

Land Acquisition and Resettlement Due Diligence Report

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Bangladesh: Coastal Towns Climate Resilience Project

Construction of 6 Nos. Road under Lalmohan Pourashava, District: Bhola

Package no.: e-GP/CTCRP/ LALM/RD-02

CURRENCY EQUIVALENTS

(As of May 2025)

Currency unit	-	taka (Tk)
Tk1.00	=	\$0.00825
\$1.00	=	Tk121.09

ABBREVIATIONS

ADB	-	Asian Development Bank
AIDS	-	Acquired Immunodeficiency Syndrome
BAN	-	Bangladesh
CDTA	-	Capacity Development Technical Assistance
CTCRP	-	Coastal Towns Climate Resilience Project
DDS	-	Detailed Design services
DPHE	-	Department of Public Health Engineering
FGD	-	Focus Group Discussion
GRM	-	Grievance Redress Mechanism
GRC	-	Grievance Redress Committee
IEE	-	Initial Environmental Examination
LGED	-	Local Government Engineering Department
PAM	-	Project Administrative Management
PAP	-	Project Affected Person
PIU	-	Project Implementation Unit
PPTA	-	Project Preparatory Technical Assistance
SCF	-	Strategic Climate Fund
SIA	-	Social Impact Assessment
TLCC	-	Town Level Co-ordination Committee
SPS	-	Safeguard Policy Statement

WEIGHTS AND MEASURES

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

NOTES

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

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CONTENTS

I.	INTRODUCTION	1
A.	Background	1
B.	Project Description	1
C.	Scope of Due Diligence Report	5
II.	PROJECT DESCRIPTION	5
A.	About the Project Area	5
B.	Location of the Site	6
III.	LAND AVAILABILITY AND RESETTLEMENT IMPACTS	7
A.	Land Acquisition and Involuntary Resettlement	7
B.	Impacts on Indigenous Peoples (TMRESC)	12
IV.	FIELD WORK AND PUBLIC CONSULTATION	13
A.	Outline of the Field Work	13
B.	Public Consultation	13
C.	Focus Group Discussions	15
D.	Summary of Discussions	15
E.	Future Consultation and Disclosure	19
F.	Findings	20
V.	GRIEVANCE REDRESS MECHANISM	20
VI.	BUDGET TO IMPLEMENT SUBPROJECT COMPONENT	23
VII.	CONCLUSIONS	23
A.	Summary and Conclusion	23
B.	Next Steps	24

LIST OF TABLES

Table 1: District-wise <i>Pourashavas</i> where Project will be Implemented	2
Table 2: Details of Proposed Selected Roads	3
Table 3: Road-Wise Details of Land Acquisition and Resettlement Impacts	9
Table 3: Summary of the Public Consultation	14
Table 4: Budgetary Provision for Implementation of DDR	23

LIST OF FIGURES

Figure 1: Location of Roads	7
Figure 2: Google Earth Map of Lalmohon <i>Pourashava</i>	11
Figure 3 : FGD held at Selected Road Sites	16
Figure 4: Existing Condition of the Selected Roads	17
Figure 5: Grievance Redress Process	22

APPENDIXES

Appendix 1: Involuntary of Resettlement Screening Checklist	25
Appendix 2: Indigenous Peoples Impact Screening Checklist	27
Appendix 3: Minutes of Focus Group Discussion	28
Appendix 4: Sample Grievance Registration Format	38
Appendix 5: Road Ownership and NoC From <i>Pourashava</i>	39

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 this 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 programs for diversifying the skills of poor households including women, (ii) strengthening

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.

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. 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		9. Pirojpur
	9. Kuakata	10. Barguna	9. Swarupkathi
4. Shariatpur	10. Patharghata		
10. Zanjira	11. Betagi		
	11. Bhedarganj		

8. Construction of 06 RCC roads in Lalmohon *Pourashava*, District Bhola is one of the proposed sub-project components of CTCRP. The proposed roads will improve connectivity of project area and improve transportation facility. The following are the proposed works:

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 Selected Roads

Sl. No.	Name of the Roads	Start and End Point (Wards Covered)	Existing Feature			Proposed			Remarks
			Length (m)	Width (m)	Type	Length (m)	Width (m)	Type	
1	Construction of Road by RCC (Ch. 0+000 to 0+541) & Link Road (Ch. 0+000 to 0+067) Starting at Ch: 0+420@ Main Road Link Road at Ward No. 06	Moklesur Rahman Sarak to Nurunnabi Chowdhury Sarak (Muktizuddha Sarak, North/Uttar Bazar)	608.00	3.00	BC damaged road	608.00	3.00	RCC	
2	Construction of Road by RCC Part-01 (Ch 0+000 to 0+320), Part-02 (Ch 0+000 to 0+100), Link Road -01 (Ch: 0+000 to 0+080) Beside 20m from Part-02, Link Road-02 (Ch: 0+000 to 0+070) Beside Mosque Bulding & Link Road-03 (Ch: 0+000 to 0+070) at Ward No. 06	Nurunnabi Chowdhury Sarak to R & H Sarak (Surma Saw-mill)	640.00	3.00	BC damaged road	640.00	3.00	RCC	
3	Construction of Road by BC Road Sta Mohammad Hossain Khan Sarak Hawlader Road to Kha Bari Bridge via Gudir Pul (0+000 to 1+794) at Ward No. 07	Mohammad Hossain Khan Sarak Hawlader Road to Kha Bari Bridge	1,794.00	3.00	BC damaged road	1,794.00	3.00	BC	
4	Construction of Road by BC Start from Jamadar Bari Road to Mohammad Hossan Khal Saheb Road to Khan Bari Bridge via Seker Dokan (Ch: 0+000 to 1+070) & Link Road (Ch 0+000 to 0+418) Starting at Ch. 0+675 @ Main Road at Ward No. 08	Jamadar Bari Road to Mohammad Hossan Khal Saheb Road to Khan Bari Bridge	1,488.00	3.30	BC damaged road	1,488.00	3.30	BC	
5	Construction of Road by BC Start from Mizi Bari Sarak to Motahar Uddin Road to 1250m Peskar Hawla Primary School (Ch 0+000 to 1050) & Link Road (Ch: 0+000 to 200) at Ward No. 09	Mizi Bari Sarak to Motahar Uddin Road to 1250m Peskar Hawla Primary School	1,250.00	3.30	BC damaged road	1,250.00	3.30	BC	

Sl. No.	Name of the Roads	Start and End Point (Wards Covered)	Existing Feature			Proposed			Remarks
			Length (m)	Width (m)	Type	Length (m)	Width (m)	Type	
6	A) Construction of Uni Block Road Starting from College Para Sarak to Char Sakina Road (h. 0+000m to 625111), Link-01 (Ch. 0.00m to 93m), Link-02 (Ch: 0.00111 to 25m) at Ward No.10	College Para Road and Char Sakina Road	743.00	3.00	BC damaged road	743.00	3.00	Uni Block	03 nos. of Box Culverts 2.00m × 2.00m × 5.50m at Ch.250m, Ch.485m & Link-01 Ch.30m
Total Length			6,523.00			6,523.00			
Note: Road construction and improvement works will be done within the existing ROW									

C. Scope of Due Diligence Report

9. The report is prepared based on the available detailed design and the Sub-Project Appraisal Report (SPAR) prepared for this project and relevant sections of the Capacity Development Technical Assistance (CDTA) Report; discussions with related stakeholders and PIU/*Pourashava* authorities and consultation with the Department of Public Health Engineering (DPHE) personnel.

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. All construction work will use *Pourashava* land, and no private land acquisition or involuntary resettlement impacts have been identified as the proposed land is free from any encumbrances.

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.

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

II. PROJECT DESCRIPTION

A. About the Project Area

13. Lalmohon's original name was Meherganj. It is named after Honorable Meher Ali Howlader. Subsequently, Lalmohon *Mouza* was written in the place of Meherganj *Mouza* in the place of Meherganj *Mouza* by the Tahsildar of a Khas Mahal named Lalmohon Kundu. Then this area came to be known as Lalmohon on 7 January 1919.

14. Lalmohon *Pourashava* was formed on 9 December 1990 as a "C" class *Pourashava* with an area of 8.79 square km. and 24 December 2001 was upgraded to "B" class *pourashava* and promoted to "A" class *pourashava* on 21 June 2006. A canal runs inside the *Pourashava*, the *Pourashava* situated on both sides of the canal. Lalmohon *Pourashava* is located in the middle of Bhola district and has developed as a centre of trade and commerce. Mulla Jame Masjid and *Pourau* Super Market are in the heart of the town. Currently about 21,080 people (male 11,013 and female 10,067) are living in Lalmohon *Pourashava*, out of which 85% are Muslim and 15% are Hindus. The *Pourashava* has a total of 25.30 km pucca road, 8.28 km kancha road, 3.227 km pucca drain, 31.50 km kancha drain.⁴

15. There are eight *Haats* (growth centre) and markets, two government hospitals, 1 *pourau* shopping mall, 1 government college, 2 private colleges, 1 kamil madrasa, 1 dakhil madrasa. 5 secondary schools, 3 Kindergarten, 5 *Pourau* Markets, 8 public toilets, 1 fire service station, 1 Eidgah (Religious place, generally Muslim takes prayer twice in a year), 1 graveyard, 1 crematory, 30 mosques, 2 temples and 1,275 ponds.

16. Average literacy rate of the *Pourashava* is 60.3% (male 63.3% and female 57.2%).⁵

⁴ লালমোহন পৌরসভা লালমোহন, ভোলা (Lalmohonpourashava.gov.bd)

⁵ Population and Housing Census 2022, Community Report, Bangladesh Bureau of Statistics, Statistics and Information Division, Ministry of Planning.

The *Pourashava* consists of 9 wards and 1 elected mayor, 9 councilors and 3 reserved female councilors are working as public representative. Civic services include *Pourashava* cleanliness, street lighting, construction and repair of roads, drains, culverts. During various calamities clean water supply and various services are provided to the victims. The *Pourashava* has plans to strengthen the provision of citizen services by increasing collection of revenue by taking up income generating activities. Lalmohon *Pourashava* also has plans to develop as a tourist centre with roads, sewerage modernization, construction of children's park, installation of cable cars, modernization of entertainment spots.

B. Location of the Site

17. The proposed alignments for the roads under Lalmohon *Pourashava*, District: Bhola are located within the *Pourashava* area, which are mostly within urban and semi urban areas. Selection of roads has followed the criteria included in Volume -4 of PPTA and Appendix 1 of Project Administration Manual Table 1 according to the scoring matrices for scheme prioritization.

18. 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.

19. Total length of the proposed road improvement is 6.523km out of which 5.78km RCC and 0.743km uni block pavement. To mitigate the water logging problem, we also designed the drain along the roadside with Footpath facilities as improve the urban facilities. We also designed the RCC drains, Cross culverts and protection work as precast RCC pile with cast in situ RCC vertical protection wall as per field requirements. Figure 1 for a location of proposed selected roads to be constructed/ improved under the Project.

Figure 1: Location of Roads



III. LAND AVAILABILITY AND RESETTLEMENT IMPACTS

A. Land Acquisition and Involuntary Resettlement

20. **Proposed Site for Road:** 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 selection will be improved within the vacant land of existing roads. Efforts have been made by the DDS engineering team to avoid any resettlement impact by careful design and verification of the proposals given in the Feasibility Study of the PPTA reports. As per design, the construction / improvement will not have resettlement impacts the structures (residential and commercial), and common properties within the vicinity of the selected roads.

21. The social safeguard study for the proposed packages, e-GP/CTCRP/LALM/RD/02 of the Lalmojan *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 Lalmojan *Pourashava*. Appendix 5 provides the road ownership certificate. 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. Lalmojan *Pourashava* officially owns the roads and drainage schemes,

and the *Pourashava* has the authority for road maintenance and development.

22. 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 Lalmohon *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.

23. 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.

24. 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 may 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. The contractor shall maintain access to all business establishments and residential areas throughout the construction period. The contractor shall schedule works to minimize disturbance and shall implement appropriate traffic and access management measures. The bidding and contract documents shall include provisions requiring contractor compliance with the DDR and adherence to the “no resettlement impact” requirement. Any unanticipated impacts shall be immediately reported to the PMU and addressed in accordance with ADB’s Safeguard Policy Statement (2009). 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 traffic management plan 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.

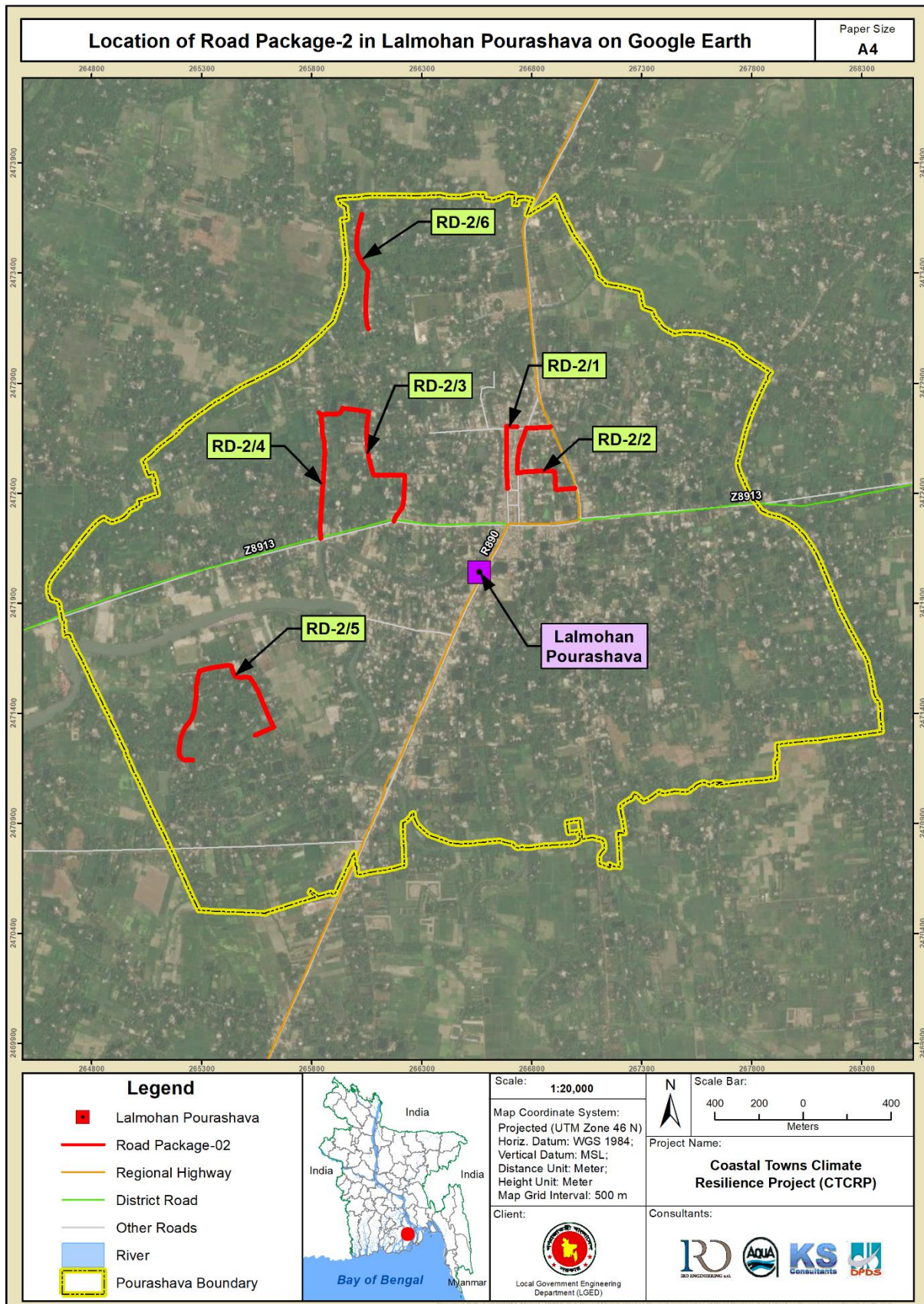
25. Summary of land acquisition and resettlement impacts, which has been assessed using a standard involuntary resettlement checklist, undertaking a complete transect walk for the subproject is shown in **Table 3**.

Table 3: Road-Wise Details of Land Acquisition and Resettlement Impacts

Sl. No.	Name of Roads	Length (km)	Land ownership	IR Impact
1	Construction of Road by RCC (Ch. 0+000 to 0+541) & Link Road (Ch. 0+000 to 0+067) Starting at Ch: 0+420@ Main Road Link Road at Ward No. 06	0.608	Lalmohon Pourashava	The proposed RCC road will be undertaken within the existing available RoW of the road under ownership of Lalmohon Pourashava. Implementation of the RCC road will not cause any temporary or permanent income loss or impact on structures. There is no issues related to land acquisition and/or involuntary resettlement. The schemes are entirely located within the jurisdiction of Lalmohon Pourashava, in Bhola district. Lalmohon Pourashava officially owns the road schemes and has the authority to maintain them as well.
2	Construction of Road by RCC Part-01 (Ch 0+000 to 0+320), Part-02 (Ch 0+000 to 0+100), Link Road -01 (Ch: 0+000 to 0+080) Beside 20m from Part-02, Link Road-02 (Ch: 0+000 to 0+070) Beside Mosque Bulding & Link Road-03 (Ch: 0+000 to 0+070) at Ward No. 06	0.64	Lalmohon Pourashava	The proposed RCC road will be undertaken within the existing available RoW of the road under ownership of Lalmohon Pourashava. Implementation of the RCC road will not cause any temporary or permanent income loss or impact on structures. There is no issues related to land acquisition and/or involuntary resettlement. The schemes are entirely located within the jurisdiction of Lalmohon Pourashava, in Bhola district. Lalmohon Pourashava officially owns the road schemes and has the authority to maintain them as well.
3	Construction of Road by BC Road Sta Mohammad Hossain Khan Sarak Hawlader Road to Kha Bari Bridge via Gudir Pul (0+000 to 1+794) at Ward No. 07	1.794	Lalmohon Pourashava	The proposed RCC road will be undertaken within the existing available RoW of the road under ownership of Lalmohon Pourashava. Implementation of the RCC road will not cause any temporary or permanent income loss or impact on structures. There is no issues related to land acquisition and/or involuntary resettlement. The schemes are entirely located within the jurisdiction of Lalmohon Pourashava, in Bhola district. Lalmohon Pourashava officially owns the road schemes and has the authority to maintain them as well.
4	Construction of Road by BC Start from Jamadar Bari Road to Mohammad Hossan Khal Saheb Road to Khan Bari Bridge via Seker Dokan (Ch: 0+000 to 1+070) & Link Road (Ch 0+000 to 0+418) Starting at Ch. 0+675 @ Main Road at Ward No. 08	1.488	Lalmohon Pourashava	The proposed RCC road will be undertaken within the existing available RoW of the road under ownership of Lalmohon Pourashava. Implementation of the RCC road will not cause any temporary or permanent income loss or impact on structures. There is no issues related to land acquisition and/or involuntary resettlement. The schemes are entirely located within the jurisdiction of Lalmohon Pourashava, in Bhola district. Lalmohon Pourashava officially owns the road schemes and has the authority to maintain them as well.
5	Construction of Road by BC Start from Mizi Bari Sarak to Motahar Uddin Road to 1250m Peskar Hawla Primary School (Ch 0+000 to 1050) & Link	1.25	Lalmohon Pourashava	The proposed RCC road will be undertaken within the existing available RoW of the road under ownership of Lalmohon Pourashava. Implementation of the RCC road will not cause any temporary or permanent income loss or impact on structures. There is no issues related to land acquisition and/or involuntary

Sl. No.	Name of Roads	Length (km)	Land ownership	IR Impact
	Road (Ch: 0+000 to 200) at Ward No. 09			resettlement. The schemes are entirely located within the jurisdiction of Lalmohon <i>Pourashava</i> , in Bhola district. Lalmohon <i>Pourashava</i> officially owns the road schemes and has the authority to maintain them as well.
6	A) Construction of Uni Block Road Starting from College Para Sarak to Char Sakina Road (h. 0+000m to 625111), Link-01 (Ch. 0.00m to 93m), Link-02 (Ch: 0.00111 to 25m) at Ward No.10	0.743	Lalmohon <i>Pourashava</i>	The proposed RCC road will be undertaken within the existing available RoW of the road under ownership of Lalmohon <i>Pourashava</i> . Implementation of the RCC road will not cause any temporary or permanent income loss or impact on structures. There is no issues related to land acquisition and/or involuntary resettlement. The schemes are entirely located within the jurisdiction of Lalmohon <i>Pourashava</i> , in Bhola district. Lalmohon <i>Pourashava</i> officially owns the road schemes and has the authority to maintain them as well.

Figure 2: Google Earth Map of Lalmohon Pourashava



Source: Google Earth Pro, Image 2025

26. 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.

27. 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**.

28. The project is not likely to have any social impacts on the project area, other than the short-term impacts during the construction phase. The baseline data for this Due Diligence Report 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 on subject matter.

29. 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.

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. Detailed designs were prepared; the DDR will be updated during design verification by the contractor, in case of any alignment or design change. The DDR will be updated according to the proposed change and updated document will be submitted to ADB for clearance, prior to start of construction. The subprojects will avoid land acquisition. There are no anticipated impacts in terms of Involuntary Resettlement or Indigenous Peoples for the 6 selected road of the projects. The project will ensure social safeguards mitigation measures according to the guidance of the Resettlement Framework of the project adhered to ADB SPS, 2009.

B. Impacts on Indigenous Peoples (TMRESC)

32. 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; and
- (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.

33. There are no Tribes, Minor Races, Ethnic Sects and Communities' (TMRESC) present in the Lalmohon *Pourashava*, hence no impact on Indigenous peoples (IPs) is assessed. All the proposed construction activities will be done within the right of way and along the existing road routes, on Government land. Therefore, no Indigenous Peoples Plan (IPP) will be needed for this sub-project.

IV. FIELD WORK AND PUBLIC CONSULTATION

A. Outline of the Field Work

34. 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, concerns and suggestions including the possible impact for the project intervention. The issues like, awareness and extent of the project and development components, benefits of project as well as community, 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.

35. 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 Consultation

36. 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.

37. 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.

38. 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.

39. 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 authorities, community people and schools, colleges, mosque, *Madrassa* and cooperative leaders. During the consultative process, beside the local authorities and ordinary population (potential road users), other related roadside users cum organizations were also invited to

attend the consultation meetings.

40. 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 salient features of the meetings are presented below: (i) create awareness of the project; 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 jobs and income generating activities; and potential disruption to road users and public access during construction phase.

41. Comments or questions raised by stakeholders were responded to. The consultant explained that positive and negative impacts of the project on people and the environment will be analysed such as air pollution, dust, influx of people, employment. All the participants confirmed that they appreciate 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.

42. The data obtained from public consultation and views as well as concerns from different stakeholders are given in details in **Table 3**.

Table 4: Summary of the Public Consultation

01	Question	What is the construction plan of the proposed Roads?
	Answer	Proposed road will be 6,523m length and 3.00m to 3.66m width RCC and BC road and drain.
02	Question	Who is responsible for construction and operations?
	Answer	<i>Pourashava</i> will play role as implementing agency in construction, operation, and maintenance of the proposed roads in the <i>Pourashava</i> area
03	Question	Who 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 Group Discussions

43. As part of the impact assessment, the consultants conducted through FGD with selected group. Focus groups are useful in obtaining a particular kind of information that would be difficult to obtain using other methodologies. 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 (FGD) provides the opportunity to stimulate discussions and interaction between small groups of people from a similar sociocultural background. This enables the consultants to have a diversity of ideas related to the topic.

44. Public consultations through FGD were conducted for the proposed roads on 26th April 2025 and 27 April 2025 where 60 local people (Male-47 and Female-13). The objective of the FGD's was to further appraise the stakeholders about the current progress of the subproject and to reiterate 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.

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

D. Summary of Discussions

46. The present condition of the roads is quite bad, and need be improved for smooth transportation system. Local people expressed their deep interest for development of 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 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.

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

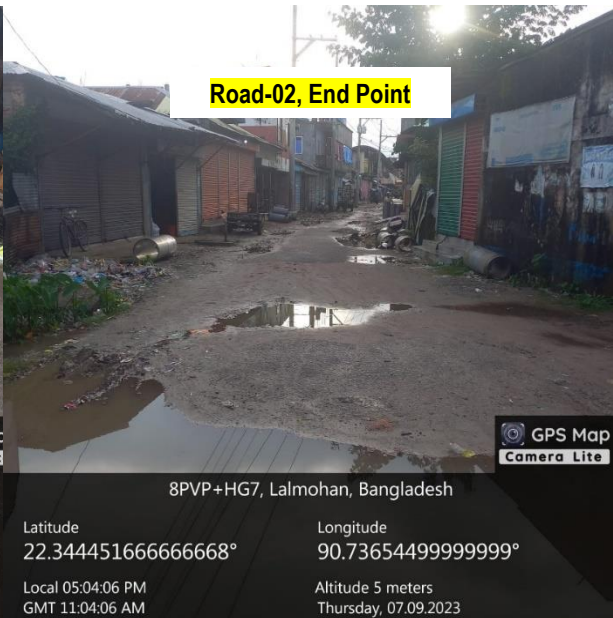
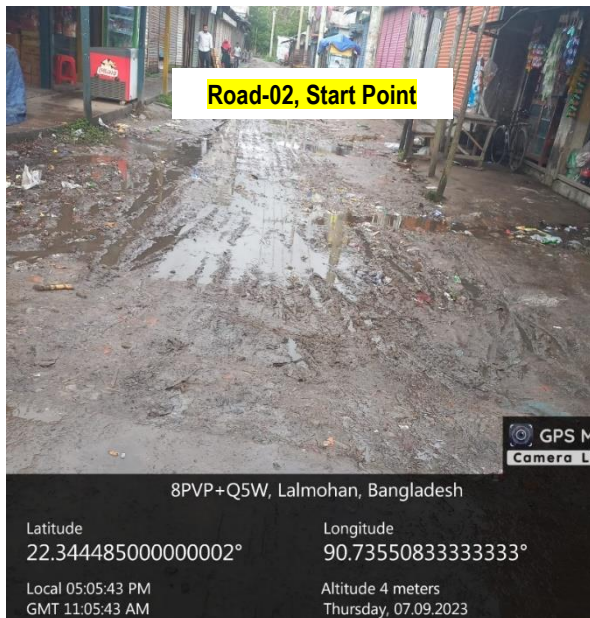
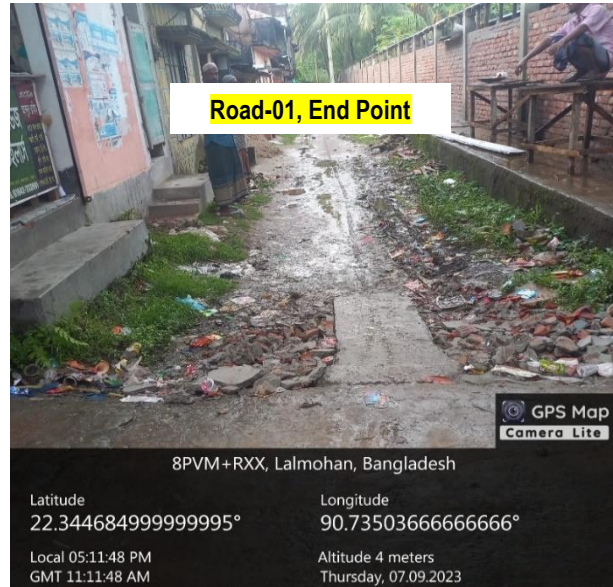
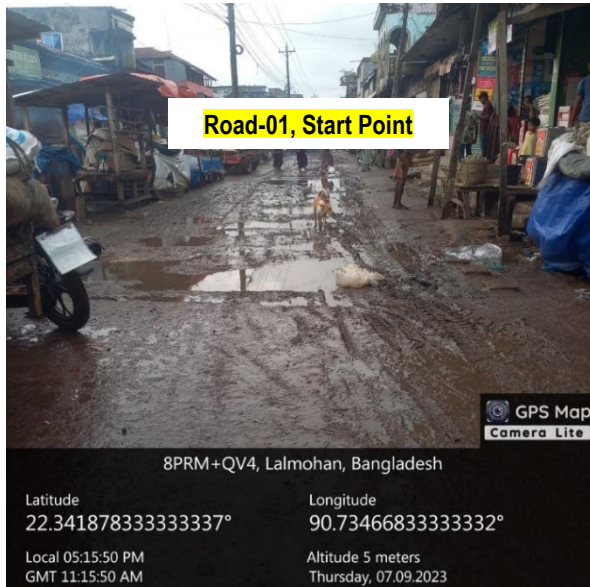
48. Refer to **Figure 3** for the photographs during the FGD held at the respective road sites, **Figure 4** provides the photographs of the existing road condition. Refer to **Appendix 3** of the minutes of focus group discussion.

Figure 3 : FGD held at Selected Road Sites



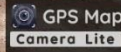
49. Photographs of the existing roads to be improved in **Figure 4**.

Figure 4: Existing Condition of the Selected Roads





Road-03, Start Point

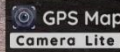


8PRH+9RP, Lalmohan, Bangladesh

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Local 11:30:55 AM Altitude 8 meters
GMT 05:30:55 AM Saturday, 09.09.2023



Road-03, End Point

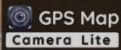


8PWC+454, Bangladesh

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GMT 05:37:14 AM Saturday, 09.09.2023



Road-04, Start Point

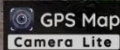


8PQG+JQ5, Lalmohan, Bangladesh

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GMT 05:32:16 AM Saturday, 09.09.2023



Road-04, End Point

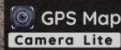


8PP9+8X, Bangladesh

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GMT 05:36:40 AM Saturday, 09.09.2023

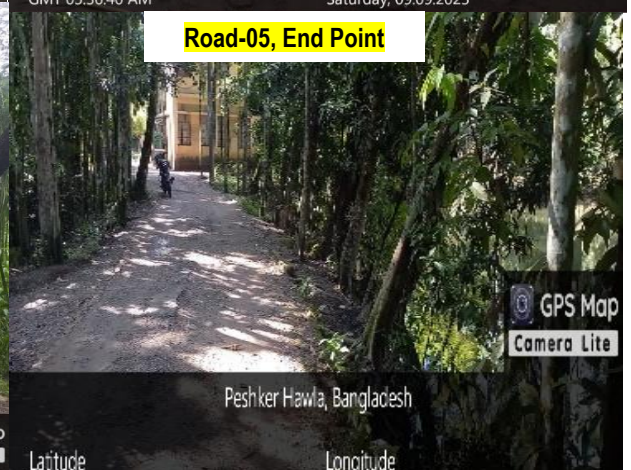


Road-05, Start Point



Peshker Hawla, Bangladesh

Latitude 22.331551666666662° Longitude 90.723625°
Local 12:45:42 PM Altitude 6 meters
GMT 06:45:42 AM Saturday, 09.09.2023



Road-05, End Point



Peshker Hawla, Bangladesh

Latitude 22.332426666666667° Longitude 90.72102166666667°
Local 09:33:38 AM Altitude 10 meters
GMT 03:33:38 AM Wednesday, 25.10.2023



E. Future Consultation and Disclosure

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

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

- (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 is 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 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 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.

61. The town-level grievance redress team shall have at least one women member. In addition, for project-related grievances, representatives of affected persons, communitybased organizations (CBOs), and eminent citizens must be invited as observers in GRC meetings. In case of any impacts on Tribes, TMRESC, in subproject towns (example: 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) 14; and
- (iv) Assistant Director (Gender) supported by Construction Supervision and 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:

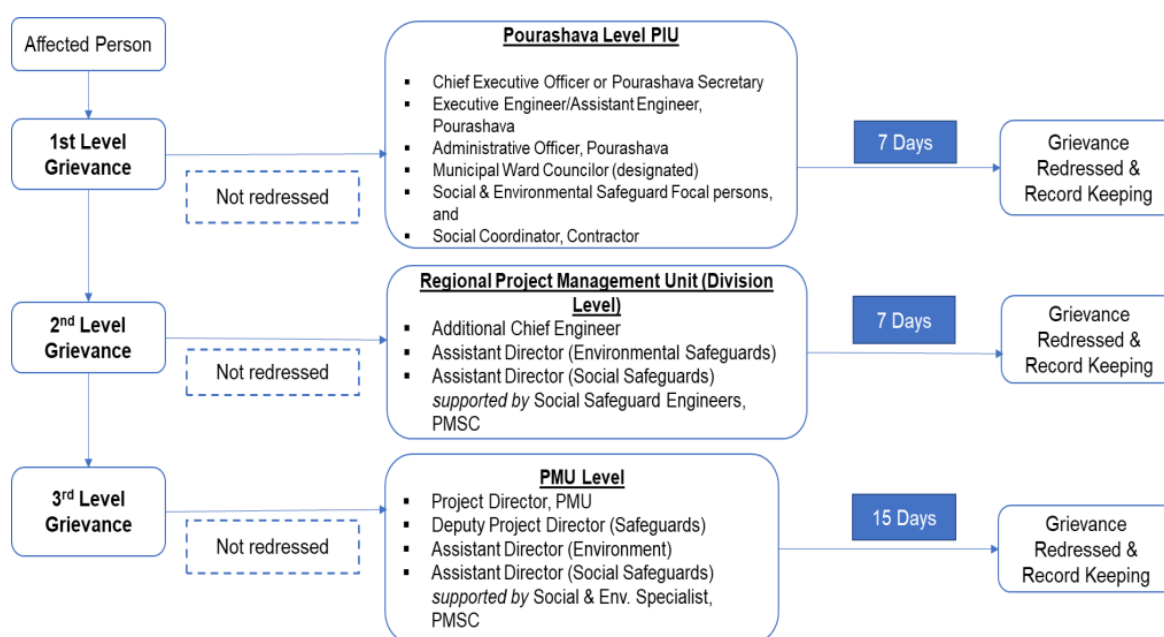
- (i) Project Director, PMU;
- (ii) Deputy Project Director (Safeguards);
- (iii) Assistant Director (Environment);
- (iv) Assistant Director (Social Safeguards); and
- (v) Assistant Director (Gender) supported by Social, Environment and Gender Specialist, PMSC.

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

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 5: 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.

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 of the subproject component, 'Construction of 06 roads' under Lalmohon *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 5: Budgetary Provision for Implementation of DDR

Item Description	Unit	Rate (BDT)	Total Amount (BDT)
DMS Survey for DDR updating	LS		1,50,000.00
Consultation	LS		1,50,000.00
Grievance Redress			1,50,000.00
Sub-total			4,50,000.00
Contingency (20%)	LS		90,000.00
Grand total			5,40,000.00

VII. CONCLUSIONS

A. Summary and Conclusion

71. It is concluded from the due diligence exercise that the proposed infrastructure improvements which include construction/improvement of the 06 roads, totalling 6,523m in Lalmohon *Pourashava*, District: Bhola 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. 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.

73. 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 and 2**.

B. Next Steps

74. The DDR will be updated during design verification by the contractor; in case of any design or alignment change. Any change in site or design at design verification stage will be assessed afresh for land acquisition, involuntary resettlement impacts. The following information will be included in the updated social safeguards document:

- (i) During design verification, if there is any design or alignment change and any involuntary resettlement impact is identified for such change, a resettlement plan will be prepared in accordance with the project Resettlement Framework and submitted to ADB for approval prior to contract award.
- (ii) Formal and informal consultations will be carried out including, but not limited to: FGDs, public meetings, community discussions, and in-depth and key informant interviews. An intensive information dissemination campaign will be conducted. Emphasis should be given to more consultations with female members of the community and appraise them about the proposed roads including the road linking to the cyclone shelter. The updated DDR will include details of such consultations.

Appendix 1a: Involuntary of Resettlement Screening Form

Date: 26 June 2025

A. Project Data			
Country/Project No./Project	:	Country:	Bangladesh
Title		ADB No.:	(No. to be designated)
		Coastal Towns Climate Resilience Project (CTCRP)	
		Subproject:	e-GP/CTCRP/2021-22/LALM/RD/01
B. Involuntary Resettlement Category			
<input type="checkbox"/> New <input type="checkbox"/> Re categorization — Previous Category <input type="checkbox"/>			
<input type="checkbox"/> Category A	<input type="checkbox"/> Category B	<input checked="" type="checkbox"/> Category C	<input type="checkbox"/> Category FI
C. Comments			
<p>There is no involuntary resettlement involved in this sub-project. Therefore, preparation of a RP is not required as it is Category “C” with respect to the involuntary resettlement impacts for the construction/ improvement of the following selected road schemes of Lalmohon <i>Pourashava</i>, District Bhola.</p> <ol style="list-style-type: none"> 1) Construction of Road by RCC (Ch. 0+000 to 0+541) & Link Road (Ch. 0+000 to 0+067) Starting at Ch: 0+420@ Main Road Link Road at Ward No. 06; 2) Construction of Road by RCC Part-01 (Ch 0+000 to 0+320), Part-02 (Ch 0+000 to 0+100), Link Road - 01 (Ch: 0+000 to 0+080) Beside 20m from Part-02, Link Road-02 (Ch: 0+000 to 0+070) Beside Mosque Bulding & Link Road-03 (Ch: 0+000 to 0+070) at Ward No. 06; 3) Construction of Road by BC Road Sta Mohammad Hossain Khan Sarak Hawlader Road to Kha Bari Bridge via Gudir Pul (0+000 to 1+794) at Ward No. 07; 4) Construction of Road by BC Start from Jamadar Bari Road to Mohammad Hossan Khal Saheb Road to Khan Bari Bridge via Seker Dokan (Ch: 0+000 to 1+070) & Link Road (Ch 0+000 to 0+418) Starting at Ch. 0+675 @ Main Road at Ward No. 08 5) Construction of Road by BC Start from Mizi Bari Sarak to Motahar Uddin Road to 1250m Peskar Hawla Primary School (Ch 0+000 to 1050) & Link Road (Ch: 0+000 to 200) at Ward No. 09 6) A) Construction of Uni Block Road Starting from College Para Sarak to Char Sakina Road (h. 0+000m to 625111), Link-0 I (Ch. 0.00m to 93m), Link-02 (Ch: 0.00111 to 25m) at Ward No.10; and 7) 03 nos. of Box Culverts 2.00m × 2.00m × 5.50m at Ch.250m, Ch.485m & Link-01 Ch.30m <p>Refer to Involuntary Resettlement Impact Categorization Checklist below.</p>			

Appendix 1b: 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		The proposed RCC road will be undertaken within the existing available RoW of the road under ownership of Lalmohon Pourashava.
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		Social and economic activities will not change the current land use.
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? If yes, approximately how many? _____				[X] No [--] Yes
Are any of them poor, female-heads of households, or vulnerable to poverty risks?				[X] No [--] Yes
Are any displaced persons from indigenous or ethnic minority groups?				[X] No [--] Yes

Note: The project team may attach additional information on the project, as necessary.

Appendix 2: Indigenous Peoples Impact Screening Checklist

KEY CONCENS (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 is no socio-cultural groups present in this 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?		✓		No anthropological researches/studies in the project area.
3. Do such groups self-identify as being part of a distinct social and cultural group?		✓		
4. Do such groups maintain collective attachments to distinct habitats or ancestral territories and/or to the natural resources in these habitats and territories?		✓		
5. Do such groups maintain cultural, economic, social, and political institutions distinct from the dominant society and culture?		✓		
6. Do such groups speak a distinct language or dialect?		✓		
7. Has such groups been historically, socially and economically marginalized, disempowered, excluded, and/or discriminated against?		✓		No person is socially or economically marginalized. And disempowered.
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 or local levels?		✓		
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)		✓		No, the project will not affect the livelihood systems of Indigenous Peoples
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 <i>Will the project activities include:</i>				
13. Commercial development of the cultural resources and knowledge of Indigenous Peoples?		✓		
14. Physical displacement from traditional or customary lands?		✓		No land is physically displaced
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?		✓		No subproject will not recourse to commercial development.
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?		✓		This land is used by the Lalmohon Pourashava.

Anticipated project impacts on Indigenous Peoples

No Indigenous People present in Project Area, therefore Not Applicable

Appendix 3: Minutes of Focus Group Discussion

FGD for: Contract Package No. e-GP/CTCRP/2021-22/LALM/RD/01

01	Date Place Number of Participants Conducted by	26 April 2025 at 9.30am Water Pump Station Female 3 and Male 12 Total 15 Assistant Engineer, Lalmohon Pourashava
02	Date Place Number of Participants Conducted by:	26 April 2025 at 11.30am In front of Madrasha Female 0 and Male 15 Total 15 Mehedi Hasan Designation: Assistant Engineer, Lalmohon Pourashava
03	Date: Place Number of Participants Conducted by	26 April 2025 at 11.15 am Lalmohon <i>Pourashava</i> , Bhola Female 6 and Male 9 Total 15 Mehedi Hasan Designation: Assistant Engineer, Lalmohon Pourashava
04	Date Place Number of Participants Conducted by	27 April 2025 at 11.15 am Conference Room of <i>Pourashava</i> Female 4 and Male 11 Total 15 Abdus Sattar Designation: Executive Engineer, Lalmohon Pourashava
Total Participants		Female 13 and 47, Total 60

Discussion Made on FGD: CTCRP Social Safeguard Expert conducted a FGD session on 26 and 27 April 2025. Participants including the surveyor of Lalmohon *Pourashava*, respective Ward Councillor, local elites, people of various occupations from different locations of the proposed project area were attended in the FGD session and express views, concerns and suggestions on the proposed road to be constructed.

The Social Safeguard Expert of CTCRP discussed on the following issues during the FGDs session-

A. Social Safeguard Issues:

1. Position of land and trees and its ownership (check Via Deed , mutation of a name , deed, etc.);
2. Construction of road and road side 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 for construction of the proposed roads, health hazard of the community peoples and workers during construction period; and
5. Disseminate information about proposed project implementation.

B. Emergency and Gender Development Issues:

5. Advise to the Contractors to engage women workers with same wage during the construction period and the contractor will deliver the safeguard equipment such as gloves, apron, sanitizer and ensure safe drinking water, workers' shed equal and separate facility for men and women at project site;
6. Orientation/training session to be conducted for women groups/ workers/ women headed households to understand of women rights, interrelationship between environment, sanitation, solid waste management, health and safety and hygiene (facility) and its use;
7. Advance Emergency Warning System

8. Community Mobilization Facilitator must monitor contractor's assignments for gender development issues. Proper documentation as per LGED reporting format; and
9. 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 participants from different groups and locations attended the FGD session. During the question-and-answer session, the local stakeholders expected that the implementation works will start as soon as possible and nobody will be adversely affected causes of the project implementation.

Recommendation and suggestions of local stakeholders are as follows: Road Schemes:

- The local stakeholders will be happy if the proposed road communication is improved;
- The local stakeholders will provide undertaken if required;
- The local stakeholders expressed their excitement if the road infrastructure will be improved in the near future by the *Pourashava*;
- The local stakeholders requested to engage local unskilled labours during the construction period; and
- The local stakeholders advised to complete the construction works during the dry season.

The photo on FGD and attendance sheets are attached separately.

2.14 Photographs of FGD Session:





Attached Attendance Sheet of FGD

Coastal Towns Climate Resilience Project (CTCRP)				
Focus Group Discussion				
Name of the Pourashava: <u>Lalmohon</u>		Package Name: <u>e-GP/CTCRP/LALM/IRD-01</u>		
Place/Venue: <u>শ্রীমতী সার্বভৌম সড়ক</u>		Date: _____		
List of Participants				
No.	Name	Designation/ Occupation	Contact No.	Signature
01	শ্রী: মুহাম্মদ হকিম	ব্যবসায়ী ০২০০০		মুহাম্মদ
02	শ্রী: এ. বি. ম.	কাজের ০২২০০		এ. বি. ম.
03	শ্রী: হুমায়ুন কবীর	চাকরি		হুমায়ুন
04	শ্রী: হুমায়ুন	চাকরি		হুমায়ুন
05	শ্রী: আমান	চাকরি		আমান
06	শ্রী: আফিক	চাকরি		আফিক
07	শ্রী: বাবু	ব্যবসায়ী		বাবু
08	শ্রী: বাবুল	চাকরি		বাবুল
09	মহম্মদ হুমায়ুন	গৃহিণী		মহম্মদ
10	হুমায়ুন	গৃহিণী		হুমায়ুন
11	মহম্মদ	গৃহিণী		মহম্মদ
12	হুমায়ুন	চাকরি		হুমায়ুন
13	হুমায়ুন	চাকরি		হুমায়ুন
14	আনসারী	চাকরি		আনসারী
15	আনসারী	চাকরি		আনসারী
16				

Coastal Towns Climate Resilience Project (CTCRP)

Focus Group Discussion

Name of the Pourashava: Lalmohon Package Name: e-GP/CTCRP/LALM/RD-01

Place/Venue: সকল পুরুষের সম্মেলন Date: _____
০৬ নং রাস্তা

List of Participants

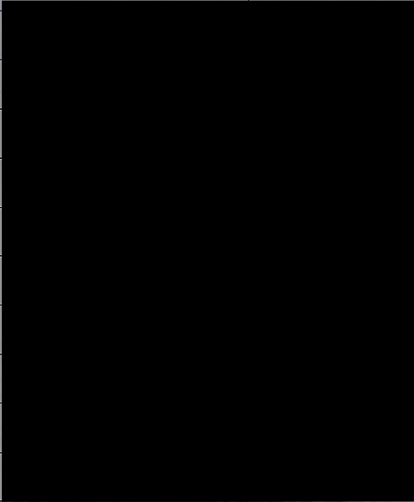









S. No.	Name	Designation/ Occupation	Contact No.	Signature
01	হুমায়ুন কবীর	স্বাক্ষরকারী		Tomal
02	মোঃ সাজাদ	স্বাক্ষরকারী		Sagor
03	মোঃ আনান	স্বাক্ষরকারী		আনান
04	মোঃ বিব	স্বাক্ষরকারী		বিব
05	মোঃ সুলে	স্বাক্ষরকারী		সুলে
06	মোঃ সাকিব	স্বাক্ষরকারী		sakib
07	মোঃ সাকিব	স্বাক্ষরকারী		সাকিব
08	মোঃ শাহিন	স্বাক্ষরকারী		shahib
09	মোঃ হুমায়ুন হক	স্বাক্ষরকারী		হুমায়ুন হক
10	মোঃ সাকিব	স্বাক্ষরকারী		সাকিব
11	মোঃ সাকিব	স্বাক্ষরকারী		সাকিব
12	মোঃ হুমায়ুন হক	স্বাক্ষরকারী		হুমায়ুন হক
13	মোঃ সাকিব	স্বাক্ষরকারী		সাকিব
14	মোঃ সুলে	স্বাক্ষরকারী		সুলে
15	মোঃ সাজাদ আনান	স্বাক্ষরকারী		sajad

SL-NO-03/04

**Second Coastal Towns Environmental Infrastructure Improvement Project
(SCTEIP-II)
Local Government Engineering Department (LGED)**

Name of Pourashava: *Lalmohan*
Date:

Word No:
Time:

SL.NO	Name	Mobile No	Signature
1.	শ্রী: সফিউল হোসেন		
2.	শ্রী: সফিউল হোসেন		
3.	শ্রী: সফিউল হোসেন		
4.	শ্রী: সফিউল হোসেন		
5.	শ্রী: সফিউল হোসেন		
6.	শ্রী: সফিউল হোসেন		
7.	শ্রী: সফিউল হোসেন		
8.	শ্রী: সফিউল হোসেন		
9.	শ্রী: সফিউল হোসেন		
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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 #: Road Package : 02 Subproject: Road/Drain//Others
 Pourashava: লাল গোহন District: ভোলা
 Venue: পৌরসভা মিটিং রুম Date: 26/04/25 Time: 11:00 AM/PM

আলোচনা সভায় উপস্থিতির তালিকা (Attendance Sheet)

ক্রমিক নং SL #	নাম Name	লিঙ্গ (M/F)	মোবাইল নম্বর Mobile No.	পেশা Profession	স্বাক্ষর Signature
1.	শ্রী: আনওয়ার হোসেন	পুরুষ			আনওয়ার
2.	শ্রী: নব্বুনীছিমলা	পুরুষ			
3.	শ্রী: সিতাশাহিনী	পুরুষ			
4.	শ্রী: রিপন সাহু	পুরুষ			
5.	মাহিনা	মহিলা			মাহিনা
6.	ফাহিম	মহিলা			ফাহিম
7.	মাবনী	মহিলা			মাবনী
8.	বিবি কাহারু	মহিলা			কাহারু
9.	সোহন	পুরুষ			সোহন
10.	শ্রী: মিশর	পুরুষ			মিশর
11.	বিবি কুমলুমা	মহিলা			কুমলুমা
12.	ফাহিম	মহিলা			ফাহিম
13.	শ্রী: মাহিনা	মহিলা			শ্রী: মাহিনা
14.	শ্রী: মাহিনা	পুরুষ			শ্রী: মাহিনা
15.	শ্রী: মাহিনা	পুরুষ			মাহিনা

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 #: Road Package: 02 Subproject: Road/Drain/Other

Pourashava: মানসোহর District: ভোলা

Venue: কোম্পাউন্ড/সড়ক Date: 27/04/25 Time: 1:00 AM/PM

আলোচনা সভায় উপস্থিতির তালিকা (Attendance Sheet)

ক্রমিক নং SL #	নাম Name	লিঙ্গ (M/F)	মোবাইল নম্বর Mobile No.	পেশা Profession	স্বাক্ষর Signature
1.	আব্দুল হক	পুরুষ			
2.	আবুল কালাম	পুরুষ			
3.	মো: ইয়াছিন	পুরুষ			
4.	মো: আলীম হক	পুরুষ			
5.	ফিরোজ	পুরুষ			
6.	মো: মনির হোসেন	পুরুষ			
7.	শিফা	মহিলা			
8.	নূর নাহার	মহিলা			
9.	বেসমা	মহিলা			
10.	মো: ফারুক	পুরুষ			
11.	মো: আবুল কালাম	পুরুষ			
12.	মো: শিফা	মহিলা			
13.	আজাদ	পুরুষ			
14.	মো: হারুন	পুরুষ			
15.	মো: মালেক	পুরুষ			

SL-NO-13

Second Coastal Towns Environmental Infrastructure Improvement Project
(SCTEIIIP-II)
Local Government Engineering Department (LGED)

Name of Pourashava: *Lalmohor*

Date:

Word No:

Time:

SL.NO	Name	Mobile No	Signature
1.	শ্রী: আব্দুল হামিদ		<i>Abul Hamid</i>
2.	শ্রী: আব্দুল হামিদ		<i>Abul Hamid</i>
3.	শ্রী: আব্দুল হামিদ		<i>Abul Hamid</i>
4.	শ্রী: আব্দুল হামিদ		<i>Abul Hamid</i>
5.	শ্রী: আব্দুল হামিদ		<i>Abul Hamid</i>
6.	শ্রী: আব্দুল হামিদ		<i>Abul Hamid</i>
7.	শ্রী: আব্দুল হামিদ		<i>Abul Hamid</i>
8.	শ্রী: আব্দুল হামিদ		<i>Abul Hamid</i>
9.	শ্রী: আব্দুল হামিদ		<i>Abul Hamid</i>
10.	শ্রী: আব্দুল হামিদ		<i>Abul Hamid</i>
11.	শ্রী: আব্দুল হামিদ		<i>Abul Hamid</i>
12.	শ্রী: আব্দুল হামিদ		<i>Abul Hamid</i>
13.	শ্রী: আব্দুল হামিদ		<i>Abul Hamid</i>
14.	শ্রী: আব্দুল হামিদ		<i>Abul Hamid</i>
15.			
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**Second Coastal Towns Environmental Infrastructure Improvement Project
(SCTEIIIP-II)
Local Government Engineering Department (LGED)**

Name of Pourashava: Lalmohar
Date:

Word No:
Time:

SL.NO	Name	Mobile No	Signature
1.	সুখান্ত কান্ত		
2.	কাজী.এ. কামরুল হক		
3.	শ্রী: হান্নান		
4.	শ্রী: বাকি: হোসেন		
5.	শ্রী: মাহমুদ হোসেন খান		
6.	শ্রী: মাহমুদ		
7.	শ্রী: কাজী.এ. কামরুল হক		
8.	শ্রী: মাহমুদ হোসেন		
9.	শ্রী: হান্নান		
10.	শ্রী: মাহমুদ হোসেন		
11.	শ্রী: মাহমুদ হোসেন		
12.	শ্রী: মাহমুদ হোসেন		
13.	শ্রী: মাহমুদ হোসেন		
14.			
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Appendix 4: Sample Grievance Registration Format

The _____ Project welcomes complaints, suggestions, queries and comments regarding project implementation. We encourage persons with grievance to provide their name and contact information to enable us to get in touch with you for clarification and feedback. Should you choose to include your personal details but want that information to remain confidential, please inform us by writing/typing *(CONFIDENTIAL)* above your name. Thank you.

Date	Place of registration				
Contact Information/Personal Details					
Name		Gender	* Male * Female	Age	
Home Address					
Place					
Phone no.					
E-mail					
Complaint/Suggestion/Comment/Question Please provide the details (who, what, where and how) of your grievance below:					
If included as attachment/note/letter, please tick here:					
How do you want us to reach you for feedback or update on your comment/grievance?					

FOR OFFICIAL USE ONLY

Registered by: (Name of Official registering grievance)	
Mode of communication:	
Note/Letter	
E-mail	
Verbal/Telephonic	
Reviewed by: (Names/Positions of Official(s) reviewing grievance)	
Action Taken:	
Whether Action Taken Disclosed:	Yes No
Means of Disclosure:	
Grievance Related to Project Component / Modalities of Financing:	

Appendix 5: Road Ownership and NoC from *Pourashava*



লালমোহন পৌরসভা কার্যালয়
Office of the
LALMOHAN MUNICIPALITY
জেলা : ভোলা।

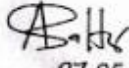
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মেয়র : ০৪৯২৫-৭৫৮৮৪
০৪৯২৫-৭৫৬৬৮ (বাসা)
ফ্যাক্স : ০৪৯২৫-৭৫৮৮৪
website : www.lalmohanpourashava.gov.bd
E-mail : lalmohanpoura1990@gmail.com

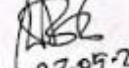
Memo No:- 46.83.0954.008.08.076.25-132

TO WHOM IT MAY CONCERN

This is to certify that estimates for the following six roads and three culverts listed in the Development Project Proposal (DPP) from various wards of Lalmohan *Pourashava* have been submitted through the Local Government Engineering Department for the financial year 2024-2025. These subprojects, part of the "Coastal Towns Climate Resilience Project," will be implemented within the existing right-of-way (RoW) owned by Lalmohan *Pourashava*. They will not make any complications with any other road projects in the *Pourashava* and are not included in the scope of any other project. If these schemes are implemented, the local community will benefit greatly.

Sl. No.	Name of the Road & Culvert	Ownership of Land
1	Construction of RCC Road From Moklesur Rahman Sarak to Nurunabi Chowdhury Sarak (Muktizuddha Sarak, North/Uttar Bazar) at Ward No. 06	Lalmohan <i>Pourashava</i>
2	Construction of RCC Road From Nurunabi Chowdhury Sarak to R & H Sarak (Suma Saw-mill) at Ward No. 06	Lalmohan <i>Pourashava</i>
3	Construction of BC Road From Mohammad Hossain Khan Sarak Hawlader Road to Kha Bari Bridge at Ward No. 07	Lalmohan <i>Pourashava</i>
4	Construction of BC Road From Jamadar Bari Road to Mohammad Hossain Khal Saheb Road to Khan Bari Bridge at Ward No. 08	Lalmohan <i>Pourashava</i>
5	Construction of BC Road From Mizi Bari Sarak to Motahar Uddin Road to 1250m Peskar Hawla Primary School at Ward No. 09	Lalmohan <i>Pourashava</i>
6	A) Construction of Uni Block Road Starting from College Para Sarak to Char Sakina Road at Ward No. 10 B) Construction of 03 Nos. Box Culverts 2- Vent RCC (2.00m x 2.00m x 5.50m) at Ward No. 10	Lalmohan <i>Pourashava</i>


 27-05-25
 Abdus Satter
 Executive Engineer
 Lalmohan Paurashava.


 27-05-25
 Md. Shah Aziz
 Administrator
 Lalmohan Paurashava.

- পৌরসভা ও পানির বিল নিয়মিত পরিশোধ করুন।
- অনুর বা মৃত্যুর ৪৫ দিনের মধ্যে নিবেদন করুন।
- শিশুদের নিয়মিত টিকা দিন।
- পরিবর্তিতভাবে পুর নির্মাণ করুন এবং পৌরসভার পূর্বনিবেদন গ্রহণ করুন।
- শহর পরিষ্কার রাখুন, নির্দিষ্ট স্থানে বর্জ্য আবর্জনা ফেলুন।
- বালা বিবাহ প্রতিরোধ করুন।