

Land Acquisition and Resettlement Due Diligence Report

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Bangladesh: Coastal Towns Climate Resilience Project

Construction of 12 Nos. Roads in Gournadi Pourashava under Barishal District

Package No. e-GP/CTCRP/2023-24/GOUR/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
CDTA	-	Capacity Development Technical Assistance
CTCRP	-	Coastal Towns Climate Resilience Project
DDR	-	Due Diligence Report
DDS	-	Detailed Design services
DPHE	-	Department of Public Health Engineering
EMP	-	Environmental Management Plan
FGD	-	Focus Group Discussion
IEE	-	Initial Environmental Examination
LGED	-	Local Government Engineering Department
MLGRDC	-	The Ministry of Local Government, Rural Development and Cooperatives
PAM	-	Project Administrative Management
PAP	-	Project Affected Person
PIU	-	Project Implementation Unit
PPTA	-	Project Preparatory Technical Assistance
RCC	-	Reinforced Cement Concrete
RoW	-	Right-of-Way
SCF	-	Strategic Climate Fund
SIA	-	Social Impact Assessment
SPS	-	Safeguard Policy Statement
TMRESC	-	Tribes, Minor Races, Ethnic Sects and Communities
TMP	-	Traffic Management Plan
ToR	-	Terms of References

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

Table 1: District-wise *Pourashavas* where Project will be implemented

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

8. Construction of 12 Nos. RCC road in Gournadi *Pourashava* is one of the proposed sub-project components of CTCRP. The RCC road will improve connectivity of project area and improve transportation facility.

9. The existing condition of selected roads in Gournadi are and/or brick soling and earthen and mostly damaged. At present, the paved width of these roads vary from 2.8 m to 3.00 m. While there are existing carriageways under 3.5 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. All two packages have been designed without resettlement issues and land acquisition. Typical cross section of the road improvement is given in **Figure 2**.

10. The subproject activities of roads under Gournadi *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, and so on. A summary of the road

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.

packages under the subproject is in **Table 2**.

11. The proposed roads will improve connectivity and transportation facility of Gournadi *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 drains along through the road of the *Pourashava* will be undertaken on the vacant land within the existing RoW of the roads. 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 Gournadi *Pourashava*, Barisal

Sl. No	Name of Roads	Existing Feature			Proposed			Details of Land Ownership and Involuntary Resettlement Impacts		Remarks
		Length (km)	Width (m)	Type	Length (km)	Width (m)	Type	Land Ownership	Resettlement Impacts	
1.	Construction of RCC Road Starting from Thana More to ASP Office Via Moksed Mazhi House. Ward No. 05	1.193	1.195	BC	1.195	3.50	RCC	Gournadi <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)	Roadside drain will be constructed
2.	Construction of RCC Road Starting from R&H to Chunnu Kahlifa House. Ward No. 01	0.173	3.50	Damaged Soling	0.181	4.00	RCC	Gournadi <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)	Roadside drain will be constructed
3.	Construction of RCC Road Starting from Torky Toshil office Mosque to VP Shopon House via Loknath Mondir. Ward No. 01	0.343	3.00	Damaged Soling	0.347	3.50	RCC	Gournadi <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)	Roadside drain will be constructed -
4.	Construction of RCC Road Starting from Torkir Char Water Pump House to Torki Bandor Dull Potty via Mondir & Boro Mosque. Ward No. 01 & 02	1.033	2.00	Earthen & Damaged Soling	1.035	3.00	RCC	Gournadi <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)	Roadside drain will be constructed
5.	Construction of RCC Road Starting from Torki Majhi Potty to Torkir Char Boro Bridge via Goat Hat. Ward No. 01	1.027	3.00	Damaged Soling	1.030	3.50	RCC	Gournadi <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)	Roadside drain will be constructed
6.	Construction of RCC Road Starting from Torki Bandor Jal Potty to Pal Para. Ward No. 01	0.527	1.80	Damaged Soling	0.530	2.80	RCC	Gournadi <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)	Roadside drain will be constructed -
7.	Construction of RCC Road Starting from Bepari Para to Torki Bandor Titu Shop. Ward No. 01	0.063	2.80	Damaged Soling	0.100	3.5		Gournadi <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)	Roadside drain will be constructed
8.	Construction of RCC Road	0.404	2.80		0.408	3.50	RCC	Gournadi	No land acquisition and	Roadside

Sl. No	Name of Roads	Existing Feature			Proposed			Details of Land Ownership and Involuntary Resettlement Impacts		Remarks
		Length (km)	Width (m)	Type	Length (km)	Width (m)	Type	Land Ownership	Resettlement Impacts	
	Starting from Torki Laungh Ghat to Kashi Sweet Shop. Ward No. 02							Pourasha va	involuntary resettlement issues (refer to Table 3 for the detailed assessment)	drain will be constructed
9.	Construction of RCC Road Starting from Al- Helal School to R&H via Nannu Howlader House. Ward No. 06	0.321	3.00	Damaged Soling	0.330	3.50	RCC	Gournadi Pourasha va	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)	Roadside drain will be constructed
10.	Construction of RCC Road in Gournadi Bus Stand Super Market. (Ch.0+00 to+116.0 & Link-1 at Ward No. 06.	0.297	3.00	Damaged	0.300	3.50	RCC	Gournadi Pourasha va	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)	
11.	Construction of RCC Road Starting from Gorunadi T & T Office to Alomgir Hossen House via Oliur Rahman House. Ward No. 06	0.654	2.50	Earthen & Damage d Soling	0.664	2.80	RCC	Gournadi Pourasha va	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)	Roadside drain will be constructed
12.	Construction of BC Road starting from New Torkir Char to Gusso Gram. Ward No. 02	0.257	2.50	BC Road	0.257	2.80	RCC	Gournadi Pourasha va	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)	
Total Road Length		6.292			6.377		RCC	Gournadi Pourasha va	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)	

Note: Widening and improvement works will be done within the existing RoW

Source: Transect Walk, Field visit, and the report of the DDC team, February 2025.

C. Scope of Due Diligence Report

13. This due diligence report (DDR) is prepared for the proposed construction work of 12 nos. RCC road in Gournadi *Pourashava*. The report is prepared based on the available detailed 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.

14. Social safeguards due diligence has been conducted to examine the land acquisition and resettlement issues in detail based on the available detailed 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

15. Any 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.

16. 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. If no changes occur, this DDR will be deemed final. Progress of the implementation of the DDR will be reported in the semi-annual social monitoring report. 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

17. Gournadi *Pourashava* is situated in Barisal district. It is located between located in between 22°53' and 23°04' north latitudes and in between 90°08' and 90°22' east longitudes. It is bounded by kalkini upazila on the north, wazirpur upazila on the south, babuganj, muladi and Kalkini upazilas on the east, agailjhara and kotalipara upazilas on the west. Gournadi Paurashava occupies an area of 11.5 sq. km. Total population of Gournadi *Pourashava* is 26000. It consists of 9 Wards. Gournadi Paurashava consists of 9 Wards and 17 mauzas. The *Paurashava* was established in 1996.

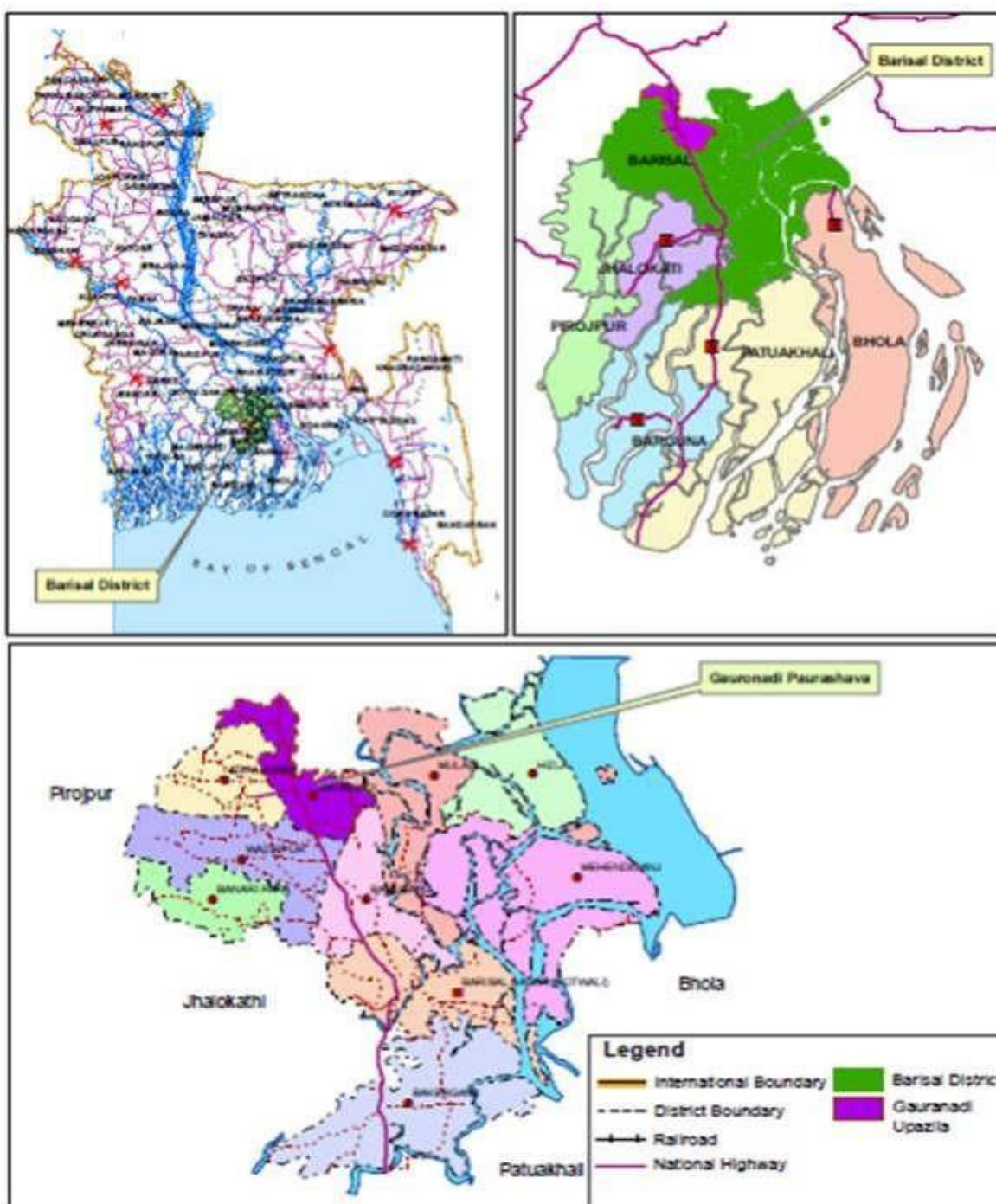
B. Location of the Site

18. The proposed alignments for the roads and road side drain under Gournadi *Pourashava*, District: Barishal are located within the *Pourashava* area, which are mostly within urban and semi urban areas. The selection of roads and road side drain have followed the criteria included in DPP.

19. 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.

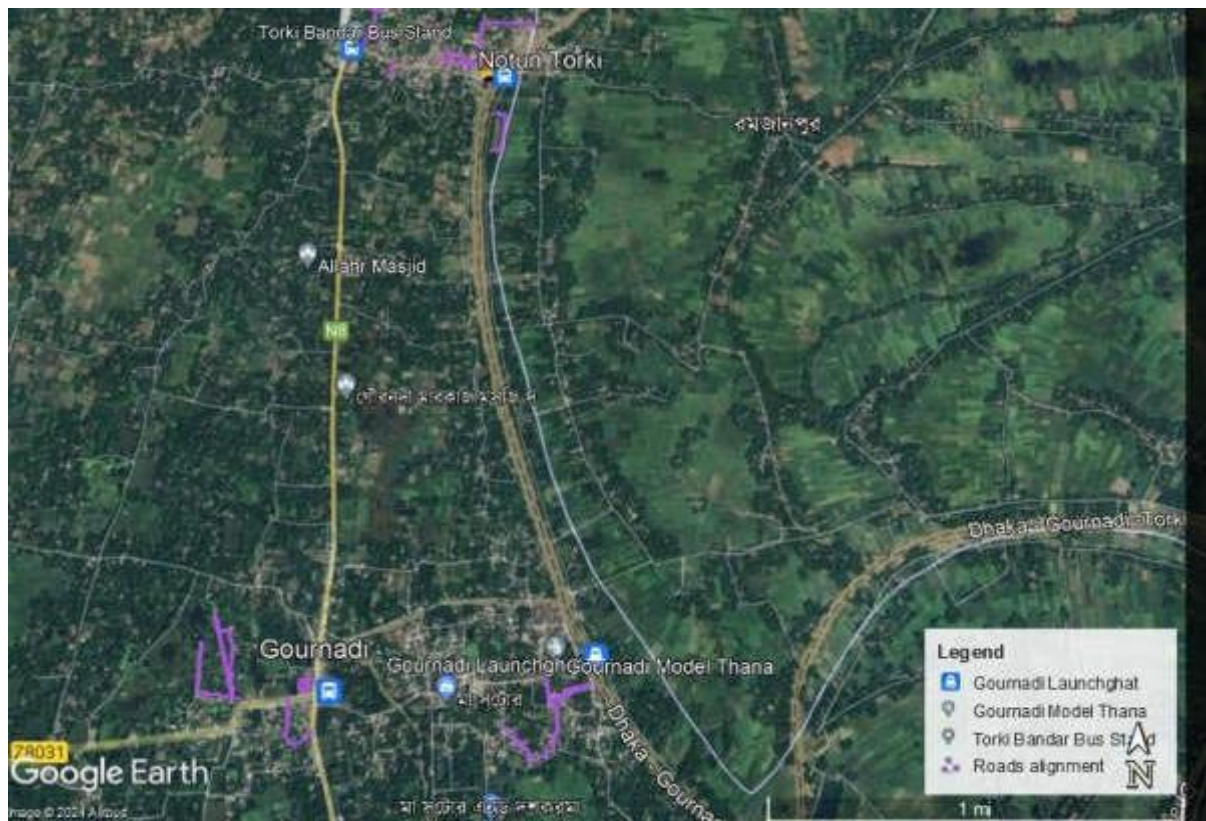
20. The subproject involves the construction of 12 nos. roads (Total length of RCC Pavement is 6.292 km.) To mitigate the water logging problem, drainage system has been also included along the road with cover to serve as pavements to improve the urban facilities vertical protection wall as per field requirements. Refer to **Figure 1** (Location Map of Gournadi *Pourashava* and all roads' alignments and location of roads in Gournadi *Pourashava* on Google earth) where the proposed roads and roadside drain to be constructed/improved.

Figure 1: Location Map of Gournadi *Pourashava* and all roads' alignments



Source: CTCRP, PMU.

Figure 2: Location of Roads in Gournadi *Pourashava* depicted on Google Earth

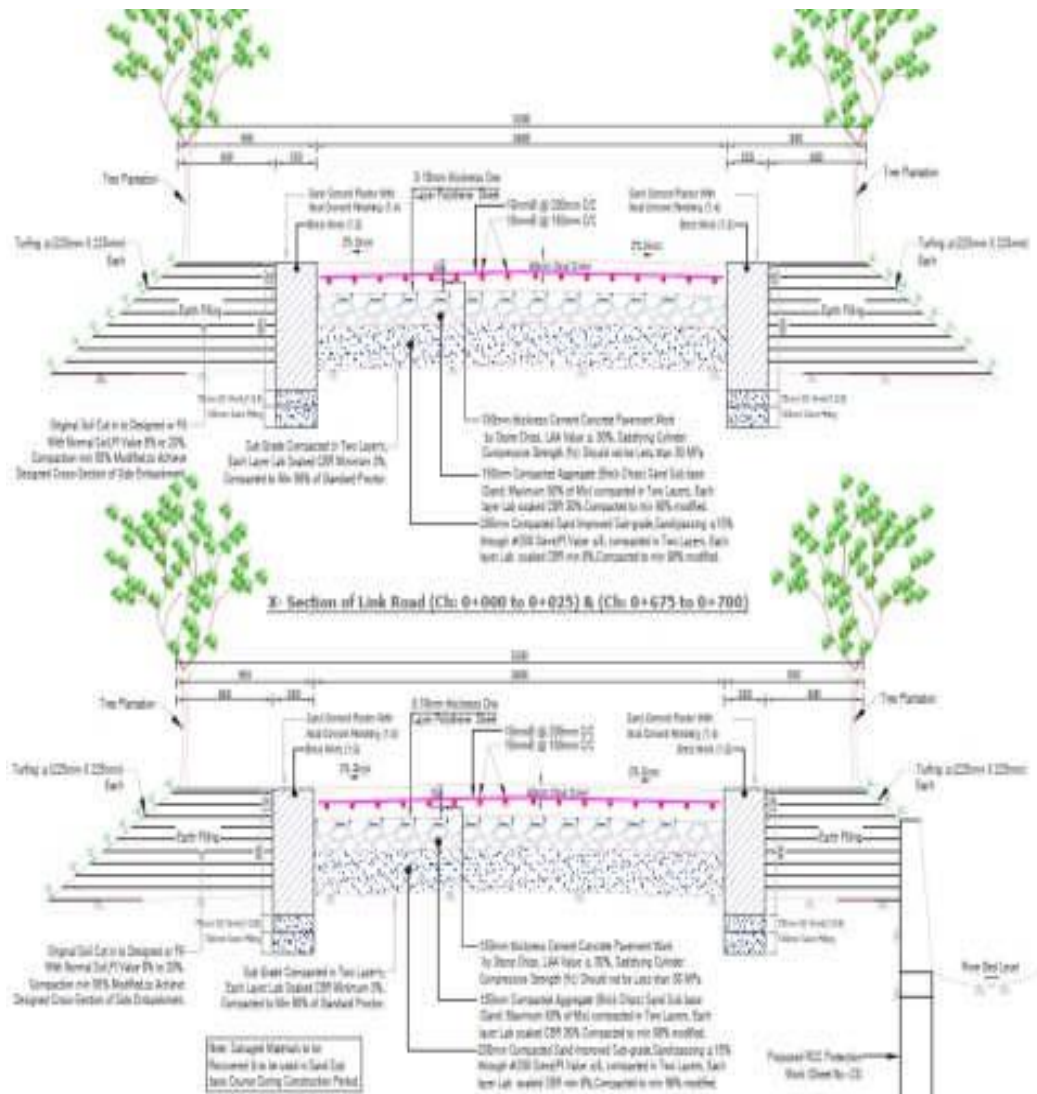


Source: CTCRP, PMU; Google Earth.

21. The Construction and Improvement of road subprojects will be implemented in Gournadi *Pourashava* to provide more accessible, reliable, and climate-resilient roads. The subprojects Contract Packages (Package No.: e-GP/CTCRP/GOUR/RD-01) will cover 12 roads with total length of 6.292 km works of Gouranadi *Pourashava*. Existing condition of selected roads in the Gournadi are either BC or RCC or earthen road and mostly damaged. At present the width of these roads varies from 1.50 m to 4.00 m. The subproject been designed without major resettlement issues and land acquisition. Typical cross section and topographic of the road improvement are given in the **Figure 2**.

22. The subproject activities of roads under Gournadi *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



Source: DDC team, February 2025

III. LAND AVAILABILITY AND INVOLUNTARY RESETTLEMENT IMPACTS

A. Land Acquisition and Involuntary Resettlement

23. The social safeguard study for the proposed packages, e-GP/CTCRP/2023-24/GOUR/RD-01 of the Gournadi *Pourashava* suggest that there is no need for land acquisition as roads and a drain will be constructed on the existing available land of the streets, which belongs to the Gournadi *Pourashava*. The proposed selected subprojects is improvement on existing RoW of the roads. No new road construction or alignment change would be involved under the subproject. Drain will also be constructed on the existing Row of the road. Detailed Design Consultants, PMSC, ICCDC, *Pourashava* staff, and engineers confirmed ownership and the land records. Therefore, land acquisition will not be required. Gournadi *Pourashava* officially owns the roads and drainage schemes, and the *Pourashava* has the authority for road maintenance and development. Appendix 5 provides the road ownership form the Gournadi *Pourashava*.

24. Land acquisition and involuntary resettlement for the proposed selected roads improvement/reconstruction are not assessed. The scope of land acquisition and involuntary resettlement is assessed during the 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 and road development activities will be undertaken within the RoW of the existing roads and vacant land under ownership of Gournadi *Pourashava*. Efforts have been made by the DDS engineering team to avoid any resettlement impacts by careful design and verification of the proposals given in the Feasibility Study of the PPTA reports. As per design, the construction/ improvement of proposed RCC roads will not have resettlement impacts on the structures (residential and commercial), and common properties within the vicinity of the selected roads.

25. It was revealed through a physical investigation that the subproject will not impacts 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.

26. This subproject is expected to have minimal impact during construction not amounting to involuntary resettlement impacts. Field visits and surveys revealed that civil work of the proposed roads and a drain may not disrupt regular activities of the local stakeholders. 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. Advance notice will be served to the community 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 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 EMP during construction to ensure smooth operations in the area. These measures shall be included in the ToR of the Contractor.

27. 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**.

Table 3: Land Acquisition and Resettlement Impacts

Sl. No	Name of Roads	Length (km)	Land ownership	IR Impact
1	Construction of RCC Road Starting from Thana More to ASP Office Via Moksed Mazhi House. Ward No. 05	1.195	Gournadi Pourashava	The proposed RCC road and drain will be constructed/improved within the existing available RoW of the road under ownership of Gournadi Pourashava. Implementation of the RCC road will not cause any temporary or permanent income loss or impact on structures. There are no issues related to land acquisition and/or involuntary resettlement. The schemes are entirely located within the jurisdiction of Gournadi Pourashava, in Barisal district. Gournadi Pourashava officially owns the road schemes and has the authority to maintain them as well.
2	Construction of RCC Road Starting from R&H to Chunnu Kahlifa House. Ward No. 01	0.181	Gournadi Pourashava	The proposed RCC road and drain will be constructed/improved within the existing available RoW of the road under ownership of Gournadi Pourashava. Implementation of the RCC road will not cause any temporary or permanent income loss or impact on structures. There are no issues related to land acquisition and/or involuntary resettlement. The schemes are entirely located within the jurisdiction of Gournadi Pourashava, in Barisal district. Gournadi Pourashav officially owns the road schemes and has the authority to maintain them as well.
3	Construction of RCC Road Starting from Torky Toshil office Mosque to VP Shopon House via Loknath Mondir. Ward No. 01	0.347	Gournadi Pourashava	The proposed RCC road and drain will be constructed/improved within the existing available RoW of the road under ownership of Gouranadi Pourashava. Implementation of the RCC road will not cause any temporary or permanent income loss or impact on structures. There are no issues related to land acquisition and/or involuntary resettlement. The schemes are entirely located within the jurisdiction of Gournadi Pourashava, in Barisal district. Gournadi Pourashav officially owns the road schemes and has the authority to maintain them as well.
4	Construction of RCC Road Starting from Torkir Char Water Pump House to Torki Bandor Dull Potty via Mondir & Boro Mosque. Ward No. 01 & 02	1.035	Gournadi Pourashava	The proposed RCC road and drain will be constructed/improved within the existing available RoW of the road under ownership of Gournadi Pourashava. Implementation of the RCC road will not cause any temporary or permanent income loss or impact on structures. There are no issues related to land acquisition and/or involuntary resettlement. The schemes are entirely located within the jurisdiction of Gournadi Pourashava, in Barisal district. Gournadi Pourashava officially owns the road schemes and has the authority to maintain them as well.
5	Construction of RCC Road Starting from Torki Majhi Potty to Torkir Char Boro Bridge via Goat Hat. Ward No. 01	1.030	Gournadi Pourashava	The proposed RCC road and drain will be constructed/improved within the existing available RoW of the road under ownership of Gouranadi Pourashava. Implementation of the RCC road will not cause any temporary or permanent income loss or impact on structures. There are no issues related to land acquisition and/or involuntary resettlement. The schemes are entirely located within the jurisdiction of Gournadi Pourashava, in Barisal district. Gournadi Pourashav officially owns the road schemes and has the authority to maintain them as well.
6	Construction of RCC Road Starting from Torki Bandor Jal Potty to Pal Para. Ward No. 01	0.530	Gournadi Pourashava	The proposed RCC road and drain will be constructed/improved within the existing available RoW of the road under ownership of Gournadi Pourashava. Implementation of the RCC road will not cause any temporary or permanent income loss or impact on structures. There are no issues related to land acquisition and/or involuntary resettlement. The

Sl. No	Name of Roads	Length (km)	Land ownership	IR Impact
				schemes are entirely located within the jurisdiction of Gournadi <i>Pourashava</i> , in Barisal district. Gournadi <i>Pourashava</i> officially owns the road schemes and has the authority to maintain them as well.
7	Construction of RCC Road Starting from Bepari Para to Torki Bandor Titu Shop. Ward No. 01	0.100	Gournadi <i>Pourashava</i>	The proposed RCC road and drain will be constructed/improved within the existing available RoW of the road under ownership of Gournadi <i>Pourashava</i> . Implementation of the RCC road will not cause any temporary or permanent income loss or impact on structures. There are no issues related to land acquisition and/or involuntary resettlement. The schemes are entirely located within the jurisdiction of Gournadi <i>Pourashava</i> , in Barisal district. Gournadi <i>Pourashava</i> officially owns the road schemes and has the authority to maintain them as well.
8	Construction of RCC Road Starting from Torki Laungh Ghat to Kashi Sweet Shop. Ward No. 02	0.408	Gournadi <i>Pourashava</i>	The proposed RCC road and drain will be constructed/improved within the existing available RoW of the road under ownership of Gournadi <i>Pourashava</i> . Implementation of the RCC road will not cause any temporary or permanent income loss or impact on structures. There are no issues related to land acquisition and/or involuntary resettlement. The schemes are entirely located within the jurisdiction of Gournadi <i>Pourashava</i> , in Barisal district. Gournadi <i>Pourashava</i> officially owns the road schemes and has the authority to maintain them as well.
9	Construction of RCC Road Starting from Al-Helal School to R&H via Nannu Howlader House. Ward No. 06	0.330	Gournadi <i>Pourashava</i>	The proposed RCC road and drain will be constructed/improved within the existing available RoW of the road under ownership of Gournadi <i>Pourashava</i> . Implementation of the RCC road will not cause any temporary or permanent income loss or impact on structures. There are no issues related to land acquisition and/or involuntary resettlement. The schemes are entirely located within the jurisdiction of Gournadi <i>Pourashava</i> , in Barisal district. Gournadi <i>Pourashav</i> officially owns the road schemes and has the authority to maintain them as well.
10	Construction of RCC Road in Gournadi Bus Stand Super Market. (Ch.0+00 to +116.0 & Link-1 at Ward No. 06.	0.300	Gournadi <i>Pourashava</i>	The proposed RCC road will be constructed/improved within the existing available RoW of the road under ownership of Gournadi <i>Pourashava</i> . Implementation of the RCC road will not cause any temporary or permanent income loss or impact on structures. There are no issues related to land acquisition and/or involuntary resettlement. The schemes are entirely located within the jurisdiction of Gournadi <i>Pourashava</i> , in Barisal district. Gournadi <i>Pourashav</i> officially owns the road schemes and has the authority to maintain them as well.
11	Construction of RCC Road Starting From Gorunadi T & T Office to Alomgir Hossen House via Oliur Rahman House. Ward No. 06	0.664	Gournadi <i>Pourashava</i>	The proposed RCC road and drain will be constructed/improved within the existing available RoW of the road under ownership of Gournadi <i>Pourashava</i> . Implementation of the RCC road will not cause any temporary or permanent income loss or impact on structures. There are no issues related to land acquisition and/or involuntary resettlement. The schemes are entirely located within the jurisdiction of Gournadi <i>Pourashava</i> , in Barisal district. Gournadi <i>Pourashav</i> officially owns the road schemes and has the authority to maintain them as well.
12	Construction of BC Road starting from New Torkir Char to Gusso Gram. Ward	0.257	Gournadi <i>Pourashava</i>	The proposed RCC road will be constructed/improved within the existing available RoW of the road under ownership of Gournadi <i>Pourashava</i> . Implementation of the RCC road will not cause any temporary or

Sl. No	Name of Roads	Length (km)	Land ownership	IR Impact
	No. 02			permanent income loss or impact on structures. There are no issues related to land acquisition and/or involuntary resettlement. The schemes are entirely located within the jurisdiction of Gournadi Pourashava, in Barisal district. Gournadi Pourashava officially owns the road schemes and has the authority to maintain them as well.

Source: Transect Walk, Field visit, and the report of the DDC team, February 2025

B. Project Impact and Outcome

28. Implementation of the proposed project will not create any permanent or temporary adverse such as loss of business income, schooling, health care, local movement, regular shopping of the local people, etc. during the construction period. The baseline data for this DDR was collected from primary and secondary sources. The primary information was collected through site visits, stakeholder consultation, onsite observation, etc. The secondary sources include reports, books, maps and legal documents from various government and non-government organizations on subject matter.

29. The impacts are assessed based on available 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.

30. 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.

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 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.

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 pre-construction activities will be completed within a 6-month period.

33. Detailed designs were prepared; the DDR will be updated during design verification by the contractor, in case of any alignment or design change. The updated document will be submitted to ADB for clearance, prior to start of construction. The subprojects will avoid land acquisition. There are no anticipated adverse impacts in terms of Involuntary Resettlement or Indigenous People for the 12 selected road subprojects. The project will ensure social safeguards mitigation measures according to the guidance of the Resettlement Framework of the project adhered to ADB SPS, 2009.

C. Impact on Indigenous Peoples

34. 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.

35. There are no Tribes, Minor Races, Ethnic Sects and Communities' (TMRESC) present in the Gournadi *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.

IV. FIELD WORK AND PUBLIC CONSULTATION

A. Outline of Field Work

36. 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.

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

B. Public Consultations

38. Public participation and community consultation has been taken up as an integral part of the social assessment process of the project. Consultation was used as a tool to inform and educate stakeholders about the proposed action both before and after the development decisions were made. It assisted in the identification of the impacts problems associated with the project as well as the needs of the community

39. 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.

40. 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.

41. 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.

42. 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 and road side drains.?
	Answer	Proposed RCC road and road side drain Length will be 6.292 km.
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

43. 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.

44. 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.

45. Further, public consultations and Focus Group Discussions (FGD) were conducted for the proposed roads on 18 February 2025 at the existing road with 23 local people. The objective of the FGDs was to further appraise the stakeholders about the current progress of the subproject and to reiterate the environmental and social impacts of the proposed subproject and safeguards to mitigate the same. Comments or questions raised by the group were discussed until they were satisfied with the level of information provided.

46. If any unanticipated impact is noticed during the civil work, 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. Mitigation measures will be adopted by the project, through the contractor, in case of adversely impacted of livelihood.

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. Existing condition of the roads are poor and needs development for a smooth transport network. Local 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, easy movement of the local people, as well as removal of water logging in the rainy season which will ultimately contribute to enhancement of the local socioeconomic condition.

50. Refer to **Figure 4** for the photograph of the 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 Roadsof Gournadi Pourashava



Road-01. Construction of RCC Road Starting from Thana More to ASP office Via Moksed Mazhi House.



Road-02. Construction of RCC Road starting from R&H to Chunnu Kahlifa house.



Road-03. Construction of RCC Road starting from Torky Toshil office Mosque



Road-04. Construction of RCC Road starting from Torki Majhi Potty to Torkir char Boro Bridge.



Road-5. Construction of RCC Road Starting from Torki Majhi Potty to Torkir Char Boro Bridge via Goat Hat.



Road-6. Construction of RCC Road Starting from Torki Bandor Jal Patty to Pal Para at Ward No-01, Under Gournadi Pourashava.



Road-07. Construction of RCC Road starting from Bepari Para to Torki Bandor Titu shop. Ward No. 01 with Road side Drain.



Road-8. Construction of RCC Road starting from Torki Laungh Ghat to Kashi sweet shop. Ward No. 02 with Road side Drain



Road-9. Construction of RCC Road starting from Al- Helal school to R&H via Nannu Howlader house.



Road-10. Construction of RCC Road starting From Gorunadi T & T Office to Alomgir Hossen house via Oliur Rahman house.



Road-11. Construction of RCC Road starting From Gorunadi T & T Office to Alomgir Hossen house via Oliur Rahman house



Road-12. Construction of RCC Road starting from Torki Laungh Ghat to Kashi sweet shop. Ward No. 02 with Roadside Drain

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:

53. **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.

54. **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

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

56. 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.

57. 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

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

59. **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.

60. 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 Gournadi *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.

61. 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 Gournadi *Pourashava* or through telephone hotlines at accessible locations, by e-mail, by post, WhatsApp or by writing in complaints register that will be kept in Gournadi *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.

62. **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.

63. **1st Level Grievance, *Pourashava* Level PIU.** The contractors, PIU Safeguard and Gender Focal person can immediately resolve issues on-site or at Gournadi *Pourashava* level in consultation with each other with the support of Administrative Officer of Gournadi *Pourashava* 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

64. 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.

65. **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

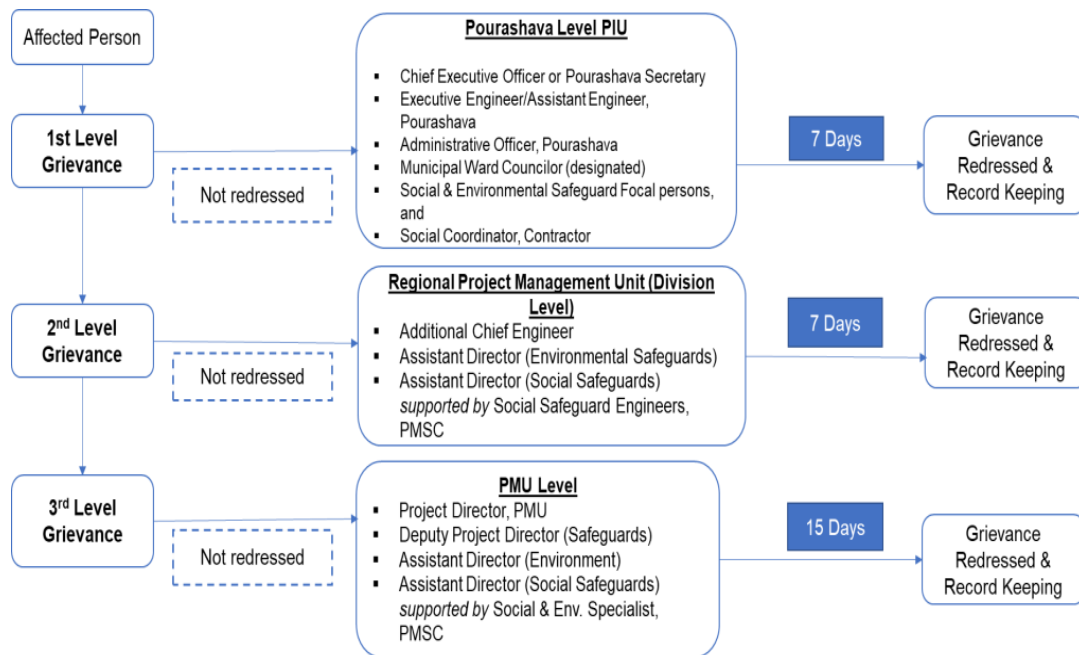
66. 3rd Level Grievance, PMU Level. All grievances that cannot be redressed within 7 days at RPMU level will be brought up to the PMU level. The RPMU safeguards team will refer any unresolved or major issues to the PMU level grievance redress team, that will be headed by the Project Director and will 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.

67. The grievance redress process is represented in Figure 6.

68. 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.

69. 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.

70. **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.

71. **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.

72. **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

73. A budget is included in this due diligence for implementation of the subproject component, 'Construction of roads' under Gournadi *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	Rate (BDT)	Total Amount (BDT)
DMS Survey for DDR updating in case of design or alignment changes	LS		1,50,000.00
Consultation	LS		1.50,000.00
Grievance Redress			1.50,000.00
Sub-total			4,50,000.00
Contingency (20%)	LS		90,000.00
Grand total			5,40,000.00

VII. CONCLUSIONS

A. Summary and Conclusion

74. It is concluded from the due diligence exercise that the proposed infrastructure improvements which include construction/improvement of the 12 roads, totaling 6.292km, in Gourndi *Pourashava*, Pirojpur District will not incur resettlement impacts. No person will incur loss of income because of the project intervention. However, in case any claims or complaints are submitted during the construction period, an effective and efficient Grievance Redress Mechanism has been established, and mitigation measures will be adopted as per the agreed resettlement framework. This will enhance the provision of timely and sensible hearings and facilitate solutions.

75. 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. 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.

76. This information has been disseminated during the public consultations with stakeholders including local personnel who have attended the public consultation sessions. During public consultation, recommendations were drawn including: i) involve local communities in all stages of project planning and development, ii) establish permanent communication between project initiators and local authorities, iii) setup a grievance redress mechanism which will publicized through *Pourashava* level 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.

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

B. Next Steps

78. The DDR will be updated in case of any design or alignment change(s) 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 and/or SSMR will include details of such consultations.

Appendix 1: Involuntary of Resettlement Screening Form

Date: **18 February 2025**

A. Project Data Country/Project No./Project : Country: Bangladesh Title ADB No.: 55201-001 Coastal Towns Climate Resilience Project (CTCRP) Subproject: Construction of 12 Nos. Roads in Gournadi Pourashava under Barishal District e-GP/CTCRP/GOUR/RD-01			
B. Involuntary Resettlement Category <div style="display: flex; justify-content: space-between; align-items: center;"> [] New [] Re categorization — Previous </div> Category []			
<input type="checkbox"/> Category A	<input type="checkbox"/> Category B	<input checked="" type="checkbox"/> Category C	<input type="checkbox"/> Category FI
C. Comments There is no involuntary resettlement involved in this sub-project. Therefore, preparation of a RP is not required as it is Category “C” with respect to the involuntary resettlement impacts for the construction/ improvement of the following selected road schemes of Gournadi <i>Pourashava</i> , District Barishal. Refer to Involuntary Resettlement Impact Categorization Checklist below.			

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
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?		√		There are no Tribes, Minor Races, Ethnic Sects and Communities (TMRESC) present in Gournadi <i>pourashava.minorities</i> .
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 Gournadi <i>pourashava.minorities</i> .
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)		√		

KEY CONCERNS (Please provide elaborations on the Remarks column)	YES	NO	NOT KNOWN	Remarks
12. Will the project be in an area (land or territory) occupied, owned, or used by Indigenous Peoples, and/or claimed as ancestral domain?		√		
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/GOUR/RD- 01**

Date: 18.02.25

Place: Gournadi *pourashava*,

District: Barishal

Number of Participants: 23

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 February, 2025. Participants including the surveyor of Gournadi *Pourashava*, local leaders, 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. Position of land and trees and its ownership
2. Construction of road and roadside drainage system, cyclone shelter, water supply, sanitation, and other municipal infrastructures includes: access roads, bridges, solid waste management plant, bus terminal, slum improvements, boat landing/ ferry ghats, markets/growth centres, etc.
3. Community Support for constructing these schemes.
4. Benefits from these infrastructures establishments by the Community Workers Health and Safety.
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. Comm. 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 23 local participants from different groups and locations attended the FGD/PCM session.

The Social Safeguard Expert briefed the participants regarding the goals and objectives of the projects and safeguard issues relating to public temporary inconvenience during construction period and also probable mitigation measures highlighting that there would be no land acquisition or public donation of land or involuntary resettlement for the subproject implementation as the activities will be implemented inside the ROWs and also informed the meeting that no indigenous / tribal people will be affected. The issues raised during the public consultation have been addressed in this report.

The community said that the existing road is in poor condition, narrow, and unpaved. When heavy vehicles pass side by side, it results further damage and sometimes damages to surrounding property. In the rainy season, it becomes very difficult for the people and vehicles to navigate. Heavy rain exacerbates the situation, often causing traffic to come to a halt. Accidents are also a concern. During emergencies, it is difficult to transport patients to hospitals as ambulances struggle to pass.

During the question-and-answer session, the local stakeholders mainly raise the problem of drains, protection work and culvert, connected road, footpath, solar light beside the road, public toilet, women friendly toilet, tempo and bus stand etc.

In the group discussion meeting, Mr. Alamgir Hossain said that it is very essential to do our drainage work before road work. In the rainy season, these roads often become submerged. So, drainage work should be prioritized before improvement of these proposed roads. Team was advised to document this issue in the report and communicate it to upper office management, mainly the proposed roads (construction of RCC road starting from Gournadi T&T Office to Alomgir Hossen house Via Oliur Rahman House (Ch-0.00 to 385.0 m) and (Link start point Ch.0 + 41 m @ main road)(Link road Ch. 0.00 to 296 m) , Ward No. 06, Under Gournadi *Pourashava* and construction of RCC road starting from Al-Helal School to R&H Via Nannu Howlader house (Ch-0+00 to 0+321.00 m), Ward No. 06, Under Gournadi *Pourashava*, District: Barishal Under Gournadi *Pourashava*.and;

Community raised there may need of protection work or culvert in the road of Torkii Majhi Potty to Torkir char Boro Bridge via Goat Hat Ward No 01& 02.

The recommendations and suggestions of local stakeholders are as follows:

- The participants suggested that the implementation of the sub-project would not have any impact on the livelihood of the poor and no structure should be demolished.
- All participants said that it is very essential for us to do our drainage work before road work. In the rainy season, these roads are goes under water. So, it should be priority to drainage work before improvement of these proposed roads. Community was advised to write this problem in the report and communicate it to the top office management and requested to ensure quality of the work.
- The local stakeholders raised in the road of Torkii Majhi Potty to Torkir char Boro Bridge via Goat Hat Ward No 01 and 02, there may need of protection work or culvert.
- They will be happy to have improved road communication.
- Affected persons will be provided with compensation if found to be eligible during project implementation, if necessary.
- 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.

FGD Session Pictures:



Attached Attendance Sheet of FGD

উপকূলীয় শহর জলবায়ু সহিষ্ণু প্রকল্প (CTCRP)

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

Pkg. #: E-GP/CTCRP/GOUR/Rd-01 Subproject: Road/Drain/Others/ Road & Drain
Pourashava: গৌরনদী (Gouranadi) District: বরিশাল (Barisal)
Venue: টেকী নব্বু হাট Date: ১৬/০২/২০২১ Time: ১০:০০

আলোচনা সভায় উপস্থিতির তালিকা (Attendance Sheet)

ক্রমিক নং Sl. #	নাম Name	লিঙ্গ (M/F)	মোবাইল নম্বর Mobile No.	পেশা Profession	স্বাক্ষর Signature
1.	শ্রী/ শ্রীমতী/ <u>মুহাম্মদ হামিদ</u>		01718871231	ড্রামার	<u>শ্রী/ শ্রীমতী/ মুহাম্মদ হামিদ</u>
2.	<u>শ্রী/ শ্রীমতী/ ২০০৯৭৭২০০০</u>		01212076517	"	<u>শ্রী/ শ্রীমতী/ ২০০৯৭৭২০০০</u>
3.	<u>শ্রী/ শ্রীমতী/ ১৯৯২৫৫৮২০০০</u>		01731144651	ক্রেতার	<u>শ্রী/ শ্রীমতী/ ১৯৯২৫৫৮২০০০</u>
4.	<u>মোহাম্মদ হুমায়ুন</u>		01720201988	ড্রামার	<u>মোহাম্মদ হুমায়ুন</u>
5.	<u>আবদুল হামিদ</u>		01865821446	"	<u>আবদুল হামিদ</u>
6.	<u>বদরুল হোসেন</u>		01789600465	"	<u>বদরুল হোসেন</u>
7.	<u>আবদুল হামিদ</u>		01777430322	"	<u>আবদুল হামিদ</u>
8.	<u>আবদুল হামিদ</u>		01925034918	"	<u>আবদুল হামিদ</u>
9.	<u>মুহাম্মদ রিহান</u>		01211001030	ড্রামার	<u>মুহাম্মদ রিহান</u>
10.	<u>ইয়াহিয়া</u>		01310649141	"	<u>ইয়াহিয়া</u>
11.	<u>আবদুল হামিদ</u>		01768144651	"	<u>আবদুল হামিদ</u>
12.	<u>শ্রী/ শ্রীমতী/ ১৯৯২৫৫৮২০০০</u>		01819423635	ক্রেতার	<u>শ্রী/ শ্রীমতী/ ১৯৯২৫৫৮২০০০</u>
13.	<u>বদরুল হোসেন</u>		1874844574	"	<u>বদরুল হোসেন</u>
14.	<u>আবদুল হামিদ</u>		05275011146	"	<u>আবদুল হামিদ</u>
15.	<u>শ্রী/ শ্রীমতী/ ১৯৯২৫৫৮২০০০</u>		01958330444	"	<u>শ্রী/ শ্রীমতী/ ১৯৯২৫৫৮২০০০</u>
16.	<u>শ্রী/ শ্রীমতী/ ১৯৯২৫৫৮২০০০</u>		0171274852	"	<u>শ্রী/ শ্রীমতী/ ১৯৯২৫৫৮২০০০</u>

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/GOV/RO-০১ Subproject: Road/Drain/Others/ Road
Pourashava: চাঁদীঘাট (Chandighat) District: বরিশাল (Barisal)
Venue: নর্দীপক ৮৫ ৩৭২০২১ রাস্তা Date: ১৫/১২/২০২০ Time: ১২:৩০

আলোচনা সভায় উপস্থিতির তালিকা (Attendance Sheet)

ক্রমিক নং Sl. #	নাম Name	লিঙ্গ (M/F)	মোবাইল নম্বর Mobile No.	পেশা Profession	স্বাক্ষর Signature
1.	মোঃ আমরুল হক খান		০১৭২৩০৭৭৭৭	ব্যবসায়ী	
2.	আব্দুল হক খান		০১৬৬৩৫৭৭৭	"	
3.	মোঃ হুমায়ুন কবীর		০১৮১১৩৫৭৭৭	"	
4.	জাহিদুল ইসলাম		০১৭৭৫২৩৩০৩	চাকরী	
5.	মোঃ সুলতান আলী		০১৩০৬৩৩২৬০	"	
6.	মোঃ আলোচনার		০১৭৭২০০৭৭৭	ব্যবসায়ী	
7.	মোঃ আলি আলম		০১২৫০০৩৩৭৭	চাকরী	
8.					
9.					
10.					
11.					
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	রেজিস্ট্রেশনের স্থানঃ				
যোগাযোগের ঠিকানা/ব্যক্তিগত তথ্যঃ					
নামঃ		লিঙ্গ : (টিক দিন)	পুরুষঃ <input type="checkbox"/> নারী : <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"/>					

শুধুমাত্র 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: Road Ownership and NOC from Gournadi Pourashava



Gournadi Pourashava

Gournadi, Barishal.
Website : www.gournadipourashava.org

Office : 0864-25104
E-mail : gournadipourashava@gmail.com

Memo No: Gou. Pou/Eng. Dept./2025/ 247

Date: 25/05/25

WHOM IT MAY CONCERN

This is to certify that estimated of 12 (Twelve) schemes enlisted in DPP from different wards of Gournadi 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	(A) Construction of RCC Road Starting From Thana More to ASP office Via Moksed Mazhi House (Ch -00 to 318.0 m) & (Link start point Ch.0 + 113 m @ main road)(Link road Ch 00 to 551 m) at Ward No-05, Under Gournadi Pourashava. (B) Construction of RCC Drain Starting From Thana More to ASP office (Ch. 00-318m), Ward No. 05, Under Gournadi Pourashava.	Gournadi Pourashava
2	Construction of RCC Road Starting From R&H To Channu Kahlifa house (Ch 00-173.00 m), Ward No-01, Under Gournadi Pourashava.	Gournadi Pourashava
3	Construction of RCC Road Starting from Torky Toshil office Mosque to VP Shopon house Via Loknath Mondir (Ch-00 to 204.0 m) & (Link Road start point Ch.0 + 042 @ main road)(Link road Ch 0+000 to 139) , Ward No. 01, Under Gournadi Pourashava.	Gournadi Pourashava
4	(A) Construction of RCC Road Starting from Torkir Char Water Pump house to Torki Bandor Dull Potty Via Mondir & Boro Mosque (Ch-0+000 to 0+ 315.0 m) & (Link Road start point Ch.0 + 022 @ main road)(Link road Ch 0+000 to 229), Ward No. 01 & 02, Under Gournadi Pourashava. (B) Construction of RCC Drain Starting from Torkir Char Water Pump house to Torki Bandor Dull Potty Via Mondir & Boro Mosque, Ward No. 01 & 02, Under Gournadi Pourashava.	Gournadi Pourashava
5	(A) Construction of RCC Road Starting from Torki Majhi Potty to Torkir Char Boro Bridge via Goat Hat(Ch 0.00m to 462.0 m), Ward No. 01 & 02 , Under Gournadi Pourashava. (B) Construction of RCC Drain Starting from Torki Majhi Potty to Torkir Char Boro Bridge via Goat Hat, Ward No. 01 & 02, Under Gournadi Pourashava.	Gournadi Pourashava
6	(A) Construction of RCC Road Starting From Torki Bandor Jal Potty To Pal Para (Ch-0+000 to 0+341.0 m) & (Link Road start point Ch.0 + 0152 @ main road)(Link road Ch 0+000 to 86m) at Ward No-01, Under Gournadi Pourashava. (B) Construction of RCC Drain Starting from Torki Bandor Jal Potty To Pal Para, Ward No. 01, Under Gournadi Pourashava, District :Barishal.	Gournadi Pourashava
7	Construction of RCC Road Starting From Bepsei Para to Torki Bandor Titu Shop (Ch-00 to 63.0 m) at Ward No-01, Under Gournadi Pourashava, District :Barishal.	Gournadi Pourashava
8	(A) Construction of RCC Road Starting From Torki Launch Ghat to Kashi Sweet Shop (Ch-0+000 to 0+125.0 m) & (Link-1 start point Ch.0 + 91 m & Link-2 start point Ch.0 + 63m @ main road)(Link road-1 Ch 0+00 to 38 m &	Gournadi Pourashava

	Link road-2 Ch 0+00 to 31 m), at Ward No-02, with Road Side Drain, Under Gournadi Pourashava. (B) Construction of RCC Drain Starting from Torki Launch Ghat to Kashi Sweet Shop, Ward No. 01 & 02, Under Gournadi Pourashava.	
9	Construction of RCC Road Starting From Al-Helal School to R&H Via Nannu Howlader house (Ch-0+000 to 0+321.0 m), Ward No. 06, Under Gournadi Pourashava, District : Barishal.	Gournadi Pourashava
10	(A) Construction of RCC Road in Gournadi Bus Stand Super Market (Ch-0+00 to 0+116.0 m) & (Link-1 start point Ch.0 + 14 m & Link-2 start point Ch.0 + 48m @ main road)(Link road-1 Ch 0+00 to 12 m & Link road-2 Ch 0+00 to 41 m) at Ward No-06, Under Gournadi Pourashava. (B) Construction of RCC Drain in Gournadi Bus Stand Super Market, Ward No. 06, Under Gournadi Pourashava.	Gournadi Pourashava
11	Construction of RCC Road Starting From Gournadi T&T Office to Alomgir Hossen house Via Oliur Rahman House (Ch-00 to 385.0 m) & (Link start point Ch.0 + 41 m @ main road)(Link road Ch 00 to 296 m), Ward No. 06, Under Gournadi Pourashava.	Gournadi Pourashava
12	Construction of BC Road Starting from Gusso Gram Mosque to Gusso Gram Community Center (Ch 0.00-257.0 m), at Ward no-02, Under Gournadi Pourashava.	Gournadi Pourashava


22.05.25
Raquibul Islam
Sub-Assistant Engineer
Gournadi Pourashava, Barishal


22.5.2025
Abdus Salek
Executive Engineer
Gournadi Pourashava, Barishal


22.05.25
Refat Ara Mouri
Administrator
Gournadi Pourashava, Barishal