

# Coastal Climate Resilient Infrastructure Project (CCRIP)



## Quick Facts



### Main objective:

Enhance climate resilience of coastal roads and markets; improve livelihoods for poor households



### Place:

Southwest Bangladesh, Asia and Pacific Region



### Lead organisation:

IFAD, Gov. of Bangladesh, Local Gov., financed by Asian and German Development Banks [ADB and KfW]



### Timeframe:

2013-2019



## Background

Poverty in Southwest Bangladesh is higher than in the rest of the country. At the onset of the project, 26.7% of people in the Barisal division were considered extremely poor and 14.7% of the population was undernourished. Furthermore, the region is extremely vulnerable to the effects of climate change and natural disasters due to its geographic location, low deltaic floodplain and erratic monsoon rainfall. Bangladesh ranks seventh in the world on the Long-Term Climate Risk Index and by 2050, more than 35 million people in coastal districts could be displaced.

## Challenges and Objectives

Predominance of small-scale agriculture, poor connectivity and market infrastructure, limited foreign investment and the impacts of natural disasters are key drivers of poverty in the region. High vulnerability to climate change and natural disasters further aggravates poverty and undernourishment, which are felt more harshly by the marginalized female community. Given this precarious situation, the Coastal Climate Resilient Infrastructure Project (CCRIP) sought to shore up the resilience of the food system by simultaneously investing in flood-resilient roads and infrastructure, community markets, and climate preparedness capacity. A core focus to achieve these aims was women empowerment and inclusion through community

infrastructure development.

## Food Systems Trade-offs & Synergies

While the focus of the project is on improved access to markets, it embraces a broader food system approach. The interventions generated benefits by improving the agricultural production through better access to agricultural inputs, the reliability and efficiency of food distribution, including high value crops, food security through access to markets and increased incomes, and inclusion through improved connectivity and higher income-providing opportunities. The new transport infrastructure also benefitted other sectors beside agriculture, thereby generating synergies. Negative trade-offs include possible environmental impacts of expanded infrastructure. Mixed impact on women empowerment suggests that some barriers continue preventing the participation of women in the economy.

## Strategy & Actions

Firstly, CCRIP aimed to improve the community markets by installing raised areas and drainage systems to prevent flooding, providing facilities such as storage and processing facilities and river docks and building a section specific for women within markets. Flood-resilient roads were stabilized and raised with vetiver grass as part of the climate sensitive measures. These investments in the infrastructure were complemented by training on forming and running market management committees. Furthermore, infrastructure management groups were formed to manage the new infrastructure.

In addition, a key instrument of the project was to hire Labour Contracting Societies (LCS) to complete the construction work, including the flood resilient roads. LCSs gather local community members of similar socio-economic status and skills level, usually destitute woman, or landless labourers, who are dependent on manual labour as their main source of income. The partnership with LCSs contributed to increased income of these marginalized groups and promoted social inclusion through enhanced income opportunities for woman.



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## Tools

CCRIP deployed the Gender Action Learning System (GALS), a tool typically used for generating gender transformative changes. For instance, the tool allows to identify how workload distribution at the household level should be adjusted so that men and women beneficiaries of the project gain more control over their livelihoods. Besides, specific champions from the rural communities were selected to share their learning and to train others. These champions were usually not in leadership positions, and thus benefitted from being empowered.

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## Results and Impacts

### Increased economic activity

Over 5.7 million people benefitted from the infrastructure supported by CCRIP, which is significantly more than the targeted 3.5 million. Cumulatively, 750 km of roads and 5,315 m of bridges and culverts were constructed. The end-line survey indicated that road connectivity has improved significantly, resulting in 125% increase of traffic frequency, 55% decrease of travel time, 60% decrease of travel cost, and 45% decrease of vehicle operating cost. A total 184 community markets and 178 market facilities for processing or storage were constructed or rehabilitated. This has translated into increased business at the market level, with the end line survey indicating a 75% increase of market turnover, 60% increase of buyers and sellers, and a 55% increase of traders. The lease value of markets increased by 40%. This suggests that CCRIP provided previously unavailable outlets for farmers to sell their produce. The approach of the project led to an average 29% growth in income of temporary and permanent traders.

### Improved food security

Investing in infrastructure had profound impacts on the local food system. As a culmination of increased income and better access to agricultural and market resources, 68% of beneficiaries reported improved food security.

### Women empowerment

Investing Eleven Women Market Sections (WMS) were opened to help women beneficiaries into the trading. Six shops have been reserved for women traders in the WMS of each market. In terms of income generation and diversification, the intervention provided 69,300 workdays among 5,723 people contracted to LCS, of which 79% were women. Furthermore, 8,227 people, of which 67% female, were trained in business management to help them diversify their activities and generate income.

## Higher climate change preparedness

Project sites were raised by 0.8m from the highest flood levels in order to ensure the resilience of this new infrastructure. 536,680 people were provided with climate information services through the rural radio initiative.

## Policy related impacts

CCRIP led to an increased use of locally organized labour through LCSs in local governmental projects and market management committees taking the leadership in promoting diverse use of market sites, such as inviting the private sector to invest in establishing ice plants or milk collection points.



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## Lessons learned

- Exploit synergies between sustainable agricultural practices, access to climate information and resilience infrastructure
- Targeting areas that are geographically vulnerable to climate change or natural disasters and where poverty is high gives the resources a significant impact on poverty alleviation.
- Targeting areas where gender mainstreaming and social inclusion is required means investment can have a greater impact throughout the community.
- Mainstream women into this type of intervention from the beginning ensures that women end up with the start-up capital required to launch businesses.
- Certify successful labour contracting societies to promote their participation in future endeavours.
- Additional livelihood projects could improve the local economy, food security and climate resilience further.
- Direct investments in agribusiness to leverage impacts on income and agricultural productivity from road and market connectivity.
- Poverty-sensitive M&E needed to provide more robust data