subproject. Efforts have been made by the DDS engineering team to avoid any resettlement impacts 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 impacts on the structures (residential and commercial), and common properties within the vicinity of the selected roads.

21. The proposed culverts will be constructed within the existing RoW of the roads under the ownership of Charfassion *Pourashava*; hence, land acquisition is not required for construction of 2 nos. of RCC Box Culvert.⁷ One (serial no. 7, Table 2) culvert will be constructed across Kumar Khali Canal near house of Mr. Siddik Munshi ward no. 09 (starting point of Construction of Road by RCC, serial no. 4, Table 2). Another RCC Box Culvert (serial no. 8, Table 2) will be constructed in a separate location. The location of this box culvert is not within in any of the proposed roads of the package. This box culvert will be constructed across Boyatir Canal end of Mawlana Aminul Islam Road at ward no. 02. Photographs with GPS coordinate of proposed box culvert shown in figure no. 5. Table 2 provides the details of the proposed roads, and figure 2 is the google map showing the road alignment.

Table 2: Details of the Proposed Roads

Sl. No	Name of Roads	Start and End Point (Wards Covered)	Existing Feature	Existing Length (m)	Proposed			Remarks
					Width (m)	Type	Proposed Length (m)	
1	Construction of Uni-Block Road (Ch: 0+000 to 0+401) Ward no-01	Zia Road (GP Tower) to Gosal Road Via Rafiq Amin House Ward No. 01	W=3.00m Earthen	401.00	3.00	Uni-Block	401.00	35 m protection works will be done.
2	Construction of Road by RCC (Main Road Ch: 0+000 to 0+600) & link -01 Start Point (Ch: 0+000 to 0+342. @main Road) (Link Road-1, Ch: 0+295) & (Link Road-02, Start Point 0+000 to 0+147@link Road-1), Link	Kuddus Dr. Road with Link Dularhat Road and link Starting from Salim House to Miaji House Ward No. 06	W=3.00m Damaged BC	1150.00	3.00	RCC	1150.00	143 m protection works will be done

⁷ The two culverts are existing old, unusable, or abandoned bridge/culvert. Currently, demolition is underway, and a proposed culvert will be constructed under CTCRP. The previous culvert was constructed by LGED approximately 30 years ago, before the establishment of the Pourashava. LGED owned the road and constructed the culvert within the Right of Way (RoW) on their own land. As a result, there was no need for land acquisition, or no resettlement impacts have been identified in the past.

Sl. No	Name of Roads	Start and End Point (Wards Covered)	Existing Feature	Existing Length (m)	Proposed			Remarks
					Width (m)	Type	Proposed Length (m)	
	Road-2, Ch. 0+000 to 0+255)							
3	Construction of Road by RCC (Ch: 0+000 to 0+835)	Gosal Road (Professor Para) Sabuj bag Mosque to Jugas Sheel Bari. Ward No. 01 and 03	W=3.00m Damaged BC	835.00	3.00	RCC	835.00	70 m protection works will be done
4	Construction of Road by RCC (Main Road Ch: 0+000 to 0+906) (Link -01 start point (Ch: 0+000 to 0+706. @main Road) (link Road -1, Ch.:0+00 to 0+250) & (Link Road-02 start point 0+000 to 0+110@link Road-1), Link Road-2 ch. 0+000 to 0+355) & X-Drain at ch.620m (main road), ch.10m (Link-1) & ch.260m (Link-2)	Starting from Siddik Munshi Bari to Soroar Munshi Bari Ward No:09	W=2.50m Damaged BC & Earthen	1511.00	3.00 & 2.50	RCC		376 m protection works will be done 3 Nos. of X-drain will be constructed
5	Construction of Road by RCC (Ch: 0+000 to 0+870m) & X-Drain Ch. 50m, ch.530m	Starting From Modon H/W (RHD to Liyakat Ali) Road Ward No. 03	W=3.00m Damaged BC	870.00	3.00	RCC	870.00	93m protection works will be done 2 Nos. of X-drain will be constructed
	Construction of Road by RCC (Ch: 0+000 to 0+355m)	Starting from Master Road (R&H to Kuddus Master Bari) Ward No.	Damaged BC Road	355.00	3.00	RCC	355.00	32m protection works will be done

Sl. No	Name of Roads	Start and End Point (Wards Covered)	Existing Feature	Existin g Length (m)	Proposed			Remarks
					Widt h (m)	Type	Propos ed Length (m)	
		01						
6	Construction of Road by RCC (Ch: 0+000 to 0+605m)	Starting From Fajlur Rahman Road Ward No. 01	Damag ed BC Road	605.00	3.00	RCC	605.00	
7	Construction of RCC Box Culvert 3vent x3.0mx4.0m (W-4.26m) on Kumar Khali Canal	Near Siddik Munshi Bari Ward No. 09	-	-	-	-	-	1 No. Box Culvert will be constructed under road no. 4.
8	Construction of RCC Box Culvert 3vent x3.0mx4.0m (W-4.26m.) on Boyatir Canal	End of Mawlana Aminul Islam Road Ward No. 02	-	--		-	-	1 No. Box Culvert will be constructed
Total Length				5,122.00m				
Note: Widening and improvement works will be done within the existing ROW								

Source: Detailed Project Report, July 2023

Figure 2: Google Earth Map of Charfesson Pourashava



Source: Google Earth Pro, Image 2024

22. The contract is planned to be implemented over a period of 12 months. Detailed designs have been prepared; 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 of the proposed road is to be implemented by post-qualified contractors under a single envelope

single stage bidding process through National Competitive Bidding (NCB) procedures.

23. 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 preconstruction activities will be completed within a 6-month period. The summarized Construction Schedule is given in the Initial Environmental Examination (IEE) Report. The general arrangement drawings including typical details, plans, cross-sectional details and long sections are also given in **Subsection 5**.

24. The project is not likely to have any adverse social impacts on the project area, other than the short-term impacts during the construction phase. The baseline data for this Due Diligence Report was collected from primary and secondary sources. The primary sources include site visits and visual inspection. The secondary sources include reports, books, maps and legal documents from various government and non-government organizations on subject matter.

25. 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 with a view to ensuring compliance with the relevant requirements.

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

27. Detailed designs were prepared; 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 subprojects will avoid land acquisition. There are no anticipated adverse impacts in terms of Involuntary Resettlement or Indigenous People for the 6 selected road projects. In case of temporary physical or economic impacts are identified during construction, negotiated settlement or voluntary land donation can be also 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 People (Tribes, Minor Races, Ethnic Sects and Communities)

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

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

financial intermediary's business activities unlikely to have impacts on indigenous peoples.

29. There are no Tribes, Minor Races, Ethnic Sects and Communities' (TMRESC) present in the Charfesson *Pourashava*, hence no impact on Indigenous peoples (IPs) is assessed. All the proposed construction activities will be done within the right of way and along the existing road routes, on Government land. Therefore, no Indigenous Peoples Plan (IPP)/RSECP will be needed for this subproject.

IV. FIELD WORK AND PUBLIC CONSULTATION

A. Outline of the Field Work

30. The DDR was prepared in consultation with the local stakeholders. Meetings and individual interviews were held by involving related stakeholders. Consultations have been made with the people of the locality along with the *Pourashava* personnel and related authorities. Public consultation with the stakeholders has been conducted to understand the local issues and public views, concerns and suggestions including the possible impact for the project intervention. The issues like, awareness and extent of the project and development components, benefits of project as well as community, labour availability in the project area or requirement of outside labour involvement, local disturbances due to project construction work, any drainage problem, drinking water problem, and any sensitive area nearby the project road sites.

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

B. Public Consultation

32. Public participation and community consultation has been taken up as an integral part of the social assessment process of the project. Consultation was used as a tool to inform and educate stakeholders about the proposed action both before and after the development decisions were made. It assisted in the identification of the impacts problems associated with the project as well as the needs of the Project Affected People (PAP). It has been confirmed that the proposed subproject will not entail land acquisition or involuntary resettlement impacts, based on the assessment and consultation conducted.

33. This participatory process helped foster community acceptance 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.

34. As part of the project consultations, efforts were made to consult with the public as well as a number of local authorities, to determine their thoughts, opinions and feedback on the impact of the proposed construction/improvement of the selected roads. Information and comments collected from the public early in the study process were of use.

35. Different stakeholders were consulted to give them the opportunity to express their views and concerns. As part of the process, they were also provided with relevant and sufficient information on the project prior to its start - up. These stakeholders include the central and local authorities, as well as the population so as to determine their thoughts, opinions and feedback on the impact of the project. The main groups of stakeholders met are: Local authorities, Community People and Schools, Colleges, Mosque, Madrassa and cooperative

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

36. During these consultations, the project explained to the communities about the project, its benefits, social and environmental impacts. The participants were encouraged to be open and make known their concerns and claims. The presentation highlighted the project background, objectives, expected upcoming activities, social economic information, and environmental information. The salient features of the meetings are presented below: (i) create awareness of the project; and to obtain stakeholders responses, feedback and concerns on the project. After the presentations, the community was given opportunity to give their views, comments, and queries. The concerns of the communities were addressed during the meeting in which the local participants expressed repeatedly their main concerns as follows road connectivity and access issues, prospects of jobs and income generating activities; and potential disruption to road users and public access during construction phase.

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

38. The data obtained from public consultation and views as well as concerns from different stakeholders are given in details in Table 3.

Table 3: Summary of the Public Consultation

01	Question	What is the construction plan of the proposed Roads?
	Answer	Proposed RCC and uni-block road length is 5,122.00m and 2.00m, 2.50m, 3.00m, 3.50m, and 4.00m. Length of the proposed protection work is 749.00m.
02	Question	Who is responsible for construction and operations?
	Answer	<i>Pourashava</i> will play role as implementing agency in construction, operation and maintenance of the proposed roads in the <i>Pourashava</i> area
03	Question	Who will <i>Pourashava</i> support cost for major maintenance?
	Answer	This is the responsibility of the <i>Pourashava</i> to manage required fund for repair and maintenance, as well as logistics during disaster period for realizing development objective of this project
04	Question	What will be the criteria for labour recruitment during construction?
	Answer	This largely depends on the types of job and will be assessed on a case to case basis by the contractor according to needs.
05	Question	Priority for jobs should also consider women; women can do the same work.
	Answer	Priority will include women and there will not be any discrimination.
06	Question	Raised the issue of employment, he suggested that the local people should be the first ones to be employed in the project.
	Answer	The consultant team explained that local people will be employed accordingly to job requirement.
07	Question	Wishes to speed up the project?
	Answer	It was explained that implementation will take place immediately after the rainy season.
08	Question	The construction creates lot of dust and noise, is there any increase anticipated.
	Answer	The increase in dust and noise will be at construction site and all mitigation measures will be put in place by the contractor

C. Focus Group Discussions (FGD)

39. As part of the impact assessment, the consultants conducted FGD with selected groups. Focus groups are useful in obtaining a particular kind of information that would be difficult to obtain using other methodologies. A focus group typically can be defined as a group of people who possess certain characteristics and provide information of a qualitative nature in a focused discussion. FGD provides the opportunity to stimulate discussions and interaction between small groups of people from a similar sociocultural background. This enables the consultants to have a diversity of ideas related to the topic.

40. Further Public consultations through FGD were conducted for the proposed roads on 30 July 2023 at the existing roads and protection works with 50 local people (Male-47 and Female-03). The objective of the FGD's was to further appraise the stakeholders about the current progress of the subproject and to reiterate environmental and social impacts of the proposed subproject and safeguards to mitigate the same. Comments or questions raised by the group were discussed until they were satisfied with the level of information provided.

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

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

D. Summary of Discussions

42. The present condition of the roads is quite bad, and need to be improved for smooth transportation system. Local people expressed their interest for development of the selected roads under the Project. People requested *Pourashava* to improve their roads and also told that if any structures need to be moved or trees need to be cut for the improvement of the roads, they will do so voluntarily. The *Pourashava* officials assured the people that they will provide them with any help they need. The people appreciated ADB's Resettlement Policy for eligibility criteria, entitlement for compensation and resettlement assistance, as well as the provisions of the approved Resettlement Framework for the project.

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

44. Refer to **Figure 3** for the Photographs Plates of the FGD held at the respective road sites. Refer to **Appendix 3** minutes of Focus Group Discussion.

Figure 3: FGD held at Selected Road Sites



45. Photographs Plates of the existing roads to be improved in **Figure 4**.

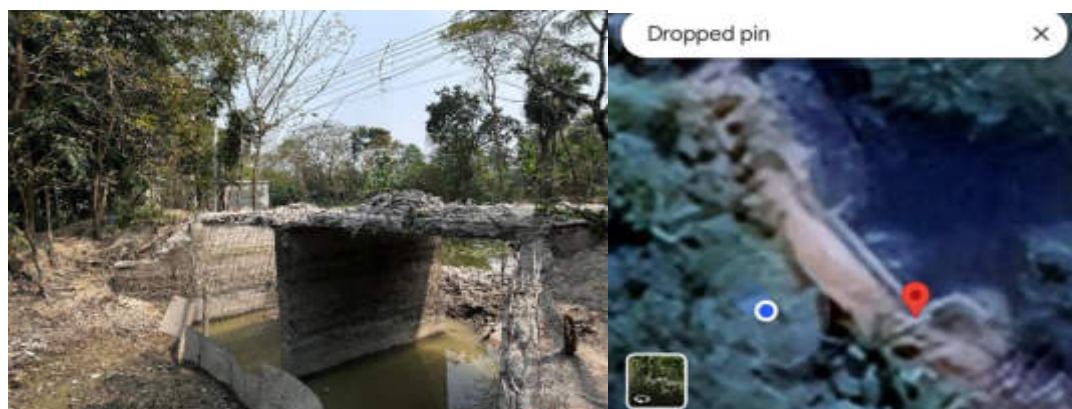
Figure 4: Existing Condition of the Selected Roads





46. The photographs of the proposed RCC Box Culvert to be Constructed in **Figure 5**.

Figure 5: Photographs of Proposed Culvert and GPS Coordinate



Proposed RCC Culvert to be constructed across Kumar Khali Canal, near House of Mr. Siddik Munshi, Ward No. 09, GPS: 22.1929464 N and 90.7729664 E



Proposed RCC Culvert to be constructed across Boyatir Canal end of Mawlana Aminul Islam Road at Ward No. 02, GPS: 22.2130530 N and 90.7686752 E

E. Future Consultation and Disclosure

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

48. 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 construction phase:** (a) public meetings with affected communities to discuss and plan work programs and allow issues to be raised and addressed once construction has started; and (b) smaller scale meetings to discuss and plan construction work with individual communities to reduce disturbance and other impacts, and to provide a mechanism through which stakeholders can participate in project monitoring and evaluation.
- (ii) **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

49. In this subproject intervention, no impacts whether full or partial, permanent or temporary, physical and economic displacements are assessed.

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

51. 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

52. 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 is appropriately adjusted to accommodate the change in institutional arrangements under CTCRP.

53. **Common GRM.** A common GRM will be in place for social, environmental, or any other grievances related to the project; the 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.

54. 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.

55. Affected persons (APs) will have the flexibility of conveying grievances/suggestions by dropping grievance redress/suggestion forms in complaints/suggestion boxes that will be installed by project *pourashavas* or through telephone hotlines at accessible locations, by e-mail, by post, WhatsApp or by writing in a complaints register that will be kept in *pourashava* offices. Appendix 3 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.

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

57. **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.

58. 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, 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.

59. **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) 14; and
- (iv) Assistant Director (Gender) supported by Construction Supervision and Safeguards Engineers /Asst. Supervision and Safeguards Engineers, PMSC.

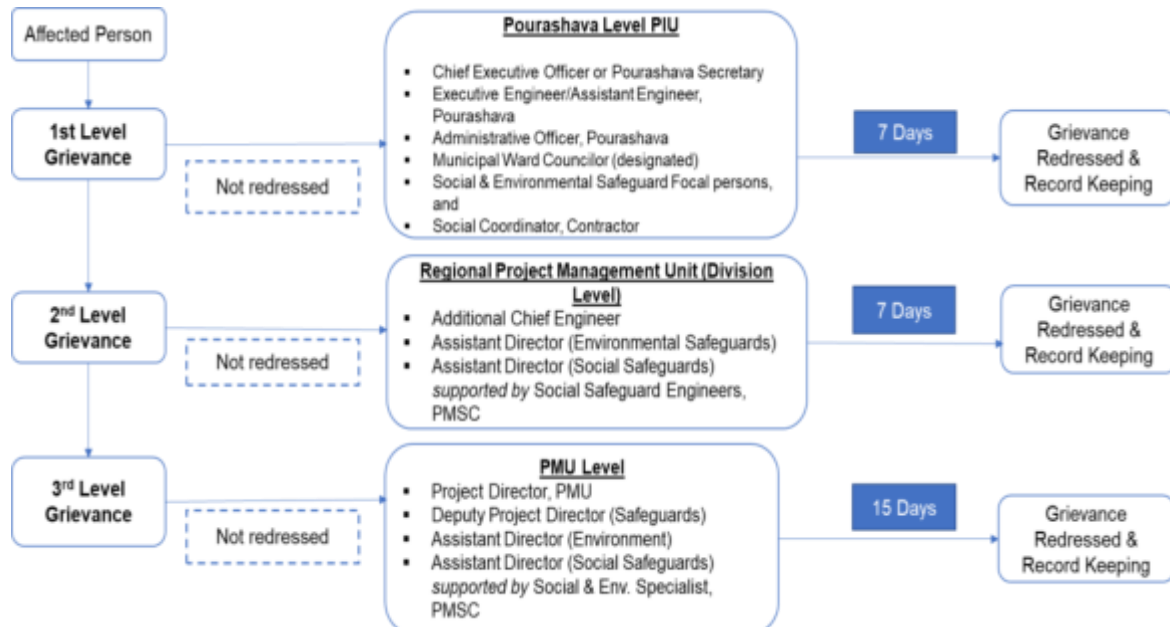
60. **3rd Level Grievance, PMU Level.** All grievances that cannot be redressed within 7 days at RPMU level will be brought up to the PMU level. The RPMU safeguards team will refer any unresolved or major issues to the PMU level grievance redress team, that will be headed by the Project Director and will have Deputy Project Director, social safeguard, environment safeguards and gender Assistant Directors and PMSC, who will resolve the complaints/grievances within 15 days. The PMU level grievance team will comprise of:

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

61. The grievance redress process is represented in **Figure 6**.

62. 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.

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

Figure 6: 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 (GRC)/team will have representation of the affected TMRESC.

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

65. **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.

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

VI. BUDGET TO IMPLEMENT SUBPROJECT COMPONENT

67. A budget is included in this due diligence for implementation of the subproject component, 'Construction of 6 nos. RRC roads' under Charfesson *Pourashava*. The budget will include (i) conducting detailed measurement survey in case of design or alignment changes at design verification stage, (ii) consultation and grievance redress cost, and (iii) contingency provision. The budget is outlined in **Table 4**.

Table 4: Budgetary Provision for Implementation of DDR

Item Description	Unit	Rate (BDT)	Total Amount (BDT)
DMS Survey for DDR updating	LS		1,50,000.00
Consultation	LS		1,50,000.00
Grievance Redress			1,50,000.00
Sub-total			4,50,000.00
Contingency (20%)	LS		90,000.00
Grand total			5,40,000.00

VII. CONSULTATIONS

A. Summary and Conclusion

68. It is concluded from the due diligence exercise that the proposed infrastructure improvements which include construction/improvement of the 6 nos., totalling 5,122m, in Charfesson *Pourashava*, District: Bhola will not incur resettlement impacts. No person will incur loss of income because of the project intervention. However, in case any claims or complaints are submitted 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. This will enhance the provision of timely and sensible hearings and facilitate solutions.

69. This information has been disseminated during the public consultations with stakeholders including local personnel who have attended the public consultation sessions. During public consultation, recommendations were drawn including: i) involve local communities in all stages of project planning and development, ii) establish permanent communication between project initiators and local authorities, iii) setup a grievance redress mechanism which will publicized through *Pourashava* level coordination committee and monitoring register and iv) during construction, local people including women shall be given first priority in the employment of skilled and unskilled labour.

70. There is no involuntary resettlement involved in this sub-project, therefore preparation of a resettlement plan is not required with respect to the involuntary resettlement impact. Hence, this due diligence report has been prepared for documentation and official record. This report summarizes the assessment of project impact and outcome with reference to the relevant maps, drawings and related documents. Hence, the screening checklist is prepared and submitted in **Appendix 1**.

B. Next Steps

71. 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) Copy/ies of land ownership record/s of the roads will be included;
- (iii) Formal and informal consultations will be carried out including, but not limited to: FGDs, public meetings, community discussions, and in-depth and key informant

interviews. An intensive information dissemination campaign will be conducted. Emphasis should be given to more consultations with female members of the community and appraise them about the proposed roads including the road linking. The updated DDR will include details of such consultations.

Appendix 1: Involuntary of Resettlement Screening Form

Date: 30 July 2023

A. Project Data Country/Project No./Project : Country: Bangladesh Title ADB No.: (No. to be designated) Coastal Towns Climate Resilience Project (CTCRP) Subproject: e-GP/CTCRP/CHAR/RD-02			
B. Involuntary Resettlement Category <div style="text-align: right;">[] New [] Re categorization — Previous</div> Category []			
<input type="checkbox"/> Category A	<input type="checkbox"/> Category B	<input checked="" type="checkbox"/> Category C	<input type="checkbox"/> Category FI
C. Comments There is no involuntary resettlement involved in this sub-project. Therefore, preparation of a RP is not required as it is Category “C” with respect to the involuntary resettlement impacts for the construction/ improvement of the following selected road schemes of Charfesson <i>Pourashava</i> , District Bhola. <ol style="list-style-type: none"> 1) Construction of Uni-Block road Starting from Zia Road (GP Tower) to Gosal Road Via Rafiq amin house (Ch: 0+000 to 0+401) Ward no-01, under Charfesson <i>Pourashava</i>; (Total Length =401.00m) 2) Construction of Road by RCC Starting from kuddus Dr. Road With Link Dularhat Road and link Starting from Salim house to Miaji house (Main Road Ch: 0+000 to 0+600) & link -01 start point (Ch: 0+000 to 0+342. @main Road) (Link Road-1, Ch: 0+295) & (Link Road-02, Start point 0+000 to 0+147@link Road-1), Link Road-2, ch. 0+000 to 0+255), Ward no-06, under Charfesson <i>Pourashava</i>; 3) Construction of Road by RCC Starting from Gosal Road (Professor Para) Sabuj bag Mosque to Jugas Sheel Bari. (Ch: 0+000 to 0+835) under Charfesson <i>Pourashava</i>; 4) Construction of Road by RCC Starting from Siddik Munshi Bari to Soroar Munshi Bari (Main Road Ch: 0+000 to 0+906) (Link -01 start point (Ch: 0+000 to 0+706. @main Road) (link Road -1, Ch.:0+00 to 0+250) & (Link Road-02 start point 0+000 to 0+110@link Road-1), Link Road-2 ch. 0+000 to 0+355) & X-Drain at ch.620m (main road), ch.10m (Link-1) & ch.260m (Link-2) Ward no-09, under Charfesson <i>Pourashava</i>; 5) Conustruction of Road by RCC Starting from Modon H/W (RHD to Liyakat Ali) road at (Ch: 0+000 to 0+870m) & X-Drain ch. 50m, ch.530m, at ward no. 03, under Charfesson <i>Pourashava</i>; Conustruction of Road by RCC Starting from Master Road (R&H to Kuddus Master Bari) at ward no-1 (Ch: 0+000 to 0+355m) under Charfesson <i>Pourashava</i>; 6) Conustruction of Road by RCC Starting from Fajlur Rahman road (Ch: 0+000 to 0+605m) at word -01 under Charfesson <i>Pourashava</i>; 7) Construction of RCC Box Culvert 3vent x3.0mx4.0m (W-4.26m) on Kumar Khali Canal Near Siddik Munshi Bari at ward No-09, Under Charfesson <i>Pourashava</i>. Bhola; 8) Construction of RCC Box Culvert 3vent x3.0mx4.0m (W-4.26m.) on Boyatir Canal End of Mawlana Aminul Islam Road at ward No-02, Under Charfesson <i>Pourashava</i>. Bhola; and Refer to Involuntary Resettlement Impact Categorization Checklist below.			

Appendix 2: Involuntary of Resettlement Impacts Screening

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land				
1. Will there be land acquisition?		No		
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)?				Not applicable
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?		No		
11. If land use is changed, will it have an adverse impact on social and economic activities?		No		Social and economic activities will not be affected as there will no change in land use.
12. Will access to land and resources owned communally or by the state be restricted?		No		
Information on Displaced Persons:				Not Applicable
Any estimate of the likely number of persons that will be displaced by the Project? [--] No [--] Yes If yes, approximately how many? _____				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [--] No [--] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [--] No [--] Yes				

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

Appendix 3: Minutes of Focus Group Discussion
FGD for: Contract Package No. e-GP/CTCRP/2021-22/CHAR/RD/02

Date: 30 July 2023

Place: Charfesson *Pourashava*, Bhola

Number of Participants = 50

Time: 9.30 am

Conducted by: Mamun Ar Rashid

Designation: Resettlement Expert

Discussion Made on FGD: CTCRP Social Safeguard Expert conducted a FGD session on 30 July 2023. Participants including the surveyor of Charfesson *Pourashava*, respective Ward Councillor, local elites, people of various occupations from different locations of the proposed project area were attended in the FGD session and express views, concerns and suggestions on the proposed road to be constructed.

The Social Safeguard Expert of CTCRP discussed on the following issues during the FGDs session-

A. Social Safeguard Issues:

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

B. Emergency and Gender Development Issues:

1. Advise to the Contractors to engage women workers with same wage during the construction period and the contractor will deliver the safeguard equipment such as gloves, apron, sanitizer and ensure safe drinking water, workers' shed equal and separate facility for men and women at project site;
2. Orientation/training session to be conducted for women groups/ workers/ women headed households to understand of women rights, interrelationship between environment, sanitation, solid waste management, health and safety and hygiene (facility) and its use;
3. Advance Emergency Warning System
4. Community Mobilization Facilitator must monitor contractor's assignments for Gender development issues. Proper documentation as per LGED reporting format; and
5. CMF must arrange gender awareness raising meetings with the TLCCs members at project /Ward level (a minimum 2 such meetings in a week)- as per LGED guideline/manual.

A total number of 50 local participants from different groups and locations were attended the FGDs session. During the question-and-answer session, the local stakeholders expected that the entitled persons would not be harassment unnecessarily during compensation payment.

Recommendation and suggestions of local stakeholders are as follows: Road Schemes:

- The local stakeholders will be happy if the proposed road communication is improved;
- Affected persons will be compensated if found to be eligible during project implementation according to the project's resettlement framework
- The local stakeholders will provide undertaken if required;
- The local stakeholders will happy if the road communication is improved in the near future by the *Pourashava*;
- The local stakeholders requested to engage local unskilled labours during the construction period; and
- The local stakeholders advised to complete the construction works during the dry season.

The photo during FGD and attendance are attached separately.

2.14 Photographs of FGD Session:



Attached Attendance Sheet of FGD

Coastal Towns Climate Resilience Project (CTCRP)

Name of pourashav:

Ward No:

Date

Sub Project Name :

Sl. No	Name	Mobile no	Signature
1.	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ	01716-253412	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ
2.	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ	01928872665	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ
3.	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ	01707610458	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ
4.	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ	01866-736005	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ
5.	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ	01741676014	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ
6.	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ	01716701975	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ
7.	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ	01735538042	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ
8.	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ		ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ
9.	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ	01728606008	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ
10.	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ	01820413566	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ
11.	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ	01711242356	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ
12.	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ	01796548861	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ
13.	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ		ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ
14.	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ		ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ
15.	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ	01736506868	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ
16.	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ	01719839680	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ
17.	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ	01715663821	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ
18.	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ		ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ
19.	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ	01793133310	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ
20.	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ	01747618331	ଶ୍ରୀ: ଲକ୍ଷ୍ମୀନାରାୟଣ ସିଂହ

SL No-01/RD-06

Second Coastal Towns Environmental Infrastructure Improvement Project
(SCTEIP-II)

Local Government Engineering Department (LGED)

Name of Pourashava: Charfassion -

Ward No: 01

Date: 26-06-2021

Time :

SL. No	Name	Mobile No	Signature
1.	আব্দুল হক	01734783035	আব্দুল হক
2.	শ্রী. আমলান ইসলাম	01716-114437	শ্রী. আমলান ইসলাম
3.	মীর. জাফর	01716-944512	মীর. জাফর
4.	আব্দুল হক	01716-282078	আব্দুল হক
5.	জাহিদা বেগম	01741-105411	জাহিদা বেগম
6.	আব্দুল হক	01711197757	আব্দুল হক
7.	আব্দুল হক	01755979999	আব্দুল হক
8.	জাহিদা	01711963925	জাহিদা
9.	মীর. জাফর	01718-114121	মীর. জাফর
10.	আব্দুল হক	01716-95324	আব্দুল হক
11.	জাহিদা	01778706361	জাহিদা
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SL-NO-03/RD-07

Second Coastal Towns Environmental Infrastructure Improvement Project

(SCTEIP-II)

Local Government Engineering Department (LGED)

Name of Pourashava: Charfassion

Ward No: 06

Date: 26-06-2021

Time :

SL. No	Name	Mobile No	Signature
1	শ্রী: নিকম হোসেন	01712468498	নিকম
2	শ্রী: হানিফ	01716-671835	হানিফ
3	ডাক্তার আবদুল হান্নান	01719-778706	ডাক্তার
4	শ্রী: হান্নান হোসেন	01716-931445	হান্নান
5	কুতুব হোসেন	01711-142020	শ্রী: কুতুব
6	হাজী	01719-221192	হাজী
7	হানিফ	01713-961756	হানিফ
8	শ্রী: দিগু	01724-497598	দিগু
9	শ্রী: আবদুল হান্নান	01726477492	হান্নান
10	হান্নান হোসেন	01720-087723	হান্নান
11	হান্নান হোসেন	01716-264194	হান্নান হোসেন
12	শ্রী: আবদুল হান্নান	017100-11762	হান্নান
13	হান্নান হোসেন	01721052461	হান্নান হোসেন
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Coastal Towns Climate Resilience Project (CTCRP)

Name of pourashav:

Ward No:

Date

Sub Project Name :

Sl No	Name	Mobile no	Signature
1.	ଅମର ସିଂହ	0171198576	ଅମର
2.	ଶାନ୍ତ ଶର୍ମା	0172251183	ଶାନ୍ତ
3.	ଗମ୍ଭୀର	02920299600	ଗମ୍ଭୀର
4.	ସୁଧାଂଶୁ	01703195532	ସୁଧାଂଶୁ
5.	ଅନୁରାଗ କୁମାର	01783352203	ଅନୁରାଗ
6.	ନିଃ ଶ୍ରୀ	01718212760	ନିଃ
7.		0173175112	ଅନୁରାଗ
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Appendix 4: Sample Grievance Registration Format

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

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

FOR OFFICIAL USE ONLY

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