

Bangladesh : Mymensingh Kewatkhali Bridge Project

1. Project Information

Project ID:	P000163	Instrument ID:	L0163A
Member:	Bangladesh	Region:	Southern Asia
Sector:	Transport	Sub-sector:	Roads
Instrument type:	<input checked="" type="checkbox"/> Loan:260.00 US Dollar million <input type="checkbox"/> Guarantee	Co-financier(s):	
ES category:	A	Borrowing Entity:	Ministry of Finance, Bangladesh
Implementing Entity:	Roads and Highways Department, Ministry of Road Transport and Bridges, Bangladesh		
Project Team Leader:	Farhad Ahmed (Responsible DG: Rajat Misra; Responsible Department: INF1)		
Project Team Members:	Duran Moy, Alternate Counsel; Shonell Robinson, OSD - Financial Management Specialist; Sheikh Naveed Ahmed, OSD - Social Development Specialist; Zhixi Zhu, OSD - Environment Specialist; Liu Yang, Project Counsel; Yangzom Yangzom, OSD - Procurement Specialist; Chang Tian, Project admin		
Completed Site Visits by AIIB:	Jul, 2022		
Planned Site Visits by AIIB:	Feb, 2023 Implementation Support Mission		
Current Red Flags Assigned:	1		
Current Monitoring Regime:	Regular Monitoring		
Previous Red Flags Assigned:			
Previous Red Flags Assigned Date:			

2. Project Summary and Objectives

The objective of this project is to reduce congestion and improve mobility and connectivity by addressing the cross-river bottleneck between Mymensingh and Shambhugonj on the Dhaka-Mymensingh-India corridor. The project will finance (i) construction works of bridge and approach roads with road and rail overpasses; (ii) consulting services and (iii) institutional development and project management support.

Component 1. Bridge and Approach Roads Construction works

This component will finance the construction of the Kewatkhali Bridge (about 1100 meters in length) and approach roads (about six kilometers in length) including Road/Rail Overpasses. Apart from the civil works construction, the component includes installation and procurement of goods and operations and maintenance. Other ancillary works also included to make the project bridge fully functional are:

- a. Installation for traffic management equipment and traffic surveillance
- b. Installation of state-of-the-art Bridge Health Monitoring System (BHMS) over the main Kewatkhali bridge. This is proposed to increase the safety of the structure and provide early warnings for any unsatisfactory parameter of bridge component that is being monitored.

- c. Street Lighting and Landscaping
- d. Construction for O&M facilities and
- e. Tolling and communication systems

Component 2. Consulting services

This component will cover the financing of construction supervision consultancy activities of the bridge and approach roads, as well as road and rail overpasses. The construction supervision consultant will be required to provide technical assistance to RHD divisional and district staff and support on the initial stages of O&M and BHMS implementation.

Component 3. Project management support and capacity building

This component includes the following two subcomponents:

- (i) The first subcomponent is Training, capacity building, and institutional development, which will finance various types of training and institutional development activities to benefit RHD and its staff, with a particular emphasis on operating, managing, and maintaining the main bridge using the most recent available technologies, such as the BHMS.
- (ii) The second subcomponent is Project management support, which also includes the incremental cost of the PIU's operation.

The project will benefit a population of over 11 million in the Mymensingh Division and some part of Dhaka Division composed of Mymensingh District (5.11 million population), Netrokona District (2.23 million population), Sherpur District (1.36 million population) and Kishoreganj District (2.91 million population). It is anticipated that this project will result in the greater integration of local markets with national markets and growth generation in the north-central region of Bangladesh.

3. Key Dates

Approval:	Feb. 25, 2021	Signing:	Nov. 01, 2021
Effective:	Mar. 23, 2022	Restructured (if any):	
Orig. Closing:	Jan. 31, 2026	Rev. Closing (if any):	

4. Disbursement Summary (USD million)

Contract Awarded:	0.00	Cancellation (if any):	0.00
Disbursed:	0.95	Most recent disbursement (amount/date):	0.95/Mar. 23, 2022
Undisbursed:	259.05	Disbursement Ratio (%) ¹ :	0.36

5. Project Implementation Update

The project is still in its early implementation stage (declared effective in end-March, 2022). Nonetheless, the project has made notable progress in procurement, land acquisition and mitigating E&S risks and impacts. Although project's only civil work (bridge construction with a contract package size of approximately USD200m) is yet to start, procurement process in an advanced stage. Bids already submitted. The contractor selection process is expected to be concluded by early-Q2 of 2023. The project has made notable progress in the acquisition of consulting services.

¹ Disbursement Ratio is defined as the volume (e.g. the dollar amount) of total disbursed amount as a percentage of the net committed volume.

The procurement of an implementing NGO (INGO), to assist with the Land Acquisition (LA) process, is already complete. The procurement process of the Construction Supervision Consultancy (CSC) is in its final stage. The preferred bidder is already identified and awaiting negotiations. The CSC consultants are expected to be on-board by Q1 of 2022. The project does not require huge amount of land (33 hectares). The main bridge portion will require approximately a tenth of the total land area. The PIU has devised a LA strategy. While the contractor works on the main bridge portion, the land acquisition process of the reminder portions (access roads) could be concluded. The land acquisition of the main bridge portion has been taken up on a priority basis. LA proposals have already been submitted to the district administration office. The proposals are in the advanced stage of completion of administrative processes. And the meeting of the special district administration committee for land acquisition special committee already held. However, the LA process in Bangladesh is cumbersome and lengthy and the risk of a delay in LA is high. The Bank team is working closely with the PIU and the status is constantly being followed up. An implementation review was conducted in July-August, 2022. The review has identified 18 specific actions to expedite the project progress and to mitigate against potential risks in S&E, fiduciary and technical areas. The Bank team is monitoring the status of these actions. The next review is due in January-February, 2023. The project could not disburse any significant amount in 2022. The situation is expected to change when the contractor and the construction supervision consultant are on board. Therefore, it is expected that the disbursement will be substantial in 2023.

Components	Physical Progress	Environmental & Social Compliance	Procurement
Component 1. Bridge and Approach Roads Construction works	No physical progress (the contract being procured)	Department of Environment (DoE) clearance obtained in July, 2022 LA implementation support NGO is on-board. Substantial progress made in land acquisition. A Grievance Redress Mechanism (GRM) has already been established and project officials trained.	The procurement process in an advanced stage; Tenders received in early-December, 2022. The contractor is expected to be on-board in early-Q2, 2023.
Component 2. Consulting services	Procurement of construction supervision consultancy (CSC) is ongoing	N/A	Preferred bidder identified and awaiting negotiations. The CSC is expected to be on-board in Q1, 2023.
Component 3. Project management support and capacity building	Training, capacity building and institutional development: Not Started Project management support: Outsource staff has been deployed.	N/A	N/A

Financial Management:

There are no major FM issues. Project budget approved by the government and all key FM personnel on-board. The AIIB has arranged a training session on project disbursement method (direct payment) and to sensitize project's FM personnel on Bank's FM requirements and procedures. The first disbursement is only expected in Q1, 2022.

6. Status of the Grievance Redress Mechanism (GRM)

A two-tier GRM has already been established to reduce related project risks. The first tier is at the Project PIU level, while the second tier is at the local (project site) level. As of today, no grievances have been received or recorded. The AIIB already conducted a training to project officials on GRM.

7. Results Monitoring

No results so far have been achieved, barring the setting up of GRM (intermediate results indicator – 3). This is as the physical construction of the bridge is yet to start.

Project Objective Indicators #1

Average speed for passenger vehicles (Km/h)

Year	Target	Actual	Comments, if any
Dec. 31, 2020	N/A	14.7	
Dec. 31, 2023	45	N/A	

Project Objective Indicators #2

Average speed for heavy vehicles (Km/h)

Year	Target	Actual	Comments, if any
Dec. 31, 2020	N/A	12.2	
Dec. 31, 2023	45	N/A	

Project Objective Indicators #3

Daily motorized traffic on Kewatkhali Bridge (Vehicles/day)

Year	Target	Actual	Comments, if any
Dec. 31, 2020	N/A	0	
Dec. 31, 2023	15000	N/A	

Project Objective Indicators #4

NOx emissions (Tons)

Year	Target	Actual	Comments, if any
Dec. 31, 2020	N/A	170.6	
Dec. 31, 2023	150.2	N/A	

Intermediate Result Indicators #1

Accounted works completion rate (accumulated) (Percentage)

Year	Target	Actual	Comments, if any
Dec. 31, 2020	N/A	0	
Dec. 31, 2021	20	0	
Dec. 31, 2022	60	N/A	
Dec. 31, 2023	100	N/A	

Intermediate Result Indicators #2

Domestic employment created directly from the civil works per year (People)

Year	Target	Actual	Comments, if any
Dec. 31, 2020	N/A	0	
Dec. 31, 2021	1790	0	
Dec. 31, 2022	2380	N/A	
Dec. 31, 2023	1790	N/A	

Intermediate Result Indicators #3

Operational GRM, following the requirements defined in the EIA and SIA (Y/N)

Year	Target	Actual	Comments, if any
Dec. 31, 2020	N/A	No	
Dec. 31, 2023	Yes	N/A	

Intermediate Result Indicators #4

Number of Staff trained for O&M (People)

Year	Target	Actual	Comments, if any
Dec. 31, 2020	N/A	0	
Dec. 31, 2022	5	N/A	
Dec. 31, 2023	10	N/A	

Remarks:

All the values are as of August 31, 2022