

SBF Project Implementation Monitoring Report

Bangladesh: Sylhet to Tamabil Road Upgradation Project

1. Project Information

Project ID:	000153	Investment Number:	L0153A
Member:	Bangladesh	Region:	Southern asia
Sector:	Transport	Sub-sector:	Roads (non-urban)
AIB Financing Type:	Loan: 404 USD million	Co-financier(s):	Stand-alone
E&S category:	A	Borrower:	People's Republic of Bangladesh
Red Flags Assigned:	0	Monitoring Regime:	Regular Monitoring
Implementing Agency:	Roads and Highways Department		
Project Team Leader:	Andres Pizarro		
Project Team Members:	Sheik Naveed Ahmed, Social Development Specialist Shonell Robinson, Financial Management Specialist Bernadette Ndeda, Procurement Specialist Zhixi Zhu, Environmental Specialist Aditi Kosla, Counsel		
Completed Site Visits by AIB:	NONE		
Planned Site Visits by AIB:	NONE		

2. Project Summary and Objectives

The project's objective is to improve intercity connectivity in Bangladesh and cross-border connectivity between Bangladesh and India, by upgrading Bangladesh National Highway N2 between Sylhet and Tamabil.

The project will upgrade National Highway N2 between the city of Sylhet to the Tamabil border point from a two-lane single carriageway to a two-lane dual carriageway highway. The project will finance; COMPONENT 1) Road construction and operation and maintenance works: 1.1) Civil works for road widening and new lanes for slow-moving vehicles; 1.2) Traffic surveillance and traffic management equipment; 1.3) Operation and maintenance; 1.4) Building workshops of bitumen emulsion processing; COMPONENT 2) Consulting services; 2.1) Construction supervision consulting services; 2.2) Feasibility studies, environmental and social safeguards and preliminary designs for selected priority roads of the RHD network; COMPONENT 3) Project management and capacity building; 3.1) Provision to the PIU of project management support; 3.2) Provision of training, capacity building and institutional development for operating and maintaining the RHD road network.

3. Key Dates

Approval:	Apr. 3, 2020	Signing:	Oct. 26, 2020
Effective:	May. 26, 2021	Restructured (if any):	
Orig. Closing:	Nov. 15, 2025	Rev. Closing (if any):	

4. Disbursement Summary (million)

Currency:	USD		
a) Committed:	404	b) Cancellation (if any):	
c) Disbursed:	0	d) Most recent disbursement: (amount / date)	0,
e) Undisbursed:	404	f) Disbursement Ratio(%) ¹ :	0

¹ Disbursement Ratio is defined as the volume (i.e. the dollar amount) of total disbursed amount as a percentage of the net committed volume, i.e., $f = c / (a - b)$

5. Project Implementation Update

The project became effective at the end of May. The delay pertains to the GOB processing schedule whereby the implementing PIU is only formed and staffed after

the project is approved internally. The Project Director was appointed in January. Then the Project Implementation Manual was belated and, as it was an effectiveness condition, effectiveness was delayed.

The PIU is still not fully staffed; neither de financial management specialists are in place, nor the outsources environmental and social development specialists. This should be resolved in the next few weeks.

In parallel, the PDS and Procurement Plan is being reviewed by our team and should be approved shortly. A tentative timeline has been prepared for the project which indicates that, as land acquisition and resettlement has not yet started, the works are unlikely to begin before Q4-2022.

No contract awards have been made to date.

Components	Physical Progress	Environmental & Social Compliance	Procurement
Component 1: Construction works, equipment installation and O&M works	No progress	GRM in place	Bidding documents have not been prepared
Component 2: Consulting services (i) Construction supervision for the works; and (ii) Feasibility studies, environmental and social safeguard studies, and preliminary designs for selected priority road network links	N/A	N/A	Bidding documents not finalized
Component 3: Project management support and capacity building	N/A	N/A	Bidding documents not finalized

Financial Management:

No disbursement will be made before November. The financial team of the PIU is not yet in place.

6. Status of the Grievance Redress Mechanism (GRM)

There is a GRM at the Roads and Highways Department (RHD) that will handle this and the other AIIB financed RHD projects.

7. Results Monitoring

The M&E will be carried out by the Monitoring and Evaluation Circle of the Bangladesh Road Research Laboratory (BRRL) and the Implementation Monitoring and Evaluation Division (IMED) of the Planning Commission. The PIU team will provide the indicators for the Results Monitoring Framework.

Baseline Year: Jan. 1, 2021 End Target Year: Nov. 15, 2025

Project Objective Indicators #1

1. Reduced Journey Time on Sylhet - Tamabil Road a) Average journey time for (HGV) trucks (hours)

Year	Target	Actual	Others, if any
Dec. 31, 2020	3 hours	3 hours	
Dec. 31, 2025	2.5 hours	N/A	

Project Objective Indicators #2

1. Reduced Journey Time on Sylhet - Tamabil Road b) Average journey time for passenger cars (hours)

Year	Target	Actual	Others, if any
Dec. 31, 2020	2 hours	2 hours	
Dec. 31, 2025	1 hour	N/A	

Project Objective Indicators #3

1. Reduced Journey Time on Sylhet - Tamabil Road c) Average journey time for buses (hours)

Year	Target	Actual	Others, if any
Dec. 31, 2020	2.5 hours	2.5 hours	
Dec. 31, 2025	1 hour	N/A	

Project Objective Indicators #4

2. Road Safety a) Safety rating: Number of hazardous locations (number of points)

Year	Target	Actual	Others, if any
Dec. 31, 2020	3	3	
Dec. 31, 2025	0	N/A	

Intermediate Result Indicators #1

1. Road surface quality

Year	Target	Actual	Others, if any
Dec. 31, 2021	FAIR	N/A	
Dec. 31, 2022	BAD	N/A	
Dec. 31, 2023	BAD	N/A	
Dec. 31, 2024	GOOD	N/A	
Dec. 31, 2025	GOOD	N/A	

Intermediate Result Indicators #2

2. Domestic Employment created directly from civil works (number of jobs)

Year	Target	Actual	Others, if any
Dec. 31, 2021	1,620	N/A	
Dec. 31, 2022	3,210	N/A	
Dec. 31, 2023	4,360	N/A	
Dec. 31, 2024	1,620	N/A	
Dec. 31, 2025	70	N/A	

Intermediate Result Indicators #3

3. Accounted works completion rate (accumulated rates) (Percent)

Year	Target	Actual	Others, if any
Dec. 31, 2021	15	N/A	
Dec. 31, 2022	45	N/A	
Dec. 31, 2023	85	N/A	
Dec. 31, 2024	90	N/A	
Dec. 31, 2025	100	N/A	

Intermediate Result Indicators #4

3. Accounted works completion rate (accumulated rates) (Percent) a) Earthwork completion rate (Percent)

Year	Target	Actual	Others, if any
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Dec. 31, 2021	40	N/A	
Dec. 31, 2022	90	N/A	
Dec. 31, 2023	98	N/A	
Dec. 31, 2024	100	N/A	
Dec. 31, 2025	100	N/A	

Intermediate Result Indicators #5

3. Accounted works completion rate (accumulated rates) (Percent) b) Pavement completion rate (Percent)

Year	Target	Actual	Others, if any
Dec. 31, 2021	5	N/A	
Dec. 31, 2022	20	N/A	
Dec. 31, 2023	80	N/A	
Dec. 31, 2024	100	N/A	
Dec. 31, 2025	100	N/A	

Intermediate Result Indicators #6

4. Technical standards for maintenance inspection

Year	Target	Actual	Others, if any
Dec. 31, 2021	N	N/A	
Dec. 31, 2022	Y	N/A	
Dec. 31, 2023	Y	N/A	
Dec. 31, 2024	Y	N/A	
Dec. 31, 2025	Y	N/A	

Intermediate Result Indicators #7

5. GRM operational with registry of complaints and record of response times

Year	Target	Actual	Others, if any
Dec. 31, 2021	Y	N/A	
Dec. 31, 2022	Y	N/A	
Dec. 31, 2023	Y	N/A	
Dec. 31, 2024	Y	N/A	
Dec. 31, 2025	Y	N/A	

Intermediate Result Indicators #8

6. Number of public consultations organized (accumulated)

Year	Target	Actual	Others, if any
Dec. 31, 2021	3	N/A	
Dec. 31, 2022	5	N/A	
Dec. 31, 2023	7	N/A	
Dec. 31, 2024	9	N/A	
Dec. 31, 2025	10	N/A	

Intermediate Result Indicators #9

7. Number of staff trained for O&M contract management (Accumulated)

Year	Target	Actual	Others, if any
Dec. 31, 2021	0	N/A	
Dec. 31, 2022	0	N/A	
Dec. 31, 2023	5	N/A	
Dec. 31, 2024	15	N/A	
Dec. 31, 2025	15	N/A	

Remarks: