

Land Acquisition and Resettlement Due Diligence Report

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Bangladesh: Coastal Towns Climate Resilience Project

Construction of 05 Roads in Banaripara Pourashava, Barishal District

Package No: e-GP/CTCRP/2023-24/BANR/RD-01

CURRENCY EQUIVALENTS

(As of April 2025)

Currency unit – taka (Tk)
Tk1.00 = \$0.00825
\$1.00 = Tk 121.09

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
HIV	-	Human Immunodeficiency Virus Infection
IEE	-	Initial Environmental Examination
ILO	-	International Labor Organization
LGED	-	Local Government Engineering Department
PAM	-	Project Administrative Management
PAP	-	Project Affected Person
PAT	-	Patuakhali
PIU	-	Project Implementation Unit
PPTA	-	Project Preparatory Technical Assistance
SCF	-	Strategic Climate Fund
SIA	-	Social Impact Assessment
SPS	-	Safeguard Policy Statement
TMRESC	-	Tribes, Minor Races, Ethnic Sects and Communities

WEIGHTS AND MEASURES

cm	–	centimeters
km	–	kilometer
m	–	meter
m ²	–	square meter
mm	–	millimeter
m ³	–	micrograms per cubic meter

NOTES

- (i) The fiscal year (FY) of the Government of Bangladesh and its agencies ends on 30 June. "FY" before a calendar year denotes the year in which the fiscal year ends, *e.g.*, FY 2025 ends on 30 June 2025.
- (ii) In this report, "\$" refers to United States dollars.

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I. INTRODUCTION

A. Background

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

2. Coastal towns are particularly at risk from the impacts of climate change due to high levels of poverty and limited capacity of pourashavas (urban local governments) to invest in resilience. The pourashavas lack resilient infrastructure, clubbed with haphazard urbanization, lack of storm water drains, poor solid waste management system further worsens the condition of these towns. Most of the coastal towns are situated on the riverbanks of low-lying tidal zones at an average elevation of 1.0–1.5 meters (m) from the sea 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 96–108

² Government of Bangladesh, General Economics Division, Bangladesh Planning Commission Ministry of Planning. 2020. Making Vision 2041 a Reality – Perspective Plan of Bangladesh, 2021–2041. Dhaka.

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

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

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

District	Town (<i>Pourashava</i>)	District	Town (<i>Pourashava</i>)
1. Barisal	1. Bakerganj	5. Bhola	1. Charfassion
	2. Mehendiganj		2. Lalmohan
	3. Banaripara		3. Borhanuddin
	4. Muladi		4. Jhalokathi
	5. Gouranadi		5. Nalchity
2. Bagerhat	6. Bagerhat	6. Jhalokathi	6. Kalaroa
	7. Morelganj		7. Paikgacha
3. Patuakhali	8. Patuakhali	7. Satkhira	8. Chalna (Dacope)
	9. Kuakata		9. Swarupkathi
4. Shariatpur	10. Zanjira	8. Khulna	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. e-GP/CTCRP/2023-24/BANR/RD-01. The subprojects involve the construction of a **3.379** km RCC road and one RCC box culverts in Banaripara *Pourashava*, located in Barisal district. The subprojects will be implemented under CTCRP, LGED.

9. The existing condition of selected roads in Banaripara *Pourashava* are bituminous concrete or reinforced cement concrete (RCC) road or brick soling and earthen and mostly damaged. At present, the pave width of these roads vary from 2.66 m to 2.88 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 package has been designed without resettlement issues and land acquisition. Typical cross section of the road improvement.

10. The subproject activities of roads under Banaripara *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,

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.

iv) Construction of- RCC and CC block protection work, and so on. A summary of the road package under the subproject is in **Table 2**.

11. The proposed roads will improve connectivity and transportation facility of Banaripara *Pourashava*. Improvement of roads is expected to bring various quantifiable benefits for the citizens of the area. Road construction will improve connectivity, and as a result, vehicular movement will increase, making journeys safer, quicker, and more comfortable. Transportation costs will be lower and movement will be easier, which will bring new avenues for investment and consequently, commercial activities will increase. People's income will increase. Students will go to schools, and colleges and sick people will go to hospitals more comfortably than before. Extended benefits will include employment opportunities for local people during construction and maintenance.

12. Construction of the RCC Box Culvert (3m x 3m) of the *Pourashava* is East Shoralia Maji Bari (in front of Abdul Barek Talukdar House). The RCC Box Culvert will be constructed on the vacant land within the existing Row of the road. Currently, no drain prevents waterlogging and inundation of the area. The components of the subproject, shown in **Table 2**, depicts the proposed length and existing width of the roads.

Table 2: Details of Proposed Roads of Banaripara Pourashava, Barisal

Sl. No	Name of Roads	Existing Feature			Proposed		Details of Land Ownership and Involuntary Resettlement Impacts	
		Length (km)	Width (m)	Type	Width (m)	Type	Land Ownership	Resettlement Impacts
Package No. e-GP/CTCRP/2023-24/BANR/RD-01								
1	Construction of BC Road from Nath Para Khal to Infront of Nazirpur School Via Infront of Monir Councillor House Existing Drain to New Baribat Road & Fish Market to Baribat Road & Uttarpar Ricksha Stand To M.A Lotif Madrasa at Ward No. 02.	331 m	3.50	Damaged Soling Road	3.00	RCC	Banaripara Pourashava	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment). NOC from Pourashava is in Appendix 5
2	Construction of RCC Road from (1) Old Agrani Bank to New Baribat Road (2) Apex Show House to Fol Potti Road with Road side Drain at Ward No. 2	439 m	3.00	Damaged Soling Road	3.00	RCC	Banaripara Pourashava	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment). NOC from Pourashava is in Appendix 5
3	Construction Of RCC Road From (1) Uttar par Ricksha Stand to M.A Latif Madrasa (2) Hakim Sikdar Boding to New Baribat (3) Topon Kondo Shop to New Baribat Via Choto Khayagat (4) Younus Shop to New Baribat & Rohim Mal Shop to Poran Saha Goli (5) Milk Bazar to Akbar Tea Stall (6) Fol Potti to Loha Khokon with Road side Drain at Ward No. 2.	1096 m	3.33	Damaged Soling Road	3.00	RCC	Banaripara Pourashava	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment). NOC from Pourashava is in Appendix 5
4	Construction Of BC Road From Mannan Mirdha Field to Abason Road Via Abdul Lotif Shop with Road side Drain at Ward No.1.	800 m	3.50	Earthen and Damaged Soling Road	3.00	RCC	Banaripara Pourashava	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment). NOC from Pourashava is in Appendix 5

Sl. No	Name of Roads	Existing Feature			Proposed		Details of Land Ownership and Involuntary Resettlement Impacts	
		Length (km)	Width (m)	Type	Width (m)	Type	Land Ownership	Resettlement Impacts
5	Construction of RCC Road from (1) Land Office to Uttarpur Dokhen Par Boro Brige Via Thana to Ferighat Road (2) Awas Mike House to New Baribat Road with Road side Drain at Ward No. 2.	713 m	3.50	Damaged Soling Road	3.00	RCC	Banaripara Pourashava	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment). NOC from <i>Pourashava</i> is in Appendix 5
6	a) 1 no. 2 Vent RCC Culvert (3m x 3m) Near Foyzia Madrasha (Foyzia Madrasha Road) at Ch: 00+330m b) 1 no. 2 Vent RCC Culvert (3m x 3m) Near Bonomali Satrsbas (College Road) at Ch: 00+200m c) 1 no. 2 Vent RCC Culvert (3m x 3m) Near Sasanghat (Abason Road) at Ch: 00 +100m						Banaripara Pourashava	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment). NOC from <i>Pourashava</i> is in Appendix 5
		Total Length	3,379					

Source: Detailed Project Report, July 2023.

13. Construction of 05 nos. of RCC roads and one RCC Box Culvert in Banaripara *Pourashava* is one of the proposed subproject components of CTCRP. The RCC road will improve connectivity of project area and improve transportation facility.

C. Scope of Due Diligence Report

14. This due diligence report (DDR) is prepared for the proposed construction work of 05 nos. of RCC road in Banaripara *Pourashava*. The report is prepared based on the available preliminary design and the Sub Project Appraisal Report (SPAR) prepared for this project and relevant sections of the Capacity Development Technical Assistance (CDTA) Report; discussions with related stakeholders and PIU/*Pourashava* authorities and consultation with the Department of Public Health Engineering (DPHE) personnel. In case of any change in detailed design or alignment, it will require the DDR to be updated; otherwise, this DDR will be final.

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

16. 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.

17. The DDR will be updated during design verification by the contractor, in case of any design or alignment change. The updated document will be submitted to ADB for clearance, prior to start of construction. The Executive Engineer of the concerned *Pourashava* will be the focal person for all social safeguard related issues. The draft DDR will be reviewed and disclosed on MLGRDC, LGED and ADB websites.

II. PROJECT DESCRIPTION

A. About the Project Area

18. Banaripara is located at 22.7819°N 90.1667°E. It has a total area of 134.32 km². It is surrounded by Wazirpur to the north and the east, Nesarabad to the south, Jhalokati to the east, Nazirpur to the west. The upazila is criss-crossed by many rivers. Banaripara *Pourashava* stands on the Shandhya. River erosion is a matter of concern for this area. Most of the areas of Barisal district are surrounded by rivers and being adjacent to the Bay of Bengal, natural disasters are rampant in the district every year, leading to increased suffering of the inhabitants. Adding to this, climate change effect has speed up the frequency natural disaster like, cyclone, tidal surge, excessive rainfall, rising temperature, increase salinity, land slide, erosion of riverbanks, thunderstorm etc. and these are the major disaster for Barisal district. The district is more susceptible to cyclonic surges and heavy rainfalls.

B. Location of the Site

19. The proposed alignments for the roads and roadside drain under Banaripara *Pourashava*, District: Barishal are located within the *Pourashava* area, which are mostly within

urban and semi urban areas. The selection of roads and roadside drain have followed the criteria included in DPP.

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

21. The total length improvement/construction of road is 3,379 m and 2-vent RCC Box Culvert (3x3), 1 no. have been designed to keep the water flow normal and facilitate the uninterrupted movement of the people. **Figure 1 and 2** for the location map of Banaripara Pourashva and location map of road package no. e-GP/CTCRP/BANR/RD-01 of Banaripara Pourashava where the proposed roads and roadside drain to be constructed/improved.

Figure 1: Location and Map of Banaripara Pourashava

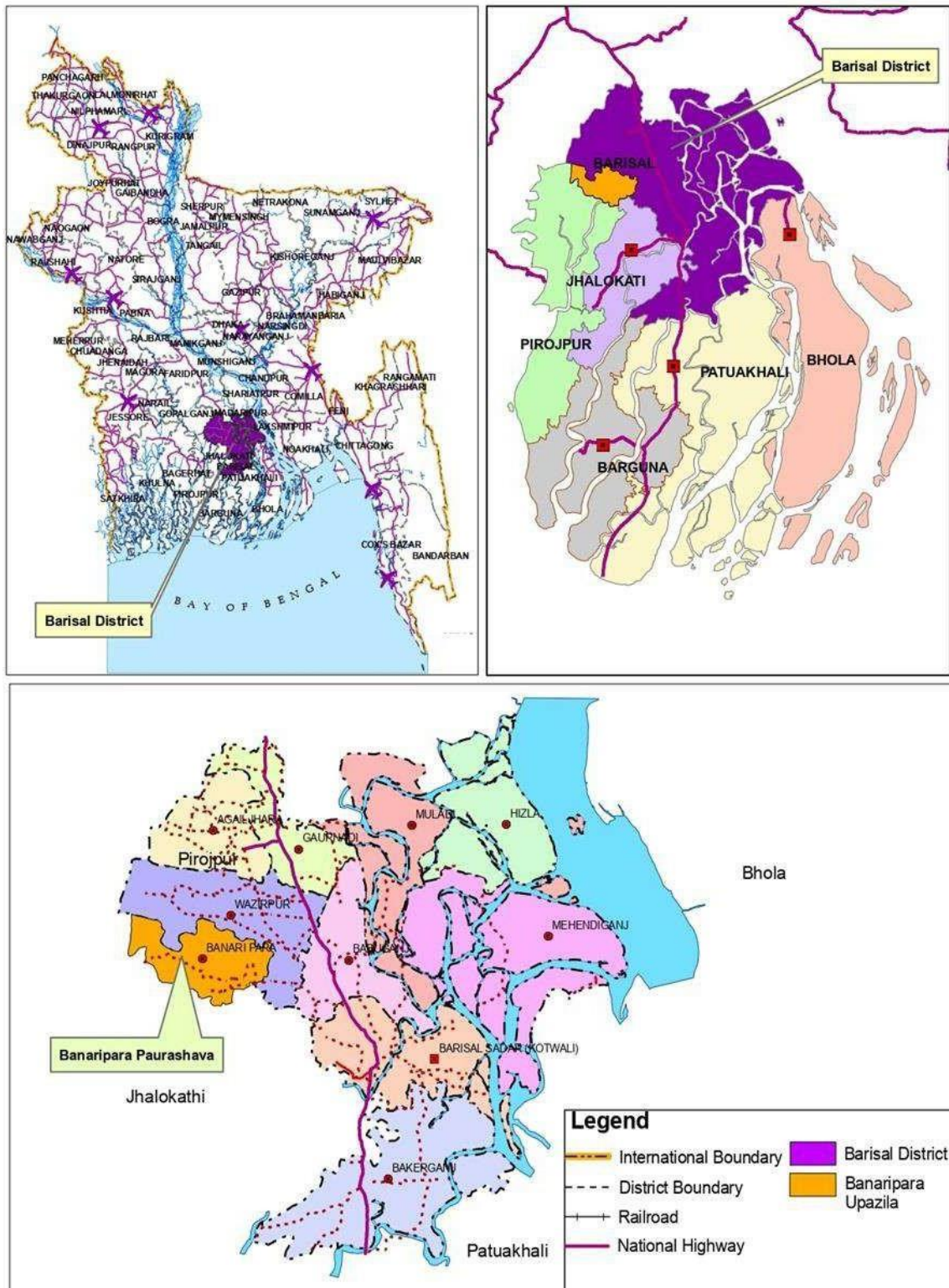
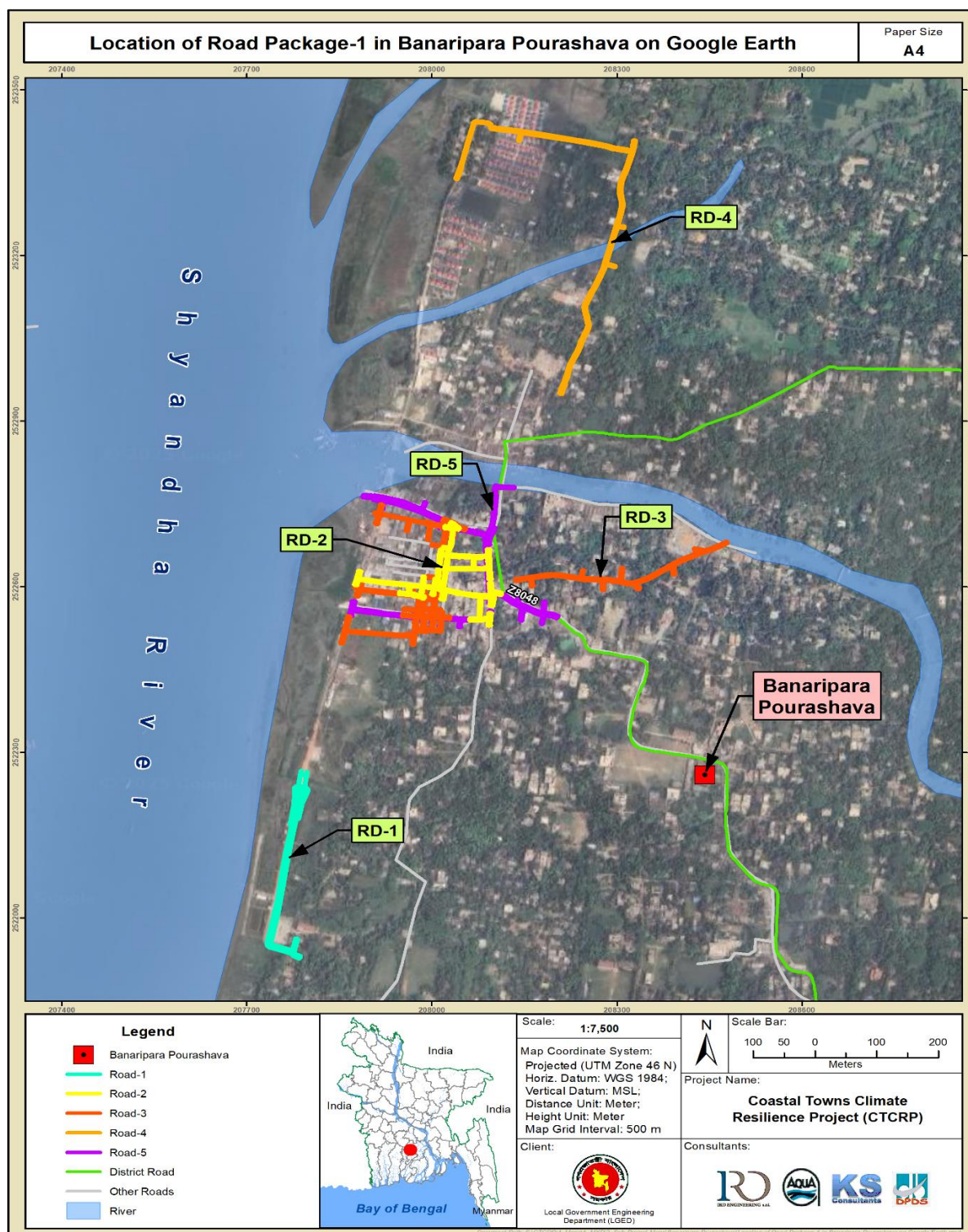


Figure 2: Location of Roads (Map) in Banaripara Pourashava on Google Earth

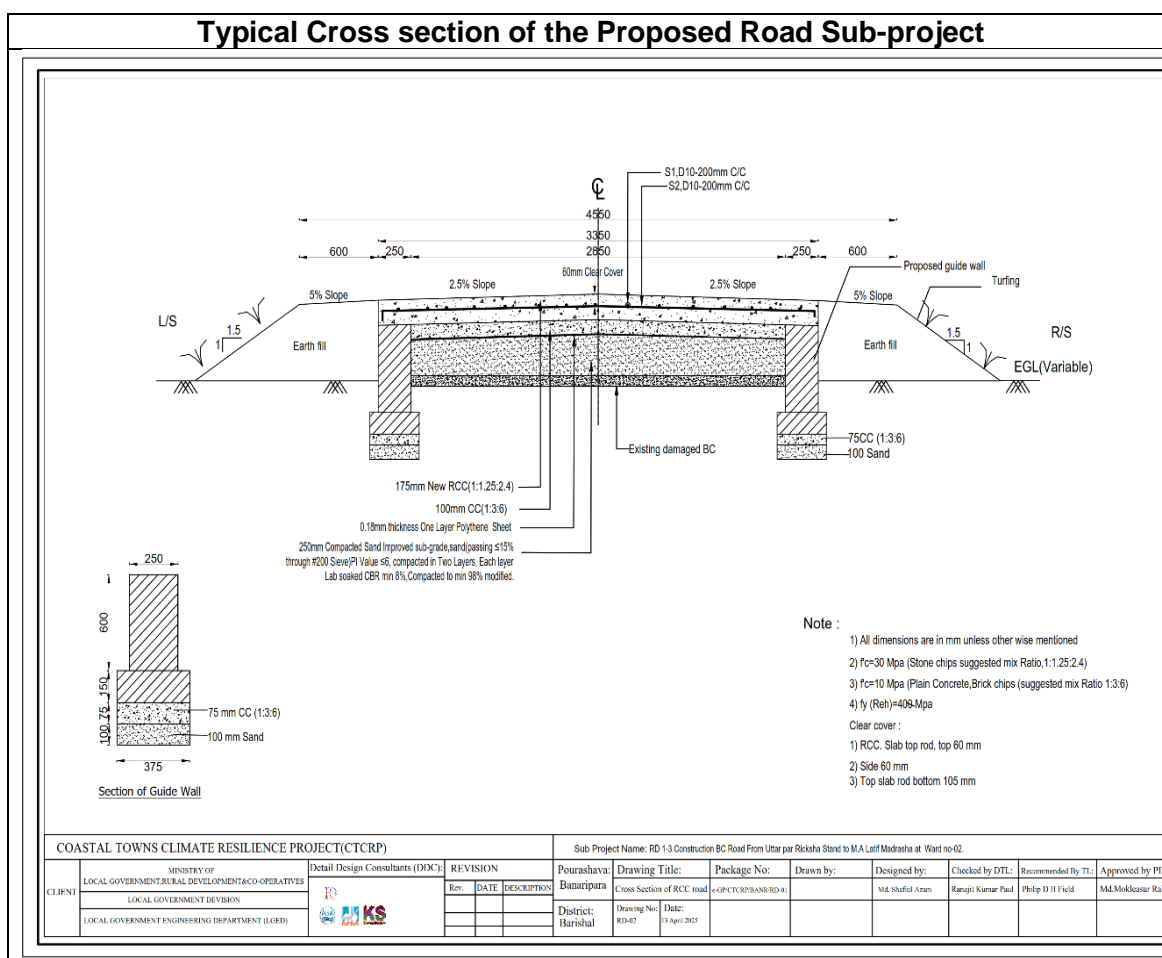


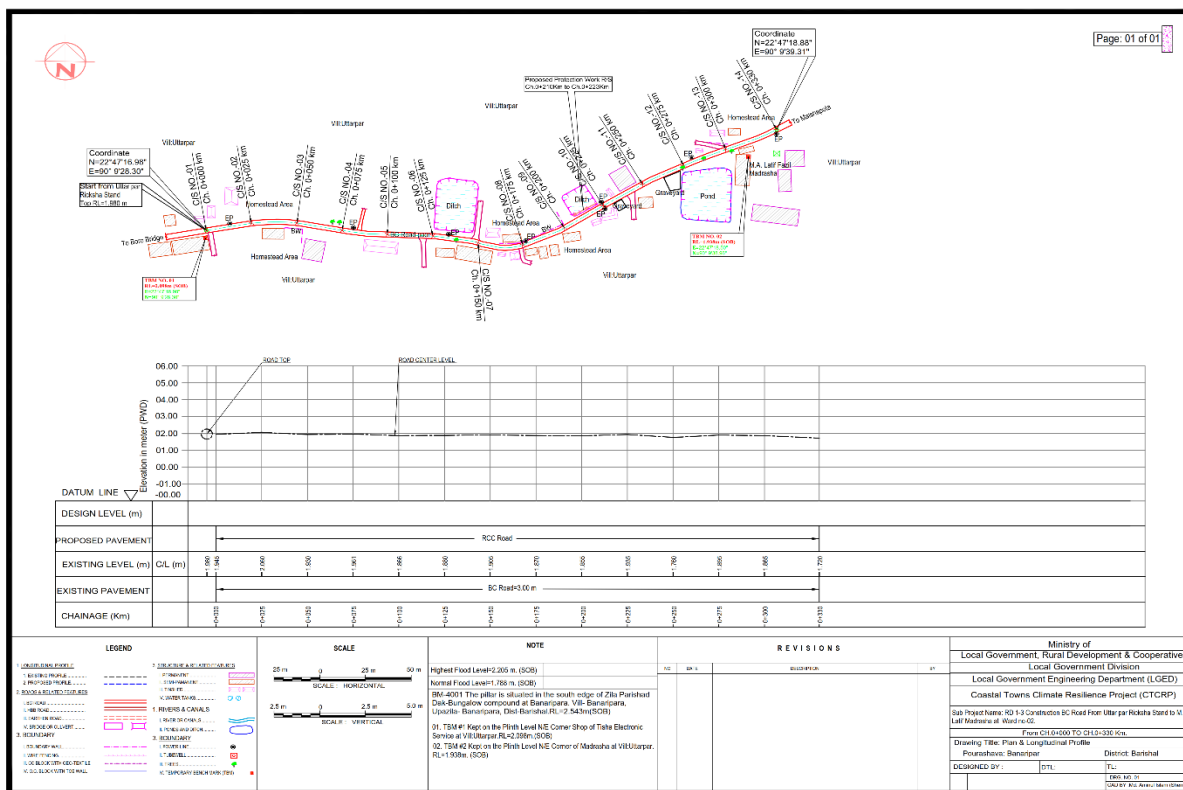
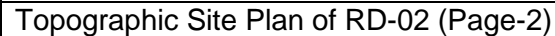
Source: DDRC office.

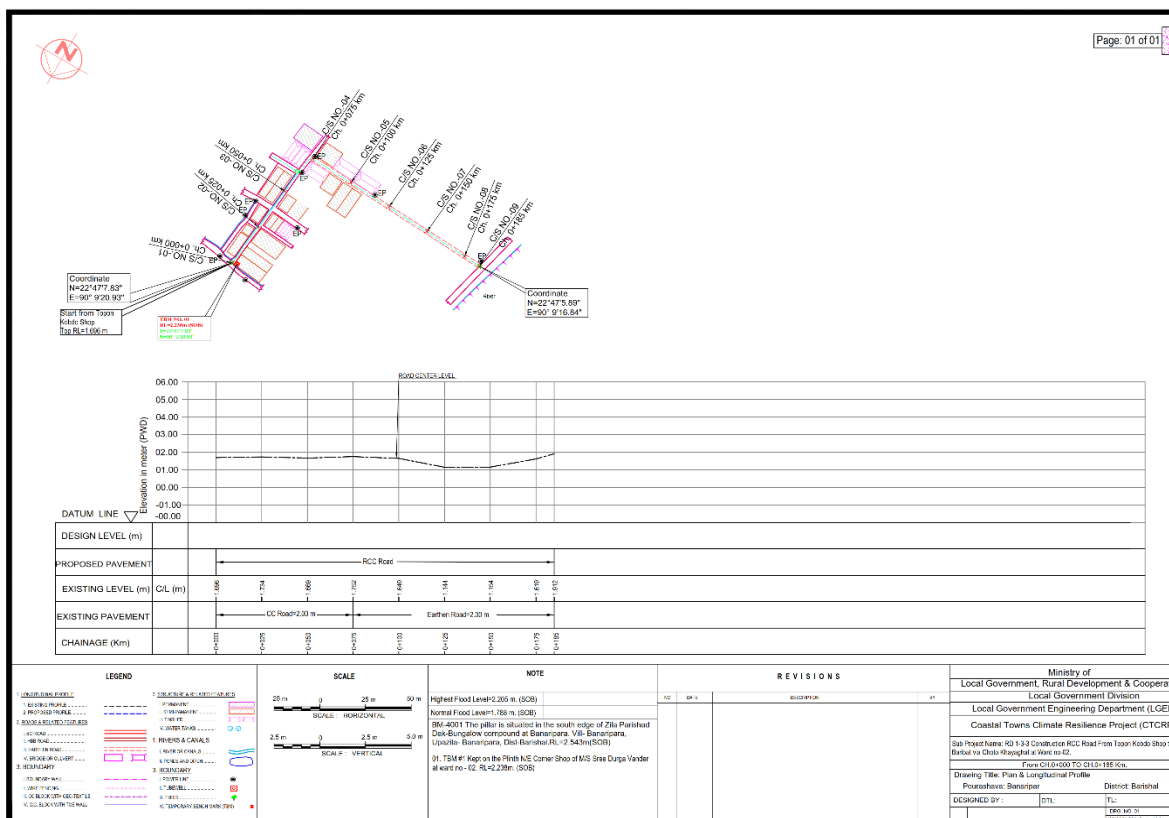
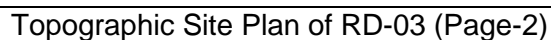
22. The Construction and Improvement of road subprojects will be implemented in Banaripara Pourashava to provide more accessible, reliable, and climate-resilient roads. The subprojects Contract Packages (Package No.: e-GP/CTCRP/BANR/RD-01) will cover construction/improvement of the 05 (five) nos. of roads totaling 3379 m and 3 nos. 2-vent RCC Box Culvert (3x3) in Banaripara Pourashava of Banaripara Pourashava. The existing condition of selected roads in the Banaripara are either BC or RCC or earthen road most of which are in a damaged state. At present, the width of these roads varies from 1.50 m to 4.00 m. The subproject been designed without any kind of impacts related to involuntary resettlement and land acquisition. Typical cross section of the proposed road subproject and topographic site plan of road's package are given in the **Figure 3**.

23. The subproject activities of roads under Banaripara Pourashava will be the upgrading, re/construction including road protection work involving widening of the existing road formation. Specifically, the works will include the following: (i) Earth filling works with excavation, ii) Roadway reinforcement with CC and RCC works iv) Sand filling, Aggregate sand sub-base, polythene sheet, WBM, Brick; Bidding process shall not be launched for road until ECC is obtained. The design report summarizes the quantities of construction material.

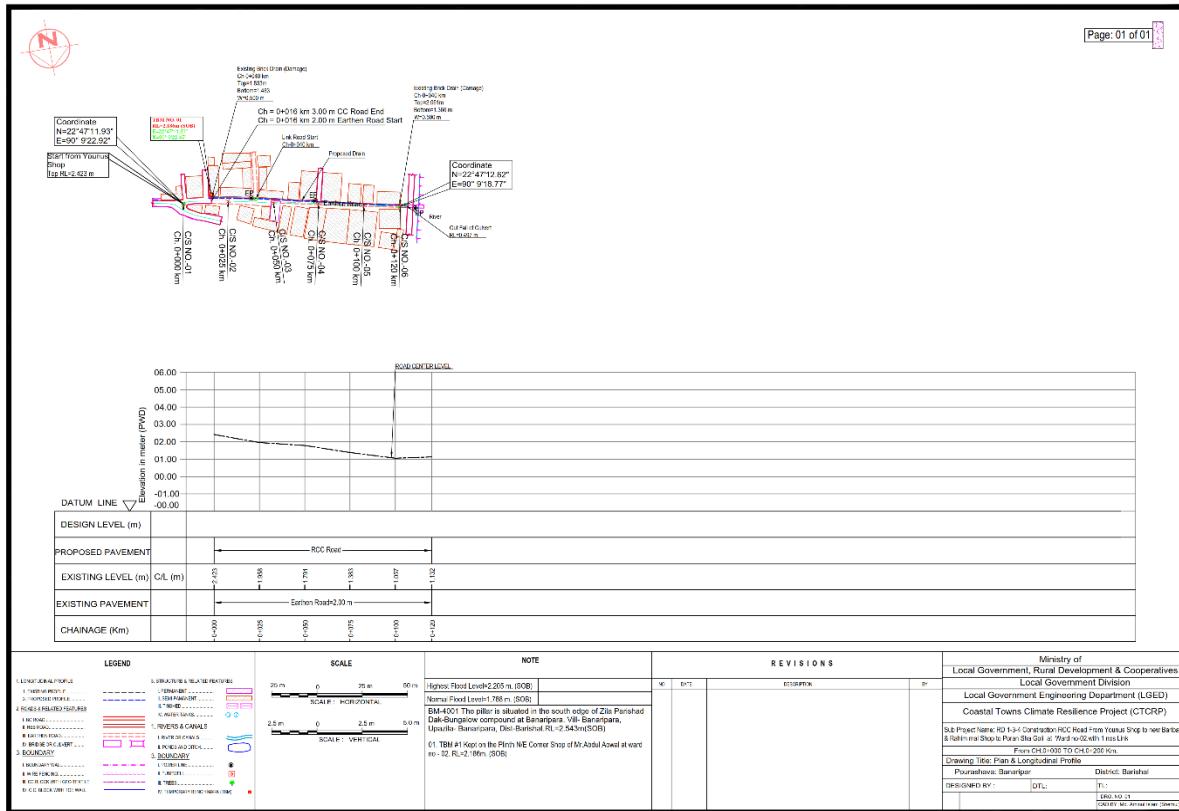
Figure 3: Typical Cross section of the Proposed Road Subproject



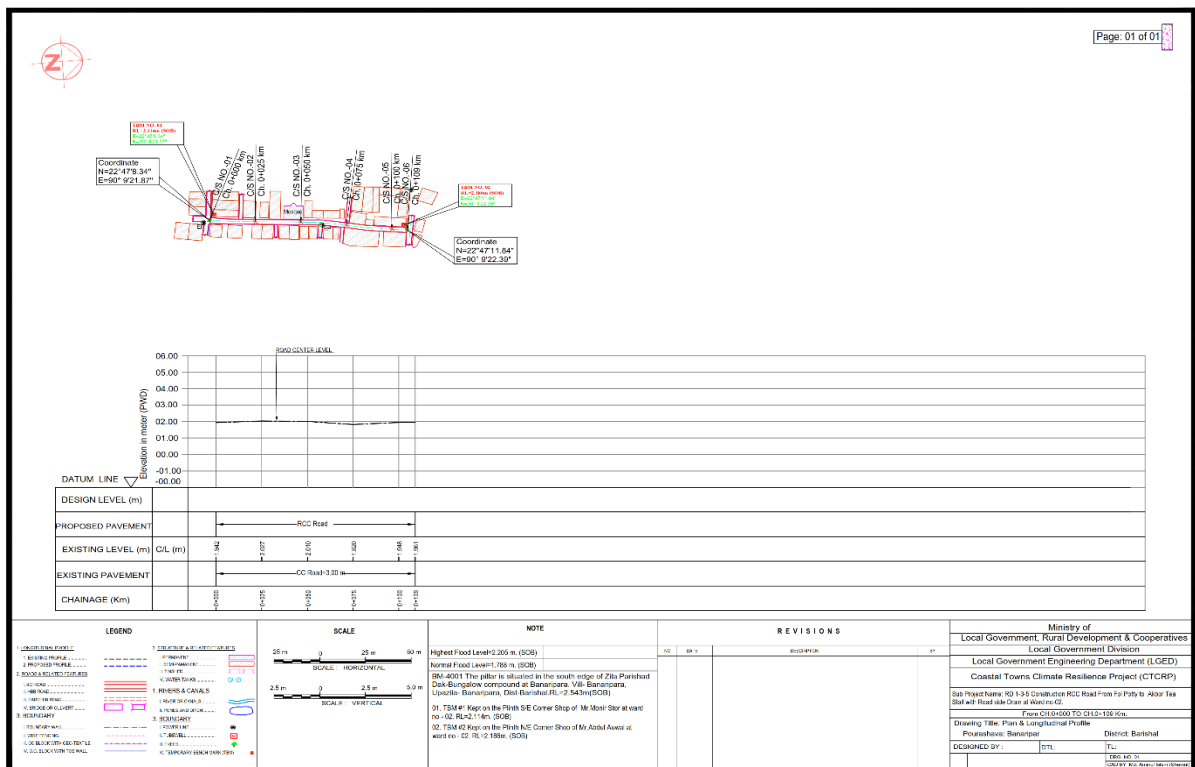




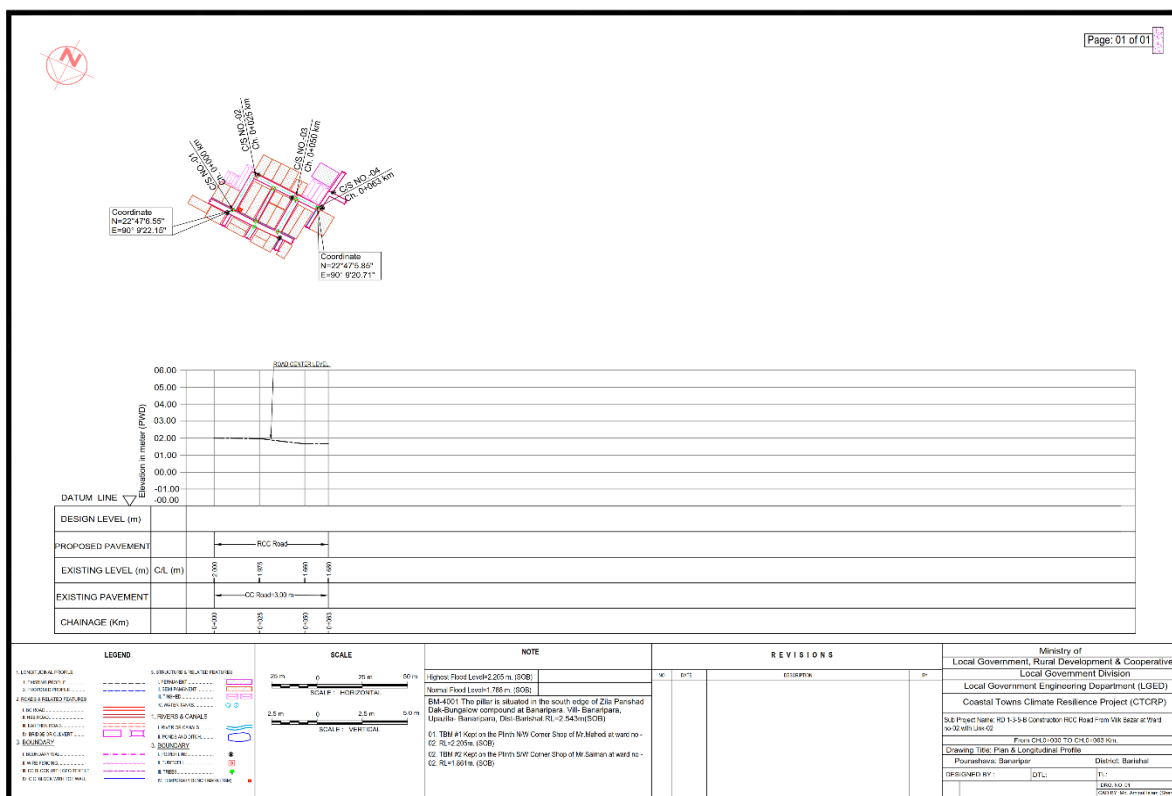
Topographic Site Plan of RD-03 (Page-3)



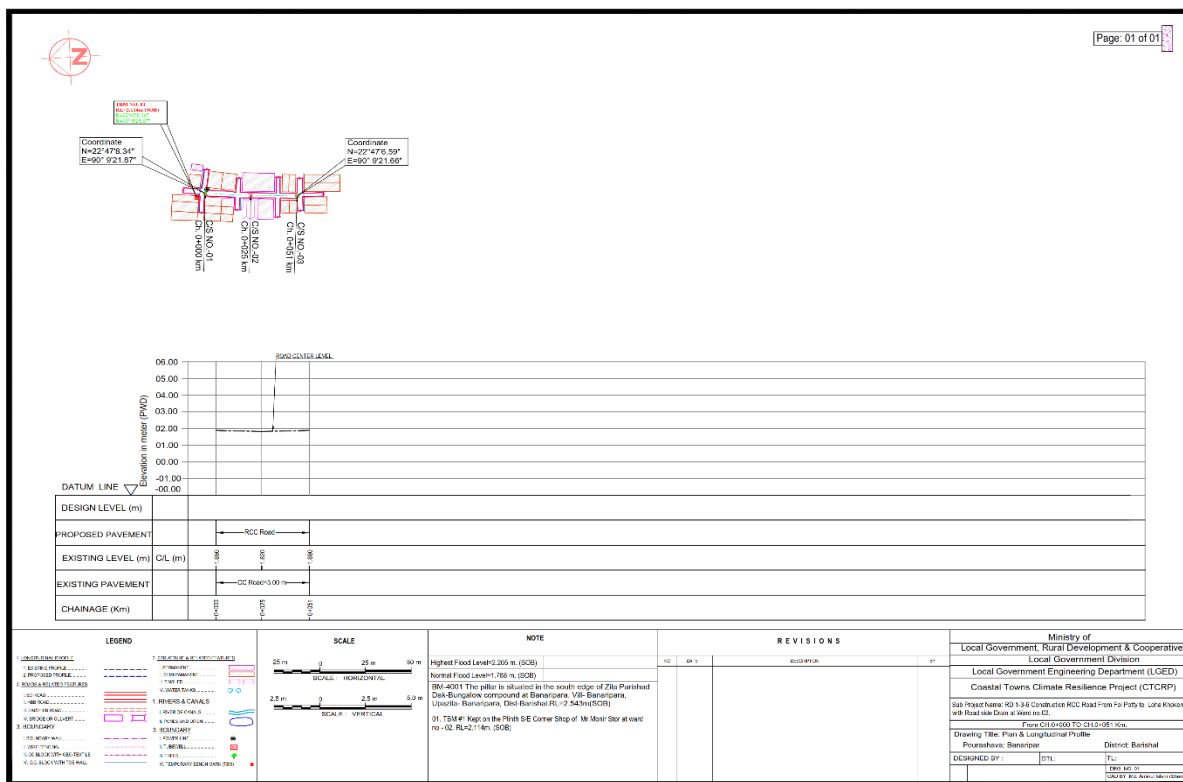
Topographic Site Plan of RD-03 (Page-4)

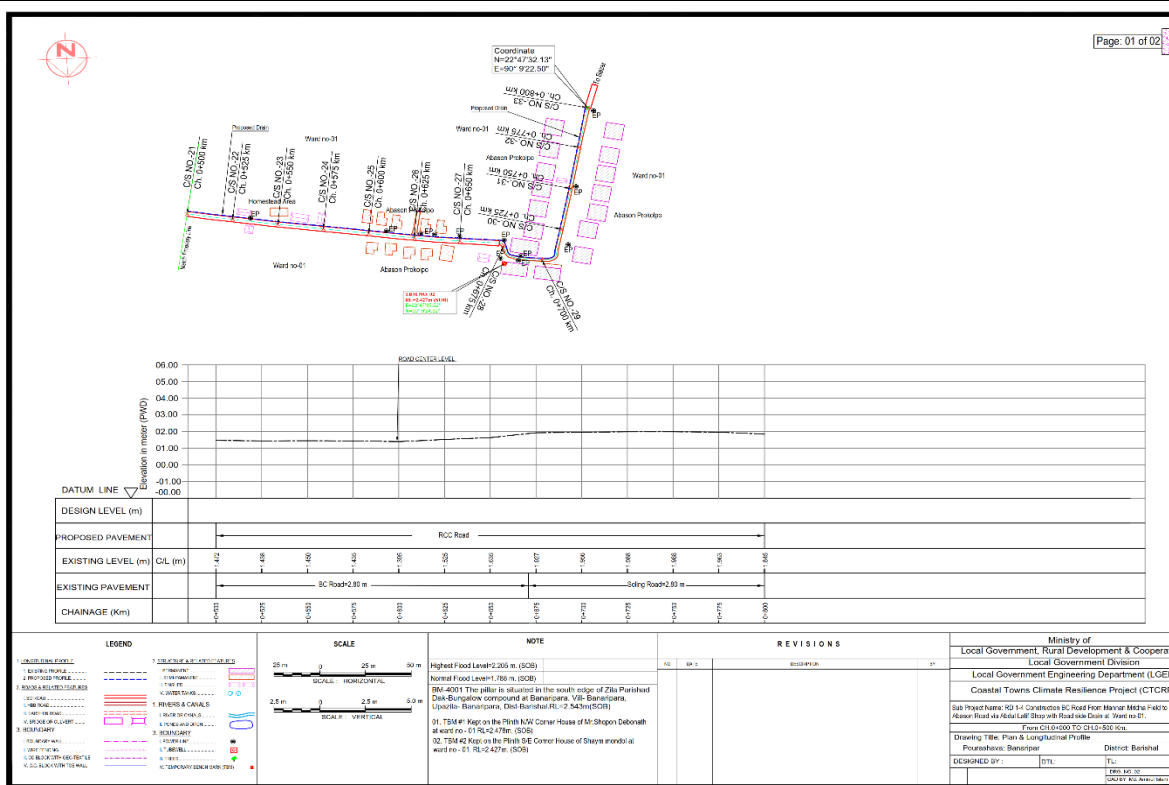
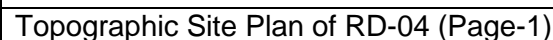


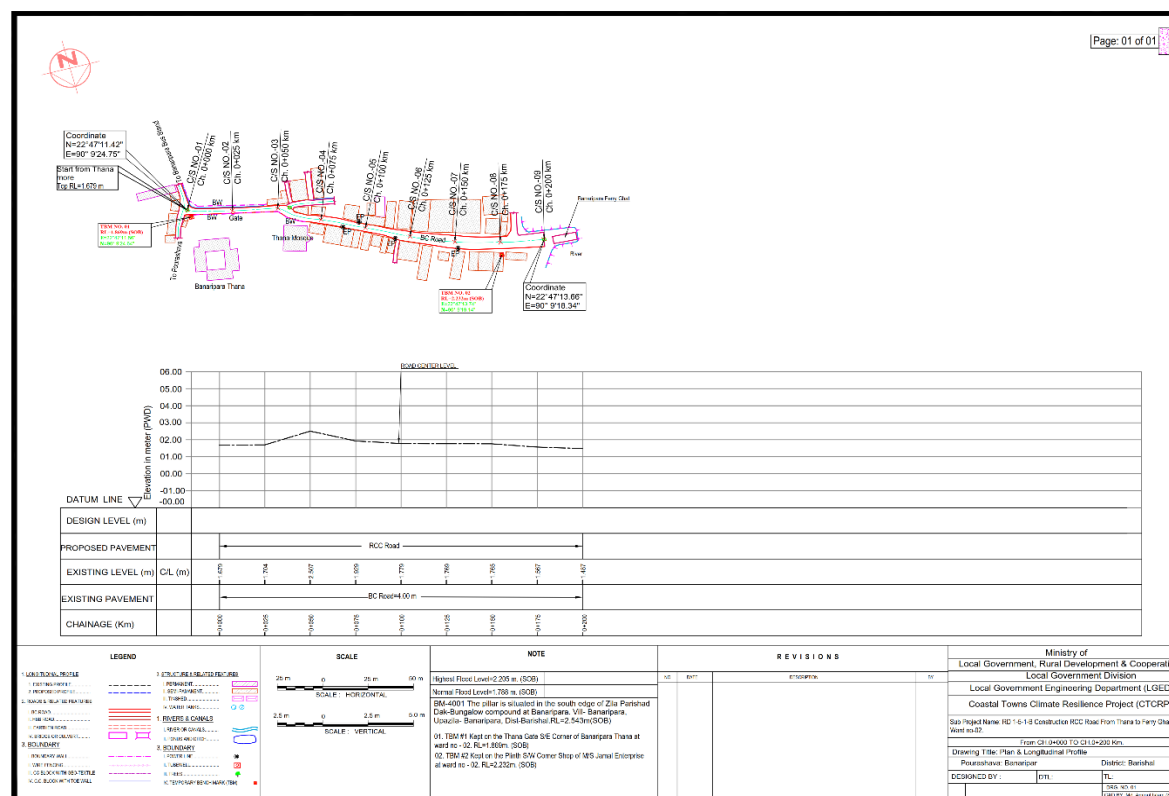
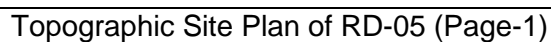
Topographic Site Plan of RD-03 (Page-5)



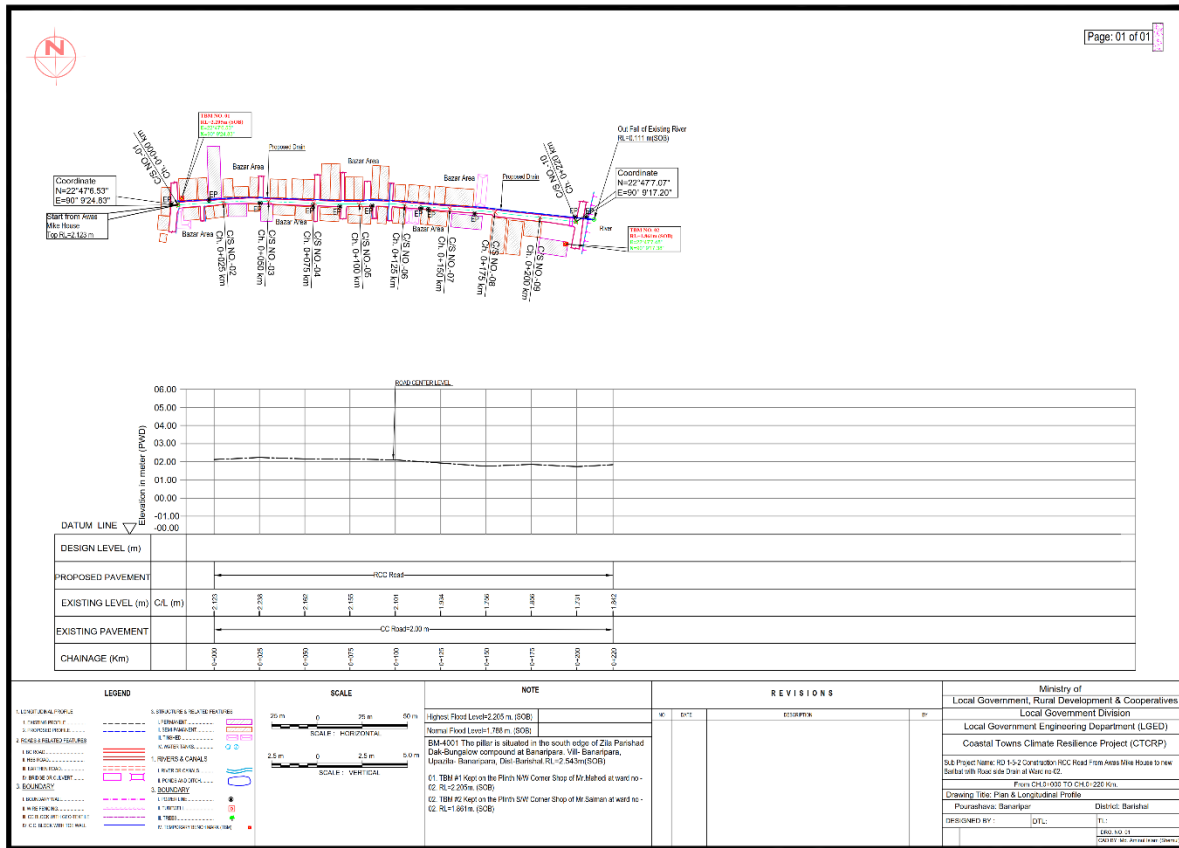
Topographic Site Plan of RD-03 (Page-6)







Topographic Site Plan of RD-05 (Page-2)



Topographic Site Plan of RD-05 (Page-3)

III. LAND AVAILABILITY AND INVOLUNTARY RESETTLEMENT IMPACTS

A. Land Acquisition and Involuntary Resettlement

24. The social safeguard study for the proposed road package Banaripara RD-01, suggests that land acquisition will not be required as roads and a roadside drains will be constructed on the existing RoW, which belongs to the Banaripara *Pourashava*. The character of the subprojects is improvement on existing roads and roadside drain. No new road construction or alignment change would be required in the subproject. Drain will also be constructed along the existing RoW. Detailed Design Consultants, PMSC, ICCDC, *Pourashava* staff, and engineers confirmed ownership and the land records. Therefore, no land acquisition is required. Banaripara *Pourashava* officially owns the roads and drainage schemes, and the *Pourashava* has the authority for road maintenance and development.⁵

25. 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 RoW of the roads. All the construction works will be undertaken to implement the proposed roads within the existing RoW of the roads. The DDC engineering team has made efforts to avoid any resettlement impacts by careful design and verification.

26. 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.

27. There is no land acquisition and involuntary resettlement impacts assessed for implementation of the subproject. During the construction period, it will not impact any persons, community or institutions. According to the field visit and survey, it is assessed that the construction the proposed roads and drains will not cause disruption of any kind of activity for any persons, community or institutions. Although there are no busy roads, 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.⁶

28. The summary of land acquisition and resettlement impacts, which has been assessed using a standard involuntary resettlement checklist, undertaking a complete transect walk for

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

⁶ 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.

the subproject, is shown in **Table 3**.

Table 3: Land Acquisition and Resettlement Impacts

Name of the Road	Length (km)	Land ownership	IR Impact
Construction of BC Road from Nath Para Khal to Infront of Nazirpur School Via Infront of Monir Councillor House Existing Drain to New Baribat Road & Fish Market to Baribat Road & Uttarpur Ricksha Stand To M.A Lotif Madrasa at Ward No. 02	331 m	Banaripara <i>Pourashava</i>	The proposed road will be constructed on the existing RoW of the roads. The Banaripara <i>Pourashava</i> owns the roads. Implementing the BC roads will not cause temporary or permanent income loss or impact on structures. There are no issues related to land acquisition and involuntary resettlement. The package schemes are entirely located within the jurisdiction of Banaripara <i>Pourashava</i> in Barisal district. Banaripara <i>Pourashava</i> officially owns the road schemes and has the authority to maintain them as well.
Construction of RCC Road from (1) Old Agrani Bank to New Baribat Road (2) Apex Show House to Fol Potti Road with Road side Drain at Ward No. 2.	439 m	Banaripara <i>Pourashava</i>	The proposed road will be constructed on the existing RoW of the roads. The Banaripara <i>Pourashava</i> holds ownership of the roads. Implementing the RCC roads will not cause temporary or permanent income loss or impact on structures. There are no issues related to land acquisition and involuntary resettlement. The package schemes are entirely located within the jurisdiction of Banaripara <i>Pourashava</i> in Barisal district. Banaripara <i>Pourashava</i> officially owns the road schemes and has the authority to maintain them as well.
Construction of RCC Road from (1) Uttar par Ricksha Stand to M.A Latif Madrasa (2) Hakim Sikdar Boding to New Baribat (3) Topon Kondo Shop to New Baribat Via Choto Khayagat (4) Yunus Shop to New Baribat & Rohim Mal Shop to Poran Saha Goli (5) Milk Bazar to Akbar Tea Stall (6) Fol Potti to Loha	1096 m	Banaripara <i>Pourashava</i>	The proposed road will be constructed on the existing RoW of the roads. The Banaripara <i>Pourashava</i> is the owner of the roads. Implementing the RCC roads will not cause temporary or permanent income loss or impact on structures. There are no issues related to land acquisition and involuntary resettlement. The package schemes are entirely located within the jurisdiction of Banaripara <i>Pourashava</i> in Barisal district. Banaripara <i>Pourashava</i> officially owns the road schemes and has the authority to maintain them as well.

Name of the Road	Length (km)	Land ownership	IR Impact
Khokon with Road side Drain at Ward No. 2.			
Construction of BC Road from Mannan Mirdha Field to Abason Road Via Abdul Lotif Shop with Road side Drain at Ward No.1.	800 m	Banaripara <i>Pourashava</i>	The proposed road will be constructed on the existing RoW of the roads. The Banaripara <i>Pourashava</i> holds ownership and jurisdiction of the roads. Implementing the BC roads will not cause temporary or permanent income loss or impact on structures. There are no issues related to land acquisition and involuntary resettlement. The package schemes are entirely located within the jurisdiction of Banaripara <i>Pourashava</i> in Barisal district. Banaripara <i>Pourashava</i> officially owns the road schemes and has the authority to maintain them as well.
Construction of RCC Road from (1) Land Office to Uttarpur Dokhen Par Boro Brige Via Thana to Ferighat Road (2) Awas Mike House to New Baribat Road with Road side Drain at Ward No. 2.	713 m	Banaripara <i>Pourashava</i>	The proposed road will be constructed on the existing RoW of the roads. The Banaripara <i>Pourashava</i> holds the ownership and jurisdiction of the roads. Implementing the RCC roads will not cause temporary or permanent income loss or impact on structures. There are no issues related to land acquisition and involuntary resettlement. The package schemes are entirely located within the jurisdiction of Banaripara <i>Pourashava</i> in Barisal district. Banaripara <i>Pourashava</i> officially owns the road schemes and has the authority to maintain them as well.
Total 3 nos. of RCC box culvert in 3 different location will be constructed. Each culvert culvert 2 vent (3m x 3m)	Box Culvert	Banaripara <i>Pourashava</i>	The proposed RCC Box Culvert will be constructed on the existing RoW of the roads. The Banaripara <i>Pourashava</i> holds ownership of the proposed land. Implementing the box culvert will not cause of temporary or permanent income loss or impact on structures. There are no issues related to land acquisition and involuntary resettlement. The package schemes are entirely located within the jurisdiction of Banaripara <i>Pourashava</i> in Barisal district. Banaripara <i>Pourashava</i> officially owns the road schemes and has the authority to maintain them as well.

Source: Field Survey, Field visit, February 2025

29. 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.

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

31. 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 impacts in terms of Involuntary Resettlement or Indigenous People for the 05 selected road projects. The project will ensure social safeguards mitigation measures according to the guidance of the Resettlement Framework of the project adhered to ADB SPS, 2009.

32. 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.

33. 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.

34. 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. Impact on Indigenous Peoples

35. 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.
- (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.

36. There are no Tribes, Minor Races, Ethnic Sects and Communities' (TMRESC) present in the Banaripara *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 PUBLIC CONSULTATION

A. Outline of Field Work

37. The DDR was prepared in consultation with the stakeholders. Meetings and individual interviews were held by involving related stakeholders. Consultations have been made with the people of the locality along with the Pourashava personnel and related authorities. Public consultation with the stakeholders has been conducted to understand the local issues and public views including the possible impact of the project. The issues like, awareness and extent of the project and development components, benefits of project as well as community, labor 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.

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

B. Public Consultations

39. 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 concerns as well as the needs of the community and project beneficiaries.

40. This participatory process helped in reducing the public resistance to change and enabled the participation of the local people in the decision-making process. Initial public consultation has been carried out in the project areas with the objectives of minimizing probable adverse impacts of the project and to achieve speedy implementation of the project through bringing in awareness among the community on the benefits of the project.

41. 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.

42. 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.

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

Table 4: Summary of Public Consultation

01	Question	What is the construction plan of the proposed Roads, Drains & Culvert?
	Answer	Proposed road will be 3,379 m length RCC road and 2-Vent RCC Box Culvert. (3x3)
02	Question	What is role and responsibility for construction and operations
	Answer	<i>Pourashava</i> will play role as implementing agency in construction, operation and maintenance of the proposed roads in the <i>Pourashava</i> area
03	Question	How will <i>Pourashava</i> support cost for major maintenance
	Answer	This is the responsibility of the <i>Pourashava</i> to manage required fund for repair and maintenance, as well as logistics during disaster period for realizing development objective of this project
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 Groups Discussions (FGD)

44. As part of the impact assessment, the consultants conducted three focus group discussions with the local inhabitants. Focus groups are useful in obtaining a particular kind of information that would be difficult to obtain using other methodologies.

45. A focus group typically can be defined as a group of people who possess certain characteristics and provide information of a qualitative nature in a focused discussion. Focus group discussion provides the opportunity to stimulate discussions and interaction between small groups of people from a similar socio-cultural background. This enables the consultants to have a diversity of ideas related to the topic.

46. Further, public consultations and focus group discussions (FGD) were conducted for the proposed roads on 18 March 2025 at the existing road with 24 local community people. The objective of the FGDs was to further appraise the stakeholders about the current progress of the subproject and to reiterate the social and environmental 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.

47. 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;
- (x) Participation of local people for construction and maintenance

D. Summary of Discussions

48. The existing condition of the roads are poor and needs development for a smooth transport network. Local community people expressed their deep interest for development of the selected roads under the Project. People requested Pourashava to improve their roads and also said 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.

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

50. Refer to **Figure 4** for the photograph during FGD held at the respective road sites. Refer to **Appendix 3** for the record of the consultation meeting.

Figure 4: Photographs of FGD







Figure 5: Photographs of Existing Condition of the Selected Roads of Banaripara Pourashava



Road-01. Construction Of BC Road From Nath Para Khal to Infront of Nazirpur School Via Infront New Baribat Road and Fish Market to Baribat Road and Uttarpar Ricksha Stand to M.A Lotif Madrasa Under Banaripara Pourashava



Road-02. Construction Of RCC Road From (1) Old Agrani Bank to New Baribat Road (2) Apex Show House to Fol Potti Road with Roadside Drain at Ward No-2. Under Banaripara Pourashava.



Road-03. Construction Of RCC Road From (1-6) Nur Hossain Shop to Fol patti Under Banaripara Pourashava.



Road-04. Construction Of BC Road From Mannan Mirdha Field to Abason Road Via Abdul Lotif Shop with Road side Drain Under Banaripara Pourashava

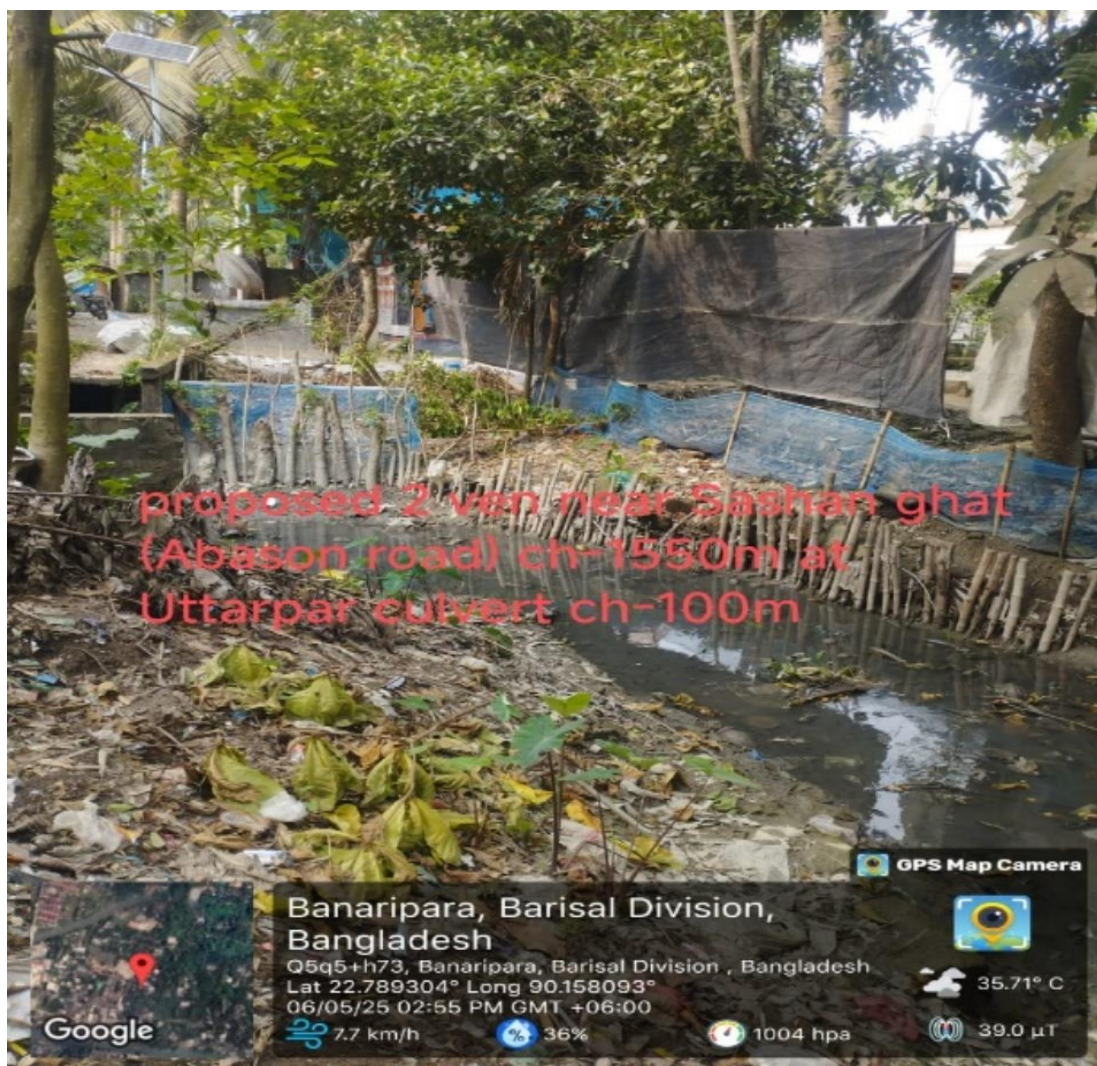


Road-5. Construction of RCC Road From Land Office to Uttarpar Dokhen Para Boro Bridge Under Banaripara Pourashava.



Proposed 2 ven culvert near Foyzia
madrasha (Foyzia madrasha road)
at ch 00-330 m. culvert ch 300 m





E. Future Consultations and Disclosure

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

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

- (i) **Consultations during 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

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

54. 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.

55. 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

56. A project-specific grievance redress mechanism (GRM) has been established to receive, evaluate, and facilitate the resolution of AP's concerns, complaints, and grievances about the social and environmental performance at the level of the project. The GRM will aim to provide a time-bound and transparent mechanism to voice and resolve social and environmental concerns linked to the project. Assessment of the GRM designed and implemented for Coastal Towns Climate Resilience Project (CTCRP) shows that the system is effective in timely resolution of grievances in a transparent manner. The arrangements under CTCRP is appropriately adjusted to accommodate the change in institutional arrangements under CTCRP.

57. Common GRM. A common GRM will be in place for social, environmental, or any other grievances related to the project; the resettlement plans (RPs), RSECPs and IEEs will follow the GRM described below, which is developed in consultation with key stakeholders. The GRM will provide an accessible and trusted platform for receiving and facilitating resolution of affected persons' grievances related to the project. The multi-tier GRM for the project is outlined below, each tier having time-bound schedules and with responsible persons identified to address grievances and seek appropriate persons' advice at each stage, as required.

58. Across the Pourashava, public awareness campaigns will ensure that awareness on grievance redress procedures is generated through the campaign. The project implementation unit (PIU) under the guidance of Assistant Director RPMU will conduct pourashava-wide awareness campaigns to ensure that poor and vulnerable households are made aware of grievance redress procedures and entitlements and will work with the PIU safeguards assistant to help ensure that their grievances are addressed.

59. Affected persons (APs) will have the flexibility of conveying grievances/suggestions by dropping grievance redress/suggestion forms in complaints/suggestion boxes that will be

installed by project pourashavas or through telephone hotlines at accessible locations, by e-mail, by post, WhatsApp or by writing in a complaints register that will be kept in pourashava offices. Appendix 4 has the sample grievance registration form. Careful documentation of the name of the complainant, date of receipt of the complaint, address/contact details of the person, location of the problem area, and how the problem was resolved will be undertaken. The Assistant Directors from project management unit (PMU), RPMU and Project Implementation Unit (PIU) will have the overall responsibility for timely grievance redressed on environmental and social safeguards issues and for registration of grievances, related disclosure, and communication with the aggrieved party.

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

61. 1st Level Grievance, Pourashava Level PIU. The contractors, PIU Safeguard and Gender Focal person can immediately resolve issues on-site or at pourashava level in consultation with each other with the support of Administrative Officer of Pourashava, designated municipal ward councillor and will be required to do so within 7 days of receipt of a complaint/grievance. Assistance of ward level coordination committees (WLCC) will be sought if required for resolution of the issue, by any one or all of them jointly. The first level grievance redress team will comprise of the following members:

- (i) Chief Executive Officer or in his absence *Pourashava* Secretary
- (ii) Executive Engineer, *Pourashava* (Safeguard and Gender Focal person)
- (iii) Administrative Officer, *Pourashava*
- (iv) Municipal Ward Councilor (designated)
- (v) EHS Supervisor/Social Coordinator, Contractor

62. The town-level grievance redress team shall have at least one women member. In addition, for project-related grievances, representatives of affected persons, community-based organizations (CBOs), and eminent citizens must be invited as observers in GRC meetings. In case of any impacts on Tribes, Minor Races, Ethnic Sects and Communities' (TMRESC)), in subproject towns (example: Kuakata), the grievance redress team must have representation of the affected 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.

63. 2nd Level Grievance, RPMU, Division Level. All grievances that cannot be redressed within 7 days at PIU level will be brought up to the RPMU level. Second level grievance redress team headed by the Deputy Project Director, RPMU supported by the Assistant Directors (environment, social safeguard and gender) and Construction Supervision and Safeguards Engineers /Asst. Supervision and Safeguards Engineers, PMSC will attempt to resolve the grievance /complaint within 7 days. At the RPMU level, the composition of 2nd level grievance redress team will be as follows:

- (i) Deputy Project Director
- (ii) Assistant Director (Environmental Safeguards)
- (iii) Assistant Director (Social Safeguards)

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

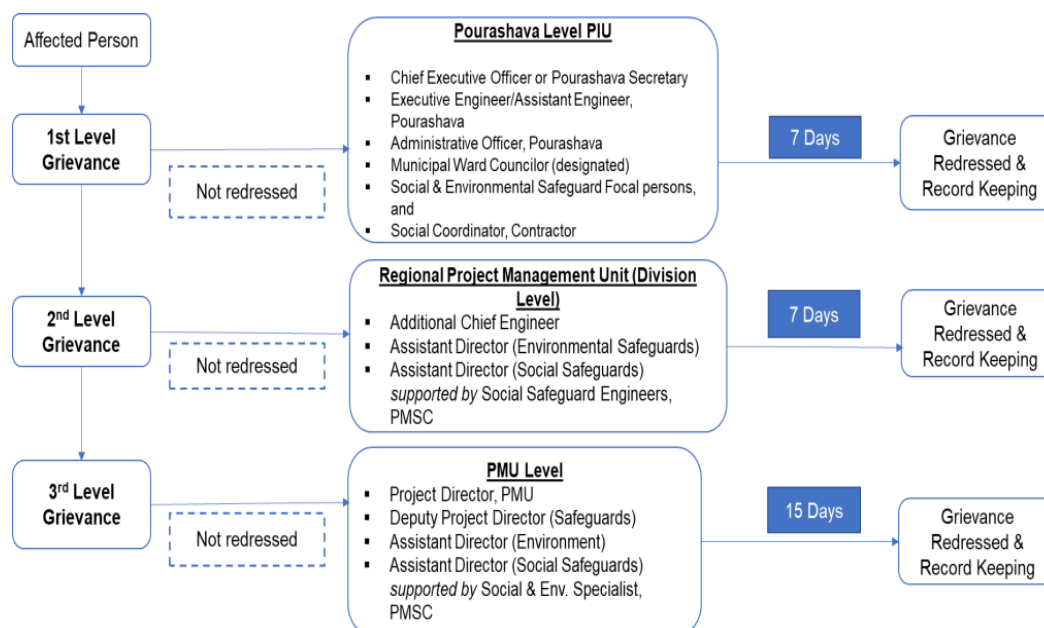
64. 3rd Level Grievance, PMU Level. All grievances that cannot be redressed within 7 days at RPMU level will be brought up to the PMU level. The RPMU safeguards team will refer any unresolved or major issues to the PMU level grievance redress team, that will be headed by the Project Director and will have Deputy Project Director, social safeguard, environment safeguards and gender Assistant Directors and PMSC, who will resolve the complaints/grievances within 15 days. The PMU level grievance team will comprise of:

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

65. The grievance redress process is represented in **Figure 5**.

66. Despite the project GRM, an aggrieved person shall have access to the country's legal system at any stage and accessing the country's legal system can run parallel to accessing the GRM and is not dependent on the negative outcome of the GRM.

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

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/team will have representation of the affected TMRESC.

68. **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.

69. **Periodic review and documentation of lessons learned.** The PMU safeguard officer will periodically review the functioning of the GRM in each town and record information on the effectiveness of the mechanism, especially on the project's ability to prevent and address grievances.

70. **Costs.** All costs involved in resolving the complaints (meetings, consultations, communication and reporting/information dissemination) will be borne by the concerned PIU at 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

71. A budget is included in this due diligence for implementation of the subproject component, 'Construction of roads' under Banaripara 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 5**.

Table 5: Budgetary Provision for Implementation of DDR

Item Description	Unit	Total Amount (BDT)
A. DMS Survey for DDR updating	LS	1,00,000.00
B. Consultation	LS	1.50,000.00
C. Grievance Redress		1.50,000.00
Sub-total		4,00,000.00
D. Contingency (20%)	LS	80,000.00
Grand total		4,80,000.00

VII. CONCLUSIONS

A. Summary and Conclusion

72. It is concluded from the due diligence exercise that the proposed infrastructure improvements which include construction/improvement of the 05 (five) nos. of roads totaling 3,379 m and 3 nos. 2-vent RCC Box Culvert (3x3) in Banaripara *Pourashava*, Barishal District. No person will be impacted by loss of private land, structures, income, etc. due to the proposed 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.

73. Due to project intervention, no person will face structure loss or loss of income. There will be no impact on structures, whether fully or partially built, permanent or temporary. People's livelihoods will also not be affected by the construction activities. However, in case any claims or complaints are submitted due to unanticipated impacts during the construction period, an effective and efficient Grievance Redress Mechanism has been established, and mitigation measures will be adopted as per the approved EMP. Further, in case of unanticipated impacts, the document will be updated to a resettlement plan and compensation will be paid in line with the agreed entitlement matrix in the Resettlement Framework. An effective grievance redress mechanism is already in place at Pourashava. This system allows for any claims or complaints to be submitted and ensures they are heard promptly and fairly. The mechanism also facilitates solutions to any problems that may occur. This proactive approach will help to minimize disruption and ensure the sub- project benefits the community as planned.

74. 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) set-up a grievance redress

mechanism which will be publicized through Pourashava level co-ordination 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.

75. There is no involuntary resettlement involved in this subproject; 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 and 2**.

B. Next Steps

76. The DDR will be updated in case of any major design or alignment change during civil work. 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 drain, and their benefits. The updated DDR will include details of such consultations and/or reported in the SSMRs.

Appendix 1: Involuntary Resettlement Impacts Screening Checklist

Date: 18 March 2025

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/BANR/RD-01			
B. Involuntary Resettlement Category Category [] [] New [] Re categorization — Previous			
<input type="checkbox"/> Category A	<input type="checkbox"/> Category B	<input checked="" type="checkbox"/> Category C	<input type="checkbox"/> Category FI
C. Comments <p>There is no involuntary resettlement involved in this sub-project. Therefore, preparation of a Resettlement Plan is not required with respect to the involuntary resettlement impact for the construction/improvement of the following selected road schemes of of Banaripara Pourashava, District Barishal.</p> <ol style="list-style-type: none"> 1. Construction of BC Road From Nath Para Khal to Infront of Nazirpur School Via Infront of Monir Councillor House Exit Drain to New Baribat Road & Fish Market to Baribat Road & Uttarpar Ricksha Stand To M.A Lotif Madrasa at Ward No-02 Under Banaripara Pourashava 2. Construction of RCC Road From (1) Old Agrani Bank to New Baribat Road (2) Apex Show House to Fol Potti Road with Road side Drain at Ward No-2. Under Banaripara Pourashava. 3. Construction of RCC Road From (1) Uttar par Ricksha Stand to M.A Latif Madrasha (2) Hakim Sikdar Boding to New Baribat (3) Topon Kondo Shop to New Baribat Via Choto Khayagat (4) Younus Shop to New Baribat & Rohim Mal Shop to Poran Saha Goli (5) Milk Bazar to Akbar Tea Stall (6) Fol Potti to Loha Khokon with Road side Drain at Ward No-2. Under Banaripara Pourashava. 4. Construction of BC Road From Mannan Mirdha Field to Abason Road Via Abdul Lotif Shop with Road side Drain at Ward No-1. Under Banaripara Pourashava. 5. Construction of RCC Road From (1) Land Office to Uttarpar Dokhen Par Boro Brige Via Thana to Ferighat Road (2) Awas Mike House to New Baribat Road with Road side Drain at Ward No-2. Under Banaripara Pourashava 6. 2- Vent RCC Box Culvert(3x3), 01 nos. 7. Environmental Mitigation. <p>Refer to Involuntary Resettlement Impact Categorization Checklist below.</p>			

Are any of them poor, female-heads of households, or vulnerable to poverty risks?	[--]	No
<u>Not applicable.</u>	[--]	Yes
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, scheduled tribes, tribal peoples), "minorities" (ethnic or national minorities) or "indigenous communities" in the project area?		√		There are no Tribes, Minor Races, Ethnic Sects and Communities (TMRESC) present in Banaripara pourashava
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 Banaripara 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)		√		

KEY CONCERNS (Please provide elaborations on the Remarks column)	YES	NO	NOT KNOWN	Remarks
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 of Focus Group Discussion FGD for: Contract Package No. e-GP/CTCRP/2021-22/BANR/RD- 01

Date: 18.03.25

Place: Banariparai Pourashava,

District: Barishal

Number of Participants: 24

Time: 11.30 a.m

Conducted by: Md. Mizanur Rahman

Designation: Social Safeguard Expert.

Discussion Made on FGD: CTCRP Social Safeguard Expert conducted a FGD session on 18 March, 2025. Participants including the surveyor of Banaripara Pourashava, 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 roads to be constructed.

The CTCRP Consultant discussed on the following Points of FGDs and invited the opinions of the participants.

A. Social Safeguard Issues:

1. Land ownership of the proposed road components
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.
5. Disseminate information about project implementation.

B. Emergency and Gender Development Issues:

1. 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).
2. 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.
3. Advance Emergency Warning System.
4. Community Mobilization Facilitator must monitor contractors assignments for Gender development issues. Proper documentation as per LGED reporting format.

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 24 local persons attended the short-time meeting.

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

- They will be happy to have improved road communication.
- Affected persons will be provided with compensation if found to be eligible during project implementation
- The participants opined to be happy to have improved road communication in the near future by the Pourashava.
- Engage local people to construction works by their capacity.
- Construction works should be completed in the dry season.

The photo on FGD conduction and attendance are attached separately.

FGD Session Pictures:





Attached Attendance Sheet of FGD

উপকূলীয় শহর জলবায়ু সহিষ্ণু প্রকল্প (CTCRP)

স্থানীয় সরকার প্রকৌশল অধিদপ্তর
লেভেল-১৩, আরডিইসি ভবন, এলজিইডি
আগারগাঁও, শেরেবাংলা নগর, ঢাকা-১২০৭।
www.lged.gov.bd

Pkg. #: C-GRP/CTCRP/BAN/RO-01 Subproject: Road/Drain/Others/
Pourashava: হানসখিল District: চরিশালা
Venue: হানসখিল Date: ২৬.০৩.২০ Time: ৩:৩০বিঃ

আলোচনা সভায় উপস্থিতির তালিকা (Attendance Sheet)

ক্রমিক নং Sl. #	নাম Name	লিঙ্গ (M/F)	মোবাইল নম্বর Mobile No.	পেশা Profession	স্বাক্ষর Signature
1.	শ্রী: রশিদুল ইসলাম	M	01700706723	কর্মচারী	[Signature]
2.	শ্রী: হুতাব - কাসেমী			কর্মচারী	হুতাব
3.	শ্রী: ইফ্রাহ আলী	M	0130706813	কর্মচারী	[Signature]
4.	শ্রী: জাহাঙ্গীর আলী	M	01712765298	কর্মচারী	[Signature]
5.	শ্রী: মাসুম আলী	M	01898188875	কর্মচারী	মুজিব আলী
6.	শ্রী: হুতাব	M	01869956739	কর্মচারী	[Signature]
7.	শ্রী: জাহাঙ্গীর আলী	M	01747015390	কর্মচারী	[Signature]
8.	শ্রী: মাসুম	M	01723049501	কর্মচারী	[Signature]
9.	শ্রী: মাসুম	M	01868278480	কর্মচারী	[Signature]
10.	শ্রী: জাহাঙ্গীর আলী	M	01879218780	কর্মচারী	[Signature]
11.	শ্রী: জাহাঙ্গীর আলী	M	01767803840	কর্মচারী (নিও)	শ্রী: জাহাঙ্গীর
12.	Dr. Ashadul Alam	M	01747215770	ENV. Expert	[Signature]
13.	Md. Mezanur Rahman	M	01712160832	SCE, PM-SC	[Signature]
14.					
15.					
16.					

Attached Attendance Sheet of FGD

উপকূলীয় শহর জলবায়ু সহিষ্ণু প্রকল্প (CTCRP)

স্থানীয় সরকার প্রকৌশল অধিদপ্তর

লেভেল-১৩, আরডিইসি ভবন, এলজিইডি

আগারগাঁও, শেরেবাংলা নগর, ঢাকা-১২০৭।

www.lged.gov.bd

Pkg. #: e-GP/CTCRP/SAAR/RO-০১ Subproject: Road/Drain/Others/ Road
 Pourashava: সাতক্ষীরা সদর District: সাতক্ষীরা
 Venue: সাতক্ষীরা সদর মিল Date: ২৬.১৩.২০ Time: ১১.১৩.২০

আলোচনা সভায় উপস্থিতির তালিকা (Attendance Sheet)

ক্রমিক নং Sl. #	নাম Name	লিঙ্গ (M/F)	মোবাইল নম্বর Mobile No.	পেশা Profession	স্বাক্ষর Signature
1.	কোঃ রশিদুল হক	M	01716413640	কর্মকর্তা	[Signature]
2.	কোঃ মোঃ নূরুল হক	M	01716243923	কর্মকর্তা	[Signature]
3.	কোঃ মোঃ হুমায়ুন কবীর	M	01756298802	কর্মকর্তা	[Signature]
4.	শ্রীমতী	M	-	কর্মকর্তা	[Signature]
5.	কোঃ নূরুল হক	M	01766581008	কর্মকর্তা	[Signature]
6.	কোঃ মোঃ হুমায়ুন কবীর	M	01856504924	কর্মকর্তা	[Signature]
7.	কোঃ মোঃ হুমায়ুন কবীর	M	01712783976	Service CTCRP	[Signature]
8.	Sumon Das	M	01642343047	SAE CTCRP	Sumon
9.	Mr. Muzammar Rahman	M	01712160822	SAE	[Signature]
10.	আমিনা হুমায়ুন	F	0171891188	SAE Baranokura	আমিনা
11.	Dr. Ashadul Alam	M	01747215770	Env. Expert	[Signature]
12.					
13.					
14.					
15.					
16.					

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		লিঙ্গ : (টিক দিন)	পুরুষঃ নারী :	<input type="checkbox"/> <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-মেইল :	<input type="checkbox"/>			
	৩. টেলিফোনে/সশরীরে-মৌখিক :	<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. হ্যাঁ :	<input type="checkbox"/>			
	২. না :	<input type="checkbox"/>			
যে-মাধ্যমে পদক্ষেপটি জনসম্মুখে প্রচার করা হয়েছেঃ					

Appendix 5: NOC from Banaripara Pourashava

বানারীপাড়া পৌরসভা কার্যালয়
জেলাঃ বরিশাল।



Banaripara Municipality
Dist: Barishal.

স্মারক নং-বানারী/পৌর/প্রকৌ/

তারিখ

WHOM IT MAY CONCERN

This is to certify that estimated of 5 (five) schemes enlisted in DPP from different wards of Banaripara 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 BC Road From Nath Para Khal to Infront of Nazirpur School Via Infront of Monir Councilor House Existing Drain to New Baribat Road & Fish Market to Baribat Road & Uttarpur Ricksha Stand To M.A Lotif Madrasa at Ward No. 02	Banaripara Pourashava
2	Construction of RCC Road From (a) Old Agrani Bank to New Baribat Road (b) Apex Show House to Fol Potti Road with Road side Drain (c) Mostofa Howladar Shop to Nepal Shop (Kapor potty) with Roadside Drain at Ward No. 2	Banaripara Pourashava
3	Construction of RCC Road From (a) Nur Hossain Shop to New Baribad (b) Hakim Sikdar Boding to New Baribat (c) Topon Kondo Shop to New Baribat Via Choto Khayagat (d) Younus Shop to New Baribat & Rohim Mal Shop to Poran Saha Goli (f) Milk Bazar to Akbar Tea Stall (g) Fol Potti to Loha Khokon with Roadside Drain at Ward No. 2	Banaripara Pourashava
4	Construction of BC Road From Mannan Mirdha Field to Abason Road Via Abdul Lotif Shop with Road side Drain at Ward No. 1	Banaripara Pourashava
5	Construction of RCC Road From (1) Land Office to Uttarpur Dokhen Par Boro Brige Via Thana to Ferighat Road (2) Awam Mike House to New Baribat Road with Road side Drain at Ward No-2	Banaripara Pourashava
6	3 Nos. 2- Vent RCC Box Culvert (3m x 3m)	Banaripara Pourashava

আফিফা ইয়াসমিন
২০/০৬/২৫
উপ-সহকারী প্রকৌশলী
বানারীপাড়া পৌরসভা
বরিশাল।

২৫/০৬/২৫
কাজী মহসিন রেজা
সহকারী প্রকৌশলী
বানারীপাড়া পৌরসভা
বরিশাল।

১৫/৬/২৫
প্রশাসক
বানারীপাড়া পৌরসভা