

Land Acquisition and Resettlement Due Diligence Report

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Bangladesh: Coastal Towns Climate Resilience Project

Construction/Improvement of Road under Bagerhat *Pourashava*, District: Bagerhat

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

CURRENCY EQUIVALENTS

(As of 8 May 2025)

Currency unit – taka (Tk)

Tk1.00 = \$0.01

\$1.00 = Tk 121.90

ABBREVIATIONS

ADB	-	Asian Development Bank
ARIPA	-	Acquisition and Requisition of Immovable Property Act
CTCRP	-	Coastal Towns Climate Resilience Project
DDR	-	Due Diligence Report
DDC	-	Detailed Design Consultants
DPHE	-	Department of Public Health Engineering
EMP	-	Environmental Management Plan
FGD	-	Focus Group Discussion
GoB	-	Government of Bangladesh
GRC	-	Grievance Redress Committee
GRM	-	Grievance Redress Mechanism
ICCDC	-	Institutional Capacity and Community Development Consultants
IEE	-	Initial Environmental Examination
LGED	-	Local Government Engineering Department
LGI	-	Local Government Institution
PAM	-	Project Administrative Management
PIU	-	Project Implementation Unit
PMCU	-	Project Management Coordination Unit
PMSC	-	Project Monitoring and Supervision Consultants
PPTA	-	Project Preparatory Technical Assistance
RCC	-	Reinforced Cement Concrete
ROW	-	Right-of-Way
SPS	-	Safeguard Policy Statement
TLCC	-	Town Level Co-ordination Committee
TMRESC	-	Tribes, Minor Races, Ethnic Sects and Communities
SPS	-	Safeguard Policy Statement

WEIGHTS AND MEASURES

°C	-	Degree Celsius
cm	-	centimeters
km	-	kilometer
m	-	meter
mm	-	millimeter
m ²	-	micrograms per cubic meter

NOTES

- (i) The fiscal year (FY) of the Government of Bangladesh and its agencies ends on 30 June. 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 Coastal Towns Climate Resilience (Sector) Project (CTCRP) has been evolved from the Coastal Towns Infrastructure Environmental Infrastructure Project (CTEIP), which was supported by the Asian Development Bank (ADB), began in September 2014 and was completed in June 2022. As a continuation of the coastal town development effort, ADB extended its support to the CTCRP, which aims to enhance climate resilience and disaster preparedness in 22 vulnerable coastal *Pourashava* (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. *Pourashava* 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 *Pourashava* (urban local governments) to invest in resilience. The *Pourashava* lack resilient infrastructure, are clubbed with haphazard urbanization, lack storm water drains, and have poor solid waste management systems, further worsening these towns' condition. 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.

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

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

6. **Output 3: Institutional capacity, governance, and climate-awareness strengthened.** Output 3 includes (i) capacity of LGED and *Pourashava* 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 *Pourashava* 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 CTCRP is being implemented in 22 *Pourashava* or urban local bodies (ULBs). District-wise location of the towns is summarized in **Table 1**.

Table 1: District-wise *Pourashava* where Project will be Implemented

District	Town (<i>Pourashava</i>)	District	Town (<i>Pourashava</i>)
1. Barisal	1. Bakerganj	5. Bhola	1. Charfassion
	2. Mehendiganj		2. Lalmohon
	3. Banaripara		3. Borhanuddin
	4. Muladi	6. Jhalokathi	4. Jhalokathi
	5. Gouranadi		5. Nalchity
2. Bagerhat	6. Bagerhat	7. Satkhira	6. Kalaroa
	7. Morrelganj	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. **Subproject Components.** This land acquisition and resettlement due diligence report is prepared for the construction of two road packages i.e. eGP/CTCRP/BAGR/RD-02. The subprojects involve the construction of a 5.27 km RCC roads in Bagerhat *Pourashava*, located in Bagerhat district. The subprojects will be implemented under CTCRP, LGED.

9. The existing condition of selected roads in Bagerhat are bituminous concrete or reinforced cement concrete (RCC) road or brick soling and earthen and mostly damaged. At present, the width of these roads mostly 3.00 m, a few are vary from 2.5 m to 3.00 m. While there are existing carriageways under three meters in some areas, damage by the Cyclone Remal,⁴ soft shoulders on both sides will enable a three-meter width without using on anyone's private land. The road package has been designed without resettlement issues and land acquisition. Typical cross section of the road improvement is given in **Figure 3**.

10. The subproject activities of roads under Bagerhat *Pourashava* will be the upgrading and/or construction of roads. Specifically, the works will include the following: (i) Earth filling works with excavation, (ii) Roadway reinforcement with CC and RCC work's, (iii) Sand filling, (iv) Construction of- RCC and CC block protection work. A summary of the road packages under the subproject is in **Table 2**.

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.

⁴ Connectivity and the drainage system were severely damaged by Cyclone *Remal* struck the area On May 26, 2024.

11. The proposed road improvements will enhance connectivity and transportation facilities in Bagerhat *Pourashava*. Upgrading the roads is expected to provide various measurable benefits for the residents of the area. Improved roads will facilitate better connectivity, leading to increased vehicular movement, making journeys safer, faster, and more comfortable. As a result, transportation costs will decrease, and mobility will become easier, opening up new opportunities for investment and boosting commercial activities. This will contribute to an increase in people's incomes. Students will have easier access to schools and colleges, while individuals seeking medical care will reach hospitals more conveniently than before. Additionally, local employment opportunities will arise during both the construction and maintenance phases. The components of the subproject, as detailed in **Table 2**, outline the proposed lengths and existing widths of the roads.

Table 2: Details of Proposed Roads of Bagerhat *Pourashava*, Bagerhat

Sl. No	Name of Roads	Existing Feature			Proposed		Details of Land Ownership and Involuntary Resettlement Impacts	
		Length (m)	Width (m)	Type	Width (m)	Type	Land Ownership	Involuntary Resettlement Impacts
1	Construction of Road by RCC Starting from Uttar Harikhali Primary School Road, (Ch.0+ 000 to 0+405) at Ward No-1, under Bagerhat, <i>Pourashava</i> .	405	3.00	Damaged BC	3.00	RCC	Bagerhat <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)
2	Construction of Road by Uni-Block Starting from Modern Medical Hospital Road (Ch 0+000 to 0+351) & Link Road (Ch 0+000 to 0+073) Start Point at Ch. 0+ 242 @ Main Road, Word No-2, under Bagerhat <i>Pourashava</i> .	424	3.00	Damaged BC	3.00	RCC	Bagerhat <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)
3	Construction of Road by RCC Starting from Lake City Link Road to Women College Road (Ch.0+ 000 to 0+365). Ward No-2, under Bagerhat <i>Pourashava</i> .	365	3.00	Earthen Road	3.0	RCC	Bagerhat <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)
4	Construction of Road by RCC From 2 No. Cross Road (Ch.0+ 000 to 0+ 517) & Link Road-01 (Ch.0+ 000 to 0+ 051), Link Road-02 (Ch.0+ 000 to 0+ 206) & Link Road-03 (Ch.0+ 000 to 0+ 190) Under Bagerhat <i>Pourashava</i> .	964	2.5-3.0	Damaged BC & CC	3.0	RCC	Bagerhat <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)

Sl. No	Name of Roads	Existing Feature			Proposed		Details of Land Ownership and Involuntary Resettlement Impacts	
		Length (m)	Width (m)	Type	Width (m)	Type	Land Ownership	Involuntary Resettlement Impacts
5	Construction of Road by RCC From Nur Masjid Road To Chaltetola Jame Masjid (Ch.0+ 000 to 0+ 383)Ward No-3 under Bagerhat <i>Pourashava</i> .	383	3.0	Damaged BC	3.0	RCC	Bagerhat <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)
6	Construction of Road by RCC from PC College Road (Gurai Mia House)-Madrasha Road to Kaborkhana More (Ch.0+ 000 to 0+ 325) at Ward No 4 under Bagerhat <i>Pourashava</i> .	325	3.00	Damaged CC	3.00	RCC	Bagerhat <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)
7	Construction of Road by RCC from Madrasha Road To Staff Quater (Animal Hospital) (Ch.0+ 000 to 0+ 282) & Link Road (Ch.0+ 000 to 0+ 190) Ward No 4, under Bagerhat <i>Pourashava</i> .	472	3.00	Damaged BC	3.00	RCC	Bagerhat <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)
8	Construction of Road by RCC Starting from Lichu tola Mor to Amlapara Road (Ch.0+ 000 to 0+ 268) & (Ch.0+ 000 to 0+ 092) at Ward No-5, under Bagerhat <i>Pourashava</i> .	360	3.00	Damaged BC	3.00	RCC	Bagerhat <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)
9	Construction of Road by RCC from Mohila Songstha Road (Ch.0+ 000 to 0+ 140) at Ward No-6 under Bagerhat <i>Pourashava</i> .	140	2.50	Damaged CC	2.50	RCC	Bagerhat <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)
10	Construction of Road by RCC from Mr. Krishnopath Sarker House-Sahapara to V.I.P Road (Ch.0+ 000 to 0+ 629) at	629	3.50	Damaged BC	3.50	RCC	Bagerhat <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)

Sl. No	Name of Roads	Existing Feature			Proposed		Details of Land Ownership and Involuntary Resettlement Impacts	
		Length (m)	Width (m)	Type	Width (m)	Type	Land Ownership	Involuntary Resettlement Impacts
	Ward No-9 under Bagerhat <i>Pourashava</i> .							
11	Construction of Road by RCC from Malopara road (Ch.0+ 000 to 0+ 140) Ward No-8 under Bagerhat <i>Pourashava</i> .	140	2.00	Damaged BC	2.00	RCC	Bagerhat <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)
12	Construction of Road by RCC from Kasaipara Road to Town Protection Road (Ch.0+ 000 to 0+ 664) Ward No-8 under Bagerhat <i>Pourashava</i> .	664	3.00	Damaged CC	3.00	RCC	Bagerhat <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)

Total Length 5271 m (5.27 km)

Source: Detailed Design of DDC team, April 2025

C. Scope of Due Diligence Report

12. The draft land acquisition and resettlement due diligence report provides an assessment of temporary and permanent impacts of the proposed subproject. This report is prepared based on the detailed design. In case of any change in detailed design or alignment leading to a change in the impacts, it will require the DDR to be updated; otherwise, this DDR will be final. The date of completing the consultation meetings and conducting involuntary resettlement (IR) impact assessment for this subproject was April 22-24, 2025.

13. Social safeguards due diligence has been conducted to examine the land acquisition and resettlement issues in detail based on the detailed design and information, aligned with Asian Development Bank's Safeguard Policy Statement (ADB SPS), 2009. There are no issues with land acquisition or involuntary resettlement for the proposed roads. All construction work for roads will be carried out within the existing right-of-way owned by Bagerhat *Pourashava*. The current condition of the selected roads in Bagerhat *Pourashava* varies; some are comprised of BC (Bituminous Concrete) or CC (Cement Concrete), and are predominantly damaged. While the municipal roads are intended to be 3 meters wide, a road (road no. 4) currently measure 2.5-3.00 meters. Expansion of the roads will not affect any private land. A recent survey and assessment have confirmed that widening both sides requires no private land as the carriageway is 2.5, but the shoulders and slopes will cover 0.5 meters. Restoring and upgrading these roads to meet the proper width standards is feasible. Addressing these issues will enhance the resilience and functionality of the infrastructure, ultimately benefiting the community.

14. 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. The screening checklist is presented in **Appendix 1**.

15. The due diligence process was conducted to examine the land acquisition and resettlement issues in detail, in line with ADB's Safeguard Policy Statement (SPS) 2009. This report describes the findings and provides copies of relevant documents, resolutions, minutes of meetings, drawings and photographs.

16. During project implementation, the Project Management Unit (PMU) will review this draft due diligence report; prepare a confirmation letter or report documenting any modifications to the subproject and submit to ADB; and receive a 'no objection' confirmation from ADB before contract award and disclosed on LGED and ADB websites.

II. PROJECT DESCRIPTION

A. *Pourashava* and Subproject Area

17. The proposed subprojects are situated in Bagerhat *Pourashava*, located in the Bagerhat District of the Khulna Division in southern Bangladesh. Bagerhat is a coastal town, approximately 264 km from the capital city, Dhaka. It lies alongside the River Bhairab and is well-connected by road, water, and railway transport. The town was declared a municipality in 1958 and became an 'A' category *Pourashava* in 1991. Geographically, it is positioned between 22.40°N and 89.48°E. The *Pourashava* covers an area of 15.89 km² and includes 9 wards and 31 *mahallas*. According to the 2022 census conducted by the Bangladesh Bureau of Statistics (BBS), the population of Bagerhat *Pourashava* is 51,504. While the population density of the Bagerhat district is 407.4 people per km², the density within the *Pourashava* is likely higher than that of the district.

18. The *Pourashava* area is bounded by Fakirhat and Chitalmari upazilas on the north, Morrelganj upazila on the south, Kachua upazila on the east, Rampal and Fakirhat upazila on the west. Main rivers are Bhairab, Chitra, Daudkhali, Poylahar, Putimari. There are no archeologically sensitive areas within 2 km of the proposed subprojects. It has approximately 13,252 holdings. The average literacy rate in the *Pourashava* is 75.8%.

19. Bagerhat *Pourashava* has a total of 125 kilometers of roads and 88 kilometers of drains. Among these, 85 kilometers are pucca (concrete) roads, while the remaining roads are semi-pucca and *kancha* (brick soling or earthen) roads. The area's infrastructure includes one growth center (hat), three bazaars, one government hospital, 17 private clinics, one post office, one fire service center, and 10 public toilets.⁵

20. The *Pourashava* is composed of a mayor and nine ward councilors elected by direct vote, along with three women councilors elected to reserved seats. Recently, the elected representatives were removed from their positions, and the Deputy Director of the Local Government Division (DDLG) of Bagerhat *Pourashava* is currently serving as the administrator in place of the mayor.⁶

21. Like other coastal areas, Bagerhat *Pourashava* is vulnerable to tropical cyclones. Last year, on May 26, *Cyclone Remal* struck the region, causing widespread destruction. The connectivity and the drainage system were severely damaged, significantly impacting the source of drinking water and the livelihoods of the residents.⁷

B. Location of the Site

22. The proposed twelve roads alignments under Bagerhat *Pourashava* are located on the primarily in urban and semi-urban areas. The selection of roads has followed the criteria included in DPP and Appendix 1 of the Project Administration Manual, according to the scoring matrices for scheme prioritization.

23. 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.

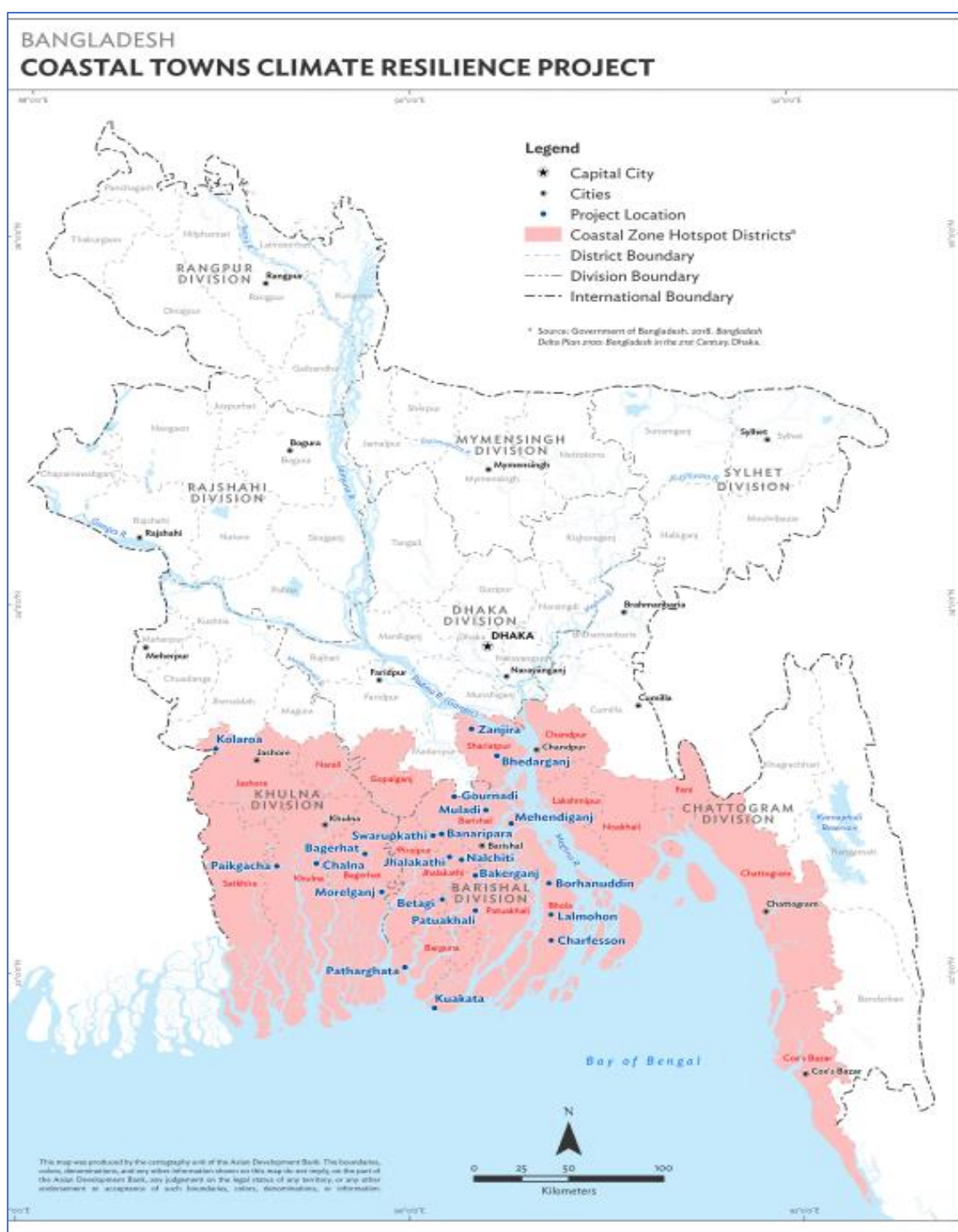
24. The total length of the road improvement and construction project is 5.27 km. Please refer to **Figure 1** for the project location map (CTCRP), **Figure 2** for the proposed road locations in Bagerhat *Pourashava*, as shown on the Google Earth map, and **Figure 3** for the cross section of the proposed roads.

⁵ Bagerhat *Pourashava* Office.

⁶ The Bangladesh local government division has removed 323 municipality mayors and councilors across the country on August 19, 2024, under section 32(A) of the Local Government (Municipality) (Amendment) Ordinance, 2024. (Source: BSS, Dhaka 19 Aug 2024)

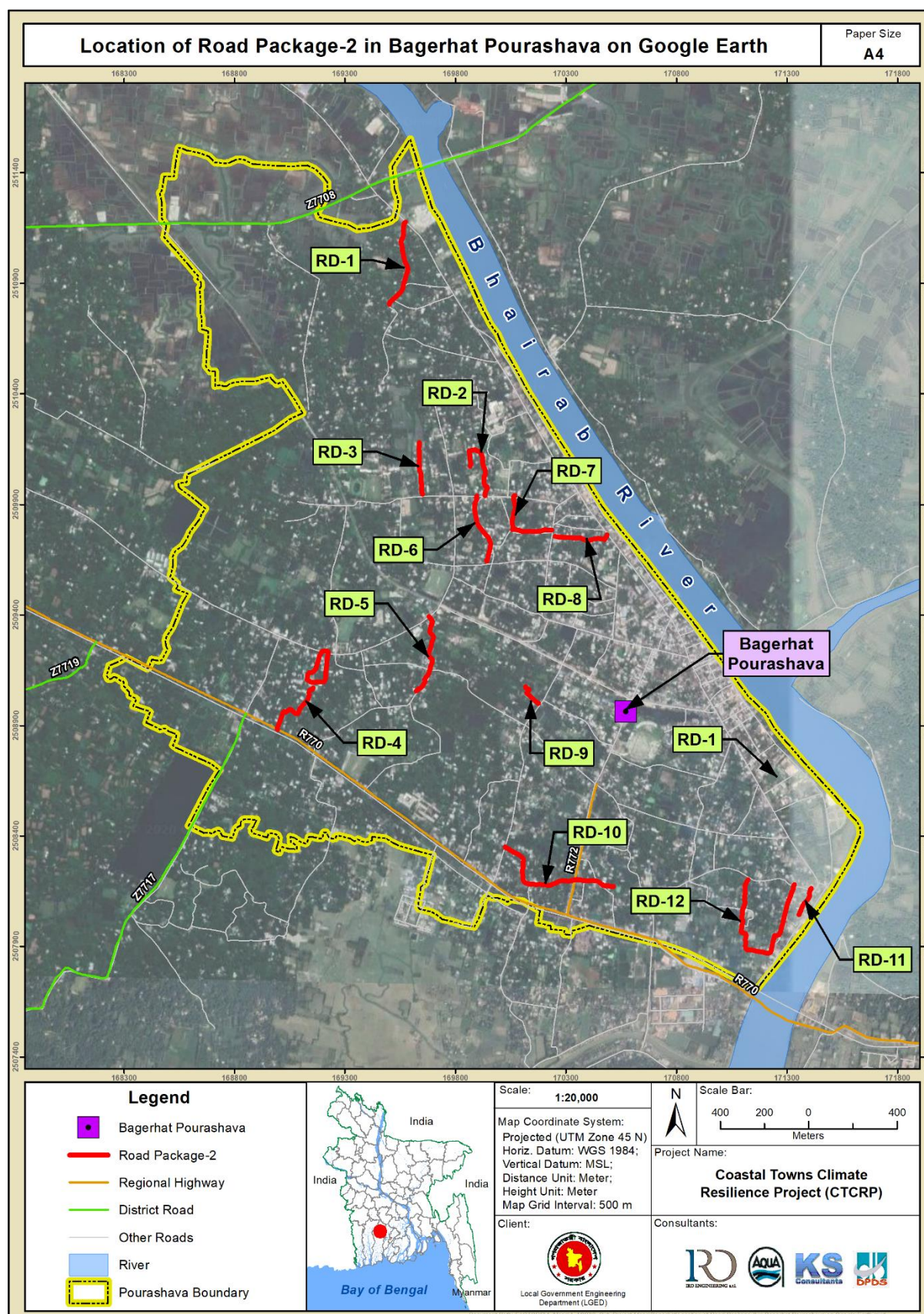
⁷ UNICEF 02/06/2024 and Dhaka Tribune 03/06/2024

Figure 1: Project (CTCRP) Location Map



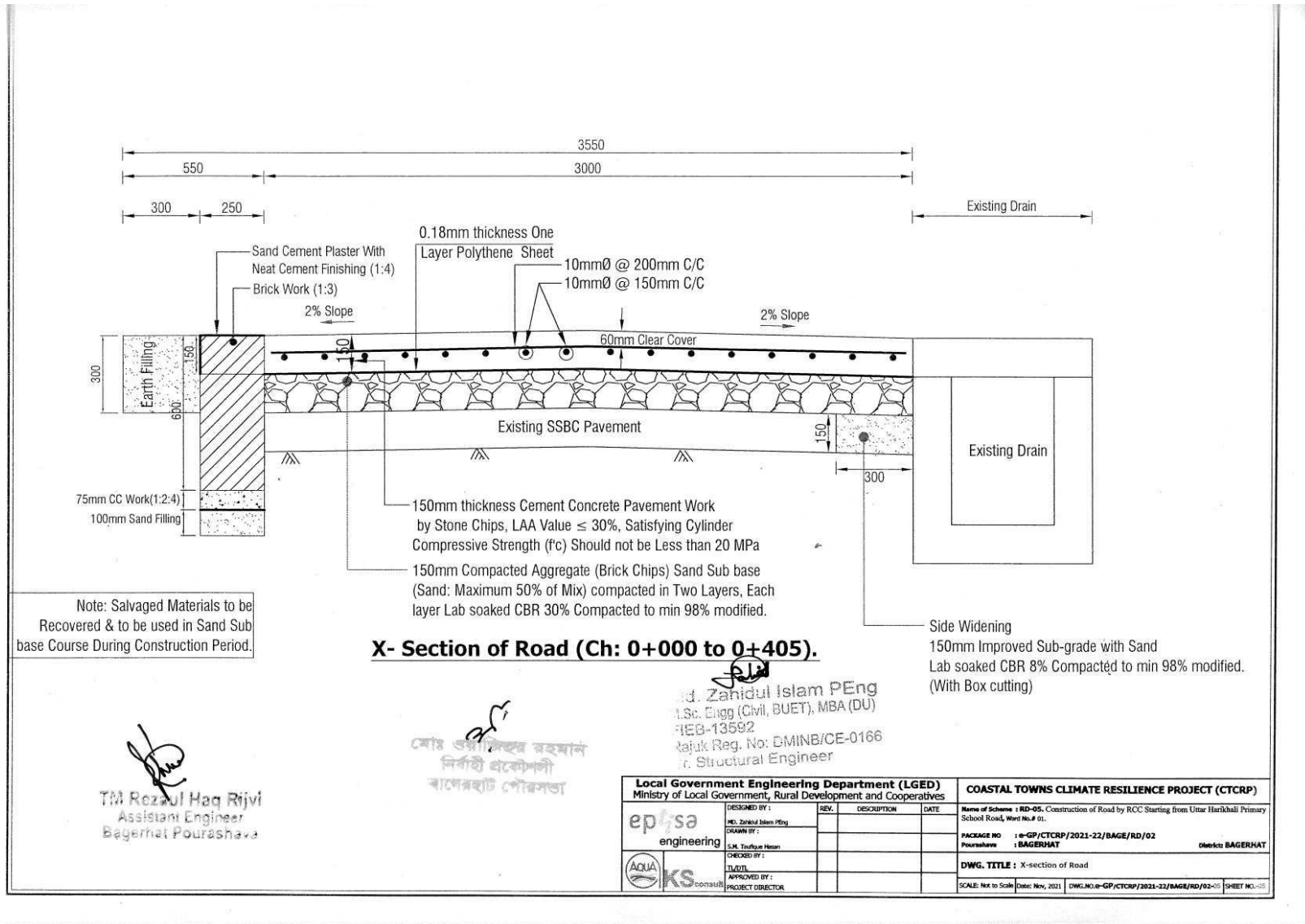
Source: Project Management Unit, CTCRP, LGED

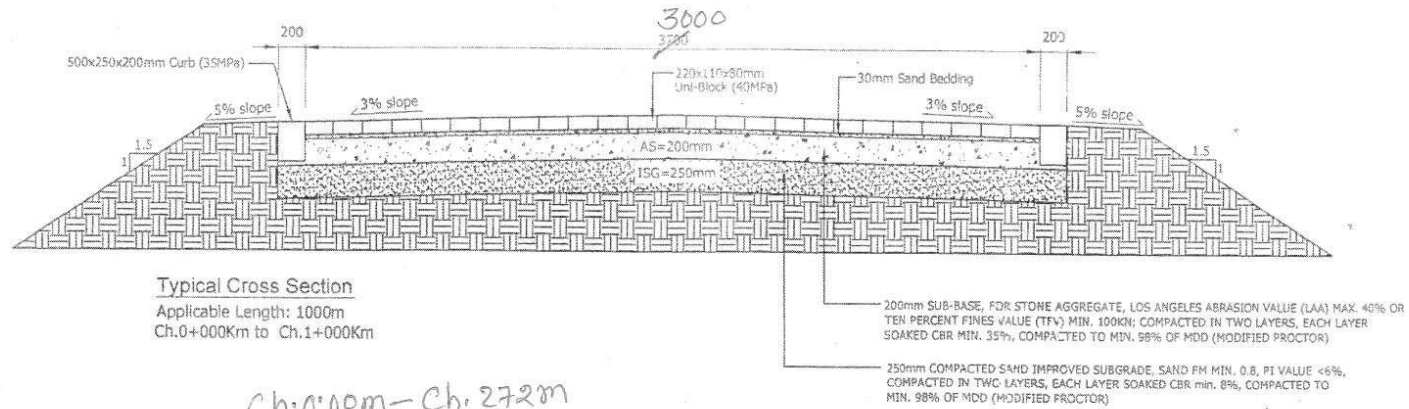
Figure 2: Location of Roads in Bagerhat Pourashava on Google Earth



Source: Google Earth Pro, Image April 2025

Figure 3: Cross Section of the Proposed Roads

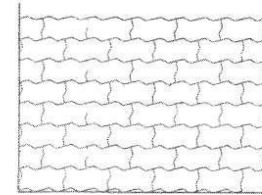




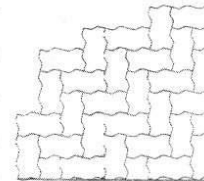
Ch.0.000m - Ch.272m

Sieve Size	Bedding Sand Gradation Percent Passing(%)	Joint Filling Sand Gradation Percent Passing(%)
50mm	100	100
37.5mm	95-100	90-100
19.0mm	70-92	-
9.5mm	50-70	-
4.75mm	35-55	30-60
600micron	12-25	-
75micron	0-6	0-12

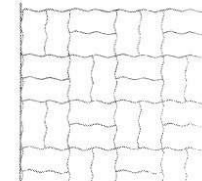
Sieve Size	Bedding Sand Gradation Percent Passing(%)	Joint Filling Sand Gradation Percent Passing(%)
9.52mm	100	-
4.75mm	95-100	-
2.36mm	80-100	100
1.18mm	50-95	90-100
600micron	25-60	60-90
300micron	10-30	30-60
150micron	0-15	15-30
75micron	0-10	0-10



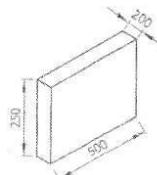
a) STRETCHER BOND OR RUNNING BOND



b) HERRINGBONE BOND (90°/45°)



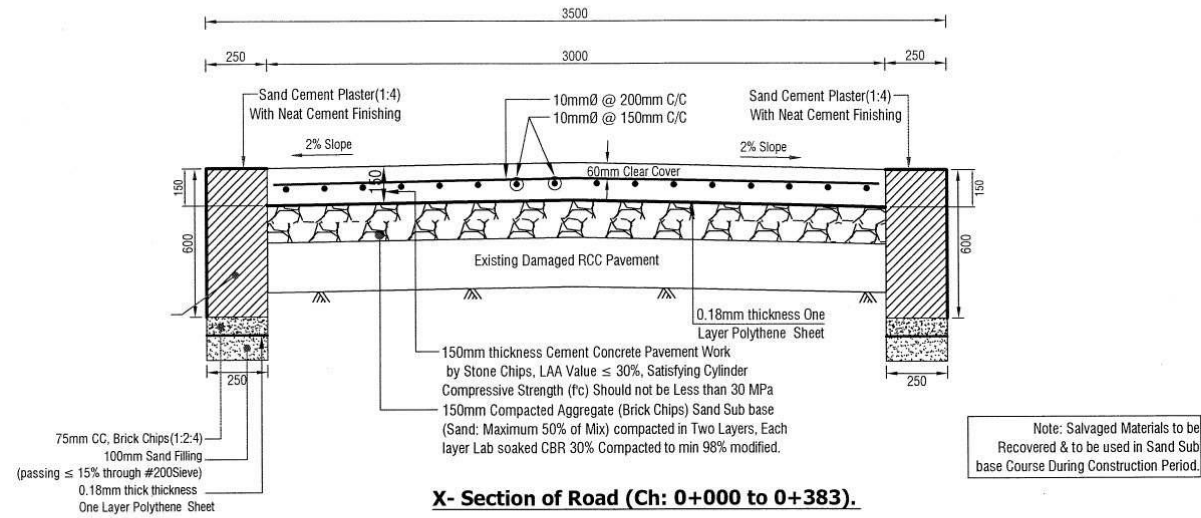
c) BASKET WEAVE OR PARQUET BOND



Typical Curb/Kerb Stone

02/06/2022
M. Rezaul Haq Rijvi
Assistant Engineer
Bagerhat Pourashava
ৱাহাবদ কব্রহাদ হোচ
উপ-সহকারী প্রকৌশলী
সকলীয় শহর জলবায়ু সিস্টেম প্রকল্প
জিজিইডি সদর দপ্তর ঢাকা

02/06/22
মোঃ ওয়াকিলুর রহমান
নির্বাহী প্রকৌশলী
বানেরহাট পৌরসভা
রোজিদ আহমেদ
উপ-প্রকল্প পরিচালক
উপকূলীয় শহর জলবায়ু সিস্টেম প্রকল্প
জিজিইডি, সদর দপ্তর, ঢাকা



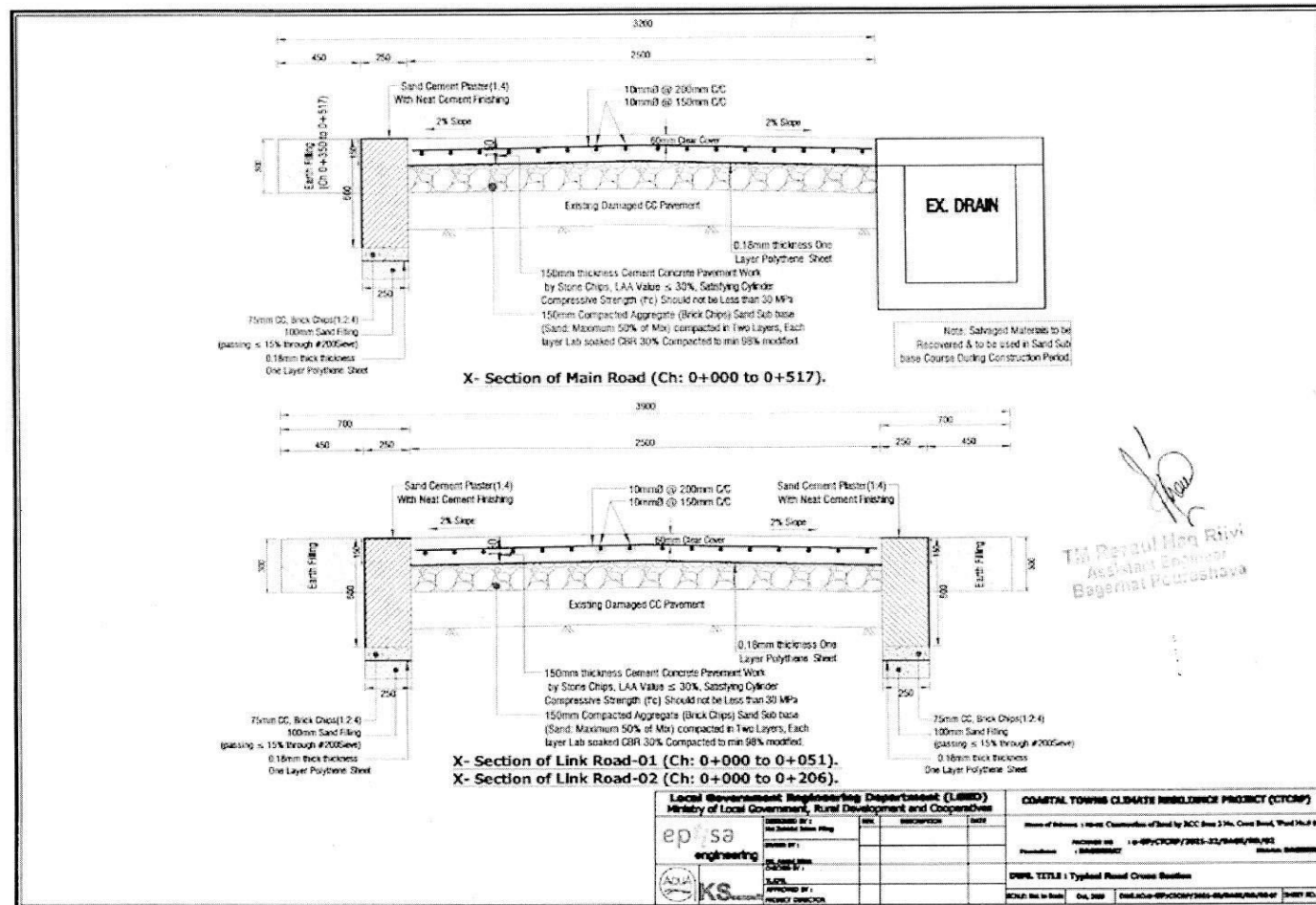
X- Section of Road (Ch: 0+000 to 0+383).

TM Rezai Haq Rijvi
Assistant Engineer
Bagerhat Pourashava

মোঃ ওয়াজিহুর রহমান
নির্বাহী প্রকৌশলী
বগেরহাট পৌরসভা

স্বাক্ষর
জনাব হাবিবুর রহমান
মেয়র
বগেরহাট পৌরসভা

Local Government Engineering Department (LGED) Ministry of Local Government, Rural Development and Cooperatives				COASTAL TOWNS CLIMATE RESILIENCE PROJECT (CTCRP)			
 	DESIGNED BY :	REV.	DESCRIPTION	DATE	Name of Scheme : RD-01: Construction of Road by RCC from Nur Masjid Road To Chaltetola Jame Masjid, Ward No.03.		
	DRAWN BY :				PACKAGE NO : e-GP/CTCRP/2021-22/BAGE/RD/02		
	CHECKED BY :				Pouroshava : BAGERHAT District: BAGERHAT		
	APPROVED BY :				DWG. TITLE : Typical Road Cross Section		
	PROJECT DIRECTOR				SCALE: Not to Scale Oct, 2023 DWG.NO.e-GP/CTCRP/2021-22/BAGE/RD/02/05 SHEET NO.-05		



III. SCOPE OF LAND ACQUISITION AND RESETTLEMENT IMPACT

A. Land Acquisition and Involuntary Resettlement

25. The social safeguard study for the proposed packages, e-GP/CTCRP/BAGR/RD-02 of Bagerhat *Pourashava* indicate that there is no need for land acquisition as all roads will be constructed on the existing available land of the streets, which belongs to Bagerhat *Pourashava*. The character of the subprojects is improvement on existing roads. No new road construction or alignment change would be involved in the subproject. Detailed Design Consultants, PMSC, ICCDC, *Pourashava* staff, and engineers confirmed ownership and the land records. Therefore, no land acquisition is required. The Bagerhat *Pourashava* officially owns the proposed roads schemes, and the *Pourashava* has the authority for road maintenance and development.⁸ The Road Schemes for Physical Infrastructure Development under CTCRP and Road Ownership Certification issued by Bagerhat *Pourashava* is attached in **Appendix 5**.

26. The scope of the land acquisition and involuntary resettlement has been assessed during field visits and data collection. The project will not result into any permanent or temporary land acquisition, and no involuntary resettlement impact is envisaged, as the proposed site and development activities are within the vacant land of existing roads. All the construction works will be undertaken to implement the proposed roads within the existing roads and within the right-of-way. All the construction works will be undertaken for the implementation of the proposed selected roads. The DDC engineering team has made efforts to avoid any resettlement impacts by careful design and verification.

27. It was revealed through a physical investigation that the subproject will not impact any privately owned land for undertaking civil works. As such, no land acquisition and resettlement will be required. There will also be no loss of livelihood, either permanent or temporary to title holders or non-titled persons.

28. This subproject is expected to have minimal impact during construction. Field visits and surveys revealed that civil work of the proposed roads will not disrupt local activities. While minor inconveniences such as noise, dust, and temporary traffic disturbances may occur, these do not amount to involuntary resettlement impacts. Although there are no busy roads in this, contractors will implement measures to minimize disruptions, such as ensuring store access where required, following a phased work schedule, and potentially conducting work at night. The community will receive advance notice of partial road closures, which will be conducted section by section to maintain traffic flow. Alternate routes will be provided. Not all nearby roads will be closed, but pedestrian and vehicle movement may be temporarily halted. A Traffic Management Plan (TMP) will guide road users with alternative routes and safety measures, including caution tape and signage. Access to shops, schools, markets, and mosques as well as pedestrian movement, providing metal sheets and/or bamboo planks and other measures will be maintained according to provisions in the site-specific Environmental Management Plan (EMP) during construction to ensure smooth operations in the area. These measures shall be included in the Terms of References (ToR) of the Contractor.⁹

29. The summary of land acquisition and resettlement impacts, which has been assessed using a standard involuntary resettlement checklist, undertaking a complete transect walk for the subproject, is shown in **Table 3**.

⁸ [Bangladesh National Assembly. \(2010, October 5\). Bangladesh Gazette: Ordinance issued for the amendment of Local Government \(Municipality\) Ordinance, 2009. Dhaka](#)

⁹ An 'Environmental Specification for Construction Contractor' delineating impact avoidance and mitigation measures and a 'Traffic Management Plan Template' delineating management of traffic and temporary road blockage during construction have been incorporated in the IEE document.

Table 3: Land Acquisition and Resettlement Impacts

Component	Length (km)	Land ownership	IR Impact
e-GP/CTCRP/BAGR/RD-02	12 Roads 5.27 (km)	Bagerhat <i>Pourashava</i>	The road improvement will be constructed on the existing available width of the roads. Bagerhat <i>Pourashava</i> owns the roads. Implementing the RCC roads will not cause temporary or permanent income loss or impact structures. There are no issues related to land acquisition or involuntary resettlement. The package schemes are entirely located within the jurisdiction of Bagerhat <i>Pourashava</i> , in Bagherhat district. The <i>Pourashava</i> officially owns the road schemes and has the authority to maintain them as well.

Source: Field Survey, Field visit, February 2025

30. Based on the field visit and secondary data, no impacts to indigenous people and common property resources due to the road construction works envisaged. There is no IP live in and around the proposed subprojects of Bagerhat *Pourashava*.

31. The contract is planned to be implemented over a period of 12 months. Detailed designs have been prepared; the DDR will be updated during construction period, in case of any significant 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.

32. 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.

33. The information for this DDR 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.

34. The impacts are assessed based on detailed 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.

35. 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.

B. Impacts on Indigenous Peoples/TMRESC

36. There are no Tribes, Minor Races, Ethnic Sects and Communities' (TMRESC) present in Bagerhat *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) will be needed for this sub-project. No direct or indirect impacts on the dignity, human rights, livelihood systems, or natural or cultural resources or territories of TMRESC are anticipated. The screening checklist for indigenous peoples is presented in **Appendix 2**.

IV. FIELD WORK AND CONSULTATION

37. The DDR has been prepared in consultation with the key stakeholders in line with ADB's social safeguard requirements. The initial objective was identifying different issues, problems/constraints, and community responses to the road subproject. The consultation included information dissemination about the subproject and its scope, possible positive and negative impacts, involvement of local people in different activities of the Project and possible employment in Project works, etc. The public consultation and participation process included (i) identifying affected stakeholders; (ii) information on the background and technical characteristics of the subproject; (iii) creating opportunities and mechanisms for the community to participate and raise their views about the proposed development; (iv) giving the stakeholders feedback on findings and recommendations; and (v) ensuring compliance to process requirements with regards to environmental and related legislations.

38. The consultations also helped to understand the local issues like 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.

39. In connection with this subproject, the safeguard team of DDC, CTCRP visited and had an introductory meeting with the *Pourashava* Engineers, and some local leaders. During these field visits, the consultants investigated the existing condition of the road alignments, any resettlement needs, rehabilitation, and the grievance redress mechanism. During the site visits, the concerned Engineers, work assistants, and a surveyor accompanied by the consultants to assist in identifying the locations of the road alignments.

40. There were three consultation meetings held with stakeholders on April 22, 2025, at the different locations of the proposed subprojects of Bagerhat *Pourashava*. A total of 37 participants attended in the meetings. The stakeholders, including businesspersons, service holders, shopkeepers, farmers, day laborers and a few community leaders representing the area participated in the meetings. Issues related to the project have been shared with the participants. The local communities and people have unanimously welcomed the project activities and responded that they would provide all-out cooperation to the project activities, nobody is against it. **Appendix 3** depicts the meetings' details and attendances.

41. During discussion meetings and field visits, the community was informed that the proposed subproject would not require any land acquisition. The community was also informed that there would be no tree-cutting, relocation of business, or permanent removal of mobile vendors/hawkers. There is no possibility of any adverse impact for civil work in terms of losing income or livelihood. Pedestrians' safety would be taken care of by the contractors during the construction period by providing alternate roads, safety signs boards, and providing speed breakers where required. Moreover, mitigation measures as specified in EMPs would also be implemented by the contractors which would be closely supervised by the PMSC consultants. The participants were also informed that there will be local employment opportunities for skilled

and unskilled laborers. The active participation of women was encouraged during the field visits.

42. The local people expressed their worries about the poor condition of the present road and drainage facilities. The general conclusion of the community was that they supported the improvement of the road. Further public consultation will be arranged during the construction works by the community expert of the ICCDC with the assistance of other officials and consultants.

43. The community and other project stakeholders also vowed to support the road construction work. Different stakeholders were consulted to allow them to express their views and concerns. Further public consultation will be arranged during the construction works by the community expert of the ICCDC with the assistance of other officials and consultants.

44. Comments or questions raised by stakeholders were responded to. The consultant explained that positive and adverse impacts of the project on people and the environment will be analyzed such as air pollution, dust, influx of people, employment. All the participants confirmed that they appreciate and very positive attitude for implementation of 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.

45. Key issues discussed:

- (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.

A. Summary of Discussions

46. The present condition of the roads is quite bad and unusable, and needs to be improved for a smooth transportation system. Local people expressed deep interest in developing 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 would provide them with any help they needed. The people were informed about the ADB's safeguards policies, entitlements, compensation and resettlement assistance, and other provisions of the approved Resettlement Framework for the project.

47. The road schemes will improve socio-economic conditions of the local people through creating more opportunities of income and employment, as well as exploiting local resources for boosting local productions.

48. Refer to **Figure 4** for the photographs taken during the consultation meetings held at the respective road sites, photographs of **Figure 5** depicts existing road condition and

Appendix 3 shows the meetings' details and attendances.

Figure 4: Meetings Conducted at Selected Road Sites and *Pourashava*



Meeting at Jora Mehogani Tola, Ward: 9, Bagerhat Pourashava on April 22, 2025



Meeting at Nur Masjid More, Ward: 3, Bagerhat Pourashava on April 22, 2025



Meeting with professionals and civil society groups of the Bagerhat Pourashava

49. Photographs of the existing roads to be improved are presented below in Figure
5.

Figure 5: Existing Condition of the Selected Roads



Road 01, Ward No. 01, Bagerhat Pourashava



Road 02, Ward No. 02, Bagerhat Pourashava



Road 03, Ward No. 02, Bagerhat Pourashava



Road 04, Ward No.03, Bagerhat Pourashava



Road 05, Ward No.03, Bagerhat Pourashava



Road 06, Ward No.04, Bagerhat Pourashava



Road 07, Ward No.04, Bagerhat *Pourashava*



Road 08, Ward No.05, Bagerhat *Pourashava*



Road 09, Ward No.06, Bagerhat *Pourashava*



Road 10, Ward No.09, Bagerhat Pourashava



Road 11, Ward No.08, Bagerhat Pourashava



Road 12, Ward No.08, Bagerhat Pourashava

B. Future Consultation and Disclosure

50. 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.

51. 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:

52. **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.

53. **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.

C. Findings

54. In this subproject intervention, no impacts including full or partial, permanent or temporary, physical and economic displacements are assessed. No direct or indirect impacts on the dignity, human rights, livelihood systems, or natural or cultural resources or territories of TMRESC are anticipated for this subproject.

55. The construction will be carried out in a systematic manner following the contractor's work plan during the whole implementation period.

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

V. GRIEVANCE REDRESS MECHANISM

A. Grievance Redress Mechanism

57. 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.

58. **Common GRM.** A common GRM is in place for social, environmental, or any other grievances related to the project; the RPs, DDR 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.

59. 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.

60. 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 complaints register that will be kept in *Pourashava* offices. **Appendix 4** has the sample grievance registration form in English and Bengali. 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 redress on environmental and social safeguards issues and for registration of grievances, related disclosure, and communication with the aggrieved party.

61. **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.

62. **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.

63. 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: Bagerhat), 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.

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

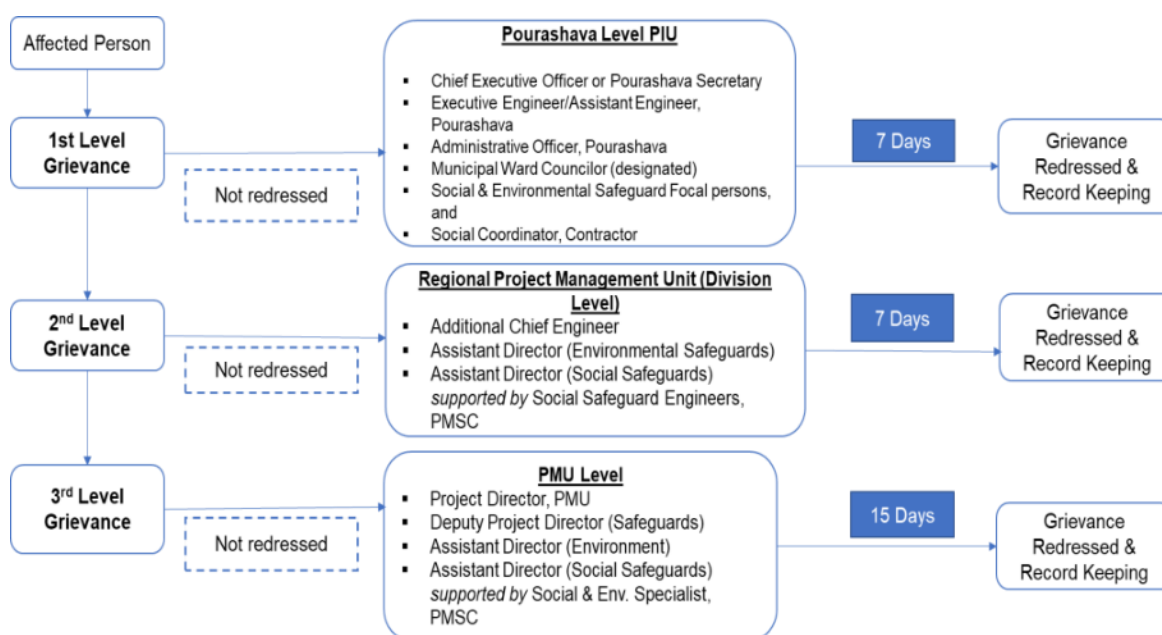
65. **3rd Level Grievance, PMU Level.** All grievances that cannot be redressed within 7 days at RPMU level will be brought up to the PMU level. The RPMU safeguards team will refer any unresolved or major issues to the PMU level grievance redress team, that will be headed by the Project Director and 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.

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

67. 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.

68. 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 (if any).

69. **Record Keeping.** The PIU will keep records of all grievances received, including contact details of the complainant, date of the complaint received, nature of grievance, agreed corrective actions and the date of the incident and 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 semi-annually.

70. **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 mechanism's effectiveness, especially on the project's ability to prevent and address grievances.

71. **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. At the same time, the PMU will meet costs related to escalated grievances. The concerned PIU will reimburse any transportation costs incurred by affected persons or their representatives (e.g., CBOs, TMRESC representative/NGOs) to attend GRC meetings. Cost estimates for grievance redress are included in resettlement cost estimates.

VI. BUDGET

A. Budget

72. A budget is included in this due diligence for implementing the subproject component, construction of 12 roads in Bagerhat *Pourashava*. The budget will include (i) conducting detailed measurement surveys in case of design or alignment changes at the design verification stage, (ii) consultation and grievance redress costs, and (iii) contingency provisions. The budget is outlined in **Table 4**.

Table 4: Budgetary Provision

Item Description	Unit	Rate (BDT)	Total Amount (BDT)
DMS Survey for DDR updating	Lumpsum		1,50,000.00
Consultation	Lumpsum		1,50,000.00
Grievance Redress	Lumpsum		1,50,000.00
Sub-total			450,000.00
Contingency (20%)	Lumpsum		90,000.00
Grand total			540,000.00

VII. CONCLUSIONS

73. It is concluded from the due diligence exercise that the proposed infrastructure improvements, which include construction/improvement of the 12 roads totaling 5.27 km in Bagerhat *Pourashava* will not require private land acquisition nor will incur involuntary resettlement impacts. No person will incur a loss of income due to the project intervention. An effective and efficient Grievance Redress Mechanism has been established, and mitigation measures will be adopted as per the approved EMP. The GRM will enhance the provision of timely and sensible hearings and facilitate solutions in the event of any complaints or concerns.

74. Project information has been disseminated during public consultations with stakeholders, including local personnel who attended the 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 priority in the employment of skilled and unskilled labour.

75. There is no involuntary resettlement involved in this subproject, therefore, preparation of a resettlement plan is not required. This due diligence report has been prepared for documentation and official record.

76. **Next Steps.** The DDR will be updated in case of any design or alignment changes prior contract award. According to the change, the reassessment will be undertaken for land acquisition and involuntary resettlement impacts. The following information will be included in the updated social safeguards document:

- (i) If there is any design or alignment change and any involuntary resettlement impact is identified for the change, a resettlement plan will be prepared in accordance with the project Resettlement Framework and submitted to ADB for approval.
- (ii) During the civil work, if any unanticipated impact is noticed, it will be compensated and mitigated as per agreed entitlement matrix provided in the resettlement framework prepared in accordance with the GoB law and ADB SPS 2009 and/or corrective action plans will be taken and will be documented in the updated and/or final social safeguards document or SSMR, whichever is submitted first;
- (iii) Meaningful consultations will be carried out throughout the project period. An intensive information dissemination campaign will also be conducted. Emphasis should be given to more consultations with female members of the community to appraise them about the proposed roads, and their benefits. The updated DDR will include details of such consultations.

Appendix 1: Involuntary Resettlement Impacts Screening Checklist

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land				
1. Will there be land acquisition?		No		All the construction works will be undertaken for the implementation of the proposed roads within the existing road rights-of-way under the ownership of Bagerhat Pourashava. No land acquisition will be required.
2. Is the site for land acquisition known?				Not applicable
3. Is the ownership status and current usage of land to be acquired known?				Not applicable
4. Will easement be utilized within an existing Right of Way (RoW)?				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		
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?				-
<u>Not applicable.</u>				
Are any of them poor, female-heads of households, or vulnerable to poverty risks?				[--] No [--] Yes
<u>Not applicable.</u>				
Are any displaced persons from indigenous or ethnic minority groups?				[--] No [--] Yes
<u>Not applicable.</u>				

Appendix 2: Indigenous Peoples Impact Screening Checklist

KEY CONCERNS (Please provide elaborations on the Remarks column)	YES	NO	NOT KNOWN	Remarks
A. Indigenous Peoples Identification				
1. Are there socio-cultural groups present in or use the project area who may be considered as "tribes" (hill tribes, schedules tribes, tribal peoples), "minorities" (ethnic or national minorities) or "indigenous communities" in the project area?		√		
2. Are there national or local laws or policies as well as anthropological researches/studies that consider these groups present in or using the project area as belonging to "ethnic minorities", scheduled tribes, tribal peoples, national minorities, or cultural communities?				Not applicable. There are no Tribes, Minor Races, Ethnic Sects and Communities (TMRESC) present in Bagerhat Pourashava.
3. Do such groups self-identify as being part of a distinct social and cultural group?				Not applicable.
4. Do such groups maintain collective attachments to distinct habitats or ancestral territories and/or to the natural resources in these habitats and territories?				Not applicable.
5. Do such groups maintain cultural, economic, social, and political institutions distinct from the dominant society and culture?				Not applicable.
6. Do such groups speak a distinct language or dialect?				Not applicable.
7. Has such groups been historically, socially and economically marginalized, disempowered, excluded, and/or discriminated against?				Not applicable.
8. Are such groups represented as "Indigenous Peoples" or as "ethnic minorities" or "scheduled tribes" or "tribal populations" in any formal decision-making bodies at the national				Not applicable.
B. Identification of Potential Impacts				
9. Will the project directly or indirectly benefit or target Indigenous Peoples?		√		
10. Will the project directly or indirectly affect Indigenous Peoples' traditional socio-cultural and belief practices? (e.g. child-rearing, health, education, arts, and governance)		√		
11. Will the project affect the livelihood systems of Indigenous Peoples? (e.g., food production system, natural resource management, crafts and trade, employment status)		√		
12. Will the project be in an area (land or territory) occupied, owned, or used by Indigenous Peoples, and/or claimed as ancestral domain?		√		

KEY CONCERNS (Please provide elaborations on the Remarks column)	YES	NO	NOT KNOWN	Remarks
C. Identification of Special Requirements Will the project activities include:				
13. Commercial development of the cultural resources and knowledge of Indigenous Peoples?		√		
14. Physical displacement from traditional or customary lands?		√		
15. Commercial development of natural resources (such as minerals, hydrocarbons, forests, water, hunting or fishing grounds) within customary lands under use that would impact the livelihoods or the cultural, ceremonial, spiritual uses that define the identity and community of Indigenous Peoples?		√		
16. Establishing legal recognition of rights to lands and territories that are traditionally owned or customarily used, occupied, or claimed by Indigenous Peoples?		√		
17. Acquisition of lands that are traditionally owned or customarily used, occupied, or claimed by Indigenous Peoples?		√		

Appendix 3: Minutes and Attendance of Consultation Meetings

Venue	Date and Time	Conducted by	No. of Total Participants	Male & Female Participants
Nur Masjid More, Ward: 3, Bagerhat Pourashava	April 22, 2025 at 11.00 am	Emdadul Haque Social Safeguards Expert	11	M: 11; F: 0
Jora Mehogani Tola, Ward: 9, Bagerhat Pourashava	April 22, 2025 at 01.00 pm	Emdadul Haque Social Safeguards Expert	11	M: 11; F: 0
Homeopathic College More, Ward: 3, Bagerhat Pourashava	April 22, 2025 at 03.00 pm	Emdadul Haque Social Safeguards Expert	15	M: 15; F: 0
Total No. of Participants			37	M: 37; F: 0

Summary of Focus Group Discussions: The Social Safeguard Expert of CTCRP conducted consultation meeting and FGD sessions on April 22 and 26, 2025. A total of 37 community members, including local leaders and business persons, housewives and different professionals were attended in the meetings. In addition, Engineers of the CTCRP and the officials of Bagerhat *Pourashava* participated in the meeting. The CTCRP Consultant discussed the following points during the meetings and invited their opinions.

Social Safeguard Issues:

- (i) Position of land and trees and its ownership
- (ii) Construction of roads
- (iii) Community support for constructing these proposed works.
- (iv) Benefits from these infrastructures' establishments by the community workers health and safety.
- (v) Disseminate information about project implementation to the local stakeholders.

Emergency and Gender Development Issues:

- (i) Instructions for the Contractors to employ women workers with same wage scale and safeguard facilities (gloves, apron, sanitation, tube well, workers' shed equal and separate facility for men and women at work site).
- (ii) Orientation/Training Program for women groups/ workers/ women headed family heads to promote understanding of women about interrelationship between environment, sanitation, solid waste management, health and hygiene (facility) and its use.
- (iii) PIU safeguards and gender focal must monitor contractors' assignments for gender development issues. Proper documentation as per LGED reporting format will be prepared.
- (iv) PIU with the support of ICCDC and PMSC consultants 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.

During the questions and answers session, the local people were informed that implementation of the subproject components will not require land acquisition and no involuntary resettlement impact is envisaged. The local participants also conveyed that in case project implementation will cause unanticipated involuntary resettlement impact during implementation, they must be properly compensated and/or assisted as per the policy of the

project. The CTCRP consultant with the PIU reiterated the entitlements and other provisions in the resettlement framework and ensured that affected persons, if any, will be compensated and assisted by the project. However, based on assessment, the subproject will not involve structure or income loss to the community people.

The recommendations and suggestions of affected persons are as follows: Road Schemes:

- (i) The local stakeholder will be happy if the project is implemented within a short time.
- (ii) The project will contribute to the improvement of the roads and communication.
- (iii) In case of land acquisition and involuntary resettlement they will receive compensation as per ARIPA 2017 as well as ADB's SPS 2009.
- (iv) The local people expect that local labor will be engaged in construction works.
- (v) Requested to complete the construction works in the dry season.

The attendance sheets are attached below.

Attendance Sheets

উপকূলীয় শহর জলবায়ু সহিষ্ণু প্রকল্প (CTCRP)

স্থানীয় সরকার প্রকৌশল অধিদপ্তর

লেভেল-১৩, আরডিইসি ভবন, এলজিইডি

আগারগাঁও, শেরেবাংলা নগর, ঢাকা-১২০৭

www.lged.gov.bd

Subproject Title: Road Package : ০২Location: সুপার টি কোর্ট, সুপারমার্কেট District: গাজীপুরDate: ২১/০৪/২০ Time: ১১ AM/PM

আলোচনা সভায় উপস্থিতির তালিকা (Attendance Sheet)

ক্রমিক নং SL #	নাম Name	লিঙ্গ (M/F)	মোবাইল নম্বর Mobile No.	পেশা Profession	স্বাক্ষর Signature
1.	শ্রীঃ এমামুল ইসলাম	পুরুষ	০১৭৩২২৭৬৪	কাজে	
2.	শ্রীঃ মেহেন্না রাসা	৷	০১৬৪০৬২৫৭৭০	কাজে	
3.	সিদ্দিক	৷	০১৭২০৫১৩৩০৪	মেসার	
4.	শ্রীঃ মলিকুল ইসলাম	৷	০১৭১২২৩৩০৭০	শ্রীঃ কাজে	
5.	মাহিনুদ্দিন	৷	-	কাজে	
6.	শ্রীঃ হুমায়ুন কবীর	৷	০১৭২৪০৬২৬২৬	চাকরি	
7.	জাহিদ মোসাদ্দিক	৷	০১৬৫৭২৪২৫৪৬	শ্রমিক	
8.	শ্রীঃ এমরুল হক	৷	০১৭৩৬০২২১৭৭	কাজে	
9.	শ্রীঃ মাহবুবুল হক	৷	০১৭১৬২২৬৫৪৭	কাজে	
10.	সিদ্দিক মোসাদ্দিক	মহিলা	০১৭৪৭২৬১৪৪	কাজে	
11.	শ্রীঃ জাহিদুল ইসলাম	পুরুষ	০১৭৭৫২৭৭৭২	কাজে	
12.					
13.					
14.					
15.					

উপকূলীয় শহর জলবায়ু সহিষ্ণু প্রকল্প (CTCRP)

স্থানীয় সরকার প্রকৌশল অধিদপ্তর

লেভেল-১৩, আরডিইসি ভবন, এলজিইডি

আগারগাঁও, শেরেবাংলা নগর, ঢাকা-১২০৭

www.lged.gov.bd

Subproject Title: Road Package : 02Location: সোণা চওড় সাপী চেনা District: বাগেরহাটDate: ২২/০৮/২০ Time: ১:৫০ AM/PM : চাওড় দোঙ্গাউপাঃ নং-১

আলোচনা সভায় উপস্থিতির তালিকা (Attendance Sheet)

ক্রমিক নং SL #	নাম Name	লিঙ্গ (M/F)	মোবাইল নম্বর Mobile No.	পেশা Profession	স্বাক্ষর Signature
1.	কাজী সরকার	মুরুব্ব	০১৩০৪৪৫২৭০	চাওড়া	
2.	মেয়: কুসুমদাস	"	০১৭১১২৩০৭৩	বাবসা	
3.	মেয়: ইমরুল হোসেন	"	০১৭৩৭০৭৫০	বাবসা	
4.	মর্শ্ব হাম	"	০১৭৫৬৬০৭০৪১	চাওড়া	
5.	কাজী আবুল কালাম	"	০১৭১০৪৫৫	"	
6.	চাওড়া মিয়া	"	০১৭৩০৪০০৭৩০	"	
7.	মিঃ হুমায়ুন কবীর		০১৬১৬৬১১৬৪৬	চাওড়ি	
8.	মামুন (চাওড়া)	"	০১৭২৩৭০১৪৬	চাওড়া	
9.	ডাঃ. মজিবুর রহমান	"	০১৭৪৪৩৩৭৪০৪	চাওড়া	
10.	(মেয়: কামাল হোসেন)	"	০১৭১১০৪০২৪৪	চাওড়ি	
11.	(মেয়: বাহাদুর হাম)	"	০১৭৭৩৭২৩৭৭৪	কাজি	
12.					
13.					
14.					
15.					

উপকূলীয় শহর জলবায়ু সহিষ্ণু প্রকল্প (CTCRP)

স্থানীয় সরকার প্রকৌশল অধিদপ্তর

লেভেল-১৩, আরডিইসি ভবন, এলজিইডি

আগারগাঁও, শেরেবাংলা নগর, ঢাকা-১২০৭

www.lged.gov.bd

Subproject Title: Road Package: 02Location: হোতেন প্যাম্বিক রোড, বোতা, ডাঙ্গা District: বাজেংমাDate: 12/04/25 Time: 03:00 AM/PM

আলোচনা সভায় উপস্থিতির তালিকা (Attendance Sheet)

ক্রমিক নং SL #	নাম Name	লিঙ্গ (M/F)	মোবাইল নম্বর Mobile No.	পেশা Profession	স্বাক্ষর Signature
1.	মোঃ মুহম্মদ মোস্তা	পুরুষ	০১৭১১৭১৩২৭	কৃষক	
2.	মোঃ মোস্তাফিজুর রহমান	পুরুষ	০১৭১১৭১৩২৭	কৃষক	
3.	মোঃ মোস্তাফিজুর রহমান	পুরুষ	০১৭১১৭১৩২৭	কৃষক	
4.	মোঃ মোস্তাফিজুর রহমান	পুরুষ	০১৭১১৭১৩২৭	কৃষক	
5.	মোঃ মোস্তাফিজুর রহমান	পুরুষ	০১৭১১৭১৩২৭	কৃষক	
6.	মোঃ মোস্তাফিজুর রহমান	পুরুষ	০১৭১১৭১৩২৭	কৃষক	
7.	মোঃ মোস্তাফিজুর রহমান	পুরুষ	০১৭১১৭১৩২৭	কৃষক	
8.	মোঃ মোস্তাফিজুর রহমান	পুরুষ	০১৭১১৭১৩২৭	কৃষক	
9.	মোঃ মোস্তাফিজুর রহমান	পুরুষ	০১৭১১৭১৩২৭	কৃষক	
10.	মোঃ মোস্তাফিজুর রহমান	পুরুষ	০১৭১১৭১৩২৭	কৃষক	
11.	মোঃ মোস্তাফিজুর রহমান	পুরুষ	০১৭১১৭১৩২৭	কৃষক	
12.	মোঃ মোস্তাফিজুর রহমান	পুরুষ	০১৭১১৭১৩২৭	কৃষক	
13.	মোঃ মোস্তাফিজুর রহমান	পুরুষ	০১৭১১৭১৩২৭	কৃষক	
14.	মোঃ মোস্তাফিজুর রহমান	পুরুষ	০১৭১১৭১৩২৭	কৃষক	
15.	মোঃ মোস্তাফিজুর রহমান	পুরুষ	০১৭১১৭১৩২৭	কৃষক	

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:	

Sample GRC Form (Bengali)

অভিযোগ দাখিল ও নিরসন ফর্মের নমুনা					
তৃতীয় নগর পরিচালন ও অবকাঠামো উন্নতিকরণ (সেক্টর) প্রকল্পের সফল বাস্তবায়নের ক্ষেত্রে যে কোন আপত্তি, অভিযোগ, পরামর্শ, প্রশ্ন এবং মতামতকে প্রকল্প (Project) স্বাগত জানায়। আমরা অভিযোগকারিকে অভিযোগের সাথে নাম-ও যোগাযোগের ঠিকানা দিতে উৎসাহ দেই যাতে তাঁদের অভিযোগ নিরসনকল্পে প্রয়োজনীয় যোগাযোগ করতে ও পদক্ষেপ সম্বন্ধে তাঁদের সময় মতো জানানো যায়। আপনি যদি আপনার পরিচয় জানিয়ে আপত্তি বা অভিযোগ দিতে চান অথচ তা জনসম্মুখে গোপন রাখতে ইচ্ছা পোষণ করেন তাহলে 'গোপনীয়' শব্দটি ফর্মের উপরে উল্লেখ করুন। ধন্যবাদ।					
তারিখঃ		রেজিস্টেশনের স্থানঃ			
যোগাযোগের ঠিকানা/ব্যক্তিগত তথ্যঃ					
নামঃ		লিঙ্গঃ (টিক দিন)	পুরুষঃ <input type="checkbox"/> নারীঃ <input type="checkbox"/>	বয়সঃ	
বর্তমান ঠিকানাঃ					
ফোন নং					
ই-মেইল (যদি থাকে)					
আপত্তি/ অভিযোগ/ পরামর্শ/ প্রশ্ন /মতামত অনুগ্রহ করে আপনার অভিযোগের সাথে বিস্তারিত বর্ণনা (কে, কি, কোথায়, কিভাবে ইত্যাদি) প্রদান করুন।					
যদি এর সাথে কোন সংযুক্তি/নোট/চিঠি/ছবি যোগ করা হয় তাহলে টিক দিনঃ <input type="checkbox"/>					
গুধুমাত্র দাপ্তরিক কাজে ব্যবহারের জন্যে					
নামঃ (যে কর্মকর্তার দ্বারা অভিযোগ রেজিস্ট্রিকৃত)					
যে-মাধ্যমে অভিযোগ গৃহীতঃ (টিক দিন)		১. নোট/চিঠিঃ <input type="checkbox"/> ২. ই-মেইলঃ <input type="checkbox"/> ৩. টেলিফোনে/সশরীরে-মৌখিকঃ <input type="checkbox"/>			
যে কর্মকর্তা অভিযোগটি পর্যালোচনা করেনঃ					
এই অভিযোগের প্রেক্ষিতে যে পদক্ষেপ গ্রহণ করা হয়েছেঃ					
পদক্ষেপটি জনসম্মুখে প্রচার করা হয়েছে কি? (টিক দিন)		১. হ্যাঁঃ <input type="checkbox"/> ২. নাঃ <input type="checkbox"/>			
যে-মাধ্যমে পদক্ষেপটি জনসম্মুখে প্রচার করা হয়েছেঃ					

Road Ownership Certification



Bagerhat Pourashava

District: Bagerhat, Bangladesh
Tel: +8801322-884184 E-mail: btpouraha@gmail.com

Memo No. BP/Engr. Dept./2025/141

Date: 20.05.2025

WHOM IT MAY CONCERN

This is to certify that estimated of 12 (twelve) schemes enlisted in DPP from different wards of Bagerhat Pourashava under "Coastal Towns Climate Resilience Project" have been submitted through the Local Government Engineering Department for the financial year 2024-2025 for physical infrastructure development. These schemes will not have any complications in the Pourashava roads Project and are not included for the implementation of any other Project.

If the schemes are implemented, the local community will be highly benefited.

Sl. No.	Name of the Road	Ownership of Land
1	Construction of Road by RCC Starting from Uttar Harikhali Primary School road, (Ch.0+ 000 to 0+405) at Ward No-1, under Bagerhat, Pourashava.	Bagerhat Pourashava
2	Construction of Road by Uni-Block Starting From Modern Medical Hospital road(Ch 0+000 to 0+351) & Link Road(Ch 0+000 to 0+073) Start Point at Ch. 0+ 242 @ Main Road, Word No-2, under Bagerhat Pourashava.	Bagerhat Pourashava
3	A. Construction of Road by RCC Starting from Lake City Link Road to Women College Road(Ch.0+ 000 to 0+365). Ward No-2, under Bagerhat Pourashava. B. Construction of Protection work Starting from Lake City Link Road to Women College Road at Ch.0+ 250 to 0+290, Ward No-2, under Bagerhat Pourashava	Bagerhat Pourashava
4	Construction of Road by RCC From 2 No. Cross Road (Ch.0+ 000 to 0+ 517) & Link Road-01 (Ch.0+ 000 to 0+ 051), Link Road-02 (Ch.0+ 000 to 0+ 206) & Link Road-03 (Ch.0+ 000 to 0+ 190)Under Bagerhat Pourashava	Bagerhat Pourashava
5	Construction of Road by RCC From Nur Masjid Road To Chaltetola Jame Masjid (Ch.0+ 000 to 0+ 383)Ward No-3 under Bagerhat Pourashava.	Bagerhat Pourashava
6	Construction of Road by RCC from PC College Road (Gurai Mia House)-Madrasha Road to Kaborkhana More (Ch.0+ 000 to 0+ 325) at Ward No 4 under Bagerhat Pourashava	Bagerhat Pourashava
7	Construction of Road by RCC from Madrasha Road to Staff Quater (Animal Hospital) (Ch.0+ 000 to 0+ 282) & Link Road (Ch 0+000 to 0+190) Ward No 4 under Bagerhat Pourashava	Bagerhat Pourashava
8	Construction of Road by RCC Starting from Lichutola Mor to Amlapara Road (Ch.0+ 000 to 0+ 268)&(Ch.0+ 000 to 0+ 092) at Ward No-5, under Bagerhat Pourashava.	Bagerhat Pourashava
9	Construction of Road by RCC from Mohila Songstha Road (Ch.0+ 000 to 0+ 140) at Ward No-6 under Bagerhat Pourashava.	Bagerhat Pourashava
10	Construction of Road by RCC from Mr. Krishnopath Sarker House-Sahapara to V.I.P Road (Ch.0+ 000 to 0+ 629) at Ward No-9 under Bagerhat Pourashava.	Bagerhat Pourashava
11	Construction of Road by RCC from Malopara road (Ch.0+ 000 to 0+ 140) Ward No-8 under Bagerhat Pourashava.	Bagerhat Pourashava
12	Construction of Road by RCC from Kasaipara Road to Town Protection Road (Ch.0+ 000 to 0+ 664) Ward No-8 under Bagerhat Pourashava.	Bagerhat Pourashava

TM Rezaul Haq Rijvi
Assistant Engineer
Bagerhat Pourashava

20.05.2025
ডাঃ মোঃ মুকরর হাসান
প্রশাসক
বগেরহাট পৌরসভা।