

## 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; Sheikh Naveed Ahmed, OSD - Social Development Specialist; Zhixi Zhu, OSD - Environment Specialist; Liu Yang, Project Counsel; Md Towshikur Rahman, Team Member; Yunlong Liu, OSD - Procurement Specialist; Chang Tian, Project admin		
Completed Site Visits by AIIB:	Jul, 2022		
Planned Site Visits by AIIB:	Sep, 2023 September 2023		
Current Red Flags Assigned:	0		
Current Monitoring Regime:	Regular Monitoring		
Previous Red Flags Assigned:	1		
Previous Red Flags Assigned Date:	2022/11		

### 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:	7.57	Cancellation (if any):	0.00
Disbursed:	2.07	Most recent disbursement (amount/date):	0.20/Jun. 26, 2023
Undisbursed:	257.93	Disbursement Ratio (%) <sup>1</sup> :	0.80

### 5. Project Implementation Update

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

There are no major issues to flag at this moment. Recently, the project has made its first disbursement (roughly USD 0.5m). It is estimated that the project might disburse upto USD 25m by the end of this calendar year. The Construction Supervision Consultancy (CSC) Contract has recently been signed (April 13, 2023) and the contractor mobilized in early-May, 2023. The project has only one civil works contract package (bridge construction; contract size - roughly USD240m). The procurement of the contract is all but completed. Government of Bangladesh's (GoB) highest procurement related decision making body (Cabinet Committee on Government Purchase - CCGP) has already cleared awarding the contract to the preferred bidder. The Letter of Award (LoA) is expected to be issued by mid-August, 2023.

The project's land requirement is not huge (33 hectares). The main bridge portion requires only a tenth of the total land. The PIU has devised a land acquisition (LA) strategy comprising of 3 LA cases. While the contractor works on the main bridge portion, the LA process of the reminder portions (access roads) will be concluded. The main bridge portion LA process has been taken up on a priority basis. This LA case has received the final approval from the Ministry of Land (MoL). Remaining two LA cases have also been submitted to the MoL for approval. However, the LA process in Bangladesh is cumbersome and lengthy and the risk of a delay is high. The Bank team has been working closely with the PIU and the status has constantly been followed up.

Components	Physical Progress	Environmental & Social Compliance	Procurement
Component 1. Bridge and Approach Roads Construction works	No physical progress (the contract being procured)	<ul style="list-style-type: none"> <li>• Department of Environment (DoE) clearance obtained in July 2022.</li> <li>• LA implementation support NGO is on-board.</li> <li>• Out of 3 LA cases, one LA case (LA case no. 03/2022-23) received the final approval of the Ministry of Land (MoL), and the remaining two LA cases (LA case no. 02/2022-23 and 04/2022-23) have been submitted to the MoL for approval)</li> <li>• The updated Resettlement Plan (RP) has been prepared and shared with AIIB, this is currently being reviewed</li> <li>• A Grievance Redress Mechanism (GRM) has already been established and project officials</li> </ul>	<ul style="list-style-type: none"> <li>- The procurement process is in its final stage;</li> <li>- The apex government body (CCGP), which approves the tender award to the preferred bidder, has cleared (July 26, 2023) the award proposal.</li> <li>- The contractor is expected to be on-board by Q3, 2023.</li> </ul>
Component 2. Consulting services	N/A	N/A	<ul style="list-style-type: none"> <li>- The construction supervision consultants (CSC) are already on board.</li> </ul>
Component 3. Project management support and capacity building	<p>Training, capacity building and institutional development: Not Started</p> <p>Project management support: Outsource staff has been deployed.</p>	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 arranged a training session on project disbursement method (direct payment) to sensitize project's FM personnel on Bank's FM requirements and procedures. The first disbursement took place on this June 2023 (roughly USD 0.5m). The PIU has a projection of disbursing another USD25m within this year.

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**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. The AIIB also conducted a training to project officials on GRM. As of end June 2023, a total of 8 GRM cases were recorded and all of those have been resolved.

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

No results so far 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.

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**Remarks:**

All the values are as of June 30, 2023

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