Impact Evaluation Study Report

Coastal Climate Resilient Infrastructure (2nd Revised) Project




Implementation Monitoring and Evaluation Division (IMED)
Ministry of Planning
Government of the People's Republic of Bangladesh

30 June 2023

Table of Contents

Annexes:

Annex-1: Questionnaires and Checklist
Annex-2: Procurement Plan
Annex 3: Sample of Test Report

List of Tables

List of Figures

EXECUTIVE SUMMARY

The Government of Bangladesh has adopted the "Coastal Climate Resilient Infrastructure Project (CRCIP)" to develop infrastructure mainly in coastal districts to deal with climate change risks. This project was adopted as a result of participation in the strategic climate resilience program formulation process under the Pilot Climate Resilience Programme. The program is a part of the Strategic Climate Fund, which is a component of the Climate Investment Fund (IFC). Various rural physical infrastructure development works were carried out through this project to improve transportation, trade, marketing of agricultural/non-agricultural products, income, employment, and socio-economic conditions of the rural people in the southern region of Bangladesh. Simultaneously, the project aims to raise public awareness about climate change. The implementation of this project was carried out by the Local Government Engineering Department under the Local Government Division. The CCRIP project was jointly funded by the ADB, KfW, IFAD, and the Government of Bangladesh. The project was implemented from January 2013 to June 2020. It was approved in ECNEC meeting on 18th December 2012. The revised scheme's implementation period is from July 2013 to June 2020. The project underwent two revisions, namely the 2nd Amendment to the proposed RDPP on Inter-organizational Expenditure Reconciliation on 31st December 2019 and the 1st Amendment to the scheme. These revisions were made due to a reduction in Foreign Project Assistance Reimbursable, an increase in the pay scale of employees in FY 2015-16, a significant increase in continuity Tax Rate, and the inclusion of a new list of market substitution to address land problems.

The aim of the project was to improve the livelihoods (increased income and food security) of the poor in 12 coastal districts. Its specific objectives are as follows: (a) improve rural communication and market services through upazila roads, union, and rural roads, drainage infrastructure (bridges, culverts), growth centers, and rural market development to increase income through this system by creating market access opportunities for small producers and poor people; (b) enhance safety and security of rural physical infrastructure by making it climate-resilient, allowing it to withstand current climate impacts and anticipate future climate change; (c) Increase climate change adaptation skills of local people and public safety during disasters by increasing the availability of cyclone shelters, establishing linkages to cyclone shelters, and improving the facilities of existing cyclone shelters. Enhance the institutional capacity of LGEDs, LGIs, and stakeholders through effective training and the introduction of climate change knowledge management methods to consider climate resilience and adaptation in design formulation; and (d) Creation of employment opportunities through project activities.

Project activities include market development, road connectivity development, and climate change adaptation capacity enhancement. The impact assessment process adopted a system-wide approach that was in-depth and participatory. The survey included the observation and review of both quantitative and qualitative data. In the impact assessment, information was collected through interviews with a total of 580 beneficiaries in 30 upazilas of 12 districts. Both qualitative and quantitative data were analyzed. The report presents analytical information and data through percentages, averages, rates, graphs, figures, etc. SWOT Matrices are used to analyze project strengths, weaknesses, risks, threats, etc.

According to the final report of the project, the total allocation of funds in various financial years during the project period was Tk. 1,29,884.73 lakh, and the total expenditure until June

2020 was TK. 1,23,931.42 lakh. As of June 2020, the physical work progress was 99%, and the financial expenditure was 95%. According to the revised DPP, one Project Director has been appointed to the project, who joined on 28th January 2013 and has been working until the completion of the project. A total of 104 manpower personnel have been recruited during the project period.

The procurement process has followed the Government Procurement Guidelines (PPA 2006 & PPR 2008 and ADB Procurement Guidelines). Purchasing activities adhere to the NCB, ICB, RFQ, NOTM, DPM, QCBS, and Fixed Budget procedures. A review of the audit information reveals that internal and external audits of the project have been conducted, and all audit objections have been resolved.

By reviewing the construction material test report, it is evident that the compressive strength test, sieve analysis, and gradation test for each package have been performed at the district-level quality control lab of LGED. Additionally, the bearing pad used in road and bridge construction has been tested at the Bangladesh University of Engineering and Technology (BUET).

The Upazila/Union Parishad owns the road, bridge, culvert, market shed, and landing ghat implemented in the project. However, the reform and management of these assets are the responsibility of LGED. As a result, overall development is hindered. Nevertheless, the project report mentions that the maintenance and renovation of these activities at the end of the project will be managed through government allocation by LGED. The District Executive Engineer and Upazila Engineer of LGED will implement maintenance activities with their technical manpower. The consulting team feels that the plan will be sustainable if the project follows the DPP guidelines.

Due to the natural environment, more necessary measures need to be taken to protect the damaged roads and other infrastructure in the flood-prone areas of the southern, haor, and coastal regions of the country. To ensure the long-term sustainability of project activities such as roads, bridge pavements, and maintenance (O&M) of markets, the allocation of necessary funds, manpower, and monitoring should be strengthened. According to field data surveys, cyclone shelters do not have an adequate number of toilets. Therefore, initiatives should be taken to ensure necessary lighting systems and construct additional women's toilets in cyclone shelters. Deep tubewell and tubewell maintenance work should be undertaken seriously and promptly to address the freshwater crisis in the southern region.

Road development, construction of connecting roads, market services, and improved climate change adaptation capacity have created ample opportunities for saving travel time, reducing costs, increasing business turnover, creating employment, fostering economic growth, and improving quality of life. Climate-resilient development results in reduced maintenance costs, as sustainable infrastructure is built. As a result, low-cost infrastructure development has improved rural socio-economic conditions and enhanced climate resilience. The implementation of CCRIP project activities has made a difference in the development of fair and sustainable quality of life in the southern region by enhancing the overall development of rural livelihoods. Therefore, it is necessary to take the initiative to accept and implement more such projects.

Abbreviation

ADB	Asian Development Bank
BCR	Benefit Cost Ratio
BOQ	Bill of Quantities
CCIL	Creative Consultants International Limited
CCRIP	Coastal Climate Resilient Infrastructure Project
DPP	Development Project Proposal
FGD	Focus Group Discussion
GoB	Government of Bangladesh
IFAD	International Fund for Agricultural Development
IMED	Implementation, Monitoring and Evaluation Division
ITC	Instructions to Consultants
KfW	KfW Development Bank
KIIs	Key Informant Interviews
LCS	Labor Contracting Societies
MMC	Market Management Committee
M&E	Monitoring and Evaluation
NGO	Non-Government Organization
PAD	Project Appraisal Document
PCR	Project Completion Report
PPA	Public Procurement Act
PPR	Public Procurement Rules
RDPP	Revised Development Project Proposal
RFP	Request for Proposal
SWOT	Strengths, Weaknesses, Opportunities, and Threats
TOR	Terms of Reference

Glossary

KfW — For more than 60 years, the KfW Development Bank has been helping the German federal government achieve its development policy and international development cooperation goals. It is an experienced bank and development institution with financing expertise, expert knowledge of development policy and many years of national and international experience. The bank is financed on behalf of the German federal government, and primarily by the Federal Ministry for Economic Cooperation and Development (former). The bank's programs and projects primarily involve public sector players in developing countries and emerging economies. Their mission is to help partner countries fight poverty, maintain peace, protect both the environment and the climate, and shape globalization in an appropriate way.

LCS — Labor Contracting Society (LCS) is an approach that has allowed contractors to engage LCS for on-site civil works. LCS was created out of the need for continuous training in technical matters and especially the need for partnership between LCS and MMC members. The later part of the project implementation helped to institutionalize the LCS in civil works and earthworks in road construction.

MMC — MMC is the market management committee. MMC members work in planning and implementing market development. MMC was trained on various subjects like market management, business promotion, cleanliness and maintenance etc. MMC members are largely responsible for capacity building in planning, implementation, management and maintenance. The Chairman of the Union Parishad (UP) is the Chairman of the MMC.

Chapter 1
Detailed Description of the Project

1.1 Introduction and Rationale of the Project

The Government of Bangladesh adopted the ‘‘Coastal Climate Resilient Infrastructure Project (CCRIP)” to develop supporting infrastructure in coastal districts to deal with climate change risks. This project was adopted as a result of participating in the formulation process of a strategic climate resilience program under the piloted climate resilience program. The Climate Resilience Program is part of the Strategic Climate Fund, which was under the Climate Investment Fund. The project aims to increase adaptation capacity and improve the quality of life in vulnerable coastal districts in order to mitigate the effects of climate change. Under this project, rural roads and markets reconstructed to enhance the quality of life and promote economic development. Infrastructure developed to improve access to cyclone shelters and markets in climate-prone districts of the southwest region. Simultaneously, various activities had been undertaken to raise public awareness about climate change. The CCRIP project was jointly funded by ADB, KfW, IFAD, and the Government of Bangladesh, and was implemented from January 2013 to June 2020.

Bangladesh is one of the most disaster-prone countries in South Asia, and its coastal areas are particularly vulnerable to floods and cyclones. According to a study by the World Bank, these disasters will increase in frequency and intensity in the future. Therefore, Bangladesh ranks among the countries most at risk due to climate change.

The rural infrastructure, especially in low-lying districts, faces new risks as a result of severe flooding caused by climate change, frequent extreme natural disasters, increasing salinity, erratic rainfall patterns, rising temperatures, and potential sea level rise.

Rural infrastructure faces direct risks due to the effects of climate variability and change, as well as indirect risks through changes in the surrounding environment. There is a risk of damage to road surfaces due to temperature changes, and damage to drainage canals, rivers, roads, and dams due to overcapacity caused by stronger and more frequent cyclones and floods. Additionally, all types of infrastructures are losing their stability due to the degradation of soil quality resulting from increasing salinity levels, while concrete infrastructures are vulnerable to rusting.

All these infrastructural weaknesses are affecting the economic and social life of rural communities. The significant gains made by governments in increasing and reducing incomes over the past decades are being threatened by climate change. Women in our country are more vulnerable due to a lack of education, healthcare, economic opportunities, limited mobility, various social barriers, and severe weather disasters.

In this context, the CCRIP project was adopted to strengthen the durability and sustainable quality of infrastructure in 12 districts of the coastal region, under the Strategic Program for Climate Resilience prepared by the Government of Bangladesh, and the Pilot Program for Climate Resilience prepared by development aid organizations. The project was jointly funded by ADB, KfW, IFAD, and the Government of Bangladesh. The implementation period of the project was from January 2013 to June 2020.

1.2 Brief description of the project

A brief description of the project is given below in Table-1.

Table-1: Brief description of the project

1	**Project name**	:	Coastal Climate Resilient Infrastructure Project (CCRIP) (2nd Revised)	
2	**Concerned Ministry/Department**	:	Ministry of Local Government, Rural Development and Cooperatives/Department of Local Government	
3	**Executive Body**	:	Directorate of Local Government Engineering	
4	**Project area**	:	Division: 3 Barisal, Khulna, Dhaka	District: 12 Satkhira, Khulna, Bagerhat, Pirojpur, Gopalgonj, Madaripur, Shariatpur, Jhalkathi, Barishal, Bhola, Barguna and Patuakhali

1.3 Objective of the project

The aim of the project was to improve the livelihoods (increased income and food security) of poor communities in 12 coastal districts. The specific objectives of the project are as follows:

a) Improving rural connectivity and market services by developing upazila roads, union and rural roads, drainage infrastructure (bridges, culverts), growth centers, and rural markets. Increasing income through this system by creating market access opportunities for small producers and impoverished individuals;

b) Enhancing the safety and security of rural physical infrastructure by making it climate-resilient means developing it in a way that enables it to withstand the effects of the current climate and anticipate future climate change;

c) Increase climate change adaptation skills of local people and public safety during disasters by enhancing the availability of cyclone shelters, improving connectivity to cyclone shelters, and upgrading existing cyclone shelter facilities;

d) Enhance the institutional capacity of LGEDs, LGIs, and stakeholders by introducing effective training and climate change knowledge management methods to incorporate climate resilience and adaptation into design formulation; and

e) Create employment opportunities through project activities.

1.4 Project approval, modification, reduction/increase in cost and duration

The Coastal Climate Resilient Infrastructure (2nd Revised) project was approved by the ECNEC meeting of the Government of Bangladesh on 18 December 2012. The project is being implemented through the Directorate of Local Government Engineering under the Local Government Department. The duration of the project was from July 2013 to June 2019. The proposed RDPP regarding inter-organizational cost coordination had to be amended for the 2nd time by the Hon'ble Minister, Ministry of Local Government, Rural Development and Cooperatives on 31 December 2019. The 1st revision of the scheme was made due to a reduction in reimbursable foreign project assistance, an increase in the pay scale of employees in FY 2015-16, a significant increase in the continuity tax rate, and a new list of market substitutions due to land problems. The details of project approvals, revisions, expenditure, and period reduction/increase are mentioned in the following tables: Table 2 and Table 3. The project implementation time is given below:

Table-2: Reduction/increase in project implementation time and cost

Type of DPP	Starting date	Completion date	Difference
Original	January 2013	December 2018	-
1st Amendment	January 2013	December 2019	1st year
2nd amendment	January 2013	December 2020	2nd year

Source: RDPP

Table-3: Project Estimated Cost and Reduction/Increase

(Tk. in Lakh)

	Original	Estimated Cost (1st Amendment)	Difference in Estimated Cost Original DPP and 1st Amendment (3-2)	Estimated Cost (2nd Amendment)	Difference in Estimated Cost of 1st Amendment and 2nd Amendment (3-2)
1	2	3	4	5	6
Total	123,000.00	126,723.17	3,723.17	129,884.73	3,161.56
GoB	25,584.00	38,164.80	12,580.80	39,524.09	1,359.29
RPA	94,054.00	85,073.33	-8,980.67	86,728.65	1,655.32
GPA	3,362.00	3,485.04	123.04	3,631.99	146.95

Source: RDPP (Page: 4)

Table-4: Source and type of project finance

(Tk. in Lakh)

Source/type	GOB (PE)	PA (RPA)	Own Finance (PE)	Other (specify)	PA Source
Loan/Credit	-	75,086.52	-	-	ADB, IFAD
Donation	39,524.09 (-)	15,274.12 (11,850.12)	-	-	ADB, IFAD and KfW
Total	39,524.09 (-)	90,360.64 (86,746.49)	-	-	-

Source: RDPP

1.5 Project Procurement Plan

Procurement Plan attached in Annex-2

1.6 Yearly Allocation and Expenditure

Table-5: Project Year wise Allocation and Expenditure

Financial year	Project version	Expenditure (in lakhs)						
		GoB (FE)	Project support			Own funds	Others	Total
			RPA		DPA			
			Through GOB	Special account				
1	2	3	4	5	6	7	8	9
Year-1 (FY 2012-2013)	Inter-item cost adjustments	100.00 (-)		62.00	-			162.00
	2nd Revised	100.00 (-)		62.00				162.00
	1st Revised	100.00 (-)		62.00	-			162.00
	Original	656.83 (-)		1,667.43				2,324.27
Year-2 (FY 2013-2014)	Inter-item cost adjustments	650.00 (-)		3,500.00	500.00			4,650.00
	2nd Revised	650.00 (-)		3,500.00	500.00			4,650.00
	1st Revised	650.00 (-)		3,500.00	500.00			4,650.00
	Original	2,697.00 (-)		12,796.14	442.80			15,936.00
Year-3 (FY 2014-2015)	Inter-item cost adjustments	2,800.00 (-)		10,000.00	700.00			13,500.00
	2nd Revised	2,800.00 (-)		10,000.00	700.00			13,500.00
	1st Revised	2,800.00 (-)		10,000.00	700.00			13,500.00
	Original	4,417.42 (-)		19,240.04	787.20			24,444.67
Year-4 (FY 2015-2016)	Inter-item cost adjustments	5,200.00 (-)		15,300.00	500.00			21,000.00
	2nd Revised	4,000.00 (-)		16,500.00	500.00			21,000.00
	1st Revised	4,000.00 (-)		16,500.00	500.00			21,000.00
	Original	7,044.42 (-)		29,358.33	721.60			37,124.34
Year-5 (FY 2016-2017)	Inter-item cost adjustments	4,800.00 (-)		23,790.50	509.50			29,100.00
	2nd Revised	4,000.00 (-)		25,000.00	500.00			29,500.00
	1st Revised	4,000.00 (-)		25,000.00	500.00			29,500.00
	Original	5,942.77 (-)		21,812.70	672.40			28,427.88
Year-6 (FY 2017-2018)	Inter-item cost adjustments	6,519.00 (-)		18,000.00	500.00			25,019.00
	2nd Revised	6,419.00 (-)		17,500.00	500.00			24,419.00
	1st Revised	6,419.00 (-)		17,500.00	500.00			24,419.00
	Original	2,645.29 (-)		7,318.95	483.80			10,448.04
Year-7 (FY 2018-2019)	Inter-item cost adjustments	10,456.89 (-)		12,422.00	726.01			23,604.90
	2nd Revised	15,000.00 (-)		12,511.00	785.00			28,296.00
	1st Revised	15,000.00 (-)		12,511.00	785.00			28,296.00
	Original	2,179.92 (-)		1,865.63	254.20			4,299.74
Year-8/ (FY 2019-2020)	Inter-item cost adjustments	8,453.98 (-)		3,701.91	433.27			12,589.16
	2nd Revised	6,555.09 (-)		1,655.65	146.99			8,357.73
	1st Revised	5,195.80 (-)		0.33	0.04			5,196.17
	Original	0.00 (-)		0.00	0.00			0.00
Total	Inter-item cost adjustments	39,524.09 (-)		86,571.86	3,788.78			129,884.73
	2nd Revised	39,524.09 (-)		86,728.65	3,631.99			129,884.73
	1st Revised	38,164.80 (-)		85,073.33	3,485.04			126,723.17
	Original	25,584.01 (-)		94,059.22	3,362.00			123,005.23

Source: RDPP (Page-6)

1.7 Project activities

Table-6: Major Activities of the Project

SL.#	Name of activities	Target of physical infrastructure development	In project support
1.0 Development of road communication			
1.1	Upazila road development	159.17 K.M	ADB and GoB
1.2	Union Road Development	183.51 K.M	IFAD and GoB
1.3	Development of rural roads	373.54 K.M	IFAD and GoB
1.4	Construction of bridges/culverts on upazila, union and village roads	5,424.12 M	ADB, IFAD and GoB
1.5	Construction of drainage structures	23.21 K.M	ADB, IFAD and GoB
2.0 Market development			
2.1	Development of large growth centers	18	ADB and GoB
2.2	Development of growth centers/large rural markets	79	ADB and GoB
2.3	Community market development	184	IFAD and GoB
2.4	Construction of women's market inside the market	14	IFAD and GoB
2.5	Construction of launch ghat	37	IFAD and GoB
3.0 Enhancing Climate Change Adaptation Capacity			
3.1	Construction of multipurpose market-cum-cyclone shelter	1	KfW and GoB
3.2	Construction of new cyclone shelters	7	KfW and GoB
3.3	Extension and development of existing cyclone shelters	4	KfW and GoB
3.4	Development of existing cyclone shelters	4	KfW and GoB
3.5	Cyclone Shelter Link Road Development	25.36 K.M	KfW and GoB
3.6	Construction of shelter (fort) for cattle	1	KfW and GoB
3.7	Installation of manual deep tubewells	28	KfW and GoB
3.8	Construction of renewable energy panels on the market	3 Units	KfW and GoB
3.9	Construction of renewable energy panels in cyclone shelters	3 Units	KfW and GoB

Source: RDPP

1.8 Project logframe

Table-7: Log-frame of the project

Descriptive Summary	Objective Verifiable Indicators (OVI)	Methods of Verification (MOV)	Necessary Assumptions (IA)
Project Objective [ADB: Impact] The project aims to improve the livelihoods (increasing income and food security) of men and women from poor families in selected upazilas of 12 coastal districts.	**ADB:** By 2021, there was a 20% increase in income in the project area compared to 2012 (valued at around Tk 70,000, as per the 2012 baseline survey). **IFAD 2020:** Household Percentage (%) Growth Reported on Improvement in Asset Ownership Index (RIMS). Percentage Reduction in the Prevalence of Child Malnutrition (RIMS). Percentage growth (%) of income of poor households from farms, fisheries, and non-agricultural sources, disaggregated by gender.	• Bangladesh Bureau of Statistics. • Multiple Indicator Cluster Survey (MICS) under RIMS Survey. • Impact assessment studies based on the baseline, mid-term, and PCR. • Qualitative Appraisal (PRA) with designated households of project Upazila/Union/ Village.	• Trade will not deteriorate for coastal communities. • The economy maintains or increases the growth rate. • It will provide ample employment and other facilities for poor and landless families. • The government is committed to addressing climate change and reducing poverty. • Stable food (rice) inflation will be kept below 10%. • The government will provide adequate support for urgent needs to recover quickly after climate disasters and re-engage in productive activities.
Development Goals [ADB: Results]: The goal of the development projects is to improve coastal road and market infrastructure, as well as enhance climate resilience among the people in designated upazilas of the district. [Target of the project: The project aims to benefit approximately 600,000 families and 3.5 million people overall]	By March 2020: Reduced the number of days of infrastructure flooding (target: <5 days; 20 days at baseline) According to the RIMS report, the food security of the beneficiary women/men has improved, and the loss of life and property during disasters has been reduced.	An independent assessment of the robustness and tolerance of infrastructure design. CCRIP Project Evaluation Report after each monsoon season and natural calamity event. Annual Report of IFAD. Seasonal and Post-Natural Disaster Supervision Mission PRA.	• Climate change related impacts are within predicted levels • Risk: Political interference

Descriptive Summary	Objective Verifiable Indicators (OVI)	Methods of Verification (MOV)	Necessary Assumptions (IA)
COMPONENT 1: Transport infrastructure			
Result 1: The project aims to enhance road connectivity, ensuring improved access to markets and social services for both men and women residing in the upazila	By March 2020: ADB: Increase in the average traffic volume per day on project roads (Target: 500, baseline: 200). Reduced average vehicle operating cost on project roads (Target: Tk. 10 per km, baseline: Tk. 15 per km). IFAD: • Percentage increase in the average daily traffic volume on project roads; • Percentage reduction in the average daily traffic volume on project roads.	Traffic Data Survey (Volume and Value) Transport workers and user surveys	• Government to maintain or increase adequate funds for maintenance of roads and markets • Investment in polder protection continues through other activities and projects
Outputs: Construction of high-quality bridges and culverts in upazila, union, and village roads, incorporating climate resilience.	By March 2020: ADB financing: - 159.17 km. Upazila roads are improved and weather resistant;; - 1351.20 meters of bridges and culverts have been constructed on upazila roads; IFAD Funding: - 183.51 km. Union Road has been elevated; - 373.54 km. village roads completed or upgraded; - 4077.92 meter long bridge and culvert has been constructed on union and village roads;	Independent evaluation of road, bridge and culvert construction; Site visit; Environmental assessment; Project reporting and MIS	• There were no major delays due to the increased cost of materials and labor. • Public procurement was adequate and compliant with ADB/IFAD requirements. • There was adequate availability of labor. • Properly maintain the roads. • LGED is committed to acquiring knowledge.

Descriptive Summary	Objective Verifiable Indicators (OVI)	Methods of Verification (MOV)	Necessary Assumptions (IA)
COMPONENT 2: Market development			
Results 2: Improved marketing of farm and non-farm produce in project markets	By March 2020: - There was a 90% increase in product sales in growth center markets (baseline was 23,000 kg in 2012). - There was a merchant rate increase. IFAD: - Increase the percentage of additional income from infrastructure construction. - Increase the percentage of product sales in growth center markets (merchant rate increase).	The market survey includes assessments at baseline, mid-term, and project completion time	• There is no slowdown in the local economy. • Adequate performance of MMC. • Climate trends have not reduced productivity or quality on and off the farm. • Production levels remain stable.
Output: - The market infrastructure has been expanded and upgraded; - A separate branch has been created in the women's market; - A wharf has been constructed to facilitate boat landings; - The Market Management Committee (MMC) has been established; - The LCS is constituted with trained personnel.	**By March 2020:** - Market infrastructure was built or improved [Target: ADB: 88 growth centers/large rural markets; IFAD: 184 community (village) markets of various categories]. - The government established 9 different types of markets. - The market has a women's section. - [Target: ADB: 100% growth in market, 14 divisions in community markets (IFAD)]. - 37 new landing piers were constructed (IFAD). - MMCs were established in all markets. - 5,000 poor women and men were engaged in market building through LCS (IFAD).	Site inspection and survey	• There is adequate availability of labor; • The public policy allows for direct procurement of work through solicitation.

Descriptive Summary	Objective Verifiable Indicators (OVI)	Methods of Verification (MOV)	Necessary Assumptions (IA)
COMPONENT 3: Climate Disaster Management			
Result 3: Rural communities and local authorities are better equipped to cope with adverse climate impacts, thereby enabling them to meet their basic needs during climate disasters.	Effective climate-resilient rural infrastructure management plans. What percentage of the population uses shelters during natural disasters?	Qualitative survey: focus group discussions and key informant interviews conducted after the completion of shelter construction activities. Post-Climate Shock Survey, Participatory Rural Appraisal (PRA) on Response Effectiveness, and Shelter Management.	Local governments maintain emergency and recovery plans
Outputs: Village authorities develop and approve climate-resilient rural infrastructure management plans endorsed by LGED; • LGED piloted sustainable road maintenance schemes and the construction/ improvement of disaster shelters; • LGEDs and local governments were trained on the climate resilience of rural infrastructure; • A knowledge management framework was developed for climate change;	**By March 2020**: LGED approved the Sustainable Road Maintenance Plan by 2015. • 12 multipurpose cyclone shelters were constructed/expanded • 10 existing cyclone shelters have been upgraded. • Access roads to cyclone shelters, spanning 25.36 km, have been improved. • A fort has been built. • 100 training units on climate-proofing infrastructure were conducted. • More than 15% of the participants were female. • 5 publications on climate change were produced.	LGED Report and Workshop Minutes Project Report Site Visit Survey	• The coordination and implementation of management and maintenance plans occur within the policy framework.

1.9 Organizational physical and financial goals

The approved inter-organizational expenditure items and item-wise expenditure of the coordinated RDPP are as follows:

Table 8: Project component-wise physical and financial targets

Economic Code/Sub-Code	Organ description	Quantity	Total	GoB	Project Aid	
					RPA	DPA
(a) Revenue Expenditure						
4501/3111101	Basic Pay (Officer)	2448 month	589.07	589.07		
4601/3111201	Basic Pay (Employees - 4600)	3844 month	597.19	597.19		
4703/3111305	Postage allowance	L/S	27.88	27.88		
4701/31113104	Expensive Allowance	L/S	108.90	108.90		
4705/3111310	House rent allowance	L/S	416.85	416.85		
4709/3111328	Leisure and Entertainment Allowance	L/S	18.14	18.14		
4713/3111325	Festive allowance	L/S	185.10	185.10		
4714/3111335	Bengal New Year Allowance	L/S	12.75	12.75		
4717/3111311	Medical allowance	L/S	68.90	68.90		
4725/3111316	Washing Allowance	L/S	1.47	1.47		
4737/3111301	Duty Allowance	L/S	1.58	1.58		
4755/3111314	Tiffin allowance	L/S	8.33	8.33		
4765/3111302	Travel Allowance	L/S	2.96	2.96		
4775/3111315	Clothing allowance	L/S	5.00	5.00		
4773/3111306	Education Allowance	L/S	1.75	1.75		
4795/3111338	Other Allowances	L/S	**879.26**	**879.26**		
Total allowances (4700/311134500/31111+4600/31112+4700/31113)			**2065.52**	**2065.52**		
Supplies and Services (4800)						
4801/3241101/3244101	Travel allowance	L/S	183.46	180.70	2.76	
4802/3241102/3244102	Moving expenses	L/S	2.71	2.17	0.00	
4805/3111327	Overtime Allowance	L/S	47.36	47.36	0.00	
4814/3257101	Others taxes (DSC, MSC & other Consultant)	L/S	2,604.91	2,604.91		
4814/3821125/3257101	Others taxes (DSC, MSC & other Consultant) – Income tax	L/S	465.00	465.00		
4814/3821104/3257101	Others taxes (DSC, MSC & other Consultant) – VAT	L/S	350.00	350.00		
4815/3211119	Postage	L/S	8.23	8.23	0.00	
4816/3211120	Telephone/Telegram/Teleprinter	L/S	11.55	11.55	0.00	
4817/3111117	Telex/Fax/Internet	L/S	1.70	1.70	0.00	
4818/3221104	Registration fee	L/S	12.45	3.70	8.75	
4819/3211115	Water	L/S	0.00	0.00	0.00	
4821/3211113	Electricity	L/S	40.26	40.26	0.00	
4822/3243102	Fuel gas	L/S	42.88	42.88	0.00	
4823/3243101	Petrol, oil and lubricants	L/S	367.75	347.75	20.00	
4824/	Insurance	L/S	0.00	0.00	0.00	
4827/3255102	Printing and packaging	L/S	19.98	19.98	0.00	
4828/3255104	Stations, Seals and Stamps	L/S	208.85	188.85	20.00	
4831/3211127	Books and Journals	L/S	10.01	10.01	0.00	
4832/3211126	Audio and Video/Film	L/S	10.00	10.00	0.00	
4833/3211125	Advertising and Promotion	L/S	135.50	135.50	0.00	
4840/3231201 /3231202/3231301	Beneficiary workshops and training	L/S	518.15	43.79	474.36	
	Training for government and	L/S	207.43	27.59	179.84	

Economic Code/Sub-Code	Organ description	Quantity	Total	GoB	Project Aid	
					RPA	DPA
	project organizations					
	Training for LGED capacity building	L/S	249.24	43.67	205.58	
	Complementary support measures for capacity building of man-month C, SMC, etc.	L/S	258.65	24.78	233.87	
4840/3231101 /3231102	Training Abroad/ Abroad Briefs/ International Seminars or Workshops in developed and developing countries	L/S	535.84	100.00	435.84	
4842/3211111	Project Management Workshop	L/S	41.38	8.44	32.94	
4845/3211106	Entertainment	L/S	6.10	2.72	3.38	
4893/3211107/3211131	Outsourcing	1412 mm	325.11	325.11	0.00	
3211116	Courier		1.48	1.48	0.00	
4874/325701	Consultant					
4874/3257101	International	134 mm	2,219.01	0.00	0.00	**2,219.01**
4874/3257101	National	1027 mm	2,619.89	0.00	2,466.10	**153,79**
4874/3257101	Support staff	814 mm	1,040.64	0.00	1,040.64	
4874/3257101	Support program for technical staff of IFAD	2691 mm	1,463.23	0.00	1,463.23	**0.00**
4874/3257101	Equipment, Survey and Operating Costs for DSC and MSC packages	L/S	1,751.07	0.00	1,038.85	**712.21**
4874/3257101	Knowledge management programs (web design, LGED MIS/GIS extension, field data collection with tools)	L/S	59.96	0.00	0.00	**59.93**
4874/3257101	Knowledge Management's Handbook, Implementation Design (Baseline Monitoring, Innovation, Survey and Design)	L/S	481.96	0.00	417.70	**64.26**
4874/3257101	Independent safety monitoring	L/S	0.00	0.00	0.00	**0.00**
4874/3257101	Implementation of NGOs to implement rehabilitation plans	L/S	365.65	365.65	0.00	**0.00**
4875/3211102	Clean washing	L/S	3.08	3.08	0.00	
4881/3253103	Security guard	L/S	7.13	7.13	0.00	
4883/3111332	Honorarium for TEC and PEC members	L/S	20.98	20.98	0.00	
4886/3257104	Surveys and Studies	L/S				
	Gender Action Learning System (GALS)	L/S	75.15	0.00	39.81	**35.35**
	RIMS Phase II funded by IFAD	L/S	61.00	0.00	61.00	
	ADB and KfW funded Market, Cyclone Shelter Road Results Survey	L/S	68.40	0.00	68.40	
	Independent safety monitoring	L/S	0.00	0.00	0.00	
4888/3255101	Computer use	L/S	62.56	62.56	0.00	
Total supplies and services			**16965.61**	**5508.02**	**8213.04**	**3,244.55**
4901/3258101	Motor vehicle	L/S	261.03	219.03	42.00	
4906/3258102	Maintenance of office furniture	L/S	10.00	10.00	0.00	
4911/3258103	Computers and office equipment	L/S	24.54	24.54	0.00	
4916/3258105	Mechanical equipment	L/S	10.02	10.02	0.00	
4921/3258107	Office building	L/S	7.07	7.07	0.00	
4921/3258108	Other buildings and structures	L/S			0.00	
	Growth Center	L/S	0.00	0.00		
	Cyclone/Market Centre	L/S	5.44	5.44	0.00	
	Community Market	L/S	17.00	17.00	0.00	

Economic Code/Sub-Code	Organ description	Quantity	Total	GoB	Project Aid	
					RPA	DPA
	Landing Stage	L/S	0.00	0.00	0.00	
4932/3258129	Engineering equipment	L/S	0.00	0.00	0.00	
4941/3258112	Rural roads and culverts	L/S				
	Upazila Road	L/S	416.86	416.86		
	Union, Rural and Block Road	L/S	893.86	893.86	0.00	
Sub-Total Repair Maintenance and Rehabilitation: (4900)		L/S	L/S	1603.82	72.00	
	Total revenue	-	20676.95	9177.36	8255.04	**3,244.55**
(b) Capital						
6807/4112101	Motor vehicle					
	Jeep (4WD Cross Country)	4	289.04	65.61	223.43	
	Pickup Van (Double Cabin)	12	546.48	114.18	432.31	
	Motorcycle	70	105.04	12.15	92.89	
6812/4112302	Cameras and accessories	35	7.89	0.61	7.28	
6813/4112316	Machines and other equipment					
	Road roller (4-5 ton vibration)	4	115.20	9.2	223.43	
	Other field equipment	L/S	0.00	0.00	0.00	
6814/4112304	Engineering equipment	L/S	0.00	0.00	0.00	
	Survey tools	Set	0.00	0.00	0.00	
6815/4112202	Computers & Spare Parts					
	Desktop Computers and Peripherals	44	35.90	7.30	28.60	
	Laptop computer	7	6.51	1.30	5.21	
	Printer (Heavy Duty)		0.00	0.00	0.00	
	Printer/Scanner/Copier (Small Scale)	23	6.94	1.39	5.55	
6819/4112310	Office equipment					
	Photocopier (Heavy Duty)	4	10.09	1.64	8.45	
	Photocopier (small scale)	9	6.18	1.07	5.11	
	LCD projector	4	4.80	0.96	3.84	
	Others (MIS/GIS, Data Collection Tools)	L/S	142.42	21.36	121.06	
6821/4112314	Furniture and Fixtures					
	Office renovation and networking	4	12.22	8.47	3.75	
6822/4112306	Laboratory equipment					
	Thermometer set	31	6.20	0.62	5.58	
	Rebound hammer	31	5.00	0.75	4.25	
6869/4112303	Air cooler	8	14.11	2.82	11.29	
	Total products		**1314.05**	**249.45**	**1064.60**	
	Acquisition of assets					
6901/4141101	Acquisition of land	12.10 acre	814.00	814.00	0.00	
6941	Resettlement/rehabilitation cost		132.34	132.34	0.00	
Acquisition of assets (6900)						
7016/4111201	Other buildings and infrastructure					
	Growth center development	18	4312.07	962.07	3350.00	
	Development of growth centers/development of large rural markets	79	6319.09	1814.04	4505.05	
	Community market (special market) development	4	377.52	145.75	231.77	
	Community Market (Big Package) Development	33	1090.62	109.06	981.56	
	Community Market (Small Package) Development	147	3745.28	374.53	3370.75	
	Collection Center	0	0.00	0.00	0.00	

Economic Code/Sub-Code	Organ description	Quantity	Total	GoB	Project Aid	
					RPA	DPA
	Construction of Women's Market	14	140.22	14.02	6126.20	
	Wharf construction	37	643.26	96.49	546.77	
	Construction of multipurpose market cum cyclone shelter	1	252.36	37.85	214.51	
	Construction of new cyclone shelters	7	2472.36	314.07	2153.29	
	Development of existing cyclone shelters	4	60.07	9.01	51.06	
	Extension and development of existing cyclone shelters	10	2039.17	307.73	1731.44	
	Cyclone Shelter Link Road Development	25.36 k.m.	1398.55	259.71	1138.84	
	Kella development	1	48.92	7.34	51.58	
7046/4111309	Water supply through small pipes					
7047/4111308	Installation of manual deep tube wells	28	32.75	4.91	27.84	
7054/4112313	Construction of renewable energy panels					
	Construction of renewable energy panels on the market	3	4.81	0.72	4.09	
	Construction of renewable energy panels in cyclone shelters	18 units	70.34	10.55	59.79	
	Rural roads and structures					
7031/4111304	Upazila road development	159.17 km	16001.75	3536.39	12465.36	
	Construction of bridges/ culverts on upazila roads	1351.20 m	8800.77	1348.45	7452.32	
	Development of Union Road (Climate Scenario-B)	145.39 km	11675.58	3661.35	8014.23	
	Development of Union Road (Climate Scenario-C)	33.29 km	3126.03	327.75	2798.28	
	Development of rural roads (by carpeting)	322.39 km	20534.26	9856.65	10677.36	
	Rural Road Development (by RCC)	51.15 km	4172.72	1236.36	2936.36	
	Block Road Development	0.00 km	0.00	0.00	0.00	
	Construction of big bridges on union and village roads	135.00 m	507.41	357.41	150.00	
	Construction of bridges/ culverts on union and village roads	3937.92 m	18427.18	4331.22	14095.96	
7041/4111307	Drainage structure	23.73 km	150.08	22.51	127.57	
	Total public welfare works	**-**	**106403.17**	**29150.95**	**77252.22**	
7300	Financial charges during implementation		544.23			
	b) Total capital		109207.78	30346.74	78316.81	**544.23**
	c) Price contingency		0.00			**0.00**
	d) Physical contingency		0.00			**0.00**
Total (a+b+c+d)			**129,884.73**	**39,524.09**	**86,571.86**	**3,788.78**

Sources: RDPP

1.10 Project Sustainability Planning

The Government of Bangladesh has undertaken the "Coastal Climate Resilient Infrastructure (CCRIP) Project" to develop supporting infrastructure to deal with climate change risks mainly in coastal districts. This project was adopted as a result of participation in the strategic climate resilience program formulation process under the Pilot Climate Resilience Programme. After completion of the project, the cost of maintaining the constructed infrastructure will be borne by the respective local government bodies. In addition to the block allocation given by the government to LGED for the maintenance of rural infrastructure, the facilities can be used for maintenance. The District and Upazila level Executive Engineers and Upazila Engineers, along with their technical staff from LGED, will plan and implement maintenance activities. No recurring expenditure on manpower and equipment will be required.

Chapter 2
Methodology and Time-Based Work Plan

2.1 Scope of the Impact Assessment Study (TOR)

The scope of the CCRIP Project Impact Assessment Study is as follows:

(1) Review information on project details such as background, objectives, approval/amendment status, financing issues, etc.;

(2) Collect, collate, analyze, tabulate, and review data on fiscal year-wise action plans, fiscal year-wise allocations and expenditures, and overall and detailed component-wise implementation (actual and financial) progress;

(3) Review and monitor output, outcome, impact, and achievements in light of project objectives and log-frames;

(4) Review and monitor whether the prevailing procurement laws and regulations (PPA, PPR, development partner guidelines, etc.) have been followed in the procurement of various goods and services carried out under the project;

(5) Review and monitor ancillary matters, including manpower required for the operation and maintenance of facilities (products, infrastructure, and services) created under the project;

(6) Review and monitor whether the various products procured under the project have been procured through necessary inspection/verification as per the specifications/BOQ/TOR, quality standards, and quantity stipulated in the purchase agreement related to the works and services;

(7) Project risk analysis, review, and monitoring of various issues related to implementation, such as delays in financing, delays in procurement/procurement of goods, works, and services, inefficiencies in management, and project duration and cost overruns, etc.;

(8) Review and monitoring of project approval revisions (where applicable), allocation of funds, the release of funds, payment of bills, etc.;

(9) Data-based review and monitoring of contract signing, contract conditions, purchase proposal processing and approval, monetary concessions, bill payment consents, and recommendations of various missions, etc. by the Development Cooperation Agency (if any);

(10) Provide feedback for sustaining the benefits created after the completion of the project;

(11) Conduct SWOT analysis considering project objectives, goals, project activities, implementation plan, project management, risk, duration, cost achievement, etc.;

(12) Review and monitor the desired progress in achieving the project's declared goals, objectives, IRR, NPV, etc. of the project;

(13) Prepare a report with an overall review, observations, and necessary recommendations in the light of project-related document review and field-level data analysis, and present the report at the national workshop. Prepare a final report incorporating the feedback received at the national workshop;

(14) In project management, the tasks include the appointment of a project manager, the appointment of manpower, meetings of the project management committee, organization of a meeting of the project steering committee, implementation of an action plan, implementation of decisions made during meetings, progress information transmission, review, and monitoring;

(15) Include in the analysis and monitoring reports information related to local and foreign training, such as the determination of the number of trainees, the selection process of trainees, the selection of the course curriculum, total expenditure, and whether the appointed project consultants have completed their activities according to the TOR mentioned in the DPP;

(16) Three markets and one landing ghat have not been constructed under the project under discussion. Review whether the contract was executed for all these works. If so, provide information related to contract management. Note that bridges/culverts constructed on upazila and union roads were built in a lesser quantity (meters) than the target set in the DPP, but the expenditure was fully executed. Review it in the light of the DPP;

(17) Review whether the 16 vehicles collected under the scheme have been deposited in the Government Transport Pool as per rules. If not, provide an explanation as to why. Also, note that tenders have been invited for 153 packages worth more than 100 crores under the project, out of which the contract price of 93 packages is higher than the estimated price of the DPP. Collect and review aggregate data regarding the number of packages and purchase contracts;

(18) Include in the report detailed information on the external audit of the project, including details of audit objections, the amount of money involved, and measures taken;

(19) Provide the current status of the structures constructed under the project, such as the Growth Center, Community Market, Women's Market, Multipurpose Market cum-Cyclone Shelter, Construction of New Cyclone Shelter, Launch Ghat, Construction of Renewable Energy Panels in Cyclone Shelter, Construction of Renewable Energy Panels in Market, Fort Construction, etc. Also, evaluate how far the objectives of the project have been achieved as a result of the implementation of these components, i.e., its impact;

(20) Review and include in the report the current employment status of LCS women employed under the scheme;

(21) Collecting mobile numbers and national identity cards (if possible) of informants, while gathering information at the field level as a consulting organization, as well as recording videos of conducting FGDs and KIIs and submitting them to the department, will be considered as evidence; and

(22) Perform other necessary tasks as prescribed by the authority.

2.2 Proposed impact assessment methodology

The survey was conducted following a System-wide approach[1] that was in-depth and participatory. Both quantitative and qualitative data were observed and reviewed. It was conducted based on periodic discussions or consultations with survey team members, project management personnel, and beneficiaries to gain a clear understanding of the project. Its primary beneficiaries are farmers, LCS members, rickshaw/van drivers, vehicle drivers, shopkeepers (female and male), students, teachers, and the general beneficiary population (male and female). For data collection, random sampling is done within the project area. Monitoring activities are finalized in consultation with the Inception Interim Project Management Authority.

The topics covered in this survey are:

a) Formal and informal interviews;
b) Group Discussion (FGD);
c) Field survey conducted through structured and semi-structured questions, interviews, and meetings (KII and local level workshop).

The collection of primary and secondary data, review of received reports, and observation of surveys collected from the field level, and opinions are provided. A field visit of the project area was conducted with a consulting team for a preliminary survey. During the field visit, the consultants interacted with the project beneficiaries and other personnel.

Project outputs, outcomes, and impacts in light of project objectives and log frames through this impact assessment survey. Both primary and secondary information/data have been used for this study. Therefore, various reports/documents related to the project provided by IMED and LGED, such as RDPP, PCR, IFAD Impact Assessment Report etc., have been considered secondary sources of data. A sample survey was conducted to collect the expected primary data. For this purpose, appropriate sampling design and survey instruments (questionnaires) have been used.

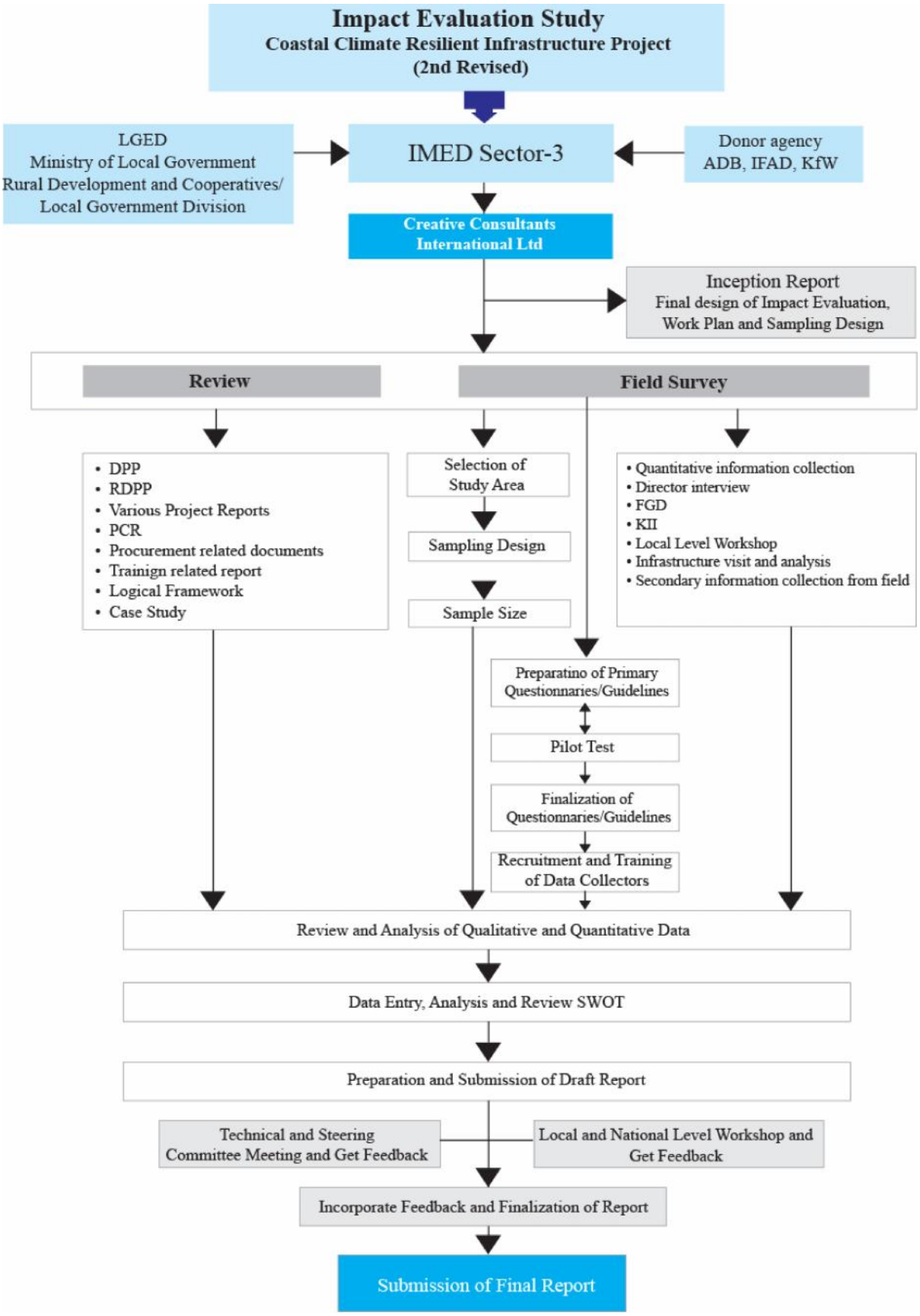
Ex-post (before project implementation and after project completion) data has been collected to assess the impact of this project. Baseline data was used to serve as a basis for comparative analysis. Project and non-project changes are brought under investigation to clarify the understanding of the results and impact of project-related activities. The highest priority has been given to ensuring the quality of primary data collected at the field level.

2.3 Conceptual Framework of Impact Evaluation Surveys

A descriptive research design was followed for the present study. The proposed design is a simple method to implement the impact assessment model survey. It emphasizes the concept of implementing the impact assessment process, ensuring compliance with procedures, secondary data collection and review, evaluation framework and table design, monitoring data tracking, data collection, data analysis, concurrent follow-up activities and outputs, analytical techniques, and data analysis. Monitoring and data integration of tables, as well as recommendations, ensure the layout of reports integrated into the prepared impact assessment activities. The conceptual design of the impact assessment survey is depicted in Figure-1.

[1] To ensure consistency, project implementing agencies and donors should adopt a system-wide approach to statistics and the budget framework.

Figure 1: Conceptual framework of impact assessment



2.4 Survey indicators

Various indicators have been used to achieve the objectives of the impact assessment survey work. Some possible indicators include:

Table 9: Key Indicators of the Impact Assessment Survey

Main Issue	Prescribed indicators
Improving rural communication and market services through infrastructure development. This system increases income by creating opportunities for small producers and poor people to work and access markets.	• How many Market Management Committees (CMCs) have been formed? • How many LCSs have been formed? • How many LCS members have been trained under the CCRIP project? • Were poor women and men engaged in construction work, and if so, how many? • As a result of the implementation of the CCRIP project, do small producers and poor people have access to the market? • As a result of the development of the communication system, has the amount of buying/selling products in the market and the number of transactions in the market increased? • Has the family income increased by 20% as a result of the development of communication systems?
Coping with climate impacts in different ways.	• As a result of the implementation of the CCRIP project, are the people able to cope with the climate impact? • Are the connecting roads navigable to enable quick evacuation to cyclone shelters during calamities? • Is investment in polder protection sustained by other activities and projects? • As a result of infrastructure development, are livestock protected from the effects of climate? • Is there a disaster forecast? • What percentage of the population uses shelters during natural disasters?
Training, technology transfer, and publication.	• How many men/women have been trained under the CCRIP scheme? • How many training units have been conducted on climate resilient infrastructure, and were there more than 15% female participants? • How many publications have been published on climate change? • Have the relevant officials strengthened the implementation of rural infrastructure design and maintenance activities and knowledge management system innovation? • Are they climate-tolerant and able to adapt to changing conditions as a result of training?
Project impact	• Has the family income increased by 20% as a result of the development of communication systems? • Has market access opportunity been created for small producers and poor people?

Main Issue	Prescribed indicators
	• Has traffic increased as a result of the development of a connectivity road communication system? • Has the time and cost of vehicle movement been reduced as a result of the development of connecting road communication systems? • How much has the amount of buying and selling of goods and market transactions increased? • Can the multipurpose use of cyclone shelters lead to additional social benefits? • Have employment opportunities been created as a result of the establishment of various commercial establishments and communications? • Are the family's food needs met, and is nutrition security ensured through homestead farming? • Has poverty been alleviated by increasing farmers' income and creating employment through the development of agriculture-based socio-economic conditions? • Has the empowerment of rural women increased? • Has the income of rural women increased?
Purchase of various packages (goods, works, and services) under the project	• To check whether PPR-2006/PPR-2008 was followed in procurement.
Project successes, weaknesses, and recommendations.	• Identify project strengths and weaknesses. • Identify various project risks. • Provide specific feedback on development projects. • Recommend sustainable and advantageous aspects of this project for implementation in other projects.

2.5 Sample Selection

2.5.1 Number of Samples and Method of Sample Selection

A multi-stage sampling procedure has been followed in the selection of a sample for this survey, considering the nature and objectives of the project, its components, beneficiaries, and stakeholders. Thirty upazilas have been selected as sample areas from twelve project districts for the survey. The LGED project area (headquarters, district, and upazila level) was discussed with the concerned district/upazila level officials, and a list of beneficiary respondents at the union and village level was prepared. Random samples were collected from this list. The total sample size was 580 people, out of which 450 beneficiaries from the project area were directly interviewed. Focus Group Discussions (FGDs) were conducted with 144 beneficiaries from various professions, along with 80 officials at different levels, including district and upazila level office officials of LGED, local representatives, and consultative meetings were held to gather opinions and information. Furthermore, local workshops were organized in the presence of 50 individuals at different levels, including concerned officials and dignitaries of the society. The sampling strategy adopted for the Impact Assessment Survey was determined based on the Terms of Reference (TOR) and in consultation with IMED authorities. The following steps outline the sampling strategy implemented for the survey.

2.5.2 Sample design

Statistical formulas are used in the selection of sample sizes for quantitative surveys in impact assessment studies. A specific procedure is followed, which is based on the confidence level and precision, to determine the appropriate sample size. In addition to the numerical quality of the population, the diversity of the population is also an essential factor in this method, alongside the confidence level (Godden, 2004). The sample sizes for the respondents are determined in a way that ensures a sampling precision level of 5% and a confidence level of 95%. The sample sizes for respondents in these three categories were selected using the following formula (Kothari, 1996: 218):

$$n = \frac{z^2 pq}{e^2}$$

Where, z = Normal variant with a value of 5% signification level and 1.96 at 95% confidence interval
p = the ratio of certain parameters = 0.5;
q = 1 – p = 1 – 0.5 = 0.5; and
e = margin of error 4%, that means e = 4.1%.

$$n = \frac{(1.96)^2 \times 0.5 \times 0.5}{(0.041)^2}$$
$$\therefore \; n = 571.33$$

where
n = required sample size to be determined;
P = Proportion of the target population having a particular characteristic;
q= 1 – p(p=q = 0.5);
e = Acceptable error (4.1%);
Z = Standard normal variant at 95 percent confidence level.

A sample size of 580 beneficiaries was determined by solving the above equation, considering the given precision level (p = 0.50; e = 4.1%). The total number of beneficiaries has been taken into account while selecting the sample number from each sample area.

2.5.3 Summary and Segmentation of Sample Size

For nature and objectives of the project random sampling design of components, beneficiaries, and partners have been followed. Thirty upazilas from twelve districts of the project have been selected as sample areas for the impact assessment study. The upazilas were chosen with an emphasis on remote areas. For quantitative data collection, random sampling of beneficiary respondents at the union and village levels was conducted in consultation with the project director. Key informant interviews were carried out with Upazila LGED Engineers or their designated officers, Chairman/Secretary, LCS Team Leaders, and Women Team Leaders.

A summary and breakdown of the sample size is presented in Table-10.

Table-10: Proposed survey area and number of samples

Division	Name of District	Type of sample	Qty.	Name of Upazila	Type of sample	Qty.
Dhaka	Shariatpur	KII	1	Shariatpur Sadar	Direct interview KII	15 2
				Naria	Direct interview KII FGD	15 2 12
	Madaripur	KII	1	Shibchar	Direct interview KII	15 2
				Rajoir	Direct interview KII FGD	15 2
	Gopalganj	KII	1	Gopalganj Sadar	Direct interview KII	15 2
				Kotalipara	Direct interview KII	15 2
				Tungipara	Direct interview KII FGD	15 2 12
Khulna	Khulna	KII	1	Dumuria	Direct interview KII FGD	15 2 12
				Dacope	Direct interview KII	15 2
	Bagerhat	KII	1	Morelgonj	Direct interview KII FGD	15 2 12
				Chitalmari	Direct interview KII	15 2
				Sharonkhola	Direct interview KII	15 2
	Satkhira	KII	1	Satkhira Sadar	Direct interview KII	15 2
				Asashuni	Direct interview KII	15 2
				Shyamnagar	Direct interview KII FGD	15 2 12
Barishal	Barishal	KII	1	Barishal Sadar	Direct interview KII FGD	15 2 12
				Agoiljhora	Direct interview KII	15 2
				Gournadi	Direct interview KII FGD	15 2 50

Division	Name of District	Type of sample	Qty.	Name of Upazila	Type of sample	Qty.
	Patuakhali	KII	1	Kolapara	Direct interview KII	15 2
				Rangabali	Direct interview KII	15 2
				Golachipa	Direct interview KII FGD	15 2 12
	Pirojpur	KII	1	Kawkhali	Direct interview KII FGD	15 2 12
				Motbaria	Direct interview KII	15 2
	Jhalakathi	KII	1	Kathalia	Direct interview KII FGD	15 2 12
				Jhalakathi Sadar	Direct interview KII	15 2
	Bhola	KII	1	Bhola Sadar	Direct interview KII	15 2
				Charfesson	Direct interview KII	15 2
				Lalmohan	Direct interview KII FGD	15 2
	Barguna	KII	1	Barguna Sadar	Direct interview KII FGD	15 2 12
				Patharghata	Direct interview KII	15 2

Direct interview	**450**
FGD	**144**
KII (District and Upazila LGED Officer, Project Director, LGED Head Quarter Officer)	**80**
Local level workshop	**50**
National level workshop	**120**
Success Story	**6**
Total Respondents	**৮৫০**

2.5.4 Map of the proposed sampling area

Thirty upazilas from 12 districts are shown on the map as sample areas for the impact assessment study.

Figure 2: Map of the proposed project area

2.6 Methods of data collection

Both quantitative and qualitative data were collected through surveys using structured and semi-structured questionnaires. Interviews were conducted with project-related individuals. The questionnaire, which was prepared based on the data requirements, was field verified. In general, the following methods are used in these monitoring activities:

- Collection, review, and analysis of secondary data from the Project Director/IMED;
- Data collection through direct interviews;
- Data collection through FGDs (Focus Group Discussions);
- In-depth, formal, and informal interviews with key respondents (KII);
- Data collection through consultative meetings; and
- Direct discussion and gathering of views with beneficiaries, professionals, local representatives, and LGED officials by organizing local workshops.

2.6.1 Type or source of information

Both primary and secondary information/data have been used for this study. Therefore, various project-related reports/documents such as DPP/RDPP, Annual Reports, Interim Evaluation Reports, etc., provided by IMED and the Project Office, have been considered as sources of secondary data.

2.6.2 Type of Respondents

The interviewees for the survey were divided into the following categories:

- Beneficiary Population (Male and Female)
- LCS Members (Male and Female)
- Market Management Committee Members (Male and Female)
- Farmers (Male and Female)
- Vehicle Drivers
- Rickshaw/Van Drivers
- Male and Female Shopkeepers
- Market Buyers and Sellers
- Students, Teachers, and Imams
- UP Chairman/Member
- District, Upazila, and Headquarters LGED Officers
- Project Manager
- Upazila Agriculture Officer
- NGO Officer

2.6.3 Development of data collection tools or questionnaires

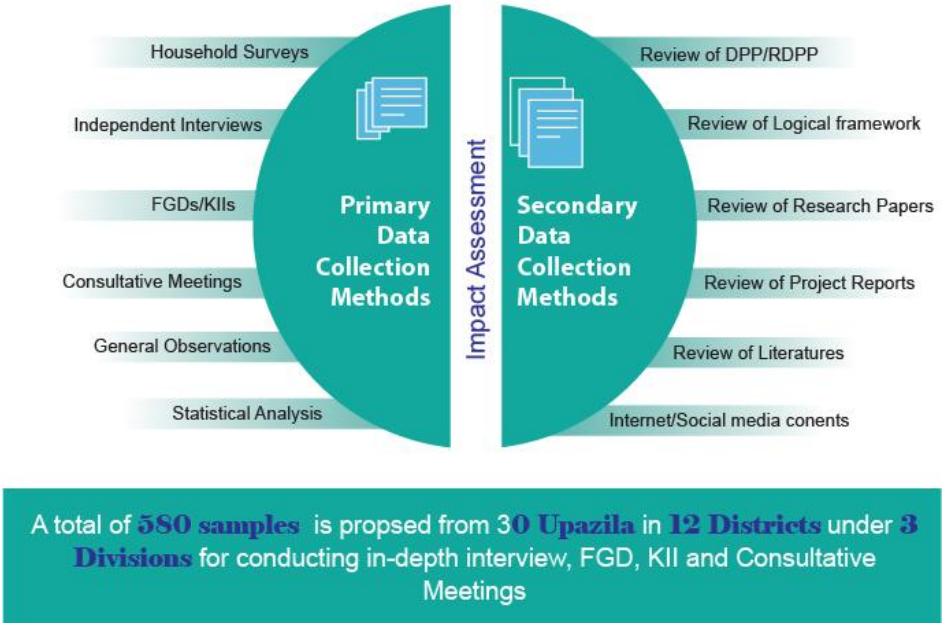
Based on the need for qualitative and quantitative data for the impact assessment study, structured and open-ended questionnaires were prepared and used. Screening materials or questionnaires were prepared with due diligence at the initial stage. The following data collection questionnaire was developed in accordance with the previously stated objectives:

- Field Survey Questionnaire: One Set
- FGD guidelines: One Set
- KII Question Paper: Three Sets (Interviews with District and Upazila Level Officers and Project Managers)
- Facility Inspection Questionnaire: One Set
- Procurement Checklist/Guidelines: One Set
- Success Story Guidelines: One Set

Proper procedures were followed in developing the questionnaires or data collection guidelines/checklists. Later, these questionnaires/guidelines/checklists were pilot tested/pre-tested in a sample area at the field level and finalized after discussion with the project team of IMED.

The structure of the data collection procedure is shown in Figure 3.

Figure 3: Method of Data Collection



2.7 Recruitment and training of field staff

Creative Consultants International Limited (CCIL) has an adequate team of supervisors and surveyors for field-level data collection. The research team collected data from the field level and conducted FGDs and KIIs. A two-day training session for the field workers was organized at the firm's office on March 21-22, 2023, to enhance their proficiency in survey objectives and data collection tools. Mr. Md. Shahadat Hussain, Director (Joint Secretary), IMED, Sector-3, attended the training workshop and delivered a valuable speech and guidance. Along with classroom lectures, the consultant team also provided demonstrations on data collection and interview techniques in the field. Since the field inspectors and survey team members have prior experience in field-level data collection, the training focused on familiarizing them with various project-related terminologies. The training covered the following topics:

Training workshop for data collectors

- Objectives and components of selected projects
- Background and objectives of impact assessment studies
- Survey procedures
- Selection of beneficiaries
- Connecting with respondents
- Interview techniques
- Clear understanding of the question paper
- Group discussion on the question paper
- FGD and KII management techniques in operational terms
- Facility inspection and monitoring procedures
- Record-keeping procedures and other relevant matters

2.8 Data collection at field level

2.8.1 Initial discussion, field visit, and field test

In order to get a clear idea about the impact assessment process, the team leader met with the project director, Mr. Lutfar Rahman, on February 22, March 12 and 16, 2023 to discuss the various aspects and current status of the project. Moreover, to gain a deeper understanding of the project activities and contents and to prepare the questionnaire, the consultant team (consisting of the team leader, social expert, environmental expert, and data collector) visited the project area of Naria in the Shariatpur district and Shibchar upazila in the Madaripur district on March 18, 2023. During the field visit, the consultant team observed various activities of the project such as markets, bridges, culverts, ghats, roads, etc., and directly interacted with the concerned individuals and beneficiaries. They collected in-depth discussions and information about the project's impact.

2.8.2 Direct interview

The direct interview method was followed for the field survey. About 850 different categories of respondents were selected from 30 selected upazilas of 12 districts in the project area. Out of these, 450 beneficiaries have been directly interviewed. Question papers have been prepared and used for this purpose (Appendix-1, Form-1).

2.8.3 Focus Group Discussion (FGD)

The best way to collect qualitative and quantitative data is through focus group discussions or FGDs. Twelve FGDs were conducted in 12 selected upazilas of 12 districts in 3 divisions to collect data from different types of respondents. In each FGD, 10-14 participants from different professions (male and female) attended and provided their views. FGDs were conducted in project sample areas with beneficiaries using a specific guideline.

2.8.4 Key Informant Interview (KII)

Key informant interviews (KIIs) were conducted with project officials at headquarters, district, and upazila levels. In the 30 upazilas of the project, 60 KIIs have been conducted with upazila officials. Similarly, 12 KIIs were conducted in 12 district offices with respective officers. Necessary verification documents/instructions have been prepared and used for this purpose. These verification forms and instructions are prepared using specific codes according to each division (Appendix-1, Form-3, 4, and 5).

2.8.5 Case Study

Five case studies (Success Stories) have been prepared on 5 successful beneficiaries in the project area. These case studies aim to depict and highlight their family, social, and economic conditions due to the project. As much detail as possible has been added to enrich the case studies. A guideline have been used for collection of information for case studies.

2.8.6 Local Level Workshops

The project has implemented activities by introducing a partnership approach and providing technical guidance from officers between LGED field staff and people of various professions at different levels. LCS and MMC members are the main beneficiaries of this project, and various trainings were imparted to them for capacity building. Moreover, the general public of the project area, traders, shopkeepers (male and female), vehicle drivers, farmers, students, teachers, imams, women representatives, etc., are also beneficiaries of the project. A workshop was organized at the local level in Gournadi Upazila of Barisal district with all types of beneficiaries and stakeholders (50 people). Details and comments on local workshops are described in Chapter 3.12 on page 83.

2.8.7 National Level Workshop

A national-level workshop will be organized jointly by IMED and the Consultative Team, with the Consultants of the Consultative Team in attendance. The team leader will present the final report. The topics to be discussed at the national workshop are: (a) presentation of the final report with the findings of the impact assessment; (b) implementation and impact of

major activities under the project; (c) highlighting the benefits gained as a result of the project activities; (d) highlighting the strengths and weaknesses of the project; (e) highlighting the public opportunities created by the project; (f) highlighting the business/trade improvement due to the project; and (g) making recommendations to make project service activities more efficient and sustainable.

2.9 Data Collection Team Management

The field survey program is prepared with the schedule of each team member in mind. For the field survey, we calculated the number of days for team members. The total sample size is 580. We worked with teams in groups of five (5 supervisors and 5 data collectors) to collect data and organize FGDs, KIIs, and consultative meetings. Each data collector conducted 6 interviews per day, resulting in 60 interviews per day. A total of 15 days were required for each data collector, including two days of training and necessary preparation.

2.10 Questionnaire Editing

While collecting data from the respondents, there may be some errors at various stages, such as inaccurate, incomplete, inconsistent information, etc. Therefore, each question paper is edited and coded before being saved on the computer. We follow the instructions of the concerned experts for data entry. These questionnaires are then checked by signal verifiers, who are additional manpower provided by the organization. Editing is done to ensure that the data collectors have used the questionnaires accurately and completely and that they are consistent with the responses received.

2.11 Monitoring of Field Survey Activities

The team leader and other members of the study coordinator team are in constant contact with supervisors and data collectors. The investigators were monitored through mobile communication with the target-based team to check the quality of data collection. Field workers are constantly monitored and supervised by supervisors. Supervisors checked the field survey data-filled questionnaires and ensured the quality of data collection and conducted/facilitated FGDs. The consulting team visited and observed various establishments in-depth and mentioned them accordingly in the report.

2.12 Data Processing and Analysis

Data management processing and analysis include questionnaire registration, policy formulation, signal generation, data verification, and quality control. Data analysis is done in an integrated manner so that the field-level questionnaires are recorded as soon as they are received. Qualitative and quantitative data were processed using MS Access and SPSS. Percentage, mean, rate, graph, list, etc. are used for the descriptive analysis of this quantitative data. Qualitative data collected through FGDs were compiled manually, and summaries were prepared, which were mentioned in the report.

2.13 SWOT Analysis

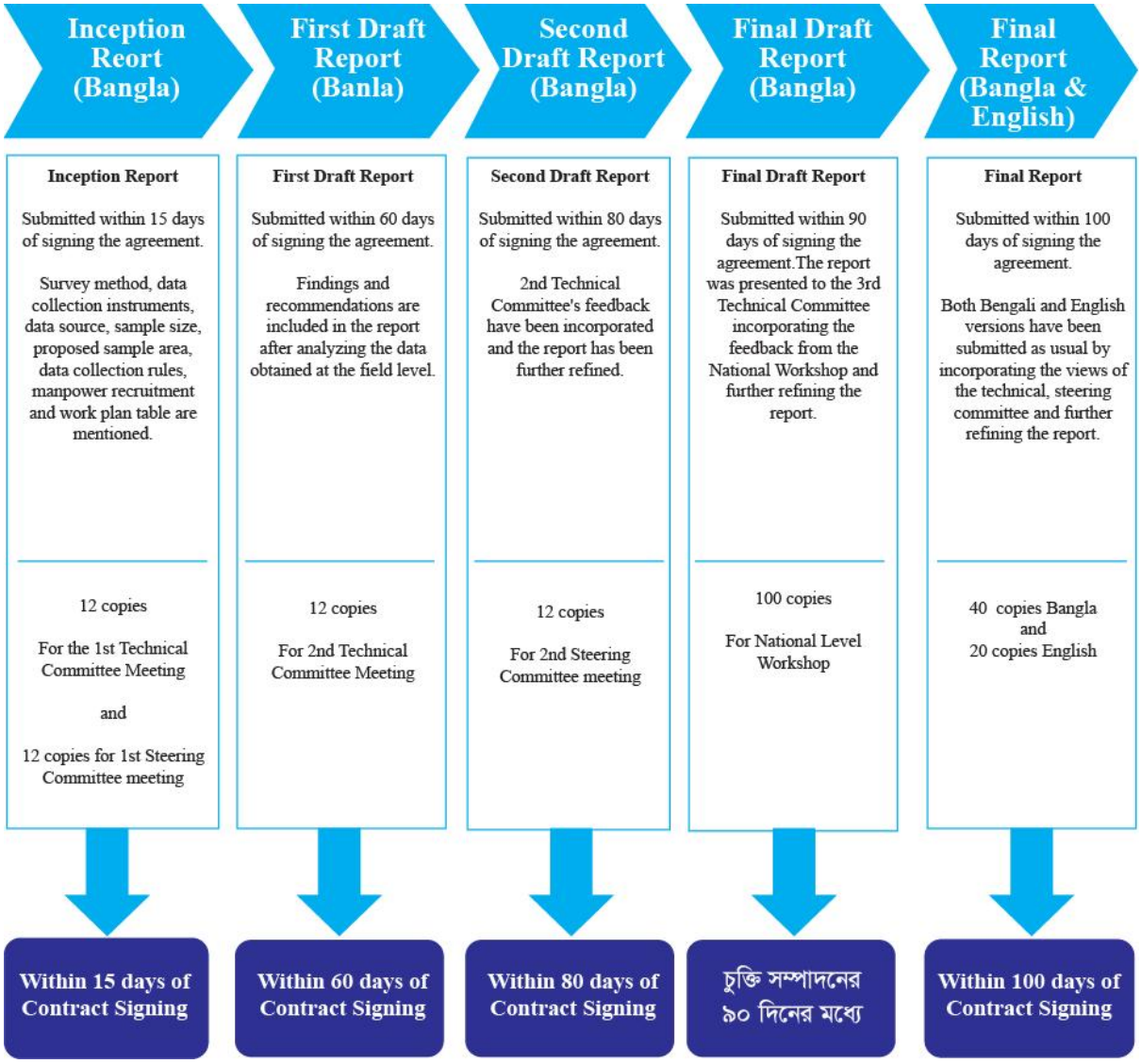
SWOT analysis is a strategic planning technique that helps identify strengths, weaknesses, opportunities, and risks/threats related to project planning. It helps in determining the success

or failure of the project by considering the internal and external pros and cons in relation to the project objectives. Strengths, weaknesses, opportunities, and risks have been analyzed by reviewing the strengths and weaknesses of the project through SWOT analysis. For the SWOT analysis of the project by the consulting firm, LGED officials, local public representatives, local experts, and project documents were observed and analyzed through KII to determine the project's strengths, weaknesses, opportunities, and threats, as mentioned in the report.

2.14 Preparation and submission of survey reports

The survey report has been prepared following the report structure mentioned in the IMED circular. The results of the impact assessment activities have been analyzed and presented in the form of indicators, graphs, and tables for easy comparison of the data obtained at the field level with the project indicators. Each report is then presented to the Technical and Steering Committee for vetting, finalization, and incorporation of any received comments or suggestions. Below is a discussion of the various stages involved in presenting the report.

Figure 4: Time and number of submitted reports



2.15 Time-based action plan for impact assessment

A total of 100 days were spent conducting the entire monitoring program. During this period, all evaluation reports were presented to the Technical and Steering Committees for scrutiny and finalization. The reports were finalized based on the suggestions received from the Technical and Steering Committee. The proposed program and research management activities are divided into various tasks performed by the research team. The program chart is presented below as Figure 5.

Figure 5: Work Plan for Intensive Monitoring

Serial no	Activity	Year 2023																							
		January				February				March				April				May				June			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Step 1: Initial Phase																									
1.1	Signed agreement with IMED for conducting impact assessment study.																								
1.2	Formed a team with necessary support staff																								
1.3	Conducted introductory workshops on project impact assessment studies in presence of consultants and support staff																								
1.4	Arranged offices equipped with necessary furniture and equipment																								
1.5	Held meetings and discussions with IMED and other senior officials of the project																								
1.6	Reviewed existing secondary data such as DPP and PCR collections																								
1.7	Designed data collection methods, developed questionnaires and checklists, proposed methodologies, and developed programs, etc.																								
1.8	Presented the preliminary report to the Technical and Steering Committee for vetting and finalization.																								
1.9	Finalized the report after incorporating the decisions obtained from the technical and																								

Serial no	Activity	Year 2023																							
		January				February				March				April				May				June			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
	steering committee																								
1.10	Conducted field tests in project areas by consultants to test draft question papers and checklists																								
1.11	Conducted a two-day training session on the question paper and checklist																								
1.12	Finalized the question paper and checklist.																								
Step 2: Data collection at field level																									
2.1	Quantitative data collection includes detailed fact-finding, research, and analysis of the area under review.																								
2.2	Field supervisors and consultants conduct FGDs, KIIs, and consultative meetings.																								
2.3	The consultant inspects installations and field-level activities.																								
2.4	The organization arranges local workshops.																								
Step 3: Data processing and reporting stage																									
3.1	Data entry, processing, checking, editing, and analysis.																								
3.2	Preparation of summary tables and statistical data analysis.																								
3.3	Preparation of draft report and presentation to the Technical and Steering Committee for finalization after scrutiny.																								
3.4	Finalization of the report, including the decisions obtained from the Technical and Steering Committee.																								
3.5	Presentation of the final draft report, findings, and recommendations of the impact assessment																								

Serial no	Activity	Year 2023																							
		January				February				March				April				May				June			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
	study at a national workshop organized by IMED.																								
3.6	After incorporating the recommendations and conclusions from the National Workshop into the report, finalize it.																								
Presenting the report																									
1	Submission of preliminary report (within 15 days)																								
2	Submission of first draft report (within 60 days)																								
3	Submission of second draft report (within 80 days)																								
4	Submission of final draft report (within 90 days)																								
4	Submission of final report (within 100 days)																								

2.16 Staffing schedule for impact assessment

The staffing schedule is essentially a program for the proper allocation of professional consultants and staff to conduct the proposed research and provide necessary assistance throughout the project. The entire workload is managed by the research team and divided into various tasks. The staffing schedule chart is displayed in Figure 6.

Figure 6: Staffing schedule

Sl. No.	Name and Position of Expert and Staff	Work Station	Staff Month Input by Month — Year 2023 — February / March / April / May — Weeks 1–16	Total Staff-Month Input		
				Home	Field	Total
A. Professional Staff						
1	**Engr. Md. Shahidul Islam**	Home		2.75		3
	Team Leader and Evaluation Specialist	Field			0.25	
2	**Dr. Biplob Mondal**	Home		2.75		3
	Mid Level Engineer	Field			0.25	
2	**Dr. Golam Wahid Sarker**	Home		2.75		3
	Socioeconomic Specialist	Field			0.25	
4	**Dr. Md. Abdul Latif**	Home		1		1
	Statisticican and Data Analyst	Field			0	
			Sub-Total (A)	9.25	0.75	10
B. Support Staff (proposed)						
1	**To be assigned**	Home		2.75		3
	Study Coordinator	Field			0.25	
2	**To be assigned**	Home		0.1		0.5
	Field Survey Supervisor (3 persons)	Field			0.4	
3	**To be assigned**	Home		0.1		0.5
	Field Investigators (9 persons)	Field			0.4	
4	**To be assigned**	Home		4		4
	Computer-cum-Data Entry Operator	Field			0	
5	**Office Assistant**	Home		4		4
	To be assigned	Field			0	
			Sub-Total (B)	10.95	1.05	12
			Grand Total (A+B)	20.2	1.8	22

LEGEND:

Home Input (continuous)	
Home Input (Intermittent)	
Field Input (continuous)	
Field Input (intermittent)	

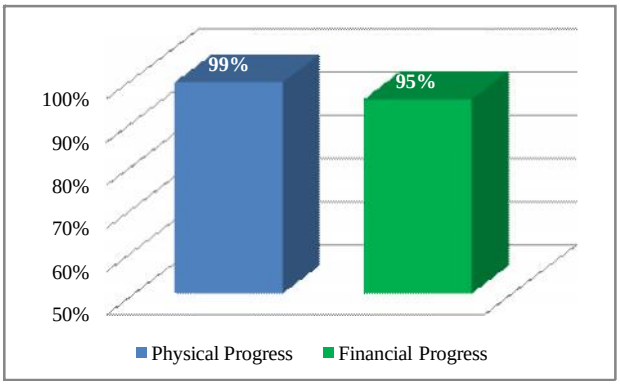
Chapter 3
Review and Analysis of Results

3.1 Project progress

3.1.1 Project Allocation and Expenditure Review

The implementation of the project "Coastal Climate Resilient Infrastructure (2nd Revised)" took place from January 2013 to June 30, 2020. The target of the RDPP was Tk 129,884.73 lakh, while the expenditure amounted to Tk 123,931.42 lakh. The cumulative financial progress of the project from January 2013 to March 2020 was 95%, and the physical progress was 99%. The comparison of the allocation and expenditure of the DPP is shown in Figure-7.

Figure-7: Comparison of physical and financial progress of the project



The physical and financial progress were reduced by 5% (Tk. 272.59 lakhs) due to land acquisition issues, which prevented the construction of three markets and led to the cancellation of a contract with the contractor. The unspent money of the Government of Bangladesh (GOB) has been returned to the government treasury. The unspent funds of the donor agencies are returned in consultation with the designated authorities of the government.

3.1.2 Annual allocation and expenditure of the project

Table-11: Year-wise Fund Resources and Targets as per DPP and RDPP

(Lakh Taka)

Financial year	Financial Resources and Physical Targets per Original DPP				Financial resources and physical targets as per RDPP			
	Total	Taka	P.A (PRA+DPA)	Physical (%)	Total	Taka	P.A (PRA+DPA)	Physical
1	2	3	4	5	6	7	8	9
2012-2013	2,319.44	656.83	1,662.61	3	162.00	100.00	62.00	0.12
2013-2014	15,936.35	2,697.36	13,238.99	20	4,650.00	650.00	4,000.00	3.7
2014-2015	24,444.75	4,417.42	20,027.33	40	13,500.00	2,800.00	10,700.00	14.1
2015-2016	37,124.40	7,044.42	30,079.98	70	21,000.00	5,200.00	15,800.00	30.27
2016-2017	28,427.87	5,942.77	22,485.10	90	29,500.00	4,800.00	24,300.00	52.67
2017-2018	10,448.45	2,645.28	7,803.17	98	25,019.00	6,519.00	18,500.00	71.93
2018-2019	4,298.74	2,179.92	2,118.82	100	23,604.90	10,456.89	13,148.01	90.11
2019-2020	-	-	-	-	12,848.83	8,998.20	3,850.63	100
Total	**1,23,000**	**25,584**	**97,416**	**100%**	**1,29,884.73**	**39,524.09**	**90,360.64**	**100%**

Sources: PCR, September 2020

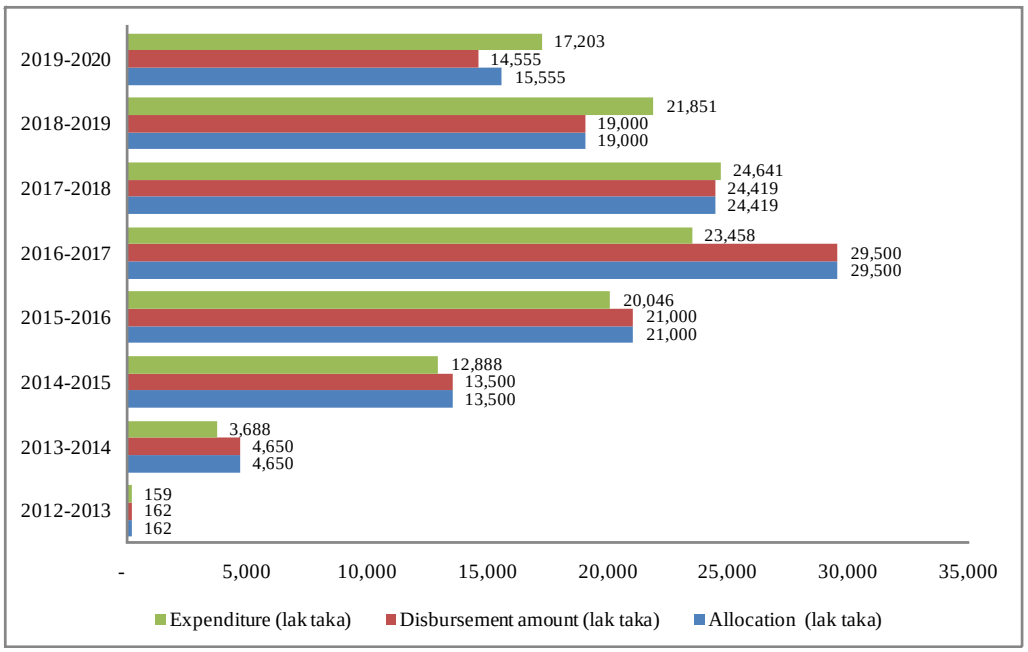
Table-12: Funding, Exemption and Expenditure as per RDPP

(Lakh Taka)

Financial year	Resource and expenditure targets as per RDPP				Financial year	Cost and progress			
	Total	Taka	P.A (PRA+DPA)	Physical (%)		Total	Taka	P.A (PRA+DPA)	Physical (%)
1	2	3	4	5	6	7	8	9	10
2012-2013	162.00	100.00	62.00	1.00	162.00	159.00	96.50	62.00	0.12
2013-2014	4,650.00	650.00	4,000.00	4.00	4,650.00	3,688.00	638.90	3,049.00	2.84
2014-2015	13,500.00	2,800.00	10,700.00	15.00	13,500.00	12,888.00	2,766.10	10,122.00	12.76
2015-2016	21,000.00	5,200.00	15,800.00	30.00	21,000.00	20,046.00	3,999.40	16,047.00	28.20
2016-2017	29,500.00	4,800.00	24,300.00	50.00	29,500.00	23,458.00	3,999.70	19,458.00	46.26
2017-2018	24,419.00	6,519.00	18,500.00	70.00	24,419.00	24,641.00	6,404.00	18,237.00	65.23
2018-2019	19,000.00	10,456.89	13,148.01	85.00	19000.00	21,851.00	7,998.30	13,852.00	82.05
2019-2020	15,555.00	8,998.20	3,850.63	95.30	14555.00	17,203.00	10,151.60	7,051.00	95.30
Total	**1,29,884.73**	**39,524.09**	**90,360.64**	**95.30**	**1,26,786.00**	**1,23,934.00**	**36,054.50**	**87,878.00**	**95.30%**

Sources: PCR, September 2020

Figure-8: Comparison of Resources, Exemptions and Expenditures as per RDPP



A review of the above data shows that resources and expenditure were lower during the project initiation in FY 2012-13 and 2013-14. In the financial year 2016-17, the expenditure was lower than the financial resources of the project. In other words, the target of RDPP could not be achieved in the financial year 2016-17. The expenditure in 2017-2018, 2018-2019, and 2019-2020 was higher than the target and allocation of RDPP.

3.1.3 Component-wise target and implementation (as per RDPP)

Table 13: Component-wise resources and implementation of the project

(in lakhs taka)

Sl. No.	Organ Name	Provisions of 2nd Revised DPP		Cumulative progress till project completion		
		Physical	Estimated expenses	Physical	Financial	Expenditure (%)
1	Basic Salary (Officers)	2448 mm	589.07	2448 mm	544.16	92.38%
Sub-Total Basic Salary (Officer)		2448 mm	**589.07**	2448 mm	**544.16**	**92.38%**
2	Basic Salary (Employee)	864 mm	597.19	864 mm	553.10	92.62%
Sub-Total Basic Salary (Employee)		864 mm	**597.19**	864 mm	**553.10**	**92.62%**
3	Allowance	L/S	27.88	L/S	27.87	99.96%
4	Expense Allowance	L/S	108.70	L/S	67.91	62.47%
5	House Rent Allowance	L/S	416.85	L/S	390.76	93.74%
6	Leisure and Entertainment Allowance	L/S	18.14	L/S	15.40	84.90%
7	Festival Allowance	L/S	185.10	L/S	170.39	92.05%
8	Bangla New Year Allowance	L/S	12.75	L/S	12.19	95.61%
9	Medical Allowance	L/S	68.90	L/S	66.70	96.81%
10	Washing Allowance	L/S	1.47	L/S	0.97	65.99%
11	Duty Allowance	L/S	1.58	L/S	1.58	100.00%
12	Tiffin Allowance	L/S	8.33	L/S	8.22	98.68%
13	Travel Allowance	L/S	2.96	L/S	2.75	92.91%
14	Clothing Allowance	L/S	5.00	L/S	1.13	22.60%
15	Education Allowance	L/S	19.36	L/S	17.85	92.20%
16	Mobile/Cellphone Allowance	L/S	1.75	L/S	1.03	58.86%
17	Other Allowances	L/S	0.50	L/S	-	0.00%
Sub-total allowances			**879.27**	-	**784.75**	**99.42%**
18	Travel expenses	L/S	183.46	L/S	173.62	94.64%
19	Transfer Expenses (Replacement Expenses)	L/S	2.71	L/S	2.71	100.00%
20	Overtime Allowance	L/S	47.36	L/S	47.36	100.00%
21	Other Tasks (DSC, MSc and others) VAT and Income Tax	L/S	3419.91	L/S	3417.93	99.94%
22	Postage charges	L/S	8.23	L/S	7.96	96.72%
23	Telephone/Telegram/Teleprinter	L/S	11.55	L/S	11.55	100.00%
24	Telex/Fax/Internet	L/S	1.70	L/S	1.70	100.00%
25	Registration fee	L/S	12.45	L/S	3.70	29.72%
26	Electricity	L/S	40.26	L/S	40.26	100.00%
27	Gas	L/S	42.88	L/S	41.53	96.85%
28	Petrol, oil and lubricants	L/S	367.75	L/S	365.69	99.44%
29	Printing and packaging	L/S	19.98	L/S	19.97	99.95%

Sl. No.	Organ Name	Provisions of 2nd Revised DPP		Cumulative progress till project completion		
		Physical	Estimated expenses	Physical	Financial	Expenditure (%)
30	Stationery, Seals and Stamps	L/S	208.85	L/S	201.45	96.46%
31	Books and Journals	L/S	10.01	L/S	9.92	99.10%
32	Audio and Video / Film	L/S	10.00	L/S	9.98	99.80%
33	Advertising and Promotion	L/S	135.50	L/S	135.50	100.00%
34	Training Expenditure (Beneficiary Workshops and Training, Training for Govt and Project Institutions, Training for LGED Capacity Building Training, Complementary Support Measures for Capacity Building, Foreign Training, Overseas Short Visits/International Seminars/Workshops	L/S	1769.32	L/S	1698.06	95.97%
35	Project Management Workshop	L/S	41.38	L/S	36.74	88.79%
36	Entertainment	L/S	6.10	L/S	4.75	77.87%
37	Out sourcing	1412 mm	325.11	1412 mm	325.07	99.99%
38	Courier	L/S	1.48	L/S	1.48	100.00%
39	Consultant (DSC, MSc and others) Remuneration	4666 mm	9635.73	4666 mm	9171.47	95.18%
40	Implementation of Resettlement Plan (NGO)	L/S	365.65	L/S	364.62	99.72%
41	Clean washing	L/S	3.08	L/S	3.03	98.38%
42	Security guard	L/S	7.13	L/S	7.13	100.00%
43	Honorarium for TEC and PEC members	L/S	20.98	L/S	20.97	99.95%
44	Surveys and Studies	L/S	204.55	L/S	197.53	96.57%
45	Computer equipment	L/S	62.56	L/S	60.40	96.55%
Sub-total supplies and services			**16,965.67**	-	**16,382.08**	**96.56%**
46	motor vehicle	L/S	261.03	L/S	214.50	82.17%
47	Maintenance of office furniture	L/S	10.00	L/S	10.00	100.00%
48	Computers and office equipment	L/S	24.54	L/S	24.53	99.96%
49	mechanical equipment	L/S	10.02	L/S	10.01	99.90%
50	office building	L/S	7.07	L/S	7.07	100.00%
51	Other Buildings and Infrastructure (Cyclone/Market Shelter, Community Market).	L/S	22.44	L/S	11.74	52.32%
52	Rural Roads and Culverts (Upazila Road, Union, Rural and Block Road).	L/S	1310.72	L/S	1231.21	93.93%
Sub-total repair, conservation and rehabilitation			**1,645.82**	-	**1,509.06**	

Sl. No.	Organ Name	Provisions of 2nd Revised DPP		Cumulative progress till project completion		
		Physical	Estimated expenses	Physical	Financial	Expenditure (%)
53	Jeep (4WD cross country)	4	289.04	4	289.04	100.00%
54	Pick-up Van (Double Cabin)	12	546.48	12	546.48	100.00%
55	Motorcycle	70	105.04	70	105.04	100.00%
56	Cameras and accessories	35	7.89	35	7.89	100.00%
57	Road roller (4-5 ton vibration)	4	115.20	4	115.20	100.00%
58	Desktop Computers and Peripherals	44	35.90	37	26.44	73.65%
59	Laptop computer	7	6.51	7	6.26	96.16%
60	Printer/Scanner/Copier (Small Scale)	23	6.94	23	6.94	100.00%
61	Photocopier (Heavy Duty)	4	10.09	4	10.09	100.00%
62	Photocopier (small scale)	9	6.18	4	4.81	77.83%
63	LCD projector	4	4.80	4	4.56	95.00%
64	Others (MIS/GIS Data Collection Equipment)	L/S	142.42	L/S	142.42	100.00%
65	Office renovation and networking.	4	12.22	4	12.22	100.00%
66	Thermometer set	3	6.20	-	0.00	0.00%
67	Rebound hammer	31	5.00	-	0.00	0.00%
68	Air cooler	8	14.11	8	13.49	95.61%
Purchase of sub-total goods			**1,314.02**	-	**1,290.88**	**98.23%**
69	Acquisition of land	12.10 acre	946.34	12.095 acre	946.03	99.97%
Total land acquisition			**946.34**	-	**946.03**	
70	Growth Center Development (Large)	18	4312.07	18	4032.18	93.51%
71	Development of growth centers/development of large rural markets	79	6319.09	76	6046.60	95.69%
72	Community market (special market) development	4	377.52	4	332.28	88.02%
73	Community Market (Large Package) Development	33	1090.62	33	1078.68	98.91%
74	Community Market (Small Package) Development	147	3745.28	147	3597.38	96.05%
75	Construction of Women's Market	14	140.22	14	137.80	98.27%
76	Construction of wharf	37	643.26	36	622.90	96.83%
77	Construction of multipurpose market cum-cyclone shelter	1	252.36	1	249.60	98.91%
78	Construction of new cyclone shelters	7	2472.36	7	2445.30	98.91%
79	Development of existing cyclone shelters.	4	60.07	4	59.41	98.90%
80	Extension and development of existing cyclone shelters	10	2039.17	10	2016.83	98.90%

Sl. No.	Organ Name	Provisions of 2nd Revised DPP		Cumulative progress till project completion		
		Physical	Estimated expenses	Physical	Financial	Expenditure (%)
81	Cyclone Shelter Link Road Development	25.36 km	1398.55	25.36 km	1383.24	98.91%
82	Building a fort	1	48.92	1	48.38	98.90%
83	Installation of manual deep tube wells	28	32.75	28	32.39	98.90%
84	Construction of renewable energy panels on the market.	3	4.81	3	4.76	98.96%
85	Construction of renewable energy panels in cyclone shelters.	18	70.34	18	69.57	98.91%
86	Upazila road development	159.17 km	16001.75	159.17 km	15676.64	97.97%
87	Construction of bridges/culverts on upazila roads.	1,351.20 m	8800.77	1,322.18 m	8578.77	97.48%
88	Union Road Development (Climate Jhapahbatrad-B)	145.39 km	11675.58	145.39 km	11199.08	95.92%
89	Union Road Development (Climate Jhapahbatrad-C)	33.29 km	3126.03	33.29 km	2822.46	90.29%
90	Development of rural roads (by carpeting)	322.39 km	20534.26	317.9 km	19341.14	94.19%
91	Development of Rural Roads (by RCC)	51.15 km	4172.72	51.15 km	4022.22	96.39%
92	Construction of big bridges on union and village roads	135 m	507.41	111 m	416.20	82.02%
93	Construction of bridges/culverts on union and village roads	3,937.92 m	18427.18	3,751.61 m	17460.95	94.76%
94	Water drainage structure	23.73 km	150.08	23.73 km	150.08	100.00%
95	Financial Charges (All Project Period)	-	544.23	-	0.00	0.00%
Sub-total works and construction		**-**	**106,947.40**	**-**	**101,824.84**	**95.21%**
Grand total			**129,884.78**	**-**	**123,834.90**	**95.34%**

Expenditure on renovation and repair of infrastructure (cyclone/market shelters, community markets, etc.) is low (52.32%), which is not satisfactory. The low expenditure here indicates that the renovation and repair activities of the project were weak.

While the target for the purchase of desktop computers and peripherals was 44, only 37 were purchased, and the expenditure was Tk. 9.46 lakh less than the allocation. The analysis shows that the targets of the DPP have not been followed.

The procurement target for thermometer sets was 31, but they were not procured, and there was no expenditure in the sector.

The rebound hammer purchase target was 31, but it was not purchased, and there was no expenditure in the sector.

The target for growth center development/major rural market development was 79, but 76 were constructed and the expenditure in this sector fell short by Tk. 2,272.40 lakhs. Data analysis and discussion with the project manager revealed that the construction of three markets was not possible due to the complexity of land acquisition. Although the target of land acquisition was 12.10 acres, it was actually possible to acquire 12.09 acres. Information has been received that the construction work of three markets could not be completed due to the inability to acquire this 0.01-acre land.

Although the target for the construction of major bridges on union and village roads was 135 meters, 111 meters (82.22%) were constructed, and the cost was reduced by Tk. 91.20 lakhs. The analysis shows that the targets of the DPP are not being followed.

Although the target level of bridge/culvert construction on union and village roads was 3,937.92 meters, actually 3,751.61 meters (95.26%) were constructed, and the cost was reduced by Tk. 966.23 lakhs. The analysis shows that the targets of the DPP are not being followed.

Rural road development (by carpeting) is targeted at 322.32 km. Although actually 317.90 km (98.60%) has been constructed, and expenditure has been reduced by Tk. 1192.12 lakhs. The analysis shows that the targets of the DPP are not being followed.

Financial charges (for the entire project duration) were allocated, but no expenditure was incurred.

Analyzing the project-wise allocation and implementation of the project, physical and financial progress of 95-99% is found to be satisfactory in most cases.

3.2 Monitoring and reviewing project procurement plans

The impact assessment of the project titled "Coastal Climate Resilient Infrastructure (2nd Revised)" is within the scope of work to monitor whether the existing laws and regulations, PPA-2006 and PPR-2008, have been followed in the procurement of various products, works, and services carried out under the project. To review NCB, ICB, RFQ, NOTM, DPM, QCBS, and Fixed Budget procedures that are followed in purchasing activities.

Based on the information received through the Approved Second Amendment (DPP), Project Progress Report, Project Management Document, etc., the details of the procurement plan, and progress up until June 2020 are presented in the table below:

Table 14: List and monitoring of project procurement plan

Package No	Stage	Package Description	Unit	Qty	Procurement method	Approved authority	Estimated and Actual Cost (Taka)	Agreement amount	Different (%)	Date and Time (date)	Tender invitation	Date of NOA	Date of agreement	Total time up to agreement	Completion period as per agreement	Actual completion date	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
(a) Equipment and Vehicle procurement information:																	
CCRIP/VEHICLES/G-01	Estimated	Jeep (4WD cross country)	No	4	NCB	As per DoFP (ADB/IFAD prior or post Review)	289.04	289.04	0%	-	19/3/2013	-	2/6/2013	-	23/9/2013	23/9/2013	
	Actual	Jeep (4WD cross country)	No	4	NCB	Chief Engineer	289.04	289.04	0%	-	19/3/2013	-	2/6/2013	-	23/9/2013	23/9/2013	
Note: No different in between estimated and actual price and quantity. Completed procurement within scheduled time.																	
CCRIP/VEHICLES/G-02 CCRIP/VEHICLES/G-02 B CCRIP/VEHICLES/G-02 C	Estimated	Pick-up Van (Double Cavin)	No	12	NCB	As per DoFP (ADB/IFAD prior or post Review)	546.48	546.48	0%		19/3/2013		12/6/13	-	27/1/2014	24/11/2014	
	Actual	Pick-up Van (Double Cavin)	No	12	NCB	Chief Engineer	546.48	546.48	0%		19/3/2013		12/6/13	-	27/1/2014	24/11/2014	
Note: No different in between estimated and actual price and quantity. But procurement has been done in two separate dated.																	
CCRIP/VEHICLES/G-03 (b)	Estimated	Motor Cycle	No	70	RFQ	As per DoFP (ADB/IFAD prior or post Review)	105.04	105.04	0%	-	-	-	-	-	-	16/11/2013 2/4/2014	
	Actual	Motor Cycle	No	70	RFQ	Chief Engineer	105.04	105.04	0%	-	-	-	-	-	-	16/11/2013 2/4/2014	
Note: No different in between estimated and actual price and quantity.																	
CCRIP/Equipment/G-04	Estimated	Road Roller (4-5 ton vibration)	No	4	RFQ	As per DoFP (ADB/IFAD prior or post Review)	115.20	115.20	0%	-	-	-	-	-	-	26/11/2014	
	Actual	Road Roller (4-5 ton vibration)	No	4	RFQ	Chief Engineer	115.20	115.20	0%	-	-	-	-	-	-	26/11/2014	
Note: Fund was available but procurement has not been done.																	
CCRIP/Shopping/2013/RFO/G-9 (a)	Estimated	Camera and accessories	No	35	RFQ	As per DoFP (ADB/IFAD prior or post Review)	7.89	7.89	0%	-	-	-	-	-	-	24/10/2013 5/6/2014	

Package No	Stage	Package Description	Unit	Qty	Procurement method	Approved authority	Estimated and Actual Cost (Taka)	Agreement amount	Different (%)	Date and Time (date)	Tender invitation	Date of NOA	Date of agreement	Total time up to agreement	Completion period as per agreement	Actual completion date	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	Actual	Camera and accessories	No	35	RFQ	Chief Engineer	7.89	7.89	0%	-	-	-	-	-	-	24/10/2013 5/6/2014	
Note: No different in between estimated and actual price and quantity. But item has been delivered on two different dates.																	
CCRIP/Goods/Shopping/2013/RFO/G-6 (a)	Estimated	Desktop Computer	No	44	RFQ	As per DoFP (ADB/IFAD prior or post Review)	35.90	35.90	0%	-	-	-	20/11/2013	-	30/12/2013	30/12/2013	
	Actual	Desktop Computer	No	37	RFQ	Chief Engineer	24.46	24.46	26%	-	-	-	20/11/2013	-	30/12/2013	30/12/2013	
	Estimated	Laptop Computers	No	7	RFQ	As per DoFP (ADB/IFAD prior or post Review)	6.51	6.26	95%	-	-	-	20/11/2013		30/12/2013	30/12/2013	
	Actual	Laptop Computers	No	7	RFQ	Chief Engineer	6.26	6.26	0%	-	-	-	-	-	30/12/13 8/1/18 10/12/18	-	
	Estimated	Printer/Scanner/ Copier (Small Scale)	No	23	RFQ	As per DoFP (ADB/IFAD prior or post Review)	6.94	6.94	0%	-	-	-	-	-	30/12/13 10/12/18	-	
	Actual	Printer/Scanner/ Copier (Small Scale)	No	23	RFQ	Chief Engineer	6.94	6.94	0%	-	-	-	-	-	30/12/13 10/12/18	-	
Note: Desktop Computer provision were 44 units but 37 units were procured due to not necessary and actual cost was 26% less																	
LGED/PD/CCRIP/125/2013/1212	Estimated	Photo copier (heavy duty)	No	2	RFQ	As per DoFP (ADB/IFAD prior or post Review)	10.09	10.09	0%	-	-	-	17/12/2013	-	06/06/2014	09/12/2014	
	Actual	Photo copier (heavy duty)	No	2	RFQ	Chief Engineer				-	-	-	15/03/2017		15/05/2017	15/07/2017	
CCRIP/Goods/Shopping/2014/RFO/G-7 (a) CCRIP/Goods/Shopping/2017/RFO/G-6 (b)	Estimated	Photo copier (small scale)	No	9	RFQ	As per DoFP (ADB/IFAD prior or post Review)	6.18	4.81	78%	-	-	-	01/10/2014		16/10/2014	17/11/2014	
	Actual	Photo copier (small scale)	No	4	RFQ	Chief Engineer	4.81	4.81	78%	-	-	-	15/03/2017		15/05/2017	15/07/2017	
CCRIP/Goods/Shopping/2013/RFO/G-7 (a) CCRIP/Goods/Shopp	Estimated	LCD Projector	No	4	RFQ	As per DoFP (ADB/IFAD prior or post Review)	4.80	4.56	95%	-	-	-	29/10/2013		24/11/2013	23/12/2013	

Package No	Stage	Package Description	Unit	Qty	Procurement method	Approved authority	Estimated and Actual Cost (Taka)	Agreement amount	Different (%)	Date and Time (date)	Tender invitation	Date of NOA	Date of agreement	Total time up to agreement	Completion period as per agreement	Actual completion date	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
ing/2018/RFO/G-7 (b)	Actual	LCD Projector	No	4	RFQ	Chief Engineer				-	-	-	16/01/2018		16/03/2018	16/03/2018	
	Estimated	Others (MIS/GIS data collection equipment)	L/S	L/S	NCB	As per DoFP (ADB/IFAD prior or post Review)	142.42	142.42	0%	-	-	-	-	-	-	-	
	Actual	Others (MIS/GIS data collection equipment)	L/S	L/S	NCB	Chief Engineer	142.42	142.42	0%	-	-	-	-	-	-	-	
	Estimated	Office maintenance and networking	No	4	RFQ	As per DoFP (ADB/IFAD prior or post Review)	12.22	12.22	0%								
	Actual	Office maintenance and networking	No	4	RFQ	Chief Engineer				-	-	-	-	-	-	-	
	Estimated	Tharmometer	No	31	-	-	6.20	-	0%	-	-	-	-	-	-	-	
	Actual	Tharmometer	No	31	-	-				-	-	-	-	-	-	-	
	Estimated	Rebound hammer	No	31	-	-	5.00	-	0%	-	-	-	-	-	-	-	
	Actual	Rebound hammer	No	31	-	-											
	Estimated	Air Cooler	No	8	RFQ	As per DoFP (ADB/IFAD prior or post Review)	14.11	13.49	96%	-	-	-	-	-	-	-	
	Actual	Air Cooler	No	8	RFQ	Chief Engineer				-	-	-	-	-	-	-	
Note: Due to not necessary Tharmometer sets were not procured. No different for other items both estimated and actual.																	
(b) Procurement of Infrastructure development (road/bazaar/bridge/culvert)																	
	Estimated	Grouth Centre (large)	No	18	NOTM	As per DoFP (ADB/IFAD prior or post Review)	4,312.07	4,032.18	93.51%	-	15/7/2013	-	15/11/2013	-	30/12/2014	-	
	Actual	Grouth Centre (large)	No	18	NOTM	Chief Engineer	4,312.07	4,032.18	93.51%	-	-	-	-	-	-	-	
Note: Physical progress (100%). Expenditure (93.51%) which is less than estimated cost																	
	Estima	Grouth Centre	No	79	NOTM	As per DoFP	6,319.09	6,046.6	96%		15/7/2014		15/11/201		31/12/201		

Package No	Stage	Package Description	Unit	Qty	Procurement method	Approved authority	Estimated and Actual Cost (Taka)	Agreement amount	Different (%)	Date and Time (date)	Tender invitation	Date of NOA	Date of agreement	Total time up to agreement	Completion period as per agreement	Actual completion date	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	ted	development/large market development				(ADB/IFAD prior or post Review)		0					4		5		
	Actual	Grouth Centre development/large market development	No	76	NOTM	Chief Engineer	6,319.09	6,046.60	96%	-	-	-	-	-	-	-	-
Note: Physical progress (96%). Due to problem of land acquation 3 markets have not been constructed. Expenditure is less than estimated cost.																	
	Estimated	Community Market development (Specialist Market)	No	4	NOTM	As per DoFP (ADB/IFAD prior or post Review)	377.52	332.28	88%								
	Actual	Community Market development (Specialist Market)	No	4	NOTM	Chief Engineer	377.52	332.28	88%								
Note: Physical progress (100%). Expenditure is less than estimated cost (88%).																	
	Estimated	Community Market development (large package)	No	33	NOTM	As per DoFP (ADB/IFAD prior or post Review)	1,090.62	1,078.68	99%								
	Actual	Community Market development (large package)	No	33	NOTM	Chief Engineer	1,078.68	1,078.68	0%								
Note: Physical progress (100%).																	
	Estimated	Community Market development (small package)	No	147	NOTM	As per DoFP (ADB/IFAD prior or post Review)	3,745.28	3,597.38	96%								
	Actual	Community Market development (small package)	No	147	NOTM	Chief Engineer	3,597.38	3,597.38	0%								
Note: Physical progress (100%). Expenditure is less than estimated cost (96%).																	
	Estimated	Women market	No	14	NOTM	As per DoFP (ADB/IFAD	140.22	137.80	98%								

Package No	Stage	Package Description	Unit	Qty	Procurement method	Approved authority	Estimated and Actual Cost (Taka)	Agreement amount	Different (%)	Date and Time (date)	Tender invitation	Date of NOA	Date of agreement	Total time up to agreement	Completion period as per agreement	Actual completion date	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
						prior or post Review)											
	Actual	Women market	No	14	NOTM	Chief Engineer	137.80	137.80	0								
Note: Physical progress (100%). Expenditure is less than estimated cost (98%).																	
	Estimated	Landing Ghat development	No	37	NOTM	As per DoFP (ADB/IFAD prior or post Review)	643.26	622.90	97%								
	Actual	Landing Ghat development	No	36	NOTM	Chief Engineer	622.90	622.90	0%								
Note: One landing ghat has not been constructed due to cancellation of contract. Physical progress (97%). Expenditure is less than estimated cost (97%).																	
	Estimated	Multipurpose Market-cum-Cyclone Shelter development	No	1	NOTM	As per DoFP (ADB/IFAD prior or post Review)	252.36	249.60	99%								
	Actual	Multipurpose Market-cum-Cyclone Shelter development	No	1	NOTM	Chief Engineer	249.60	249.60	0%								
Note: Physical progress (100%). Expenditure is less than the estimated cost (99%).																	
	Estimated	New Cyclone Shelter development	No	7	NOTM	As per DoFP (ADB/IFAD prior or post Review)	2472.36	2,445.30	99%								
	Actual	New Cyclone Shelter development	No	7	RFQ	Chief Engineer	2,445.30	2,445.30	0%								
Note: Physical progress (100%). Expenditure is less than the estimated cost (99%).																	
	Estimated	Existing Cyclone Shelter development	No	4	RFQ	As per DoFP	60.07	59.41	99%								
	Actual	Existing Cyclone Shelter development	No	4	RFQ	Chief Engineer	59.41	59.41	0%								
Note: Physical progress (100%). Expenditure is less than the estimated cost (99%).																	
	Estimated	Existing Cyclone Shelter extension	No	10	RFQ	As per DoFP (ADB/IFAD	2039.17	2,016.83	99%								

Package No	Stage	Package Description	Unit	Qty	Procurement method	Approved authority	Estimated and Actual Cost (Taka)	Agreement amount	Different (%)	Date and Time (date)	Tender invitation	Date of NOA	Date of agreement	Total time up to agreement	Completion period as per agreement	Actual completion date	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
						prior or post Review)											
	Actual	Existing Cyclone Shelter extension	No	10	RFQ	Chief Engineer	2,016.83	2,016.83	0%								
Note: Physical progress (100%). Expenditure is less than the estimated cost (99%).																	
	Estimated	Cyclone Shelter link road development	km	25.36	RFQ	As per DoFP (ADB/IFAD prior or post Review)	1398.55	1,383.24	99%								
	Actual	Cyclone Shelter link road development	km	25.36	RFQ	Chief Engineer	1,383.24	1,383.24	0%								
Note: Physical progress (100%). Expenditure is less than the estimated cost (99%).																	
	Estimated	Kella construction	No	1	RFQ	As per DoFP (ADB/IFAD prior or post Review)	48.92	48.38	99%								
	Actual	Kella construction	No	1	RFQ	Chief Engineer	48.38	48.38	0%								
Note: Physical progress (100%). Expenditure is less than the estimated cost (99%).																	
	Estimated	Establishment of hand tubewells	No	28	RFQ	As per DoFP	32.75	32.39	99%								
	Actual	Establishment of hand tubewells	No	28	RFQ	Project Director	32.39	32.39	0%								
Note: Physical progress (100%). Expenditure is less than the estimated cost (99%).																	
	Estimated	Installation of Renewable Solar Panel	No	3	NOTM	As per DoFP (ADB/IFAD prior or post Review)	4.81	4.76	99%								
	Actual	Installation of Renewable Solar Panel	No	3	NOTM	Chief Engineer	4.76	4.76	0%								
Note: Physical progress (100%). Expenditure is less than the estimated cost (99%).																	
	Estimated	Installation of Solar Panel at Cycle Shelter	No	18	RFQ	As per DoFP (ADB/IFAD prior or post Review)	70.34	69.57	99%								
	Actual	Installation of	No	18	RFQ	Chief	69.57	69.57	0%								

Package No	Stage	Package Description	Unit	Qty	Procurement method	Approved authority	Estimated and Actual Cost (Taka)	Agreement amount	Different (%)	Date and Time (date)	Tender invitation	Date of NOA	Date of agreement	Total time up to agreement	Completion period as per agreement	Actual completion date	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
		Solar Panel at Cycle Shelter				Engineer											
Note: Physical progress (100%). Expenditure is less than the estimated cost (99%).																	
	Estimated	Upazila road development	km	159.17	RFQ	As per DoFP (ADB/IFAD prior or post Review)	16001.75	15,676.64	98%								
	Actual	Upazila road development	km	159.17	RFQ	Chief Engineer	15,676.64	15,676.64	0%								
Note: Physical progress (100%). Expenditure is less than the estimated cost (98%).																	
	Estimated	Construction of Bridge/Culverts in Upazila Road	m	1351.20	RFQ	As per DoFP	8800.77	8,578.77	97%								
	Actual	Construction of Bridge/Culverts in Upazila Road	m	1322.18	RFQ	Chief Engineer	8,578.77	8,578.77	0%								
Note: Physical progress (98%) and expenditure is less than the estimated cost (99%).																	
	Estimated	Union road development (climate scenario-b)	km	145.39	RFQ	As per DoFP	11675.58	11,199.08	96%								
	Actual	Union road development (climate scenario-b)	km	145.39	RFQ	Chief Engineer	11,199.08	11,199.08	0%								
Note: Physical progress (100%) and expenditure is less than the estimated cost (96%).																	
	Estimated	Union road development (climate scenario-c)	km	33.29	RFQ	As per DoFP	3126.03	2,822.46	90%								
	Actual	Union road development (climate scenario-c)	km	33.29	RFQ	Chief Engineer	2,822.46	2,822.46	0%								
Note: Physical progress (100%) and expenditure is less than the estimated cost (90%).																	
	Estimated	Grameen Road development (carpeting)	km	322.39	RFQ	As per DoFP (ADB/IFAD prior or post	20534.26	19,341.14	99%								

Package No	Stage	Package Description	Unit	Qty	Procurement method	Approved authority	Estimated and Actual Cost (Taka)	Agreement amount	Different (%)	Date and Time (date)	Tender invitation	Date of NOA	Date of agreement	Total time up to agreement	Completion period as per agreement	Actual completion date	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
						Review)											
	Actual	Grameen Road development (carpeting)	km	317.90	RFQ	Chief Engineer	19,341.14	19,341.14	0%								
Note: Physical progress (99%) and expenditure is less than the estimated cost (90%).																	
	Estimated	Grameen Road development (R.C.C)	km	51.15	RFQ	As per DoFP (ADB/IFAD prior or post Review)	4172.72	4022.22	96%								
	Actual	Grameen Road development (R.C.C)	km	51.15	RFQ	Chief Engineer	4022.22	4022.22	0%								
Note: Physical progress (100%) and expenditure is less than the estimated cost (96%).																	
	Estimated	Construction of large bridge in Union and Grammen Roads	m	507.41	RFQ	As per DoFP (ADB/IFAD prior or post Review)	507.41	416.20	82%								
	Actual	Construction of large bridge in Union and Grammen Roads	m	507.41	RFQ	Chief Engineer	416.20	416.20	0%								
Note: Physical progress (100%) and expenditure is less than the estimated cost (82%).																	
	Estimated	Construction of bridge/culverts in Union and Grammen Roads	m	3937.92	RFQ	As per DoFP	18427.18	17,460.95	95%								
	Actual	Construction of bridge/culverts in Union and Grammen Roads	m	3751.61	RFQ	Chief Engineer	17,460.95	17,460.95	0%								
Note: Physical progress (95%) and expenditure is less than the estimated cost (95%).																	
	Estimated	Construction of water dranage	km	২৩.৭৩	RFQ	As per DoFP	150.08	150.08	100 %								
	Actual	Construction of water dranage	km	২৩.৭৩	RFQ	Chief Engineer	150.08	150.08	100 %								
Note: Progress 100% both of physical and financial.																	
	Estimated	Financial charges (full project	L/S	-	RFQ	As per DoFP	544.23	-	0%								

Package No	Stage	Package Description	Unit	Qty	Procurement method	Approved authority	Estimated and Actual Cost (Taka)	Agreement amount	Different (%)	Date and Time (date)	Tender invitation	Date of NOA	Date of agreement	Total time up to agreement	Completion period as per agreement	Actual completion date	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
		period)															
	Actual	Financial charges (full project period)	L/S	-	RFQ	Chief Engineer	544.23	-	0%								
Note: There is no interruption.																	
	Estimated	Manpower	mm	4724	-	-	2065.52	1,882.01	91%								
	Actual	Manpower	mm	4724	-	-	2065.52	1,882.01	91%								
Note: Expenditure is less than the estimated cost (91%).																	
(c) Procurement of Services																	
	Estimated	Travel expenses	L/S	4724	-	Project Director	183.46	173.62	95%								
	Actual	Travel expenses	L/S	4724	-	Project Director	183.46	173.62	95%								
	Estimated	Trasfer expenses	L/S	2.71	-	Project Director	2.71	2.71	0%								
	Actual	Trasfer expenses	L/S	2.71	-	Project Director	2.71	2.71	0%								
	Estimated	Overtime	L/S	47.36	-	Project Director	47.36	47.36	0%								
	Actual	Overtime	L/S	47.36	-	Project Director	47.36	47.36	0%								
	Estimated	Other tax (DSC, MSC & others) VAT and ITS	L/S	3419.91	-	Project Director	3419.91	3417.91	0%								
	Actual	Other tax (DSC, MSC & others) VAT and ITS	L/S	3419.91	-	Project Director	3419.91	3417.91	0%								
	Estimated	Postage	L/S	8.23	-	Project Director	8.23	7.96	97%								
	Actual	Postage	L/S	8.23	-	Project Director	8.23	7.96	97%								
	Estimated	Telephone/Telegram/Teleprinter	L/S	11.55	-	Project Director	11.55	11.55	0%								
	Actual	Telephone/Telegram/Teleprinter	L/S	11.55	-	Project Director	11.55	11.55	0%								
	Estimated	Telex/Fax/Internet	L/S	1.70	-	Project Director	1.70	1.70	0%								
	Actual	Telex/Fax/Internet	L/S		-	Project	1.70	1.70	0%								

Package No	Stage	Package Description	Unit	Qty	Procurement method	Approved authority	Estimated and Actual Cost (Taka)	Agreement amount	Different (%)	Date and Time (date)	Tender invitation	Date of NOA	Date of agreement	Total time up to agreement	Completion period as per agreement	Actual completion date	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
						Director											
	Estimated	Registration fee	L/S	12.45	-	Project Director	12.45	3.70	30%								
	Actual	Registration fee	L/S		-	Project Director	3.70	-	-								
	Estimated	Electricity	L/S	40.26	-	Project Director	40.26	40.26	0%								
	Actual	Electricity	L/S		-	Project Director	40.26	-	-								
	Estimated	Fuel/gas	L/S	42.88	-	Project Director	42.88	41.53	99%								
	Actual	Fuel/gas	L/S		-	Project Director	41.53	-	-								
	Estimated	Petrol, oil & lubricant	L/S	367.75	-	Project Director	367.75	365.69	99%								
	Actual	Petrol, oil & lubricant	L/S		-	Project Director	365.69	-	-								
	Estimated	Printing and packaging	L/S	19.98	-	Project Director	19.98	19.97	0%								
	Actual	Printing and packaging	L/S		-	Project Director	19.97	-	-								
	Estimated	Stationaries, seal & stamp	L/S	208.85	-	Project Director	208.85	201.45	96%								
	Actual	Stationaries, seal & stamp	L/S		-	Project Director	201.45	-	-								
	Estimated	Book and journal	L/S	10.01	-	Project Director	10.01	9.92	99%								
	Actual	Book and journal	L/S	10.01	-	Project Director											
	Estimated	Audio and video film	L/S	10.00	-	Project Director	10.00	9.98	.02%								
	Actual	Audio and video film	L/S		-	Project Director	9.98	-	-								
	Estimated	Advertisement and pubilcations	L/S		-	Project Director	135.50	135.50	0%								
	Actual	Advertisement and pubilcations	L/S		-	Project Director	135.50	-	-								
	Estimated	Training (institution, training for LGED capcity building,	L/S		-	Project Director	1769.32	1698.06	96%								

Package No	Stage	Package Description	Unit	Qty	Procurement method	Approved authority	Estimated and Actual Cost (Taka)	Agreement amount	Different (%)	Date and Time (date)	Tender invitation	Date of NOA	Date of agreement	Total time up to agreement	Completion period as per agreement	Actual completion date	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
		complement support meaure for capacity building, foreign training, overseas short visit,/international seminar/workshop															
	Actual	Training (institution, training for LGED capcity building, complement support meaure for capacity building, foreign training, overseas short visit,/international seminar/workshop	L/S		-	Project Director	১৬৯৮.০৬	-	-								
	Estimated	Project management	L/S		-	Project Director	41.38	36.74	89%								
	Actual	Project management	L/S		-	Project Director	36.74	-									
	Estimated	Entertainment	L/S		-	Project Director	6.10	4.75	78%								
	Actual	Entertainment	L/S		-	Project Director	4.75	-									
	Estimated	Outsourcing	mm	1412	-	Project Director	325.11	325.07	0%								
	Actual	Outsourcing	mm	1412	-	Project Director	325.07	-									
	Estimated	Courier	L/S		-	Project Director	1.48	1.48	0%								
	Actual	Courier	L/S		-	Project Director	1.48										
	Estimated	Consultants (DSC, MSC & others) remuneration	mm	4666	-	Chief Engineer	9,635.73	9171.47	95%								
	Actual	Consultants (DSC, MSC & others) remuneration	mm	4666	-	Chief Engineer	9171.47	-	-								
	Estimat	Replacement plan	L/S		-	Project	365.65	364.62	0%								

Package No	Stage	Package Description	Unit	Qty	Procurement method	Approved authority	Estimated and Actual Cost (Taka)	Agreement amount	Different (%)	Date and Time (date)	Tender invitation	Date of NOA	Date of agreement	Total time up to agreement	Completion period as per agreement	Actual completion date	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	ed	(NGO)				Director											
	Actual	Replacement plan (NGO)	L/S		-	Project Director	364.62	-	-								
	Estimated	Washing and cleaning	L/S		-	Project Director	3.08	3.03	98%								
	Actual	Washing and cleaning	L/S		-	Project Director	3.03	-	-								
	Estimated	Security guard	L/S		-	Project Director	7.13	7.13	0%								
	Actual	Security guard	L/S		-	Project Director	7.13	-	-								
	Estimated	TEC and PEC members honorirum	L/S		-	Project Director	20.98	20.97	0%								
	Actual	TEC and PEC members honorirum	L/S		-	Project Director	20.97	-	-								
	Estimated	Survey and studies	L/S		-	Project Director	204.55	197.53	97%								
	Actual	Survey and studies	L/S		-	Project Director	197.53	-	-								
	Estimated	Computer accessories	L/S		-	Project Director	62.56	60.40	97%								
	Actual	Computer accessories	L/S		-	Project Director	60.40	-	-								
Note: Most of expenditure is less than the estimated cost (78-99%).																	

The above table shows that the physical progress in project activities is 98.97%, and the expenditure is 95.34%, which appears to be satisfactory.

Four 4WD cross-country vehicles were procured in FY 2013-14 (Package No. CCRIP/VEHICLES/G-01). The Project Director invited tenders on March 19, 2013, following the National Competitive Bidding (NCB) procedure for the purchase of four 4WD cross-country vehicles under the project. The DPP sanctioned for the purchase of four 4WD cross-country vehicles had a provision of Tk. 289.04 lakhs and an expenditure of Tk. 289.04 (100%). A review of the relevant documents shows that the tender notice was published in the daily newspaper on March 19, 2013. Also, the tender circular is published on CPTU and LGED websites. The documents submitted by the renderers along with the tender, such as the Bank Guarantee, Performance Certificate, Audit Report, Credit Facility Certificate, Bank Facility Certificate, VAT Certificate, etc., are filled in the prescribed tables, and separate tables are filled for each bidder. After evaluation, the organization considers the lowest bidder and gives the work order. The authority approving the package in the Delegation of Financial Power is the Chief Engineer, LGED. It can be seen from the documents that, after the evaluation of the appointed evaluation committee, the contract was signed on June 2, 2013, following the approval of the Chief Engineer, LGED. The final date of execution of the contract was September 23, 2013. The supplier company executes the delivery work within the stipulated time.

As per the revised DPP, PPA-2006 and PPR-2008 were followed in the procurement process. National Competitive Bidding (NCB) procurement procedure is followed for the procurement of jeeps and pickup vans. The shopping method is followed in the purchase of motorcycles. Tenders are invited on time, tender notices are issued as per procurement laws and regulations, and procurement process steps are followed. Tender notices are published in national gazettes and e-GP by the Executive Engineer of LGED after the approval of the Project Director. The supplier company has completed the work supplied as per specifications. There were no delays in purchasing goods, and bills were paid on time.

The DPP target for growth centers and major market development programs was 79, and the financial allocation was Tk. 6,319.09 lakhs. Analysis of the data shows that 76 markets have been constructed, and an expenditure of Tk. 6,046.60 lakhs (96%) has been incurred. It is known that due to the complexity of land acquisition, 3 markets were not constructed, and thus the expenditure was reduced by Tk. 272.49 lakhs compared to the allocation.

The DPP target for landing ghat construction was 37, and the financial allocation was Tk. 643.26 lakh. Analysis of the data shows that 36 landing ghats have been constructed, and an expenditure of Tk. 622.90 lakhs (97%) has been incurred. One landing ghat was not constructed to terminate the contract with the contractor. Therefore, expenditure was less than the allocation (20.36 lakh Taka).

Product and service activities are implemented as per the overall procurement plan in RDPP. A total of 16 package overall plans are mentioned in the sector related to the purchase of machinery and vehicles in the purchase of goods. Out of that, 14 packages have been purchased. For this, the total allocation was Tk 1,314.02 lakh, and the total expenditure was Tk. 1,290.88 lakh, which is Tk. 23.14 lakh less than the total allocation.

The RFQ method is followed for the purchase of desktop computers, laptops, printers, photocopiers, scanners, cameras, etc. The RDPP allocation for the purchase of desktop

computers was 44, but 37 were purchased, and the expenditure for this was 73.65% of the actual allocation. RDPP resources for photocopiers (small scale) were 9, but 4 were procured. Data analysis and discussion with the project manager revealed that 7 desktop computers and 3 small photocopiers were not purchased as they were not required, and the cost was reduced (77.83%).

31 sets of thermometers and 31 rebound hammers were resourced in DPP but were not purchased as they were not required. Financial charges (all project duration) were allocated to DPP but not incurred.

3,240.55 lakhs have been under spent on procurement-related expenditure for infrastructure development (road/market development, construction of bridges/culverts, and recruitment of manpower). There is an under spend of 583.59 lakhs in the service-related procurement sector (road/market development, bridge/culvert construction, service activities, and recruitment of manpower). All the works of the project have been completed by June 2020, said the project director.

Expenditure on infrastructure repair, conservation, and rehabilitation (Cyclone/Market Shelters, Community Markets) is less than the allocation (52.32%). The consulting team felt that the project's repair and maintenance activities were weak.

3.3 Review outputs/outcomes and achievements in light of project objectives and logframes

Table 15: Project outputs and achievements in light of logframes

Descriptive summary	Objective verifiable indicators (OVI)	Verification method (MOV)	Necessary assumptions (IA)
Project Objectives [ADB: Impact]: The project aims to improve livelihoods (increase in income and food security) for men and women of poor families in selected upazilas of 12 coastal districts.	**ADB:** By 2021: There was a 20% increase in income in the project area compared to 2012 (valued at around Rs 70,000, as per the 2012 baseline survey). **IFAD 2020:** Household Percentage (%) Growth Reported on Improvement in Asset Ownership Index (RIMS) Percentage Reduction in the Prevalence of Child Malnutrition (RIMS) Percentage (%) increase in income of poor households in numbers from farm, fisheries, and non-agricultural sources, disaggregated by sex.	• Bangladesh Bureau of Statistics. • Multiple Indicator Cluster Survey (MICS) under RIMS Survey. • Impact assessment studies based on baseline, mid-term, and PCR. • Qualitative Appraisal (PRA) with designated households of the project in the project upazila/union/village.	• Trade will not deteriorate for coastal communities. • The economy maintains or increases the growth rate. • It will provide ample employment and other facilities to the poor and landless families. • The government is committed to tackling climate change and reducing poverty. • Stable food (rice) inflation is below 10%. • Provide adequate government support for urgent needs to quickly recover and

Descriptive summary	Objective verifiable indicators (OVI)	Verification method (MOV)	Necessary assumptions (IA)
			re-engage in productive activities after climate disasters.
Development **Goals [ADB: Results]:** The goals of the project are to improve coastal road and market infrastructure and enhance climate resilience among the people in designated upazilas of the district. [Target of the project: Overall, approximately 600,000 families and 3.5 million people.]	By June 2020: The number of days of infrastructure flooding has been reduced (target: <5 days; 20 days at baseline). As per the RIMS report: Beneficiary women/men have improved food security, reducing the loss of lives and property during disasters.	An independent assessment of the robustness and tolerance of infrastructure design. CCRIP Project Evaluation Report after each monsoon season and natural calamity event. Annual Report of IFAD. Seasonal and Post Natural Disaster Supervision Mission PRA.	• Climate change-related impacts are within predicted levels. • Risk: Political interference.
COMPONENT 1: Transport infrastructure			
Result 1: Improved road connectivity provides access to markets and social services for men and women living in the project upazila.	**By June 2020:** **ADB aims to achieve the following targets:** - Increase the average traffic volume per day on project roads to 500 (baseline: 200). - Reduce the average vehicle operating cost on project roads to Tk 10 per km (baseline: Tk 15 per km). **IFAD aims to achieve the following targets:** - Increase the percent of average daily traffic volume on project roads; - Decrease the percent of average daily traffic volume on project roads.	Traffic Data Survey (Volume and Value), Transport workers and user surveys	• The government should maintain or increase adequate funds for the maintenance of roads and markets. • The government continues to invest in polder protection through various activities and projects.
Outputs: Construction of quality bridges, culverts, and climate-resilient roads in the upazila, union, and village.	**By June 2020:** **ADB financing:** - 159.17 km of Upazila roads improved and made climate resilient. - Construction of a 1351.20 meter bridge and culvert on an Upazila road. **In IFAD financing:** - 183.51 km of Union Road raised. - 373.54 km of village	Independent evaluation of road, bridge and culvert construction; site visit; environmental assessment; Project report and report	• There were no major delays caused by increased costs of materials and labor. • Public procurement was adequate and compliant with ADB/IFAD requirements. • There was an

Descriptive summary	Objective verifiable indicators (OVI)	Verification method (MOV)	Necessary assumptions (IA)
	roads completed or upgraded. - Construction of bridges and culverts totaling 4077.92 meters in length on union and village roads. **Achievements:** **ADB/GoB financing:** - 155.3 km of Upazila roads have been developed. - 1,261 meters of bridge and culvert development work have been completed. **Funded by IFAD/GoB:** - 156.5 km of Union Roads and 305.8 km of Rural roads have been constructed. - 4,305.12 meters of bridges and culverts have been constructed. - 361.21 km of Union and rural roads have been constructed. - 7.20 km on both sides have been planted with trees. - Women's groups have been tasked to take over. - It provides an additional source of income and employment opportunities for destitute women living in the surrounding area.		adequate availability of workers. • Properly maintain the roads. • LGED is committed to acquiring knowledge.
COMPONENT 2: Market development			
Result 2: Improved marketing of farm and non-farm produce in project markets	By June 2020: - There was a 90% increase in product sales in growth center markets (baseline was 23,000 kg in 2012). - There was a merchant rate increase. **IFAD:** - Increase the percentage of additional income from infrastructure construction. - Increase the percentage of product sales in growth center markets	Market survey (baseline, mid-term and project completion time)	• There is no slowdown in the local economy. • MMC is performing adequately. • Climate trends have not reduced productivity or quality on and off the farm. • Production levels remain stable.

Descriptive summary	Objective verifiable indicators (OVI)	Verification method (MOV)	Necessary assumptions (IA)
	(due to the merchant rate increase).		
Output: - Market infrastructure has been expanded and upgraded. - A separate branch has been created in the women's market. - A wharf has been constructed to facilitate boat landing. - A Market Management Committee (MMC) has been established. - A Local Collection Center (LCC) has been constituted with trained personnel.	By June 2020: - Market infrastructure was built or improved [Target: ADB: 88 growth centers/large rural markets; IFAD: 184 community (village) markets of various categories]. - The government established 9 different types of markets. - The market has a women's section. - [Target: ADB: 100% Growth Market, 14 Divisions in Community Markets (IFAD)] - Construction of 37 new landing piers (IFAD) was completed. - MMC was established in all markets. - 5,000 poor women and men were employed in market building through LCS (IFAD). **Achievements:** **ADB/GoB financing:** - Created 88 large bazaars and large rural bazaars. **Funded by IFAD/GoB:** - 184 community markets have been constructed. - A total of 22 packages consisting of 28 ghats have been developed. - 178 market processing or storage facilities constructed or rehabilitated. - Created and delivered 11 Women Market Sections (WMS). - Six shops are reserved for WMS women traders in each market. - 84 women benefited from innovative targeting measures. - Wage income of Tk 434.01 lakh was generated in 69,300 working days, and a profit of Tk 630.09 lakh	Site inspection and survey	• There is an adequate availability of labor. • Public policy allows the procurement of work directly through LCS.

Descriptive summary	Objective verifiable indicators (OVI)	Verification method (MOV)	Necessary assumptions (IA)
	was distributed among 5,723 LCS members, of whom 79% were women.		
COMPONENT 3: Climate Disaster Management			
Result 3: Rural communities and local authorities are better able to cope with adverse climate impacts and meet their basic needs during climate disasters.	- Implementation of Climate-Resilient Rural Infrastructure Management Plans. - What percentage of the population uses shelters in natural disasters?	Qualitative survey: focus group discussions and key informant interviews conducted after the completion of shelter construction activities. Post-Climate Shock Survey: Participatory Rural Appraisal (PRA) of Response Effectiveness and Shelter Management.	Local governments maintain emergency and recovery plans.
Output: - The village authorities develop and approve LGED climate-resilient rural infrastructure management plans; - LGED piloted sustainable road maintenance plans and the construction/improvement of disaster shelters; - LGEDs and local governments were trained on the climate resilience of rural infrastructure; - A knowledge management framework was developed for climate change.	**By June 2020:** LGED approved in 2015. Implementing a sustainable road maintenance plan. - Constructed/upgraded 12 multipurpose cyclone shelters. - Upgraded existing 10 cyclone shelters. - Developed access roads to cyclone shelters spanning 25.36 km. - Built 1 fort. - Conducted 100 training sessions on climate-proofing infrastructure. - Ensured >15% female participants. - Published 5 works on climate change. **Achievements:** **Funded by KfW/GoB:** - 22 cyclone shelters have been constructed or improved. - 1 fort has been constructed, and 24 km of access roads have been constructed. - 432 infrastructure management teams have been formed and strengthened. - 8,916 beneficiaries (73% women) have been trained in infrastructure skills development through the Grameen Radio	LGED Report, Workshop Minutes Project report Site visit and Survey	• Management and maintenance plans are coordinated and implemented in accordance with the policy

Descriptive summary	Objective verifiable indicators (OVI)	Verification method (MOV)	Necessary assumptions (IA)
	Initiative (RRI). - 8,227 individuals (67% female) have been trained in IGA and business management. - Climate information services have been provided to 536,680 people.		

The project logframe describes the main objectives, inputs, outputs, and presents implementation guidelines. Based on the review of primary and secondary data from the survey, it appears that the project's objectives have been achieved.

3.4 Cost/Benefit Review

Table 16: Cost/Benefit Review of the Project

Item	Benefit/Cost mentioned in RDPP	Benefit/Cost mentioned in PCR	Commentary/Review by Advisory Team
Upazila road, union road, village road, growth center, village market development	1. The project cost benefit ratio (BCR) for upazila roads, village roads, growth centers, and village markets is 1.33, 1.55, 1.60, and 2.91, respectively. 2. The Economic Internal Rate of Return (EIRR) for the above components is 16.31%, 19.50%, 19.46%, 32.26%, and respectively.	The financial and economic benefits resulting from the implementation of the option are greater than the project costs, indicating a favorable benefit-cost ratio. According to PCR FIRR = 29% EIRR = 35%	A review of the RDPP and PCR reports shows that both the financial and economic analysis of the implemented project is quite favorable. The indicative financial assessment of infrastructure; women's income-generating activities; women's market; and infrastructure development, agriculture, fish, and livestock production proved that the overall project investment was economically viable. The economic analysis yields an economic internal rate of return (IRR) of 35% and an economic net present value (NPV) of Tk 11,346 million for 20 years. The design volume of CCRIP was estimated at 17%. The difference in EIRR indicates that the project was able to achieve higher economic returns than the design expectations. These two indicators confirm that financial investment in the Bangladesh economy through CCRIP worked efficiently (Source: IFAD Impact Assessment Report 2020). Field observations, discussions with LGED officials and related experts, and the IFAD report have also reflected the same.

Source: RDPP and PCR, September 2020

3.5 Project Management and Monitoring

3.5.1 Project Manpower

The project has been implemented with a total of 107 personnel, including LGED headquarters, for the project's implementation in the main DPP. Out of this, 35 officers and 72 staff members are working in headquarters and field offices.

Table 17: Project manpower according to RDPP

Sl. No.	Name of the Post	Number of posts as per RDPP	Type of recruitment	Number of posts recruited	Number of blank post
(a) Project Management Office (PMO)					
01	Project Director	1	Deputation	1	-
02	Deputy Project Director	2	Deputation	2	-
03	Senior Assistant Engineer	3	Deputation	3	-
04	Assistant Engineer	3	Deputation	3	-
05	Assistant Engineer (ICT)	1	Deputation/Additional Duty	1	-
06	Training Officer	1	Deputation	0	1
07	Deputy Assistant Engineer	4	Deputation	4	-
08	Foreman	1	Deputation	0	1
09	CAD Operator	1	Outsourcing	1	-
10	Office Assistant-cum-Computer Operator	4	Deputation/Direct Recruitment	4	-
11	Accountant	1	Deputation	1	-
12	Assistant Accountant	1	Deputation	1	-
13	Car driver	3	Outsourcing (subject to vehicle availability)	3	-
14	MLS	4	Outsourcing	4	-
	Total	**30**		**28**	**2**
(b) 3 Regional Project Offices (RPOs)					
01	Senior Assistant Engineer	3	Deputation	3	-
02	Deputy Project Director	3	Deputation	3	-
03	Office Assistant-cum-Computer Operator	3	Deputation/Direct Recruitment	3	-
04	Assistant Accountant	3	Deputation	3	-
05	Car driver	6	Outsourcing	6	-
06	MLS	3	Outsourcing	3	-
	Total	**21**		**21**	**0**

(c) Executive Engineer's Office (PIU) at District Level					
01	Deputy Assistant Engineer	12	Deputation	11	1
02	LCS Supervisor (District Level)	32	Deputation	32	-
03	Car Driver/Machine Operator	12	Outsourcing	12	-
	Total	**56**		**55**	**1**
	Grand Total	**107**		**104**	**3**

According to the received information, a total of 107 manpower recruitment targets were set in the revised DPP. Out of these, 28 individuals have been appointed in the PMO office, 21 individuals in the 3 Regional Project Offices (RPOs), and 55 individuals in the Executive Engineer's Office (PIU) at the district level. Among the appointed individuals, there were 89 males and 15 females, making a total of 104. Additionally, there were three vacant positions: one Training Officer and one Foreman (PMU Office), and one Assistant Engineer (Regional Project Office), within the project's manpower. The total allocation for manpower recruitment was Tk. 1,186.26 lakhs, with an expenditure of Tk. 1,097.26 lakhs, which represents 92% of the allocated budget.

3.5.2 Appointment of Project Director

As per the RDPP, one Project Director, Mr. AKM Lutfar Rahman (Director & Additional Chief Engineer, Coastal Climate Resilient Infrastructure Project), was appointed for the project. He joined on January 28, 2013, and worked until the completion of the project.

3.5.3 Project Implementation and Monitoring

Project Management Office (PMO): LGED has established a Project Management Office (PMO) for project management within LGED HQ. Additionally, three Regional Project Offices were located in the district headquarters of Khulna, Madaripur, and Barisal. The PMO is managed in collaboration with the PIO staff and the technical support team. The PMO works throughout the duration of the project and is responsible for overall management, implementation, and monitoring. It is also responsible for monitoring the progress of the Regional Project Offices (RPOs), monitoring the work of the Local Construction Supervisors (LCSs), and quality control, impact monitoring, and maintaining close relationships with other stakeholders. For example, there is overall communication with UNOs, MMCs, and UP chairmen. In line with LGED's decentralized structure, engineers at the district and upazila levels implement and supervise infrastructure works. Field Engineers oversee the execution of technical activities and regularly report the activities to 13 Field Monitoring Officers. The Field Monitoring Officers (FMOs) provide training programs and support to the LCSs, including generating accurate and timely M&E data for the project. Additionally, TOMPRO provides input of district-level financial data into the software. In addition to the MTR recommendation, 304 participants received 17 sessions of training in TOMPRO to help reduce input errors.

Monitoring: There was a Monitoring and Evaluation (M&E) team within the Project Management Office (PMO). This team was responsible for implementing monitoring of CCRIP activities. In each of the 12 project districts, a Field Monitoring Officer (FMO) was

appointed to collect and transmit M&E data to the PMO. Information for monitoring project goals and objectives was developed in IFAD's Results and Impact Management System (RIMS). Monthly, quarterly, and annual reports were prepared using data provided by project managers and field-level executive engineers. These data were used in the Annual Development Program (ADP), recorded, and compiled in the prescribed form by PM&E, IMED, and other concerned bodies.

Ministries/Organizations: LGED inspection teams have visited the project activities several times to assess the project progress and activities, and their recommendations have been followed with due importance. Officials of the Project Management Office (PMO) and the Technical Assistance (TA) team conducted frequent site visits to ensure timely implementation and the quality of all activities designed for the project.

IMED: The main responsibility of M&E is to ensure the proper utilization of project funds and the implementation of project activities. The analysis of regular progress reports to IMED shows that IMED officials have visited the project several times, and their recommendations have been taken seriously. ERD also regularly monitors progress reports on allocations and expenditure. ERD, development partners, and local government departments jointly conduct tripartite progress review meetings (TPRMs) on an intermittent basis. ERD officials are said to inspect the project activities. Additionally, annual monitoring missions, mid-term missions, and PCR missions conducted by development partners monitor project activities and status to achieve project objectives.

Supervision Mission: Financial Management Specialists were included as members of the supervision missions conducted by IFAD and ADB. Besides looking after the economic aspects of the project, the mission members also monitor the financial performance of the project.

3.5.4 Audit and Review of Bills

Audit activities: Upon reviewing the project audit information, it can be observed that external audit of the project has been conducted and submitted. The details can be found in the table below (Table-18 and Table-19).

Internal Audit: The Internal Audit Department of LGED conducted annual audit. The Annual Audit Report indicates that the financial activities of CCRIP have been audited for all financial years.

Table-18: List of Internal Audit Activities

Disruption of Audit	Date of Submission of Audit Report	Audit objection	Resolution of audit objections
The analysis of the data shows that there were no major deviations in the audit.	The audit report was submitted on time.	There were no major audit objections.	By analyzing the data, it can be seen that the observations have been resolved by the competent authorities.

External Audit: The external audit for all donor-funded programs/projects was coordinated by the Foreign Aided Project Audit Directorate (FAPAD). FAPAD also audited CCRIP for the years 2012-2013, 2013-2014, 2014-2015, 2015-2016, 2016-2017, 2017-2018, 2018-2019, and 2019-20. The details are provided in the table below (Table-19).

Table-19: List of project audit activities

Sl. no	Fiscal year	Total number of objections	Amount of money	Total number of disposals	Amount of money	Comment
1	2012-13	01	61,95,000.00	01	61,95,000.00	All objections cleared
2	2013-14	08	2,43,91,119.00	08	2,43,91,119.00	All objections cleared
3	2014-15	06	1,06,61,981.01	06	1,06,61,981.01	All objections cleared
4	2015-16	03	1,42,06,419.00	03	1,42,06,419.00	All objections cleared
5	2016-17	12	1,27,31,266.73	12	1,27,31,266.73	All objections cleared
6	2017-18	06	10,60,87,343.56	06	10,60,87,343.56	All objections cleared
7	2018-19	05	29,97,49,183	05	29,97,49,183	All objections cleared
8	2019-20	09	9,12,80,413.35	09	9,12,80,413.35	All objections cleared
Total		**50**	**56,53,02,726.65**	**50**	**56,53,02,726.65**	

Regarding the payment of bills: Upon perusing the bill documents, it was found that the necessary funds were sent from the project head office to the district office for procurement activities. District-level procurement was carried out under the supervision of the LGED Executive Engineer, with the approval of the Project Director. The contractor assigned to the project, the Sub-Assistant Engineer, prepares the completed work bill through the Upazila/Assistant Engineer. After verification by the Accounts Branch and the signature of the Executive Engineer, the District Level Officer (Executive Engineer) of LGED arranges for the payment of the bill. However, some bills were paid only after receiving approval from the Project Director.

3.6 Quality Assurance Monitoring and Review of Project Activities

Both primary and secondary data were monitored and reviewed in conducting the impact assessment study. Secondary data, such as DPP, PCR, project report, etc., have been observed, reviewed, and mentioned in the report. Based on the processed data and field-level on-site inspection reports, the results of the impact assessment survey activities have been analyzed and reviewed, which are discussed in detail below.

3.6.1 Supply and Services

According to the RDPP of the project, the total gross allocation for supplies and services (administrative expenses, fees/charges/commissions, petrol/oil and lubricants, travel and transfers, public order and security supplies, printing and discounts, professional services, honorarium special expenses) under the project was 16,965.67 lakhs. A total of Tk. 16,382.08 lakhs (96.56%) was spent since the commencement of the project until June 2020, which appears to be satisfactory.

3.6.2 Training and Workshops

According to the revised DPP of the project, training, workshops, and foreign trips (training and workshops for beneficiaries, government and project officials, LGED capacity building, capacity-building training, foreign training, workshops, short foreign visits, and project management workshops, etc.) were allocated under the project. 1,769.32 and spent Tk. 1,698.06 (96%). Data analysis shows that 278 MMCs and 6,500 LCS members (female and male) have been trained on various subjects (such as market management, business promotion, cleanliness, and maintenance). In addition, 8,227 (67% female) LCS members were trained on IGA.

3.6.3 Repair, Maintenance, and Rehabilitation

According to the RDPP of the project, the total bulk allocation for repair, conservation, and rehabilitation activities under the project was Tk. 1,645.82 lakhs. 1,509.06 Lakhs (92%) was been spent since the commencement of the project until June 2020, which is satisfactory. The analysis of the data shows that maintenance of other buildings and infrastructure (Cyclone/Market Shelter, Community Market) has less expenditure (52.32%), which is not satisfactory.

3.6.4 Surveys and Studies

According to the RDPP of the project, an allocation of Tk. 204.55 lakh was earmarked for survey and studies activities. The total expenditure from the start of the project until June 2020 is Tk 197.53 lakh (96.57%). Data analysis shows that Gender Action Learning Systems (GALS), 2nd Level RiMS funded by IFAD, Outcome Study of Markets, Cyclone Shelters Roads funded by ADB & KfW studies have been completed under Survey and Studies. But no report was found. Independent Safeguard Monitoring Study is supposed to be done but excluded from DPP in the 2nd amendment.

3.6.5 Vehicles and Office Equipment

According to the RDPP of the project, the project includes 4 jeeps (4WD cross country), 12 pickup vans (double cabin), and 70 motorcycles (total of 10 vehicles). Additionally, it includes 35 cameras among the office equipment, 4 road rollers (4-5 ton vibration), survey equipment, 44 computers, 7 laptops, 23 printers/scanners/copiers, 4 heavy-duty copiers, 9 small copiers, 4 LCD projectors, 4 office renovation and networking equipment, 32 thermometer sets, 32 rebound hammers, 8 air coolers, and other equipment purchase resources. A total of 1,314.05 lakhs was allocated for these purchases. An analysis of the data shows that the total expenditure for the purchase of vehicles and other goods from the beginning of the project until June 2020 is Tk. 1,14.02 lakhs, which is 98.23% of the total allocated amount (Table-15). It is observed in the documents of the vehicle purchase process that the purchase process has been done following the NCB method. The RFQ (Request for Quotation) procedure has been followed for the purchase of office equipment such as cameras, computers, laptops, printers/scanners/copiers, LCD projectors, etc., and the purchase of air coolers. The work order was issued by the Chief Engineer based on the decision of the Tender Evaluation Committee. Discussions with the project director and LGED (Local Government Engineering Department) officials revealed that the vehicles were not deposited in the government pool after the completion of the project. Each vehicle is operational and is being used in LGED Dhaka office and district-level offices, as stated by the project director and observed at the field level. Office equipment is also being used in LGED's head office and district-level offices. A direct inspection of the office shows that some machines are still operational while others are not. The list of vehicles and machinery, along with their current status, is mentioned in Table-20 and Table-21.

Table-20: List of vehicles and current status

Sl. No.	Vehicle registration number, chassis number and year of registration	Type of vehicle used in the project (Jeep/Car)	Current location of the vehicle	Usable (Yes/No)	Fitness, whether the task token is up to date
1	3	4	5	6	7
1	Reg. No.-Dhaka Metro-G-13-7525	Jeep (4WD cross Country)	Use at LGED HQ	Yes	Yes
2	Reg. No.-Dhaka Metro-G-13-7552	Jeep (4WD cross Country)	Use at LGED HQ	Yes	Yes
3	Reg. No.-Dhaka Metro-G-13-7537	Jeep (4WD cross Country)	Superintending Engineer Office, Patuakhali Zone, Patuakhali	Yes	Yes
4	Reg. No.-Dhaka Metro-G-13-7549	Jeep (4WD cross Country)	Executive Engineer, LGED, Bagerhat Office	Yes	Yes
5	Reg. No.-Dhaka Metro-Th-13-2095	4WD Double Cabin Pick-up.	Use at LGED HQ	Yes	Yes
6	Reg. No.-Dhaka Metro-Th-13-2098	4WD Double Cabin Pick-up	Executive Engineer, LGED, Barisal Office	Yes	Yes
7	Reg. No.-Dhaka Metro-Th-13-2102	4WD Double Cabin Pick-up	Use at LGED HQ	Yes	Yes
8	Reg. No.-Dhaka Metro-Th-13-2103	4WD Double Cabin Pick-up	Executive Engineer, LGED, Madaripur Office	Yes	Yes
9	Reg. No.-Dhaka Metro-Th-13-2097	4WD Double Cabin Pick-up	Use at LGED HQ	Yes	Yes
10	Reg. No.-Dhaka Metro-Th-13-2094	4WD Double Cabin Pick-up	Use at LGED HQ	Yes	Yes
11	Reg. No.-Dhaka Metro-Th-13-2099	4WD Double Cabin Pick-up	Use at LGED HQ	Yes	Yes
12	Reg. No.-Dhaka Metro-Th-13-2096	4WD Double Cabin Pick-up	Use at LGED HQ	Yes	Yes
13	Reg. No.-Dhaka Metro-Th-13-3120	4WD Double Cabin Pick-up	Use at LGED HQ	Yes	Yes
14	Reg. No.-Dhaka Metro-Th-13-3117	4WD Double Cabin Pick-up	Executive Engineer, LGED, Khulna Office	Yes	Yes
15	Reg. No.-Dhaka Metro-Th-13-2118	4WD Double Cabin Pick-up	Executive Engineer, LGED, Bhola Office	Yes	Yes
16	Reg. No.-Dhaka Metro-Th-13-2116	4WD Double Cabin Pick-up	Executive Engineer, LGED, Jhalkathi Office	Yes	Yes
17		Motorbike	LGED District Office	Yes	Yes

Table-21: List of equipment and current status

Sl no.	Project name and duration	Name of the furniture	Band/Model	Current position	Usable whether (yes/no)
1	Coastal Climate Resilient Infrastructure Project.	Computer	HP	Executive Engineer, LGED, Khulna-3T	2-Yes
				Executive Engineer, LGED, Barisal-3	1-Yes
				Executive Engineer, LGED, Madaripur-3T	2-Yes
				Additional Chief Engineer, Khulna Division, Khulna-1	Yes
				Jamalpur and Sherpur Rural Infrastructure Development Project-1	Yes
				Audit Cell-2	1-Yes
				Training Unit-5	2-Yes
				LKSS-1T	Yes
				Ministry (Planning Branch)-1	Yes
				CDSP (Bridging) Project-16	6-Yes
				Human Resource Development and Capacity Building Project-1 of LGED	Yes
2	Coastal Climate Resilient Infrastructure Project.	Printer	HP/Other	Executive Engineer, LGED, Khulna-1T	No
				Executive Engineer, LGED, Barisal-1T	Yes
				Executive Engineer, LGED, Madaripur-1T	No
				Additional Chief Engineer, Khulna Division, Khulna-1	Yes
				Audit Cell-1	No
				LKSS-1T	Yes
				Ministry (Planning Branch)-1	No
				CDSP (Bridging) Projects -13	2-Yes
				Media Section, LGED-2T	1-Yes
				Training Unit-1	Yes
3	Coastal Climate Resilient Infrastructure Project.	Laptop	HP	CDSP (Bridging) Project-07	3-Yes
4	Coastal Climate Resilient Infrastructure Project.	LCD projector	Hitachi	Training Unit-1	Yes
				Office of the Superintending Engineer, District-Patuakhali-1	No
				Office of the Superintending Engineer, District-Barisal-1	Yes
				Office of the Superintending Engineer, District-Barguna-1	No
5	Coastal Climate Resilient Infrastructure Project.	AC	General	Morning Project-1	Yes
				CDSP (Bridging) Project-1	Yes
				Gender Forum-1	Yes
				Central Quality Control Unit-1	Yes
				Executive Engineer, LGED, Barisal-1T	Yes
				Training Unit-1	Yes
6	Coastal Climate Resilient Infrastructure Project.	Photocopier (small)	Toshiba	Human Resource Development and Capacity Building Project-1 of LGED	Yes
				Executive Engineer, LGED, Madaripur-2T	1-Yes
				Executive Engineer, LGED, Khulna-1T	Yes
7	Coastal Climate Resilient Infrastructure Project.	Photocopier (Heavy Duty)	Canon	LKSS	Yes
				Training unit	Yes
				Krilik project- 11th floor	No
				Executive Engineer, LGED, Barisal	Yes
8	Coastal Climate Resilient Infrastructure Project.	Camera	Canon	Executive Engineer, LGED, Barisal (CCRIP Regional Office)-19	No
				Executive Engineer, LGED, Khulna (CCRIP Regional Office)-9	No
				Executive Engineer, LGED, Madaripur (CCRIP Regional Office)-7	No

3.6.6 Acquisition/Purchase of Land

In the RDPP of the project, a total allocation of Tk. 946.34 lakh was kept for the acquisition for 12.10 acres of land. A total of 12.095 acres of land has been acquired since the inception of the project till June 2020, and the total expenditure has been Tk. 946.03 lakhs (99.97%), which is found to be satisfactory. Information is available that some land could not be acquired due to the non-availability of land.

3.6.7 Use of ICT and Knowledge Management

From the data analysis, it can be seen that Gender Action Learning Systems (GALS) and 2nd Level RiMS and Independent Safeguard Monitoring have been used in the project in discussion with the project manager. It is also known that the project had a website (www.ccrip.org), but domain was not found. Some basic information about the project is available on the LGED website, but no project documents, reports, etc., are available. It was an important project, and an online version of project reports, technical information, training materials, project learning material, images, videos, success stories, etc., were needed to share information.

3.6.8 Observation of Construction Materials Test Reports

By reviewing the construction material test report, it can be seen that the compressive strength test, sieve analysis, gradation test, and other tests of the construction material have been done as per the requirement from the district-level quality control lab of LGED. As per the documentation records, it can be seen that each package has been tested step by step. All other tests that are not done in LGED's quality control lab, like the test of bearing pads used in rod and bridge construction, are done by Bangladesh University of Engineering. Some sample test reports of the following construction materials are given in Annexure-2.

3.6.9 On-site field inspection, analysis, and review by the consultant team

On March 18, 2023, as part of the impact assessment study of the Coastal Climate Resilient Infrastructure Project (CRCIP), the consultant team discussed with beneficiaries from various professions in Rajoir and Shibpur upazilas of Madaripur district, Dhaka division. The discussions aimed to verify whether enhanced climate change adaptation empowerment has enabled rural communities and local authorities to cope with climate-related natural disasters, meet basic needs during such disasters, and examine the changes in economic and living standards resulting from the development of improved communicatio

Infrastructers of Rajoir and Shibpur upazila visited by the Consultants Team

Haque, Socio-Economic Expert Dr. Md. Golam Waheed Sarkar, Study Coordinator Dr. Md. Abdur Razzak Akanda, Rajoir Upazila Sub-Assistant Engineer Mr. Md. Zakir Hossain, Shibchar Upazila Assistant Engineer Mr. Mohammad Abdul Alim, and field data collector Mohammad Ashfaqur Rahman were present during the visit. Discussions were also held with upazila engineers, and the data analysis indicated that the overall progress of the project in the two upazilas is almost 100%. The inspection team discussed the project facilities with the beneficiaries, LCS, and MMC members in two markets of the mentioned upazilas. Ghat under Shanker Growth Centre and Market, RCC Road, Multipurpose Market, Fish/Meat Market/Shed, Open Platform, Deep Tubewell, Toilet, Garbage Pit, and Tar Shed under the Market Growth Centre were visited.

Information obtained from field visits and results obtained from discussions:

- People have benefited a lot from the project;
- Coping with climate-related risks and natural disasters;
- The length and width of the RCC road received by the consultants are as per the project proposal;
- Socio-economic conditions have also changed as a result of improved communication systems;
- RCC roads are well designed and of good quality;
- The construction quality of bridges/culverts under the project has improved. However, a lack of maintenance is currently observed;
- The extended work of shifting launch/trawler ghat and ghat stairs is not done as per the requirement. However, the big and small traders of the market near the ghat are benefiting from the construction of the ghats;
- Elevation of roads/drains in markets/growth centers is no longer a problem of rainwater inundation inside the markets as before. Local residents and shop keepers are very satisfied with this;
- Improved communication systems have changed socio-economic conditions, facilitating students' travel to schools and colleges;
- Bairagi's Char Bridge has experienced problems with brackish water downstream of its pillars;
- Toilets have been constructed in the women's market, but there is no one to clean the sewage;
- Deep tube wells have been installed in the market, but some deep tube wells do not produce water. The upazila engineers said that there is not enough allocation or a lack of manpower for the maintenance of the installation at the end of the project;
- Solar-powered electricity connection was supposed to be provided but was not provided.
- As there is no responsible party to maintain the infrastructure/installations constructed under the project due to carelessness and negligence, they are deteriorating; and
- At the end of the project, the beneficiaries/market committees will maintain the facilities/infrastructure properly, but those committees are not functioning properly. As a result, much is going to be unused/wasted due to neglect.

3.7 Project Impact Assessment and Analysis

To collect data related to the impact of the project on Coastal Climate Resilient Infrastructure (2nd Revised), 30 upazilas were randomly selected from 12 project districts as sample areas and discussed with the concerned district/upazila level officials of the LGED project area (headquarters, district, and upazila level). A total of 450 beneficiary respondents were selected by randomly choosing 15 people from the union and village levels of each upazila in the area. Direct interviews were conducted using survey questionnaires among the respondents, of which 385 were male (85.56%) and 65 (14.44%) were female participants. Out of the total of 450 respondents, 54 (12%) were beneficiary people, 8 (1.78%) were LCS members, 22 (4.89%) were market management committee members, 51 (11.33%) were farmers, 22 (4.89%) were vehicle drivers, 40 (8.89%) were rickshaw/van drivers, 66 (14.67%) were shopkeepers, 51 (11.33%) were product buyers, 38 (8.44%) were market product sellers, 27 (6%) were students, 22 (4.89%) were teachers, 25 (5.56%) were imams, and 24 (5.33%) had other occupations participating in the survey.

On the other hand, 12 FGDs were conducted in 12 selected upazilas of 12 districts of 3 divisions under the scope of the impact assessment survey to collect qualitative data related to the project's impact. In each FGD, 10-12 participants from different professions (male and female) attended and shared their views. Various qualitative data related to the project activities and its impact were collected from the participants through FGD guidelines. Additionally, 5 case studies were conducted on a total of 5 beneficiary farmers from the project area to gather data on the impact and success of the project on the livelihoods of the beneficiaries. Apart from FGDs and case studies, opinions and information were collected through consultative meetings with 80 officials involved in the project at different levels, such as district and upazila level officials of LGED and local representatives. Furthermore, information was gathered through local workshops attended by 50 individuals from different levels, concerned officials, dignitaries of society, and national workshops with 120 government officials. The information obtained from the Project Impact Assessment Survey is presented below:

3.7.1 Type of beneficiaries at the field level of the project

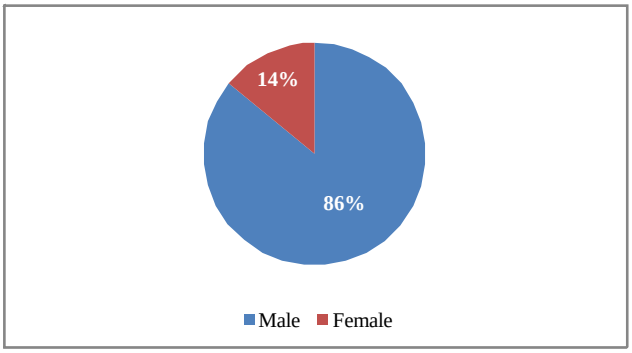
The beneficiaries included the general public (male and female), LCS members (male and female), market management committee members (male and female), farmers (male and female), vehicle drivers, rickshaw/van drivers, male and female shopkeepers, market buyers and sellers, students, teachers and imams. The types and numbers of beneficiaries are mentioned in Table-22 below.

Table-22: Types of beneficiaries at field level

Type of Beneficiary	Respondents					
	Male		Female		Total	
	Number	%	Number	%	Number	%
Beneficiary people	43	9.56	11	2.44	54	12.00
LCS member	15	3.33	6	1.33	21	4.67
Member of Market Management Committee	21	4.67	1	0.22	22	4.89

Farmer	49	10.89	2	0.44	51	11.33
Vehicle driver	22	4.89	0	0.00	22	4.89
Rickshaw/van driver	40	8.89	0	0.00	40	8.89
Shopkeeper	38	8.44	15	3.33	53	11.78
Product buyer	42	9.33	9	2.00	51	11.33
Seller of market goods	34	7.56	4	0.89	38	8.44
Student	26	5.78	1	0.22	27	6.00
Teacher	13	2.89	9	2.00	22	4.89
Emam	25	5.56	0	0.00	25	5.56
Other	17	3.78	7	1.56	24	5.33
Total	**385**	**85.56**	**65**	**14.44**	**450**	**100.00**

Figure-9: Type of Respondent by Gender

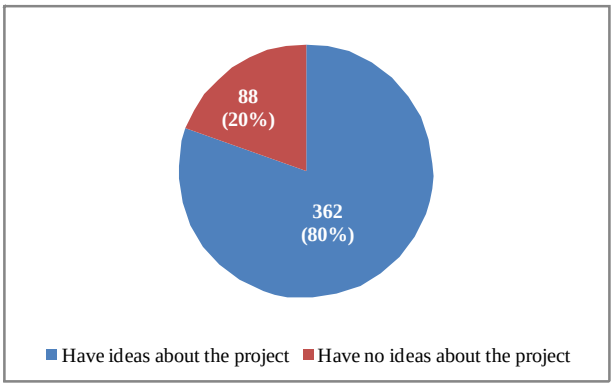


Out of the 450 respondents who participated in the impact assessment survey, 86% were male and 14% were female.

3.7.2 Ideas about the project

In the impact assessment study of the Project on Coastal Climate Resilient Infrastructure (2nd Revised), the beneficiaries were made aware of the project undertaken to improve the livelihoods (increased income and food security) of the poor through climate-resilient development of physical infrastructure in 12 coastal districts, or collected information on whether they knew about the project or not.

Figure-10: People's perception of the project



Out of the 450 respondents who participated in the impact assessment survey, 80% of the respondents had an idea about the project, while 20% of the respondents had no idea about the project.

3.7.3 Comparative analysis of infrastructure damage before and after project implementation

Table 23: Natural calamity damage to infrastructure/facilities before undertaking the project

	There was damage due to natural calamities		Natural calamities would not cause damage	
	Number	%	Number	%
Road	441	98.00	9	2.00
Growth Center/Market	328	72.89	122	27.11
Wharf	224	49.78	226	50.22
School	240	53.33	210	46.67
College	158	35.11	292	64.89
Mosque	201	44.67	249	55.33
Temple	131	29.11	319	70.89
Madrasa	162	36.00	288	64.00
House	249	55.33	201	44.67
Shopping	345	76.67	105	23.33
Cropland	305	67.78	145	32.22
Other	347	77.11	103	22.89

Analyzing the data in Table-23 above, it can be seen that most of the respondents stated that various infrastructures, including growth centers/markets, crop lands, shops, and houses, were damaged by natural calamities before undertaking the project.

Table 24: Protection against natural calamities of infrastructure/installation of the project area after project implementation

	Currently being protected from natural disasters		Currently there is no escape from natural disasters	
	Number	%	Number	%
Road	399	88.67	51	11.33
Growth Center/Market	244	54.22	206	45.78
Wharf	222	49.33	228	50.67
School	242	53.78	208	46.22
College	150	33.33	300	66.67
Mosque	177	39.33	273	60.67
Temple	110	24.44	340	75.56
Madrasa	136	30.22	314	69.78
House	308	68.44	142	31.56
Shopping	340	75.56	110	24.44
Cropland	370	82.22	80	17.78
Other	2	0.44	448	99.56

Analyzing the data in Table-24 shows that the majority of the respondents (88.67%) stated that various infrastructures such as roads, growth centers, shops, and other facilities are less damaged during natural calamities after the implementation of the project. It is evident that the implementation of the project, along with the development and improvement of roads, has resulted in the preservation of structures and properties during natural calamities.

3.7.4 Development of a better road communication system

The construction/development of 155.3 km of upazila roads, 1,261 meters of bridges and culverts has been completed with ADB/GoB funding under the Improved Road Communication Development Programme. Additionally, 156.5 km has been funded by IFAD/GoB. Union Road has seen the construction of 305.8 km of rural roads, along with 4,305.12 meters of bridges and culverts, and 361.21 km of union and rural roads. Trees were planted on both sides of the 7.20 km constructed road, and women groups were entrusted with the maintenance. Based on the information and data obtained from the field survey, the post-implementation impacts of the project are discussed below:


Visited roads in Shibpur Upazila

(a) Development of Upazila/Union/Rural Roads

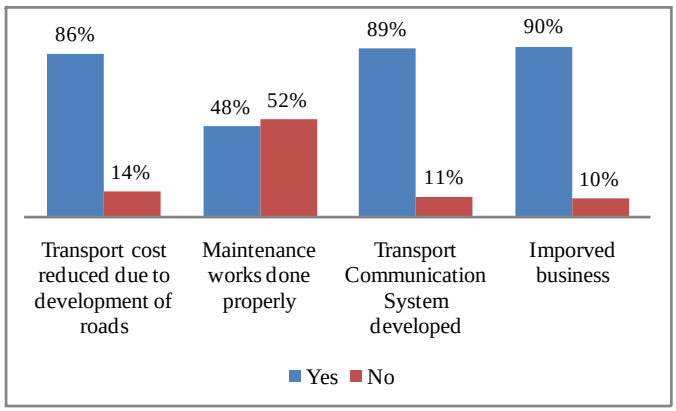
Table-25: Upazila/Union/People's opinion on rural road development

Subjects	Respondent					
	Positive feedback		Negative feedback		Total	
	No.	%	No.	%	No.	%
The length and width of Upazila/Union/Rural Roads are sufficient as per requirements	243	54.00	207	46.00	450	100.00
The development of road connectivity is contributing to the socio-economic development of the people in the area	324	72.00	126	28.00	450	100.00
The thickness of the carpeting or casting on the road has been found to be as per the standard	329	73.11	121	26.89	450	100.00
Road slope protection has been completed under the project	327	72.67	123	27.33	450	100.00
Road development has reduced transportation costs	389	86.44	61	13.56	450	100.00
Other connections to roads are found to match road edges	378	84.00	72	16.00	450	100.00
After the implementation, road maintenance work has been carried out	215	47.78	235	52.22	450	100.00
The communication system has improved due to road development	400	88.89	50	11.11	450	100.00
Trade has improved due to the development of roads.	404	89.78	46	10.22	450	100.00

A comparative analysis of the benefits received as a result of Upazila/Union/Rural road development before and after the project reveals the following points:

- When asked whether the length and width of Upazila/Union/Rural roads implemented under the project were sufficient compared to the requirement, 243 (54%) respondents gave their opinion that it was sufficient, and 207 (46%) respondents said that the length of the road was not sufficient compared to the requirement.
- When asked whether the height of the constructed road is climate-tolerant, which contributes to the socio-economic development of the people of the area by maintaining road connectivity throughout the year, 324 (72%) respondents said that the height of the constructed road is climate-tolerant and contributes to the socio-economic development of the area. About 126 (28%) respondents gave their opinion that the height of the constructed road is not climate sustainable.
- When asked whether the thickness of road carpeting or molding was found to be up to standard, 329 (73%) respondents found the thickness of road carpeting or molding to be up to standard, and 121 (27%) respondents found the thickness of road carpeting or molding to not be up to standard.
- When asked about the current condition of road slope protection under the project, 260 people (58%) said it was good, 60 people (13%) said it was satisfactory, and 130 people (29%) said it needed repair.
- Due to road slope protection works, it is climate resistant, which will contribute to the socio-economic development of the area by maintaining long-lasting road connectivity. About 296 (66%) respondents commented that it will contribute to the socio-economic development of the area, and 154 (34%) commented that it would not contribute to socio-economic development.
- When asked whether road development has reduced transport costs or not, 389 (86%) respondents said that road development has reduced transport costs, and 62 (14%) respondents said that road development has not reduced transport costs.
- About 215 (48%) respondents answered yes, and 235 (52%) answered no when asked whether road maintenance work was done after implementation.
- When asked whether the communication system has improved due to the road development activities, 400 (89%) respondents expressed the opinion that the communication system has improved due to the road development activities, and only 50 (11%) commented that the communication system has not improved.
- When asked whether road development has improved trade or not, 404 people (90%) said yes, and only 46 (10%) said no.

Figure-11: People's opinion on road development



The consultant team visited the road development activities at the field level and held in-depth discussions with various professional beneficiaries. Talking to the beneficiary population and analyzing the data, it was found that most of the respondents commented that the quality of work has been satisfactory. The height of the constructed road is climate-tolerant. Road development has reduced transport costs. However, some of the roads in the upazila have not been of good quality, which has led to their deterioration. The people opined that the amount of road should be increased. In the past, i.e., before the project, there were inadequate roads, ghats, bridges, culverts, etc., which affected communication systems, trade, education, etc. The implementation of the CCRIP project has improved the communication system and enhanced trade and commerce. The respondents stated that road maintenance work has not been carried out after the construction activities. The Consultative Team felt that maintenance work should be fast and continuous for the sustainability of the constructed roads.

(b) Construction of various-sized bridges/culverts on Upazila/Union/Rural roads

Under the bridge/culvert construction program on upazila roads, the target for construction of bridges and culverts was 1,351.20 meters. A total of 1,322.18 meters (98%) of bridges and culverts have been constructed and completed (97.48%) as of June 2020. The target for construction of large bridges on Union and village roads was 135 meters. A total of 111 meters (82.02%) have been constructed and completed (82.02%) as of June 2020. The target for construction of bridges/culverts on Union and village roads was 3,937.92 meters. A total of 3,751.61 meters (95.26%) have been constructed and completed (94.76%) as of June 2020. Based on the information and data obtained from the field-level survey, the impact of the project after its implementation is discussed below:

Table-26: People's opinion on the construction of bridges/culverts on upazila roads and its usefulness

Subjects	Respondent					
	Positive feedback		Negative feedback		Total	
	No.	%	No.	%	No.	%
Is the bridge/culvert constructed according to the length and width specified in the project proposal?	233	97.49	6	2.51	239	100.00
Is pavement available on either side of the bridge/culvert as per the standard?	148	61.92	91	38.08	239	100.00
Are there retaining walls on either side of the bridge/culvert?	219	91.63	20	8.37	239	100.00
Has road edge matching on both sides of the bridge/culvert been done correctly?	195	81.59	44	18.41	239	100.00
Is water properly drained/flowed by the bridge/culvert?	161	67.36	78	32.64	239	100.00
Is there improved communication with bridges/culverts?	236	98.74	3	1.26	239	100.00
Has traffic increased due to road development?	236	98.74	3	1.26	239	100.00
Has the bridge/culvert improved trade?	236	98.74	3	1.26	239	100.00

From the site inspection of various-sized bridge/culvert construction activities on roads in selected upazilas and discussions with 239 beneficiaries/villagers, the following points are known:

- When asked whether the bridges/culverts constructed on upazila roads have been built according to the length and width mentioned in the project proposal, 233 (97%) respondents stated that they were constructed as per the mentioned dimensions, while only 6 (3%) respondents expressed their disagreement.
- When asked whether the constructed bridges/culverts are provided with standard footpaths or not, 148 (62%) respondents found that both sides of the bridges/culverts are equipped with standard footpaths. Around 91 (38%) respondents stated that there are no footpaths.
- When asked whether there are retaining walls on both sides of the constructed bridges/culverts, 219 (92%) respondents confirmed the presence of retaining walls on both sides, while 20 (8%) respondents disagreed. Additionally, when asked about the edge matching of roads on both sides of the constructed bridges/culverts, 195 (82%) respondents commented that there is edge matching.
- When asked whether water properly drains/flows through the constructed bridges/culverts, 161 (67%) respondents mentioned that water is properly drained/flowed, whereas 78 (33%) respondents stated that due to non-movement of construction materials and water logging under the bridge culverts, water does not drain/flow properly.
- When asked whether the bridge/culvert has improved communication and increased traffic and business, 236 (99%) respondents affirmed that there is increased traffic and improved business.

When asked about the current condition of the bridge/culvert, 27% of respondents said it was good, 25% said it was satisfactory, and 48% said it was bad and needed repair. An opinion about the present condition of the bridge/culvert is shown diagrammatically in Figure 13.

Figure-12: Present condition of bridge/culvert

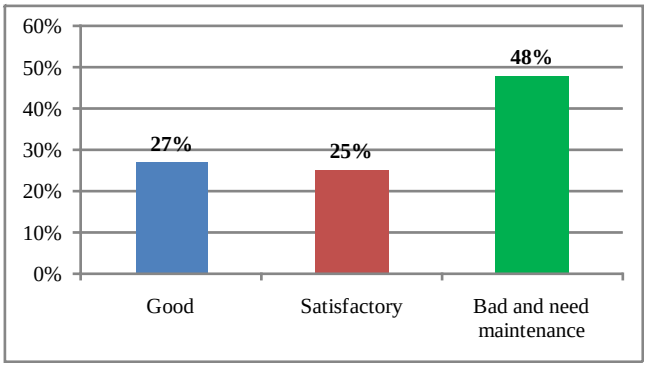


Table 26 and on-site inspection of bridge/culvert construction activities at the field level by the consultant team, along with in-depth discussions with various professional beneficiaries and data analysis, show that the construction of bridges/culverts has increased traffic flow and improved trade and commerce. Roads on both sides of various constructed bridges are damaged but not repaired, and maintenance works are not carried out to sustain the constructed bridges/culverts. Talking to the beneficiary people also revealed that during the construction of the bridges/culverts, embankment work is done under the bridge and various construction materials are used. However, at the end of the work, the soil and construction materials are not removed, which leads to the accumulation of various garbage under the bridge during the rainy season and obstructs the flow of water. Therefore, it is crucial to pay attention to the removal of soil and construction materials by the contractor after the construction work. Additionally, the consulting team feels that maintenance works should be done on time for the sustainability of the structures and bridges/culverts.

(c) Review and assessment of water drainage structure construction activities

The target for the water drainage structure construction program was 23.73 km. A total of 23.73 km had been constructed by June 2020, achieving 100% completion.

Table-27: Public opinions on the construction of water drainage structures

Subjects	Respondent					
	Positive feedback		Negative feedback		Total	
	No.	%	No.	%	No.	%
Is there a need to build a separate reservoir for water storage?	36	70.59	15	29.41	51	100.00
Are there any drains or sewage systems in your area?	35	68.63	16	31.37	51	100.00
If yes, are they currently functioning properly?	12	23.53	39	76.47	51	100.00
Other (if any)	10	19.61	41	80.39	51	100.00

During the field inspection and discussions with the beneficiaries/villagers regarding the construction of water drainage structures in the selected upazila, most of the respondents (76%) stated that the constructed drains do not properly drain water at present. The reason they cite is that the drains are blocked, which prevents proper flow of water and waste.

3.7.5 Enhanced Market Services

Under the Enhanced Market Services program, the project has constructed 88 large markets and large rural markets in 12 project districts with ADB/GoB financing, and 184 community markets (target was 197) under IFAD/GoB financing. This slight difference is due to the problem of land availability in the construction area. A total of 22 packages comprising 28 landing ghat (against the detailed design target of 38) have been developed, and 178 market processing or storage facilities have been constructed or rehabilitated against the initial target of 197.

The markets constructed under the CCRIP scheme were existing markets that were carefully selected based on (a) incidence of poverty, (b) rate of agricultural labor around the market, (c) risk of natural hazards, (d) distance, (e) paved roads, and (f) population density. Three types of markets were identified during the DPP design phase and upgraded throughout the project implementation period. The infrastructure used during implementation was standardized and resilient to climate change. Market infrastructure was built on khas land (government-owned land), and in some cases, additional land was donated for market

development. CCRIP could not identify dedicated land for the construction of the Community Collection Center, though it was foreseen in the project design.

Support provided to innovative women. Out of a total of 14 Women Market Sections, 11 Women Market Sections (WMS) have been created and allocated to help mainstream women beneficiaries in business. Five out of six shops have been reserved for female traders in each market. Selected women tradesmen were also awarded construction contracts for WMS as LCS. LCS provides wage income and profit from the contract package. Such income was used as capital to start women's businesses. Around 84 women have benefited from these innovative targeting measures.


Constructed market of CCRIP

LCS is a very effective targeting and empowerment tool. A look at the project data shows that a total of 69,300 working days have generated wage income of Tk. 434.01 lakh, and profits of Tk. 630.09 lakh have been distributed among 5,723 LCS members, more than 79% of whom are women. LCS is considered an effective action plan of LGED to share economic growth opportunities, especially in IFAD-assisted projects, to empower mainstream poor women and men, raise awareness, build capacity, establish good governance, and provide employment and income for socio-economically disadvantaged target groups. Table 28 provides details of monitoring and review of advanced market services.

Table 28: Public Opinion on the Development of Growth Centers, Community Markets, Women's Markets, and Multipurpose Markets

Subjects	Respondent					
	Positive feedback		Negative feedback		Total	
	No.	%	No.	%	No.	%
Aware of the market.	213	100.00	0	0.00	213	100.00
The market is in the right place and built properly.	188	88.26	25	11.74	213	100.00
There are adequate road connections to the markets.	195	91.55	18	8.45	213	100.00
The objective of market building has been successful.	148	69.48	65	30.52	213	100.00
The adoption of the project has increased opportunities to buy and sell products throughout the year.	213	100.00	0	0.00	213	100.00
Wholesale buyers and local sellers can easily access the market.	210	98.59	3	1.41	213	100.00
As a result of the project's adoption, the number of buyers and sellers has increased compared to before.	212	99.53	1	0.47	213	100.00
The latrines constructed in the market are suitable for use.	105	49.30	108	50.70	213	100.00

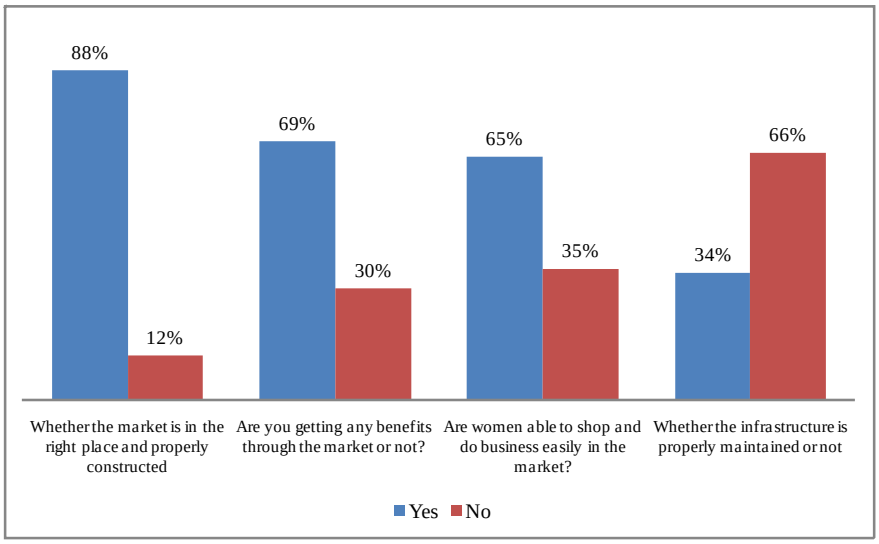
The drains constructed for the drainage of the markets/growth centers are functional.	70	32.86	145	68.08	213	100.00
Women can easily shop and do business in this market.	138	64.79	77	36.15	213	100.00
The infrastructure is properly maintained.	73	34.27	142	66.67	213	100.00
Dustbins and drains constructed for drainage are functional.	74	34.74	141	66.20	213	100.00
It will contribute to people's income and socio-economic development.	143	67.14	72	33.80	213	100.00

On-site inspection of growth centers, community markets, women's markets, and multipurpose markets constructed in selected upazilas, and discussions with beneficiaries revealed the following points:

- When asked whether they are aware of the growth center, community market, women's market, or multipurpose market in the area, 213 (100%) respondents commented that they are aware.
- When asked whether the growth center, community market, women's market, or multipurpose market is properly located and constructed, and whether there is a connecting road to the market, 188 (88%) respondents found that it was properly located and constructed, and 195 (92%) commented that there is a connecting road to the market.
- When asked whether the growth center, community market, women's market, or multipurpose market is being used for the purpose it was built, and whether they are getting any benefit from the market, 148 (69%) respondents commented that the purpose has been achieved, and 65 (30%) commented that the objective was not successful.
- About 213 (100%) respondents expressed their opinion that the adoption of the project has increased the opportunity to buy and sell products in the growth center, community market, women's market, or multipurpose market center during the monsoon. 210 (99%) respondents said that wholesale buyers and local buyers/sellers can easily use the growth center, community market, women's market, or multipurpose market, and 99% of the respondents said that the adoption of the scheme has increased the number of buyers and sellers compared to before.
- About 105 (49%) respondents said "yes," and 108 (51%) respondents said "yes" or "no" when asked whether the latrines constructed in growth centers, community markets, women's markets, or multipurpose markets are suitable for use.
- When asked about the functional condition of the drains constructed for the drainage of the market/growth center, most of the respondents (145 or 69%) commented that they are not functional.
- When asked whether women can easily shop and trade in this market due to the construction of the women's market in the market/growth center, 138 (65%) respondents felt that women can easily shop and trade in this market, and 77 (35%) commented that they cannot.
- When asked whether the infrastructure is properly maintained or not, most of the respondents (66%) commented that it is not properly maintained.

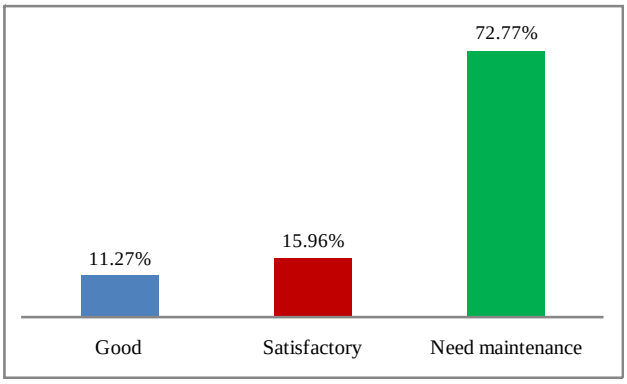
- About 74 (35%) respondents said "yes," and 141 (65%) respondents said "no" if community market waste management, such as dustbins and drains constructed for disposal, is in working condition.
- About 143 (67%) respondents said "yes," and 72 (33%) respondents said "no" when asked whether all types of infrastructure built are climate resilient, which will contribute to the long-term socio-economic development of the people in the area.
- No one can specify exactly what policy the women allotted in the women's market were allotted. However, there seem to be political implications in this case.

Figure-13: Views on public benefits from market/market development



When asked about the current condition of infrastructure in Growth Centres/ Community Markets/Women's Markets/ Multipurpose Market Centres, most of the respondents (72%) said that it needs repair. The remaining 24 respondents (11%) commented that it is good, while 34 respondents (16%) found it satisfactory.

Figure-14: People's opinion about the present status of the market/infrastructure



After talking to the beneficiaries and analyzing the field-level data, it can be seen that most of the respondents commented that the markets are built in the right place. Due to the construction of the market and the connecting roads, wholesalers come to the market from far and wide. As a result, the marketing of agricultural products has been facilitated, and the sales volume has also increased compared to before. The construction of Women Market has increased women's employment. However, the drains constructed for waste disposal in the Market Market/Growth Center are not functional, and the constructed market toilets are not regularly maintained. Additionally, the maintenance system of the Growth Center/Community Market/Women's Market/Multipurpose Market is poor. The Consultative Team believes that maintenance work should be done on time and continuously for the sustainability of market facilities. The market committee should play a more active role in thi regard.

3.7.6 Components of Climate Change Adaptation Capacity


Cyclone shelter constructed with CCRIP project assistance

Under Component 3 of Climate Change Adaptation Capacity, 22 cyclone shelters were constructed or improved, 1 fort (kella) was constructed, and a 24 km entrance was built. Additionally, 432 Infrastructure Management Teams were formed and strengthened, falling slightly short of the target of forming 441 Infrastructure Management Teams. A total of 8,916 beneficiaries (73% women) were reached through the Rural Radio Initiative (RRI) for infrastructure skills development. Moreover, 8,227 individuals (67% women) received training in income-generating activities (IGA) and business management, while 536,680 individuals were provided with climate information services.

Capacity building of climate change adaptation systems has been undertaken, incorporating special features to ensure climate-resilient construction measures for civil works across all technical elements. These measures account for current and future climate changes, including increased seasonal rainfall and sea level rise scenarios. For example, roads, cyclone shelters, and markets were designed and constructed to be long-term and resilient for approximately 20 years. The project site level was raised by 0.8 m above the highest flood level (FHL) if the site is not protected by a polder, and by 0.6 m if it is within a polder. Similarly, drainage and road slope protections were designed and constructed to withstand erosion caused by excessive rainfall and adverse weather conditions.

Climate Change Adaptation Training: The project aims to raise awareness about climate change adaptation and promote mutual cooperation among neighboring groups and communities in vulnerable areas. These activities have reached approximately 24,459 individuals, including village leaders, youth groups, elected members, NGO representatives, and members of the union level disaster management committee, with 30% of the population being women. The review and observations by the consulting team are provided in Table-29, specifically reviewing and monitoring cyclone shelter development.

(a) Review and monitoring of cyclone shelter development

Table-29: Public Opinion on Cyclone Shelter Development

Subjects	Respondent					
	Positive feedback		Negative feedback		Total	
	No.	%	No.	%	No.	%
Have you seen the cyclone shelter?	48	67.61	23	32.39	71	100.00
Family members can use it during cyclone or flood disasters.	52	73.24	19	26.76	71	100.00
The road leading to the cyclone shelter has been constructed.	55	77.46	16	22.54	71	100.00
The existing cyclone shelters have been extended to provide more facilities than before.	47	66.20	24	33.80	71	100.00

On-site inspection of cyclone shelters, forts, and access roads of the selected upazilas, and discussions with the beneficiaries revealed the following:

- When asked whether the cyclone shelters constructed in the area by the Coastal Climate Resilient Infrastructure Project were located appropriately, 48 (68.61%) respondents commented that cyclone shelters were constructed at appropriate locations, while 23 (32%) said they were not constructed at appropriate locations.

- When asked whether family members are able to use the shelters during cyclone/flood disasters, 48 (68%) respondents said they are able to use them, and 23 (32%) respondents said they are not able to use them. The reason for not being able to use cyclone shelters was cited by most of the respondents as the lack of separate toilets for women. Moreover, other respondents said that the adequate space and number of toilets were insufficient.

- When asked whether the road leading to the cyclone shelter had been constructed, and about the quality and current condition of the road, 55 (77%) said the road had been constructed, while 16 (23%) said it had not. The majority of the respondents, 47 (66%), commented that repairs are needed, 10 (14%) responded with "good," and 14 (20%) responded with "satisfactory."

- When asked whether the improvement of the existing cyclone shelter has increased the benefit, 47 (66%) respondents said that the benefit has increased, while 24 (34%) commented that the benefit has not increased.

- Cyclone shelter connection road development has been done properly, and as a result of the development, the transportation facility has increased compared to before.

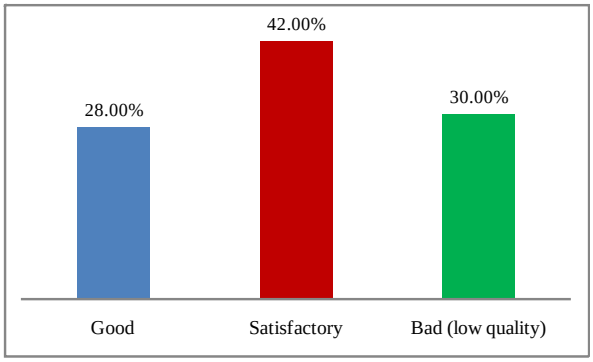
- When asked whether trees are planted on both-sides of the link road of the cyclone shelter, 48 (69%) respondents said no, and 23 (31%) said yes. That is, according to most of the respondents, trees are not planted on both sides of the link road.

- When asked whether commuting takes less time than before, the majority of the respondents, 55 (77%), commented that it takes less time than before, while 16 (23%) commented that it does not.

- When asked if the fares are lower than before, 46 (65%) respondents said yes, and 25 (35%) said no.

After talking to the beneficiaries and analyzing the data at the field level, it was found that the cyclone shelter has been constructed in the right place, and the construction of its connecting road has facilitated transportation, reducing travel time compared to before. However, there is an insufficient number of separate toilets for women. Many cyclone shelters are not connected by roads. Although trees are supposed to be planted on both sides of the link road, most of the respondents stated that

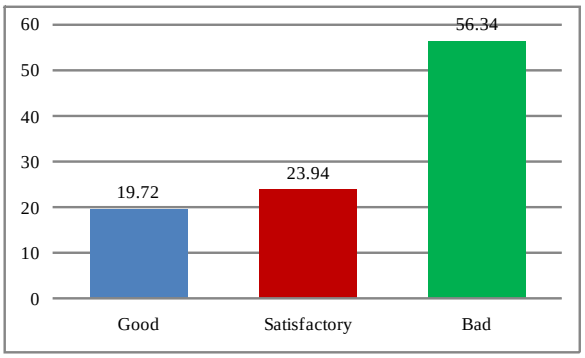
Figure-15: Public opinion on quality of cyclone shelters



trees have not been planted on both sides of the road. The consultant team felt that there is a need for a greater number of toilets for women's use in cyclone shelters, as well as maintenance of connecting roads and planting of trees on both sides.

When asked about the quality of cyclone shelters, such as women-friendly toilets, provision of clean drinking water, and the use of stairs suitable for the elderly and pregnant women, 40 (56%) respondents reported poor quality, 14 (20%) reported good quality, and 17 (24%) reported satisfactory quality. Most of the respondents mentioned that cyclone shelters are of low quality and not suitable for use by women. The advisory group felt that shelters should have been constructed for the use of both men and women.

Figure-16: People's opinion about the use of cyclone shelters



(b) Monitoring and review of fort development

Table-30: People's opinion on construction of fort/kella

Subjects	Respondent					
	Positive feedback		Negative feedback		Total	
	No.	%	No.	%	No.	%
CCRIP has constructed a fort in the area	10	90.91	1	9.09	11	100.00
Saw the fort	10	90.91	1	9.09	11	100.00
The fort is built in the right place and according to the proper design	10	90.91	1	9.09	11	100.00
Family members are able to use it during calamities	5	45.45	6	54.55	11	100.00
Sufficient food and water are available for animals during and after a disaster	8	72.73	3	27.27	11	100.00

- When asked whether the forts constructed in the area by the Coastal Climate Resilient Infrastructure Project were in place, 91% of respondents said that the forts/kella were in place and 9% said they were not.

- When asked whether he and his family members were able to use it during a disaster, 45% said yes and 55% said no. In other words, most of the people can't use it. The reasons for not being able to use it are that it is too far from the house and there is no road to the fort, there is not enough space, and there is an insufficient number of toilets.

- 73% said yes and 27% said no when asked whether they have adequate food and water for animals during and after a disaster.

The consultant team visited the fort and its connecting road development activities at the field level and had in-depth discussions with various professional beneficiaries. After talking to the

beneficiary people and analyzing the data, it can be seen that most of the respondents mentioned that the fort is far from their houses and there is no road leading to it as the main reason for not using it. Additionally, there is not enough space in the fort, the number of toilets is insufficient, and some respondents expressed concerns about the lack of food and water for animals. The consulting team concluded that a greater number of toilets and connecting roads are required for the fort to be usable.

(c) Installation of renewable energy panels in markets and cyclone shelters

Table 31: People's Opinion on the Construction of Renewable Energy Panels in Markets and Cyclone Shelters

Subjects	Respondent					
	Positive feedback		Negative feedback		Total	
	No.	%	No.	%	No.	%
The CCRIP project has installed renewable energy panels in cyclone shelters and markets in your area.	47	68.12	22	31.88	69	100.00
The renewable energy panel is placed in the right location.	30	43.48	39	56.52	69	100.00
The solar panel is capable of supplying electricity according to its capacity and is adequate for the electricity market's demand.	10	14.49	59	85.51	69	100.00

When asked about the installation of renewable energy panels in cyclone shelters, forts, and selected upazilas, 68.12% of respondents said that renewable energy panels have been installed in cyclone shelters and markets, while 31.88% of respondents said they have not been installed. When asked whether the renewable energy panels have been installed in the correct location, 56.52% of the respondents said that the panel was not installed in the correct location, and 43.48% of the respondents said that it was installed in the correct location. The majority of respondents, 85.51%, said that the panels are not able to supply electricity as per their capacity. The reason for this is that most of them are not operational and are not updated on time. The Consultative Team feels that renewable energy panels in markets and cyclone shelters need to be installed in the right place and regularly maintained.

(d) Public opinion on the installation of manual deep tube wells:

Table-32: Public opinion on the installation of manual deep tube wells

Subjects	Respondent					
	Positive feedback		Negative feedback		Total	
	No.	%	No.	%	No.	%
CCRIP has installed manually operated deep tube wells in the project area.	164	98.00%	3	2.00	167	100.00
The platform around the manual deep tube well is paved.	165	99.40	1	0.60	167	100.00
Family members are able to use them.	109	65.66	57	34.34	167	100.00

Installation of manual deep tube wells is discussed with the beneficiaries. The majority of the respondents (98%) said that manual deep tube wells are installed in their areas and tubewell platforms are paved. Family members can use them. However, several respondents (34%) said that they could not use them because they are too far from home, the water quality is not good, there are no access roads, and many deep tube wells are not operational. The advisory group felt that a greater number of deep tube wells should be installed and maintained on time to provide safe water to the people.

3.7.7 Improvement of Socio-economic Conditions

Direct impact on the project: Improved road connectivity has reduced travel time and costs, and rural connectivity has become faster, cheaper, and more accessible with a greater number of transport vehicles. Employment opportunities have been created through improved road connectivity. Increased commercial enterprise and economic growth in villages have resulted in more local employment and higher wages. Improvements in market infrastructure have led to increased business turnover and rental values, thereby creating more local employment opportunities. The development of cyclone shelters has increased the shelter and safety of people and livestock in the vicinity.


CCRIP scheme assisted small traders

Indirect impact on projects: Approximately 80% of low-value and labor-intensive tasks are implemented through LCS members (poor and destitute women). LCS members have enhanced skills in procurement, accounting, and site management. Some khaij members invest a portion of their wages and profits in sustainable income-generating activities, such as cattle rearing, homestead gardens and vegetable cultivation, leasing of arable land, business ventures, and improving their houses. Food security, water availability, and sanitation have improved. Children of LCS members have started attending school. Life and livelihood have significantly improved. The LCS approach has contributed significantly to women's empowerment. Financial and employment arrangements have been made for some women members who have been allotted women's market shops to run businesses of their choice.

Technology transfer and institutional capacity building through projects: CCRIP is LGED's first project to develop and implement climate resilience planning for local infrastructure development. The design of this project is now being followed by several other LGED projects. The Gender Action Learning System (GALS) has been introduced in CCRIP for the first time in Bangladesh. Such a family approach has proven to be quite successful in increasing family income and wealth in a more sustainable manner. LCS members have received training in income-generating activities. Women LCS members have received benefits from construction work in addition to daily wages. They have also received technical and social training, which has increased awareness on several social issues such as hygiene and child marriage. The development of market infrastructure has significantly increased the volume of trade, and the expansion of paved rural roads has improved the quality of transport services, thereby helping the marketing system of agricultural produce.

Employment generation through the project: The project has created opportunities to increase income through various means, such as an increase in the number of transport vehicles, diversification of farm and non-agricultural activities, increased turnover of businesses, and an increase in land prices near the market. These factors contribute to the increase in income and employment of local people. Opportunities have been created for trained LCS and MMC members to choose various income-generating careers to further improve their livelihoods.

Self-employment opportunities: Self-employment opportunities have been created through sustainable investment of some LCS members' income. They raise cattle, use homestead gardens and vegetables, lease arable land, do business, and improve their houses. The project has created an opportunity for women to use the profit earned in Women Market to set up shops and run businesses of their choice. As a result, their family members are gaining the ability to manage the business themselves.

Creating employment opportunities for women: The LCS approach has trained local poor and destitute women and created opportunities for their livelihood development. They get opportunities to work in market infrastructure and development of union and village roads. They earn daily wages and profit by completing the construction work. Now LCS members are able to meet the daily needs of their families. Many of them have started businesses of their choice, lease farming, cattle rearing, and whatever they seem to be self-sustaining. This has had a huge impact on poverty reduction in cyclone-prone areas.

Women's participation in development: The direct beneficiaries of the project include 6,500 contracted LCS members, out of which 80% are extremely poor women and 20% are poor men. LCS is an eye-opener for improving the lives of men and women. The impact study found that before engaging in construction work, most women had very limited alternative means of earning money. In line with IFAD's guidelines, the project increased the scope of employment experiences of distressed poor women. As a result, they can easily apply for participation in other private or donor-funded projects.

Potential Impact on Socio-Economic Activities: CCRIP has impacted overall socio-economic development through improved road connectivity and the development of market infrastructure. It is true that this development has encouraged outside buyers to visit local markets to buy farm and non-agricultural products instead of forcing sellers to go to traders. This trend is helping producers get fair prices for their produce. The LCS approach has trained local poor and destitute women, poor men, and created opportunities for their livelihoods.

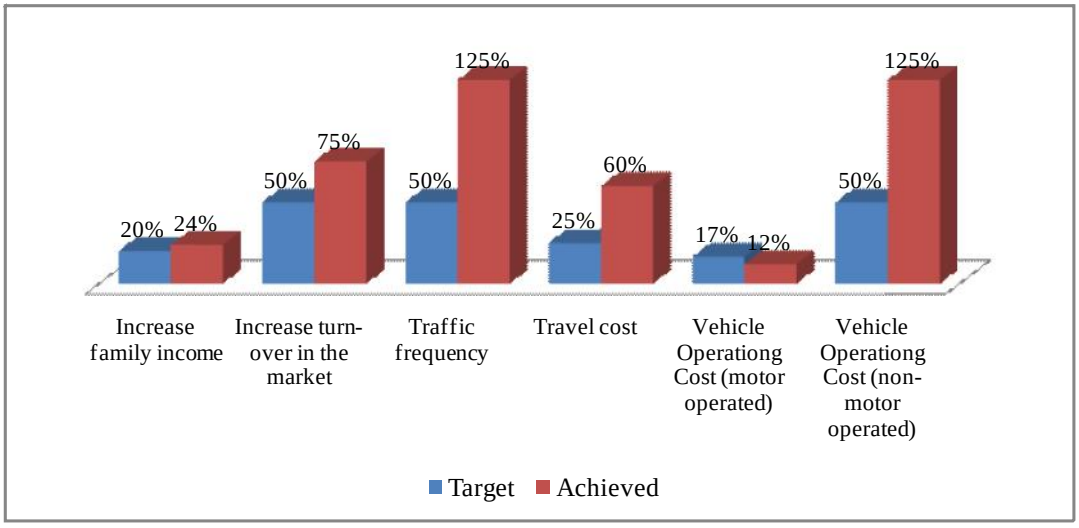
Impact on Environment: An environmental assessment framework was developed for the project, which guides the project management on how to eliminate or minimize potential negative environmental impacts. As part of the mandatory provisions, the potential environmental impacts were assessed prior to project implementation. Accordingly, various measures have been taken as part of the Environmental Management Plan (EMP). The project examined the level of water, air, and noise pollution in the project area. The project improved water supply and sanitation facilities in markets and cyclone shelters. The project has established an environmental monitoring system that reviews the status on an interim basis.

Contribution to Poverty Alleviation/Reduction: LCS members have been able to acquire knowledge on technical aspects such as market infrastructure development and construction

works by receiving training on various subjects from the project. Their team can procure materials such as cement, bricks, rods, etc. from the local market or nearby big market, which was almost impossible for them before receiving training. They are engaged in earthworks while the construction work is going on in village and union roads. The quality of their work has been recognized by engineers and contractors who recommend institutionalizing their participation in future works under LGED. Local contractors can use LCS for work with other agencies. LCS members can invest their earned profit money to shop in the market and operate businesses of their choice. They work together with MMC members. These activities are helping poor people in their livelihood and poverty reduction. (Source: IFAD Completion Report, 2020)

The consulting team interacted in-depth with various professional beneficiaries at the field level. By talking to the beneficiary people and analyzing the data, it can be seen that the implementation of the project has improved their economic and family living standards. The opinion of the peoples is shown in the Figure-17 below.

Figure-17: Impact of rural poverty



Overall, rural infrastructure development has resulted in improved market access, enhanced marketing, and stronger resilience to adverse climate impacts, benefiting the people residing in the project area and significantly impacting rural poverty reduction. The latest survey report of the project and the analysis of field-level data indicate that CCRIP project activities have led to a 23.82% increase in average per household income, surpassing the target of 20%. The investment in road development across various districts has notably improved road connectivity in the project area, resulting in a 125% increase in traffic frequency (exceeding the 50% target), a 55% reduction in travel time, a 60% decrease in travel costs (surpassing the 25% target), and a 16.50% reduction in vehicle operating costs. The expanded road network at the upazila, union, and village levels, combined with reduced travel time, has contributed to social and technological development. Furthermore, the survey demonstrates a 75% increase in market turnover (surpassing the 50% target), a 60% increase in the number of buyers and sellers, a 55% increase in permanent and temporary traders (exceeding the 25% target), and a 40% rise in market rents. These developments project a promising future for advanced marketing. (Source: Institute of Social Welfare and Research, University of Dhaka, latest survey report 2019; and field data survey, June 2023).

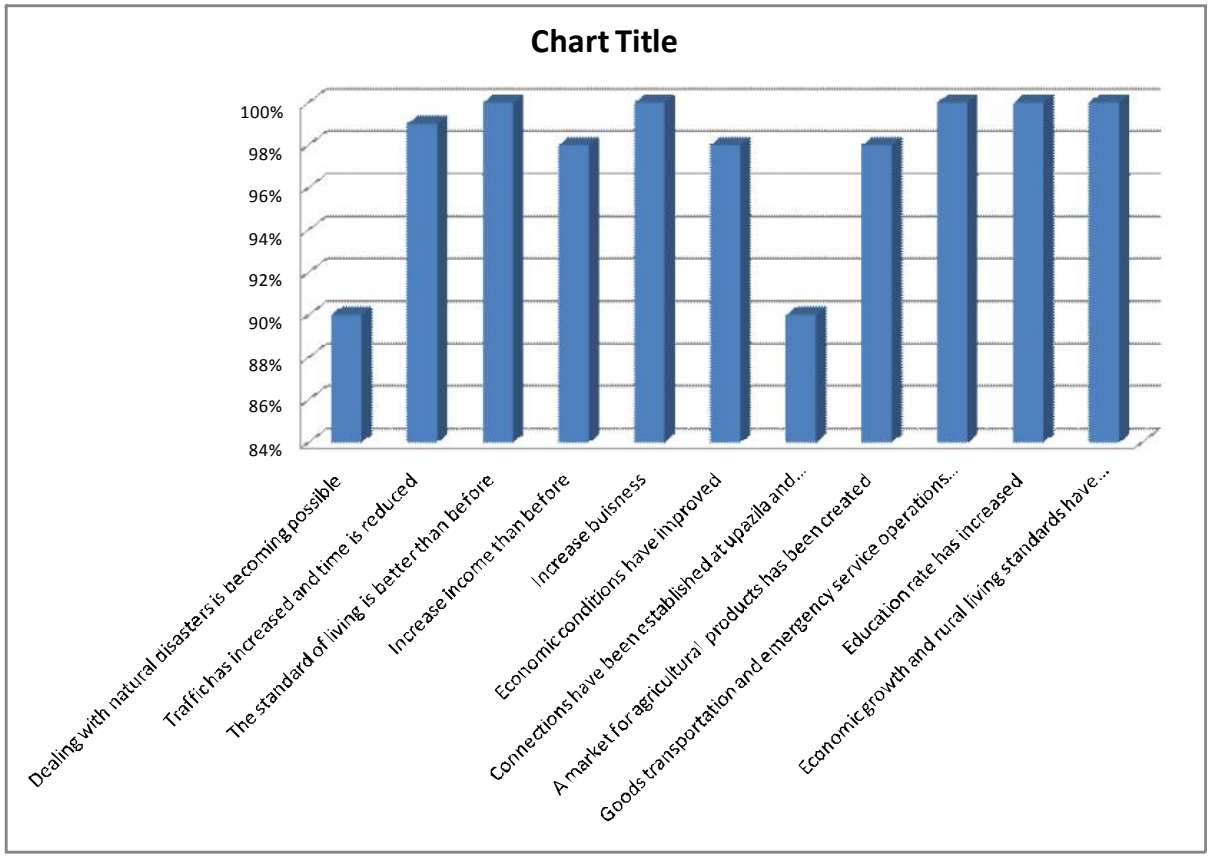
Table-33: Opinion of the people on improvement of socio-economic condition

Subjects	Respondent					
	Positive feedback		Negative feedback		Total	
	No.	%	No.	%	No.	%
It is becoming possible to deal with negative natural disasters.	405	90.00	45	10.00	450	100.00
Due to the development of infrastructure, we can take shelter in shelters at the right time with advance warning of cyclones.	374	83.11	76	16.89	450	100.00
People and cattle are saved, and no damage is done as before.	442	98.22	8	1.78	450	100.00
Travel time is reduced, and vehicular traffic has increased.	447	99.33	3	0.67	450	100.00
The standard of living is better than before.	449	99.78	1	0.22	450	100.00
Income has increased compared to earlier.	442	98.22	8	1.78	450	100.00
Business has improved.	450	100.00	0	0.00	450	100.00
Income opportunities are created.	443	98.44	7	1.56	450	100.00
Economic conditions have improved.	443	98.44	7	1.56	450	100.00
As a result of infrastructure development, new offices and various financial institutions have started their operations.	389	86.44	61	13.56	450	100.00
As a result of the development of road communication, connectivity has been established with the upazila and district levels.	407	90.44	43	9.56	450	100.00
A market for agricultural products has been created.	443	98.44	7	1.56	450	100.00
Goods transportation and emergency service operations have become easier than before.	450	100.00	0	0.00	450	100.00
The education rate has increased.	449	99.78	1	0.22	450	100.00
Household nutritional needs have increased.	445	98.89	5	1.11	450	100.00
The entertainment sector is ready.	254	56.44	196	43.56	450	100.00
Overall, the economy has improved, and the quality of rural life has improved.	450	100.00	0	0.00	450	100.00

As a result of this project, he said that 90% of the people in the area have been able to change their living standards and deal with adverse natural disasters. Additionally, approximately 84% of the respondents were able to take shelter in time upon receiving advance warning of cyclones due to infrastructure development. Furthermore, 98% of the beneficiaries commented that people and livestock are no longer harmed during natural disasters. Moreover, nearly 99% of the respondents stated that road development has increased vehicle

traffic, resulting in reduced travel time. Furthermore, almost 90% of the respondents mentioned that the development of upazila/rural road bridges/culverts has improved connectivity at the upazila and district levels. All respondents, totaling 100%, reported that transportation of goods and emergency services has become easier, trade has improved, and road connectivity has played a crucial role in these advancements. Furthermore, almost 99% of the respondents mentioned that their quality of life has improved as a result of the project. Additionally, most of the respondents highlighted that the project's infrastructure development has led to the establishment of new offices and various financial institutions, as well as the preparation of recreational areas. Above all, economic development and rural living standards have improved. About 99% of the respondents also indicated that the project has increased the education rate, and 98% mentioned that the project has met their family nutrition needs. (Figure: 18)

Figure-18: Development of Socio-Economic Status



Analyzing people's opinions on the development of socio-economic conditions, it can be seen that the surrounding and economic conditions of the area have improved as a result of road and market development. About 98% of the respondents have seen an increase in income as a result of project activities. The project has created a market for agricultural products. Approximately 90% of the respondents mentioned that road development has established connectivity with district upazilas, and infrastructure development has enabled new offices and various financial institutions to operate. 100% of the people opined that as a result of the project activities, the education rate has increased compared to earlier, and the standard of living has also improved.

3.8 Analysis and review of data obtained in FGD


FGD in Dumuria Upazila

FGDs have been conducted in 12 upazilas of 3 divisions under the impact assessment program of the Coastal Climate Resilient Infrastructure Project (CCRIP). The upazilas are: Shibchar in Madaripur district, Naria in Shariatpur district, Tungipara in Gopalganj district, Dumuria in Khulna district, Morelganj in Bagerhat district, Shyamnagar in Satkhira district, Mehendiganj in Barisal district, Mathbaria in Pirojpur district, Galachipa in Patuakhali district, Bhola Sadar in Bhola district, Barguna Sadar in Barguna district, and Jhalkathi Sadar upazila of the district. The main objective of conducting FGDs is to exchange views with various professionals/beneficiaries of an area in a short period of time to get an overall picture of project activities in that area. Through the conduct of FGDs, information on views and opinions regarding various activities of the project and the advantages and disadvantages obtained from the project has been collected. Each FGD was attended by 12-14 different professionals/beneficiaries. Among the participants present were beneficiary farmers, teachers, traders (male and female), van and auto drivers, office workers, housewives, MMC members, LCS members, Upazila LGED officials, and other relevant dignitaries of the project area.

The main points of discussion with the beneficiaries participating in the FGDs were whether the implementation of the project has resulted in improved road connectivity and better market services; whether enhanced climate change adaptation empowerment has enabled rural communities and local authorities to cope with climate-related natural disasters and meet their basic needs during climate disasters; and to understand the changes in the economic and living standards of the people of the project area as a result of the development of a better communication system. The project activities were discussed in detail with the beneficiaries/professionals present in the FGDs, which are described below:

Findings from FGD or Group Discussion:

- The Growth Center/Market/Women's Market is constructed in the right place. However, according to the people, in some areas, it would be better if the growth center was built at one end of the market. Furthermore, 2 growth centers were not constructed due to the failure of land acquisition;
- Markets are built to withstand natural calamities. In some areas, women markets have tin roofs that are very old and likely to be damaged by cyclones. Some markets have toilets in women's markets, but most of the time they are unusable;
- The construction of market buildings with the help of the project has created an opportunity to ensure fair prices of products. Trade in agricultural and non-agricultural products has increased due to the construction of roads and wharves connecting markets. Full-time security personnel have been employed to strengthen MMC and ensure effective security of markets;
- Most of the shelters have been built in the right places. However, due to the nearby river, the grounds and roads of the Cyclone Center are flooded during monsoons. It is important

to keep cows, goats, and valuables in shelters during cyclones and floods and stay safe despite family problems;

- There are 2 toilets on both sides of the two floors of the shelter. Everyone in the shelter uses them during the storm, causing problems with multiple people using them at the same time. The shelters have 1,000-liter water tanks with 4 taps. Food and water are not a problem during calamities. There are many connecting roads to the cyclone shelter. However, a 500m linkroad is impassable, and the shelter's window glass and solar panels are damaged, requiring urgent repair;
- Most of the beneficiaries have no idea about the length and width of the road. However, if the width were a little more, it would be convenient for trucks to transport goods, he said. Again, in some areas, the accessibility of the market road could not be increased due to a lack of necessary land. In some areas, there are sufficient footpaths on both sides of the road, and it is safe to walk. However, in some areas, there are no separate footpaths, and no visible retaining walls exist. And in some places, there is a footpath on one side, but not on the other;
- Proper cement and pitch are not used in carpeting and RCC casting on some roads. As a result, holes have been created. The road edges do not match. Every road is well connected to other roads. The current condition of the road is not very good. In the past season, it has been badly affected by rains and floods. But due to a lack of supervision by the authorities for maintenance, it is rapidly deteriorating. Road durability can be increased by constructing road guide walls;
- Most bridges do not have footpath on either side. Every bridge has retaining walls on both sides, but in some bridges, the slope and value of the retaining walls are not done properly. The drainage and flow of water from bridges connected to canals or rivers are being obstructed in some places. Some bridges are not well connected to the sloped road. The railing next to the culvert is broken. Some bridges had to be raised to facilitate navigation;
- Most of the project areas lack an effective drainage system. Without covers over the drains, garbage from above falls into them, leading to severe blockages. Additionally, the drains are not interconnected, and although some drain covers exist, they are difficult to move due to differences in height levels. In some cases, contractors neglect side cleaning during infrastructure construction/development activities, resulting in waterlogging and construction problems;
- Motor-powered water supply has been provided in cyclone shelters. However, there are very few manual tubewells in the villages. The water does not contain arsenic, but it has high levels of iron. Despite this, everyone relies on this water source. The use of manual deep tubewells is not problematic, but in several marketplaces, tubewells are old and broken;
- Renewable solar energy panels have been installed in cyclone shelters, enabling them to be powered by solar energy. Occasionally, renovations are carried out. However, the utilization of solar panels in markets is extremely limited;
- The implementation of the project has significantly improved the ability to cope with disasters such as floods, droughts, and storms. Notifications are sent to everyone in the storm/flood forecast area, allowing people to seek shelter in cyclone shelters when they receive advance warning. Consequently, the loss of life and property is minimal. Security has been enhanced through the provision of increased facilities for sheltering both people and livestock;
- The development of roads under the project has facilitated the transportation of goods and emergency services, created opportunities for agriculture and fisheries marketing and

export, and improved employment, economic standards, and living conditions. Due to the development of roads, the number of CNG vehicles, autos, vans, and rickshaws has increased, making commuting easier and increasing employment opportunities. Empowered women in women's markets have also created income and employment opportunities;

- With the increase in entertainment in the area, there has been a rise in hotels, tea shops, new offices, banks, NGOs, and financial transaction institutions such as Bikash, Rocket, and Nagad;
- Timely maintenance of all roads, bridges, culverts, and markets in the project is not possible. LGED needs to work more proactively to maintain these infrastructures; and
- Improve the quality of life, and reduce risks more projects like this can be undertaken.

3.9 Analysis and review of data received by KII

Under the impact assessment survey program, COWs were conducted with a total of 72 officials in 12 districts and 30 upazilas. Data was collected using selected questionnaires/guidelines in each KII.


KII with LGED Officer

In addition, the consultant team organizes exploratory consultations and discussions with the Project Manager and other concerned officials, where various issues related to the project are discussed in detail. Each KII had 1 respondent. However, there were 2-3 respondents in the Consultative Meeting. Necessary guidelines/instructions have been prepared and used for this purpose, which are annexed in Annexure-1 (Form-3 and 4).

The results obtained from KII are as follows:

- Execution of project works and bills of works executed while maintaining quality as per approved drawings, designs, and specifications. Determining the design elevation of coastal roads with a one-in-twenty-year return period is reasonable to increase the longevity of the road. The use of Binna grass for road protection is very sustainable. However, alternative arrangements need to be made in disaster-affected areas;

- Poverty alleviation, climate-resilient sustainable infrastructure development, improvement of the socio-economic status of rural poor, employment generation, damage reduction, and women's empowerment;

- In coastal districts, efforts have been made to improve infrastructure, people's quality of life, and economic development to cope with the risks of climate change;

- The project has rehabilitated roads and markets, improving local socio-economic conditions through rural infrastructure development and contributing to the GDP and economy at the national level. Employment arrangements for women have also been made;

- It is necessary to identify vulnerable areas in each upazila and develop an extension program plan. Long-term planning, proper provision of drinking water, and construction of permanent dams with more blocks are needed;

- Over 3.5 lakh people in 12 districts have directly benefited from the implementation of the project;

- The construction of modern infrastructure and active participation of beneficiaries have become a reality. Common people can easily cross the river in a short time. Traders are also saving both time and money in product transit. Engine and battery-powered transport has increased. There is easy access to business and education. People can travel to town for treatment. Marketing of agricultural products has been facilitated. The RCC road carrying heavy traffic has not been damaged by floods;

- The irrigation system has also been improved. There is no public suffering during the monsoon. People can cross the river in a short time. They don't have to travel long distances to go to their essential work;

- The area is smaller than required, and better drainage is needed. The market needs to be two-storied, and more sheds need to be built;

- People from the marginal stage are able to come to the growth center and do business. Dustbins should be constructed near growth centers, and road accessibility should be increased. Space should be allocated separately for wholesalers. Due to the lack of space next to it, the construction of the drain was not possible. Growth center access roads need to be widened, and the roofs of some growth centers need to be repaired;

- Walk blocks, sewage, and waste management are not up to the mark. The drainage system needs to be repaired. These measures will be more effective if the connecting roads to the ghats are widened and repaired. Slabs were broken, and equipment used for cattle maintenance was broken. The size of the fort needs to be increased;

- The installation of manual deep tube wells has met the public's drinking water and other water needs. Market people are able to use water for drinking, ablution, and for their shops. The bottom bank of the tube well is broken and untidy. It has not been properly repaired and is much less than required;

- The road is broken at various places, which has not been repaired. Link roads need renovation and are deficient in repair and maintenance;

- Full implementation of the project requires long-term planning, which will benefit the people of sub-regions far and wide. Agricultural products will play a leading role in transportation, including marketing; and

- Women market traders need financial support from the project. It is necessary to implement such schemes in every coastal and water body area.

3.10 Results obtained from local workshops


Local Level Workshop, Mahilara Union, Gouranadi, Barisal

On April 9, 2023, in Gournadi of Barisal district, as part of the impact assessment program of the project titled Coastal Climate Resilient Infrastructure (CCRIP) (2nd Revised), implemented by the Directorate of Local Government Engineering in the current financial year 2022-23, a day-long participatory local workshop was held at the Mahilara Union Complex building of the upazila. Mr. Dewan Md. Abdur Sabur, LGED Senior Assistant Engineer, attended as the President. During the workshop, Mr. Md. Abdul Majeed NDC, Director General of IMED Sector-3, represented Mr. Director Mr. Muhammad Shahadat Hossain and delivered an instructional speech. The project summary was presented by Mr. Md. Lutfar Rahman, Project Director (CCRIP). Additionally, Mr. Md. Nazmul Hussain Khan, Deputy Director of Monitoring and Evaluation Sector-3, spoke as a special guest. Local Union Parishad Chairman Mr. Saikat Guha (special guest), Md. Abdul Mannan, Managing Director of Creative Consultants International Limited, consultant, and social expert Dr. Md. Golam Waheed Sarkar, along with other dignitaries, attended the workshop and directly engaged in discussions with the beneficiaries.

Approximately 40 beneficiaries, professionals, and public representatives attended the workshop. The enthusiasm among the people regarding the project activities was evident. A summary of the workshop content and discussions is provided below:

- Chairman Mahilara Union Parishad discussed the positive and negative aspects of various direct and indirect effects of project activities. He pointed out the flaws in the construction of fish sheds, open sheds, and V-shaped drainage systems. However, he also highlighted the positive aspects of the project, including infrastructure development, communication, marketing, fair pricing of agricultural products, time-saving, women's empowerment, employment, and livelihoods.

- The infrastructure development work under the CCRIP project was completed in 2020. Currently, the condition of the infrastructure/installation is good, and the quality of work is satisfactory, as mentioned in the workshop. However, he pointed out that the size of the constructed toilets is small, and there is a problem with the drainage system. It is recommended to supervise the local representatives of the concerned Peshjibi during the project activities in the workshop, to ensure the improvement of work quality.

- As a result of the construction of infrastructure, a road communication network has been established connecting the village, upazila, and district. Transportation and marketing of agricultural and non-agricultural products have become easier than before. There has been an increase in the number of different vehicles compared to before, resulting in time and cost savings during travel.

- There is no clear understanding among the beneficiaries regarding who will maintain the constructed infrastructure. However, they have been informed about the government's initiative for maintenance. Despite some problems, the current condition of various

infrastructures such as roads, ghats, bridges, culverts, cyclone shelters, women's markets, and market sheds is satisfactory.

- They opined that the built infrastructure is capable of withstanding cyclones, adverse weather conditions, and disasters. As a result of project activities, employment has increased by approximately 20% at the local level. They noted that the project activities have resulted in a 25% increase in income for male beneficiaries and a 15% increase for female beneficiaries.

- The beneficiaries present at the impact assessment of the completed project reported that the economic and social quality of life has improved as a result of the project activities. They strongly demand further expansion of this program and the development of sustainable infrastructure, considering the ongoing rural infrastructure development activities by the government.

- The drains constructed under the project are V-shaped and lack a cover on top, which has resulted in accidents when passing through them. The people present claimed that it is necessary to cover the drains.

- They hold different opinions about the sustainability of the project. Some propose transferring the responsibility for maintenance/sustainability of project activities to the Union Parishad. However, most of the beneficiaries strongly advocate for LGED to have a stronger maintenance role to ensure the sustainability of project activities.

- During the bridge construction activities in the area, the construction work involved damming the bridge. However, after completion of the construction, the contractor did not remove the embankment or filled soil. This obstruction of water flow during the monsoon season has caused damage to the farmers' crops. The aggrieved farmers demanded the immediate removal of the earth filled under the bridge. In response, the IMED Director present at the workshop directed the LGED officials to remove the filled soil.

- Due to the creation of the market, the fish traders have also benefited significantly. With the market being built, they can now operate their shops under the market sheds, which provides a better environment compared to before. The people present mentioned that some market sheds do not have enough space, so there is a need to make them bigger.

- Finally, despite some problems, the activities of the CCRIP project have resulted in a significant improvement in development, employment, income, and the quality of life in the area.

3.11 Results obtained in the National Workshop

A national level workshop was held on 25th May 2023 in the conference room of IMED in association with IMED and consulting institutes. Secretary of IMED Mr. Abul Kashem Mohiuddin Chief Guest Additional Secretary Dr. Gazi Md Saifuzzaman attended the workshop as a special guest. The workshop was presided over by Mr. Md. Abdul Majeed, NDC, Director General, Sector-3. The workshop was attended by senior officials of IMED and Ministry of Planning and connected via Zoom.

National Level Workshop, IMED Converence Room

Mid-level Engineer (Dr. Biplap Mondal) presented the final draft report and power point presentation on behalf of the team leader of the advisory team at the workshop. Moreover, Sociologist (Dr. Md. Golam Wahid Sarkar), Statistician (Dr. Md. Abdul Latif) and Managing Director of Creative Consultants International (Md. Abdul Mannan) provided full cooperation and answered various questions.

The following is a summary of the main key discussions of the workshop:

- Presenting the final draft report and PowerPoint presentation on the report;
- Presented the results of the project;
- Benefits accrued as a result of project activities;
- Discussion on the improvement in the quality of life of the people as a result of the implementation of the project;
- Highlighting the strengths and weaknesses of the project; and
- General review and recommendations.

Following are the guidelines/suggestions from the workshop:

- Eshadrangangdhatu/Apatarhusong should be written in detail;
- The first, second and third paragraphs of the resume should be well organized. Project activities need not be detailed;
- To present the procurement table correctly;
- Results should be written in short form;
- Project logframe (Table-7) should be written according to RDPP;
- Project Sustainability Plan to be written as per RDPP;
- What causes the progress to be less than 1% (Figure-7) should be mentioned;
- Project Sustainability Plan to be written as per RDPP;
- Analysis and observation should be written in short form;

- The impact and numerical analysis of projects cannot be answered simply by yes/no;
- Caption should be written below the picture attached to the report;
- The results of the discussions of FGD and KII should be written in a more realistic and concise form;
- Case studies should be presented in more detail with pictures;
- Purchase activity table has many columns empty to be inserted into the data table;
- A review of the procurement process should be included in more detail;
- The analysis section should be presented in the form of metrics. The strengths, weaknesses, employment creation of the project should be mentioned in brief according to the report findings. Details should be given in Observations;
- Sector-wise review should be included;
- Whether any training/skill enhancement activities were undertaken in implementation of the project, how many, the results should be mentioned in the report;
- The report should contain details on whether the relative income of the people of the area has increased as a result of the implementation of the project;
- The report should contain information about learning, women's empowerment, new innovations, pilot learning, rural radio;
- After the completion of the project, the present condition of the vehicles used in the project should be mentioned in detail in the report.

3.12 Case study

Five case studies (success stories) have been prepared on five beneficiaries from different professions in the project area. The objective of these case studies was to determine whether the implementation of the project has improved the road communication system and market services, and to verify whether it has enabled adaptation to climate change. Additionally, the aim was to assess the changes in employment, economic conditions, and living standards of people in the project area as a result of the development of better communication systems. A guideline was used to collect data for the case study. The case studies are described below:

Case study - 1

Personal details of the respondent:

Name of beneficiaries: Minoti Rani

Village : Badurtala

Union : Haritana

Upazila : Patharghata

District : Barguna

Mobile : 01733283798

Profession : Small business

Rani is a small business woman. During the construction of the women's market here under the LGED project, she discussed with many locals about renting shops in the women's market. When the women's market started operating, she was given the responsibility of overseeing and managing the maintenance work. Due to her poor financial situation at the time, she applied for a shop and was allocated one. After obtaining a shop through the CCRIP project, she received one-day training in Patharghata, five days in Barishal, and one day in Dhaka. There, she learned a lot about business accounts, shop layout, business planning, and children's education.

She and her husband used to work as day laborers until the Badurtala market became a women's market. Since there was no work available all the time, she had to spend her days with her children. Previously, the family could not survive on the income earned from her husband's day labor. Moreover, day labor jobs do not last the whole year, so the family faced a lot of hardship. Apart from the 17^{th} decimal land with the house, they have no other cultivated land. They engage in agriculture and make a living from it.

Before getting the shop, they did not even have a house to live in. Currently, running businesses in the shops allocated through the project earns them 8 to 10 thousand takas per month. Additionally, they grow some vegetables in the yard, which provide good nutrition for the family. With the income from the shop, they were able to build a two-room house made of wood and tin within a few years. Now, they no longer have to work as day laborers like before.

The income earned from the women's market business of the CCRIP project supports their families. Even though they couldn't receive an education themselves, they can send their children to school. The business is also thriving more than ever. Now they don't have to worry about finding shelter, even in inclement weather. Furthermore, doing business in the women's market brings in 8-10 thousand taka per month. As a result of socio-economic development, she has gained respect in society by running a shop, and her social position is much better than before.

Case study - 2

Personal details of the respondent:

Name of beneficiaries: Md. Abul Kalam
Village : Boilakhali
Union : Chandpoisa
Upazila : Babugonj
District : Barishal
Mobile : 01757033346
Profession : Small fish trader

Md. Abul Kalam is a small fish trader. Since the inception of the CCRIP project, daily wage-based work and masons have been procured for the project. Prior to this project, he used to sell fish on the street. Through this project, he acquired a place to sell fish in the market and successfully sold fish there. There is a market held here every week for two days. By selling fish in this project's market, he is now leading a better life than before.

Before the start of the CCRIP project, the daily income from selling fish on the street ranged from 500 to 1000 taka. Moreover, prior to engaging in street fish vending, the income and expenses were nearly equal. However, with the implementation of this project, they currently earn Tk. 1,500-2,000 per day by selling fish in the allocated space. Previously, they were not financially solvent, neither for themselves nor their family. But now they have become much more financially solvent, and their social standing has also improved.

Case study - 3

Personal details of the respondent:

Name of beneficiaries: Md. Jamir Uddin

Village : Kortarhat

Union : Charbhuta

Upazila : Lalmohan

District : Bhola

Mobile : 01674519044

Profession : Small businesses (sweets & tea stall)

Md. Zamir Uddin is a small trader (sweets and tea shop) who supports a family of six, including a husband, wife, son, and daughter. Previously, he used to earn a living through farming, but it was very difficult to meet the expenses of the family. The standard of living was not good at all. Community markets have been implemented through the CCRIP scheme. After receiving advice from the project, he applied for an allotment of a community market shop and started his business after getting the allotment. If the community market had not been established through this project, he would not have thought of starting a business. He has been involved in agricultural work throughout his life.

This project has created various infrastructures in the area, resulting in a much-improved communication system. As a result, the market sees an increasing number of new traders on haat bar days, leading to increased sales in stores. The development of the communication system has also significantly reduced the cost of transporting goods. The profits have increased compared to before, and the increased number of vehicles has facilitated the transportation of goods over long distances. This has benefited both buyers and sellers.

Running the shop with the support of the project, he earns around Tk. 1,50,000 per year. This has allowed him to achieve financial independence and meet the basic needs of his family. Additionally, the development of the communication system has contributed to the expansion of his business. Above all, the improvement in business has led to an improvement in the social standard of living, resulting in economic progress.

Case study - 4

Personal details of the respondent:

Name of beneficiaries: Mst. Julekha Begum

Village	: Haridhora
Union	: Bagatipara
Upazila	: Morelgonj
District	: Bagerhat
Mobile	: 01822699457
Profession	: Small business

She is a petty trader in the women's market of the CCRIP project. Previously, she used to only do domestic work. The number of family members is about six people, but the earner was only a male member. Running a family on one income was very difficult.

A women's market has been implemented in this area through the CCRIP project. She was inspired by the launch of Mahila Market and the idea of more women in the area becoming self-reliant. After receiving advice from this project, she engaged in business by allocating shops in the women's market. Running the business earns her about 8,000 takas per month from the sale of the shop and about 90,000 to 100,000 takas annually. Moreover, women are rearing cattle and poultry at home with the income from the shop in the market. Selling cow's milk and chicken eggs in the market is also financially profitable after meeting the family's nutritional needs.

Through the CCRIP project, provision of separate toilets and drinking water has been facilitated in Mahila Market. Moreover, the security system is also much better than before. As a result, women's interest in business is increasing more than before. As women become self-reliant, their social security has also increased. Their contribution to family income has also increased by spending on themselves to increase income. It was not so easy for them before.

Earlier, it was very difficult to run a family with only one income and to educate children. But now, both the husband and I are earning, and the family is improving. Running the business under the project has made her and her family financially sound.

Case study - 5

Personal details of the respondent:

Name of beneficiaries: Md. Yusuf Ali Khan

Village : Shankardipar

Union : Shankardipar

Upazila : Shibchar

District : Madaripur

Mobile : 01724889924

Profession : Hardware businesses

Md Yusuf Ali Khan (48) is a medium-sized hardware dealer and the owner of a business called M/s Khan International. He has a family of 5, including a small son and two daughters. His business involves dealing in bricks, sand, rods, cement, agricultural seeds, fertilizers, and pesticides. Prior to the development through the CCRIP scheme, buyers and sellers in this market faced extreme difficulties during inclement weather, resulting in poor business conditions. Nowadays, wholesalers and retailers from far and wide come here to do business, and market days are well-spent. In the past, there was no shelter during rain or storms, and the roads were muddy with no access to toilets, drinking water, or a proper drainage system. However, this market now serves as a vital business center for the area. Previously, the unpaved roads made it difficult and expensive to transport goods from the main road to the shops by paying daily wages, which limited business profits. Thanks to this project, Jai is now able to transport goods directly from the wholesale market to the warehouse due to the construction of roads, river ghats, and growth centers. In particular, rods and cement can now be brought directly from Narayanganj by river, which was not possible before and incurred significant expenses. As a result, profits have increased significantly due to substantial savings in transportation costs. Additionally, customers can purchase essential items at a reduced cost.

With the increase in business sales, financial solvency is being achieved more than ever before, and its positive impact is observed in his family and society. He is now able to provide a good education to his sons and daughters. All things considered, his business has improved compared to before, and he has achieved financial independence.

3.13 Project sustainability planning

The RDPP provides guidelines for sustainable infrastructure development. According to the RDPP, the project is not planned to be transferred to the revenue sector of the government. However, plans have been made to maintain some of the infrastructure through the respective local government bodies (Upazilla Chairman and UP Chairman) using the wealth generated by the project implementation. Additionally, other infrastructures are planned to be maintained by LGED's district and upazila level manpower and machinery, using the annual allocated maintenance budget. No additional allocation of manpower and equipment will be required for maintenance activities. Approximately 75% of the resources have been used for the construction of roads and markets, as outlined in the project plan. The MMC ensures maintenance of the markets by collecting fees. 25% of the rents collected from the marketplaces are used for their long-term maintenance. Upazila or local LGED is responsible for the maintenance of village and union roads. Financial resources for the maintenance of these roads and markets are allocated from the GOB general budget. The Market Management Committee ensures regular maintenance of infrastructure by providing shop space and collecting shop rent in Growth Centers and rural markets.

The project introduced a partnership approach among LGED staff at various levels and involved project beneficiaries in planning and implementing activities, under the technical guidance of LGED field-level officers. The project also involved LCS members and MMC members in planning and implementing market development. LCS members and MMC members received substantial training in planning, implementation, management, and maintenance capability development. The ex officio Chairman of Union Parishad serves as the MMC Chairman. Therefore, the project initiated institutional development from the grassroots level and created an active institution for the sustainability of the development activities established in the area.

Chapter 4
SWOT Analysis

SWOT analysis is a strategic planning technique that helps identify strengths, weaknesses, opportunities, and risks/threats related to project planning. It assists in determining the viability or failure of the project by considering the internal and external pros and cons in relation to the project objectives. For the SWOT analysis of the project conducted by the consulting firm through KII LGED officials, local public representatives, local experts, and monitoring and analysis of the project documents, the strengths, weaknesses, opportunities, and risk factors of the project were identified. These are detailed in the SWOT Matrix below.

Strength	Weakness
• No change of Project Director; • Timely allocation and disbursements of funds from donor agencies (ADB, IFAD, KfW) and GoB; • Enhanced LGED's capacity to build climate-resilient physical infrastructure; • MMC has been formed to manage the markets; • Project activities have been implemented through a team of contracted laborers through LCS; • Built infrastructure capable of coping with climate impacts; • Provided training on technical and institutional capacity building; • 80% of workers of LCS are women, resulting in increased income, employment and women empowerment; • This project has been implemented on a pilot basis to improve climate change adaptation capacity and quality of life in sub-regional vulnerable districts; and • It will be possible to build more advanced infrastructure by utilizing the experience of implementing this type project in future.	• There is no allocation of skilled manpower required to inspect and maintain the infrastructures built; • There are no specific rules for maintaining cyclone shelters; • Lacks of adequate space and toilet facilities in markets, cyclone shelters and forts in the Project DPP; and • Lack of monitoring of LGED for timely and proper maintenance.
Opportunity	**Threat**
• New employment opportunities are created; • Sales of agricultural and other products at the Growth Center have increased significantly; • Created employment opportunities for women; and • The work experience of this pilot project of LGED has created an opportunity for the officers to work on such projects in the future.	• Sustainability risk due to non-timely maintenance of project activities; • Risk of severe flooding during the monsoon season and degradation of irrigation projects; and • Maintenance and management of developed infrastructure is at risk if the capacity of the Hat-Bazaar Management Committee is not enhanced.

- A Project Director served from the beginning to the completion of the project which facilitated the project activities.
- The funds have been allocated and released on time by the donor agencies and GoB for which there has been no disruption in the implementation of the project.
- Training provided to LGED officials in construction of climate resilient physical infrastructure to enhance their on-the-job skills.
- The LCS system has provided an opportunity to engage LCS for civil works at the contractors' place. Through continuous training in technical matters and especially partnership between LCS and MMC members was needed and helped institutionalize LCS in civil works and road construction earthworks in the later part of project implementation.
- LCS women receive training on income generating activities. Women LCS members used to get profit from construction work in addition to daily wages. They also received technical and social training, which increased awareness on several social issues such as hygiene and child marriage.
- The investment in market development is very cost effective and the improvement of the market infrastructure has resulted in a significant increase in business volume. More traders are using the market. Paved rural roads have contributed to ease of traffic movement, reduced cost of running vehicles including trucks and improved quality of transport services. It is also helping in the growth of agricultural activities.
- The work experience of this pilot project of LGED has created an opportunity for the officers to work on such projects in the future.
- The project has increased income generation opportunities in various ways such as increased traffic, diversification of farm and non-agricultural activities, increased business turnover, growth of new types of slopes, increased land prices for land nearer to the market. As a result, it will contribute to increase the income of the local people.
- Project has built various markets, roads, bridges, culverts, cyclone shelters etc. and the people are getting the benefits.
- Lacks the necessary policies, skilled manpower and allocation for monitoring and maintenance of constructed infrastructures for which long-term benefits from project activities are at risk;
- Weaknesses have been observed in the monitoring and maintenance activities of infrastructures. People will get long-term benefits from the project if proper policies, necessary allocation and efficient manpower are ensured in inspection and maintenance activities.

A cross-sectional analysis shows that the project has favorable elements as well as some unfavorable ones. Project implementation favorable factors were higher than unfavorable factors indicating that the project is a project with more robust and opportunity factors. As a result, through the proper implementation of the project, the marketing of agricultural and non-agricultural products, the development of rural physical infrastructure including the establishment of road networks with remote areas, short and long term income and employment generation, women's empowerment, and the ability to deal with the effects of climate have increased and there has been ample opportunity to improve the quality of rural life.

Chapter 5
Overall Observations from the Reviewand Analysis

Following are the general observations and reviews obtained based on the review of various reports of the project, consultation with the project manager, experts, district and upazila in-charge LGED officers, discussions with the head office project officers, exchange of views, direct interviews, group discussions, and survey data:

5.1 CCRIP implemented the project for a long period of 8 years, from 1 July 2013 to June 2020. The project has undergone a total of two revisions, including inter-cost adjustment. Its time overrun is 40%, and cost overrun is 5.50% (original DPP) (Source: PCR);

5.2 Since the design life of the road is less than 15 years, a return period of 20 years is reasonable. In coastal areas and outside polders, it is safe to raise the pavement height to 0.8 m above the highest flood level (HFL). Within the polder, it can be raised to 0.6 m;

5.3 In the post-project period, due to a lack of monitoring and timely maintenance (O&M) by District and Upazila level officials of LGED, Cyclone Centre, Toilets, Drains, etc. are becoming unusable, and several roads are obstructed;

5.4 There are no specific guidelines for the maintenance and use of cyclone shelters. In the future, the policy should be mentioned at a higher level;

5.5 In some cases, site selection was done without adequate justification and consultation with local communities. As a result, not all 100% of the people are benefiting from the project activities (Growth Centre, Cyclone Shelter, Fort/Kella);

5.6 Cyclone shelters can be used to take necessary measures to bring the casualties to zero during a disaster by encouraging local people to take shelter in the shelters;

5.7 The construction of some roads and bridges has not been completed with quality. The proper amount of cement and pitch was not used in carpeting and RCC casting, resulting in stones and pits emerging within 5/6 months. The slopes and retaining walls on some bridges are not properly done, and the slope of some bridges is not properly connected to the approach road;

5.8 Due to a lack of supervision by LGED officials, the contractors did not remove the construction material and soil fill under many bridges after the construction work. As a result, the flow of water under the bridge is obstructed during the monsoon season, and the farmers are suffering as their upstream crops sink;

5.9 The government procurement guidelines (PPA-2006 & PPR-2008) have been followed in the procurement process. The procurement process has been completed by inviting tenders using NOTM, NCB, RFQ methods. Tender notices are published in daily newspapers and on the website of CPTU;

5.10 Four jeeps, twelve pick-up vans, and seventy motorcycles have been purchased and used to ensure the smooth completion of project activities. The vehicles are currently

being used at LGED's Head Office and District Offices. According to the RDPP, the vehicles have not deposited in the public pool at the end of the project;

5.11 Upazila/Union Parishad owns the road/bridge/culvert/market shed/women's market and landing ghat implemented in the project. However, their reform and management are the responsibility of LGED. As a result, the overall project achievement is hampered. Proper policies should be implemented in this regard;

5.12 The construction of markets and roads through the CCRIP project has led to an expansion of businesses and an improved standard of living. The implementation of physical development works has facilitated the marketing of agricultural/non-agricultural products at a lower time and cost, leading to increased income and employment opportunities. Road connectivity facilitates easy transportation of children to schools and colleges and patients to district and upazila hospitals;

5.13 The construction of Cyclone Shelters and connecting roads provides shelter to people during floods, cyclones, and natural calamities, protecting them from loss of life and property. However, in some areas, the shelters are far away from settlements, making it difficult for people to seek shelter in time due to the lack of roads. The shelters also lack the required number of female toilets and lighting, and maintenance activities are not carried out;

5.14 In some cases, proper design was not followed. For example, direct inspection in Shibpur, Rajoir, and Gournadi upazilas shows that the drains constructed for market waste management and sanitation are not properly designed. Some drains are not connected to others, and V-type drains are open, causing frequent accidents involving pedestrians and vehicles;

5.15 Due to the impossibility of land acquisition, funds were returned as three markets were not constructed, highlighting the inefficiency of the project implementing authorities;

5.16 Deep tubewells and tubewells have been installed under the project. On-site inspection revealed that many deep tubewells are in disrepair due to a lack of maintenance; and

5.17 No website has been developed for the project. Some basic information about the project is available on the website of LGED, but no project documents, reports, etc., are available. This is an important project. Developing an online platform to share project reports, technical information, training materials, project learning material, images, videos, success stories, etc., would increase information supply and utilization.

Chapter 6
Recommendations and Conclusion

Recommendations

The following are recommendations based on observation, monitoring, and review:

6.1 To make the project activities durable/sustainable in the long term, there should be proper policies for infrastructure renovation and management including monitoring of LGED officials at district and upazila levels for post-construction activities as well as timely maintenance (O&M) activities;

6.2 Properly designed sanitary waste management, drainage and sanitation systems should be adopted according to the needs of the people at the local level;

6.3 Taking initiatives to ensure necessary lighting system including construction of more number of toilets (female/male) in cyclone shelters;

6.4 In order to increase road protection and afforestation, such projects can be undertaken in the future to plant more trees on both sides of the road and there should be maintained by a group of local people;

6.5 In the future projects, the deep tubewell and tube well maintenance works should be given due importance and include in the DPP in order to eliminate the fresh water crisis in the southern region;

6.6 In coastal areas and outside polders it is safe to raise the pavement height to 0.8 m above the highest flood level (HFL). 0.6 m can be raised within the polder;

6.7 The monitoring by the LGED officials should be strengthened for long-term public benefit and sustainability of the infrastructures constructed by the project;

6.8 According to RDPP there is a provision to deposit the purchased vehicles in the government pool at the end of the project. So far the vehicles have not been deposited in the government pool. Urgent action is required in this regard;

6.9 Initiatives can be taken to utilize lessons learned from GALS study in other government projects; and

6.10 The implementation of CCRIP project activities has added a different dimension to healthy and sustainable livelihoods in the southern region, including the overall development of rural livelihoods. In such a situation, by adopting and implementing such projects in the future, they will be able to play a more supportive role in dealing with climate change risks and improving people's livelihood in southern-regional districts of Bangladesh.

Conclusion

The Coastal Climate Resilience Infrastructure Project (CCRIP) was implemented in 12 districts of the coastal region of the country with the objective of increasing agricultural production and facilitating the timely movement of agricultural inputs and commodities. This objective has been achieved by improving connectivity and ease of communication to important places such as flood/cyclone shelters, growth centers, schools, health facilities, and more. Physical infrastructure activities for rural development have been successfully completed. The impact of road improvements is evident in the increased traffic flow. Road development has led to an increase in the number of motorized vehicles, which in turn has encouraged farmers to increase crop production. The project has also created economic and employment opportunities within the project area. Improved communication infrastructure has made agricultural inputs available in local markets and ensured fair prices for agricultural products. Previously, outside buyers, especially wholesale market traders, showed little interest in the hinterland due to poor infrastructure. However, the situation has changed, and outside traders now visit the market and directly purchase agricultural produce from the producers. Wholesalers are taking their products to larger markets, thus ensuring fair prices.

The analysis of data obtained from field surveys, field observations, and FGDs with beneficiaries, community leaders, and civil society members indicates that the project has reasonably achieved its objectives. The implementation of CCRIP project activities, funded by both the government and donor agencies, has made a significant difference in improving the rural communication network, marketing of agricultural and non-agricultural products, increasing income and employment, overall development of rural livelihoods, and improving the sustainable quality of life in the southern region. Therefore, it is recommended that similar projects be undertaken in the future.

Annexes:

Annex-1: Questionnaires and Checklist

Form 1: Director Interview
Form 2: FGD Guidelines
Form 3: KII Checklist (LGED Officials at Upazila Level)
Form 4: KII Checklist (LGED Officials at District Level)
Form 5: KII Checklist (Project Director)
Form 6: Procurement Checklist
Form 7: Success Story Guidelines

Annex-2: Procurement Plan

Annex 3: Sample of Test Report

ফরম ১: মাঠ জরিপ (উপকারভোগী জনগণ)

কোস্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাস্ট্রাকচার প্রকল্পটি (২য় সংশোধিত)"
সহায়তায়: স্থানীয় সরকার, পল্লী উন্নয়ন ও সমবায় মন্ত্রণালয়/স্থানীয় সরকার বিভাগ
বাস্তবায়নে: স্থানীয় সরকার প্রকৌশল অধিদপ্তর

উপকূলীয় জেলাসমূহে জলবায়ু পরিবর্তনজনিত ঝুঁকি মোকাবেলায় সহায়ক অবকাঠামো গড়ে তুলতে বাংলাদেশ সরকার কোস্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাস্ট্রাকচার প্রকল্পটি (CCRIP) গ্রহণ করেছে। পরীক্ষামূলকভাবে পরিচালিত জলবায়ু সহনীয় কর্মসূচির আওতায় কৌশলগত জলবায়ুসহনীয় কর্মসূচির প্রণয়ন প্রক্রিয়ায় অংশগ্রহণের ফলাফল হিসেবে এ প্রকল্প গ্রহণ করা হয়। জলবায়ু সহনীয় কর্মসূচিটি কৌশলগত জলবায়ু তহবিলের অন্তর্ভুক্ত যা জলবায়ু বিনিয়োগ তহবিল (Climate Investment Fund) অধীভুক্ত। কোস্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাস্ট্রাকচার প্রকল্পটি (সিসিআরআইপি) উপকূলীয় এলাকা ঝুঁকিপূর্ণ জেলাসমূহে জলবায়ু পরিবর্তন রোধে অভিযোজন ক্ষমতা বৃদ্ধি ও জীবনমান উন্নয়নে কাজ করেছে। এ প্রকল্পের আওতায় জনগণের জীবনমান ও অর্থনৈতিক উন্নয়নের জন্য গ্রামীণ সড়ক ও বাজারগুলো পুনর্নির্মাণ করা হয়েছে। দক্ষিণ-পশ্চিমাঞ্চলের জলবায়ু ঝুঁকিপূর্ণ জেলাসমূহে সাইক্লোন শেল্টার এবং মার্কেটে প্রবেশগম্যতা বৃদ্ধির জন্য অবকাঠামো গড়ে তোলা হয়েছে। একইসঙ্গে জলবায়ু পরিবর্তন বিষয়ে জনসচেতনতা গড়ে তোলার জন্য বিভিন্ন কার্যক্রম গ্রহণ করা হয়েছিল। এই প্রকল্পটি যৌথভাবে অর্থায়ন করেছিল ADB, KfW, IFAD এবং বাংলাদেশ সরকার। প্রকল্পের বাস্তবায়নকাল ছিল জানুয়ারি ২০১৩ থেকে জুন ২০২০ পর্যন্ত। এই প্রকল্প বাস্তবায়নের ফলে প্রকল্প এলাকায় তার কি প্রভাব পড়েছে তা পর্যালোচনা করা হবে। সেইসাথে প্রকল্প বাস্তবায়নের ফলে সড়ক যোগাযোগ ব্যবস্থার কি উন্নতি হয়েছে, উন্নত বাজার পরিসেবার কি উন্নতি সাধিত হয়েছে; বর্ধিত জলবায়ু পরিবর্তন অভিযোজন ক্ষমতায়নের ফলে 'গ্রামীণ জনগোষ্ঠী এবং স্থানীয় কর্তৃপক্ষ' জলবায়ু সংক্রান্ত প্রাকৃতিক দুর্যোগ মোকাবিলা করতে এবং জলবায়ুগত দুর্যোগের সময় তাদের মৌলিক চাহিদাগুলি পূরণ করতে সক্ষম হয়েছে কি না; এবং উন্নত যোগাযোগ ব্যবস্থা উন্নয়নের ফলে প্রকল্প এলাকার জনগনের অর্থনৈতিক এবং জীবনযাত্রার মানের যে পরিবর্তন হয়েছে তা যাচাই করার জন্য আপনাদের সাথে কিছু সময় আলাপ আলোচনা করব। আশাকরি আপনারা সঠিক উত্তর ও সহযোগিতা করবেন।

আপনাকে ধন্যবাদ।

১.০ উত্তরদাতার সাধারণ তথ্যঃ

উত্তরদাতার নাম		লিঙ্গ	ক. পুরুষ ☐	খ. মহিলা ☐	গ. বয়স (বছর)		
পিতার নাম		ঠিকানা: পাড়া/মহল্লা					
গ্রাম		জেলা		উপজেলা			

উত্তর দাতার পেশা	উপকারভোগী জনগণ	এলসিএস সদস্য	মার্কেট ব্যবস্থাপনা কমিটির সদস্য	কৃষক (পুরুষ/মহিলা)	যানবাহন চালক
	রিক্সা/ভ্যান চালক	দোকানদার পুরুষ/মহিলা)	বাজারের পণ্য ক্রেতা	বাজারের পণ্য বিক্রেতা	ছাত্র
	শিক্ষক	ঈমাম	অন্যান্য		

২.১ প্রকল্প সম্পর্কে সাধারণ প্রশ্নাবলীঃ

২.১.১	আপনার এলাকায় এলজিইডি পরিচালিত কোস্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাস্ট্রাকচার প্রকল্পটি (CCRIP) এর আওতায় বিভিন্ন কার্যক্রম পরিচালিত হচ্ছে এ সম্পর্কে আপনার কোন ধারণা আছে কী?	হ্যাঁ		না	

২.১.২	প্রকল্প গ্রহণের ফলে কোন্ কোন্ অবকাঠামো/প্রতিষ্ঠান প্রাকৃতিক দুর্যোগে (বন্যা/জলোচ্ছাস/ঘূর্ণিঝড়/নদী ভাঙ্গন ইত্যাদি) হতে রক্ষা পেয়েছে?									
১. রাস্তা;		২. গ্রোথ সেন্টার/বাজার		৩. ঘাট		৪. স্কুল		৫. কলেজ		
৬. মসজিদ		৭. মন্দির		৮. মাদ্রাসা		৯. বাড়ীঘর		১০. দোকানপাট		
১১. ফসলি জমি		১২. অন্যান্য উল্লেখ করুন) [একাধিক উত্তর করা যাবে]								

২.১.৩	প্রকল্প গ্রহণের পূর্বে গত দশ বছরে আপনার এলাকায় কোন্ কোন্ অবকাঠামো/প্রতিষ্ঠান প্রাকৃতিক দুর্যোগে (বন্যা/জলোচ্ছাস/ঘূর্ণিঝড়/নদী ভাঙ্গন ইত্যাদি) ক্ষতিগ্রস্ত হয়েছে?									
১. রাস্তা;		২. গ্রোথ সেন্টার/বাজার		৩. ঘাট		৪. স্কুল		৫. কলেজ		
৬. মসজিদ		৭. মন্দির		৮. মাদ্রাসা		৯. বাড়ীঘর		১০. দোকানপাট		
১১. ফসলি জমি		১২. অন্যান্য (উল্লেখ করুন) [একাধিক উত্তর করা যাবে]								

৩.১	**গ্রোথ সেন্টার/কমিউনিটি মার্কেট/মহিলা মার্কেট/মাল্টিপারপাজ মার্কেট উন্নয়ন বিষয়ক প্রশ্নাবলীঃ**						[টিক (✓) দিন]
৩.১.১	আপনার এলাকায় গ্রোথ সেন্টার/কমিউনিটি মার্কেট/মহিলা মার্কেট/মাল্টিপারপাজ মার্কেট বিষয়ে আপনি অবগত আছেন কী?	হ্যাঁ		না			
৩.১.২	গ্রোথ সেন্টার/কমিউনিটি মার্কেট/মহিলা মার্কেট/মাল্টিপারপাজ মার্কেট সঠিক স্থানে এবং সঠিকভাবে নির্মিত হয়েছে কী?	হ্যাঁ		না			
৩.১.৩	গ্রোথ সেন্টার/কমিউনিটি মার্কেট/মহিলা মার্কেট/মাল্টিপারপাজ মার্কেট সাথে পর্যাপ্ত সংযোগ সড়ক আছে কী?	হ্যাঁ		না			
৩.১.৪	গ্রোথ সেন্টার/কমিউনিটি মার্কেট/মহিলা মার্কেট/মাল্টিপারপাজ মার্কেট যে উদ্দেশ্যে নির্মিত হয়েছিল সেভাবে ববহৃত হয় কী?	হ্যাঁ		না			
৩.১.৫	গ্রোথ সেন্টার/কমিউনিটি মার্কেট/মহিলা মার্কেট/মাল্টিপারপাজ মার্কেটের মাধ্যমে আপনি কি কোন সুবিধা পাচ্ছেন?	হ্যাঁ		না			
৩.১.৬	যদি হ্যাঁ হয়ে থাকে তাহলে কি ধরনের সুবিধা পাচ্ছেন?						
	ক) কৃষি পণ্য বিক্রয় এবং বাজারজাতকরণ		ঘ) বিনোদন সুবিধা				
	খ) পারিবারিক নিত্য প্রয়োজনীয় দ্রব্য ক্রয়		ঙ) ডাক্তার, মেডিক্যাল টেস্ট প্রভৃতি				
	গ) ব্যাংক/সুপার শপ, ইন্টারনেট প্রভৃতি		চ) অন্যান্য (উল্লেখ করুন)				
৩.১.৭	প্রকল্পটি গ্রহণের ফলে গ্রোথ সেন্টার/কমিউনিটি মার্কেট/মহিলা মার্কেট/মাল্টিপারপাজ মার্কেট সেন্টারে কী বর্ষকালে পণ্য ক্রয়-বিক্রয়ের সুযোগ বৃদ্ধি পেয়েছে?	হ্যাঁ		না			
৩.১.৮	পাইকারী ক্রেতা ও স্থানীয় বিক্রেতারা সহজে গ্রোথ সেন্টার/কমিউনিটি মার্কেট/মহিলা মার্কেট/মাল্টিপারপাজ মার্কেট ব্যবহার করতে পারে কী?	হ্যাঁ		না			
৩.১.৯	প্রকল্পটি গ্রহণের ফলে পূর্বের তুলনায় ক্রেতা-বিক্রেতার সংখ্যা বৃদ্ধি পেয়েছে কী?	হ্যাঁ		না			
৩.১.১০	গ্রোথ সেন্টার/কমিউনিটি মার্কেট/মহিলা মার্কেট/মাল্টিপারপাজ মার্কেট **সেন্টারে নির্মিত অকাঠামোর বর্তমান অবস্থা কেমন?**						
	১. ভাল		**২. সন্তোষজনক**		৩. মেরামতের প্রয়োজন		
৩.১.১১	গ্রোথ সেন্টার/কমিউনিটি মার্কেট/মহিলা মার্কেট/মাল্টিপারপাজ মার্কেট **নির্মিত ল্যাট্রিন ব্যবহার উপযোগী আছে কী?**	হ্যাঁ		না			
৩.১.১২	বাজার/**গ্রোথ সেন্টার নিষ্কাশনের জন্য নির্মিত ড্রেন সমূহ কার্যকর অবস্থায় আছে কী?**	হ্যাঁ		না			
৩.১.১৩	বাজার/**গ্রোথ সেন্টারে মহিলা মার্কেট সেকশন নির্মিত হয়েছে কী?**	হ্যাঁ		না			
৩.১.১৪	নারীরা সহজে এই মার্কেটে কেনাকাটা ও ব্যবসা করতে পারে কী?	হ্যাঁ		না			
৩.১.১৫	**অবকাঠামোসমূহ কি সঠিক ভাবে রক্ষণাবেক্ষণ হচ্ছে?**	হ্যাঁ		না			
৩.১.১৬	কমিউনিটি মার্কেটের বর্জ্য ব্যবস্থাপনা যেমনঃ ডাস্টবিন, **নিষ্কাশনের জন্য নির্মিত ড্রেন সমূহ কার্যকর অবস্থায় আছে কী?**	হ্যাঁ		না			
৩.১.১৭	নির্মিত সকল প্রকার অবকাঠামোসমূহ কি জলবায়ু সহনশীল, যা দীর্ঘ মেয়াদী অত্র এলাকার মানুষের আর্থ-সামাজিক উন্নয়নে অবদান রাখবে বলে আপনি মনে করেণ?	হ্যাঁ		না			
৩.১.১৮	অন্যান্য (যদি থাকে)						

৩.২	**ঘাট নির্মাণ বিষয়ক প্রশ্নাবলীঃ**						[টিক (✓) দিন]
৩.২.১	আপনি কী মনে করেন ঘাটটি যথাযথ স্থানে নির্মিত হয়েছে?	হ্যাঁ		না			
৩.২.১	ঘাটটি আগের তুলনায় উভয় পারের যোগাযোগ বাড়িয়েছে কী?	হ্যাঁ		না			
৩.২.১	নদীতে ভাটার সময়ে ঘাটটি ব্যবহারোপযোগী থাকে কী?	হ্যাঁ		না			
৩.২.১	**ঘাট নির্মাণ** ফলে আপনি কি কোন সুবিধা পাচ্ছেন	হ্যাঁ		না			
৩.২.৩	যদি হ্যাঁ হয়ে থাকে তাহলে কি ধরনের সুবিধা পাচ্ছেন?						
	ক) কৃষি পণ্য পরিবহনে সুবিধা হয়েছে		ঘ) কৃষি পণ্য বাজারজাতকরণ সুবিধা হয়েছে	হ্যাঁ		না	
	খ) যাতায়াতে সময় কম লাগে		ঙ) যাত্রী পারাপারে সুবিধা হয়েছে	হ্যাঁ		না	
৩.২.৪	অন্যান্য (যদি থাকে)						

৩.৩	**সাইক্লোন শেল্টার নির্মাণ ও উন্নয়ন বিষয়ক প্রশ্নবলীঃ**						[টিক (✓) দিন]
৩.৩.১	কোস্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাস্ট্রাকচার প্রকল্পটির (CCRIP) আপনার এলাকায় কি কোন সাইক্লোন শেল্টার নির্মাণ, উন্নয়ন বা সংস্কার করেছে?	হ্যাঁ		না			
৩.৩.২	আপনি কি সাইক্লোন শেল্টারটি দেখেছেন? আপনি কী মনে করেন যথাযথ স্থানে নতুন সাইক্লোন শেল্টারটি নির্মিত হয়েছে?	হ্যাঁ		না			
৩.৩.৩	সাইক্লোন/জলোচ্ছাস দুর্যোগকালে আপনি এবং আপনার পরিবারের সদস্যগণ কি তা ব্যবহার করতে সক্ষম?	হ্যাঁ		না			
৩.৩.৪	উত্তর না হলে, কারণ কি?						
	ক) বাড়ী থেকে অনেক দূর		ঘ) টয়লেটের সংখ্যা অপ্রতুল				
	খ) সাইক্লোন শেল্টারে যাওয়ার রাস্তা নেই		ঙ) মহিলাদের জন্য আলাদা টয়লেট নেই				
	গ) পর্যাপ্ত স্থান নেই		চ) অন্যান্য (উল্লেখ করুন)				

৩.৩.৫	সাইক্লোন শেল্টারে যাওয়ার রাস্তা নির্মাণ হয়েছে কি?						হ্যাঁ		না	
৩.৩.৬	সাইক্লোন শেল্টারে যাওয়ার রাস্তা মান কেমন?	১. ভাল		২. সন্তোষজনক		৩. মেরামতের প্রয়োজন			
৩.৩.৭	সাইক্লোন শেল্টারের গুনগত মান কেমন, যেমন নারী বান্ধব টয়লেট, খাওয়ার জন্য বিশুদ্ধ পানির ব্যবস্থা, সেন্টারের সিড়ি বৃদ্ধ ও গর্ভবতী নারীদের চলাচলের উপযোগী?	১. ভাল		২. সন্তোষজনক		৩. খারাপ			
৩.৩.৮	**বিদ্যমান সাইক্লোন শেল্টার উন্নয়নে সুবিধা আরো বেড়েছে?**						হ্যাঁ		না	
৩.৩.৯	বিদ্যমান সাইক্লোন শেল্টার বর্ধিতকরণে পূর্বের তূলানায় সুবিধা আরো বেড়েছে?						হ্যাঁ		না	
৩.৩.১০	অন্যান্য (যদি থাকে)									

৩.৪ সাইক্লোন শেল্টার সংযোগ সড়ক উন্নয়ন							[টিক (✓) দিন]
৩.৪.১	**সাইক্লোন শেল্টার সংযোগ** সড়ক উন্নয়ন যথাযথভাবে হয়েছে **এবং উন্নয়নের ফলে পূর্বের তূলনা যাতায়াত সুবিধা আরো বেড়েছে?**					হ্যাঁ	না
৩.৪.২	সাইক্লোন সেল্টারের সংযোগ সড়কের দুইপাশে বৃক্ষরোপণ করা হয়েছে কী?					হ্যাঁ	না
৩.৪.৩	যাতায়াতে পূর্বের তুলনায় সময় কম লাগে?					হ্যাঁ	না
৩.৪.৪	যানবহনে পূর্বের তুলনায় ভাড়া কম লাগে					হ্যাঁ	না
৩.৪.৫	**সাইক্লোন শেল্টার সংযোগ সড়ক উন্নয়নের** গুনগত মান কেমন?	১. ভাল		২. সন্তোষজনক		৩. খারাপ	
৩.৪.৬	অন্যান্য (যদি থাকে)						

৩.৪ কেল্লা নির্মাণ বিষয়ক প্রশ্নাবলীঃ							[টিক (✓) দিন]
৩.৪.১	কোস্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাস্ট্রাকচার প্রকল্পটির (CCRIP) আপনার এলাকায় কি কোন **কেল্লা নির্মাণ** নির্মাণ করেছে?					হ্যাঁ	না
৩.৪.২	আপনি কি **কেল্লাটি** দেখেছেন?					হ্যাঁ	না
৩.৪.৩	আপনি কী মনে করেন যথাযথ স্থানে, যথাযথ নকশা অনুযায়ী এটি নির্মিত হয়েছে কী?					হ্যাঁ	না
৩.৪.৪	দুর্যোগকালে আপনি এবং আপনার পরিবারের সদস্যগণ কি তা ব্যবহার করতে সক্ষম?					হ্যাঁ	না
৩.৪.৫	দুর্যোগকালীন ও পরবর্তী সময়ে পশুর জন্য পর্যাপ্ত খাবার এবং পানি রাখার ব্যবস্থা আছে কী?					হ্যাঁ	না
৩.৪.৬	উত্তর না হলে, কারণ কি?						
	ক) বাড়ী থেকে অনেক দূর		ঘ) টয়লেটের সংখ্যা অপ্রতুল				
	খ) কেল্লায় যাওয়ার রাস্তা নেই		ঙ) মহিলাদের জন্য আলাদা টয়লেট নেই				
	গ) পর্যাপ্ত স্থান নেই		চ) অন্যান্য (উল্লেখ করুন)				

৩.৫ হস্তচালিত ডিপ টিউবওয়েল স্থাপন করা							[টিক (✓) দিন]
৩.৫.১	CCRIP প্রকল্প আপনার এলাকায় কি কোন **হস্তচালিত ডিপ টিউবওয়েল স্থাপন করেছে?**					হ্যাঁ	না
৩.৫.২	হস্তচালিত ডিপ টিউবওয়েলটির প্লাটফর্ম কী পাকা?					হ্যাঁ	না
৩.৫.৩	উত্তর হ্যাঁ হলে আপনি এবং আপনার পরিবারের সদস্যগণ কি তা ব্যবহার করতে সক্ষম?					হ্যাঁ	না
৩.৫.৪	উত্তর না হলে, কারণ কি?						
	ক) বাড়ী থেকে অনেক দূর		ঘ) যাওয়ার রাস্তা নেই				
	গ) পানির মান ভাল না		চ) ডিপ টিউবওয়েলটি সচল নাই				
৩.৫.৪	অন্যান্য (যদি থাকে)						

৩.৬ বাজারে/সাইক্লোন শেল্টারে নবায়নযোগ্য শক্তির প্যানেল নির্মাণ বিষয়ক প্রশ্নাবলীঃ							[টিক (✓) দিন]
৩.৬.১	CCRIP প্রকল্প আপনার এলাকার সাইক্লোন শেল্টারে ও বাজারে কি কোন **নবায়নযোগ্য শক্তির প্যানেল স্থাপন করেছে?**					হ্যাঁ	না
৩.৬.২	নবায়নযোগ্য শক্তির প্যানেলটি যথাযথ স্থানে সাথাপন করা হয়েছে?					হ্যাঁ	না
৩.৬.৩	সৌর প্যানেলটি ক্ষমতা অনুযায়ী বিদ্যুৎ সরবরাহ করতে সক্ষম কী/সরবরাহকৃত বিদ্যুৎ বাজারের জন্য পর্যাপ্ত কী??					হ্যাঁ	না
৩.৬.৪	উত্তর হ্যাঁ হলে আপনি এবং আপনার পরিবারের সদস্যগণ কি তা ব্যবহার করেন?					হ্যাঁ	না
৩.৬.৫	উত্তর না হলে, কারণ কি?	ক) সচল নাই		খ) নবায়ন করা হয় নাই			
৩.৬.৪	অন্যান্য (যদি থাকে)						

৩.৭	উপজেলা/ইউনিয়ন/গ্রামীণ সড়ক উন্নয়ন বিষয়ক প্রশ্নাবলীঃ							[টিক (✓) দিন]
৩.৭.১	প্রকল্পের আওতায় বাস্তবায়িত উপজেলা/ইউনিয়ন/গ্রামীণ সড়কের দৈর্ঘ্য প্রয়োজনের তুলনায় যথেষ্ট কি?					হ্যাঁ		না	
৩.৭.২	নির্মিত সড়কের উচ্চতা জলবায়ু সহনশীল, যা সারা বছর সড়ক সংযোগ বজায় রেখে অত্র এলাকার মানুষের আর্থ-সামাজিক উন্নয়নে অবদান রাখবে বলে কি আপনি মনে করেণ?					হ্যাঁ		না	
৩.৭.৩	নির্মিত সড়কের প্রস্ততা প্রয়োজনের তুলনায় যথেষ্ট কি?					হ্যাঁ		না	
৩.৭.৪	সড়কে কার্পেটিং বা ঢালাইয়ের এর পুরুত্ব মানদন্ড অনুযায়ী পাওয়া গেছে কী?					হ্যাঁ		না	
৩.৭.৫	প্রকল্পের আওতায় সড়কের ঢাল প্রটেকশন কাজ করা হয়েছে কি?					হ্যাঁ		না	
৩.৭.৬	উত্তর হ্যাঁ হলে, সড়কের ঢাল প্রটেকশন কাজ করার ফলে তা জলবায়ু সহনশীল, যা দীর্ঘ স্থায়ী সড়ক সংযোগ বজায় রেখে অত্র এলাকার মানুষের আর্থ-সামাজিক উন্নয়নে অবদান রাখবে বলে কি আপনি মনে করেন?					হ্যাঁ		না	
৩.৭.৭	সড়ক উন্নয়নের ফলে পরিবহন ব্যয় হ্রাস পেয়েছে কী?					হ্যাঁ		না	
৩.৭.৮	সড়কের সাথে অন্যান্য সংযোগ সড়কের এজ ম্যাচিং পাওয়া গেছে কী?					হ্যাঁ		না	
৩.৭.৯	বাস্তবায়ন শেষে সড়কের রক্ষণাবেক্ষণ কাজ করা হয়েছে কী?					হ্যাঁ		না	
৩.৭.১০	সড়ক উন্নয়ন হওয়াতে যোগাযোগ ব্যবস্থার উন্নতি হয়েছে কি?					হ্যাঁ		না	
৩.৭.১১	সড়ক উন্নয়ন হওয়াতে ব্যবসা বাণিজ্যের উন্নতি হয়েছে কি?					হ্যাঁ		না	
৩.৭.১২	সড়ক উন্নয়ন হওয়াতে যানবাহন চলাচল বেড়েছে কি?					হ্যাঁ		না	
	সড়ক এবং সড়কের ঢাল প্রটেকশন কাজের বর্তমান অবস্থা কেমন?	১. ভাল		২. সন্তোষজনক		৩. মেরামতের প্রয়োজন			
৩.৭.১৩	অন্যান্য (যদি থাকে)								

৩.৮	উপজেলা সড়কে বিভিন্ন সাইজের সেতু/কালভার্ট নির্মাণ							[টিক (✓) দিন]
৩.৮.১	উপজেলা সড়কে নির্মিত সেতু/কালভার্টটি কী প্রকল্প প্রস্তাবনায় উল্লেখিত দৈর্ঘ্য ও প্রস্থ অনুযায়ী নির্মাণ করা হয়েছে?					হ্যাঁ		না	
৩.৮.২	নির্মিত সেতু/কালভার্ট প্রকল্প প্রস্তাবনায় উল্লেখিত দৈর্ঘ্য ও প্রস্থ অনুযায়ী নির্মাণ করা হয়েছে?					হ্যাঁ		না	
৩.৮.৩	নির্মিত সেতু/কালভার্টের দুপাশে মানদন্ড অনুযায়ী ফুটপথ পাওয়া গেছে কী?					হ্যাঁ		না	
৩.৮.৪	নির্মিত সেতু/কালভার্টের দুপাশে ধারক দেয়াল (রিটেইনিং ওয়াল) আছে কী?					হ্যাঁ		না	
৩.৮.৫	নির্মিত সেতু/কালভার্টের দুপাশের সড়কের এজ ম্যাচিং সঠিকভাবে পাওয়া গেছে কী?					হ্যাঁ		না	
৩.৮.৬	নির্মিত সেতু/কালভার্ট দ্বারা সঠিকভাবে পানি নিষ্কাশিত/প্রবাহিত হয় কী?					হ্যাঁ		না	
৩.৮.৭	নির্মিত সেতু/কালভাট এর বর্তমান অবস্থা কেমন?	১. ভাল		২. সন্তোষজনক		৩. মেরামতের প্রয়োজন			
৩.৮.৮	সেতু/কালভাট হওয়াতে যোগাযোগ ব্যবস্থার উন্নতি হয়েছে কি?					হ্যাঁ		না	
৩.৮.৯	সড়ক উন্নয়ন হওয়াতে যানবাহন চলাচল বেড়েছে কি?					হ্যাঁ		না	
৩.৮.১০	সেতু/কালভাট হওয়াতে ব্যবসা বাণিজ্যের উন্নতি হয়েছে কি?					হ্যাঁ		না	
৩.৮.১১	অন্যান্য (যদি থাকে)								

৩.৯	পানি নিষ্কাশন কাঠামো							[টিক (✓) দিন]
৩.৯.১	পর্যাপ্ত স্লুইসগেট নির্মাণ করা হয়েছে?					হ্যাঁ		না	
৩.৯.২	স্লুইসগেট গুলো কী কার্যকরী আছে?					হ্যাঁ		না	
৩.৯.৩	স্লুইসগেট গুলোতে কোন সমস্যা আছে কী?					হ্যাঁ		না	
৩.৯.৪	স্লুইসগেট গুলো কী প্রয়োজন অনুযায়ী পরিচালনা করা হয়?					হ্যাঁ		না	
৩.৯.৫	পানি সংরক্ষণের জন্য আলাদা কোন জলাধার নির্মাণের প্রয়োজন আছে কী?					হ্যাঁ		না	
৩.৯.৬	আপনার এলাকায় পানি নিষ্কাশনের জন্য ড্রেইন বা নালা তৈরি করা হয়েছে কি?					হ্যাঁ		না	
৩.৯.৭	হ্যাঁ হলে, তা বর্তমানে পানি নিষ্কাশন সঠিকভাবে হয় কি?					হ্যাঁ		না	
৩.৯.৮	যদি পানি নিষ্কাশন না হয় তার কারণ কী?	১. ড্রেইন জ্যাম থাকে		২. সঠিকভাবে পানি/আবর্জনা প্রবাহ হয় না					
৩.৯.৯	নির্মিত বড় সেতু/কালভার্টের বর্তমান অবস্থা কেমন?	১. ভাল		২. সন্তোষজনক		৩. মেরামতের প্রয়োজন			
৩.৯.১০	অন্যান্য (যদি থাকে)								

৪.০	আর্থসামাজিক অবস্থার উন্নয়নঃ	[টিক (✓) দিন]			
৪.১	নেতিবাচক প্রাকৃতিক দুর্যোগ মোকাবেলা করা সম্ভব হচ্ছে?	হ্যাঁ		না	
৪.২	অবকাঠামো উন্নয়নের ফলে ঘূর্নিঝড়/সাইক্লোনের আগাম বার্তায় আমরা সঠিক সময়ে আশ্রয় কেন্দ্রে আশ্রয় নিতে পারেন?	হ্যাঁ		না	
৪.৩	মানুষ এবং গবাদি পশু রক্ষা পায় আগের মত আর ক্ষয় ক্ষতি হয় না বলে আপনি মনে করেন?	হ্যাঁ		না	
৪.৪	চলাচলে সময় কম লাগে এবং যানবাহন চলাচল বৃদ্ধি পেয়েছে?	হ্যাঁ		না	
৪.৫	জীবনযাত্রার মান পূর্বের চেয়ে উন্নত হয়েছে কী?	হ্যাঁ		না	
৪.৬	আয় পূর্বের তুলনায় বেড়েছে কী?	হ্যাঁ		না	
৪.৭	ব্যবসা-বানিজ্যর উন্নতি হয়েছে কী?	হ্যাঁ		না	
৪.৮	আয়ের ক্ষেত্র সুযোগ সৃষ্টি হয়েছে কী?	হ্যাঁ		না	
৪.৯	অর্থনৈতিক অবস্থার উন্নতি হয়েছে কী?	হ্যাঁ		না	
৪.১০	অবকাঠামো উন্নয়ণের ফলে নতুন নতুন অফিস ও বিভিন্ন আর্থিক প্রতিষ্ঠান তাদের কার্যক্রম শরু করেছে কী?	হ্যাঁ		না	
৪.১১	উপজেলা/গ্রামীণ রাস্থায় সেতু/কালভার্ট উন্নয়নের ফলে উপজেলা ও জেলা পর্যায়ের সাথে সংযোগ স্থাপিত হয়েছে কী?	হ্যাঁ		না	
৪.১২	কৃষি পণ্যের বাজার সৃষ্টি হয়েছে কী?	হ্যাঁ		না	
৪.১৩	পণ্য পরিবহণ ও জরুরী সেবা কার্যক্রম পূর্বের তুলনায় সহজ হয়েছে কী?	হ্যাঁ		না	
৪.১৪	শিক্ষার হার বৃদ্ধি পেয়েছে কী?	হ্যাঁ		না	
৪.১৫	পারিবারিক পুষ্টি চাহিদা বৃদ্ধি পেয়েছে কী?	হ্যাঁ		না	
৪.১৬	বিনোদনের ক্ষেত্র প্রত্তুত হয়েছে কী?	হ্যাঁ		না	
৪.১৭	সর্বোপরি অর্থনৈতি উন্নতি ও গ্রামীণ জীবনযাত্রার মান উন্নত হয়েছে কী?	হ্যাঁ		না	

৫.০	এই প্রকল্পের প্রভাব বিষয়ে আপনার কোন মতামত থাকলে বলুনঃ

তথ্য সংগ্রহকারীর স্বাক্ষর _____ তারিখ _____

সুপারভাইজারের স্বাক্ষর _____ তারিখ _____

কোস্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাস্ট্রাকচার প্রকল্পটি (২য় সংশোধিত)
সহায়তায়: স্থানীয় সরকার, পল্লী উন্নয়ন ও সমবায় মন্ত্রণালয়/স্থানীয় সরকার বিভাগ
বাস্তবায়নে: স্থানীয় সরকার প্রকৌশল বিভাগ

উপকূলীয় জেলাসমূহে জলবায়ু পরিবর্তনজনিত ঝুঁকি মোকাবেলায় সহায়ক অবকাঠামো গড়ে তুলতে বাংলাদেশ সরকার কোস্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাস্ট্রাকচার প্রকল্পটি (CCRIP) গ্রহণ করেছে। পরীক্ষামূলকভাবে পরিচালিত জলবায়ু সহনীয় কর্মসূচির আওতায় কৌশলগত জলবায়ুসহনীয় কর্মসূচির প্রণয়ন প্রক্রিয়ায় অংশগ্রহণের ফলাফল হিসেবে এ প্রকল্প গ্রহণ করা হয়। জলবায়ু সহনীয় কর্মসূচিটি কৌশলগত জলবায়ু তহবিলের অন্তর্ভুক্ত যা জলবায়ু বিনিয়োগ তহবিল (Climate Investment Fund) অধীভুক্ত। কোস্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাস্ট্রাকচার প্রকল্পটি (সিসিআরআইপি) উপকূলীয় এলাকা ঝুঁকিপূর্ণ জেলাসমূহে জলবায়ু পরিবর্তন রোধে অভিযোজন ক্ষমতা বৃদ্ধি ও জীবনমান উন্নয়নে কাজ করেছে। এ প্রকল্পের আওতায় জনগণের জীবনমান ও অর্থনৈতিক উন্নয়নের জন্য গ্রামীণ সড়ক ও বাজারগুলো পুণর্নির্মাণ করা হয়েছে। দক্ষিণ-পশ্চিমাঞ্চলের জলবায়ু ঝুঁকিপূর্ণ জেলাসমূহে সাইক্লোন শেল্টার এবং মার্কেটে প্রবেশগম্যতা বৃদ্ধির জন্য অবকাঠামো গড়ে তোলা হয়েছে। একইসঙ্গে জলবায়ু পরিবর্তন বিষয়ে জনসচেতনতা গড়ে তোলার জন্য বিভিন্ন কার্যক্রম গ্রহণ করা হয়েছিল। এই প্রকল্পটি যৌথভাবে অর্থায়ন করেছিল ADB, KfW, IFAD এবং বাংলাদেশ সরকার। প্রকল্পের বাস্তবায়নকাল ছিল জানুয়ারি ২০১৩ থেকে জুন ২০২০ পর্যন্ত। এই প্রকল্প বাস্তবায়নের ফলে প্রকল্প এলাকায় তার কি প্রভাব পড়েছে তা পর্যালোচনা করা হবে। সেইসাথে প্রকল্প বাস্তবায়নের ফলে সড়ক যোগাযোগ ব্যবস্থার কি উন্নতি হয়েছে, উন্নত বাজার পরিসেবার কি উন্নতি সাধিত হয়েছে; বর্ধিত জলবায়ু পরিবর্তন অভিযোজন ক্ষমতায়নের ফলে 'গ্রামীণ জনগোষ্ঠী এবং স্থানীয় কর্তৃপক্ষ' জলবায়ু সংক্রান্ত প্রাকৃতিক দুর্যোগ মোকাবিলা করতে এবং জলবায়ুগত দুর্যোগের সময় তাদের মৌলিক চাহিদাগুলি পূরণ করতে সক্ষম হয়েছে কিনা; এবং উন্নত যোগাযোগ ব্যবস্থা উন্নয়নের ফলে প্রকল্প এলাকার জনগনের অর্থনৈতিক এবং জীবনযাত্রার মানের যে পরিবর্তন হয়েছে তা যাচাই করার জন্য আপনাদের সাথে কিছু সময় আলাপ আলোচনা করব। আশাকরি আপনারা সঠিক উত্তর ও সহযোগিতা করবেন।

আপনাকে ধন্যবাদ।

১.০ উত্তরদাতার সাধারণ তথ্য (উত্তর দাতা: বিভিন্ন স্তরের গ্রামবাসী)ঃ

গ্রামের নাম		উপজেলার নাম	
জেলার নাম		বিভাগের নাম	
তথ্য সংগ্রহকারির নাম		তথ্য সংগ্রহের তারিখ	

২.০ গ্রোথ সেন্টার/কমিউনিটি মার্কেট/মহিলা মার্কেট উন্নয়ন বিষয়ক দলীয় আলোচনাঃ

	আপনার এলাকায় কি ধরণের মার্কেট আছে? গ্রোথ সেন্টার		কমিউনিটি মার্কেট		মহিলা মার্কেট		মাল্টিপারপাজ মার্কেট
২.১.১	আপনারা কে কে মনে করেন মার্কেটটি সঠিক স্থানে নির্মিত হয়েছে? বিস্তারিত বলুন।						
২.১.২	আপনারা কী মনে করেন গ্রোথ সেন্টার/মার্কেট/কমিউনিটি মার্কেট/মহিলা মার্কেট/মাল্টিপারপাজ মার্কেট নকশা জলবায়ু (যেমনঃ ঘূর্ণিঝড়, লবণাক্ততা ও জলোচ্ছ্বাস) সহনশীল?						
২.১.৩	আপনারা কী মনে করেন মার্কেট নির্মাণের ফলে এলাকায় উৎপাদিত পণ্যের ন্যায্য মূল্যে বিক্রিতে সহায়ক ভূমিকা পালন করছে? বিস্তারিত বলুন।						
২.১.৪	পাইকারী ক্রেতা ও স্থানীয় বিক্রেতারা কী সহজে এ মার্কেটগুলোতে আসে বা ব্যবহার করতে পারে? বিস্তারিত বলুন।						
২.১.৫	আপনারা কী মনে করেন মার্কেটগুলো নির্মাণের ফলে এলাকায় ব্যবসা বাণিজ্যের সম্প্রসারণ হয়েছে? বিস্তারিত বলুন।						
২.১.৬	মার্কেটগুলোর সাথে পর্যাপ্ত সংযোগ সড়ক আছে এবং এটি ব্যবহার উপযোগী কি না বিস্তারিত বলুন?						
২.১.৭	মার্কেটগুলেতে পর্যাপ্ত পানি নিষ্কাশন ও বর্জ্য ব্যবস্থাপনা আছে কি না সম্পর্কে বিস্তারিত বলুন?						

২.১.৮ আর কি কি পদক্ষেপ গ্রহণ করলে এই মার্কেটগুলোকে আরও কার্যকর করা যেতে পারত? সে সম্পর্কে বিস্তারিতবলুন।
২.৩.৯ মহিলা মার্কেটে নারী বান্ধব টয়লেট আছে কি না? থাকলে ব্যবহার উপযোগী আছে কি না সে সম্পকে বলুন।
২.৩.১০ নারীরা কি সহজে এখানে ব্যবসা করতে পারছেন? পারলে অথবা না পারলে সে সম্পর্কে বিস্তারিত বলুন।
২.৩.১১ মাল্টিপারপাজ মার্কেট-কাম সাইক্লোন শেল্টারটিতে কি আলোর পর্যাপ্ত ব্যবস্থা আছে? না থাকলে কেন নাই সে সম্পর্কে বলুন।

২.২ নতুন সাইক্লোন শেল্টার/বিদ্যমান সাইক্লোন শেল্টার নির্মাণ ও সংযোগ সড়ক উন্নয়ন বিষয়ক দলীয় আলোচনাঃ
২.২.১ সাইক্লোন শেল্টারটি সঠিক স্থানে নির্মিত হয়েছে কি না সে সম্পর্কে আপনাদের মতামত দিন?
২.২.২ সাইক্লোন শেল্টারটি'র নকশা জলবায়ু (যেমনঃ ঘূর্ণিঝড়, লবণাক্ততা ও জলোচ্ছ্বাস) সহনশীলভাবে করা হয়েছে সে সম্পর্কে বলুন?
২.২.৩ সাইক্লোন শেল্টারটি এই এলাকার মানুষদের ঘূর্ণিঝড় ও জলোচ্ছ্বাস থেকে রক্ষা করতে পারছে কি না সে সম্পর্কে বলুল?
২.২.৪ সাইক্লোন শেল্টারটিতে কি পর্যাপ্ত আলোর ব্যবস্থা আছে? না থাকলে কেন নাই সে সম্পর্কে বলুন
২.২.৫ সাইক্লোন শেল্টারটিতে পুরুষ ও নারীদের জন্য পর্যাপ্ত আলাদা টয়লেটের ব্যবস্থা আছে কি না সে সম্পর্কে বলুন?
২.২.৬ সাইক্লোন শেল্টারটিতে পর্যাপ্ত বিশুদ্ধ পানির ব্যবস্থা আছে কি না সে সম্পর্কে বলুন?
২.২.৭ সাইক্লোন শেল্টারটির সাথে পর্যাপ্ত সংযোগ সড়ক আছে কি এবং এটি ব্যবহার উপযোগী কি না সে সম্পর্কে বিস্তারিত বলুন? নতুন সংযোগ সড়ক নির্মাণ করা হয়েছে কি না সে সম্পর্কে বলুন।
২.২.৮ সাইক্লোন শেল্টারে পর্যাপ্ত পানি নিষ্কাশন ও বর্জ্য ব্যবস্থাপনা আছে কি না সে সম্পর্কে বিস্তারিত বলুন?
২.২.৯ সাইক্লোন শেল্টারটি'র উন্নয়ন (মেরামত) কার্যক্রম যথাযথভাবে হয়েছে কি না?
২.২.১০ দূর্যোগকালীন সময়ে পুরুষ ও নারীদের ব্যবহারের জন্য সংস্কারোপযোগী টয়লেটগুলোয় সংস্কার করা হয়েছে কি না? সে সম্পর্কে বিস্তারিত বলুন
২.২.১১ আর কী কী পদক্ষেপ গ্রহণ করলে সাইক্লোন শেল্টারটিকে আরও কার্যকর করা যেত পারত বলে আপনারা মনে করেন?

২.৩ কেল্লা নির্মান বিষয়ক দলীয় আলোচনঃ
২.৩.১ কেল্লাটি সঠিক স্থানে নির্মিত হয়েছে কি না সে সম্পর্কে আপনাদের মতামত দিন?
২.৩.২ কেল্লা'র নকশা জলবায়ু (যেমনঃ ঘূর্ণিঝড়, লবণাক্ততা ও জলোচ্ছ্বাস) সহনশীলভাবে করা হয়েছে কি না সে সম্পর্কে বলুন?

২.৩.৩ দুর্যোগকালীন ও পরবর্তী সময়ে কেল্লাটিতে সব ধরনের গবাদি পশু রাখার ও তাদের খাবার ব্যবস্থা আছে কি না সে সম্পর্কে বলুন?
২.৩.৪ আর কী কী পদক্ষেপ গ্রহণ করলে কেল্লাটি আরও কার্যকর করা যেত পারত বলে আপনারা মনে করেন?

২.৪ হস্তচালিত ডিপ টিউবওয়েল স্থাপন করা বিষয়ক দলীয় আলোচনাঃ
২.৪.১ সঠিক স্থানে হস্তচালিত ডিপ টিউবওয়েল স্থাপন করা হয়েছে কি না সে সম্পর্কে বলুন?
২.৪.২ হস্তচালিত ডিপ টিউবওয়েলের পানির গুণগত মান কেমন, আর্সেনিক টেস্ট করা হয়েছিল কি না এবং এ পানি সকলেই ব্যবহার করেন কি না বলুন?
২.৪.৩ হস্তচালিত ডিপ টিউবওয়েলটির পানি ব্যবহারে কোন সমস্যা আছে কী না সে সম্পর্কে বলুন।

২.৫ বাজারে নবায়নযোগ্য ও সাইক্লোন শেল্টারে নবায়নযোগ্য শক্তির প্যানেল নির্মাণ বিষয়ক দলীয় আলোচনাঃ
২.৫.১ বাজারে প্রকল্প প্রস্তাবনায় উল্লেখিত ক্ষমতার নবায়নযোগ্য শক্তির প্যানেল স্থাপন করা হয়েছে কি না সে সম্পর্কে বলুন।
২.৫.২ নবায়নযোগ্য শক্তির প্যানেলটি যথাযথ স্থানে সাথাপন করা হয়েছে?
২.৫.৩ সৌর প্যানেলটি ক্ষমতা অনুযায়ী বিদ্যুৎ সরবরাহ করতে সক্ষম কি না সে সম্পর্কে বলুন।
২.৫.৪ সৌর প্যানেল দ্বারা সরবরাহকৃত বিদ্যুৎ বাজারে ও সাইক্লোন শেল্টারের জন্য পর্যাপ্ত কী না সে সম্পর্কে বলুন?
২.৫.৫ সৌর প্যানেলটি নিয়মিত সংস্কার করা হয় কি না বলুন?
২.৬.৬ সৌর প্যানেলটি ব্যবহারে কি কি সমস্যা আছে সে সম্পর্কে বলুন?

২.৭ উপজেলা সড়ক/ইউনিয়ন সড়ক/গ্রামীণ সড়ক উন্নয়ন বিষয়ক দলীয় আলোচনাঃ
২.৭.১ প্রকল্প প্রস্তাবনায় উল্লেখিত দৈর্ঘ্য ও প্রস্থ অনুযায়ী উপজেলা সড়ক উন্নয়ন করা হয়েছে বলে কি আপনারা মনে করেন?
২.৭.২ উপজেলা সড়কের দুপাশে পর্যাপ্ত ফুটপথ আছে কি না তা বলুন?
২.৭.৩ প্রযোজ্য স্থানে উপজেলা সড়কের পাশে ধারক দেয়াল (রিটেইনিং ওয়াল) আছে কী বলুন?
২.১৩.৪ উপজেলা সড়কে কার্পেটিং/আরসিসি ঢালাই এর পুরুত্ব মানদণ্ড অনুযায়ী পাওয়া গেছে কি না বলুন?
২.৭.৫ উপজেলা সড়কের সাথে অন্যান্য সংযোগ সড়কের এজ ম্যাচিং পাওয়া গেছে কি না বলুন?
২.৭.৬ সড়কের বর্তমান অবস্থা কি রকম? যাল বা চলাচলের উপযুক্ত আছে? অথবা বন্যা/ জলোচ্ছাসের কারণে ক্ষতিগ্রস্থ হয়েছে কী না সে সম্পর্কে বিস্তারিত বলুন?

২.৭.৭	উপজেলা সড়কের উন্নয়নের ফলে পূর্বের তুলনায় বর্তমানে বিভিন্ন ক্ষেত্রে যেমন যাতায়াত ও পণ্য পরিবহনে বেশি সুবিধা পাচ্ছেন কী না সে সম্পর্কে বলুন?
২.৭.৮	সড়ক ব্যবহারে কোন সমস্যা আছে কী না? থাকলে তা কীভাবে দূর করা যায় সে সম্পর্কে বলুন?

২.৮	**উপজেলা সড়কে সেতু/কালভার্ট/বড় সেতু নির্মাণ বিষয়ক দলীয় আলোচনাঃ**
২.৮.১	উপজেলা সড়কে নির্মিত সেতু/কালভার্টটি কী প্রকল্প প্রস্তাবনায় উল্লেখিত দৈর্ঘ্য ও প্রস্থ অনুযায়ী নির্মাণ করা হয়েছে কি না সে সম্পর্কে বলুন?
২.৮.২	উপজেলা সড়কে নির্মিত সেতু/কালভার্টটির দুপাশে পর্যাপ্ত ফুটপথ আছে কি না বলুন?
২.৮.৩	নির্মিত সেতু/কালভার্টটির দুপাশে ধারক দেয়াল (রিটেইনিং ওয়াল) আছে কি না বলুন?
২.৮.৪	নির্মিত সেতু/কালভার্টটির দুপাশের সড়কের এজ ম্যাচিং সঠিকভাবে পাওয়া গেছে কী?
২.৮.৫	নির্মিত সেতু/কালভার্টটির বর্তমান অবস্থা ভাল বা চলাচলের উপযুক্ত আছে? অথবা বন্যা/ জলোচ্ছাসের কারণে ক্ষতিগ্রস্থ হয়েছে কী না সে সম্পর্কে বিস্তারিত বলুন?
২.৮.৬	নির্মিত সেতু/কালভার্টটি দ্বারা সঠিকভাবে পানি নিষ্কাশিত/ প্রবাহিত হয় কি না সে সম্পর্কে বলুন
২.৮.৭	নির্মিত সেতু/কালভার্টের উন্নয়নের ফলে পূর্বের তুলনায় বর্তমানে বিভিন্ন ক্ষেত্রে যেমন যাতায়াত ও পণ্য পরিবহনে বেশি সুবিধা পাচ্ছেন কি না সে সম্পর্কে বলুন
২.৮.৮	নির্মিত সেতু/কালভার্টটিতে কোন সমস্যা আছে কী না সে সম্পর্কে বিস্তারিত বলুন?

২.৯	**পানি নিষ্কাশন কাঠামো নির্মাণ বিষয়ক দলীয় আলোচনাঃ**
২.৯.১	পানি নিষ্কাশন কাঠামোতে কোন সমস্যা আছে কী না? থাকলে তা কীভাবে সমাধান করা যায়?
২.৯.২	পানি নিষ্কাশন কাঠামো উন্নয়নের ফলে পানি, পয়:নিষ্কাশন ব্যবস্থার কি কি ধরণের উন্নতি হয়েছে বলে আপনারা মনে করেন?
২.৯.৩	পানি নিষ্কাশন কাঠামোতে কোন সমস্যা আছে কী না? থাকলে তা কীভাবে সমাধান করা যায়?

৩.০	**আর্থসামাজিক অবস্থার উন্নয়ন বিষয়ক দলীয় আলোচনাঃ**
৩.১	নেতিবাচক প্রাকৃতিক দুর্যোগ মোকাবেলা করা সম্ভব হচ্ছে কী যা পূর্বে সম্ভব ছিল না?
৩.২	মানুষ এবং গবাদি পশু প্রাকৃতিক দুর্যোগ থেকে রক্ষা পাচ্ছে আগের মত আর ক্ষয় ক্ষতি হয় না?
৩.৩	গ্রোথ সেন্টার, কমিউনিটি মার্কেট তৈরির ফলে পণ্য বেচা-কেনা সুবিধাসহ ব্যবসা-বাণিজ্যের উন্নতি হয়েছে কী?
৩.৪	অর্থনৈতিক অবস্থার উন্নতি হয়েছে কী?
৩.৫	গ্রোথ সেন্টার, কমিউনিটি মার্কেট তৈরির ফলে কৃষি পণ্যের বাজার সৃষ্টি হয়েছে কী?
৩.৬	পণ্য পরিবহণ ও জরুরী সেবা কার্যক্রম পূর্বের তুলনায় সহজ হয়েছে কী?

৩.৭	অবকাঠামো উন্নয়নের ফলে ঘূর্নিঝড়/সাইক্লোনের আগাম বার্তায় আপনারা সঠিক সময়ে আশ্রয় কেন্দ্রে আশ্রয় নিতে পারছেন কী?
৩.৮	চলাচলে সময় কম লাগে এবং যান বাহনে ভাড়া কমেছে বলে আপনারা মনে করেন?
৩.৯	গ্রামের সাথে উপজেলা ও জেলার সংযোগ স্থাপিত হয়েছে যার ফলে পূর্বের তুলনায় ব্যবসা-বাণিজ্যের প্রসার ঘটেছে বলে আপনারর মনে করেন?
৩.১০	আয় পূর্বের তুলনায় বেড়েছে কী?
৩.১১	আয়ের ক্ষেত্র সুযোগ সৃষ্টি হয়েছে কী?
৩.১২	শিক্ষার হার পূর্বের তুলনায় বেড়েছে কী?
৩.১৩	নতুন নতুন অফিস ও বিভিন্ন আর্থিক প্রতিষ্ঠান তাদের কার্যক্রম শরু করেছে কী?
৩.১৪	বিনোদনের ক্ষেত্র প্রস্তুত হয়েছে কী?
৩.১৫	সর্বোপরি প্রকল্পের বিভিন্ন কার্যক্রম বাস্তবায়ের ফলে আপনাদের জীবন যাত্রার মানের উন্নতি ও পুর্বের তুলনায় বৃদ্ধি পেয়েছে বলে আপনারা মনে করেন?

৪.০ অন্যান্য মতামত

এফজিডিতে অংশগ্রহণকারীদের নামের তালিকা

(উত্তরদাতা অবশ্যই প্রকল্পের উপকারভোগী জনগণ (পুরুষ ও মহিলা), এলসিএস সদস্য (পুরুষ ও মহিলা), মার্কেট ব্যবস্থাপনা কমিটির সদস্য (পুরুষ ও মহিলা), কৃষক (পুরুষ ও মহিলা), যানবাহন চালক, রিক্সা/ভ্যান চালক, পুরুষ ও মহিলা দোকানদার, বাজারের ক্রেতা ও বিক্রেতা, ছাত্র, শিক্ষক, এবং ঈমাম হতে হবে)

ক্রমিক নং	নাম	পেশা	ঠিকানা (গ্রামের নাম)	মোবাইল নং
০১				
০২				
০৩				
০৪				
০৫				
০৬				
০৭				
০৮				
০৯				
১০				
১১				
১২				

মূল্যবান সময়, তথ্য ও আপনাদের সুচিন্তিত মতামত দেয়ার জন্য আপনাদের সবাইকে আবারো ধন্যবাদ জানাচ্ছি।

তথ্য সংগ্রহকারীর স্বাক্ষর | | তারিখ |

সুপারভাইজারের স্বাক্ষর | | তারিখ |

কোস্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাস্ট্রাকচার প্রকল্পটি (২য় সংশোধিত)"
সহায়তায়: স্থানীয় সরকার, পল্লী উন্নয়ন ও সমবায় মন্ত্রণালয়/স্থানীয় সরকার বিভাগ
বাস্তবায়নে: স্থানীয় সরকার প্রকৌশল অধিদপ্তর

উপকূলীয় জেলাসমূহে জলবায়ু পরিবর্তনজনিত ঝুঁকি মোকাবেলায় সহায়ক অবকাঠামো গড়ে তুলতে বাংলাদেশ সরকার কোস্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাস্ট্রাকচার প্রকল্পটি (CCRIP) গ্রহণ করেছে। পরীক্ষামূলকভাবে পরিচালিত জলবায়ু সহনীয় কর্মসূচির আওতায় কৌশলগত জলবায়ুসহনীয় কর্মসূচির প্রণয়ন প্রক্রিয়ায় অংশগ্রহণের ফলাফল হিসেবে এ প্রকল্প গ্রহণ করা হয়। জলবায়ু সহনীয় কর্মসূচিটি কৌশলগত জলবায়ু তহবিলের অন্তর্ভুক্ত যা জলবায়ু বিনিয়োগ তহবিল (Climate Investment Fund) অধীভুক্ত। কোস্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাস্ট্রাকচার প্রকল্পটি (সিসিআরআইপি) উপকূলীয় এলাকা ঝুঁকিপূর্ণ জেলাসমূহে জলবায়ু পরিবর্তন রোধে অভিযোজন ক্ষমতা বৃদ্ধি ও জীবনমান উন্নয়নে কাজ করেছে। এ প্রকল্পের আওতায় জনগণের জীবনমান ও অর্থনৈতিক উন্নয়নের জন্য গ্রামীণ সড়ক ও বাজারগুলো পুর্ণনির্মাণ করা হয়েছে। দক্ষিণ-পশ্চিমাঞ্চলের জলবায়ু ঝুঁকিপূর্ণ জেলাসমূহে সাইক্লোন সেন্টার এবং মার্কেটে প্রবেশগম্যতা বৃদ্ধির জন্য অবকাঠামো গড়ে তোলা হয়েছে। একইসঙ্গে জলবায়ু পরিবর্তন বিষয়ে জনসচেতনতা গড়ে তোলার জন্য বিভিন্ন কার্যক্রম গ্রহণ করা হয়েছিল। এই প্রকল্পটি যৌথভাবে অর্থায়ন করেছিল ADB, KfW, IFAD এবং বাংলাদেশ সরকার। প্রকল্পের বাস্তবায়নকাল ছিল জানুয়ারি ২০১৩ থেকে জুন ২০২০ পর্যন্ত। এই প্রকল্প বাস্তবায়নের ফলে প্রকল্প এলাকায় তার কি প্রভাব পড়েছে তা পর্যালোচনা করা হবে। সেইসাথে প্রকল্প বাস্তবায়নের ফলে সড়ক যোগাযোগ ব্যবস্থার কি উন্নতি হয়েছে, উন্নত বাজার পরিসেবার কি উন্নতি সাধিত হয়েছে; বর্ধিত জলবায়ু পরিবর্তন অভিযোজন ক্ষমতায়নের ফলে 'গ্রামীণ জনগোষ্ঠী এবং স্থানীয় কর্তৃপক্ষ জলবায়ু সংক্রান্ত প্রাকৃতিক দুর্যোগ মোকাবিলা করতে এবং জলবায়ুগত ধাক্কার সময় তাদের মৌলিক চাহিদাগুলি পূরণ করতে সক্ষম হয়েছে কিনা; এবং উন্নত যোগাযোগ ব্যবস্থা উন্নয়নের ফলে প্রকল্প এলাকার জনগনের অর্থনৈতিক এবং জীবনযাত্রার মানের যে পরিবর্তন হয়েছে তা যাচাই করার জন্য আপনার সাথে কিছু সময় আলাপ আলোচনা করব। আশাকরি আপনি সঠিক উত্তর দিয়ে সহযোগিতা করবেন।

আপনাকে ধন্যবাদ।

১.০ উত্তরদাতা/এলজিইডি কর্মকর্তার সাধারণ তথ্যঃ

কর্মকর্তার নাম		পদবি	
অফিসের নাম		বিভাগের নাম	
জেলার নাম		উপজেলার নাম	
মোবইল নং			

২.০ প্রকল্প সম্পর্কিত তথ্যঃ [টিক ✓ চিহ্ন দিন]

২.১.১	আপনি কী প্রকল্পের সাথে সংশ্লিষ্ট ছিলেন?	হ্যাঁ		না	
	হ্যাঁ হলে প্রকল্পে আপনার ভূমিকা কি ছিল?				
২.১.২	প্রকল্পের উদ্দেশ্য সম্পর্কে আপনি যা জানেন বলুন				
২.১.৩	প্রকল্প গ্রহণের যৌক্তিকতা সম্পর্কে আপনার মতামত কি?				
২.১.৪	আপনার মতে প্রকল্পের লক্ষ্যমাত্রা কতটুক বাস্তবায়িত হয়েছিল? অর্জিত লক্ষমাত্রায় আপনি সন্তুষ্ট কি না? সন্তুষ্ট না হয়ে থাকলে তার কারণ বলুন				

২.০ প্রকল্প বিষয়ক তথ্য: (প্রযোজ্য ক্ষেত্রে) [টিক দিন ✓]

২.১	কোস্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাস্ট্রাকচার প্রকল্পটি (সিসিআরআইপি) উপকূলীয় এলাকা ঝুঁকিপূর্ণ জেলাসমূহে জলবায়ু পরিবর্তন রোধে অভিযোজন ক্ষমতা বৃদ্ধি ও জীবনমান উন্নয়নে অবদানের জন্য প্রাসঙ্গিক ছিল কী?	হ্যাঁ	☐	না	☐
	না হয়ে থাকলে কারণ বলুন				

২.২ প্রকল্পের অনুমোদিত ডিপিপি অনুযায়ী সকল অঙ্গের কাজ বাস্তবায়ন সম্ভব হয়েছে কী?	হ্যাঁ	☐	না	☐
না হয়ে থাকলে কারণ বলুন				
৩.০ প্রকল্পের আর্থিক বরাদ্দ ও ব্যয়:				
৩.১ প্রকল্পের লক্ষ্য অর্জনের জন্য প্রকল্পের তহবিল বরাদ্দ যথেষ্ট ছিল কী?	হ্যাঁ	☐	না	☐
উত্তর না হলে কারণ উল্লেখ করুন				
৩.২ বরাদ্দকৃত তহবিল ১০০% ব্যবহার করা হয়েছে কী?	হ্যাঁ	☐	না	☐
উত্তর না হলে কারণ কী?				
৪.০ প্রকল্পের আওতায় ভূমি অধিগ্রহণ:				
৪.১ প্রকল্পের আওতায় ভূমি অধিগ্রহন করার বিধাণ ছিল কী?	হ্যাঁ	☐	না	☐
উত্তর হ্যাঁ হলে, কত টুকু ভূমি অধিগ্রহন করা হয়েছে?				
৪.২ ভূমি অধিগ্রহন না হওয়ায় বা প্রয়োজনীয় জমি না পাওয়ার কারণে প্রকল্পের কোন কাজ অসমাপ্ত থাকলে উল্লেখ করুন				
৫.০ প্রকল্পের আওতায় রাস্তার ঢাল রক্ষার জন্য বিন্না ঘাস ব্যবহার করে যে প্রটেকটিভ কাজ করা হয়েছে তা কতটুকু টেকসই বলে আপনি মনে করেন?				
৫.১ বিন্না ঘাস ব্যবহার করে প্রটেকটিভ কাজ করা ভবিষ্যতে অনুসরণ যোগ্য কি না?	হ্যাঁ	☐	না	☐
৫.২ উপকূলীয় অঞ্চলে রাস্তাসমূহ জলবায়ু পরিবর্তনের ঝুঁকি সহনশীল করার জন্য রাস্তার ডিজাইন উচ্চতা নির্ধারণে অয়ান-ইন-টুয়ান্টি ইয়ার রিটার্ন প্রিয়ড মাত্রার পানির উপরিতলের সাথে ০.৮ মিটার পোল্ডারের বাহিরে/০.৬ মিটার পোল্ডারের ভেতরে যোগ করা কতটুকু যুক্তিযুক্ত বলে মনে করেন মতামত দিন।				
৬.০ প্রকল্পের রক্ষণাবেক্ষণ				
৬.১ প্রকল্প বাস্তবায়ন শেষে সড়ক অবকাঠামো রক্ষাবেক্ষণের কাজ সঠিক ভাবে করা হচ্ছে কি না?	হ্যাঁ	☐	না	☐
উত্তর না হলে কারণ কি?				
৬.২ প্রকল্প বাস্তবায়ন শেষে বাজার/গ্রোত সেন্টার অবকাঠামো রক্ষাবেক্ষণের কাজ সঠিক ভাবে করা হচ্ছে কি না?	হ্যাঁ	☐	না	☐
উত্তর না হলে কারণ কি?				
৬.৩ প্রকল্প বাস্তবায়ন শেষে সাইক্লোন সেন্টার সমূহের রক্ষাবেক্ষণের কাজ সঠিক ভাবে করা হচ্ছে কি না?	হ্যাঁ	☐	না	☐
উত্তর না হলে কারণ কি?				
৭.০ প্রকল্পের সবল, দুর্বল, সুযোগ ও ঝুঁকি বিশ্লেষণ				
৭.১ প্রকল্প বাস্তবায়নের সবল দিকগুলো কি কি?				
৭.২ প্রকল্প বাস্তবায়নের দুর্বল দিকগুলো কি কি?				
৭.৩ প্রকল্পের কারণে কি কি সুযোগ সৃষ্টি হয়েছে বলে মনে করেন?				
৭.৪ প্রকল্পের ঝুঁকিপূর্ণ দিকগুলো কি কি?				
৮.০ প্রকল্প উন্নয়নের সুপারিশ				
৮.১ ভবিষ্যতে এজাতীয় প্রকল্প আরও কার্যকর করার ক্ষেত্রে আপনার পরামর্শ কি?				
৯.০ ভবিষ্যত প্রকল্পের জন্য সুপারিশ				
৯.১ ভরিষ্যতে উপকূলবর্তী এলাকায় এ জাতীয় প্রকল্পের কার্যক্রম সম্প্রসারণের প্রয়োজন আছে কি? প্রয়োজন থাকলে কোন কোন এলাকায় এবং তার কারণ কি?				

৯.২ ভবিষ্যতে উপকূলবর্তী এলাকায় এ জাতীয় প্রকল্পের কার্যক্রম সম্প্রসারণে ক্ষেত্রে পরিকল্পনা পর্যায়ে যে দিকগুলো বিবেচনায় নেয়া প্রয়োজন বলে আপনি মনে করেণ তা উল্লেখ করুন?

১০.০ প্রকল্প ফলাফল/সুবিধাদি টেকসইকরণে (Sustainability) কি কি পদক্ষেপ গ্রহণ করা উচিত ছিল বলে আপনি মনে করেন?

১১.০ এই প্রকল্পের কার্যক্রম বাস্তবায়নের ফলে আর্তসামাজিক ও জীবনযাত্রার মানের কি পরিবর্তন হয়েছে?

১১.১ ব্যবসা বানিজ্যের উন্নতি হয়েছে ☐

১১.২ আয় বৃদ্ধি পেয়েছে ☐

১১.৩ কর্মসংস্থানের সুযোগ সৃষ্টি হয়েছে ☐

১১.৪ শিক্ষার হার বেড়েছে ☐

১১.৫ পারিবারিক পুষ্টির উন্নতি হয়েছে ☐

১১.৬ নারীর ক্ষমতায়ন বেড়েছে ☐

১১.০ এই প্রকল্পের কার্যক্রম বিষয়ে আপনাদের কোন মতামত থাকলে বলুন

তথ্য প্রদানকারীর স্বাক্ষর		তারিখ	
তথ্য সংগ্রহকারীর স্বাক্ষর		তারিখ	
সুপারভাইজারের স্বাক্ষর		তারিখ	

কোস্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাস্ট্রাকচার প্রকল্পটি (২য় সংশোধিত)"
সহায়তায়: স্থানীয় সরকার, পল্লী উন্নয়ন ও সমবায় মন্ত্রণালয়/স্থানীয় সরকার বিভাগ
বাস্তবায়নে: স্থানীয় সরকার প্রকৌশল অধিদপ্তর

উপকূলীয় জেলাসমূহে জলবায়ু পরিবর্তনজনিত ঝুঁকি মোকাবেলায় সহায়ক অবকাঠামো গড়ে তুলতে বাংলাদেশ সরকার কোস্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাস্ট্রাকচার প্রকল্পটি (CCRIP) গ্রহণ করেছে। পরীক্ষামূলকভাবে পরিচালিত জলবায়ু সহনীয় কর্মসূচির আওতায় কৌশলগত জলবায়ুসহনীয় কর্মসূচির প্রণয়ন প্রক্রিয়ায় অংশগ্রহণের ফলাফল হিসেবে এ প্রকল্প গ্রহণ করা হয়। জলবায়ু সহনীয় কর্মসূচিটি কৌশলগত জলবায়ু তহবিলের অন্তর্ভুক্ত যা জলবায়ু বিনিয়োগ তহবিল (Climate Investment Fund) অধীভুক্ত। কোষ্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাষ্ট্রাকচার প্রকল্পটি (সিসিআরআইপি) উপকূলীয় এলাকা ঝুঁকিপূর্ণ জেলাসমূহে জলবায়ু পরিবর্তন রোধে অভিযোজন ক্ষমতা বৃদ্ধি ও জীবনমান উন্নয়নে কাজ করেছে। এ প্রকল্পের আওতায় জনগণের জীবনমান ও অর্থনৈতিক উন্নয়নের জন্য গ্রামীণ সড়ক ও বাজারগুলো পুর্ণনির্মাণ করা হয়েছে। দক্ষিণ-পশ্চিমাঞ্চলের জলবায়ু ঝুঁকিপূর্ণ জেলাসমূহে সাইক্লোন সেন্টার এবং মার্কেটে প্রবেশগম্যতা বৃদ্ধির জন্য অবকাঠামো গড়ে তোলা হয়েছে। একইসঙ্গে জলবায়ু পরিবর্তন বিষয়ে জনসচেতনতা গড়ে তোলার জন্য বিভিন্ন কার্যক্রম গ্রহণ করা হয়েছিল। এই প্রকল্পটি যৌথভাবে অর্থায়ন করেছিল ADB, KfW, IFAD এবং বাংলাদেশ সরকার। প্রকল্পের বাস্তবায়নকাল ছিল জানুয়ারি ২০১৩ থেকে জুন ২০২০ পর্যন্ত। এই প্রকল্প বাস্তবায়নের ফলে প্রকল্প এলাকায় তার কি প্রভাব পড়েছে তা পর্যালোচনা করা হবে। সেইসাথে প্রকল্প বাস্তবায়নের ফলে সড়ক যোগাযোগ ব্যবস্থার কি উন্নতি হয়েছে, উন্নত বাজার পরিসেবার কি উন্নতি সাধিত হয়েছে; বর্ধিত জলবায়ু পরিবর্তন অভিযোজন ক্ষমতায়নের ফলে 'গ্রামীণ জনগোষ্ঠী এবং স্থানীয় কর্তৃপক্ষ' জলবায়ু সংক্রান্ত প্রাকৃতিক দুর্যোগ মোকাবিলা করতে এবং জলবায়ুগত ধাক্কার সময় তাদের মৌলিক চাহিদাগুলি পূরণ করতে সক্ষম হয়েছে কিনা; এবং উন্নত যোগাযোগ ব্যবস্থা উন্নয়নের ফলে প্রকল্প এলাকার জনগনের অর্থনৈতিক এবং জীবনযাত্রার মানের যে পরিবর্তন হয়েছে তা যাচাই করার জন্য আপনার সাথে কিছু সময় আলাপ আলোচনা করব। আশাকরি আপনি সঠিক উত্তর দিয়ে সহযোগিতা করবেন।

আপনাকে ধন্যবাদ।

১.০ উত্তরদাতা/এলজিইডি কর্মকর্তার সাধারণ তথ্যঃ

কর্মকর্তার নাম		পদবি	
অফিসের নাম		বিভাগের নাম	
জেলার নাম		উপজেলার নাম	
		মোবইল নং	

২.০ প্রকল্প সম্পর্কিত তথ্যঃ [টিক ✓ চিহ্ন দিন]

২.১.১	আপনি কী প্রকল্পের সাথে সংশ্লিষ্ট ছিলেন?	হ্যাঁ		না	
	হ্যাঁ হলে প্রকল্পে আপনার ভূমিকা কি ছিল?				
২.১.২	প্রকল্পের উদ্দেশ্য সম্পর্কে আপনি যা জানেন বলুন				
২.১.৩	প্রকল্প গ্রহণের যৌক্তিকতা সম্পর্কে আপনার মতামত কি?				
২.১.২	আপনার মতে প্রকল্পের লক্ষ্যমাত্রা কতটুক বাস্তবায়িত হয়েছিল? অর্জিত লক্ষমাত্রায় আপনি সন্তুষ্ট কি না? সন্তুষ্ট না হয়ে থাকলে তার কারণ বলুন				

২.০ অবকাঠামো উন্নয়ন বিষয়ক তথ্যঃ
(উল্লেখিত অবকাঠামোর বর্তমান অবস্থার বিবরণ (দৈর্ঘ্য, প্রস্থ, উচ্চতা এবং অন্যান্য)

২.১ গ্রোথ সেন্টার/মার্কেট/কমিউনিটি মার্কেট/মহিলা মার্কেট/মাল্টিপারপাজ মার্কেট উন্নয়ন বিষয়ক প্রশ্নাবলীঃ [টিক ✓ চিহ্ন দিন]

২.১.১	আপনার উপজেলার কোন গ্রোথ সেন্টার আছে কী না?			হ্যাঁ		না
	হ্যাঁ হলে, কয়টি গ্রোথ সেন্টার এবং কোন সালে নির্মিত হয়েছে?	সংখ্যা		সাল		
২.১.২	গ্রোথ সেন্টারের বর্তমান অবস্থা কী?	ভাল		খারাপ		
	খারাপ হলে তা বর্ণনা করুন?					

২.১.৩	আপনি কী মনে করেন গ্রোথ সেন্টারটি'র নকশা জলবায়ু (যেমনঃ ঘূর্ণিঝড়, লবণাক্ততা ও জলোচ্ছ্বাস) সহনশীল?	হ্যাঁ		না	
	না হলে, কিরূপ হওয়া উচিৎ ছিল বলে আপনি মনে করেন?				
২.১.৪	আপনি কী মনে করেন গ্রোথ সেন্টারটি হওয়াতে এলাকার জনসাধারণের জন্য সুবিধা হয়েছে?	হ্যাঁ		না	
	হ্যাঁ হলে, কি কি সৃবিধা হয়েছে বলুন?				
২.১.৫	পাইকরী ক্রেতা ও স্থানীয় বিক্রেতারা কী সহজে এটি ব্যবহার করতে পারে?	হ্যাঁ		না	
	না হলে, কারণ বলুন?				
২.১.৬	নারীরা সহজে এখানে ব্যবসা করতে পারে কী?	হ্যাঁ		না	
	না হলে, কারণ বলুন?				
২.১.৭	আপনি কী মনে করেন গ্রোথ সেন্টারটি নির্মাণের ফলে এলাকায় ব্যবসা বাণিজ্যের সম্প্রসারণ হয়েছে?	হ্যাঁ		না	
	না হলে, কারণ বলুন?				
২.১.৮	আপনি কী মনে করেন গ্রোথ সেন্টারের সাথে পর্যাপ্ত সংযোগ সড়ক আছে এবং এটি ব্যবহার উপযোগী?	হ্যাঁ		না	
	না হলে, কারণ বলুন?				
২.১.৯	আপনি কী মনে করেন গ্রোথ সেন্টারে পর্যাপ্ত পানি নিষ্কাশন ও বর্জ্য ব্যবস্থাপনা আছে?	হ্যাঁ		না	
	না হলে, কারণ বলুন?				
২.১.১০	আর কী কী পদক্ষেপ গ্রহণ করলে গ্রোথ সেন্টারটিকে আরও কার্যকর করা যেতে পারত বলে আপনি মনে করেন?				
২.১.১১	গ্রোথ সেন্টার হওয়ার ফলে পূর্বের চেয়ে সুবিধা হয়েছে?	হ্যাঁ		না	
	হ্যাঁ হলে, কি কি সুবিধা হয়েছে বলুন যা প্রকল্প কার্যক্রমকে সফল বলা যায়?				

২.২	**ঘাট নির্মাণ বিষয়ক প্রশ্নাবলীঃ**			[টিক ✓ চিহ্ন দিন]	
২.২.১	আপনার উপজেলার কোন ঘাট নির্মাণ হয়েছে কী না?	হ্যাঁ		না	
	হ্যাঁ হলে, কয়টি এবং কোন সালে নির্মিত হয়েছে?	সংখ্যা		সাল	
২.২.২	ঘাটের বর্তমান অবস্থা কী?	ভাল		খারাপ	
	খারাপ হলে তা বর্ণনা করুন?				
২.২.৩	আপনি কী মনে করেন ঘাটের নকশা জলবায়ু (যেমনঃ ঘূর্ণিঝড়, লবণাক্ততা ও জলোচ্ছ্বাস) সহনশীল?	হ্যাঁ		না	
	না হলে, কিরূপ হওয়া উচিৎ ছিল বলে আপনি মনে করেন?				
২.২.৪	আপনি কী মনে করেন ঘাটটি আগের তুলনায় উভয় পারের যোগাযোগ বাড়িয়েছে?	হ্যাঁ		না	
	না হলে, কারণ বলুন?				
২.২.৫	আপনি কী মনে করেন ঘাটটি নির্মাণের ফলে ব্যবসা বাণিজ্যের সম্প্রসারণ ও জীবন সহজতর হয়েছে?	হ্যাঁ		না	
	না হলে, কারণ বলুন?				
২.২.৬	ঘাটের সাথে সংযোগ সড়ক যোগাযোগ আছে কী এবং সেটা ব্যবহার উপযোগী?	হ্যাঁ		না	
	না হলে, কারণ বলুন?				
২.২.৭	ঘাটটিতে হালকা যানবাহন পারাপারের ব্যবস্থা আছে কী?	হ্যাঁ		না	
	না হলে, কারণ বলুন?				

২.২.৮	নদীতে জোয়ার ও ভাটার সময়ে ঘাটটি ব্যবহারোপযোগী থাকে কী?	হ্যাঁ		না	
২.২.৯	আপনি কী মনে করেন এই ঘাটটি যোগাযোগ ব্যবস্থা সহজ করেছে?	হ্যাঁ		না	
২.২.১০	আর কী কী পদক্ষেপ গ্রহণ করলে ঘাটটি আরও কার্যকর করা যেতে পারত বলে আপনি মনে করেন?				
২.২.১১	ঘাটটি হওয়ার ফলে পূর্বের চেয়ে সুবিধা হয়েছে?	হ্যাঁ		না	
	হ্যাঁ হলে, কি কি সুবিধা হয়েছে বলুন যা প্রকল্প কার্যক্রমকে সফল বলা যায়?				

২.৩ নতুন সাইক্লোন শেল্টার/বিদ্যমান সাইক্লোন শেল্টার নির্মান বিষয়ক প্রশ্নাবলীঃ				[টিক ✓ চিহ্ন দিন]
২.৩.১	আপনার উপজেলার কোন নতুন শেল্টার নির্মাণ হয়েছে কী না সে সম্পর্কে আপনি অবগত?	হ্যাঁ		না
	হ্যাঁ হলে, কয়টি এবং কোন সালে নির্মিত হয়েছে? সংখ্যা		সাল	
২.৩.২	নতুন সাইক্লোন শেল্টারের বর্তমান অবস্থা কী? ভাল		খারাপ	
	খারাপ হলে তা বর্ণনা করুন?			
২.৩.৩	আপনি কী মনে করেন নতুন সাইক্লোন শেল্টার সঠিক স্থানে নির্মিত হয়েছে?	হ্যাঁ		না
২.৩.৪	আপনি কী মনে করেন নতুন সাইক্লোন শেল্টার নির্মাণ নকশা জলবায়ু (যেমনঃ ঘূর্ণিঝড়, লবণাক্ততা ও জলোচ্ছ্বাস) সহনশীল?	হ্যাঁ		না
	না হলে, কিরূপ হওয়া উচিৎ ছিল বলে আপনি মনে করেন?			
২.৩.৫	আপনি কী মনে নতুন সাইক্লোন শেল্টারটি এই এলাকার মানুষদের ঘূর্ণিঝড় ও জলোচ্ছ্বাস থেকে রক্ষা করতে পারবে?	হ্যাঁ		না
	না হলে, কারণ বলুন?			
২.৩.৬	নতুন সাইক্লোন শেল্টারটিতে পর্যাপ্ত আলো, পর্যাপ্ত ধারণ ক্ষমতা ও পর্যাপ্ত বিশুদ্ধ পানির ব্যবস্থা আছে?	হ্যাঁ		না
২.৩.৭	নতুন সাইক্লোন শেল্টারটিতে কী পুরুষ ও নারীদের জন্য পর্যাপ্ত আলাদা টয়লেট আছে?	হ্যাঁ		না
২.৩.৮	নতুন সাইক্লোন শেল্টারটির সাথে পর্যাপ্ত সংযোগ সড়ক আছে কী এবং এটি ব্যবহার উপযোগী?	হ্যাঁ		না
	না হলে, অব্যাবহারযোগ্যতার কারণ বলুন?			
২.৩.৯	নতুন সাইক্লোন শেল্টারে পর্যাপ্ত পানি নিষ্কাশন ও বর্জ্য ব্যবস্থাপনা আছে কি?	হ্যাঁ		না
২.৩.১০	নতুন সেল্টারটিতে কী পুরুষ ও নারীদের জন্য পর্যাপ্ত আলাদা টয়লেট আছে কি?	হ্যাঁ		না
২.৩.১১	আর কী কী পদক্ষেপ গ্রহণ করলে নতুন সাইক্লোন শেল্টার আরও কার্যকর করা যেতে পারত বলে আপনি মনে করেন?			
২.৩.১২	মাল্টিপারপাজ মার্কেট-কাম সাইক্লোন সেল্টার হওয়ার ফলে পূর্বের চেয়ে সুবিধা হয়েছে?	হ্যাঁ		না
	হ্যাঁ হলে, কি কি সুবিধা হয়েছে বলুন যা প্রকল্প কার্যক্রমকে সফল বলা যায়?			

২.৪ সাইক্লোন শেল্টার সংযোগ সড়ক উন্নয়ন বিষয়ক প্রশ্নাবলীঃ				[টিক ✓ চিহ্ন দিন]
২.৪.১	সাইক্লোন শেল্টার সংযোগ সড়ক উন্নয়ন বিষয়ে আপনি অবগত?	হ্যাঁ		না
	হ্যাঁ হলে, কয়টি এবং কোন সালে উন্নয়ন হয়েছে? সংখ্যা		সাল	
২.৪.২	সাইক্লোন শেল্টার সংযোগ সড়কের বর্তমান অবস্থা কী? ভাল		খারাপ	
	খারাপ হলে তা বর্ণনা করুন?			
২.৪.৩	আপনি কী মনে করেন সাইক্লোন শেল্টার সংযোগ সড়কটি সঠিকভাবে নিয়ম মেনে নির্মিত হয়েছে?	হ্যাঁ		না
	না হলে, কিরূপ হওয়া উচিৎ ছিল বলে আপনি মনে করেন?			
২.৪.৪	আপনি কী মনে করেন সাইক্লোন শেল্টার সংযোগ সড়কের নির্মাণ নকশা জলবায়ু (যেমনঃ ঘূর্ণিঝড়, লবণাক্ততা ও জলোচ্ছ্বাস) সহনশীল?	হ্যাঁ		না
	না হলে, কিরূপ হওয়া উচিৎ ছিল বলে আপনি মনে করেন?			
২.৪.৫	সাইক্লোন শেল্টারের সংযোগ সড়কটি তৈরীতে বালু ও সিমেন্ট সঠিক অনুপাতে ব্যবহার করা হয়েছে?	হ্যাঁ		না
	না হলে, কারণ বলুন?			
২.৪.৬	আর কী কী পদক্ষেপ গ্রহণ করলে সাইক্লোন শেল্টারের সংযোগ সড়কটি আরও কার্যকর হত বলে আপনি মনে করেন?			
২.৪.৭	সাইক্লোন শেল্টারের সংযোগ সড়কটি তৈরি হওয়ার ফলে পূর্বের চেয়ে সুবিধা হয়েছে?	হ্যাঁ		না
	হ্যাঁ হলে, কি কি সুবিধা হয়েছে বলুন যা প্রকল্প কার্যক্রমকে সফল বলা যায়?			

২.৫	**কেল্লা নির্মাণ বিষয়ক প্রশ্নাবলীঃ**					[টিক ✓ চিহ্ন দিন]	
২.৫.১	আপনার উপজেলায় কেল্লা নির্মাণ বিষয়ে আপনি অবগত?					হ্যাঁ	না
	হ্যাঁ হলে, কয়টি এবং কোন সালে নির্মিত হয়েছে?	সংখ্যা		সাল			
২.৫.২	কেল্লার বর্তমান অবস্থা কী?	ভাল		খারাপ			
	খারাপ হলে তা বর্ণনা করুন?						
২.৫.৩	আপনি কী মনে করেন কেল্লা সঠিক স্থানে নির্মিত হয়েছে?					হ্যাঁ	না
	না হলে, কোথায় নির্মাণ করা উচিৎ ছিল?						
২.৫.৪	আপনি কী মনে করেন কেল্লা নির্মাণের নকশা জলবায়ু (যেমনঃ ঘূর্ণিঝড়, লবণাক্ততা ও জলোচ্ছ্বাস) সহনশীল?					হ্যাঁ	না
	না হলে, কিরূপ হওয়া উচিৎ ছিল বলে আপনি মনে করেন?						
২.৫.৫	আপনি কী মনে করেন দুর্যোগকালীন ও পরবর্তী সময়ে কেল্লাটিতে সব ধরনের গবাদি পশু রাখার ব্যবস্থা আছে?					হ্যাঁ	না
	না হলে, কিরূপ হওয়া উচিৎ ছিল বলে আপনি মনে করেন?						
২.৫.৬	দুর্যোগকালীন ও পরবর্তী সময়ে পশুর জন্য পর্যাপ্ত খাবার এবং পানি রাখার ব্যবস্থা আছে কী?					হ্যাঁ	না
২.৫.৭	ছোট, বড় ও গর্ভবতী পশু আলাদা লাখার ব্যবস্থা আছে কী?					হ্যাঁ	না
২.৫.৮	আর কী কী পদক্ষেপ গ্রহণ করলে কেল্লা আরও কার্যকর হত বলে আপনি মনে করেন?						
২.৫.৯	কেল্লার তৈরি হওয়ার ফলে পূর্বের চেয়ে সুবিধা হয়েছে?					হ্যাঁ	না
	হ্যাঁ হলে, কি কি সুবিধা হয়েছে বলুন যা প্রকল্প কার্যক্রমকে সফল বলা যায়?						
২.৬	**হস্তচালিত ডিপ টিউবওয়েল স্থাপন বিষয়ক প্রশ্নাবলীঃ**					[টিক ✓ চিহ্ন দিন]	
২.৬.১	আপনার উপজেলায় হস্তচালিত ডিপ টিউবওয়েল স্থাপন করা হয়েছে সে বিষয়ে আপনি অবগত?					হ্যাঁ	না
	হ্যাঁ হলে, কয়টি এবং কোন সালে স্থাপন করা হয়েছে?	সংখ্যা		সাল			
২.৬.২	ডিপ টিউবওয়েল বর্তমান অবস্থা কী?	ভাল		খারাপ			
	খারাপ হলে তা বর্ণনা করুন?						
২.৬.৩	আপনি কী মনে করেন হস্তচালিত ডিপ টিউবওয়েল সঠিক স্থানে স্থাপন করা হয়েছে?					হ্যাঁ	না
	না হলে, কোথায় নির্মাণ করা উচিৎ ছিল?						
২.৬.৪	হস্তচালিত ডিপ টিউবওয়েলটির পানি কী সকলে ব্যবহার করতে পারে?					হ্যাঁ	না
	না হলে, কারণ বলুন?						
২.৬.৫	হস্তচালিত ডিপ টিউবওয়েলটির পানি কী আর্সেনিক টেস্ট করা হয়েছিল?					হ্যাঁ	না
২.৬.৬	হস্তচালিত ডিপ টিউবওয়েলটির পানি ব্যবহারে কোন সমস্যা আছে কী না?					হ্যাঁ	না
	থাকলে কীভাবে সমাধান করা যায়?						
২.৬.৭	হস্তচালিত ডিপ টিউবওয়েলটির স্থাপন করার ফলে পূর্বের চেয়ে পানি প্রাপ্তির সুবিধা হয়েছে?					হ্যাঁ	না
	হ্যাঁ হলে, কি কি সুবিধা হয়েছে বলুন যা প্রকল্প কার্যক্রমকে সফল বলা যায়?						
২.৭	**বাজারে এবং সাইক্লোন শেল্টারে নবায়নযোগ্য শক্তির প্যানেল নির্মাণ বিষয়ক প্রশ্নাবলীঃ**					[টিক ✓ চিহ্ন দিন]	
২.৭.১	আপনার উপজেলায় প্রকল্প প্রস্তাবনায় বাজারে নবায়নযোগ্য শক্তির প্যানেল স্থাপন করা হয়েছে, সে বিষয়ে আপনি অবগত?					হ্যাঁ	না
	হ্যাঁ হলে, কয়টি এবং কোন সালে স্থাপন করা হয়েছে?	সংখ্যা		সাল			
২.৭.২	নবায়নযোগ্য শক্তির প্যানেল বর্তমান অবস্থা কী?	ভাল		খারাপ			
	খারাপ হলে তা বর্ণনা করুন?						
২.৭.৩	আপনি কী মনে করেন নবায়নযোগ্য শক্তির প্যানেল সঠিক স্থানে স্থাপন করা হয়েছে?					হ্যাঁ	না
	না হলে, কোথায় নির্মাণ করা উচিৎ ছিল?						
২.৭.৪	শক্তির প্যানেলগুলো ক্ষমতা অনুযায়ী বিদ্যুৎ সরবরাহ করতে সক্ষম কী?					হ্যাঁ	না
	না হলে, কারণ বলুন?						
২.৭.৫	শক্তির প্যানেল দ্বারা সরবরাহকৃত বিদ্যুৎ সাইক্লোন শেল্টারে এবং বাজারের জন্য পর্যাপ্ত কী?					হ্যাঁ	না
২.৭.৬	প্যানেলগুলো নিয়মিত পরিষ্কার বা সংস্কার করা হয় কী?					হ্যাঁ	না
	না হলে কারণ বলুন						

২.৭.৭	সৌর প্যানেলটি ব্যবহারে কী কোন সমস্যা আছে?			হ্যাঁ		না
	থাকলে তা কীভাবে সমাধান করা যায়					

২.৮	**উপজেলা/ইউনিয়ন/গ্রামীণ সড়ক উন্নয়ন বিষয়ক প্রশ্নাবলীঃ**							[টিক ✓ চিহ্ন দিন]
২.৮.১	সড়কের ধরন?	উপজেলা সড়ক		ইউনিয়ন সড়ক		গ্রামীণ সড়ক		
২.৮.১	আপনার উপজেলায় প্রকল্প প্রস্তাবনায় সড়ক উন্নয়ন করা হয়েছে, সে বিষয়ে আপনি অবগত আছেন?					হ্যাঁ		না

	হ্যাঁ হলে, কয়টি এবং কোন সালে উন্নয়ন করা হয়েছে?	সংখ্যা		সাল	
২.৮.২	উল্লেখিত সড়ক প্রস্তাবনা অনুযায়ী দৈর্ঘ্য ও প্রস্থ সঠিকভাবে মেনে তৈরি করা হয়েছে কী?	হ্যাঁ		না	
	না হলে তা বর্ণনা করুন?				
২.৮.৩	উপজেলা সড়কের বর্তমান অবস্থা কী?	ভাল		খারাপ	
	খারাপ হলে তা বর্ণনা করুন?				

২.৮.৪	উপজেলা সড়কের দুপাশে পর্যাপ্ত ফুটপথ আছে কী?	হ্যাঁ		না	
২.৮.৫	প্রযোজ্য স্থানে উপজেলা সড়কের পাশে ধারক দেয়াল (রিটেইনিং ওয়াল) আছে কী?	হ্যাঁ		না	
২.৮.৬	শক্তির প্যানেল দ্বারা সরবরাহকৃত বিদ্যুৎ সাইক্লোন শেল্টারে এবং বাজারের জন্য পর্যাপ্ত কী?	হ্যাঁ		না	
২.৮.৭	উপজেলা সড়কে কার্পেটিং এর পুরুত্ব মানদণ্ড অনুযায়ী পাওয়া গেছে কী?	হ্যাঁ		না	
২.৮.৮	উপজেলা সড়ক ব্যবহারে কোন সমস্যা আছে কী না?	হ্যাঁ		না	
	থাকলে তা কীভাবে সমাধান করা যায়				
২.৮.৯	উপজেলা সড়ক তৈরি হওয়ার ফলে পূর্বের চেয়ে সুবিধা হয়েছে?	হ্যাঁ		না	
	হ্যাঁ হলে, কি কি সুবিধা হয়েছে বলুন যা প্রকল্প কার্যক্রমকে সফল বলা যায়?				

২.৯	**উপজেলা সড়কে বড় সেতু, সেতু/কালভার্ট নির্মাণ বিষয়ক প্রশ্নাবলীঃ**							[টিক ✓ চিহ্ন দিন]
২.৯.১	আপনার উপজেলায় প্রকল্প প্রস্তাবনায় উপজেলা সড়কে বড় সেতু, সেতু/কালভার্ট নির্মাণ করা হয়েছে, সে বিষয়ে আপনি অবগত আছেন?					হ্যাঁ		না
	হ্যাঁ হলে, কয়টি এবং কোন সালে নির্মাণ করা হয়েছে?	সংখ্যা		সাল				
২.৯.২	উল্লেখিত সেতু/কালভার্ট প্রস্তাবনা অনুযায়ী দৈর্ঘ্য ও প্রস্থ সঠিকভাবে মেনে তৈরি করা হয়েছে কী?	হ্যাঁ		না				
	না হলে তা বর্ণনা করুন?							
২.৯.৩	উপজেলা সড়কে সেতু/কালভার্টসড়কের বর্তমান অবস্থা কী?	ভাল		খারাপ				
	খারাপ হলে তা বর্ণনা করুন?							
২.৯.৪	নির্মিত সেতু/কালভার্টটির দুপাশে ধারক দেয়াল (রিটেইনিং ওয়াল) আছে কী?					হ্যাঁ		না
২.৯.৫	নির্মিত সেতু/কালভার্টটির দুপাশের সড়কের এজ ম্যাচিং সঠিকভাবে পাওয়া গেছে কী?					হ্যাঁ		না
২.৯.৬	নির্মিত সেতু/কালভার্টটি দ্বারা সঠিকভাবে পানি নিষ্কাশিত/ প্রবাহিত হয় কী?					হ্যাঁ		না
	না হলে, কারণ ব্যাখ্যা করুন?							
২.৯.৭	সেতু/কালভার্টটি তৈরি হওয়ার ফলে পূর্বের চেয়ে সুবিধা হয়েছে?					হ্যাঁ		না
	হ্যাঁ হলে, কি কি সুবিধা হয়েছে বলুন যা প্রকল্প কার্যক্রমকে সফল বলা যায়?							

২.১০	**ইউনিয়ন সড়ক উন্নয়ন বিষয়ক প্রশ্নাবলীঃ**				
২.১০.১	আপনার উপজেলায় পকল্প প্রস্তাবে ইউনিয়ন উপজেলা সড়ক উন্নয়ন করা হয়েছে, সে বিষয়ে আপনি অবগত আছেন?			হ্যাঁ	না
	হ্যাঁ হলে, কয়টি এবং কোন সালে উন্নয়ন করা হয়েছে?	সংখ্যা		সাল	
২.১০.২	উল্লেখিত ইউনিয়ন সড়ক প্রস্তাবনা অনুযায়ী দৈর্ঘ্য ও প্রস্থ সঠিকভাবে মেনে তৈরি করা হয়েছে কী?	হ্যাঁ		না	
	না হলে তা বর্ণনা করুন?				
২.১০.৩	ইউনিয়ন সড়কের দুপাশে মানদণ্ড অনুযায়ী ফুটপথ পাওয়া গেছে কী?	ভাল		খারাপ	
২.১০.৪	প্রযোজ্য স্থানে ইউনিয়ন সড়কের পাশে ধারক দেয়াল (রিটেইনিং ওয়াল) আছে কী?	ভাল		খারাপ	

২.১০.৫ ইউনিয়ন সড়কে কার্পেটিং এর পুরুত্ব মানদণ্ড অনুযায়ী পাওয়া গেছে কী?	ভাল		খারাপ		
২.১০.৬ ইউনিয়ন সড়কের দুইপাশে পর্যাপ্ত বৃক্ষ পাওয়া গেছে কী?	ভাল		খারাপ		
২.১০.৭ইউনিয়ন সড়কের বর্তমান অবস্থা কী?	ভাল		খারাপ		
খারাপ হলে তা বর্ণনা করুন?					
২.১০.৮ইউনিয়ন সড়ক উন্নয়নের ফলে ফলে পূর্বের চেয়ে যান চলাচল ও পণ্য পরিবহলে সুবিধা হয়েছে কী?			হ্যাঁ		না
হ্যাঁ হলে, কি কি সুবিধা হয়েছে বলুন যা প্রকল্প কার্যক্রমকে সফল বলা যায়?					

২.১১ গ্রামীণ সড়ক (কার্পেটিং ও আরসিসি দ্বারা) উন্নয়ন বিষয়ক প্রশ্নাবলীঃ

২.১১.১ আপনার উপজেলায় পকল্প প্রস্তাবে গ্রামীণ সড়ক কার্পেটিং ও আরসিসি দ্বারা উন্নয়ন করা হয়েছে, সে বিষয়ে আপনি অবগত আছেন?			হ্যাঁ		না
হ্যাঁ হলে, কয়টি এবং কোন সালে উন্নয়ন করা হয়েছে?	সংখ্যা		সাল		
২.১১.২ উল্লেখিত গ্রামীণ সড়ক প্রস্তাবনা অনুযায়ী দৈর্ঘ্য ও প্রস্থ সঠিকভাবে মেনে উন্নয়ন করা হয়েছে কী?	হ্যাঁ		না		
না হলে তা বর্ণনা করুন?					
২.১১.৩ গ্রামীণ সড়কের দুপাশে মানদণ্ড অনুযায়ী ফুটপথ পাওয়া গেছে কী?	ভাল		খারাপ		
২.১১.৪ প্রযোজ্য স্থানে ইউনিয়ন সড়কের পাশে ধারক দেয়াল (রিটেইনিং ওয়াল) আছে কী?	ভাল		খারাপ		
২.১১.৫ গ্রামীণ সড়কে কার্পেটিং এর পুরুত্ব মানদণ্ড অনুযায়ী পাওয়া গেছে কী?	ভাল		খারাপ		
২.১১.৬ গ্রামীণ সড়কের দুইপাশে পর্যাপ্ত বৃক্ষ পাওয়া গেছে কী?	ভাল		খারাপ		
২.১১.৭ ইউনিয়ন সড়কে কার্পেটিং এর পুরুত্ব মানদণ্ড অনুযায়ী পাওয়া গেছে কী?	ভাল		খারাপ		
২.১১.৮ গ্রামীণ সড়কে (আরসিসি দ্বারা) পর্যাপ্ত রড ব্যবহার করা হয়েছে কী?	ভাল		খারাপ		
২.১১.৯ গ্রামীণ সড়কে আরসিসি ঢালাই এর পুরুত্ব মানদন্ড অনুযায়ী পাওয়া গেছে কী?	ভাল		খারাপ		
২.১১.১০ গ্রামীণ সড়কের বর্তমান অবস্থা কী?	ভাল		খারাপ		
খারাপ হলে তা বর্ণনা করুন?					
২.১১.১১গ্রামীণ সড়ক কার্পেটিং ও আরসিসি দ্বারা উন্নয়নের ফলে ফলে পূর্বের চেয়ে যান চলাচল ও পণ্য পরিবহলে সুবিধা হয়েছে কী?			হ্যাঁ		না
হ্যাঁ হলে, কি কি সুবিধা হয়েছে বলুন যা প্রকল্প কার্যক্রমকে সফল বলা যায়?					

২.১২ ইউনিয়ন সড়কে বড় সেতু, সেতু/কালভার্ট নির্মাণ বিষয়ক প্রশ্নাবলীঃ

২.১২.১ ইউনিয়নে প্রকল্প প্রস্তাবনায় বড় সেতু, সেতু/কালভার্ট নির্মাণ করা হয়েছে, সে বিষয়ে আপনি অবগত আছেন?			হ্যাঁ		না
হ্যাঁ হলে, কয়টি এবং কোন সালে নির্মাণ করা হয়েছে?	সংখ্যা		সাল		
২.১২.২ইউনিয়ন ও গ্রামের সড়কে নির্মিত বড় সেতুটি কী প্রকল্প প্রস্তাবনায় উল্লেখিত দৈর্ঘ্য ও প্রস্থ অনুযায়ী নির্মাণ করা হয়েছে?	হ্যাঁ		না		
না হলে তা বর্ণনা করুন?					
২.১২.৩উপজেলা সড়কে সেতু/কালভার্টসড়কের বর্তমান অবস্থা কী?	ভাল		খারাপ		
খারাপ হলে তা বর্ণনা করুন?					
২.১২.৪ নির্মিত বড় সেতুটির দুপাশে পর্যাপ্ত ফুটপথ পাওয়া আছে কী?			হ্যাঁ		না
২.১২.৫নির্মিত বড় সেতুটির দুপাশে পর্যাপ্ত নিরাপত্তা দেয়াল (ফেনন্সিং) আছে কী?			হ্যাঁ		না
২.১২.৬নির্মিত বড় সেতুটির দুপাশের সড়কের এজ ম্যাচিং সঠিকভাবে পাওয়া গেছে কী?			হ্যাঁ		না
২.১২.৭নির্মিত বড় সেতু দ্বারা সঠিকভাবে পানি নিষ্কাশিত/প্রবাহিত হয় কী?			হ্যাঁ		না
না হলে, কারণ ব্যাখ্যা করুন?					
২.১২.৮সেতু তৈরি হওয়ার ফলে পূর্বের চেয়ে সুবিধা হয়েছে?			হ্যাঁ		না
হ্যাঁ হলে, কি কি সুবিধা হয়েছে বলুন যা প্রকল্প কার্যক্রমকে সফল বলা যায়?					

২.১৮ পানি নিষ্কাশন কাঠামো নির্মাণ বিষয়ক প্রশ্নাবলীঃ

২.১৮.১ইউনিয়নে প্রকল্প প্রস্তাবনায় পানি নিষ্কাশন কাঠামো (স্লুইস গেট) নির্মাণ করা হয়েছে, সে বিষয়ে আপনি অবগত আছেন?			হ্যাঁ		না
হ্যাঁ হলে, কয়টি এবং কোন সালে নির্মাণ করা হয়েছে?	সংখ্যা		সাল		
২.১৮.২স্লুইস গেট কী প্রকল্প প্রস্তাবনায় উল্লেখিত দৈর্ঘ্য ও প্রস্থ অনুযায়ী নির্মাণ করা হয়েছে?	হ্যাঁ		না		
না হলে তা বর্ণনা করুন?					

২.১৮.৩ স্লুইস গেট বর্তমান অবস্থা কী? কার্যকর আছে?	ভাল		খারাপ	
খারাপ হলে তা বর্ণনা করুন?				
২.১৮.৪ স্লুইসগেট গুলো কী প্রয়োজন অনুযায়ী পরিচালনা করা হয়?	হ্যাঁ		না	
২.১৮.৫ পানি সংরক্ষণের জন্য আলাদা কোন জলাধার নির্মাণের প্রয়োজন আছে কী?	হ্যাঁ		না	
২.১৮.৬ পানি নিষ্কাশন কাঠামোতে কোন সমস্যা আছে কী না?	হ্যাঁ		না	
থাকলে তা কীভাবে সমাধান করা যায়?				
২.১৮.৭ পানি নিষ্কাশন কাঠামোতে উন্নয়নের ফলে পূর্বের চেয়ে সুবিধা হয়েছে কী?	হ্যাঁ		না	
হ্যাঁ হলে, কি কি সুবিধা হয়েছে বলুন যা প্রকল্প কার্যক্রমকে সফল বলা যায়?				

৩.০ আর্থসামাজিক অবস্থার উন্নয়নঃ				[টিক (✓) দিন]
৩.১	নেতিবাচক প্রাকৃতিক দুর্যোগ মোকাবেলা করা সম্ভব হচ্ছে?	হ্যাঁ	না	
৩.২	অবকাঠামো উন্নয়নের ফলে ঘূর্নিঝড়/সাইক্লোনের আগাম বার্তায় আমরা সঠিক সময়ে আশ্রয় কেন্দ্রে আশ্রয় নিতে পারেন?	হ্যাঁ	না	
৩.৩	মানুষ এবং গবাদি পশু রক্ষা পায় আগের মত আর ক্ষয় ক্ষতি হয় না বলে আপনি মনে করেন?	হ্যাঁ	না	
৩.৪	চলাচলে সময় কম লাগে এবং যানবাহন চলাচল বৃদ্ধি পেয়েছে?	হ্যাঁ	না	
৩.৫	জীবনযাত্রার মান পূর্বের চেয়ে উন্নত হয়েছে কী?	হ্যাঁ	না	
৩.৬	আয় পূর্বের তুলনায় বেড়েছে কী?	হ্যাঁ	না	
৩.৭	ব্যবসা-বাণিজ্যের উন্নতি হয়েছে কী?	হ্যাঁ	না	
৩.৮	আয়ের ক্ষেত্র সুযোগ সৃষ্টি হয়েছে কী?	হ্যাঁ	না	
৩.৯	অর্থনৈতিক অবস্থার উন্নতি হয়েছে কী?	হ্যাঁ	না	
৩.১০	অবকাঠামো উন্নয়ণের ফলে নতুন নতুন অফিস ও বিভিন্ন আর্থিক প্রতিষ্ঠান তাদের কার্যক্রম শরু করেছে কী?	হ্যাঁ	না	
৩.১১	রাস্থা, সেতু/কালভার্ট উন্নয়নের ফলে উপজেলা ও জেলা পর্যায়ের সাথে সংযোগ স্থাপিত হয়েছে কী?	হ্যাঁ	না	
৩.১২	কৃষি পণ্যের বাজার সৃষ্টি হয়েছে কী?	হ্যাঁ	না	
৩.১৩	পণ্য পরিবহণ ও জরুরী সেবা কার্যক্রম পূর্বের তুলনায় সহজ হয়েছে কী?	হ্যাঁ	না	
৩.১৪	বিনোদনের ক্ষেত্র প্রস্তুত হয়েছে কী?	হ্যাঁ	না	
৩.১৫	সর্বোপরি অর্থনৈতি উন্নতি ও গ্রামীণ জীবনযাত্রার মান উন্নত হয়েছে কী?	হ্যাঁ	না	

৪.০ অন্যান্য মতামত

তথ্য প্রদানকারীর স্বাক্ষর		তারিখ	
তথ্য সংগ্রহকারীর স্বাক্ষর		তারিখ	
সুপারভাইজারের স্বাক্ষর		তারিখ	

কোস্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাস্ট্রাকচার প্রকল্পটি (২য় সংশোধিত)"
সহায়তায়: স্থানীয় সরকার, পল্লী উন্নয়ন ও সমবায় মন্ত্রণালয়/স্থানীয় সরকার বিভাগ
বাস্তবায়নে: স্থানীয় সরকার প্রকৌশল অধিদপ্তর

উপকূলীয় জেলাসমূহে জলবায়ু পরিবর্তনজনিত ঝুঁকি মোকাবেলায় সহায়ক অবকাঠামো গড়ে তুলতে বাংলাদেশ সরকার কোস্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাস্ট্রাকচার প্রকল্পটি (CCRIP) গ্রহণ করেছে। পরীক্ষামূলকভাবে পরিচালিত জলবায়ু সহনীয় কর্মসূচির আওতায় কৌশলগত জলবায়ুসহনীয় কর্মসূচির প্রণয়ন প্রক্রিয়ায় অংশগ্রহণের ফলাফল হিসেবে এ প্রকল্প গ্রহণ করা হয়। জলবায়ু সহনীয় কর্মসূচিটি কৌশলগত জলবায়ু তহবিলের অন্তর্ভুক্ত যা জলবায়ু বিনিয়োগ তহবিল (Climate Investment Fund) অধীভুক্ত। কোস্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাস্ট্রাকচার প্রকল্পটি (সিসিআরআইপি) উপকূলীয় এলাকা ঝুঁকিপূর্ণ জেলাসমূহে জলবায়ু পরিবর্তন রোধে অভিযোজন ক্ষমতা বৃদ্ধি ও জীবনমান উন্নয়নে কাজ করেছে। এ প্রকল্পের আওতায় জনগণের জীবনমান ও অর্থনৈতিক উন্নয়নের জন্য গ্রামীণ সড়ক ও বাজারগুলো পুর্ণনির্মাণ করা হয়েছে। দক্ষিণ-পশ্চিমাঞ্চলের জলবায়ু ঝুঁকিপূর্ণ জেলাসমূহে সাইক্লোন সেন্টার এবং মার্কেটে প্রবেশগম্যতা বৃদ্ধির জন্য অবকাঠামো গড়ে তোলা হয়েছে। একইসঙ্গে জলবায়ু পরিবর্তন বিষয়ে জনসচেতনতা গড়ে তোলার জন্য বিভিন্ন কার্যক্রম গ্রহণ করা হয়েছিল। এই প্রকল্পটি যৌথভাবে অর্থায়ন করেছিল ADB, KfW, IFAD এবং বাংলাদেশ সরকার। প্রকল্পের বাস্তবায়নকাল ছিল জানুয়ারি ২০১৩ থেকে জুন ২০২০ পর্যন্ত। এই প্রকল্প বাস্তবায়নের ফলে প্রকল্প এলাকায় তার কি প্রভাব পড়েছে তা পর্যালোচনা করা হবে। সেইসাথে প্রকল্প বাস্তবায়নের ফলে সড়ক যোগাযোগ ব্যবস্থার কি উন্নতি হয়েছে, উন্নত বাজার পরিসেবার কি উন্নতি সাধিত হয়েছে; বর্ধিত জলবায়ু পরিবর্তন অভিযোজন ক্ষমতায়নের ফলে 'গ্রামীণ জনগোষ্ঠী এবং স্থানীয় কর্তৃপক্ষ জলবায়ু সংক্রান্ত প্রাকৃতিক দুর্যোগ মোকাবিলা করতে এবং জলবায়ুগত ধাক্কার সময় তাদের মৌলিক চাহিদাগুলি পূরণ করতে সক্ষম হয়েছে কিনা; এবং উন্নত যোগাযোগ ব্যবস্থা উন্নয়নের ফলে প্রকল্প এলাকার জনগনের অর্থনৈতিক এবং জীবনযাত্রার মানের যে পরিবর্তন হয়েছে তা যাচাই করার জন্য আপনার সাথে কিছু সময় আলাপ আলোচনা করব। আশাকরি আপনি সঠিক উত্তর দিয়ে সহযোগিতা করবেন।

আপনাকে ধন্যবাদ।

১.০ উত্তরদাতা/এলজিইডি কর্মকর্তার সাধারণ তথ্যঃ

কর্মকর্তার নাম		পদবি	
অফিসের নাম		বিভাগের নাম	
জেলার নাম		উপজেলার নাম	
মোবইল নং			

২.০	প্রকল্প বিষয়ষক তথ্য: (প্রযোজ্য ক্ষেত্রে)	[টিক দিন ✓]			
২.১	কোস্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাস্ট্রাকচার প্রকল্পটি (সিসিআরআইপি) উপকূলীয় এলাকা ঝুঁকিপূর্ণ জেলাসমূহে জলবায়ু পরিবর্তন রোধে অভিযোজন ক্ষমতা বৃদ্ধি ও জীবনমান উন্নয়নে অবদানের জন্য প্রসঙ্গিক ছিল কী?	হ্যাঁ	☐	না	☐
২.১.১	না হয়ে থাকলে কারণ বলুন				
২.২	প্রকল্পের অনুমোদিত ডিপিপি অনুযায়ী সকল অঙ্গের কাজ বাস্তবায়ন সম্ভব হয়েছে কী?	হ্যাঁ	☐	না	☐
	না হয়ে থাকলে কারণ বলুন				
৩.০	প্রকল্পের আর্থিক বরাদ্দ ও ব্যয়:				
৩.১	প্রকল্পের লক্ষ্য অর্জনের জন্য প্রকল্পের তহবিল বরাদ্দ যথেষ্ট ছিল কী?	হ্যাঁ	☐	না	☐
	উত্তর না হলে কারণ উল্লেখ করুন				
৩.২	বরাদ্দকৃত তহবিল ১০০% ব্যবহার করা হয়েছে কী?	হ্যাঁ	☐	না	☐
	উত্তর না হলে কারণ কী?				
৪.০	প্রকল্পের আওতায় ভূমি অধিগ্রহন:				
৪.১	প্রকল্পের আওতায় ভূমি অধিগ্রহন করার বিধাণ ছিল কী?	হ্যাঁ	☐	না	☐
	উত্তর হ্যাঁ হলে, কত টুকু ভূমি অধিগ্রহন করা হয়েছে?				

৪.২	ভূমি অধিগ্রহন না হওয়ায় বা প্রয়োজনীয় জমি না পাওয়ার কারণে প্রকল্পের কোন কাজ অসমাপ্ত থাকলে উল্লেখ করুন				
৫.০	প্রকল্পের আওতায় রাস্তার ঢাল রক্ষার জন্য বিন্না ঘাস ব্যবহার করে যে প্রটেকটিভ কাজ করা হয়েছে তা কতটুকু টেকসই বলে আপনি মনে করেন?				
৫.১	বিন্না ঘাস ব্যবহার করে প্রটেকটিভ কাজ করা ভবিষ্যতে অনুসরণ যোগ্য কি না?	হ্যাঁ	☐	না	☐
৫.২	উপকূলীয় অঞ্চলে রাস্তাসমূহ জলবায়ু পরিবর্তনের ঝুঁকি সহনশীল করার জন্য রাস্তার ডিজাইন উচ্চতা নির্ধারণে অয়ান-ইন-টুয়ান্টি ইয়ার রিটার্ন প্রিয়ড মাত্রার পানির উপরিতলের সাথে ০.৮ মিটার পোল্ডারের বাহিরে/০.৬ মিটার পোল্ডারের ভেতরে যোগ করা কতটুকু যুক্তিযুক্ত বলে মনে করেন মতামত দিন।				
৬.০	প্রকল্পের রক্ষণাবেক্ষণ				
৬.১	প্রকল্প বাস্তবায়ন শেষে সড়ক অবকাঠামো রক্ষাবেক্ষণের কাজ সঠিক ভাবে করা হচ্ছে কি না?	হ্যাঁ	☐	না	☐
	উত্তর না হলে কারণ কি?				
৬.২	প্রকল্প বাস্তবায়ন শেষে বাজার/গ্রোত সেন্টার অবকাঠামো রক্ষাবেক্ষণের কাজ সঠিক ভাবে করা হচ্ছে কি না?	হ্যাঁ	☐	না	☐
	উত্তর না হলে কারণ কি?				
৬.২	প্রকল্প বাস্তবায়ন শেষে সাইক্লোন সেন্টার সমূহের রক্ষাবেক্ষণের কাজ সঠিক ভাবে করা হচ্ছে কি না?	হ্যাঁ	☐	না	☐
	উত্তর না হলে কারণ কি?				
৭.০	প্রকল্পের সবল, দুর্বল, সুযোগ ও ঝুঁকি বিশ্লেষণ				
৭.১	প্রকল্প বাস্তবায়নের সবল দিকগুলো কি কি?				
৭.২	প্রকল্প বাস্তবায়নের দুর্বল দিকগুলো কি কি?				
৭.৩	প্রকল্পের কারণে কি কি সুযোগ সৃষ্টি হয়েছে বলে মনে করেন?				
৭.৪	প্রকল্পের ঝুঁকিপূর্ণ দিকগুলো কি কি?				
৮.০	প্রকল্পের নেজলাইন সমীক্ষা করা হয়েছিল কী?	হ্যাঁ	☐	না	☐
৯.০	প্রকল্পের এক্সিট প্লান প্রস্তুত করা হয়েছিল কি না?	হ্যাঁ	☐	না	☐
	উত্তর হ্যাঁ হলে প্রাতিষ্ঠানিক দিক এবং অবকাঠামো রক্ষণাবেক্ষণের দিকগুলো সম্পর্কে মতামত দিন?				
১০.০	প্রকল্প উন্নয়নের সুপারিশ				
১০.১	ভবিষ্যতে এজাতীয় প্রকল্প আরও কার্যকর করার ক্ষেত্রে আপনার পরামর্শ কি?				
১১.০	ভবিষ্যত প্রকল্পের জন্য সুপারিশ				
১১.১	ভরিষ্যতে উপকূলবর্তী এলাকায় এ জাতীয় প্রকল্পের কার্যক্রম সম্প্রসারণের প্রয়োজন আছে কি? প্রয়োজন থাকলে কোন কোন এলাকায় এবং তার কারণ কি?				
১১.২	ভরিষ্যতে উপকূলবর্তী এলাকায় এ জাতীয় প্রকল্পের কার্যক্রম সম্প্রসারণে ক্ষেত্রে পরিকল্পনা পর্যায়ে যে দিকগুলো বিবেচনায় নেয়া প্রযোজন বলে আপনি মনে করেণ তা উল্লেখ করুন?				
১১.০	প্রকল্প ফলাফল/সুবিধাদি টেকসইকরণে (Sustainability) কি কি পদক্ষেপ গস্থহণ করা উচিত ছিল বলে আপনি মনে করেন?				
১২.০	**এই প্রকল্পের কার্যক্রম বিষয়ে আপনাদের কোন মতামত থাকলে বলুন**				

তথ্য প্রদানকারীর স্বাক্ষর		তারিখ	
তথ্য সংগ্রহকারীর স্বাক্ষর		তারিখ	
সুপারভাইজারের স্বাক্ষর		তারিখ	

কোস্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাস্ট্রাকচার প্রকল্পটি (২য় সংশোধিত)"
সহায়তায়: স্থানীয় সরকার, পল্লী উন্নয়ন ও সমবায় মন্ত্রণালয়/স্থানীয় সরকার বিভাগ
বাস্তবায়নে: স্থানীয় সরকার প্রকৌশল অধিদপ্তর

উপকূলীয় জেলাসমূহে জলবায়ু পরিবর্তনজনিত ঝুঁকি মোকাবেলায় সহায়ক অবকাঠামো গড়ে তুলতে বাংলাদেশ সরকার কোস্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাস্ট্রাকচার প্রকল্পটি (CCRIP) গ্রহণ করেছে। পরীক্ষামূলকভাবে পরিচালিত জলবায়ু সহনীয় কর্মসূচির আওতায় কৌশলগত জলবায়ুসহনীয় কর্মসূচির প্রণয়ন প্রক্রিয়ায় অংশগ্রহণের ফলাফল হিসেবে এ প্রকল্প গ্রহণ করা হয়। জলবায়ু সহনীয় কর্মসূচিটি কৌশলগত জলবায়ু তহবিলের অন্তর্ভুক্ত যা জলবায়ু বিনিয়োগ তহবিল (Climate Investment Fund) অধীভুক্ত। কোস্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাস্ট্রাকচার প্রকল্পটি (সিসিআরআইপি) উপকূলীয় এলাকা ঝুঁকিপূর্ণ জেলাসমূহে জলবায়ু পরিবর্তন রোধে অভিযোজন ক্ষমতা বৃদ্ধি ও জীবনমান উন্নয়নে কাজ করেছে। এ প্রকল্পের আওতায় জনগণের জীবনমান ও অর্থনৈতিক উন্নয়নের জন্য গ্রামীণ সড়ক ও বাজারগুলো পুণর্নির্মাণ করা হয়েছে। দক্ষিণ-পশ্চিমাঞ্চলের জলবায়ু ঝুঁকিপূর্ণ জেলাসমূহে সাইক্লোন সেন্টার এবং মার্কেটে প্রবেশগম্যতা বৃদ্ধির জন্য অবকাঠামো গড়ে তোলা হয়েছে। একইসঙ্গে জলবায়ু পরিবর্তন বিষয়ে জনসচেতনতা গড়ে তোলার জন্য বিভিন্ন কার্যক্রম গ্রহণ করা হয়েছিল। এই প্রকল্পটি যৌথভাবে অর্থায়ন করেছিল ADB, KfW, IFAD এবং বাংলাদেশ সরকার। প্রকল্পের বাস্তবায়নকাল ছিল জানুয়ারি ২০১৩ থেকে জুন ২০২০ পর্যন্ত। এই প্রকল্প বাস্তবায়নের ফলে প্রকল্প এলাকায় তার কি প্রভাব পড়েছে তা পর্যালোচনা করা হবে। সেইসাথে প্রকল্প বাস্তবায়নের ফলে সড়ক যোগাযোগ ব্যবস্থার কি উন্নতি হয়েছে, উন্নত বাজার পরিসেবার কি উন্নতি সাধিত হয়েছে; বর্ধিত জলবায়ু পরিবর্তন অভিযোজন ক্ষমতায়নের ফলে 'গ্রামীণ জনগোষ্ঠী এবং স্থানীয় কর্তৃপক্ষ জলবায়ু সংক্রান্ত প্রাকৃতিক দুর্যোগ মোকাবিলা করতে এবং জলবায়ুগত ধাক্কার সময় তাদের মৌলিক চাহিদাগুলি পূরণ করতে সক্ষম হয়েছে কিনা; এবং উন্নত যোগাযোগ ব্যবস্থা উন্নয়নের ফলে প্রকল্প এলাকার জনগনের অর্থনৈতিক এবং জীবনযাত্রার মানের যে পরিবর্তন হয়েছে তা যাচাই করার জন্য আপনাদের সাথে কিছু সময় আলাপ আলোচনা করব। আশাকরি আপনারা সঠিক উত্তর ও সহযোগিতা করবেন।

আপনাকে ধন্যবাদ।

১.০ উত্তরদাতা/এলজিইডি কর্মকর্তার সাধারণ তথ্য যিনি নির্মাণ কাজ পরিদর্শনে সহায়তা করেছেনঃ

কর্মকর্তার নাম		পদবি	
অফিসের নাম		বিভাগের নাম	
জেলার নাম		উপজেলার নাম	
মোবাইল নং		তথ্য সংগ্রহের তারিখ	

২.০ নির্বাচিত প্রকল্প এলাকার সাধারণ তথ্য

জেলার নাম		উপজেলার নাম	
গ্রামের নাম		স্থাপনার নাম	

৩.০ নির্মাণ কাজের বর্তমান অবস্থা পরিদর্শন ও পর্যবেক্ষণ

কাজের নাম	স্থাপনার বর্তমান অবস্থা সম্পর্কে মতামত (স্থাপনা পরিদর্শন করে তথ্য সংগ্রহকারী স্থাপনা সম্পর্কে মতামত যেমন ভাল, মোটামুটি ভাল, খারাপ, খুবই বেহাল দশা ইত্যাদি বিষয় নিম্নে উল্লেখ করবেন)
৩.১ গ্রোথ সেন্টার উন্নয়ন (বড়)	১. ২. ৩. ৪.
৩.২ গ্রোথ সেন্টার উন্নয়ন/বড় মার্কেট উন্নয়ন	১. ২. ৩. ৪..

কাজের নাম		স্থাপনার বর্তমান অবস্থা সম্পর্কে মতামত (স্থাপনা পরিদর্শন করে তথ্য সংগ্রহকারী স্থাপনা সম্পর্কে মতামত যেমন ভাল, মোটামুটি ভাল, খারাপ, খুবই বেহাল দশা ইত্যাদি বিষয় নিম্নে উল্লেখ করবেন)
৩.৩	কমিউনিটি মার্কেট (স্পেশাল মার্কেট) উন্নয়ন	১. ২. ৩. ৪..
৩.৪	কমিউনিটি মার্কেট (বড় প্যাকেজ) উন্নয়ন	১. ২. ৩. ৪.
৩.৫	কমিউনিটি মার্কেট (ছোট প্যাকেজ) উন্নয়ন	১. ২. ৩. ৪.
৩.৬	মহিলা মার্কেট নির্মাণ	১. ২. ৩. ৪.
৩.৭	ঘাট নির্মাণ	১. ২. ৩. ৪.
৩.৮	মাল্টিপারপাজ মার্কেট কাম সাইক্লোন সেল্টার নির্মাণ	১. ২. ৩. ৪.
৩.৯	নতুন সাইক্লোন সেল্টার নির্মাণ	১. ২. ৩. ৪.
৩.১০	বিদ্যমান সাইক্লোন সেল্টার নির্মাণ	১. ২. ৩. ৪.
৩.১১	বিদ্যমান সাইক্লোন সেল্টার বর্ধিতকরণ এবং উন্নয়ন	১. ২. ৩. ৪.

কাজের নাম	স্থাপনার বর্তমান অবস্থা সম্পর্কে মতামত (স্থাপনা পরিদর্শন করে তথ্য সংগ্রহকারী স্থাপনা সম্পর্কে মতামত যেমন ভাল, মোটামুটি ভাল, খারাপ, খুবই বেহাল দশা ইত্যাদি বিষয় নিম্নে উল্লেখ করবেন)
৩.১২ সাইক্লোন সেল্টার সংযোগ সড়ক উন্নয়ন	১. ২. ৩. ৪.
৩.১৩ কেল্লা নির্মাণ	১. ২. ৩. ৪.
৩.১৪ হস্তচালিত ডিপ টিউবওয়েল স্থাপন করা	১. ২. ৩. ৪.
৩.১৫ বাজারে নবায়নযোগ্য শক্তির প্যানেল নির্মাণ	১. ২. ৩. ৪.
৩.১৬ সাইক্লোন সেল্টারে নবায়নযোগ্য শক্তির প্যানেল নির্মাণ	১. ২. ৩. ৪.
৩.১৭ উপজেলা সড়ক উন্নয়ন	১. ২. ৩. ৪.
৩.১৮ উপজেলা সড়কে সেতু/কালভার্ট নির্মাণ	১. ২. ৩. ৪.
৩.১৯ ইউনিয়ন সড়ক উন্নয়ন (climate scenario-b)	১. ২. ৩. ৪.
৩.২০ ইউনিয়ন সড়ক উন্নয়ন (climate scenario-c)	১. ২. ৩. ৪.

কাজের নাম	স্থাপনার বর্তমান অবস্থা সম্পর্কে মতামত (স্থাপনা পরিদর্শন করে তথ্য সংগ্রহকারী স্থাপনা সম্পর্কে মতামত যেমন ভাল, মোটামুটি ভাল, খারাপ, খুবই বেহাল দশা ইত্যাদি বিষয় নিম্নে উল্লেখ করবেন)
৩.২১ গ্রামীণ সড়ক উন্নয়ন (কার্পেটিং দ্বারা)	১. ২. ৩. ৪.
৩.২২ গ্রামীণ সড়ক উন্নয়ন (আরসিসি দ্বারা)	১. ২. ৩. ৪.
৩.২৩ ইউনিয়ন ও গ্রামীণ সড়কে বড় সেতু নির্মাণ	১. ২. ৩. ৪.
৩.২৪ ইউনিয়ন ও গ্রামীণ সড়কে বড় সেতু/কালভার্ট নির্মাণ	১. ২. ৩. ৪.
৩.২৫ পানি নিষ্কাশন কাঠামো নির্মাণ	১. ২. ৩. ৪.

৪.০ পরামর্শক হিসেবে কাজের অগ্রগতি ও কাজের গুনগত মান বিষয়ে মতামত

মন্তব্য

[তথ্য সংগ্রকারী সরেজমিনে স্থাপনা পরিদর্শন করবেন ও স্থাপনার বর্তমান অবস্থার ছবি তুলবেন]

সহায়তাকারীর স্বাক্ষর _____ তারিখ _____

তথ্য সংগ্রহকারীর স্বাক্ষর _____ তারিখ _____

টিম লিডারের স্বাক্ষর _____ তারিখ _____

কোস্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাস্ট্রাকচার প্রকল্প (২য় সংশোধিত)"
সহায়তায়: স্থানীয় সরকার, পল্লী উন্নয়ন ও সমবায় মন্ত্রণালয়/স্থানীয় সরকার বিভাগ
বাস্তবায়নে: স্থানীয় সরকার প্রকৌশল অধিদপ্তর

উপকূলীয় জেলাসমূহে জলবায়ু পরিবর্তনজনিত ঝুঁকি মোকাবেলায় সহায়ক অবকাঠামো গড়ে তুলতে বাংলাদেশ সরকার কোস্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাস্ট্রাকচার প্রকল্পটি (CCRIP) গ্রহণ করেছে। পরীক্ষামূলকভাবে পরিচালিত জলবায়ু সহনীয় কর্মসূচির আওতায় কৌশলগত জলবায়ুসহনীয় কর্মসূচির প্রণয়ন প্রক্রিয়ায় অংশগ্রহণের ফলাফল হিসেবে এ প্রকল্প গ্রহণ করা হয়। জলবায়ু সহনীয় কর্মসূচিটি কৌশলগত জলবায়ু তহবিলের অন্তর্ভুক্ত যা জলবায়ু বিনিয়োগ তহবিল (Climate Investment Fund) অধীভুক্ত। কোষ্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাষ্ট্রাকচার প্রকল্পটি (সিসিআরআইপি) উপকূলীয় এলাকা ঝুঁকিপূর্ণ জেলাসমূহে জলবায়ু পরিবর্তন রোধে অভিযোজন ক্ষমতা বৃদ্ধি ও জীবনমান উন্নয়নে কাজ করেছে। এ প্রকল্পের আওতায় জনগণের জীবনমান ও অর্থনৈতিক উন্নয়নের জন্য গ্রামীণ সড়ক ও বাজারগুলো পুনর্নির্মাণ করা হয়েছে। দক্ষিণ-পশ্চিমাঞ্চলের জলবায়ু ঝুঁকিপূর্ণ জেলাসমূহে সাইক্লোন সেন্টার এবং মার্কেটে প্রবেশগম্যতা বৃদ্ধির জন্য অবকাঠামো গড়ে তোলা হয়েছে। একইসঙ্গে জলবায়ু পরিবর্তন বিষয়ে জনসচেতনতা গড়ে তোলার জন্য বিভিন্ন কার্যক্রম গ্রহণ করা হয়েছিল। এই প্রকল্পটি যৌথভাবে অর্থায়ন করেছিল ADB, KfW, IFAD এবং বাংলাদেশ সরকার। প্রকল্পের বাস্তবায়নকাল ছিল জানুয়ারি ২০১৩ থেকে জুন ২০২০ পর্যন্ত। এই প্রকল্প বাস্তবায়নের ফলে প্রকল্প এলাকায় তার কি প্রভাব পড়েছে তা পর্যালোচনা করা হবে। সেইসাথে প্রকল্প বাস্তবায়নের ফলে সড়ক যোগাযোগ ব্যবস্থার কি উন্নতি হয়েছে, উন্নত বাজার পরিসেবার কি উন্নতি সাধিত হয়েছে; বর্ধিত জলবায়ু পরিবর্তন অভিযোজন ক্ষমতায়নের ফলে 'গ্রামীণ জনগোষ্ঠী এবং স্থানীয় কর্তৃপক্ষ জলবায়ু সংক্রান্ত প্রাকৃতিক দুর্যোগ মোকাবিলা করতে এবং জলবায়ুগত ধাক্কার সময় তাদের মৌলিক চাহিদাগুলি পূরণ করতে সক্ষম হয়েছে কি না; এবং উন্নত যোগাযোগ ব্যবস্থা উন্নয়নের ফলে প্রকল্প এলাকার জনগনের অর্থনৈতিক এবং জীবনযাত্রার মানের যে পরিবর্তন হয়েছে তা যাচাই করার জন্য আপনাদের সাথে কিছু সময় আলাপ আলোচনা করব। আশাকরি আপনারা সঠিক উত্তর ও সহযোগিতা করবেন।

আপনাকে ধন্যবাদ।

১.০ উত্তরদাতা/এলজিইডির কর্মকর্তা যিনি ক্রয় কার্যক্রমের সাথে যুক্ত ছিলেনঃ

কর্মকর্তার নাম		পদবি	
অফিসের নাম		বিভাগের নাম	
মোবাইল নং		তথ্য সংগ্রহের তারিখ	

কোস্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাস্ট্রাকচার প্রকল্পটির অধীনে ক্রয় সংক্রান্ত তথ্যঃ
(পিপিএ-২০০৬ ও পিপিআর-২০০৮ অনুযায়ী মালামাল/সেবা ক্রয় সংক্রান্ত তথ্যাবলী)

২.১. যন্ত্রপাতি ও যানবাহন ক্রয় সংক্রান্ত তথ্য
প্রকল্পের আওতায় কি কি যানবাহন, আসবাবপত্র, অফিস সরঞ্জাম ও যন্ত্রপাতি ক্রয় করা হয়েছে তার বিবরণ:

ডিপিপি/টিপিপি অনুযায়ী ক্রয়ের জন্য প্যাকেজের বর্ণনা পণ্য	পরিমাণ	ক্রয় পদ্ধতি এবং ধরণ	ক্রয় অনুমোদনকারী কর্তৃপক্ষ	প্রাক্কলিত ব্যয় (লক্ষ টাকা)	চুক্তি স্বাক্ষরের তারিখ	চুক্তি স্বাক্ষরিত হয়েছে	কাজ সম্পাদনের সময়সীমা	কাজ সম্পাদিত হয়েছে	জুন ২০২০ পর্যন্ত ক্রমপুঞ্জিভূত অগ্রগতি		জুন ২০২০ পর্যন্ত ক্রমপুঞ্জিভূত অগ্রগতি (%)	
									ভৌত	আর্থিক	ভৌত	আর্থিক
ক্রয়যোগ্য পণ্যের মোট মূল্য												

২.২. অবকাঠামো উন্নয়ন বিষয়ক ক্রয় সংক্রান্ত তথ্যঃ
(গ্রোথ সেন্টার/সড়ক/বাজার উন্নয়ন, ব্রিজ/কালভার্ট নির্মাণ ও জনবল নিয়োগ)

ডিপিপি/টিপিপি অনুযায়ী ক্রয়ের জন্য প্যাকেজের বর্ণনা পণ্য	পরিমাণ	ক্রয় পদ্ধতি এবং ধরণ	ক্রয় অনুমোদন কারী কর্তৃপক্ষ	প্রাক্কলিত ব্যয় (লক্ষ টাকা)	চুক্তি স্বাক্ষরের তারিখ	চুক্তি স্বাক্ষরিত হয়েছে	কাজ সম্পাদনের সময়সীমা	কাজ সম্পাদিত হয়েছে	জুন ২০২০ পর্যন্ত ক্রমপুঞ্জিভূত অগ্রগতি		জুন ২০২০ পর্যন্ত অগ্রগতি ক্রমপুঞ্জিভূত (%)	
									ভৌত	আর্থিক	ভৌত	আর্থিক
ক্রয়যোগ্য পণ্যের মোট মূল্য												

২.৩. **সেবা কার্যক্রম বিষয়ক ক্রয় সংক্রান্ত তথ্যঃ**
(সড়ক/বাজার উন্নয়ন, ব্রিজ/কালভার্ট নির্মাণ, সেবা কার্যক্রম ও জনবল নিয়োগ)

ডিপিপি/টিপিপি অনুযায়ী ক্রয়ের জন্য প্যাকেজের বর্ণনা পণ্য	পরিমাণ	ক্রয় পদ্ধতি এবং ধরণ	ক্রয় অনুমোদন কারী কর্তৃপক্ষ	প্রাক্কলিত ব্যয় (লক্ষ টাকা)	চুক্তি স্বাক্ষরের তারিখ	চুক্তি স্বাক্ষরিত হয়েছে (তারিখ)	কাজ সম্পাদনের সময়সীমা (তারিখ)	কাজ সম্পাদিত হয়েছে (তারিখ)	জুন ২০২০ পর্যন্ত ক্রমপুঞ্জিভুত অগ্রগতি		জুন ২০২০ পর্যন্ত অগ্রগতি ক্রমপুঞ্জিভুত (%)	
									ভৌত	আর্থিক	ভৌত	আর্থিক
ক্রয়যোগ্য সেবার মোট মূল্য				৫৯৫.২৮								

৩.০ উপরোক্ত যানবাহন আসবাবপত্র, অফিস সরঞ্জাম এবং যন্ত্রপাতি ক্রয় করতে গিয়ে কি যথাযথ ক্রয় বিধিমালা ও নির্দেশনা (পিপিএ - ২০০৬ ও পিপিআর - ২০০৮) অনুসরণ করা হয়েছে? ১. হ্যাঁ ২. না

নাা হলে কারণ উল্লেখ করুন

৩.১ দরপত্র কি সঠিক সময়ে ডাকা হয়েছিল কিনা? ১. হ্যাঁ ২. না

যদি না বা বিলম্ব হয়ে থাকে তাহলে তার কারন অনুগ্রহ করে বলুন

৩.২ ক্রয় কার্যক্রমের ধাপগুলো সঠিক সঠিকভাবে মানা হয়েছে কি না ? ১. হ্যাঁ ২. না

নাা হলে কারণ উল্লেখ করুন

৩.৩ সর্বনিম্ন দরদাতাকে প্রাধান্য দেওয়া হয়েছিল কি না ? ১. হ্যাঁ ২. না

নাা হলে কারণ উল্লেখ করুন

৩.৪ দরপত্র যাচাই এর জন্য কোন যাচাই কমিটি গঠন করা হয়েছিল কি না ? ১. হ্যাঁ ২. না
কমিটি গঠন সর্ম্পকে বলুন। কমিটির তালিকা উল্লেখ/সরবরাহ করুন।

৩.৫ সরবরাহকারী কোম্পানী স্পেসিফিকেশন অনুযায়ী দ্রব্যাদি সরবরাহ করেছে? ১. হ্যাঁ ২. না

নাা হলে কারণ উল্লেখ করুন

৩.৬ আপনি কি সন্তুষ্ট ছিলেন? ১. হ্যাঁ ২. না

না হলে কারণ উল্লেখ করুন

৩.৭ আপনি কোন ব্যবস্থা নিয়েছিলেন কি না? ১. হ্যাঁ ২. না

হ্যা হলে কারণ কি কি ব্যবস্থা নিয়েছিলেন

৩.৮ পন্য সামগ্রী ক্রয়ে কোন বিলম্ব হয়েছিল কি না? ১. হ্যাঁ ২. না

হ্যা হলে কি কারণে বিলম্ব হয়েছিল এবং দায়ী কে ছিল?

৩.৯ সরবরাহকৃত পণ্যের ওয়ারেন্টি, এবং Terms & Conditions বা after sales service ঠিকমত অনুসরণ করছে কি না ? ১. হ্যাঁ ২. না

নাা হলে কারণ উল্লেখ করুন এবং কি ব্যবস্থা নিয়েছিলেন?

৩.১০ পণ্য সামগ্রী ক্রয়ের অডিট হয়েছিল? ১. হ্যাঁ ২. না

না হলে কারণ উল্লেখ করুন

৩.১১ কোন অডিট আপত্তি ছিল? ১. হ্যাঁ ২. না

অডিট আপত্তি থাকলে কয়টি আপত্তি ছিল এবং তা কিভাবে নিস্পত্তি হয়েছে?

৪.০ বিল প্রদান সংক্রান্ত তথ্যঃ

৪.১ বিল যথাযথ পরিশোধ করা হয়েছে কিনা? ১. হ্যাঁ ২. ইা
যদি না হয়ে থাকে কারণ উল্লেখ করুন?

৪.২ বিল প্রদানের ক্ষেত্রে রাজনৈতিক কোন হস্তক্ষেপ ছিল কিনা? ১. হ্যাঁ ২. ইা

যদি থাকে তা কিরূপ উল্লেখ করুন?

৪.৩ বিল প্রদানের ক্ষেত্রে উর্দ্ধতন কর্মকর্তার প্রভাব/হস্তক্ষেপ ছিল কিনা? ১. হ্যাঁ ২. না

যদি থাকে তা কিরূপ উল্লেখ করুন?

৫.০ ক্রয় সংক্রান্ত কার্যক্রম কিভাবে আরোর উন্নত করা যায় সে সম্পর্কে আপনার মতামতঃ

তথ্য সংগ্রহকারী ক্রয় কার্যক্রমের নথীপত্র সংগ্রহ করবে

মূল্যবান সময়, তথ্য ও আপনার সুচিন্তিত মতামত দেয়ার জন্য আপনাকে আবারো ধন্যবাদ জানাচ্ছি।

তথ্য সংগ্রহকারীর স্বাক্ষর তারিখ

টিম লিডারের স্বাক্ষর তারিখ

কোস্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাস্ট্রাকচার প্রকল্পটি (২য় সংশোধিত)"
সহায়তায়: স্থানীয় সরকার, পল্লী উন্নয়ন ও সমবায় মন্ত্রণালয়/স্থানীয় সরকার বিভাগ
বাস্তবায়নে: স্থানীয় সরকার প্রকৌশল অধিদপ্তর

উপকূলীয় জেলাসমূহে জলবায়ু পরিবর্তনজনিত ঝুঁকি মোকাবেলায় সহায়ক অবকাঠামো গড়ে তুলতে বাংলাদেশ সরকার কোস্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাস্ট্রাকচার প্রকল্পটি (CCRIP) গ্রহণ করেছে। পরীক্ষামূলকভাবে পরিচালিত জলবায়ু সহনীয় কর্মসূচির আওতায় কৌশলগত জলবায়ুসহনীয় কর্মসূচির প্রণয়ন প্রক্রিয়ায় অংশগ্রহণের ফলাফল হিসেবে এ প্রকল্প গ্রহণ করা হয়। জলবায়ু সহনীয় কর্মসূচিটি কৌশলগত জলবায়ু তহবিলের অন্তর্ভুক্ত যা জলবায়ু বিনিয়োগ তহবিল (Climate Investment Fund) অধীভুক্ত। কোষ্টাল ক্লাইমেট রেজিলিয়েন্ট ইনফ্রাষ্ট্রাকচার প্রকল্পটি (সিসিআরআইপি) উপকূলীয় এলাকা ঝুঁকিপূর্ণ জেলাসমূহে জলবায়ু পরিবর্তন রোধে অভিযোজন ক্ষমতা বৃদ্ধি ও জীবনমান উন্নয়নে কাজ করেছে। এ প্রকল্পের আওতায় জনগণের জীবনমান ও অর্থনৈতিক উন্নয়নের জন্য গ্রামীণ সড়ক ও বাজারগুলো পুর্ণনির্মাণ করা হয়েছে। দক্ষিণ-পশ্চিমাঞ্চলের জলবায়ু ঝুঁকিপূর্ণ জেলাসমূহে সাইক্লোন সেন্টার এবং মার্কেটে প্রবেশগম্যতা বৃদ্ধির জন্য অবকাঠামো গড়ে তোলা হয়েছে। একইসঙ্গে জলবায়ু পরিবর্তন বিষয়ে জনসচেতনতা গড়ে তোলার জন্য বিভিন্ন কার্যক্রম গ্রহণ করা হয়েছিল। এই প্রকল্পটি যৌথভাবে অর্থায়ন করেছিল ADB, KfW, IFAD এবং বাংলাদেশ সরকার। প্রকল্পের বাস্তবায়নকাল ছিল জানুয়ারি ২০১৩ থেকে জুন ২০২০ পর্যন্ত। এই প্রকল্প বাস্তবায়নের ফলে প্রকল্প এলাকায় তার কি প্রভাব পড়েছে তা পর্যালোচনা করা হবে। সেইসাথে প্রকল্প বাস্তবায়নের ফলে সড়ক যোগাযোগ ব্যবস্থার কি উন্নতি হয়েছে, উন্নত বাজার পরিসেবার কি উন্নতি সাধিত হয়েছে; বর্ধিত জলবায়ু পরিবর্তন অভিযোজন ক্ষমতায়নের ফলে 'গ্রামীণ জনগোষ্ঠী এবং স্থানীয় কর্তৃপক্ষ' জলবায়ু সংক্রান্ত প্রাকৃতিক দুর্যোগ মোকাবিলা করতে এবং জলবায়ুগত ধাক্কার সময় তাদের মৌলিক চাহিদাগুলি পূরণ করতে সক্ষম হয়েছে কিনা; এবং উন্নত যোগাযোগ ব্যবস্থা উন্নয়নের ফলে প্রকল্প এলাকার জনগনের অর্থনৈতিক এবং জীবনযাত্রার মানের যে পরিবর্তন হয়েছে তা যাচাই করার জন্য আপনার সাথে কিছু সময় আলাপ আলোচনা করব। আশাকরি আপনি সঠিক উত্তর দিয়ে সহযোগিতা করবেন।

আপনাকে ধন্যবাদ।

উত্তর দাতার নাম ও ব্যক্তিগত তথ্যঃ

উত্তর দাতার নাম		জেলার নাম	
উপজেলার নাম		ইউনিয়নের নাম	
গ্রামের নাম		মোবাইল নং	

১. আপনি প্রকল্পের কি কাজের সাথে জড়িত ছিলেন সে সম্পর্কে বিস্তারিত বলুন

২. আপনার পূর্বের অবস্থা সম্পর্কে বলুন (পকল্প বাস্তবায়নের পূর্বে)

৩. আপনি প্রকল্প থেকে কি ধরণের সহযোগিতা (প্রশিক্ষণ, প্রযুক্তি ও পরামর্শ সহায়তা ইত্যাদি) পেয়েছেন যা আপনা জীবনযাত্রার মান উন্নত করেছেন সে সম্পর্কে বিস্তারিত বলুন

৪. প্রকল্প সহযোগিতায় শস্য উৎপাদন করে/গরু ছাগল পালন করে/দোকান পরিচালনা করে আপনি প্রতি বছর কতটাকা লাভ করেছেন তার বিস্তারিত বর্ণনা দিন?

৫. প্রকল্প বাস্তবায়নের পূর্বে আপনার আর্থিক/পারিবারিক/সামাজিক অবস্থা কেমন ছিল এবং বর্তমানে কেমন?

৬. আপনার আর্থিক, পারিবারিক, পুষ্টি উন্নয়ন ও ব্যবসায়ীক কি কি উন্নয়ন হয়েছে যাকে আপনি আপনার পারিবারিক, আর্থ-সামাজিক, ও জাতীয়ভাবে সফলতা মনে করছেন?

আপনার এবং আপনার বসতবাড়ীতে সবজি বাগান/পশুপালন খামার/দোকানের কিছু ছবি নিব আমাকে সাহায্য করুন
(তথ্য সংগ্রহকারী উত্তরদাতার ও তার বাগানের কিছু সুন্দর ছবি তুলবে)

সময় মূল্যবাদ তথ্য দেয়ার জন্য আপনাকে অনেক ধন্যবাদ!!

তথ্য সংগ্রহকারীর স্বাক্ষর		তারিখ	
সুপারভাইজারের স্বাক্ষর		তারিখ	

Annex-2: Package wise Procurement Plan

Package No.	Description of Procurement Package as per DPP	Unit	Quantity	Procurement Method (Type)	Contract Approving Authority (As per DOFP)	Source of Funds	Contract/Estimate Cost (Lakh Taka)	Indicative Dates			
								Not used in Goods	Invitation for tender	Signing of Contract	Completion of Contract
1	2	3	4	5	6	7	8	9	10	11	12
Goods Procurement											
CCRIP/VEHICLES/G-01	Procurement of Jeep (4WD cross county)	Nos.	4	NCB	As per DoFP (ADB/IFAD prior or post Review)	ADB & GOB	289.04	N/A	3/19/2013	6/2/2013	9/23/2019
CCRIP/VEHICLES/G-02	Procurement of Pick-up (Double Cabin)	Nos	8	NCB	As per DoFP (ADB/IFAD prior or post Review)	ADB & GOB	367.14	N/A	3/19/2013	6/2/2013	9/23/2019
CCRIP/VEHICLES/G-02 B	Procurement of Pick-up (Double Cabin)	Nos	3	NCB	As per DoFP (ADB/IFAD prior or post Review)	ADB & GOB	140.83	N/A	9/17/2014	10/21/2014	4/2/2015
CCRIP/VEHICLES/G-02 C	Procurement of Pick-up (Double Cabin)	Nos	-	NCB	As per DoFP (ADB/IFAD prior or post Review)	IFAD & GOB	48.53	N/A	9/17/2014	11/24/2014	4/2/2015
CCRIP/VEHICLES/G-03 (b)	Procurement of Motorcycle	Nos	46	RFO (Shopping)	As per DoFP (ADB/IFAD prior or post Review)	IFAD & GOB	62.56	N/A	12/17/2013	4/2/2013	4/29/2013
CCRIP/Goods/Shopping/2013/RFO/G-3	Procurement of Motorcycle	Nos	24	RFO (Shopping)	As per DoFP (ADB/IFAD prior or post Review)	ADB & GOB	42.48	N/A	9/17/2013	11/16/2013	12/30/2013
CCRIP/Equipment/G-04	Procurement of Road Roller	Nos	4	NCB	As per DoFP (ADB/IFAD prior or post Review)	IFAD & GOB	115.20	N/A	12/17/2013	6/6/2014	12/9/2014
CCRIP/Goods/Shopping/2013/RFO/G-6 (a)	Desktop Computer and Peripherals	Nos	37	RFO (Shopping)	As per DoFP (ADB/IFAD prior or post Review)	ADB & GOB	24.86	N/A	11/20/2013	12/30/2013	12/30/2013
	Laptop Computers	Nos	5	RFO (Shopping)	As per DoFP (ADB/IFAD prior or post Review)	ADB & GOB	4.67	N/A	11/20/2013	12/30/2013	12/30/2013
	Printer/Scanner/Copier (Small-scale)	Nos	18	RFO (Shopping)	As per DoFP (ADB/IFAD prior or post Review)	ADB & GOB	5.44	N/A	11/20/2013	12/30/2013	12/30/2013
CCRIP/Goods/Shopping/2013/RFO/G-6 (b)	Laptop Computers	Nos	1	RFO (Shopping)	As per DoFP (ADB/IFAD prior or post Review)	IFAD & GOB	1.60	N/A	3/15/2017	5/15/2017	8/15/2017
CCRIP/Goods/Shopping/2013/RFO/G-6 (c)	Desktop Computer and Peripherals	Nos	7	RFO (Shopping)	As per DoFP (ADB/IFAD prior or post Review)	ADB/IFAD& GOB	11.14	N/A	1/15/2019	3/15/2019	5/15/2017
CCRIP/Goods/Shopping/2013/RFO/G-6 (d)	Printer/Scanner/Copier (Small-scale)	Nos	5	RFO (Shopping)	As per DoFP (ADB/IFAD prior or post Review)	ADB/IFAD & GOB	1.50	N/A	3/15/2017	5/15/2017	8/15/2017
CCRIP/Goods/Shopping/2013/RFO/G-6 (e)	Laptop Computers	Nos.	1	RFO (Shopping)	As per DoFP (ADB/IFAD prior or	IFAD & GOB	1.60	N/A	03-15-2017	05-15-2017	03-31-2019

Package No.	Description of Procurement Package as per DPP	Unit	Quantity	Procurement Method (Type)	Contract Approving Authority (As per DOFP)	Source of Funds	Contract/Estimate Cost (Lakh Taka)	Indicative Dates			
								Not used in Goods	Invitation for tender	Signing of Contract	Completion of Contract
1	2	3	4	5	6	7	8	9	10	11	12
					post Review)						
CCRIP/Goods/2017/RFO/G-6 (e)	Printer (Heavy duty)	Nos	4	RFO (Shopping)	As per DoFP (ADB/IFAD prior or post Review)	ADB & GOB	7.05	N/A	03-15-2017	05-15-2017	08-15-2017
LGED/PD/CCRIP/125/2013/1212	Photo copier (Heavy duty)	Nos	2	RFO (Shopping)	As per DoFP (ADB/IFAD prior or post Review)	ADB & GOB	4.98	N/A	12-17-2013	06/06/2014	12/09/2014
LGED/PD/CCRIP/125/2017/1212	Photo copier (Heavy duty)	Nos	2	RFO (Shopping)	As per DoFP (ADB/IFAD prior or post Review)	ADB/IFAD & GOB	5.12	N/A	03-15-2017	05-15-2017	07-15-2017
CCRIP/Goods/Shopping/2013/RFO/G-7 (a)	LCD Projector	Nos	2	RFO (Shopping)	As per DoFP (ADB/IFAD prior or post Review)	ADB & GOB	2.29	N/A	10-29-2013	11-24-2013	12-23-2013
CCRIP/Goods/Shopping/2018/RFO/G-7 (b)	LCD Projector	Nos	2	RFO (Shopping)	As per DoFP (ADB/IFAD prior or post Review)	ADB/IFAD & GOB	2.51	N/A	01-16-2018	03-16-2018	03-16-2018
CCRIP/Goods/Shopping/2014/RFO/G-7 (a)	Photo copier (Small-scale)	Nos	4	RFO (Shopping)	As per DoFP (ADB/IFAD prior or post Review)	ADB & GOB	3.04	N/A	10/01/2014	10-16-2014	11-17-2014
CCRIP/Goods/Shopping/2017/RFO/G-6 (b)	Photo copier (Small-scale)	Nos	5	RFO (Shopping)	As per DoFP (ADB/IFAD prior or post Review)	ADB/IFAD & GOB	3.78	N/A	03-15-2017	05-15-2017	07-15-2017
CCRIP/Shopping/2013/RFO/G-9 (a)	Camera Supply	Set	3	RFO (Shopping)	As per DoFP (ADB/IFAD prior or post Review)	ADB & GOB	0.99	N/A	09-15-2013	10-24-2013	11-07-213
CCRIP/Off.Equipment/2014/RFO/G-10 (a)	Procurement of Air Cooler	Nos	2	RFO (Shopping)	As per DoFP (ADB/IFAD prior or post Review)	ADB & GOB	3.03	N/A	05-25-2014	06/06/2014	07-06-2014
CCRIP/Off.Equipment/2017/RFO/G-10 (b)	Procurement of Air Cooler	Nos	2	RFO (Shopping)	As per DoFP (ADB/IFAD prior or post Review)	ADB & GOB	4.37	N/A	03-15-2017	05-22-2017	07-15-2017
CCRIP/Off.Equipment/2017/RFO/G-10 (c)	Procurement of Air Cooler	Nos	1	RFO (Shopping)	As per DoFP (ADB/IFAD prior or post Review)	ADB & GOB	2.57	N/A	03-15-2017	06-18-2017	07-15-2017
CCRIP/Off.Equipment/2017/RFO/G-10 (d)	Procurement of Air Cooler	Nos	1	RFO (Shopping)	As per DoFP (ADB/IFAD prior or post Review)	ADB & GOB	1.37	N/A	02/03/2018	05/03/2018	05/03/2018
CCRIP/Off.Equipment/2017/RFO/G-10 (e)	Procurement of Air Cooler	Nos	1	RFO (Shopping)	As per DoFP (ADB/IFAD prior or post Review)	IFAD & GOB	1.38	N/A	02/03/2018	05/03/2018	05/03/2018
CCRIP/15/GO-04	Office Refurbishment and networking	Nos.	LS	RFO (Shopping)	As per DoFP (ADB/IFAD prior or post Review)	ADB & GOB	4.85	N/A	02-15-2015	06-15-2015	06-15-2015
CCRIP/16/GO-04	Office Refurbishment and networking	Nos	LS	RFO (Shopping)	As per DoFP (ADB/IFAD prior or post Review)	ADB/IFAD & GOB	14.23	N/A	10-25-2016	11-15-2016	12-15-2016

Package No.	Description of Procurement Package as per DPP	Unit	Quantity	Procurement Method (Type)	Contract Approving Authority (As per DOFP)	Source of Funds	Contract/Estimate Cost (Lakh Taka)	Indicative Dates			
								Not used in Goods	Invitation for tender	Signing of Contract	Completion of Contract
1	2	3	4	5	6	7	8	9	10	11	12
CCRIP/15/GO-04	Photo copier (Heavy duty)	Nos	LS	RFO (Shopping)	As per DoFP (ADB/IFAD prior or post Review)	ADB/IFAD & GOB	20.90	N/A	03/10/2017	05-21-2017	07-15-2017
CCRIP/Shopping/2013/RFO/G-11 (a)	Office furniture	LS	LS	RFO (Shopping)	As per DoFP (ADB/IFAD prior or post Review)	ADB & GOB	1.19	N/A	05/01/2017	04/05/2017	06/12/2019
LGED/PD/CCRIP/309/2014/1895	Camera Supply	Set	32	RFO (Shopping)	As per DoFP (ADB/IFAD prior or post Review)	IFAD & GOB	7.20	N/A	05-25-2014	06-15-2014	06-15-2014
CCRIP/Equipment/G-05	Other field equipment (Salinity measurement kit, Odometer, Moisture meter, Plate Compactor, Ferro Scanner and others)	Nos	LS	NCB/DPM/RFO/LTM	As per DoFP (ADB/IFAD prior or post Review)	ADB/IFAD & GOB	627.11	N/A	03-15-2017	05-15-2017	30/06/2019
CCRIP/Survey-Equipment/G-08	Procurement of Survey Equipment	Set	12.00	NCB/DPM/RFO/LTM	As per DoFP (ADB/IFAD prior or post Review)	ADB/IFAD & GOB	24.00	N/A	03-15-2017	05-15-2017	30/06/2019
CCRIP/Equipment/G-09	Procurement of Laboratory Equipment	Nos		NCB/DPM/RFO/LTM	As per DoFP (ADB/IFAD prior or post Review)	ADB/IFAD & GOB		N/A	03-15-2017	05-15-2017	30/06/2019
	Thermometer	Nos	31.00				0.31				
	Rebound Hammer	Nos	31.00				23.25				
CCRIP/ADB/MIS/2018/W-01	Software and hardware for Strengthening & Modernization of LGED's MIS, web mail & Data management System under CCRIP	LS		NCB	As per DoFP (ADB/IFAD prior or post Review)	IFAD & GOB	149.90	N/A	09-09-2018	12-30-2018	06-30-2019
				Total:			**2021.68**				
GOODS (Consumable Goods)											
CCRIP-GD-01	Purchase of Fuel & Lubricant & Gas	LS	LS	DPM	As per DOFP	GOB & IFAD	341.77				The goods consumable will be procured on demand through the project period.
CCRIP-GD-02	Purchase of Stationery, Seal, Stamp	LS	LS	DPM	As per DOFP	GOB & IFAD	186.20				
CCRIP-GD-03	Printing & Packaging	LS	LS	DPM	As per DOFP	GOB	19.99				
CCRIP-GD-04	Books & Journals	LS	LS	DPM	As per DOFP	GOB	10.01				
CCRIP-GD-05	Audio & Video/Film	LS	LS	DPM	As per DOFP	GOB	10.01				
CCRIP-GD-06	Purchase of Computer Consumable Material	LS	LS	DPM	As per DOFP	GOB	59.95				
CCRIP-GD-07	Repair of Motor Vehicles	LS	LS	DPM	As per DOFP	GOB & IFAD	297.25				
CCRIP-GD-08	Repair of Office Furniture	LS	LS	DPM	As per DOFP	GOB	10.00				

Package No.		Description of Procurement Package as per DPP	Unit	Quantity	Procurement Method (Type)	Contract Approving Authority (As per DOFP)	Source of Funds	Contract/Estimate Cost (Lakh Taka)	Indicative Dates			
									Not used in Goods	Invitation for tender	Signing of Contract	Completion of Contract
1		2	3	4	5	6	7	8	9	10	11	12
CCRIP-GD-09		Repair of Computer & Office Equipment's	LS	LS	DPM	As per DOFP	GOB	24.5				
CCRIP-GD-10		Repair of Machinery &Equipment's	LS	LS	DPM	As per DOFP	GOB	10.02				
CCRIP-GD-11		Repair of Office Bhaban	LS	LS	DPM	As per DOFP	GOB	7.07				
Total:								**976.081**				
WORKS (For Improvement of Upazila Road including Bridge/Culvert)												
W-CCRIP/UZR/2013-14/01-05	1	05 nos. Packages to be selected from the selected list and appraised by the DSC consultant	km	20.22	NOTM/LTM	As per DOFP	GOB/(ADB&GOB)	3,037.58	30-09-13	05-03-14	10-12-16	
W-CCRIP/UZR/2013-14/06-14	2	09 nos. Packages to be selected from the selected list and appraised by the DSC consultant	km	29.31	NOTM/LTM	As per DOFP	GOB/(ADB&GOB)	5,456.10	05-10-13	05-03-14	20-12-16	
W-CCRIP/UZR/2014-15/15-20	3	06 nos. Packages to be selected from the selected list and appraised by the DSC consultant	km	21.76	NOTM/LTM	As per DOFP	GOB/(ADB&GOB)	3,445.69	05-04-14	05-06-14	10-02-17	
W-CCRIP/ UZR/2015-16/21-30	4	10 nos. Packages to be selected from the selected list and appraised by the DSC consultant	km	39.69	NOTM/LTM	As per DOFP	GOB/(ADB&GOB)	5,891.42	02-06-16	15-02-16	20-03-18	
W-CCRIP/ UZR/2016-17/21-60	5	40 nos. Packages to be selected from the selected list and appraised by the DSC consultant	km	49.54	NOTM/LTM	As per DOFP	GOB/(ADB&GOB)	7,796.99	20-06-16	15-02-16	20-03-18	
		Total	**km**	**160.52**				**25,627.77**				
WORKS (For Improvement of Union Road including Bridge/Culvert)												
W-CCRIP/ UNR/2013-14/1-18	1	18 nos. Packages to be selected from the selected list and appraised by the DSC consultant	km	27.15	NOTM/LTM/DPM	As per DOFP	GOB/(IFAD&GOB)	3,710.84	15-05-13	15-11-13	31-12-14	
W-CCRIP/ UNR/2014-15/19-34	2	25 nos. Packages to be selected from the selected list and appraised by the DSC consultant	km	43.09	NOTM/LTM/DPM	As per DOFP	GOB/(IFAD&GOB)	5,003.06	15-07-14	15-11-14	31-12-15	
W-CCRIP/ UNR/2015-16/35-40	3	15 nos. Packages to be selected from the selected list and appraised by the DSC consultant	km	19.32	NOTM/LTM/DPM	As per DOFP	GOB/(IFAD&GOB)	2,244.35	15-07-15	15-11-15	31-12-16	

Package No.		Description of Procurement Package as per DPP	Unit	Quantity	Procurement Method (Type)	Contract Approving Authority (As per DOFP)	Source of Funds	Contract/Estimate Cost (Lakh Taka)	Indicative Dates			
									Not used in Goods	Invitation for tender	Signing of Contract	Completion of Contract
1		2	3	4	5	6	7	8	9	10	11	12
W-CCRIP/ UNR/2016-17/41-81	4	30 nos. Packages to be selected from the selected list and appraised by the DSC consultant	km	42.74	NOTM/LTM/DPM	As per DOFP	GOB/(IFAD&GOB)	6,660.84	15-07-16	15-11-16	31-12-17	
W-CCRIP/UNR/ 2017-18/81-106	5	26 nos. Packages to be selected from the selected list and appraised by the DSC consultant	km	53.21	NOTM/LTM/DPM	As per DOFP	GOB/(IFAD&GOB)	4,074.67	15-07-17	15-11-17	15-11-18	
		Total	**km**	**185.51**				**21,693.76**				
WORKS (For Improvement of Village Road including Bridge/Culvert)												
W-CCRIP/VR/2013-14/01-39	1	39 nos. Packages to be selected from the selected list and appraised by the DSC consultant	km	66.19	NOTM/LTM/DPM	As per DOFP	GOB/(IFAD&GOB)	5,736.76	15.-07-13	15-11-13	30-12-14	
W-CCRIP/VR/2014-15/40-79	2	39 nos. Packages to be selected from the selected list and appraised by the DSC consultant	km	80.72	NOTM/LTM/DPM	As per DOFP	GOB/(IFAD&GOB)	6,420.75	15-07-14	15-11-14	31-12-15	
W-CCRIP/VR/2015-16/80-137	3	06 nos. Packages to be selected from the selected list and appraised by the DSC consultant	km	43.39	NOTM/LTM/DPM	As per DOFP	GOB/(IFAD&GOB)	4,603.47	05-04-14	05-06-14	10-02-17	
W-CCRIP/VR/2016-17/138-164	4	10 nos. Packages to be selected from the selected list and appraised by the DSC consultant	km	40.20	NOTM/LTM/DPM	As per DOFP	GOB/(IFAD&GOB)	3,482.61	02-06-16	15-02-16	20-03-18	
W-CCRIP/VR/2017-18/165-238	5	40 nos. Packages to be selected from the selected list and appraised by the DSC consultant	km	143.04	NOTM/LTM/DPM	As per DOFP	GOB/(IFAD&GOB)	22,293.78	20-06-16	15-02-16	20-03-18	
		Total	**km**	**373.54**				**42,537.37**				
WORKS (Drainage Improvement)												
W-CCRIP/VR/2013-14/01-03	1	03 nos. Packages to be selected from the selected list and appraised by the DSC consultant		5.00	NOTM/LTM/DPM	As per DOFP	GOB/(ADB&GOB)	46.44	15-07-13	15-11-13	30-12-14	
W-CCRIP/VR/2014-15/04	2	25 nos. Packages to be selected from the selected list and appraised by the DSC consultant		1.10	NOTM/LTM/DPM	As per DOFP	GOB/(ADB&GOB)	10.22	15-07-14	15-11-14	31-12-15	
W-CCRIP/VR/2015-16/05-06	3	15 nos. Packages to be selected from the selected list		3.00	NOTM/LTM/DPM	As per DOFP	GOB/(ADB&GOB	27.86	15-07-	15-11-15	31-12-16	

Package No.		Description of Procurement Package as per DPP	Unit	Quantity	Procurement Method (Type)	Contract Approving Authority (As per DOFP)	Source of Funds	Contract/Estimate Cost (Lakh Taka)	Indicative Dates			
									Not used in Goods	Invitation for tender	Signing of Contract	Completion of Contract
1		2	3	4	5	6	7	8	9	10	11	12
		and appraised by the DSC consultant					)		15			
W-CCRIP/VR/2016-17/07	4	30 nos. Packages to be selected from the selected list and appraised by the DSC consultant		2.00	NOTM/LTM/DPM	As per DOFP	GOB/(ADB&GOB)	18.58	15-07-16	15-11-16	31-12-17	
W-CCRIP/VR/2017-18/08	5	26 nos. Packages to be selected from the selected list and appraised by the DSC consultant		12.11	NOTM/LTM/DPM	As per DOFP	GOB/(ADB&GOB)	43.87	15-07-17	15-11-17	15-11-18	
		Total						**146.97**				
WORKS (For Improvement of Growth Centre and Large Markets)												
W-CCRIP/GC/2013-14/01-15	1	15 nos. Packages to be selected from the selected list and appraised by the DSC consultant		23	NOTM/LTM/DPM	As per DOFP	GOB/(ADB&GOB)	1,958.25	15-07-13	15-11-13	30-12-14	
W-CCRIP/GC/2014-15/16-27	2	11nos. Packages to be selected from the selected list and appraised by the DSC consultant		12	NOTM/LTM/DPM	As per DOFP	GOB/(ADB&GOB)	1,246.72	15-07-14	15-11-14	31-12-15	
W-CCRIP/GC/2015-16/28-40	3	12 nos. Packages to be selected from the selected list and appraised by the DSC consultant		15	NOTM/LTM/DPM	As per DOFP	GOB/(ADB&GOB)	1,770.53	15-07-15	15-11-15	31-12-16	
W-CCRIP/GC/2016-17/41-50	4	10 nos. Packages to be selected from the selected list and appraised by the DSC consultant		12	NOTM/LTM/DPM	As per DOFP	GOB/(ADB&GOB)	1,099.31	15-07-16	15-11-16	31-12-16	
W-CCRIP/GC/2017-18/51-63	5	13 nos. Packages to be selected from the selected list and appraised by the DSC consultant		32	NOTM/LTM/DPM	As per DOFP	GOB/(ADB&GOB)	3,841.31	15-07-17	15-12-17	15-11-18	
		Total		**94**				**9,916.13**				
WORKS (For Improvement of Community Market)												
W-CCRIP/CM/2013-14/01-125	1	03 nos. Packages to be selected from the selected list and appraised by the DSC consultant		64	NOTM/LTM/DPM	As per DOFP	GOB/(IFAD&GOB)	1,786.72	15-07-13	15-11-13	30-12-14	
W-CCRIP/CM/2014-15/126-201	2	25 nos. Packages to be selected from the selected list and appraised by the DSC consultant		39	NOTM/LTM/DPM	As per DOFP	GOB/(IFAD&GOB)	1,147.40	15-07-14	15-11-14	31-12-15	
W-CCRIP/CM/2015-16/202-	3	15 nos. Packages to be		26	NOTM/LTM/DPM	As per DOFP	GOB/(IFAD&GO	821.19	15-07-	15-11-15	31-12-16	

Package No.		Description of Procurement Package as per DPP	Unit	Quantity	Procurement Method (Type)	Contract Approving Authority (As per DOFP)	Source of Funds	Contract/Estimate Cost (Lakh Taka)	Indicative Dates			
									Not used in Goods	Invitation for tender	Signing of Contract	Completion of Contract
1		2	3	4	5	6	7	8	9	10	11	12
253		selected from the selected list and appraised by the DSC consultant					B)		15			
W-CCRIP/CM/2016-17/254-395	4	30 nos. Packages to be selected from the selected list and appraised by the DSC consultant		56	NOTM/LTM/DPM	As per DOFP	GOB/(IFAD&GOB)	1,457.11	15-07-16	15-11-16	31-12-16	
		Total		**185**				**5.212.42**				
WORKS (For Improvement of Women Market)												
W-CCRIP/WM/2013-14/01	1	01 nos. Packages to be selected from the selected list and appraised by the DSC consultant	nos	1	NOTM/LTM/DPM	As per DOFP	GOB/(IFAD&GOB)	11.48	15-07-13	15-11-13	30-12-14	
W-CCRIP/WM/2014-15/02-04	2	25 nos. Packages to be selected from the selected list and appraised by the DSC consultant	nos	3	NOTM/LTM/DPM	As per DOFP	GOB/(IFAD&GOB)	37.72	15-07-14	15-11-14	31-12-15	
W-CCRIP/WM/2015-16/05-06	3	15 nos. Packages to be selected from the selected list and appraised by the DSC consultant	nos	2	NOTM/LTM/DPM	As per DOFP	GOB/(IFAD&GOB)	24.51	15-07-15	15-11-15	31-12-16	
W-CCRIP/WM/2016-17/07-08	4	30 nos. Packages to be selected from the selected list and appraised by the DSC consultant	nos	2	NOTM/LTM/DPM	As per DOFP	GOB/(IFAD&GOB)	24.13	15-07-16	15-11-16	31-12-16	
W-CCRIP/WM/2017-18/09-14	5	30 nos. Packages to be selected from the selected list and appraised by the DSC consultant	nos	3	NOTM/LTM/DPM	As per DOFP	GOB/(IFAD&GOB)	42.38	15-07-17	15-11-17	15-11-18	
		Total						**140.22**				
WORKS (For Improvement of Landing Stages)												
W-CCRIP/Ghat/2013-14/01-02	1	02 nos. Packages to be selected from the selected list and appraised by the DSC consultant	nos	7	NOTM/LTM/DPM	As per DOFP	GOB/(IFAD&GOB)	85.16	15-07-13	15-11-13	30-12-14	
W-CCRIP/Ghat/2014-15/03-05	2	03 nos. Packages to be selected from the selected list and appraised by the DSC consultant	nos	3	NOTM/LTM/DPM	As per DOFP	GOB/(IFAD&GOB)	39.88	15-07-14	15-11-14	31-12-15	
W-CCRIP/Ghat/2015-16/06-09	3	04 nos. Packages to be selected from the selected list and appraised by the DSC consultant	nos	4	NOTM/LTM/DPM	As per DOFP	GOB/(IFAD&GOB)	67.20	15-07-15	15-11-15	31-12-16	

Package No.		Description of Procurement Package as per DPP	Unit	Quantity	Procurement Method (Type)	Contract Approving Authority (As per DOFP)	Source of Funds	Contract/Estimate Cost (Lakh Taka)	Indicative Dates			
									Not used in Goods	Invitation for tender	Signing of Contract	Completion of Contract
1		2	3	4	5	6	7	8	9	10	11	12
W-CCRIP/Ghat/2016-17/10-12	4	03 nos. Packages to be selected from the selected list and appraised by the DSC consultant	nos	3	NOTM/LTM/DPM	As per DOFP	GOB/(IFAD&GOB)	76.71	15-07-16	15-11-16	31-12-16	
W-CCRIP/Ghat/2017-18/13-38	5	21 nos. Packages to be selected from the selected list and appraised by the DSC consultant	nos	20	NOTM/LTM/DPM	As per DOFP	GOB/(IFAD&GOB)	436.27	15-07-17	15-11-17	15-11-18	
		Sub-Total		**37**				**705.22**				
WORKS (For Construction of Market cum Cyclone Shelter and new Multipurpose Cyclone Shelters)												
CCRIP/Patua/KfW/2014/W-01,03,04,05,07,09,10	1	07 nos. packages selected from DPP list and appraised by DS consultant and XEN Office	nos	7.00	NCB	PD/CE/LGD/KfW	KfW and GOB	1,839.27	15-07-14	15-11-14	31-12-15	
CCRIP/Bargu/KfW/2014/W-02,03,04,05,07,08,20	2	07 nos. packages selected from DPP list and appraised by DS consultant and XEN Office	nos	7.00	NCB	PD/CE/LGD/KfW	KfW and GOB	2,124.73	15-07-17	15-11-17	15-11-18	
		Sub-Total		**14**				**3,964.00**				
WORKS (Improvement of Existing Cyclone Shelters)												
CCRIP/Patua/KfW/2014/W-02,06,08	1	02 nos. packages selected from DPP list and appraised by DS consultant and XEN Office	nos	5	NCB	PD/CE/LGD/KfW	KfW and GOB	570.44				
CCRIP/Bargu/KfW/2014/W-01,06	3	02 nos. packages selected from DPP list and appraised by DS consultant and XEN Office	nos	3	NCB	PD/CE/LGD/KfW	KfW and GOB	299.03				
		Sub-Total		**8**				**869.47**				
WORKS (For Improvement of Cyclone Shelters Connecting Track)												
CCRIP/Patua/KfW/2014/W-01-20	1	03 nos. packages selected from DPP list and appraised by DS consultant and XEN Office	km	11.32	NCB	PD/CE/LGD/KfW	KfW and GOB	864.55	15-07-14	15-11-14	31-12-15	
CCRIP/Bargu/KfW/2014/W-01	4	02 nos. packages selected from DPP list and appraised by DS consultant and XEN Office	km	14.04	NCB	PD/CE/LGD/KfW	KfW and GOB	1,025.86	15-07-17	15-11-17	15-11-18	
		Sub-Total		**25.36**				**1,890.41**				
WORKS (Livestock Cyclone Refuges i.e. Killas)												

Package No.		Description of Procurement Package as per DPP	Unit	Quantity	Procurement Method (Type)	Contract Approving Authority (As per DOFP)	Source of Funds	Contract/Estimate Cost (Lakh Taka)	Indicative Dates			
									Not used in Goods	Invitation for tender	Signing of Contract	Completion of Contract
1		2	3	4	5	6	7	8	9	10	11	12
CCRIP/Bargu/KfW/2014/W-05	1	01 nos. packages selected from DPP list and appraised by DS consultant and XEN Office	nos	1	NCB	PD/CE/LGD/KfW	KfW and GOB	47.54	15-07-14	15-11-14	31-12-15	

Note:

* Number and estimated cost of procurement packages are indicative, these would be finalized through procurement plan progressively as the sub-projects are identified and subsequently approved by component authority

** Contract approved authority will be selected in accordance with Delegation of Financial Powers (DoFP) of GOB

*** All procurement of goods will be undertaken in accordance with Asian Development Bank (ADB) and other co-financer's procurement guideline.

Procurement Methods: ICB = International Competitive Bidding
NCB = National Competitive Bidding

Annexure-III (b)

Package No.		Description of Procurement Package as per DPP	Unit	Quantity	Procurement Method (Type)	Contract Approving Authority (As per DOFP)	Source of Funds	Contract Amount (Tk. in Lakh)	Indicative Dates				Remarks
									Invitation for pre-qualification (if applicable)	Invitation for tender	Signing of Contract	Completion of Contract	
1		2	3	4	5	6	7	8	9	10	11	12	13
Renewable Energy and Lightening Protection in Cyclone Shelters													
CCRIP/Patua/KfW/2014-16/W-01-10	1	10 nos. packages selected from DPP list and appraised by DS consultant and XEN Office	nos	28.00	NCB/Shopping/RFO	PD/CE/LGD/KfW	KfW and GOB	50.36	Not required	15-07-14	15-11-14	31-12-15	
CCRIP/Bargu/KfW/2014-16/W-1,2,3,4,6,7,8	2	07 nos. packages selected from DPP list and appraised by DS consultant and XEN Office	nos	6.00	NCB/Shopping/RFO	PD/CE/LGD/KfW	KfW and GOB	9.55	Do	15-07-17	15-11-17	15-11-18	
CCRIP/Patua/KfW/2017/W-16	3	01 nos. packages selected from DPP list and appraised by DS consultant and XEN Office	nos	12.00	NCB/Shopping/RFO	PD/CE/LGD/KfW	KfW and GOB	8.70	Do	15-07-17	15-11-17	15-11-18	
CCRIP/Bargu/KfW/2017/W-10	4	10 nos. packages selected from DPP list and appraised by DS consultant and XEN Office	nos	9.00	NCB/Shopping/RFO	PD/CE/LGD/KfW	KfW and GOB	6.54	Do	15-07-17	15-11-17	15-11-18	
		Sub-Total		**55.00**				**75.15**					
WORKS (For Improvement of Hand-operated Deep Tubewells)													
CCRIP/Patua/KfW/2014/W-01-10	1	10 nos. packages selected from DPP list and appraised by DS consultant and XEN Office	nos	16.00	NCB	PD/CE/LGD/KfW	KfW and GOB	17.75	Not required	15-07-14	15-11-14	31-12-15	
CCRIP/Bargu/KfW/2014/W-02-10	5	10 nos. packages selected from DPP list and appraised by DS consultant and XEN Office	nos	12.00	NCB	PD/CE/LGD/KfW	KfW and GOB	15.01	Do	15-07-17	15-11-17	15-11-18	
		Sub-Total		**28.00**				**32.75**					
WORKS (For Maintenance of Upazila Road, Union Road, Village Road, Growth Center, Rural Market and Cyclone Shelters)													
W-CCRIP/(UZR/UNR/VR/GC/RM/CS)/2017-18/01-30	1	30 nos. packages to be selected from the road list of the DPP and associated link roads, which deserve	km, nos	66.188; 120	NOTM/LTM/DPM	As per DOFM	GOB	463.080	Not required	15-07-17	17-11-17	17-03-18	

		maintenance and appraised by the DSC consultant											
W-CCRIP/ (UZR/UNR/VR/GC/RM/CS)/2018-19/31-80	2	40 nos. packages to be selected from the road list of the DPP and associated link roads, which deserve maintenance and appraised by the DSC consultant	km, nos	80.71; 150	NOTM/LTM/DPM	As per DOFM	GOB		Do	15-07-17	17-11-17	17-03-18	
		Sub-Total	km, nos	**146.898; 270**				**1,191.180**					

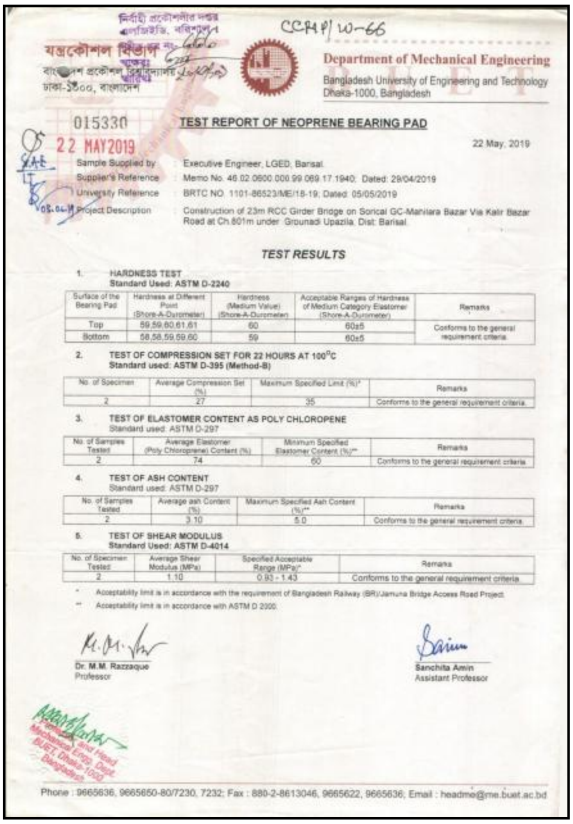
Package No.	Description of Procurement Package as per DPP	Unit	Quantity	Procurement Method (Type)	Contract Approving Authority	Source of Funds	Contract Cist/Estimated Cost (Lakh Taka)	Indicative Dates			
								Invitation for EOI/Date of Advertisement	Issue of RFP	Signing of Contract	Completion of Contract
1	2	3	4	5	6	7	8	9	10	11	12
Services											
CCRIP/S-01	**Design & Supervision Consultant (DSC)**	Person Month (PM)		QCBS (90; 10) International	As per DoFP (ADB &KfW prior or Post Review)	ADB, KfW& GOB	7,362.71	05-11-2012	31-03-2013	27-01-2014	30-06-2019
	International Consultants		68.84								
	National Consultants		1,271.74								
	Support Staff		1,440.11								
	Equipment, surveys and Operating cost	LS	LS								
CCRIP/S-02	**Management Support Consultant (MSC)**	Person Month (PM)		QCBS (90; 10) International	As per DoFP (ADB &KfW prior or Post Review)	ADB, KfW& GOB	2,740.20	05-11-2012	31-03-2013	27-01-2014	30-06-2019
	International Consultants		50.82								
	National Consultants		219.80								
	Support Staff		353.0								
	Equipment, surveys and Operating cost	LS	LS								
CCRIP/S-03	Knowledge Management Development Programme such as Web Page Design, Development of LGED Management/Geographic Information Systems, Design of Field Data Collection System, procurement of data collection equipment etc.										
CCRIP/S-03(01)	Design of Field Data Collection System through Procurement of TOMPRO Software and training	LS	LS	SSS	PD/CE/LGD/CCGP (IFAD prior or post review)	IFAD & GOB	63.28	01-07-2015	01-07-2015	01-09-2015	31-12-2018
CCRIP/S-04	Knowledge Management Support, implementation and design (baseline monitoring, research for innovative knowledge in garbage management, climate resilient slope										
CCRIP/S-04(1)	1st level Survey on Result and Impact Management System (RIMS) and Baseline Monitoring Survey on Markets, Roads and Households	LS	LS	QCBS(90; 10)/Individual/FBS/LCS/SSS	As per DoFP (IFAD prior or Post Review)	IFAD & GOB	49.99	12-12-2013	12-12-2013	20-01-2014	31-07-2014
CCRIP/S-04(A)	Research for innovative	LS	LS	SSS	As per DoFP	IFAD &	43.40	13-02-2014	13-02-	29-06-	30-06-2017

Package No.	Description of Procurement Package as per DPP	Unit	Quantity	Procurement Method (Type)	Contract Approving Authority	Source of Funds	Contract Cist/Estimated Cost (Lakh Taka)	Indicative Dates			
								Invitation for EOI/Date of Advertisement	Issue of RFP	Signing of Contract	Completion of Contract
1	2	3	4	5	6	7	8	9	10	11	12
	knowledge in garbage management with BUET				(IFAD prior or Post Review)	GOB			2014	2014	
CCRIP/S-04(B)	Climate resilient slope protection with BUET	LS	LS	SSS	As per DoFP (IFAD prior or Post Review)	IFAD & GOB	43.40	13-02-2014	13-02-2014	29-06-2014	30-06-2017
CCRIP/S-04(C)	Independent Quality Monitoring test protocol with BUET	LS	LS	SSS	As per DoFP (IFAD prior or Post Review)	IFAD & GOB	43.40	13-02-2014	13-02-2014	29-06-2014	30-06-2017
CCRIP/S-04(D)	Pilot basis Rural Radio Initiative with Agricultural Information Service (AIS)	LS	LS	SSS	As per DoFP (IFAD prior or Post Review)	IFAD & GOB	471.17	30-0-2013	08-01-2014	09-01-2015	30-06-2018
	Sub-Total						**651.36**				
CCRIP/S-05	Implementing NGO for Resettlement Plan Implementation	LS	LS	QCBS (90:10)/FBS/LCS	As per DoFP	GOB	365.68	08-05-2013	24-07-2013	22-12-2013	30-06-2018
CCRIP/S-06(01-72)	Support TA Consultant/Staff for IFAD Component*	P. Month	2691	Individual Consultants/SSS	As per DoFP (IFAD prior or Post Review)	IFAD & GOB	1,898.08	04-07-2013	04-07-2013	28-10-2013	30-06-2019
CCRIP/S-07	Independent Safeguard Monitoring	LS	LS	QCBS (90:10)/Individual /FBS/LCS/SSS	As per DoFP (ADB &KfW prior or Post Review)	ADB, KfW& GOB	12.70	10-03-2018	10-05-2018	20-08-2018	30-06-2019
CCRIP/S-08	Survey and Study (Rural Road, Growth Centre, Village Market & other Infrastructure Survey)										
CCRIP/S-08-a	Gender Action Learning System (GALS) Consultants	LS	LS	QCBS(90:10)/ Individual /FBS/LCS/SSS	As per DoFP (IFAD prior or Post Review)	IFAD & GOB	92.58	10-03-2017	10-05-2017	20-08-2017	30-06-2019
CCRIP/S-08-b	2nd level RIMS Survey and Outcome Study on Markets, Roads and Households	LS	LS	QCBS(90:10)/ Individual /FBS/LCS/SSS	As per DoFP (IFAD prior or Post Review)	IFAD & GOB	79.42	10-03-2017	10-05-2017	20-06-2018	30-04-2019
CCRIP/S-08-c	Outcome Study of Markets, Cyclone Shelters Roads funded by ADB &KfW	LS	LS	QCBS(90:10)/ Individual /FBS/LCS/SSS	As per DoFP (ADB &KfW prior or Post Review)	ADB, KfW& GOB	88.90	08-08-2018	09-10-2018	20-01-2019	30-06-2019

Note:

* Consulting service [packages are proposed for retrospective financing and advance contracting in conformity with Asian Development Bank (ADB)'s Procurement Guidelines and Guidelines on the use of Consultants. The packages and procurement methods are indicative and subject to concurrence by the co-financing development partners. Procurement (Selection) Methods: QCBS = Quality and Cost Based Selection;
  - Under FAD TA Staff component includes 33 members Upazila Infrastructure Supervision Engineer (UISE); 7 nos Individual Consultant as Monitoring, Evaluation & Knowledge Management Specialist MEK), Junior Hydrologist, Rural Market Planner, GIS Specialist, Livelihood Specialist, Project Completion Specialist, and Finance Specialist, GALS International, National 2 Junior Consultants, 12 nos Field Monitoring Officer, 1 Monitoring Assistant and 1 Accounts Assistant. Procurement (Selection) Methods: Individual Consultant
  - All estimated costs for consultancy service include taxes.

Annex-3: Sample of Test Report



Department of Mechanical Engineering
Bangladesh University of Engineering and Technology
Dhaka-1000, Bangladesh

015330

22 MAY 2019

TEST REPORT OF NEOPRENE BEARING PAD

22 May, 2019

Sample Supplied by: Executive Engineer, LGED, Barisal.
Supplier's Reference: Memo No. 46.02.0600.000.99.069.17.1940; Dated: 29/04/2019
University Reference: BRTC NO. 1101-86523/ME/18-19; Dated: 05/05/2019
Project Description: Construction of 23m RCC Girder Bridge on Sorical GC-Mahilara Bazar Via Kalir Bazar Road at Ch.801m under Gournadi Upazila. Dist: Barisal.

TEST RESULTS

1. HARDNESS TEST
Standard Used: ASTM D-2240

Surface of the Bearing Pad	Hardness at Different Point (Shore-A-Durometer)	Hardness (Medium Value) (Shore-A-Durometer)	Acceptable Ranges of Hardness of Medium Category Elastomer (Shore-A-Durometer)	Remarks
Top	59,59,60,61,61	60	60±5	Conforms to the general requirement criteria
Bottom	58,58,59,59,60	59	60±5	

2. TEST OF COMPRESSION SET FOR 22 HOURS AT 100°C
Standard used: ASTM D-395 (Method-B)

No. of Specimen	Average Compression Set (%)	Maximum Specified Limit (%)*	Remarks
2	27	35	Conforms to the general requirement criteria

3. TEST OF ELASTOMER CONTENT AS POLY CHLOROPENE
Standard used: ASTM D-297

No. of Samples Tested	Average Elastomer (Poly Chloroprene) Content (%)	Minimum Specified Elastomer Content (%)**	Remarks
2	74	60	Conforms to the general requirement criteria

4. TEST OF ASH CONTENT
Standard used: ASTM D-297

No. of Samples Tested	Average ash Content (%)	Maximum Specified Ash Content (%)**	Remarks
2	3.10	5.0	Conforms to the general requirement criteria

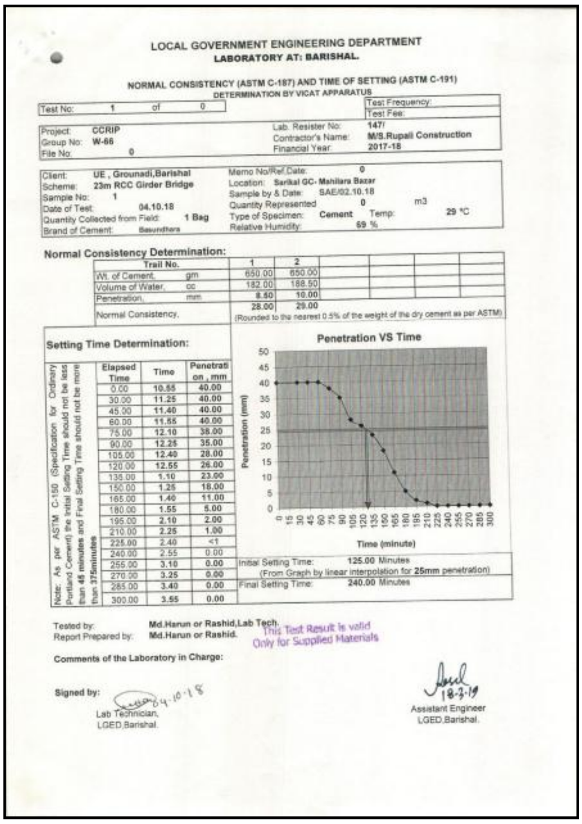
5. TEST OF SHEAR MODULUS
Standard Used: ASTM D-4014

No. of Specimen Tested	Average Shear Modulus (MPa)	Specified Acceptable Range (MPa)*	Remarks
2	1.10	0.93 - 1.43	Conforms to the general requirement criteria

* Acceptability limit is in accordance with the requirement of Bangladesh Railway (BR)/Jamuna Bridge Access Road Project.
** Acceptability limit is in accordance with ASTM D 2000.

Dr. M.M. Razzaque, Professor
Sanchita Amin, Assistant Professor

Phone : 9665636, 9665650-80/7230, 7232; Fax : 880-2-8613046, 9665622, 9665636; Email : headme@me.buet.ac.bd



LOCAL GOVERNMENT ENGINEERING DEPARTMENT
LABORATORY AT: BARISHAL.

NORMAL CONSISTENCY (ASTM C-187) AND TIME OF SETTING (ASTM C-191) DETERMINATION BY VICAT APPARATUS

Test No: 1 of 0
Project: CCRIP; Group No: W-66; File No: 0
Lab. Resister No: 147/; Contractor's Name: M/S.Rupali Construction; Financial Year: 2017-18
Client: UE, Grounadi,Barishal; Scheme: 23m RCC Girder Bridge; Sample No: 1; Date of Test: 04.10.18; Quantity Collected from Field: 1 Bag; Brand of Cement: Basundhara
Location: Sarikal GC- Mahilara Bazar; Sample by & Date: SAE/02.10.18; Quantity Represented: 0 m3; Type of Specimen: Cement; Temp: 29 °C; Relative Humidity: 69 %

Normal Consistency Determination:

Trail No.		1	2
Wt. of Cement,	gm	650.00	650.00
Volume of Water,	cc	182.00	188.50
Penetration,	mm	8.50	10.00
Normal Consistency,		28.00	29.00

(Rounded to the nearest 0.5% of the weight of the dry cement as per ASTM)

Setting Time Determination:

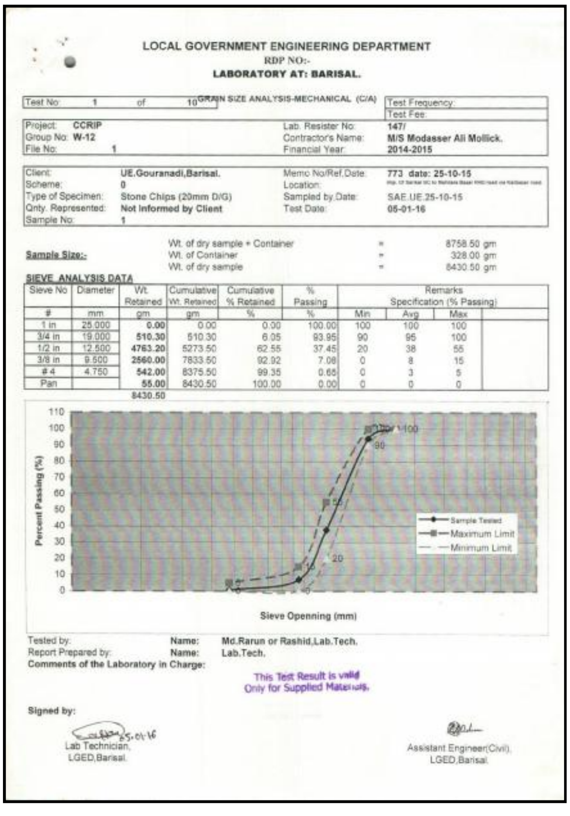
Elapsed Time	Time	Penetration, mm
0.00	10.55	40.00
30.00	11.25	40.00
45.00	11.40	40.00
60.00	11.55	40.00
75.00	12.10	38.00
90.00	12.25	35.00
105.00	12.40	28.00
120.00	12.55	26.00
135.00	1.10	23.00
150.00	1.25	18.00
165.00	1.40	11.00
180.00	1.55	5.00
195.00	2.10	2.00
210.00	2.25	1.00
225.00	2.40	<1
240.00	2.55	0.00
255.00	3.10	0.00
270.00	3.25	0.00
285.00	3.40	0.00
300.00	3.55	0.00

Note: As per ASTM C-150 (Specification for Ordinary Portland Cement) the Initial Setting Time should not be less than 45 minutes and Final Setting Time should not be more than 375minutes.

Penetration VS Time

Initial Setting Time: 125.00 Minutes (From Graph by linear interpolation for 25mm penetration)
Final Setting Time: 240.00 Minutes

Tested by: Md.Harun or Rashid,Lab Tech.
Report Prepared by: Md.Harun or Rashid.
This Test Result is valid Only for Supplied Materials
Comments of the Laboratory in Charge:
Signed by: Lab Technician, LGED,Barishal. — Assistant Engineer, LGED,Barishal.



LOCAL GOVERNMENT ENGINEERING DEPARTMENT
RDP NO:-
LABORATORY AT: BARISAL.

GRAIN SIZE ANALYSIS-MECHANICAL (C/A)

Test No: 1 of 10
Project: CCRIP; Group No: W-12; File No: 1
Lab. Resister No: 147/; Contractor's Name: M/S Modasser Ali Mollick.; Financial Year: 2014-2015
Client: UE.Gouranadi,Barisal.; Scheme: 0; Type of Specimen: Stone Chips (20mm D/G); Qnty. Represented: Not Informed by Client; Sample No: 1
Memo No/Ref.Date: 773 date: 25-10-15; Sampled by Date: SAE.UE.25-10-15; Test Date: 05-01-16

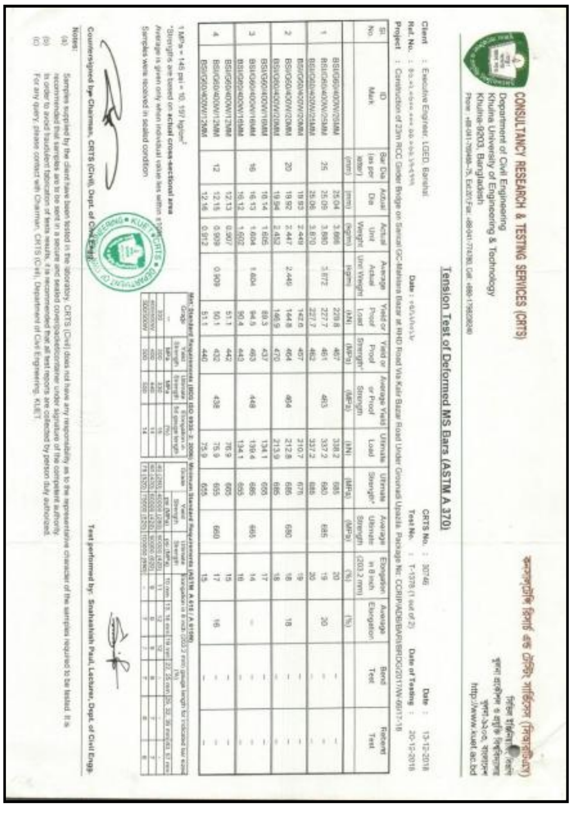
Sample Size:-
Wt. of dry sample + Container = 8758.50 gm
Wt. of Container = 328.00 gm
Wt. of dry sample = 8430.50 gm

SIEVE ANALYSIS DATA

Sieve No	Diameter	Wt. Retained	Cumulative Wt. Retained	Cumulative % Retained	% Passing	Min	Avg	Max
#	mm	gm	gm	%	%			
1 in	25.000	0.00	0.00	0.00	100.00	100	100	100
3/4 in	19.000	510.30	510.30	6.05	93.95	90	95	100
1/2 in	12.500	4763.20	5273.50	62.55	37.45	20	38	55
3/8 in	9.500	2560.00	7833.50	92.92	7.08	0	8	15
# 4	4.750	542.00	8375.50	99.35	0.65	0	3	5
Pan		55.00	8430.50	100.00	0.00	0	0	0
		8430.50						

Remarks: Specification (% Passing)

Tested by: Name: Md.Rarun or Rashid,Lab.Tech.
Report Prepared by: Name: Lab.Tech.
Comments of the Laboratory in Charge:
This Test Result is valid Only for Supplied Materials.
Signed by: Lab Technician, LGED,Barisal. — Assistant Engineer(Civil), LGED,Barisal.



CONSULTANCY RESEARCH & TESTING SERVICES (CRTS)
Department of Civil Engineering
Khulna University of Engineering & Technology

Tension Test of Deformed MS Bars (ASTM A 370)

Client: Executive Engineer, LGED, Barishal
Project: Construction of 23m RCC Girder Bridge on Sarikal GC-Mahilara Bazar at RHD Road Via Kalir Bazar Road Under Gournadi Upazila

Test performed by: Shahriar Paul, Lecturer, Dept. of Civil Engg.

Source of Information (References)

1. RDPP
2. PCR, September 2020
3. Baseline Survey Report, September 2016
4. CCRIP Endline Report, June 2019
5. EFAD Endline Survey Report, 2019
6. EFAD Completion Report, February 2020
7. Terms of Reference (ToR)