

## Project Implementation Monitoring Report (#4)

Reporting Period From 2024/02 To 2024/09

## 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:	Pawan Karki		
Responsible DG:	Rajat Misra		
Responsible Department:	PSC1		
Project Team Members:	Alberto Alcubilla Arribas, Climate Specialist; Duran Moy, Alternate Counsel; Shonell Robinson, SFD - Financial Management Specialist; Liu Yang, Project Counsel; Md Towshikur Rahman, Team Member; Yunlong Liu, SFD - Procurement Specialist; Roberto Tordecilla, SFD - Social Development Specialist; David Rollinson, SFD - Environment Specialist; Angel Frances Salcedo, SFD - Environment Specialist; Chang Tian, Project admin		
Completed Site Visits by AIIB:	Jul, 2022 As part of July 2022 mission, the AIIB team consisting of the PTL, social development specialist and consultant visited the site and discussed several issues with the PMU including potential strategy of the LA, enhancement of scope and so on. Sep, 2023 As part of the September 2023 mission, the AIIB PTL visited the location. During the visit, the PTL met with the CSC team, conducted an FGD with affected people and met Deputy Commissioner of Mymensingh with a request to expedite the LA process. May, 2024 As part of the 4th Implementation Support Review Mission, the Project Team visited the construction site. Oct, 2024 As part of the Technical Review Mission, the Project Team visited the contractors' camp, project alignment, and bridge site.		
Planned Site Visits by AIIB:	Feb, 2025 An AIIB mission is expected to be conducted on end February 2025. Given the construction work has just started, the main objective will be to observe the mobilization work done by the contractor and to meet with the Deputy Commissioner of Mymensingh to discuss the progress of LA.		
Current Red Flags Assigned:	0		
Current Monitoring Regime:	Regular Monitoring		
Previous Red Flags Assigned:	0		
Previous Red Flags	2024/01		

## Project Implementation Monitoring Report (#4)

Reporting Period From 2024/02 To 2024/09

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 Kewatkhalī 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 Kewatkhalī 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)**

## Project Implementation Monitoring Report (#4)

Reporting Period From 2024/02 To 2024/09

Contract Awarded:	207.80	Cancellation (if any):	0.00
Disbursed:	21.96	Latest disbursement (amount/date):	1.15/Aug. 06, 2024
Undisbursed:	238.04	Disbursement Ratio (%) <sup>1</sup> :	8.45

#### 5. Project Implementation Update

The project does not have any major issues to flag at this moment, except the physical works need to be expedited. The project has made some progress since the last reporting period, particularly in Land Acquisition (LA). As of September 2024, roughly 85 percent of the required land, has been acquired (two LA cases out of three, roughly 26 ha out of 31 ha). The remaining LA case is also expected to be acquired by December 2024. The other progress includes: (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 September 2024 is roughly USD 22 million (8.5 percent); (d) payments already made to all (eight) utility shifting agencies; and (e) the grievance redressal mechanism (GRM) established and made operational.

The contractor commenced the work in mid-December 2023. The progress currently stands at 1.78 percent, although 27 percent of the total contract period has been elapsed. The main factors contributing to this slow progress include (a) initial slow mobilization due to the national parliamentary election held in early 2024, (b) delay in completing the design review work by the contractor and subsequent approval by the CSC (because of the lack of timely mobilization of CSC staff {i.e., Team Leader, Deputy Team Leader, Senior Geotechnical Engineer, and Steel Bridge Expert, etc.}), and (c) delayed decision-making by the top management of the GoB amidst recent political unrest and governmental transitions. The construction of the foundation work of the main bridge started in June 2024, and the progress mainly includes the construction of service piles in the approach bridge. The contractor has also completed several work items, including sub-soil investigation, batching plant construction, and internal access roads.

As indicated above, LA progress gained momentum, but one LA case (roughly 15 percent of the total required land) is still pending with the DC office (estimate preparation is in progress but getting delayed because of the congested urban area). 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. Regarding resettlement, the government approved the resettlement plan (RP) at the end of last year. The PMU is currently expediting the process and plans to initiate the resettlement payment by November 2024.

The GRM is operational, and 17 grievances were received as of September 2024 (mostly related to land and design review). All of those grievances were resolved. The Bank also received two complaints that focused on the review of the design. These were communicated to the PIU, and the PIU has resolved all those.

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 CSC. The potential costs due to increased scope are expected to be covered by the project savings. Bangladeshi currency (BDT) depreciation against US

<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.

## Project Implementation Monitoring Report (#4)

Reporting Period From 2024/02 To 2024/09

Dollar is mainly responsible for the savings.

Considering the slow progress of the civil works, initial slow mobilization (i.e., delayed formation of the PMU, procurement delays, and LA delays), and new scope enhancement (which will require additional LA and resettlement), it is unlikely that the activities will be completed within the scheduled closing date.

Components	Physical Progress	Environmental & Social Compliance	Procurement
Component 1. Bridge and Approach Roads Construction works	<p>☑ Overall physical progress is 1.78%</p> <p>☑ The construction of the foundation work of the main bridge started in June 2024, and the progress mainly includes the construction of service piles in the approach bridge.</p> <p>☑ Under the scope of mobilization work the contractor has 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.</p>	<p>☑ Clearance from the Department of Environment (DoE) has been renewed.</p> <p>☑ LA implementation support NGO is on board.</p> <p>☑ Compensation payments have started for two LA Cases (LA Case No. 03/2022-2023, and LA Case No. 04/2022-2023).</p> <p>☑ The estimate for LA case No. 02/2022-2023 is pending and approval of which will be sought from RTHD.</p> <p>☑ The ministry has already approved the updated Resettlement Plan (RP).</p> <p>☑ The resettlement assessment and valuation committee (RAVC) was formed and the committee has completed the joint survey.</p> <p>☑ The Grievance Redress Mechanism (GRM) was established and project staff were trained. Contractors and affected communities will also need to be trained and oriented, respectively.</p> <p>☑ A sub-consultant is working on the 'noise assessment and biodiversity management plan'. The draft report was submitted in July 2024 which is currently being updated. These management plans will need to be incorporated in the overall design of the Project. This will be completed on November 30, 2024, as agreed during the October mission.</p>	<p>- The works contract package signed in September, 2023 with a commencement date of mid-December, 2023.</p> <p>- The PT is in touch with the client to strengthen the contract management, with an objective that the contractor could speed up the progress against their revised work plan.</p>
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 Implementation Monitoring Report (#4)**

Reporting Period From 2024/02 To 2024/09

		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 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 FY 2022/23 audit report was submitted after the due date. Additionally, given the financial statements were presented only in Taka the Bank was unable to reconcile its records, which are predominately in USD, with the project accounts maintained by the PIU. The auditors also identified deficiencies in the project's internal control environment, primarily related to irregular payments and insufficient supporting documentation. As a result, the Bank has requested that the PIU provide a time-bound action plan or clarification to address the audit findings.

The 2024 disbursement projection is USD 4 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) and functioning. The AIIB has conducted training for key project staff on GRM. As of September 2024, a total of 19 GRM cases were recorded, with all of them resolved. The received grievances mainly include the inadequacy of compensation in the payment of land, not receiving full payment of structure because of partially affected structures, and the request for realignment to avoid possible obstacles in business.

The AIIB received two complaints during the month of August 2024, which were duly forwarded to the PIU for immediate action. The AIIB Project team closely followed up with the complainants and the PIU, and also arranged the coordination meetings, as required. The status of those complaints is as follows:

The Project Director, together with the Additional Chief Engineer of the RHD Bridge Management Wing and the Superintending Engineer of the Bridge Design Unit, held a meeting with one complainant on October 2, 2024. Five points were raised by the complainant, and those were discussed in detail during the meeting. It has been noted that the complainant found the explanation provided by the PMU reasonable and the issues have been resolved. The meeting minutes, signed by all parties, have also been shared with AIIB on October 24, 2024.

A similar complaint was lodged by another complainant who is based in Mymensingh district. Upon receiving the details from AIIB, the PIU promptly organized a meeting with the complainant and the project manager and deputy project manager of the PIU discussed the issues with the complainant in the site office. The issues raised by the complainant were addressed with the complainant accepting the action by the PIU.

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

**Project Implementation Monitoring Report (#4)**

Reporting Period From 2024/02 To 2024/09

---

No results so far have been achieved, barring the setting up of GRM (intermediate results indicator – 3). Since the civil works contract commenced recently, another two indicators (IR indicators no. 1 and 2) have started to register progress. The RMF interim targets require revision to reflect the actual ground progress, however, the PT intends to revise the RMF once the Project is extended through a restructuring process.

**Remarks:**

All the values are as of September 30, 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	1.78	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	97	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	Y	2024	Y		Yearly	RHD	
Number of Staff trained for O&M	Project	People	2020	0	0		0		5	0	10	0	15	0	2024	15		Yearly	RHD	

Program Objective Indicators Title

Intermediate Result Indicators mpp