

Land Acquisition and Resettlement Due Diligence Report

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Bangladesh: Coastal Towns Climate Resilience Project

Construction/Improvement of Road under Zanjira *Pourashava*, District: Shariatpur

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

CURRENCY EQUIVALENTS

(As of 3 March 2025)

Currency unit	–	taka (Tk)
Tk1.00	=	\$0.01
\$1.00	=	Tk 121.5

ABBREVIATIONS AND ACRONYMS

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

WEIGHTS AND MEASURES

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

NOTES

- (i) The fiscal year (FY) of the Government of Bangladesh and its agencies ends on 30 June. Before a calendar year denotes the year in which the fiscal year ends, e.g., FY 2024 ends on 30 June 2024.
- (ii) In this report, "\$" refers to United States dollar.

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I. INTRODUCTION

A. Background

1. The Coastal Towns Climate Resilience (Sector) Project (CTCRP) has been evolved from Coastal Towns Infrastructure Environmental Infrastructure Project (CTEIP), which was supported by the Asian Development Bank (ADB), began in September 2014 and completed in June 2022. As a continuation of the coastal town development effort, ADB extended its support to the CTCRP, which aims to enhance climate resilience and disaster preparedness in 22 vulnerable coastal *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, are clubbed with haphazard urbanization, lack storm water drains, and have poor solid waste management systems, further worsening these towns' condition. Most of the coastal towns are situated on the riverbanks of low-lying tidal zones at an average elevation of 1.0–1.5 meters (m) from the sea level¹ and coastal flooding is a key hazard faced by these towns. Inadequate basic municipal infrastructure to respond to increasing climate risk threatens both quality of life and the economic growth of coastal towns. This calls for an integrated approach for coastal town development that promotes risk-informed planning and investment for building resilience.

B. Project Description

3. The project will be aligned with the following impacts: higher and sustainable growth trajectories achieved in the face of the various weather-related natural hazards and risk and improved livability of coastal towns.² The outcome of the project will be climate and disaster resilience of coastal towns strengthened including benefiting the poor and women. The project directly supports to achieve project outcomes through three outputs.

4. **Output 1: Municipal infrastructure for resilience improved.** Municipal infrastructure will include (i) elderly people, women, children, and persons with disability friendly cyclone shelters; (ii) 240 kms emergency access roads including bridges and culverts which are critical for accessing emergency services; (iii) 272 kms of storm water drains constructed for improved flood control; (iv) water supply and sanitation services for unserved (or underserved) core urban areas and slum areas; (v) seven integrated solid waste management facilities; and (vi) slum improvement programs for basic service improvement implemented in each *Pourashava* following poverty reduction action plan.

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

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

5. **Output 2: Resilient livelihood improved.** 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 being implemented in 22 *Pourashavas* or urban local bodies (ULBs). The 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. Lalmohon
	3. Banaripara		3. Borhanuddin
	4. Muladi	6. Jhalokathi	4. Jhalokathi
	5. Gouranadi		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. **Subproject Components.** This land acquisition and resettlement due diligence report is prepared for the construction of 14 nos. of RCC roads and 6 nos. of RCC box culverts in Zanjira *Pourashava* of Shariatpur district. The subprojects will be implemented under CTCRP, LGED. The proposed roads will improve connectivity and transportation facility of Zanjira *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, journey will be safer, quicker and 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. The components of the subproject, shown in **Table 2**, depicts the proposed length and existing width of the roads.

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.

Table 2: Details of Proposed Roads

Sl. No	Name of Roads	Existing Feature			Proposed		Details of Land Ownership and Involuntary Resettlement Impacts		Remarks
		Length (m)	Width (m)	Type	Width (m)	Type	Land Ownership	Involuntary Resettlement Impacts	
1	Construction of RCC Road at Horihasa T&T More Bridge to Mojibor Bepari House at 0.0m-1145m with 52m Protection work protection work on the same road at ch.0.0m-52 (RS) of Word No-03 Under Zanjira <i>Pourashava</i> , Dist: Shariatpur.	1145.00	3.5	Earthen Road	3.5	RCC	Zanjira <i>Pourashava</i>	No land acquisition and involuntary resettlement Issues (refer to Table 3 for the detailed assessment)	-
2	Construction of RCC Road at T&T More Delohar Sikdar house to Rari Para, Char Rari Para Aziz Raj house <i>Pourashava</i> Last Boundary at ch.00m-1087m with 166 m Protection work on the same road at ch.834m-1000m (RS) of Word No-07 Under Zanjira <i>Pourashava</i> , Dist: Shariatpur	1087.00	2.8-3.5	Earthen Road	3.0	RCC	Zanjira <i>Pourashava</i>	No land acquisition and involuntary resettlement Issues (refer to Table 3 for the detailed assessment)	-
3	Construction of RCC Road at Khosal Sikdar kandi Subuj Madbar House to <i>Pourashava</i> Last Baundary at ch.0.0m-442m @ Bc Road at ch.442-1489m with 442m Protection Work on the same Road at ch.0.0m-442m (L/S) of Word No-05 Under Zanjira <i>Pourashava</i> , Dist: Shariatpur	1489.00	3.0-3.5	Earthen Road	3.5	BC & RCC	Zanjira <i>Pourashava</i>	No land acquisition and involuntary resettlement Issues (refer to Table 3 for the detailed assessment)	-

Sl. No	Name of Roads	Existing Feature			Proposed		Details of Land Ownership and Involuntary Resettlement Impacts		Remarks
		Length (m)	Width (m)	Type	Width (m)	Type	Land Ownership	Involuntary Resettlement Impacts	
4	Construction of RCC Road at Khokon Jommarder Bari to Pani Union Board Near Khal <i>Pourashava</i> Last Baundary ch 0.0m-215m with 50m Protection Work on the same road at ch.100m-150m of Word No-08 Under Zanjira <i>Pourashava</i> , Dist: Shariatpur	215.00	2.5	Earthen Road	3.0	RCC	Zanjira <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)	-
5	Construction of RCC Road at Jamal Madbar Kandi Younus Madbar Bari to Anowar Dhali Bari at ch.00m-300m with 50m Protection Work on the same road at ch.0.0m-50m (R/S) of Word No-06 Under Zanjira <i>Pourashava</i> , Dist: Shariatpur	300.00	3.0-3.5	Earthen Road	3.5	RCC	Zanjira <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)	-
6	Construction of RCC Road on Jamal Madbar Kandi Nuablai Madbar Bari to Younus Madbar Bari at ch.0.0m-911m with 60m Protection work on the same road at ch.250m-280m & 400m-430m of Word No-06 Under Zanjira <i>Pourashava</i> , Dist: Shariatpur	911.00	2.8-3.5	Earthen Road	3.5	RCC	Zanjira <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)	Construction of a (1- 3.00 X 3.00 X 6.100) RCC Box Culvert 1 vent RCC Box Culvert 750m, 1850m, 2000m, 2150m

Sl. No	Name of Roads	Existing Feature			Proposed		Details of Land Ownership and Involuntary Resettlement Impacts		Remarks
		Length (m)	Width (m)	Type	Width (m)	Type	Land Ownership	Involuntary Resettlement Impacts	
7	Construction/Rehabilitation of BC Road on Dhali Kandi main road to Shariatpur main road at ch.0.0m-475m with Construction of 1 Vent (3.60mx 3.00m) & RCC BOX Culvert at ch. 200m & 385m and 180m Protection work on the same road at ch.100m-150m B/S & 150m-230m (R/S) of Word No-03 Under Zanjira <i>Pourashava</i> , Dist: Shariatpur	475.00	3.0-3.5	Earthen Road	3.5	BC	Zanjira <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)	Construction of 2 Nos (1- 3.00 X 3.00 X 6.100) RCC Box Culvert 1 vent RCC Box Culvert 750m, 1850m, 2000m, 2150m
8	Construction of Road on Khosal Sikdar Kandi Abu Alem Madbar House to Puran Langh Ghat at ch 0.0m-565m with 60m Protection work on the same road at ch.180m-240 of Word No-05 Under Zanjira <i>Pourashava</i> , Dist: Shariatpur	565.00	2.8-3.00	Earthen Road	3.00	RCC	Zanjira <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)	-
9	Construction of BC Road on Dakkahin Dubel Diea Rob Chaplashi House to Latif akon house at ch.0.0m-411m of Word No-09 Under Zanjira <i>Pourashava</i> , Dist: Shariatpur	411.00	3.00-3.5	Earthen Road	3.5	BC	Zanjira <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)	-

Sl. No	Name of Roads	Existing Feature			Proposed		Details of Land Ownership and Involuntary Resettlement Impacts		Remarks
		Length (m)	Width (m)	Type	Width (m)	Type	Land Ownership	Involuntary Resettlement Impacts	
10	Construction of BC Road at Dakkhin Dubul Diea Tajel Sordar House to Goni Sikdar House at ch. 0.0m-708m with 120m Protection work on the same road at ch.250m-270m,330m-380m (RS) & 450m-500m (R/S) of Word No-02 & 09 Under Zanjira <i>Pourashava</i> , Dist: Shariatpur	708	3.00-3.5	Earthen Road	3.5	BC	Zanjira <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)	Construction of a (1- 3.00 X 3.00 X 6.100) RCC Box Culvert 1 vent RCC Box Culvert 750m, 1850m, 2000m, 2150m
11	Construction of RCC Road on Akkel Mahmud Munshi Kandi Jabbar Bapari House to Omed Ali Munshi Mosque at ch.0.0m-1107m of Word No-04 Under Zanjira <i>Pourashava</i> , Dist: Shariatpur	1107.00	3.5	Earthen Road	3.5	RCC	Zanjira <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)	-
12	Construction of BC Road on Akkel Mahmud Munshi Kandi Councillor Soraf Sordar House to Zanjira Degree College at ch.00m-661m with Construction of 1 Vent (3.60x3.00m) RCC Box Culvert at ch.220-200m Protection work on the same road at ch.441m-641m of Word No-04 Under Zanjira <i>Pourashava</i> , Dist: Shariatpur	661.00	3.5	Earthen Road	3.5	BC	Zanjira <i>Pourashava</i>	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)	Construction of a (1- 3.00 X 3.00 X 6.100) RCC Box Culvert 1 vent RCC Box Culvert 750m, 1850m, 2000m, 2150m

Sl. No	Name of Roads	Existing Feature			Proposed		Details of Land Ownership and Involuntary Resettlement Impacts		Remarks
		Length (m)	Width (m)	Type	Width (m)	Type	Land Ownership	Involuntary Resettlement Impacts	
13	Construction/Rehabilitation of BC Road on Fakir Mahmud Akon Kandi Rahela Shop to Roni Soial House at ch.0.0m-1200 m with 50m RCC Protection work on the same road at ch.970m-1020m (L/S) of Word No-05 Under Zanjira Pourashava, Dist: Shariatpur	1200.00	3.5	Earthen Road	3.5	BC	Zanjira Pourashava	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)	-
14	Construction of RCC Road on Akbor Dhali House to Vaya Hasem Bepari House to Jamal Madbar Kandi Khal at ch.0.0m-500m with construction of 2 Vent (4.00m×4.00m) RCC BOX Culvert at ch.500m and 360m RCC Protection work on the same road at ch.50m-300m & 350m-460m (R/S) of Word No-06 Under Zanjira Pourashava, Dist: Shariatpur	500.00	2.8-3.00	Earthen Road	3.00	RCC	Zanjira Pourashava	No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment)	Construction of a (1- 3.00 X 3.00 X 6.100) RCC Box Culvert 1 vent RCC Box Culvert 750m, 1850m, 2000m, 2150m

Total Length 10,744 m (10.77 KM)

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

C. Scope of Due Diligence Report

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

10. Social safeguards due diligence has been conducted to examine the land acquisition and resettlement issues in detail based on the detailed design and information, aligned with Asian Development Bank's Safeguard Policy Statement (ADB SPS), 2009. There are no issues with land acquisition or involuntary resettlement for the proposed roads and culverts. All construction work will take place within the existing right-of-way owned by the Zanjira *Pourashava*. All roads are primarily earthen and have experienced challenges such as erosion caused by rains, floods, and storm surges. While the municipal roads are intended to be 3 and 3.5 meters wide, a few roads and/or sections measure 2.5 meters. Expansion of the roads will not affect any private land. A recent survey and assessment have confirmed that widening both sides requires no private land as the carriageway is 2.5, but the shoulders and slopes will cover 0.5 meters. Restoring and upgrading these roads to meet the proper width standards is feasible. Addressing these issues will enhance the resilience and functionality of the infrastructure, ultimately benefiting the community.

11. Any adverse impact in terms of permanent or temporary such as land acquisition, physical displacement, economic displacement, adverse impact on livelihood, community properties or any other impact is not anticipated due to the proposed project. This report describes the findings and provides copies of relevant documents, community consultations and photographs. The involuntary resettlement and indigenous peoples screening checklists are presented in **Appendix 1**.

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

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

II. PROJECT DESCRIPTION

A. *Pourashava* and Subproject Area

14. Zanjira *Pourashava* located 12 km north of the Shariatpur district headquarter. The district lies in between 23°16' and 23°27' north latitudes and in between 90°13' and 90°26' east longitudes. To the north of Zanjira is Munshiganj, to the south is Shariatpur Sadar, to the east is Naria, and to the west is Shibchar upazila. The Padma Multipurpose Bridge, was inaugurated on 25 June 2022, connects Mawa of Munshiganj district and Zanjira of Shariatpur district, linking the less-developed Zanjira to the Dhaka and other regions. The *Pourashava* gains significant importance after the completion of the Bridge, becoming a crucial transportation hub and a catalyst for economic development and connectivity in the southwestern region of Bangladesh.

15. Zanjira, located on the south bank of the Padma River, has been eroding the land, causing the area to shrink each year and increasing the number of homeless residents.

16. This *Pourashava* is divided into nine wards. A mayor and nine ward councilors of general seats elected by direct vote, and three women councilors were elected in reserved seats. Elected representatives were removed from their positions after positioning an interim government in August 2024, and the Upazila Nirbahi Officer (UNO) has served as administrator in the mayor's place.⁴

17. Zanjira Municipality covers an area of 16 square kilometers and is located in the Dhaka Division. It has about 5,943 households, a population of 43,720, consisting of 20,415 males and 23,305 females. The Kirtinasha River flows over the municipality. It has numerous channels and waterways are part of the rivers Kirtinasha and great Padma.⁵

B. Location of the Site

18. The proposed roads are situated within semi-urban and rural areas of Zanjira *Pourashava*. The selection of roads has followed the criteria included in DPP and Appendix 1 of the Project Administration Manual, according to the scoring matrices for scheme prioritization.

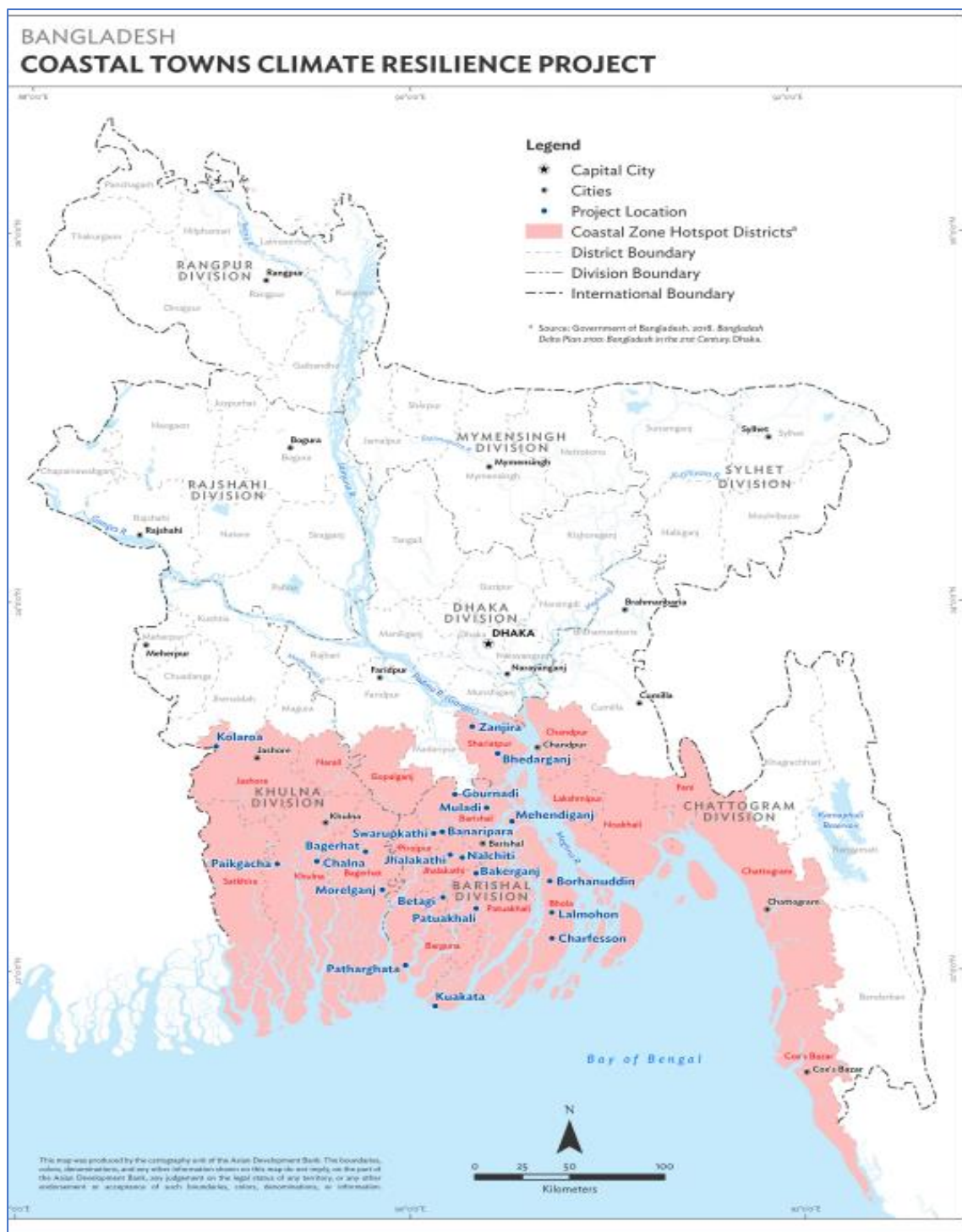
19. The project consists of three components: (i) improved climate-resilient infrastructure (ii) strengthening institutional capacity, governance, and awareness; and (iii) project management and administrative support. The outcome of the project will be improved access to climate disaster resilience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

20. The total length of improvement/construction of the road is 10.77 km, and six culverts have been designed to keep the water flow normal and facilitate the uninterrupted movement of the people. **Figure 1** for the project location map, **Figure 2** for Zanjira *Pourashava*'s map, and **Figure 3** for the cross section of the proposed roads are presented as follows.

⁴ The Bangladesh local government division has removed 323 municipality mayors and councilors across the country on August 19, 2024 under section 32(A) of the Local Government (Municipality) (Amendment) Ordinance, 2024. (Source: BSS, Dhaka 19 Aug 2024)

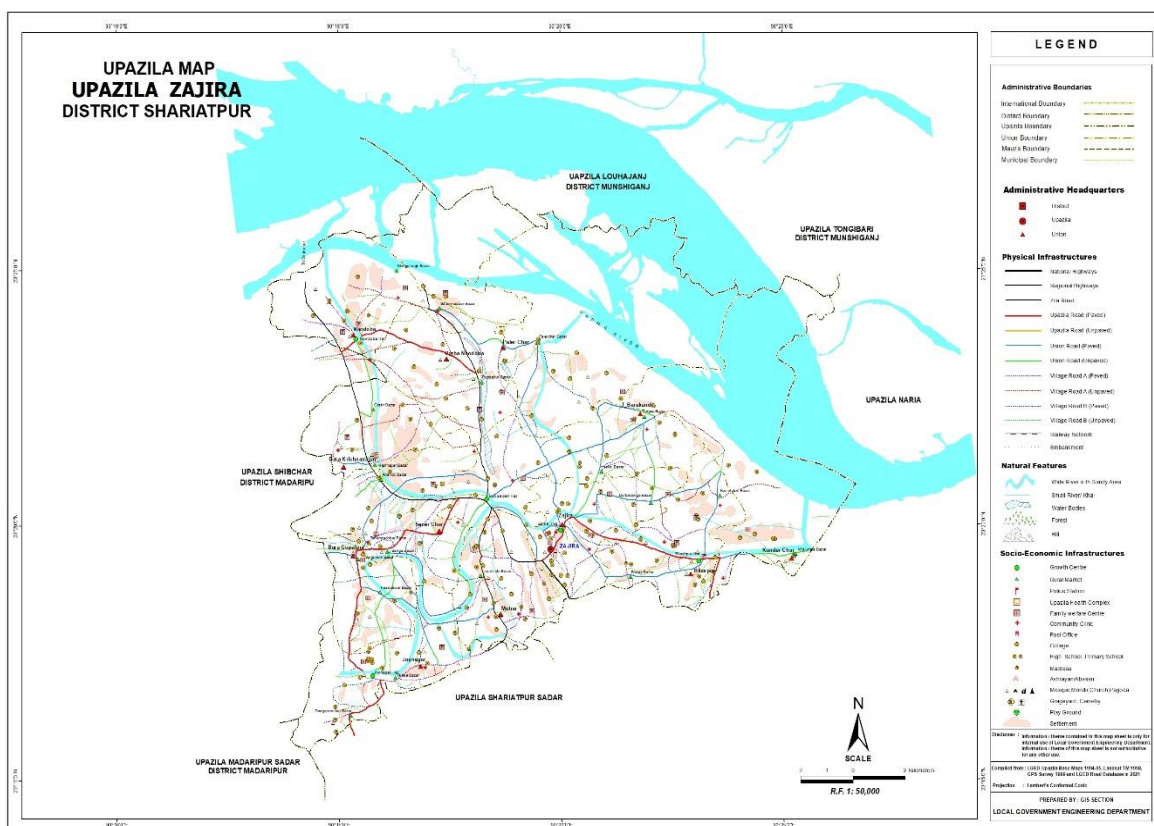
⁵ Zanjira *Pourashava*, data updated on July 2022.

Figure 1: Project Location Map



Source: Project Management Unit, CTCRP, LGED

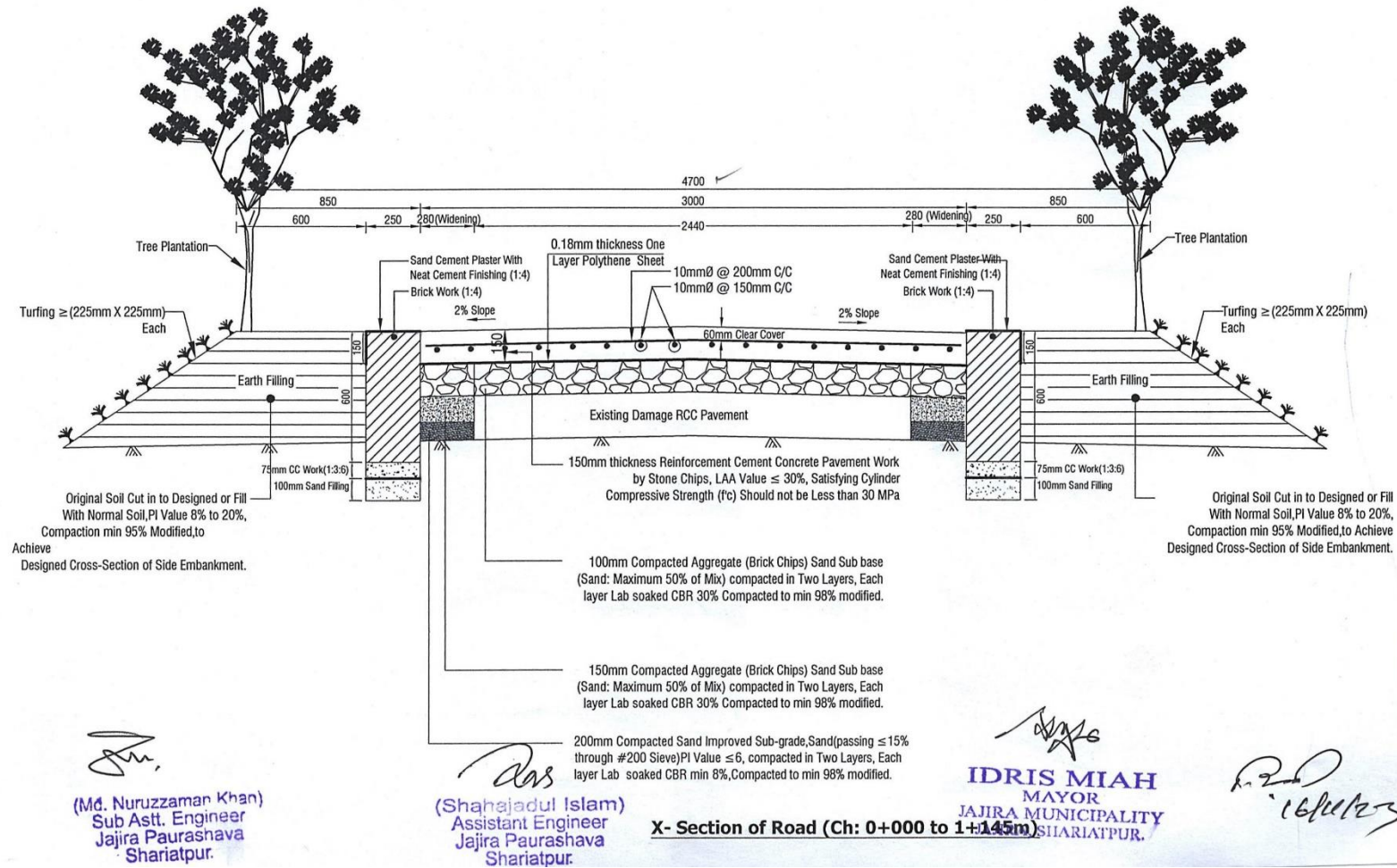
Figure 2: Map of the Zanjira *Pourashava*



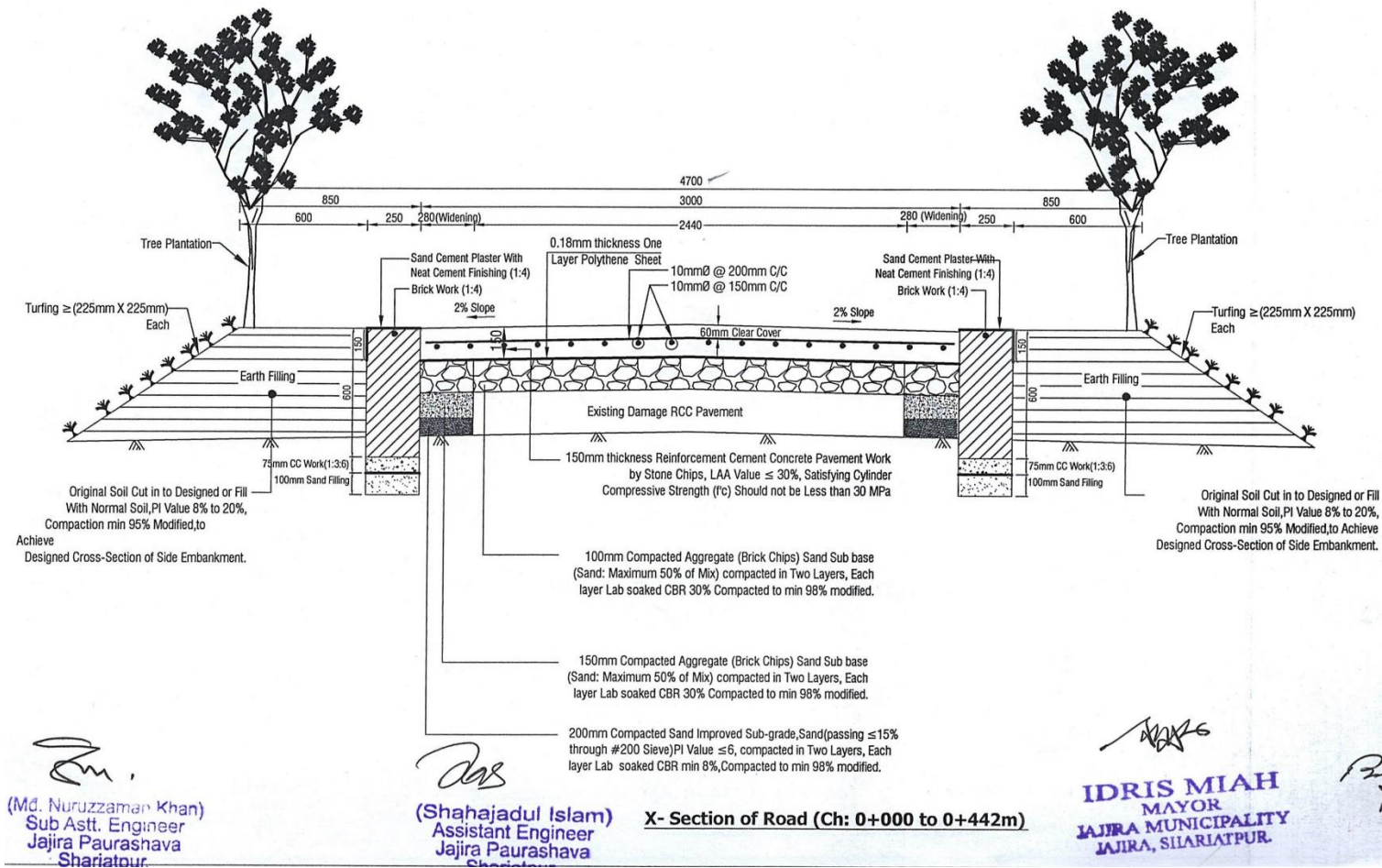
Source: LGED Website, March 2025

Figure 3: Cross Section of the Proposed Roads

Name of work: RD-01.Construction of RCC Road at Horihasha T & T More Bridge to Mojibor Bapari House Under Jajira Paurashava, (ch. 0+000 to 1 + 145) Ward No-03. (Road Length=1145m) Paurashava:Jajira,Dist: Shariatpur.

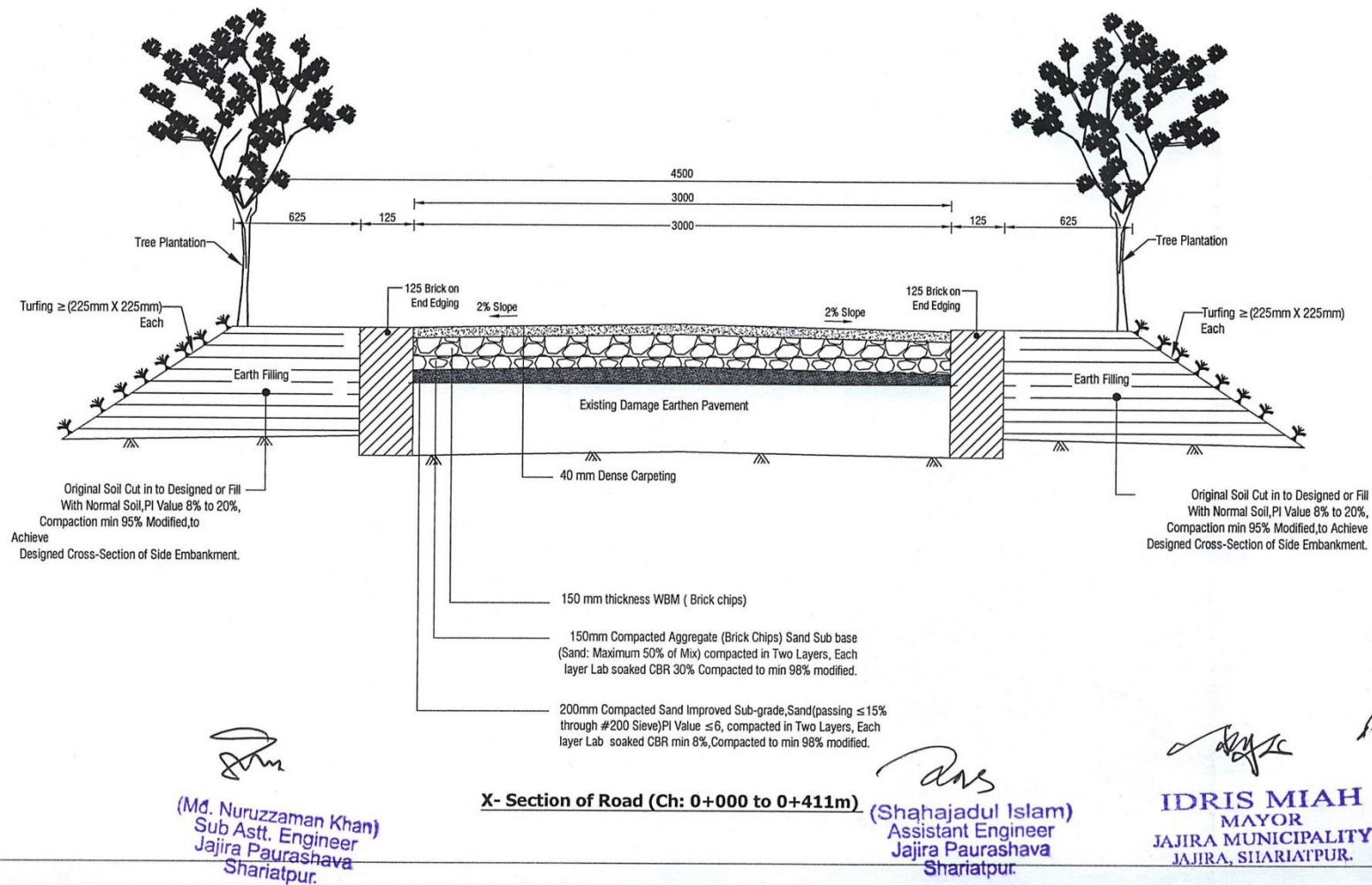


Name of work: RD-03.Construction of RCC Road at Khoshal sikder Kandi Subuj Matbar house to Paurashava Last Boundary , (ch. 0+000 to 0 +442) Ward No-05. (Road Length=442m) Paurashava:Jajira,Dist: Shariatpur.

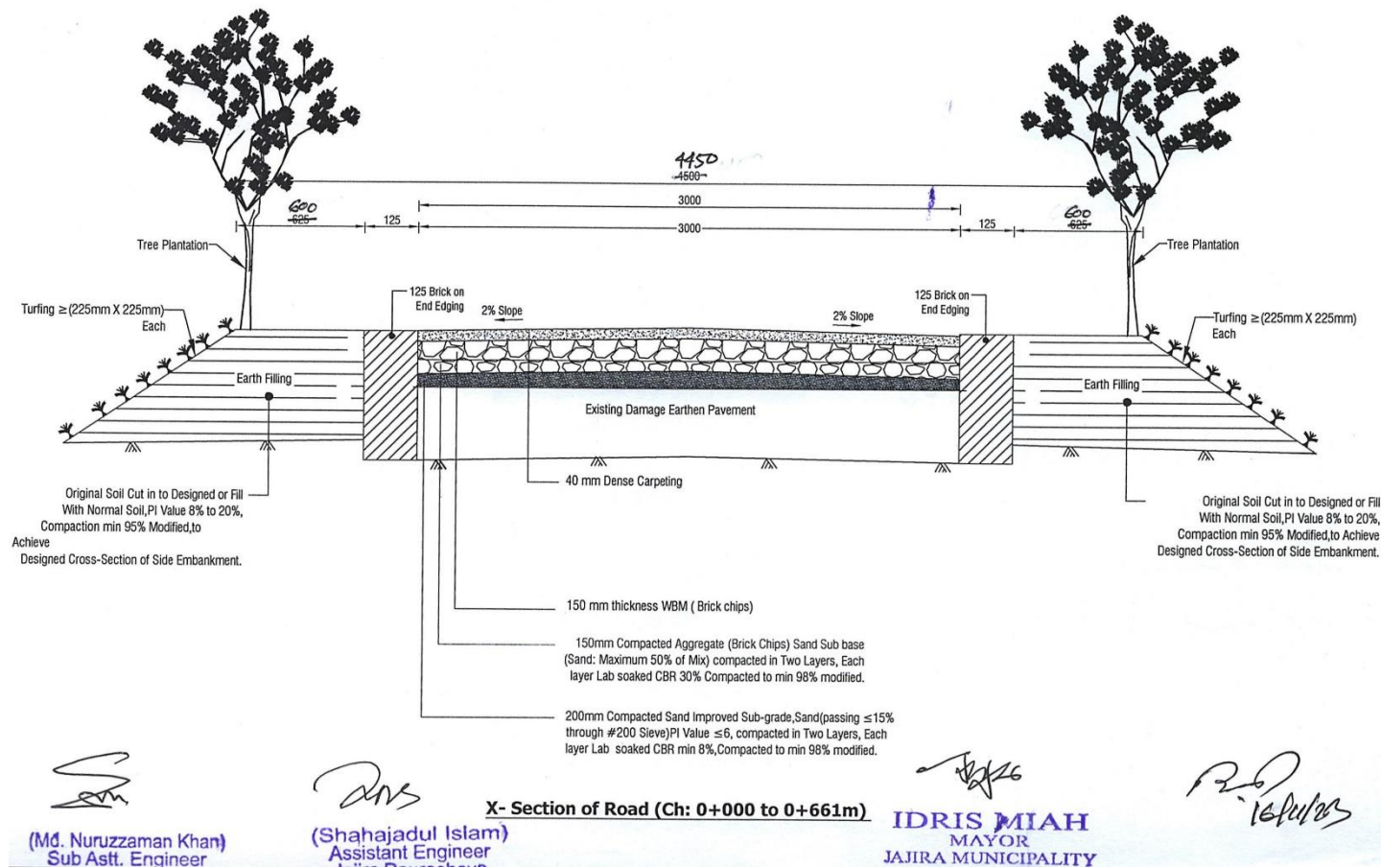


X- Section of Road (Ch: 0+000 to 0+442m)

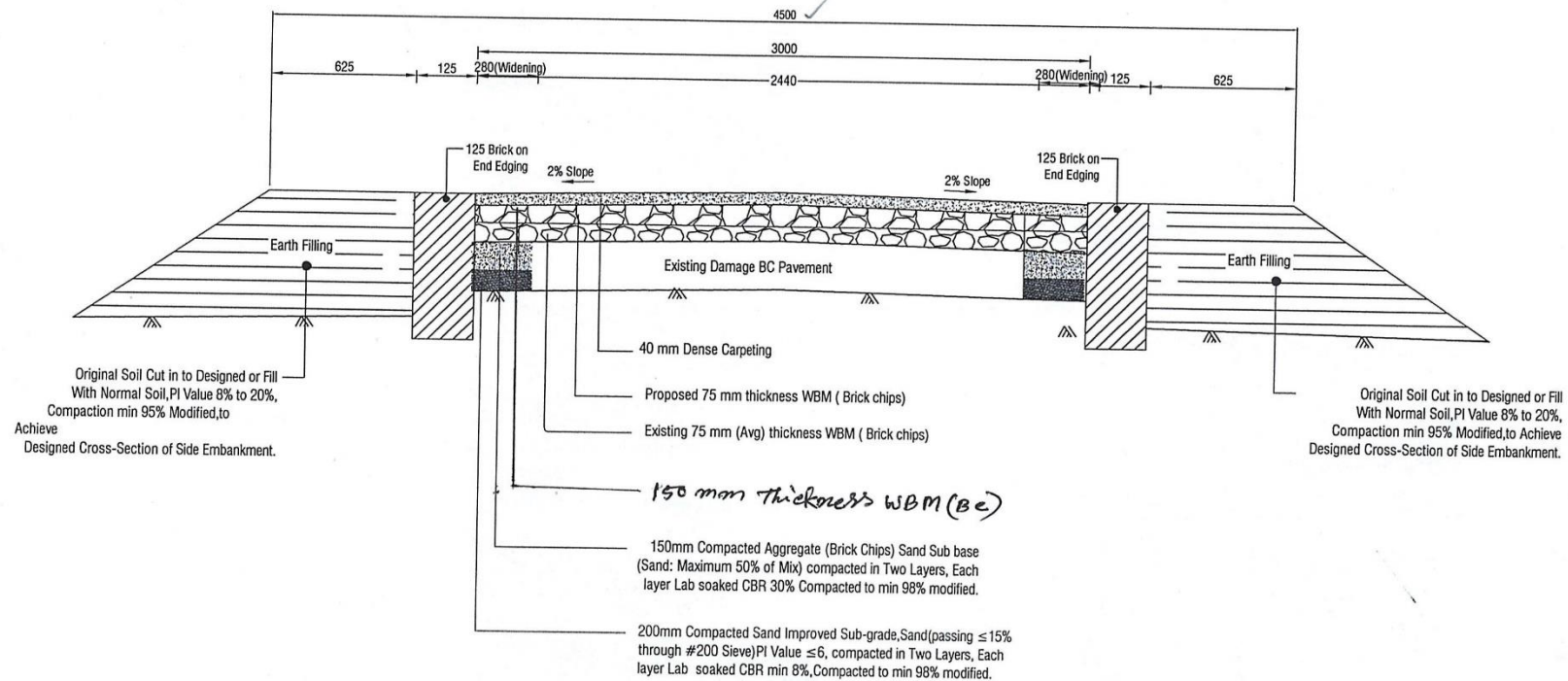
Name of work: RD-10. Construction of BC Road at Dakkhin Dubel Diea Rob Chaplashi house to Latif Akon house Under Jajira Paurashava, (ch 0+000 to 0+411), Ward No-09. (Road Length=411m) Paurashava: Jajira, Dist: Shariatpur.



Name of work: RD-13. Construction of BC Road at Akkel Mahmude Munshi Kandi Councilor Soraf Sordar house to Jajira Degree College Under Jajira Paurashava. (ch. 0+000 to 0 + 661) Ward No-04 . (Road Length=661m) Paurashava:Jajira,Dist: Shariatpur.



Name of work: RD-14. Construction/ Rehabilitation of BC Road at Fakire Mahmude Akon Kandi Rahela Shop to Roni Soial house Under Jajira Paurashava, (ch 0+000 to 1+200), Ward No-05. (Road Length=1200m)
Paurashava: Jajira, Dist: Shariatpur.



X- Section of Road (Ch: 0+000 to 1+200m)

(Signature)
(Md. Nuruzzaman Khan)
Sub Astt. Engineer
Jajira Paurashava
Shariatpur.

(Signature)
(Shahajadul Islam)
Assistant Engineer
Jajira Paurashava
Shariatpur

(Signature)
IDRIS MIAH
MAYOR
JAJIRA MUNICIPALITY
JAJIRA, SHARIATPUR.

(Signature)
16/11/23

III. SCOPE OF LAND ACQUISITION AND INVOLUNTARY RESETTLEMENT IMPACT

A. Land Acquisition and Involuntary Resettlement

21. The social safeguard study for the proposed package, e-GP/CTCRP/JANJ/RD-02, of the Zanjira *Pourashava* indicates that there is no need for land acquisition as the proposed roads will be constructed on the existing available land of the streets, which belongs to the Zanjira *Pourashava*. The character of the subprojects is improvement on existing roads. No new road construction or alignment change would be involved in the subprojects. Detailed Design Consultants, PMSC, ICCDC and *Pourashava* staff, and engineers confirmed ownership and the land records. Therefore, no private land acquisition is required. Zanjira *Pourashava* officially owns the roads schemes, and the *Pourashava* has the authority to maintain and develop them.⁶

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

23. 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 titleholders or non-titled persons.

24. The due diligence and assessment confirms that there are no anticipated land acquisition and involuntary resettlement impacts based on the field visit and data collection due to subproject implementation. During the construction period, the civil works are not anticipated to cause disruption nor any IR impact to any persons, community or institutions. According to the field visit and survey, it is assessed that the proposed interventions will not cause disruption to daily activities such as schooling, shopping, accessing health services, etc. The shopkeepers and community will receive advance notices for road closures, and may conduct section by section to maintain traffic flow. Contractor will provide alternate routes. Not all nearby roads will close, but pedestrian and vehicle movement may be halted temporarily. 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, 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.⁷

25. The detail of land acquisition and involuntary 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**.

⁶ [Bangladesh National Assembly. \(2010, October 5\). Bangladesh Gazette: Ordinance issued for the amendment of Local Government \(Municipality\) Ordinance, 2009. Dhaka](#)

⁷ An 'Environmental Specification for Construction Contractor' delineating impact avoidance and mitigation measures and a 'Traffic Management Plan Template' delineating management of traffic and temporary road blockage during construction have been incorporated in the IEE document.

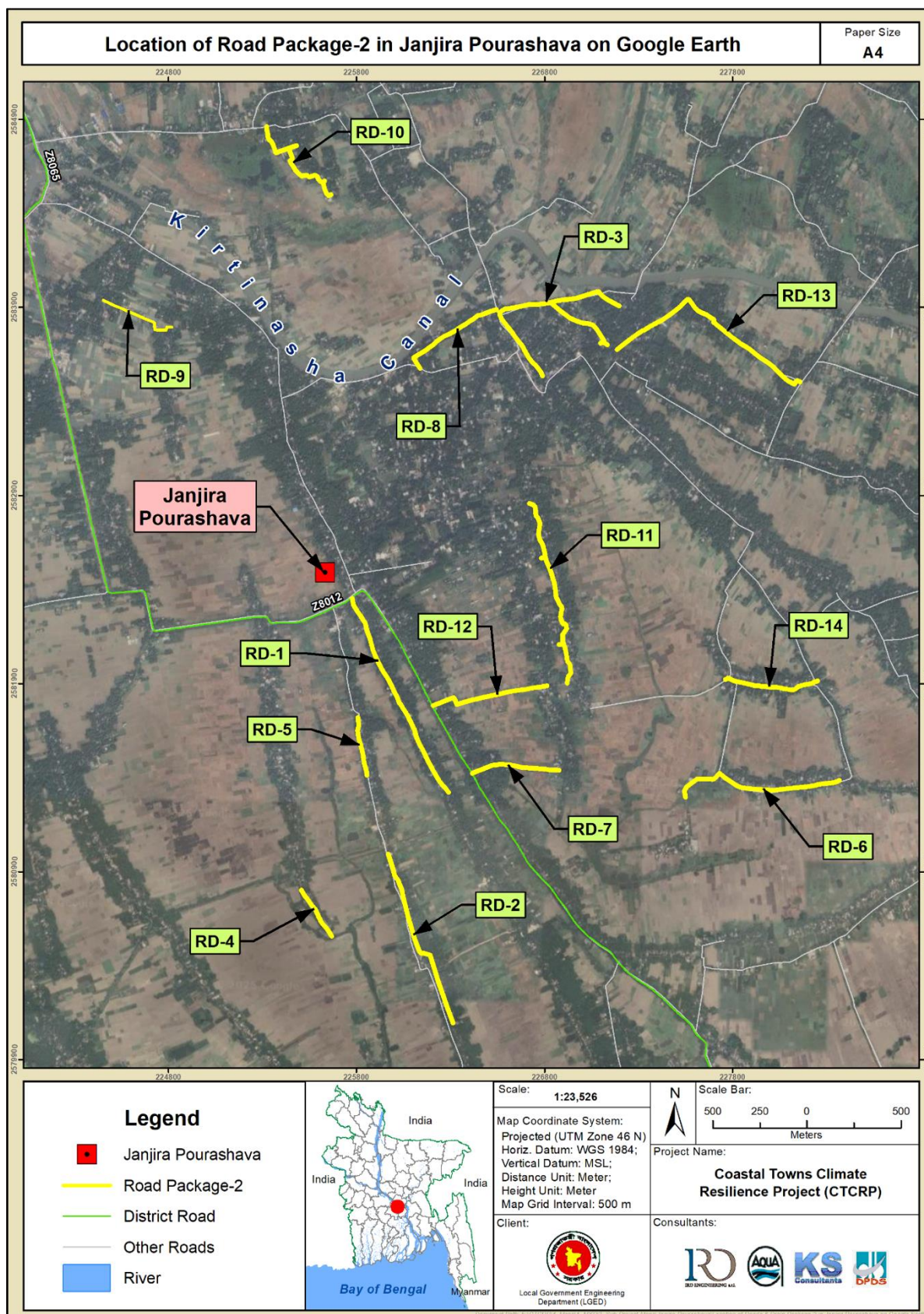
Table 3: Details of Land Acquisition and Involuntary Resettlement Impacts

Component	Length (km)	Land ownership	Involuntary Resettlement Impact
e-GP/CTCRP/JANJ/RD-02	14 Roads 10.77 (km)	Zanjira <i>Pourashava</i>	The proposed roads will be constructed on the existing available land/road. The Zanjira <i>Pourashava</i> owns the land/road. Implementing the reinforced cement concrete (RCC) and bituminous concrete roads will not cause temporary or permanent income loss or impact structures. There are no issues related to land acquisition or involuntary resettlement. The schemes are entirely located within the jurisdiction of Zanjira <i>Pourashava</i> , in Shariatpur district. Zanjira <i>Pourashava</i> officially owns the roads schemes and has the authority to maintain them as well.
	6 Nos RCC Box Culverts	Zanjira <i>Pourashava</i>	The culverts will be constructed on the existing available land/road. The Zanjira <i>Pourashava</i> owns the land/road. Implementing the RCC culverts will not cause temporary or permanent income loss or impact structures. There are no issues related to land acquisition or involuntary resettlement. The schemes are entirely located within the jurisdiction of Zanjira <i>Pourashava</i> , in Shariatpur district. Zanjira <i>Pourashava</i> officially owns the roads schemes and has the authority to maintain them as well.

Source: Field Survey, Field visit, February and March 2025.

26. Based on the field visit and secondary data, no impacts to Tribes, Minor Races, Ethnic Sects, and Communities (TMRESC)/indigenous people and common property resources due to the road construction works envisaged. There are no TMRESC/indigenous peoples living in and around the proposed sub-project of the Zanjira *Pourashava*.

Figure 4: Location of Road Package-02 in Zanjira *Pourashava* on Google Earth



Source: Google Earth Pro, Image March 2025.

27. The contract is planned to be implemented over a period of 12 months. Detailed

designs have been prepared; the DDR will be updated during construction period, in case of any 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.

28. The construction schedule of roads depends on the methodology adopted for construction. The stated time period will depend on the resources put in place by the contractor. Pre-construction activities include detailed design, bidding process (Notice inviting Bids, Bid submission, evaluation and award of work to the contractor). The preconstruction activities will be completed within a 6-month period. The summarized Construction Schedule is given in the Initial Environmental Examination (IEE) Report. The general arrangement drawings including typical details, plans, cross-sectional details and long sections are also given in Subsection 5.

29. 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.

30. 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.

31. 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.

IV. FIELD WORK AND CONSULTATION

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

33. The consultations also helped to understand the local issues like labour availability in the project area or requirement of outside labour involvement, local disturbances due to project construction work, any drainage problem, drinking water problem, and any sensitive area nearby the project road sites.

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

consultants to assist in identifying the locations of the road alignments.

35. There were two Focus Group Discussions (FGDs) held with stakeholders on March 24, 2025, at the different locations of the proposed subproject. A total of 36 participants, of whom 34 are male and 2 are female, attended in the meetings. The stakeholders, including farmers, day laborers and a few community leaders representing the area participated in the meetings. Issues related to the project have been shared with the participants. The local communities and people have unanimously welcomed the project activities and responded that they would provide all-out cooperation to the project activities, nobody is against it. **Appendix 2** depicts the meetings' details and attendances.

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

37. During discussions, the local community expressed their worries about the poor condition of the present road and drainage facilities. The general conclusion of the community was that they supported the improvement of the road. Further, public consultations with greater women's participation will be arranged during the construction works by the community expert of the ICCDC with the assistance of other officials and consultants.

38. Different stakeholders were consulted to give them the opportunity to express their views and concerns. As part of the process, they were also provided with relevant and sufficient information on the project prior to its start - up. These stakeholders include the central and local authorities, as well as the population so as to determine their thoughts, opinions and feedback on the impact of the project. The main groups of stakeholders met are: local government representatives, Pourashava authorities, community people and schools, colleges, mosque, *madrassa* and cooperative leaders. During the consultation process, beside the local authorities and common population (potential road users), other related roadside users cum organizations were also invited to attend the consultation meetings. The proposed roadside households were included in the consultation process and expressed their appreciation for the project, noting that they would benefit from the improved access road. They also highlighted the potential for increased economic opportunities and better connectivity to essential services as a result of the enhanced road infrastructure.

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

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

41. Key issues discussed:

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

A. Summary of Discussions

42. The present condition of the roads is poor and unusable and needs to be improved for a smooth transportation system. Local people expressed deep interest in developing the selected roads under the Project. People requested Pourashava to improve their roads and also told that if any structures need to be moved or trees need to be cut for the improvement of the roads, they will do so voluntarily. The Pourashava officials assured the people that they would provide them with any help they needed. The people were informed about the ADB's safeguards policies, entitlements, compensation and resettlement assistance, and other provisions of the approved Resettlement Framework for the project.

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

44. A total 36 local stakeholders have been consulted during the field visit and data collection out of which 34 male and 2 female. Refer to **Figure 5** for the photographs taken during consultation meeting and FGDs held at the respective road sites and *Pourashava* meeting room, photographs of **Figure 6** depicts existing road condition and **Figure 7** refers to the outfall of the proposed drain. **Appendix 2** shows the meetings' details and attendances.

Figure 5: Meetings Conducted at Selected Road Sites and Pourashava



Meeting on March 24, 2025, at Fayjul Sikdar's house, Ward No. 02, of Janjira PS



Meeting on March 24, 2025, at Hafijul Matbore's Courtyard, Ward No. 06, of Janjira PS

45. Photographs of the existing roads to be improved are presented below in **Figure 6.**

Figure 6: Existing Condition of the Selected Roads



Road 01, Ward No. 3, Janjira PS



Road 02, Ward No. 7, Janjira PS



Road 03, Ward No. 5, Janjira PS



Road 04, Ward No. 8, Janjira PS



Road 05, Ward No. 6, Janjira PS



Road 06, Ward No. 6, Janjira PS



Road 07, Ward No. 3, Janjira PS



Road 08, Ward No. 5, Janjira PS



Road 09, Ward No. 9, Janjira PS



Road 10, Ward No. 2, Janjira PS



Road 11, Ward No. 4, Janjira PS



Road 12, Ward No. 4, Janjira PS



Road 13, Ward No. 5, Janjira PS



Road 14, Ward No. 6, Janjira PS



Photographs of the Box Culvert Locations/Sites

B. Future Consultation and Disclosure

46. This DDR and other relevant documents will be made available at public locations in the *Pourashava* and posted on the websites of executing agencies and ADB. The consultation process will be continued and expanded during the project implementation, to ensure

stakeholders participate fully in project execution, as well as to implement comprehensive information, education, and communication plan.

47. 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:

48. **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.

49. **Project information disclosure:** (a) public information campaigns (via newspaper, flyers, and media) to explain the project to the wider city population and prepare them for disruptions they may experience once construction is underway; (b) public disclosure meetings at key project stages to inform the public of progress and future plans, and to provide copies of summary documents in local language; (c) formal disclosure of completed project reports by making copies available at convenient locations in the study areas, and informing the public of their availability; and (d) providing a mechanism through which comments can be made.

C. Findings

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

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

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

V. GRIEVANCE REDRESS MECHANISM

A. Grievance Redress Mechanism

53. 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.

54. **Common GRM.** A common GRM is in place for social, environmental, or any other grievances related to the project; the RPs/RSECP, DDR and IEEs will follow the GRM described below, which is developed in consultation with key stakeholders. The GRM will provide an accessible and trusted platform for receiving and facilitating resolution of affected persons' grievances related to the project. The multi-tier GRM for the project is outlined below, each tier having time-bound schedules and with responsible persons identified to address

grievances and seek appropriate persons' advice at each stage, as required.

55. 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.

56. Affected persons (APs) will have the flexibility of conveying grievances/suggestions by dropping grievance redress/suggestion forms in complaints/suggestion boxes that will be installed by project Pourashavas or through telephone hotlines at accessible locations, by e-mail, by post, WhatsApp or by writing in a complaints register that will be kept in *Pourashava* offices. **Appendix 3** has the sample grievance registration form in English and Bengali. Careful documentation of the name of the complainant, date of receipt of the complaint, address/contact details of the person, location of the problem area, and how the problem was resolved will be undertaken. The Assistant Directors from project management unit (PMU), RPMU and Project Implementation Unit (PIU) will have the overall responsibility for timely grievance redress on environmental and social safeguards issues and for registration of grievances, related disclosure, and communication with the aggrieved party.

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

58. **1st Level Grievance, Pourashava Level PIU.** The contractors, PIU Safeguard and Gender Focal person can immediately resolve issues on-site or at *Pourashava* level in consultation with each other with the support of Administrative Officer of Pourashava, designated municipal ward councilor and will be required to do so within 7 days of receipt of a complaint/grievance. Assistance of ward level coordination committees (WLCC) will be sought if required for resolution of the issue, by any one or all of them jointly. The first level grievance redress team will comprise of the following members:

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

59. The town-level grievance redress team shall have at least one women member. In addition, for project-related grievances, representatives of affected persons, community based organizations (CBOs), and eminent citizens must be invited as observers in GRC meetings. In case of any impacts on Tribes, TMRESC, in subproject towns, 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.

60. **2nd Level Grievance, RPMU, Division Level.** All grievances that cannot be redressed within 7 days at PIU level will be brought up to the RPMU level. Second level grievance redress team headed by the Deputy Project Director, RPMU supported by the Assistant Directors (environment, social safeguard and gender) and Construction Supervision

and Safeguards Engineers /Asst. Supervision and Safeguards Engineers, PMSC will attempt to resolve the grievance /complaint within 7 days. At the RPMU level, the composition of 2nd level grievance redress team will be as follows:

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

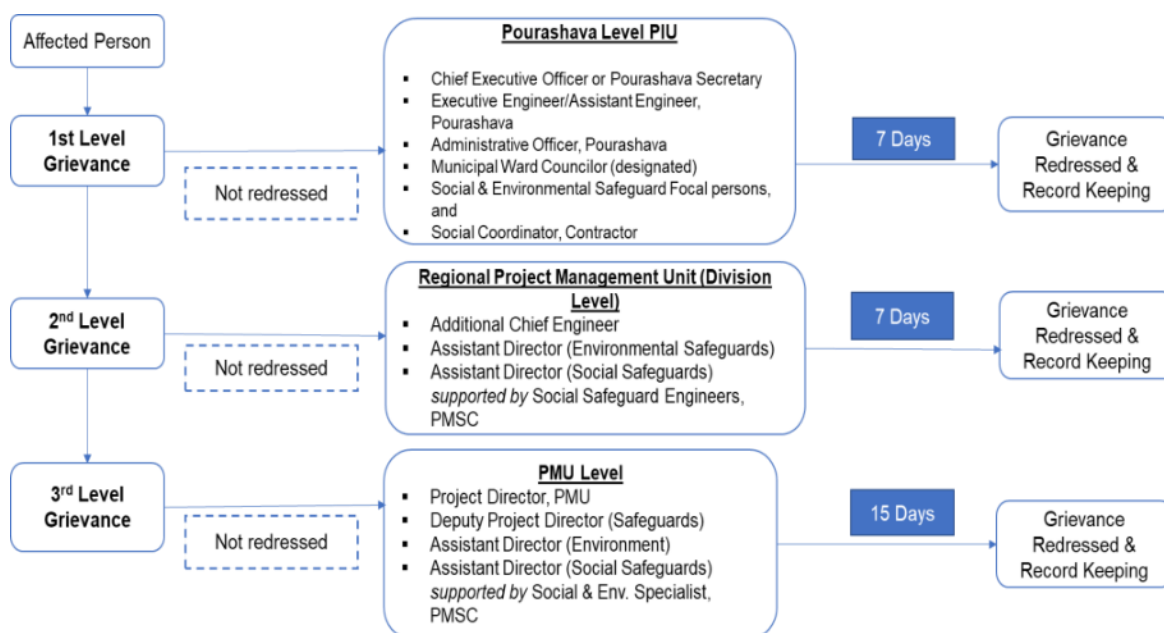
61. **3rd Level Grievance, PMU Level.** All grievances that cannot be redressed within 7 days at RPMU level will be brought up to the PMU level. The RPMU safeguards team will refer any unresolved or major issues to the PMU level grievance redress team, that will be headed by the Project Director and will have Deputy Project Director, social safeguard, environment safeguards and gender Assistant Directors and PMSC, who will resolve the complaints/grievances within 15 days. The PMU level grievance team will comprise of:

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

62. The grievance redress process is represented in **Figure 7**.

63. 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.

64. 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 7: Grievance Redress Process

GRC = grievance redressal committee; PIU = project implementation unit; PMSC = project management and supervision consultants; PMU = project management unit Note: In case of project towns where impacts to TMRESC are assessed, the PIU-level grievance redress committee (GRC)/team will have representation of the affected TMRESC (if any).

65. **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.

66. 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.

67. **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

A. Budget

68. A budget is included in this due diligence for implementation of the subproject component, 'Construction of 14 nos. roads and 6 culverts under Zanjira Pourashava. The budget will include (i) conducting detailed measurement survey in case of design or alignment changes at design verification stage, (ii) consultation and grievance redress cost, and (iii)

contingency provision. The budget is outlined in **Table 4**.

Table 4: Budgetary Provision

Item Description	Unit	Total Amount (BDT)
A. DMS Survey for document updating, in case of design or site changes	lumpsum	1,50,000.00
B. Consultation	lumpsum	1,50,000.00
C. Grievance Redress	lumpsum	1,50,000.00
Sub-total		450,000.00
D. Contingency (20%)	lumpsum	90,000.00
Grand total		540,000.00

VII. CONCLUSIONS AND NEXT STEPS

69. It is concluded from the due diligence exercise that the proposed infrastructure improvements which include construction/improvement of the 14 roads totaling 10.77 km and 6 culverts in Zanjira *Pourashava* will not require private land acquisition nor will incur involuntary resettlement impacts. No person will incur loss of income because of the project intervention. An effective and efficient Grievance Redress Mechanism has been established, and mitigation measures will be adopted as per the approved EMP. The GRM will enhance the provision of timely and sensible hearings and facilitate solutions, in the event of any complaints or concerns.

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

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

72. **Next Steps.** 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 their benefits. The updated DDR will include details of such consultations.

Appendix 1a: Involuntary Resettlement Impacts Screening Checklist

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

Appendix 1b: 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?		√		
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 Zanjira Pourashava.
3. Do such groups self-identify as being part of a distinct social and cultural group?				Not applicable.
4. Do such groups maintain collective attachments to distinct habitats or ancestral territories and/or to the natural resources in these habitats and territories?				Not applicable.
5. Do such groups maintain cultural, economic, social, and political institutions distinct from the dominant society and culture?				Not applicable.
6. Do such groups speak a distinct language or dialect?				Not applicable.
7. Has such groups been historically, socially and economically marginalized, disempowered, excluded, and/or discriminated against?				Not applicable.
8. Are such groups represented as "Indigenous Peoples" or as "ethnic minorities" or "scheduled tribes" or "tribal populations" in any formal decision-making bodies at the national				Not applicable.
B. Identification of Potential Impacts				
9. Will the project directly or indirectly benefit or target Indigenous Peoples?		√		
10. Will the project directly or indirectly affect Indigenous Peoples' traditional socio-cultural and belief practices? (e.g. child-rearing, health, education, arts, and governance)		√		
11. Will the project affect the livelihood systems of Indigenous Peoples? (e.g., food production system, natural resource management, crafts and trade, employment status)		√		
12. Will the project be in an area (land or territory) occupied, owned, or used by Indigenous Peoples, and/or claimed as ancestral domain?		√		

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

Appendix 2: Minutes and Attendance of Consultation Meetings

Venue	Date and Time	Conducted by	No. of Total Participants	No. of Female Participants
Hafijul Matbor's Courtyard, Ward No. 06, Zanjira Pourashava	March 24, 2025 @ 1.00 pm	Emdadul Haque Social Safeguards Expert	25	0
Fayjul Sikdar's house, Ward No. 02, Zanjira Pourashava	March 24, 2025 @ 11.30 am	Emdadul Haque Social Safeguards Expert	11	2
Total No. of Participants			36	2 (0.72%)

Summary of Focus Group Discussions: The Social Safeguard Expert of CTCRP conducted consultation meeting and FGD sessions on March 24, 2025. A total of 36 community members including local leaders, housewives and different professionals attended the meetings. In addition, Engineers of the CTCRP and the officials of Zanjira *Pourashava* participated in the meeting. The CTCRP Consultant discussed on the following points during the meetings and invited the opinions of the participants.

Social Safeguard Topics Discussed:

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

Emergency and Gender Development Issues:

- (i) Instructions for the Contractors to employ women workers with same wage scale and safeguard facilities (gloves, apron, sanitation, tube well, workers' shed equal and separate facility for men and women at work site).
- (ii) Orientation/Training Program for women groups/ workers/ women headed family heads to promote understanding of women about interrelationship between environment, sanitation, solid waste management, health and hygiene (facility) and its use.
- (iii) PIU safeguards and gender focal must monitor contractors' assignments for gender development issues. Proper documentation as per LGED reporting format will be prepared.
- (iv) PIU with the support of ICCDC and PMSC consultants must arrange gender awareness raising meetings with the TLCCs members at project /Ward level (a minimum 2 such meetings in a week)- as per LGED guideline/manual.

During the questions and answers session, the local people were informed that implementation of the subproject components will not require land acquisition and no involuntary resettlement impact is envisaged. The local participants also conveyed that in case project implementation will cause unanticipated involuntary resettlement impact during implementation, they must be properly compensated and/or assisted as per the policy of the project. The CTCRP consultant with the PIU reiterated the entitlements and other provisions in the resettlement framework and ensured that affected persons, if any, will be compensated and assisted by the project. However, based on assessment, the subproject will not involve structure or income loss to the community people.

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

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

The attendances are attached below.

Attendance Sheets

উপকূলীয় শহর জলবায়ু সহিষ্ণু প্রকল্প (CTCRP)

স্থানীয় সরকার প্রকৌশল অধিদপ্তর

লেভেল-১৩, আরডিইসি ভবন, এলজিইডি

আগারগাঁও, শেরেবাংলা নগর, ঢাকা-১২০৭

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Pkg #: e-GP/CTCRP/JANJ/RD-02 Subproject: Road/Drain/OtherPourashava: Tanjira Pourashava District: ShariatpurVenue: হাফিজুল হাশেম রাস্তা, উঠান Date: 24/03/15 Time: 01:00 AM/PM
উঠান-৬

আলোচনা সভায় উপস্থিতির তালিকা (Attendance Sheet)

ক্রমিক নং SL #	নাম Name	লিঙ্গ (M/F)	মোবাইল নম্বর Mobile No.	পেশা Profession	স্বাক্ষর Signature
1.	শো: নূরুজ্জামান খান	M	01712001743	Sub-Assistant Engineer	
2.	শো: আমির হোসেন	M	01926784557	কৃষি	AMIR
3.	শো: মাসুম হুসাইন	M	01923935029	কৃষি	শো: মাসুম হুসাইন
4.	শো: মজিবর হোসেন	M	01	কৃষি	মজিবর
5.	শো: মোহাম্মদ হোসেন	M	01991925679	কৃষি	মোহাম্মদ হোসেন
6.	শো: মিলি হোসেন	M	01923820984	কৃষি	মোহাম্মদ হোসেন
7.	শো: মুন্সিংগ মুন্সিংগ	M	01716418767	কৃষি	মুন্সিংগ
8.	শো: মাসুম হোসেন	M	016133546	কৃষি	মাসুম হোসেন
9.	শো: মজিবর হুসাইন	M	01985218513	কৃষি	মজিবর
10.	শো: হাদুদ হোসেন	M		কৃষি	হাদুদ হোসেন
11.	শো: বরু মির্জা হোসেন	M	01926659907	কৃষি	বরু মির্জা হোসেন
12.	শো: মাসুম হোসেন	M	01941731520	কৃষি	মাসুম হোসেন
13.	শো: মাসুম হোসেন	M	01959493153	কৃষি	মাসুম হোসেন
14.	শো: মাসুম হোসেন	M	01955389610	কৃষি	- মাসুম
15.	শো: মাসুম হোসেন	M		কৃষি	মাসুম

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/Janjira/RD-02 Subproject: Road/Drain/Others

Pourashava: Janjira Pourashava District: Shariatpur

Venue: ফকিরুল মিকদাও রাস্তা Date: 24/03/25 Time: 11:30AM/PM
২৫/৩/২৫

আলোচনা সভায় উপস্থিতির তালিকা (Attendance Sheet)

ক্রমিক নং SL #	নাম Name	লিঙ্গ (M/F)	মোবাইল নম্বর Mobile No.	পেশা Profession	স্বাক্ষর Signature
1.	ফকিরুল মিকদাও	M	01610411316	অচম্ব-	ফকিরুল মিকদাও
2.	মানিক	M	01610411316	নিম্নমার্গ	মানিক
3.	মাফিজুল	M	01996585554	কৃষি	মাফিজুল
4.	নজরুল ইসলাম	M	—	ব্যবসা	নজরুল ইসলাম
5.	মিকাইল ইসলাম	M	01825606345	কৃষি	মিকাইল
6.	রফিকুল ইসলাম	M	01930570434	কৃষি	রফিকুল
7.	শ্রীঃ ইফ্রাহিম হান্নি	M	01919113333	দ	ইফ্রাহিম
8.	উম্মাহেদ	M	01883363635	কৃষি	উম্মাহেদ
9.	মুজিবুল	F	01610411316	গৃহিণী	মুজিবুল
10.	মাহিদা	F	—	গৃহিণী	মাহিদা
11.	শ্রীঃ নাহিদুল ইসলাম	M	01744791773	কর্মসম্পন্ন	Nahidul
12.					
13.					
14.					
15.					

Appendix 3: 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		লিঙ্গঃ (টিক দিন)	পুরুষঃ নারীঃ	<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-মেইলঃ	<input type="checkbox"/>	
	৩. টেলিফোনে/সশরীরে-মৌখিকঃ	<input type="checkbox"/>	
যে কর্মকর্তা অভিযোগটি পর্যালোচনা করেনঃ			
এই অভিযোগের প্রেক্ষিতে যে পদক্ষেপ গ্রহণ করা হয়েছেঃ			
পদক্ষেপটি জনসম্মুখে প্রচার করা হয়েছে কি? (টিক দিন)	১. হ্যাঁঃ	<input type="checkbox"/>	
	২. নাঃ	<input type="checkbox"/>	
যে-মাধ্যমে পদক্ষেপটি জনসম্মুখে প্রচার করা হয়েছেঃ			