

Land Acquisition and Resettlement Due Diligence Report

PUBLIC

Document Stage: Draft for Consultation
Project Number: 55201-001
May 2025

Bangladesh: Coastal Towns Climate Resilience Project

Construction of Six Roads in Mehendigonj Pourashava, Barishal District

Package No. e-GP/CTCRP/2023-24/MEHN/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 |
| BC | - | Bituminous Carpeting |
| 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 |
| PMO | - | Project Monitoring Office |
| PPTA | - | Project Preparatory Technical Assistance |
| RCC | - | Reinforced Cement Concrete |
| RoW | - | Right-of-Way |
| SIA | - | Social Impact Assessment |
| SCF | - | Strategic Climate Fund |
| 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.

This draft land acquisition and resettlement due diligence report is a document of the borrower. The views expressed herein do not necessarily represent those of ADB's Board of Directors, Management, or Staff, and may be preliminary in nature. Your attention is directed to the "terms of use" section of ADB's website.

In preparing any country program or strategy, financing any project, or by making any designation of or reference to a particular territory or geographic area in this document, ADB does not intend to make any judgments as to the legal or other status of any territory or area.

CONTENTS

| | Page |
|---|------|
| I. INTRODUCTION | 1 |
| A. Background | 1 |
| B. Project Description | 1 |
| C. Scope of Due Diligence Report | 3 |
| II. PROJECT DESCRIPTION | 3 |
| A. About the Project Area | 3 |
| B. Location of the Site | 6 |
| III. LAND AVAILABILITY AND INVOLUNTARY RESETTLEMENT IMPACTS | 13 |
| A. Land Acquisition and Involuntary Resettlement | 13 |
| B. Project Impact and Outcome | 15 |
| C. Impact on Indigenous Peoples | 16 |
| IV. FIELD WORK AND PUBLIC CONSULTATION | 17 |
| A. Outline of Field Work | 17 |
| B. Public Consultations | 17 |
| C. Focus Groups Discussions (FGD) | 18 |
| D. Summary of Discussions | 19 |
| E. Future Consultations and Disclosure | 22 |
| F. Findings | 22 |
| V. GRIEVANCE REDRESS MECHANISM | 22 |
| VI. BUDGET TO IMPLEMENT SUBPROJECT COMPONENT | 25 |
| VII. CONCLUSIONS | 26 |
| A. Summary and Conclusion | 26 |
| B. Next Steps | 27 |

TABLES

| | |
|---|----|
| Table 1: District-wise <i>Pourashavas</i> where Project will be implemented | 2 |
| Table 2: Details of Proposed Roads of Mehendigonj <i>Pourashava</i> , Barisal | 4 |
| Table 3: Land Acquisition and Involuntary Resettlement Impacts | 14 |
| Table 4: Summary of Public Consultation | 17 |
| Table 5: Budgetary Provision for Implementation of DDR | 26 |

FIGURES

| | |
|--|----|
| Figure 1: Location of Roads (Map) in Mehendigonj <i>Pourashava</i> on Google Earth | 7 |
| Figure 2: Google Earth Map of Mehendigonj <i>Pourashava</i> | 8 |
| Figure 3: Typical Cross section of the Proposed Road Subproject | 9 |
| Figure 4: Photograph of FGD and Existing Condition of the Selected Roads | 19 |
| Figure 5: Existing Condition of the Roads | 20 |
| Figure 6: Grievance Redress Process | 25 |

APPENDICES

| | |
|--|----|
| Appendix 1: Involuntary Resettlement Impacts Screening Checklist | 28 |
| Appendix 2: Indigenous Peoples Impact Screening Checklist | 29 |
| Appendix 3: Records of Focus Group Discussion | 31 |
| Appendix 4: Sample Grievance Registration Format | 38 |
| Appendix 5: Road Ownership and NOC from <i>Pourashava</i> | 40 |

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.

5. **Output 2: Resilient livelihood improved.** Output 2 includes (i) livelihood training

¹ Sowmen Rahman and Mohammed Ataur Rahman. Climate Extremes and Challenges to Infrastructure Development in Coastal Cities in Bangladesh. Volume 7, March 2015, Pages 96–108.

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.

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

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

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

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

| District | Town (<i>Pourashava</i>) | District | Town (<i>Pourashava</i>) |
|---------------|----------------------------|---------------|----------------------------|
| 1. Barisal | 1. Bakerganj | 5. Bhola | 1. Charfassion |
| | 2. Mehendiganj | | 2. Lalmohan |
| | 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. Construction of 06 nos. of RCC road in Mehendiganj *Pourashava* is one of the proposed subproject components of CTCRP. The RCC road will improve connectivity of project area and improve transportation facility.

9. The existing condition of selected roads in Mehendiganj *Pourashava* are either BC or RCC or earthen road and mostly damaged. The existing right of way (RoW) of the road varies from 1.50 m to 4.00 m. The road construction or improvement will be undertaken within the existing RoW of the *Pourashava* owned road that is why any type of resettlement and land acquisition not required. The typical cross section of the proposed road subproject and topographic site plan of road's package are given in Figure 3.

10. The proposed roads will improve connectivity and transportation facility of Mehendiganj *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.

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.

11. Construction of drains along through the road of the *Pourashava* will be under taken on the vacant land within the existing RoW of the roads. Currently, no drain prevents waterlogging and inundation of the area.

C. Scope of Due Diligence Report

12. This due diligence report (DDR) is prepared for the proposed construction work of 06 nos. of RCC road in Mehendigonj *Pourashava*. The report is prepared based on the available detailed design and the Subproject Appraisal Report (SPAR) prepared for this project and relevant sections of the Capacity Development Technical Assistance (CDTA) Report; discussions with related stakeholders and PIU/Pourashava authorities and consultation with the Department of Public Health Engineering (DPHE) personnel.

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

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

15. The DDR will be updated during design verification by the contractor, in case of any design or alignment change. Otherwise, this DDR will be considered as final. The updated document will be submitted to ADB for clearance, prior to commencement of construction/improvement. The Executive Engineer of the Mehendigonj *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

16. Spread over 14.97 square kilometer (km²), the municipal town of Mehendiganj is in Barisal District under Barisal Division. Mehendiganj *Pourashava* is bounded by Mehendiganj Union in south, south-west and south-east, Char Ekkaria Union in the north and northwest and Chandpur Union in the east. All the unions surrounding Mehendiganj *Pourashava* are under Mehendiganj Upazilla. The town has a total population of 30,067 as per Census 2011. The *Pourashava* consists of 9 wards and 9 mahallas. Most of the areas of Mehendiganj Upazila are surrounded by rivers like Meghna, Lata, Tentulia; the rivers in close proximity to Mehendiganj *Pourashava* are Dharmaganj, Tentulia and Sultania. The upazila being adjacent to the Bay of Bengal, natural disasters are rampant in the area every year, leading to increased suffering of the inhabitants. Adding to this, climate change effect has speed up the frequency natural disaster like, cyclone, tidal surge, excessive rainfall, rising temperature, increase 4 salinity, land slide, erosion of riverbanks, thunderstorm etc. and these are the major disaster for Mehendiganj in Barisal district. The pourashava is more susceptible to floods, cyclonic surges and heavy rainfalls. There are no existing cyclone shelters in Mehendiganj *Pourashava*.

Table 2: Details of Proposed Roads of Mehendigonj 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 | The construction of RCC road with Footpath and Roadside Drain Starting from the Thana Bridge via Ghosh Potty up to the Dadpur Turning Adjacent to Kazi Office Connecting South Bazar Bridge, Shop of Azad Bandar, Ice Factory, Fish and Kitchen Market, New Cattle Market, Bridge of House of Ruhul Amin Master in the village of Sonamukhi. Ward No. 01 and 02 with Roadside Drain. | 1.12 | 4.50 | Damaged BC Road | 1.12 | 4.00 | RCC | Mehendigonj Pourashava | No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment) | Footpath and Roadside Drain will be constructed |
| 2 | Construction of RCC Road Starting from the Pachini Ghat Bridge Via Hospital Road Via Tatultala Bridge Via Citicel Tower Via Jommodar Bari Jame Mosque Via Ojha Bari GPS Up to the Ulania Road in the vill of Ambikapur and Kalikapur Ward No: 03 & 05 | 1.20 | 3.00 | Damaged Soling Road | 1.20 | 3.00 | RCC | Mehendigonj Pourashava | No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment) | |
| 3 | Construction of RCC Road Starting from the Khejurtoli Bridge via House of Jonabali Hawlader up to the Kalikapur Boundary Bridge in the village of Kalikapur. Ward No 05. | 1.25 | 3.00 | Damaged BC Road | 1.25 | 3.00 | RCC | Mehendigonj Pourashava | No land acquisition and involuntary resettlement issues (refer to Table 3 for the detailed assessment) | |

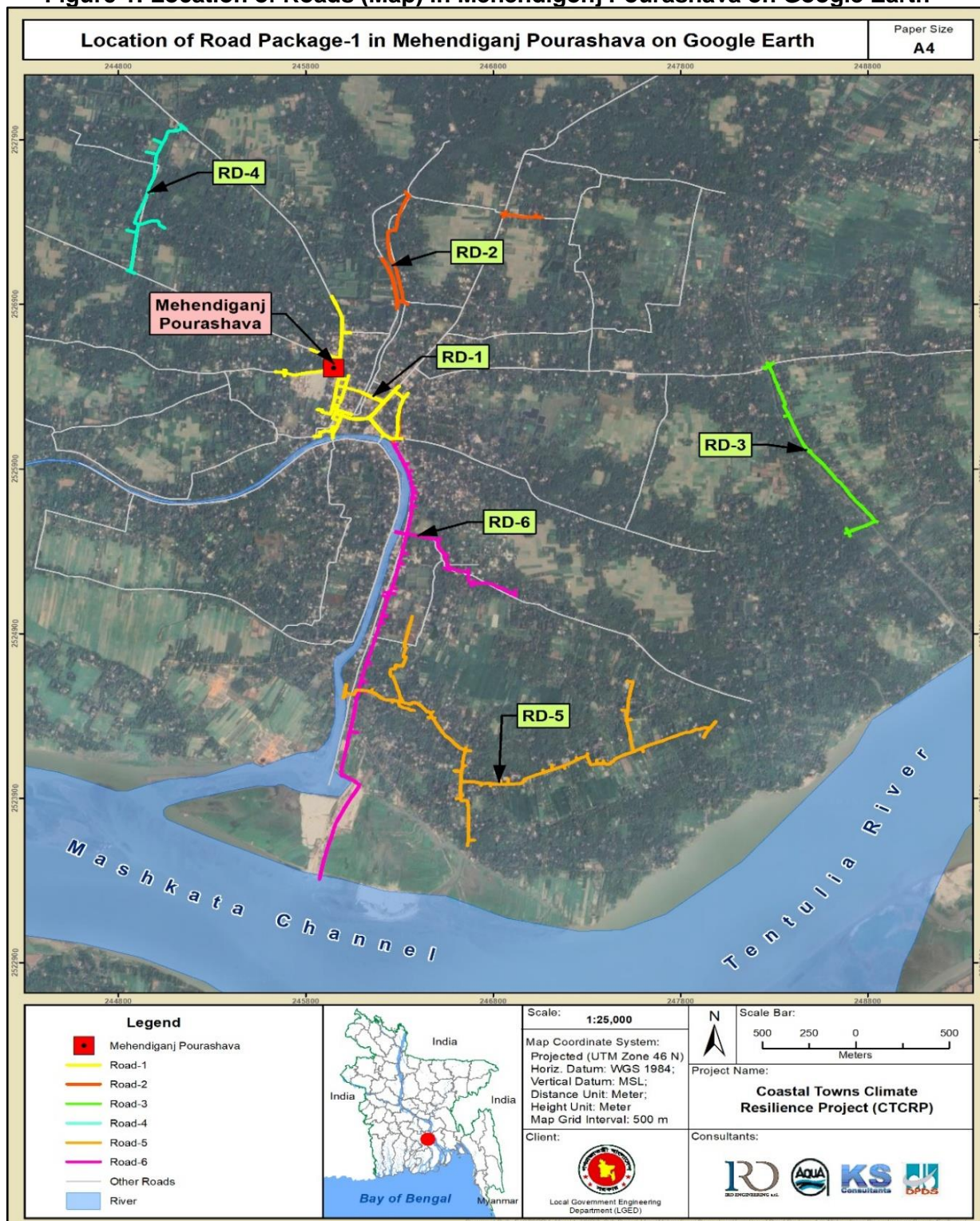
B. Location of the Site

17. The proposed alignments for the roads under Mehendigonj *Pourashava*, District: Barishal are located within the *Pourashava* area, which are mostly within urban and semi urban areas. The selection of roads and roadside drains have followed the criteria included in DPP.

18. 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.

19. Total length improvement/construction of road is **7.015 km** have been designed to keep the water flow normal and facilitate the uninterrupted movement of the people. Figure 01 and 02 for the location map of road and location map of Mehendigonj *Pourashava* where the proposed roads to be constructed/improved.

Figure 1: Location of Roads (Map) in Mehendiganj Pourashava on Google Earth



Source: DDRC office

Figure 2: Google Earth Map of Mehendigonj Pourashava




20. The Construction and Improvement of road subprojects will be implemented in Mehendigonj *Pourashava* to facilitate more accessible, reliable, and climate-resilient roads. The subprojects Contract Packages (Package No.: e-GP/CTCRP/MEHN/RD-01) will cover construction/improvement of the 06 (Six) nos. of roads totaling 7.015 km in Mehendigonj *Pourashava*. The *Pourashava* Assistant Engineer (AE) confirmed that length of the existing road is 12.892 km out of which 7.015 km has been proposed for construction/improvement in the DPP under CTCRP. The existing condition of selected roads in Mehendigonj *Pourashava* 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 any resettlement and land acquisition. Typical cross section of the proposed road subproject and topographic site plan of road's package are given in **Figure 3**.

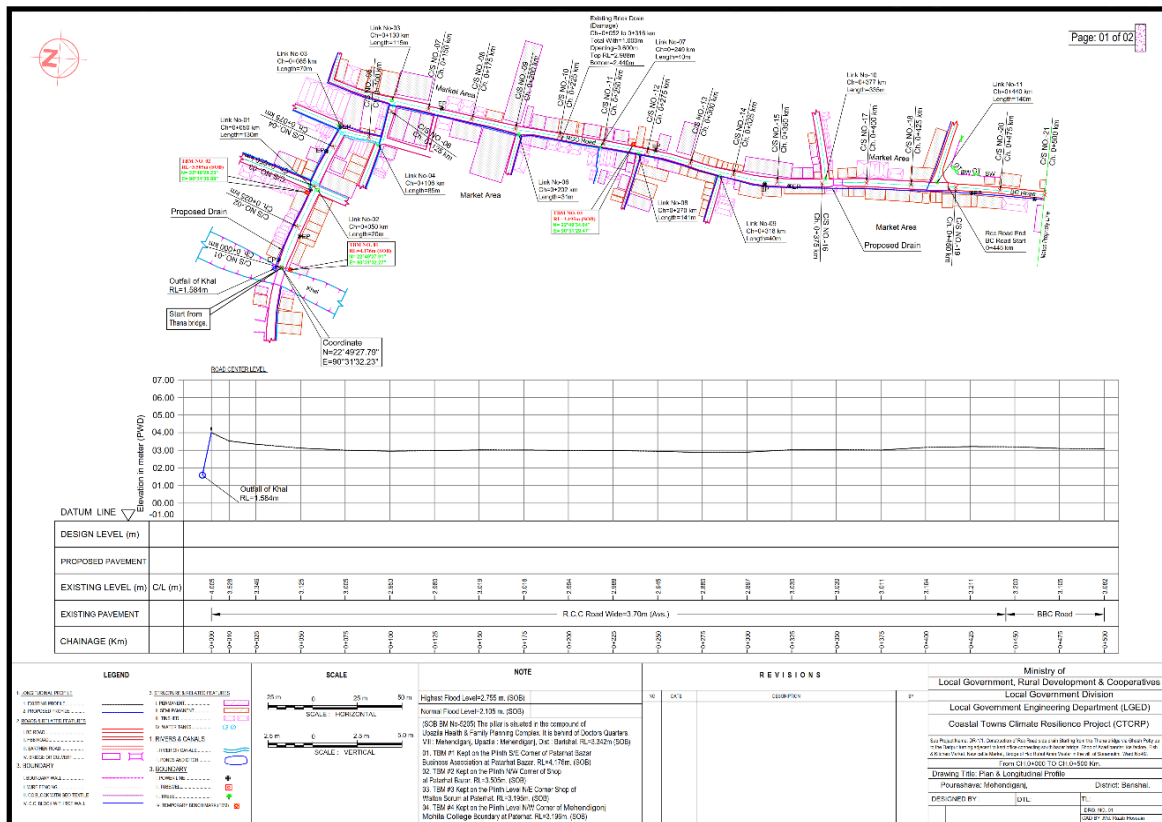
21. The subproject activities of roads under Mehendigonj *Pourashava* will be the upgrading, re/construction including road protection work involving widening of the existing road formation. Specifically, the works will include the following: (i) earth filling works with excavation, ii) roadway reinforcement with CC and RCC works, iv) sand filling, aggregate sand

X- Section of Road

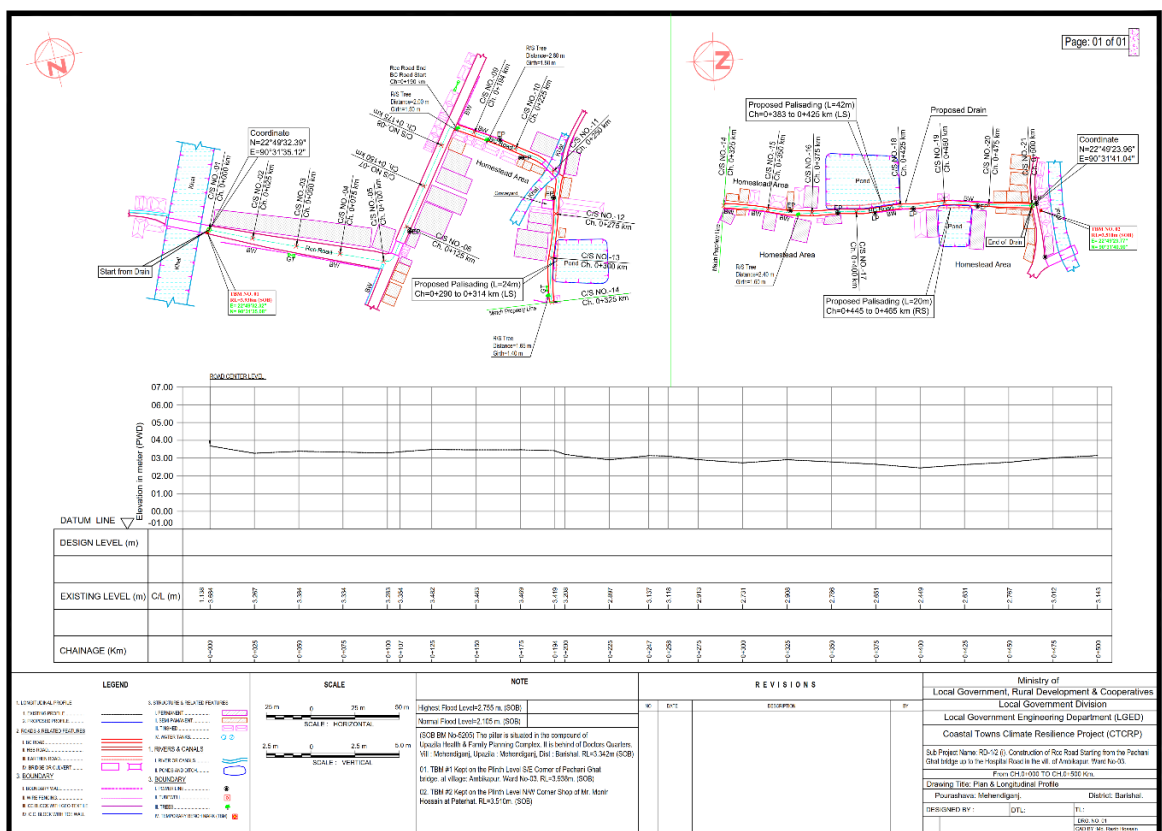
DETAILS OF GUIDE WALL

| COASTAL TOWNS CLIMATE RESILIENCE PROJECT (CTCRP) | | | | Sub Project : RD 2-1 Construction of Kathabala Gityasa Dakkhil Madrasa to S.M. Collage More (Shahid Minar) Road via Houseot Professor Md. Asraf Ali (Ch.0+000 to 1+375) & Link road-01 (Ch. 0+000 to 0+424) from Kathal Tala to Abur Mir, Link road -02 (Ch.0+000 to 627) at Word no. #07 & 05 (Total Length ~ 2.426 Km) | | | | | | | | |
|--|---|---|----------|--|-------------|---|-------------------------------------|---------------------------------|-------------------------------|--------------------------------------|--|--|
| CLIENT | MINISTRY OF LOCAL GOVERNMENT RURAL DEVELOPMENT & OPERATIVES LOCAL GOVERNMENT DIVISION LOCAL GOVERNMENT ENGINEERING DEPARTMENT (LGED) | Detail Design Consultants (DDC):  | REVISION | | | Drawing Title: Cross Section of RCC road | Package No: 4-GP/CTCRP/MEH/RD-01 | Drawn by: Sweety Jahan Bhoma | Designed by: Abdur Maleque | Checked by OIL: Razgat Kumar Paul | Recommended by IL: Philip D H Field | Approved by PD: Md. Moklesur Rahman |
| | | | Rev. | DATE | DESCRIPTION | | | | | | | |
| | | | | | | District: Barishal | Drawing No: DR: 2/1-01 | Date: April 2025 | | | | |

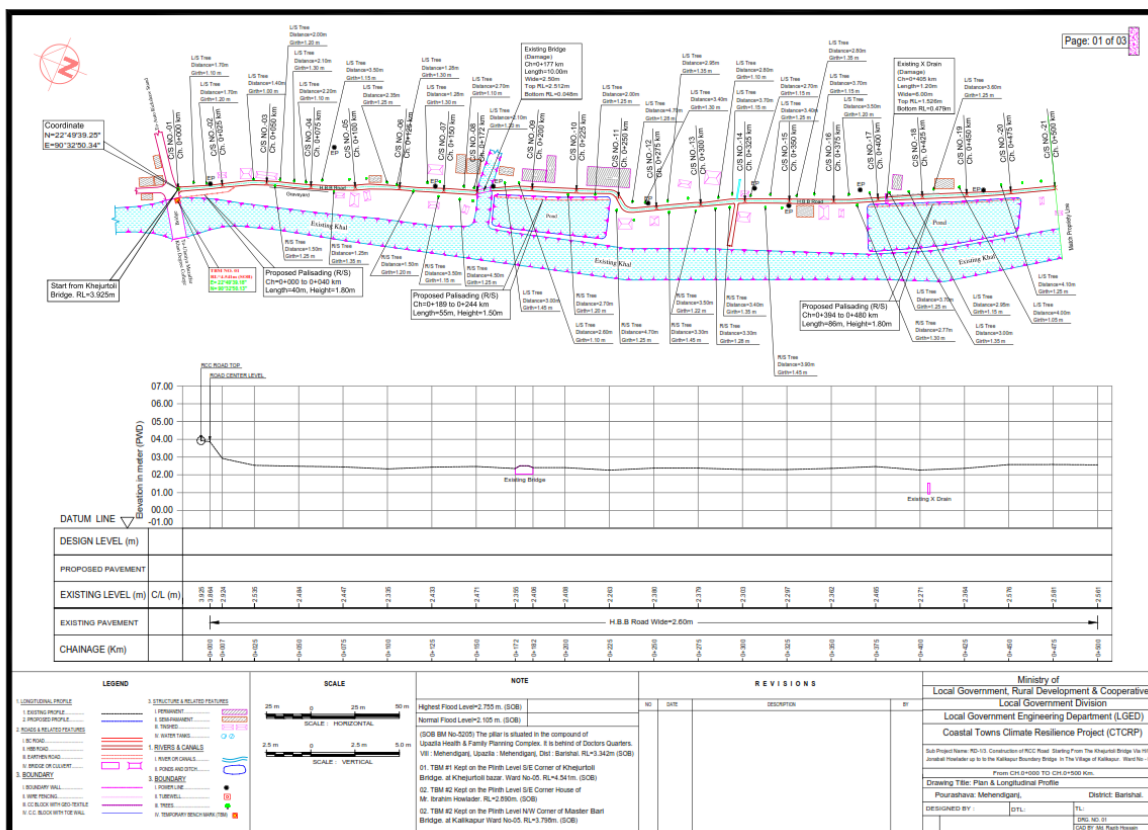
Topographic Site Plan of RD-01



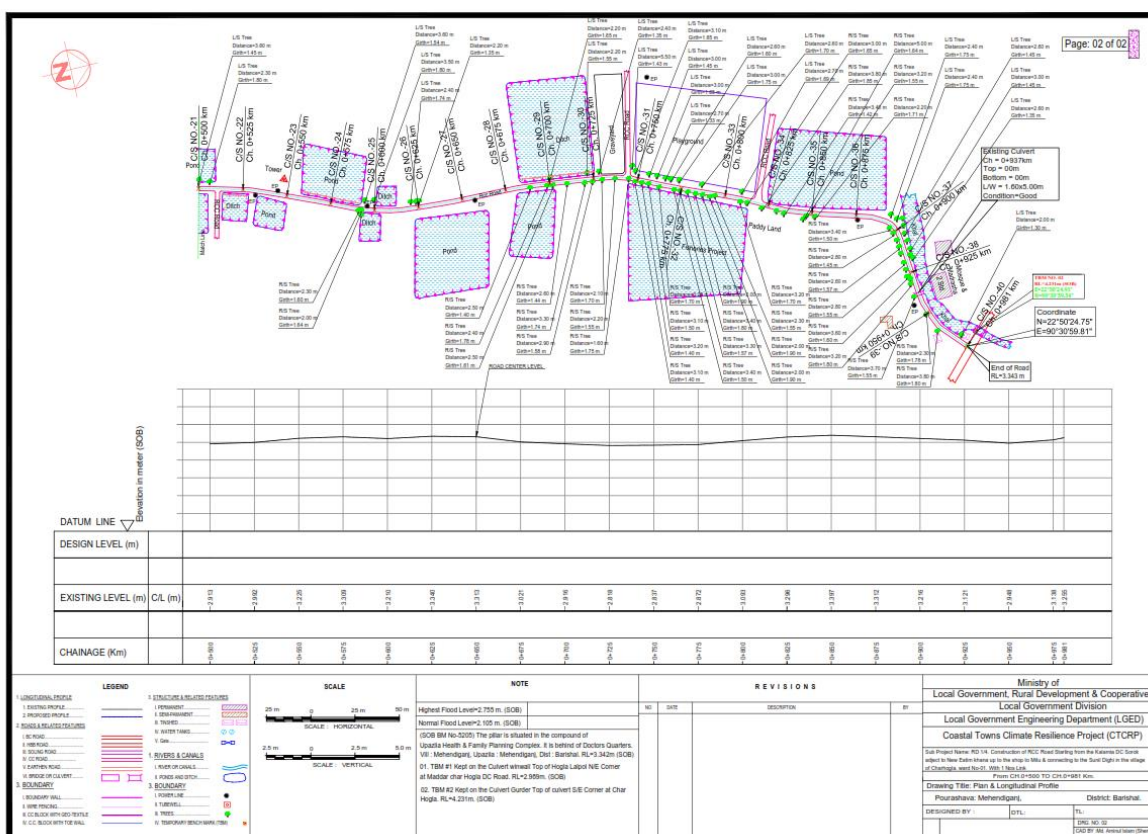
Topographic Site Plan of RD-02



Topographic Site Plan of RD-03



Topographic Site Plan of RD-04



Topographic Site Plan of RD-05

[illegible]

III. LAND AVAILABILITY AND INVOLUNTARY RESETTLEMENT IMPACTS

A. Land Acquisition and Involuntary Resettlement

22. **Proposed Site of the Road Improvement.** The scope of land acquisition and involuntary resettlement is assessed during the field visits. The project will not result into any permanent or temporary land acquisition, and no involuntary resettlement impact is envisaged, as the proposed site and development activities are within the vacant land of existing roads. All the construction works will be undertaken for the implementation of the proposed roads within the existing roads.

23. The social safeguard study for the proposed packages, e-GP/CTCRP/2023-24/MEHN/RD-01 of the Mehendigonj *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 Mehendigonj *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. Mehendigonj *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 and NOC from *Pourashava*.

24. The scope of land acquisition and involuntary resettlement for the proposed selected roads improvement/reconstruction are not required. 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 Mehendigonj *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 impact. Field visits and surveys revealed that civil work of the proposed roads and a drain will not disrupt regular activities of the local stakeholders. 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 Involuntary Resettlement Impacts

| Sl. No | Name of Roads | Length (km) | Land ownership | Involuntary Resettlement Impact |
|--------|---|-------------|------------------------|---|
| 1 | Construction of RCC road with Foot Path and Roadside Drain Starting from the Thana Bridge via Ghosh Potty up to the Dadpur Turning Adjacent to Kazi Office Connecting South Bazar Bridge, Shop of Azad Bandar, Ice Factory, Fish and Kitchen Market, New Cattle Market, Bridge of House of Ruhul Amin Master in the village of Sonamukhi. Ward No. 01 and 02 with Roadside Drain. | 1.12 | Mehendigonj Pourashava | The proposed RCC road and drain will be constructed/improved within the existing available RoW of the road under ownership of Mehendigonj 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 Mehendigonj Pourashava, in Barisal district. The Pourashava officially owns the road schemes and has the authority to maintain them as well. |
| 2 | Construction of RCC Road Starting from the Pachini Ghat Bridge Via Hospital Road Via Tatultala Bridge Via Citicel Tower Via Jommodar Bari Jame Mosque Via Ojha Bari GPS Up to the Ulania Road in the vill of Ambikapur and Kalikapur Ward No: 03 & 05 | 1.20 | Mehendigonj Pourashava | The proposed RCC road and drain will be constructed/improved within the existing available RoW of the road under ownership of Mehendigonj 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 Mehendigonj Pourashava, in Barisal district. The Pourashava officially owns the road schemes and has the authority to maintain them as well. |
| 3 | Construction of RCC Road Starting from the Khejurtoli Bridge via House of Jonabali Hawlader up to the Kalikapur Boundary Bridge in the village of Kalikapur. Ward No 05. | 1.25 | Mehendigonj Pourashava | The proposed RCC road and drain will be constructed/improved within the existing available RoW of the road under ownership of Mehendigonj 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 Mehendigonj Pourashava, in Barisal district. Mehendigonj Pourashava officially owns the road schemes and has the authority to maintain them as well. |
| 4 | Construction of RCC Road Starting from the Kalamia DC Sorok Adjacent to New Eatim Khana up to the Shop of Mithu and Connecting to the Sunil Dighi in the | 0.67 | Mehendigonj Pourashava | The proposed RCC road and drain will be constructed/improved within the existing available RoW of the road under ownership of Mehendigonj Pourashava. Implementation of the RCC road will not cause any temporary or permanent income loss or impact on structures. |

| Sl. No | Name of Roads | Length (km) | Land ownership | Involuntary Resettlement Impact |
|--------------|--|--------------|-------------------------------|--|
| | Village of Charhogla, Ward No. 01. | | | There are no issues related to land acquisition and/or involuntary resettlement. The schemes are entirely located within the jurisdiction of Mehendigonj <i>Pourashava</i> , in Barisal district. Mehendigonj <i>Pourashava</i> officially owns the road schemes and has the authority to maintain them as well. |
| 5 | Construction of RCC Road Starting from the Old Dak-Bangla via Keratul Quran Madrasah via Taltola Bazar via Chunerchar Cyclone Shelter via House of Faruk Contractor up to the Patni Ghata Bridge in the village of Chunerchar, Ward No. 08 & 09. | 2.03 | Mehendigonj <i>Pourashava</i> | The proposed RCC road and drain will be constructed/improved within the existing available RoW of the road under ownership of Mehendigonj <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 Mehendigonj <i>Pourashava</i> , in Barisal district. Mehendigonj <i>Pourashava</i> officially owns the road schemes and has the authority to maintain them as well. |
| 6 | Construction of RCC Road With Footpath Starting from the old. Stimer Ghat up to the New Stimer Ghata in the village. of Chunerchar, Ward No. 09. | 0.75 | Mehendigonj <i>Pourashava</i> | The proposed RCC road and drain will be constructed/improved within the existing available RoW of the road under ownership of Mehendigonj <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 Mehendigonj <i>Pourashava</i> , in Barisal district. Mehendigonj <i>Pourashava</i> officially owns the road schemes and has the authority to maintain them as well. |
| Total | | 7.015 | | |

B. Project Impact and Outcome

28. Implementation of the proposed project will not create any permanent or temporary adverse impact such as loss of business income, schooling of the children, health care, local movement, regular shopping of local people, etc. during the construction period. The baseline data for this DDR - was collected from primary and secondary sources. The primary information were collected through site visits, stakeholders consultation, onsite observation and visual inspection, 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. Available 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. If there are no changes, this DDR will be deemed final. The subprojects will avoid land acquisition. There are no anticipated impacts in terms of Involuntary Resettlement or Indigenous People for the 06 selected road projects. In case of temporary physical or economic impacts are identified during construction, resettlement plan will be prepared as per ARIPA 2017 and in compliance with ADB SPS 2009 and submitted to ADB for review and approval. After having approval from ADB, it will be disclosed as guided in the resettlement framework. The affected person will receive compensation as identified in the RP prior to commencement of the construction. 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 Mehendigonj 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 owned by Mehendigonj Pourashava. Therefore, no TMRESC plan will be needed for this subproject.

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? |
| | Answer | Proposed road length will be 7.015 km |
| 02 | Question | What is role and responsibility for construction and operations |
| | Answer | Pourashava will play role as implementing agency in construction, operation and maintenance of the proposed roads in the <i>Pourashava</i> area. |
| 03 | Question | How will <i>Pourashava</i> support cost for major maintenance |
| | Answer | This is the responsibility of the <i>Pourashava</i> to manage required fund for repair and maintenance, as well as logistics during disaster period for realizing |

| | | |
|----|-----------------|--|
| | | development objective of this project |
| 04 | Question | What will be the criteria for labour recruitment during construction? |
| | Answer | This largely depends on the types of job and will be assessed on a case-to-case basis by the contractor according to needs. |
| 05 | Question | Priority for jobs should also consider women; women can do the same work. |
| | Answer | Priority will include women and there will not be any discrimination. |
| 06 | Question | Raised the issue of employment, he suggested that the local people should be the first ones to be employed in the project. |
| | Answer | The consultant team explained that local people will be employed accordingly to job requirement. |
| 07 | Question | Wishes to speed up the project. |
| | Answer | It was explained that implementation will take place immediately after the rainy season. |
| 08 | Question | The construction creates lot of dust and noise, is there any increase anticipated. |
| | Answer | The increase in dust and noise will be at construction site and all mitigation measures will be put in place by the contractor |

C. Focus Groups Discussions (FGD)

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 19 March 2025 at the existing road with 36 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. 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

47. The 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 Assistant Engineers (AE) visited with the safeguard team in the field and shown all 6 (six) roads; and it was discussed that the road length will be 7.015 km in the DPP. 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.

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

49. Refer to Figure 4 for the Photograph Plates of the FGD held at the respective road sites, Refer to Appendix 3 for the record of the consultation meeting.

Figure 4: Photograph of FGD and Existing Condition of the Selected Roads





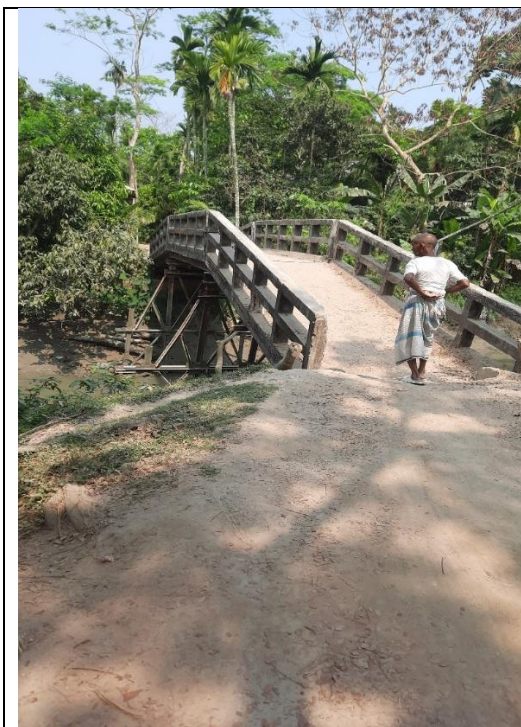
Figure 5: Existing Condition of the Roads



Road-01. Construction Of RCC road with foot path and roadside drain starting from the Thana bridge via Ghosh Potty up to the Dadpur turning adjacent to kazi office connecting south bazar bridge.



Road-02. Construction of RCC Road Starting from the Pachini Ghat Bridge up to the Hospital Road.



Road-03. Construction of RCC Road Starting from the Khejurtoli Bridge via H/o Jonabali hawlader up to the Kalikapur Boundary Bridge in the vill. Of Kalikapur.



Road-04. Construction of RCC Road Starting from the Kalamia DC Sorok adjacent to New Eatim Khana up to the shop of Mithu & connecting to the Sunil Dighi.



Road-05. Construction of RCC Road starting from the Old Dak-Bangla via Keratul Quran Madrasah via Taltola Bazar via Chunerchar Cyclone shelter via H/O Faruk Contractor up to the Patni.



Road-06. Construction of RCC road with foot path and road side drain starting from the Thana bridge via Ghosh Potty. Night work will be initiated during construction stage to avoid inconveniences to the public.

E. Future Consultations and Disclosure

50. 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.

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

- (i) **Consultations during construction phase:** (a) public meetings with affected communities to discuss and plan work programs and allow issues to be raised and addressed once construction has started; and (b) smaller- scale meetings to discuss and plan construction work with individual communities to reduce disturbance and other impacts, and to provide a mechanism through which stakeholders can participate in project monitoring and evaluation.
- (ii) **Project information disclosure:** (a) public information campaigns (via newspaper, flyers, and media) to explain the project to the wider city population and prepare them for disruptions they may experience once construction is underway; (b) public disclosure meetings at key project stages to inform the public of progress and future plans, and to provide copies of summary documents in local language; (c) formal disclosure of completed project reports by making copies available at convenient locations in the study areas, and informing the public of their availability; and (d) providing a mechanism through which comments can be made.

F. Findings

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

53. 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.

54. 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

55. 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.

56. **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.

57. 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.

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

59. 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.

60. 1st Level Grievance, Pourashava Level PIU. The contractors, PIU Safeguard and Gender Focal person can immediately resolve issues on-site or at pourashava level in consultation with each other with the support of Administrative Officer of Pourashava, designated municipal ward councillor and will be required to do so within 7 days of receipt of a complaint/grievance. Assistance of ward level coordination committees (WLCC) will be sought if required for resolution of the issue, by any one or all of them jointly. The first level grievance redress team will comprise of the following members:

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

61. 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.

62. 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;
- (v) Safeguards Engineers /Asst. Supervision and Safeguards Engineers, PMSC.

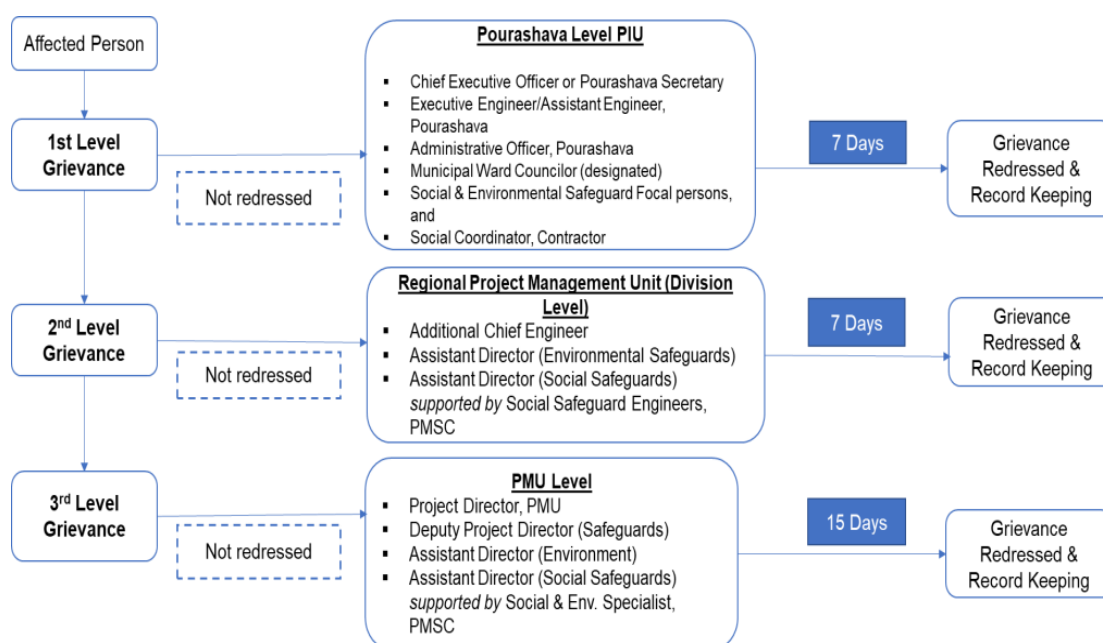
63. 3rd Level Grievance, PMU Level. All grievances that cannot be redressed within 7 days at RPMU level will be brought up to the PMU level. The RPMU safeguards team will refer any unresolved or major issues to the PMU level grievance redress team, that will be headed by the Project Director and will 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.

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

65. 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.

66. 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.

67. 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.

68. 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.

69. 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

70. A budget is included in this due diligence for implementation for the subproject component 'Construction of roads' under Mehendigonj *Pourashava*". The budget has been prepared based draftdetailed design . The DDR will be verified prior to commencement of the civil works. If, design or alignment is changed during he verification period the DDR as well as budget will be updated approval to be taken from the ADB. The prepared budget includes (i) conducting detailed measurement survey in case of design or alignment changes ; (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 | LS | | 150,000.00 |
| Consultation | LS | | 150,000.00 |
| Grievance Redress | LS | | 150,000.00 |
| Sub-total | | | 450,000.00 |
| Contingency (20%) | LS | | 90,000.00 |
| Grand total | | | 5,40,000.00 |

VII. CONCLUSIONS

A. Summary and Conclusion

71. It is concluded from the due diligence exercise that the proposed infrastructure improvements which include construction/improvement of the six roads, totaling 7.015 km in Mehendigonj Pourashava, Barishal 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 approved EMP. This will enhance the provision of timely and sensible hearings and facilitate solutions.

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

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

74. 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

75. The DDR will be updated in case of any design or alignment change during civil work. According to the change, the reassessment will be undertaken for land acquisition and involuntary resettlement impacts. The following information will be included in the updated social safeguards document:

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

Appendix 1: Involuntary Resettlement Impacts Screening Checklist

| Probable Involuntary Resettlement Effects | Yes | No | Not Known | Remarks |
|--|-----|----|-----------|--|
| Involuntary Acquisition of Land | | | | |
| 1. Will there be land acquisition? | | No | | All the construction works will be undertaken for the implementation of the proposed roads within the existing road rights-of-way under the ownership of Mehendigonj 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 Not applicable. | | | | |

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 Mehendigonj pourashava. |
| 2. Are there national or local laws or policies as well as anthropological researches/studies that consider these groups present in or using the project area as belonging to "ethnic minorities", scheduled tribes, tribal peoples, national minorities, or cultural communities? | | | | Not applicable. There are no Tribes, Minor Races, Ethnic Sects and Communities (TMRESC) present in Mehendigonj pourashava. minorities. |
| 3. Do such groups self-identify as being part of a distinct social and cultural group? | | | | Not applicable. |
| 4. Do such groups maintain collective attachments to distinct habitats or ancestral territories and/or to the natural resources in these habitats and territories? | | | | Not applicable. |
| 5. Do such groups maintain cultural, economic, social, and political institutions distinct from the dominant society and culture? | | | | Not applicable. |
| 6. Do such groups speak a distinct language or dialect? | | | | Not applicable. |
| 7. Has such groups been historically, socially and economically marginalized, disempowered, excluded, and/or discriminated against? | | | | Not applicable. |
| 8. Are such groups represented as "Indigenous Peoples" or as "ethnic minorities" or "scheduled tribes" or "tribal populations" in any formal decision-making bodies at the national | | | | Not applicable. |
| B. Identification of Potential Impacts | | | | |
| 9. Will the project directly or indirectly benefit or target Indigenous Peoples? | | √ | | |
| 10. Will the project directly or indirectly affect Indigenous Peoples' traditional socio-cultural and belief practices? (e.g. child-rearing, health, education, arts, and governance) | | √ | | |

| KEY CONCERNS (Please provide elaborations on the Remarks column) | YES | NO | NOT KNOWN | Remarks |
|---|------------|-----------|------------------|----------------|
| 11. Will the project affect the livelihood systems of Indigenous Peoples? (e.g., food production system, natural resource management, crafts and trade, employment status) | | √ | | |
| 12. Will the project be in an area (land or territory) occupied, owned, or used by Indigenous Peoples, and/or claimed as ancestral domain? | | √ | | |
| 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: Records of Focus Group Discussion

FGD/PCM for: Contract Package No. e-GP/CTCRP//MEHN/RD-01

Date: 19 March 2025.

Place: Mehendigonj, Barishal

Number of Participants :36

Time: 10.00am & 12 .30am

Conducted by: Md. Mizanur

Rahman Designation: Social Safeguard Expert

Summary of Focus Group Discussions: The Social Safeguard Expert of CTCRP conducted consultation meeting and FGD sessions on March 19, 2025. A total of 36 community members including local leaders and business persons and different professionals attended the meetings. In addition, Engineers of the CTCRP and the officials of Mehendigonj Pourashava participated in the meeting. The CTCRP Consultant discussed on the following points during the meetings and invited the opinions of the participants. In the meeting, the pourashava Assistant Engineer (AE) explained that total length of the existing road is 12.892 km out of which 7.015 km has been proposed in the DPP for development under CTCRP.

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

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.

Emergency and Gender Development Issues:

6. 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).
7. 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.
8. Advance Emergency Warning System
9. Community Mobilization Facilitator must monitor contractors' assignments for Gender development issues. Proper documentation as per LGED reporting format.
10. 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 36 local stakeholders were attended in the consultation session. During question-and-answer session, the participant of the consultation meeting expected that since there is no land acquisition and/or resettlement issue for implementation the subproject, so the subproject will implement very soon.

The recommendations and suggestions of participants are as follows: Road Schemes:

- Conveyed that improved road infrastructure would be welcome development;
- The participants suggested that the implementation of the subproject 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&02, there may need of protection work or culvert.
- Affected persons will be provided with compensation if found to be eligible during project implementation, if necessary, they will provide undertaking.
- The participants opined to be happy to have improved road communication in the near future by the *Pourashava*.
- The participants opined to be happy to have improved road communication in the near future by the *Pourashava*.
- Engage local people in construction works based on their skills and capacity.
- Construction works should be completed in the dry season.

The photo on FGD conduction and attendance are attached separately.

Photographs of FGD Session:



Attached Attendance Sheet of FGD

উপকূলীয় শহর জলবায়ু সহিষ্ণু প্রকল্প (CTCRP)

স্থানীয় সরকার প্রকৌশল অধিদপ্তর

লেভেল-১৩, আরডিইসি ভবন, এলজিইডি

আগারগাঁও, শেরেবাংলা নগর, ঢাকা-১২০৭।

www.lged.gov.bd

Pkg. #: E-OP/CTCRP/MEHN/RD-৬১ Subproject: Road/Drain/Others/ RoadPourashava: কাজিমুন্না District: বরিশালVenue: নিউ ইন্ডিয়ান হাউস Date: ০২.০৩.২০ Time: ০২.৩০ ঘণ্টা

আলোচনা সভায় উপস্থিতির তালিকা (Attendance Sheet)

| ক্রমিক নং Sl. # | নাম Name | লিঙ্গ (M/F) | মোবাইল নম্বর Mobile No. | পেশা Profession | স্বাক্ষর Signature |
|--------------------|-----------------|----------------|----------------------------|--------------------|-----------------------|
| 1. | মোঃ মাহমুদ হানি | পুরুষ | ০১৭৬৭৫৫১৮ | প্রকৌশল | |
| 2. | মোঃ মাহমুদ হানি | পুরুষ | ০১৭৫১৬২৩২০ | প্রকৌশল | |
| 3. | ইমদাদুল হক | পুরুষ | ০১৭৩২৭৭৭৫৫ | প্রকৌশল | |
| 4. | মোঃ মাহমুদ হানি | পুরুষ | ০১৭৪০০২৫৪৮ | " | |
| 5. | মাসুম | পুরুষ | ০১৭৩৪৭৭৬২ | প্রকৌশল | |
| 6. | মাহমুদ | পুরুষ | ০১৭৬৮০৬৮ | প্রকৌশল | |
| 7. | মাহমুদ | পুরুষ | ০১৭৭-৭৪৪৪ | প্রকৌশল | |
| 8. | মোঃ জাহিদ | পুরুষ | ০১৭৫১৫৭৩৬৭০ | প্রকৌশল | |
| 9. | মোঃ জাহিদ | পুরুষ | ০১৭৫৫-৭৪০৭৭৭ | প্রকৌশল | |
| 10. | মাহমুদ হানি | পুরুষ | ০১৭৫৬৮৫৭৬৬৭ | " | |
| 11. | মোঃ মাহমুদ | পুরুষ | ০১৭৫৫৭৬০৬৩ | প্রকৌশল | |
| 12. | মাহমুদ | পুরুষ | ০১৭৭৪০৫৩৬৭৭ | প্রকৌশল | |
| 13. | মাহমুদ | পুরুষ | ০১৩০৪৭১৭০৫৫ | " | |
| 14. | মাহমুদ | পুরুষ | | প্রকৌশল | |
| 15. | মাহমুদ হানি | পুরুষ | ০১৭৩৫০৫৩০২৪ | " | |
| 16. | মাহমুদ হানি | পুরুষ | | " | |

Attached Attendance Sheet of FGD

| ক্রমিক নং Sl. # | নাম Name | লিঙ্গ (M/F) | মোবাইল নম্বর Mobile No. | পেশা Profession | স্বাক্ষর Signature |
|--------------------|------------------------------|----------------|----------------------------|------------------------|-----------------------|
| 17. | (বজ্রদেবী কবিয়া রায়) পুত্র | M | 01719408155 | SAE (CTCRP) | <i>[Signature]</i> |
| 18. | মুহাম্মদ বিজয় | M | 01740036676 | (SAE) Munirul Islam | <i>[Signature]</i> |
| 19. | Md. Shohadot Sharif | M | 01748630000 | SAE | <i>[Signature]</i> |
| 20. | Md. Mizanur Rahman | M | 01702608322 | ESF | <i>[Signature]</i> |
| 21. | Dr. Ashadul Alam | M | 01747215770 | ENV. Expert | <i>[Signature]</i> |
| 22. | | | | | |
| 23. | | | | | |
| 24. | | | | | |
| 25. | | | | | |
| 26. | | | | | |
| 27. | | | | | |
| 28. | | | | | |
| 29. | | | | | |
| 30. | | | | | |
| 31. | | | | | |
| 32. | | | | | |
| 33. | | | | | |
| 34. | | | | | |
| 35. | | | | | |
| 36. | | | | | |
| 37. | | | | | |
| 38. | | | | | |
| 39. | | | | | |

Attached Attendance Sheet of FGD

উপকূলীয় শহর জলবায়ু সহিষ্ণু প্রকল্প (CTCRP)

স্থানীয় সরকার প্রকৌশল অধিদপ্তর

লেভেল-১৩, আরডিইসি ভবন, এলজিইডি

আগারগাঁও, শেরেবাংলা নগর, ঢাকা-১২০৭।

www.lged.gov.bd

Pkg. #: ১৬৮/CTCRP/MEAN/RD-01 Subproject: Road/Drain/Others/RoadPourashava: সিদ্ধি পাড়া District: বরিশালVenue: ইলেকট্রিক্যাল অফিস Date: ২০.০৬.২৫ Time: ১১:৩০

আলোচনা সভায় উপস্থিতির তালিকা (Attendance Sheet)

| ক্রমিক নং Sl. # | নাম Name | লিঙ্গ (M/F) | মোবাইল নম্বর Mobile No. | পেশা Profession | স্বাক্ষর Signature |
|--------------------|-----------------------|----------------|----------------------------|--------------------|-----------------------|
| 1. | (ক): জাহান্না (হারুন) | পুরুষ | ০১৭১৪ ৭২০৪৪৫ | ১৭৪৫৫ | |
| 2. | (ক): মোহাম্মদ হাফিজ | প | ০১৭২৬৪৭০১৬৭ | দেওয়ান | |
| 3. | হিরাজ | প | ০১৫৫৩২৩০২১০ | ১৭৪৫৫ | |
| 4. | শাহজাদুল ইসলাম | প | ০১৭৫৪৭০২৪৬৬ | ১৭৪৫৫ | |
| 5. | (ক): তহমিনা | প | ০১০৬২১০৩৭৭৭ | ১৭৪৫৫ | |
| 6. | শাহজাদুল ইসলাম | প | ০১ - | ১৭৪৫৫ | |
| 7. | ২৩৫৫৫৫৫৫৫ | প | - | ১৭৪৫৫ | |
| 8. | ১২৩৪৫৬৭ | প | - | ১৭৪৫৫ | |
| 9. | ১২৩৪৫৬ | প | - | ১৭৪৫৫ | |
| 10. | ১২৩৪৫ | | ০১৭৫৪৭০২৪৬৬ | ১৭৪৫৫ | |
| 11. | Dr. Ashadul Alam | M | 01747215770 | ENV. Expert | |
| 12. | Md. Mizanur Rahman | M | 01712160832 | SSE, PMSC CTCRP | |
| 13. | Md. Razib Hossain | M | 01232583023 | ১৭৪৫৫ | |
| 14. | Rezaul Karim Rana | M | 01710408155 | SAE CTCRP | |
| 15. | Md. Shahadat Shanif | M | 01748630000 | AE | |
| 16. | | | | | |

Appendix 4: Sample Grievance Registration Format

Sample GRC Form (English)

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 <input type="checkbox"/> নারীঃ <input type="checkbox"/> | বয়সঃ | |
| বর্তমান ঠিকানাঃ | | | | | |
| ফোন নং | | | | | |
| ই-মেইল (যদি থাকে) | | | | | |
| আপত্তি/ অভিযোগ/ পরামর্শ/ প্রশ্ন /মতামত অনুগ্রহ করে আপনার অভিযোগের সাথে বিস্তারিত বর্ণনা (কে, কি, কোথায়, কিভাবে ইত্যাদি) প্রদান করুন। | | | | | |
| যদি এর সাথে কোন সংযুক্তি/নোট/চিঠি/ছবি যোগ করা হয় তাহলে টিক দিনঃ <input type="checkbox"/> | | | | | |

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-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 | | | |

Appendix 5: Road Ownership and NOC from Pourashava



মেহেন্দিগঞ্জ পৌরসভা

মেহেন্দিগঞ্জ, বরিশাল।

ফোন : ০৪৩২৫-৫৬১০৬

E-mail: mehendiganjpourashava@gmail.com

স্মারক নং- মেহেন্দি/পৌর/প্রশাসন/২০২৪-২৫/২৬৭

তারিখঃ ২৭/০৫/২০২৫

WHOM IT MAY CONCERN

This is to certify that estimated of 06 (Six) schemes enlisted in DPP from different wards of Mehendiganj 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 | Name of Scheme | Ownership of Land |
|----|---|------------------------|
| 1 | Construction Of RCC road with foot path & road side drain starting from the Thana bridge via Ghosh Potty up to the Dadpur turning adjacent to kazi office connecting south bazar bridge, Shop of Azad bandar, ice factory, Fish & Kitchen Market, New cattle Market, Bridge of H/o Ruhul Amin Master in the vill. Of Sonamukhi. Ward No 01 & 02. with road side Drain | Mehendiganj Pourashava |
| 2 | (i) Construction of RCC Road Starting from the Pachini Ghat Bridge Via Hospital Road Via Tatultala Bridge Via Citicel Tower Via Jommodar Bari Jame Mosque Via Ojha Bari GPS Up to the Ulania Road in the vill of Ambikapur and Kalikapur ward no: 03&05. | Mehendiganj Pourashava |
| 3 | Construction of RCC Road Starting from the Khejurtoli Bridge via H/o Jonabali hawlder up to the Kalikapur Boundary Bridge in the vill. Of Kalikapur. Ward No 05. | Mehendiganj Pourashava |
| 4 | Construction of RCC Road Starting from the Kalamia DC Sorok adjacent to New Eatim Khana up to the shop of Mithu & connecting to the Sunil Dighi in the Village of Charhogla ward no 01. | Mehendiganj Pourashava |
| 5 | Construction of RCC Road starting from the Old Dak-Bangla via Keratul Quran Madrasah via Taltola Bazar via Chunerchar Cyclone shelter via H/O Faruk Contractor up to the Patni Ghata bridge in the vill. Of Chunerchar. Ward No 08 & 09. | Mehendiganj Pourashava |
| 6 | Construction of RCC Road With foot path starting from the Ex. Stimer Ghat up to the new Stimer Ghata in the vill. Of Chunerchar. Ward No 09. | Mehendiganj Pourashava |


27/05/2025

(Sukal Biswas)
Sub-Assistant Engineer
Mehendiganj Pourashava.


27/05/2025

(Kazi Mohsin Reza)
Assistant Engineer
Mehendiganj Pourashava.


27/05/2025

Administrator
Mehendiganj Pourashava.