

IFC Project Number: 48407

Company:

Samuda Food Products Limited

Inside Mirsarai Economic Zone (MEZ)-II

In Bangladesh



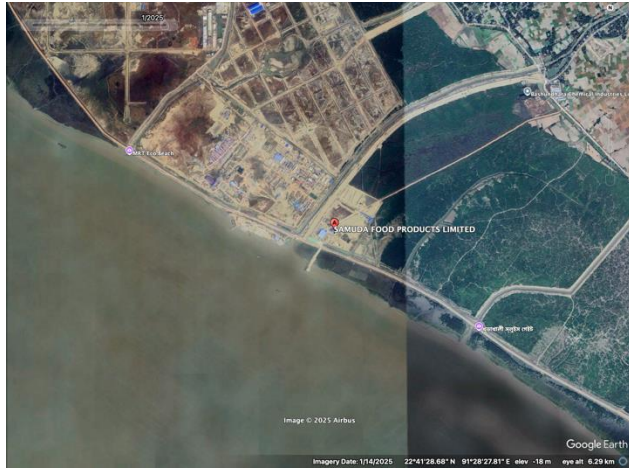
Approval for Samuda: Up to 40 Million USD on December 20, 2024

MEZ- II is also part of the World Bank (WB) Private Sector Development Support Project (PSDSP)

ESIA was conducted by MEZ and no ESIA by Samuda



2025



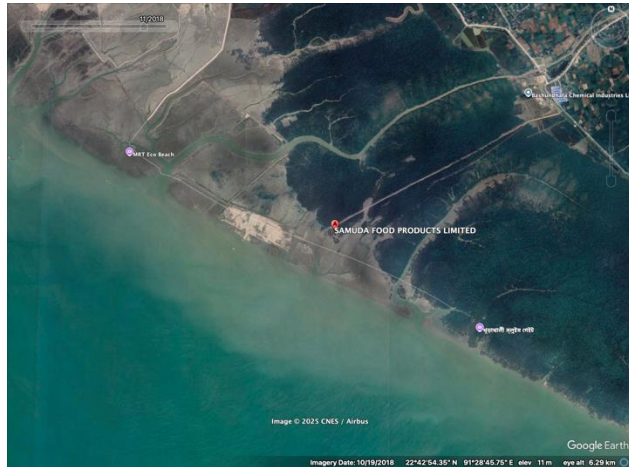
2022



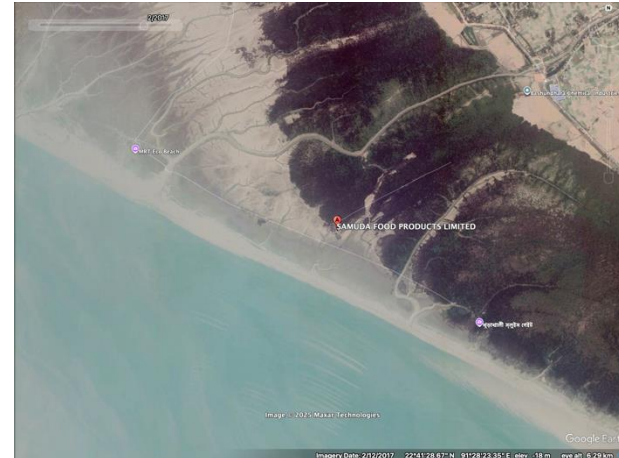
Ecological Impacts 1st from EPZ and then from Samuda

The project site is in and around the Shaherkhali Char Mangrove Forest of Mogadiya Beat, managed by the Forest Department.

2018



2017



The ecosystems of the area like River Feni, Isakhali canal & Bamon Sundar canal, Mangroves Plantation Forest and Agriculture land and Aquaculture ponds are under degradation.



Ecological Impacts from Samuda

Orange lines (construction of dedicated roadways by TK group destroying the mangroves).

The **road destroying the mangrove** forests was built by T. K. Group of Industries (mother company of Samuda) which is locally called as T. K. Road.

Approximately 470m long and 25m wide jetty is being constructed at around 600m from the super dyke surrounding MEZ-II and **the ESIA did not discuss about the jetty.**



The construction of the Jetty should have impact in terms of hydrology and **pursue the sedimentation** process that may hamper the **aquatic flora and fauna** where the fish population also will further decline.



Ecological Impacts from Economic Zone Authority

- EZ area is in Char land and Mangrove. The dike and sluice gates separated the villages and agricultural lands from the sea.
- Ecological degradation and loss of wildlife habitat (foxes, deer, turtles, migratory birds).
- Construction of sluice gate on Isakhali channel impacted aquatic biodiversity and fish population.
- Climate Vulnerability



All those are further aggravated by Samuda

Impact on people and livelihoods by Samuda

There are at least 5 nearby coastal villages: **Maghadia, Domkhali, Saherkhali, Ichakhali, Bamansundar, Char Chatter.**



- Inadequate consultation by EZ and no consultation by Samuda
- People have no idea about possible discharges from Samuda
- Vessels carrying sands and construction materials to the jetty cut fishing nets
- Before the EPZ was established, the embankment was further inland. But now, as the embankment is closer to the sea and a sluice gate has been built at its entrance, fishermen and local people who depend on the sea can no longer travel through the canal. As a result, they have to take a much longer alternative road route, which has increased their living cost on top of declined fish catch.

<https://www.youtube.com/watch?v=HUObMR49ilk>

Local fishing community members, and stakeholders have expressed concerns that they were not consulted about the project

Nepal Das, a leader fisherman community said,

“The damage is caused in this way—we use 'cork sheet' to set up nets. When these ships come, especially sand-carrying ships or other vessels, they cut through our nets. The nets get destroyed. Those who are aware or have money, sell their nets and move on to different profession. But we, who are helpless, are neither getting anything from this side nor from that side. We are just surviving somehow.”

According to **Basudev**, a local fisherman interviewed during our visit:

"If this factory operates, if a jetty is built, and if industrial waste is dumped into the sea, the water will become polluted. Toxic waste will kill marine life, and fish will disappear. We have already experienced significant reduction of fish population.

Forest Officials' Opinion

The Forest Officials expressing concerns about the project's environmental impact which has relation with the Sitakundu Coastal Forest Department (SCFD). Specifically, Mr. Mohammad Hasan, Beat Officer from SCFD, highlighted potential adverse effects on the mangrove forests in the Sitakundu and Mirsarai coastal areas.

Thank you