

Project Implementation Monitoring Report (#3)

Reporting Period From 2023/08 To 2024/01

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	Lead Co-financier (s):	
ES category:	A	Borrowing Entity:	Ministry of Finance, Bangladesh
Implementing Entity:			
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; Liu Yang, Project Counsel; Md Towshikur Rahman, Team Member; Yunlong Liu, OSD - Procurement Specialist; Roberto Tordecilla, OSD - Social Development Specialist; David Rollinson, OSD - Environment Specialist; Chang Tian, Project admin		
Current Red Flags Assigned:	0		
Current Monitoring Regime:	Regular Monitoring		
Previous Red Flags Assigned:	0		
Previous Red Flags Assigned Date:	2023/07		

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.

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- 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:		Cancellation (if any):	0.00
Disbursed:	11.16	Latest disbursement (amount/date):	2.47/Nov. 20, 2023
Undisbursed:	248.84	Disbursement Ratio (%) ¹ :	4.29

5. Project Implementation Update

The project does not have any major issues to flag, at this moment. It has made notable progress since its effectiveness (March 2022). The summary achievements include: (a) all but three procurement activities (two goods packages and a consultancy package) are completed; (b) major packages are awarded. They include the only works package (USD 202 million), and the construction supervision consultancy (CSC) package; (c) total disbursement as of end-February is roughly USD 11 million (4.3

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.

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percent). Several withdrawal applications (combined value approximately USD 8.7 million) were recently received and are being processed; (d) Road Transport and Highways Division (RTHD) has approved the revised resettlement plan (RP) in end-2023; (e) land acquisition (LA) activities have gathered pace. Payment of cash compensations already started for one LA case; (f) payments already made to all (eight) utility shifting agencies; and (g) the grievance redressal mechanism (GRM) established and made operational.

The works package was signed on end-September, 2023. The Bangladesh prime minister officially inaugurated the construction work in October 2023. The contractor is currently mobilizing. The contractor has also commenced or completed several work items including sub-soil investigation, batching plant construction, and internal access roads.

The project does not require a substantial amount of land (33 hectares). The requirement for the main bridge portion is only a tenth of the total land requirement. The land acquisition activities are progressing based on a strategy, comprising 3 LA cases. The main bridge portion LA case has been taken up on a priority basis, as part of the strategy, compensation payment of which has started. The remaining two LA cases received approval from the Ministry of Land in end-2023. It is to be noted that the LA process in Bangladesh is cumbersome and lengthy. There could still be a risk of land acquisition delay. The Bank team is working closely with the PIU and the status has constantly been followed up. The project scope is expected to be increased. There is an additional need for the construction of two intersections (Shomvuganj and Raghurampur intersections). They are required to facilitate traffic flows once the bridge is constructed. This was identified in an end-2022 mission. Traffic studies are now being undertaken. Based on the study outcomes, the detailed design will be updated by the construction supervision consultants. The potential costs due to increased scope are expected to be covered by the project savings, thanks to the depreciation of Bangladeshi currency (BDT) against US Dollar for the savings.

Components	Physical Progress	Environmental & Social Compliance	Procurement
Component 1. Bridge and Approach Roads Construction works	<ul style="list-style-type: none"> * No physical progress * Contractor mobilization is in progress. * Under the scope of mobilization work the contractor has commenced or completed several works including sub-soil investigation, contractor office building and staff accommodation establishment, construction of batching plant foundation, sub-station building, base camp land development work, internal access road, and so on. 	<ul style="list-style-type: none"> * Clearance from the Department of Environment (DoE) was obtained. * LA implementation support NGO is on board. * All 3 LA cases received the final approval of the relevant ministry. * Compensation payments have started for LA Case No. 03/2022-2023. * The estimate for LA case No. 04/2022-2023 has been received, approval of which is being sought from RTHD. The estimate for the other LA case is currently being obtained. * The ministry has already approved the updated Resettlement Plan (RP). * The Grievance Redress Mechanism (GRM) was established and project officials were trained. 	<ul style="list-style-type: none"> - The works contract package signed in September, 2023 with a commencement date of mid-December, 2023.

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		* A sub-consultant has started working on the 'noise assessment and bio-diversity management plan'. Baseline survey report submitted on end-2023.	
Component 2. Consulting services	N/A	N/A	- The CSC contract signed in May 2023.
Component 3. Project management support and capacity building	N/A	N/A	Training, capacity building and institutional development: Procurement not Started. Project management support: Outsource staff has been procured and deployed.

Financial Management:

No major FM issues were identified. The government has approved the project budget and all key FM personnel are on board. The project submitted the IUFR of last quarter in due time. The AIIB arranged a training session on the project disbursement method (direct payment). The objective was to sensitize the project's FM personnel to the Bank's FM requirements and procedures. The AIIB also arranged a separate session to guide the PIU in drafting the IUFR. The 2024 disbursement projection is USD20 million.

6. Status of the Grievance Redress Mechanism (GRM)

A two-tier GRM is already established (first tier- PIU level; second tier - local (project site) level). The AIIB also conducted training for project officials on GRM. As of end-January 2024, a total of 13 GRM cases were recorded, with all of them resolved. The received grievances mainly include the inadequacy of compensation in payment of land, not receiving full payment of structure because of partially affected structures, and the request of realignment to avoid possible obstacle in business.

7. Results Monitoring (please refer to the full RMF, which can be found on the last page of this PIMR)

No results so far have been achieved, barring the setting up of GRM (intermediate results indicator – 3). This is because the physical construction of the bridge has yet to start. Nonetheless, as the civil works contract commencement is imminent, another two indicators (IR indicators no. 1 and 2) are likely to register progress in a month or so.

Remarks:

All the values are as of January 31, 2024

Project Objective Indicators	Indicator level	Unit Measure of	Cumulative Target Values															Frequency	Responsibility	Comments
			Baseline		2020		2021		2022		2023		2024		End Target					
			Year	Value	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Year			
Average speed for passenger vehicles	Project	Km/h	2020	14.7	NA		NA		NA		NA		45		2024	45		Before/After	RHD	
Average speed for heavy vehicles	Project	Km/h	2020	12.2	NA		NA		NA		NA		45		2024	45		Before/After	RHD	
Daily motorized traffic on Kewatkhali Bridge	Project	Vehicles/day	2020	0	NA		NA		NA		NA		15000		2024	15000		Before/After	RHD	
NOx emissions	Project	Tons	2020	170.6	NA		NA		NA		NA		150.2		2024	150.2		Before/After	RHD	

Project Intermediate Indicators	Indicator level	Unit Measure of	Cumulative Target Values															Frequency	Responsibility	Comments
			Baseline		2020		2021		2022		2023		2024		End Target					
			Year	Value	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Year			
Accounted works completion rate (accumulated)	Project	Percentage	2020	0	0		20		60	0	100	0	100		2024	100		Yearly	RHD	
Domestic employment created directly from the civil works per year	Project	People	2020	0	0		1790		2380	0	1790	0	NA		2024	NA		Yearly	RHD	
Operational GRM, following the requirements defined in the EIA and SIA	Project	Y/N	2020	N	N		N		Y	N	Y	Y	Y		2024	Y		Yearly	RHD	
Number of Staff trained for O&M	Project	People	2020	0	0		0		5	0	10	0	15		2024	15		Yearly	RHD	