



Project Summary Information (PSI)

Project Name	Mymensingh Kewatkhali Bridge Project
Country	People's Republic of Bangladesh
Sector	Transport
Project No.	0000163
Borrower	People's Republic of Bangladesh
Implementation Agency	Ministry of Road Transport and Bridges
Environmental and Social	Category A
Date of PSI prepared or updated	Sep. 5, 2018
Date of Concept Decision	Approved on Sep. 4, 2018
Estimated Date of Board Consideration	Aug., 2019

I. Introduction

Mymensingh Kewatkhali Bridge is part of the Dhaka-Mymensingh-India border corridor, which is strategically important for both regional and local connectivity. Three land ports have been developed along the Indian border in Mymensingh Division, namely Nakugaon Land port in Sherpur district, Gobrakura Land Port and Haluaghat Land Port in Mymensingh District. Traffic from the three land ports must cross Old Brahmaputra River at Mymensingh City in order to reach Dhaka and other parts of Bangladesh. As with other land ports on the northern border with India, the main import items are coal, lime stone, boulder, stone, glass sand, fruits and raw hides. Export items are food and beverage items, plastic goods and bricks. Given the proximity to the Indian border (around 60-80 km from Mymensingh to the three land ports), the road passing through Mymensingh serves international trade by carrying the major import/export items from/to India. The improved crossing at Mymensingh will help facilitate cross-border trade with northeast India.

On the other hand, the Mymensingh Kewatkhali bridge will provide crossing over the Old Brahmaputra River to connect the landlocked north central and northeast Bangladesh with Dhaka. Currently, the population in the north central districts on the eastern side of the Old Brahmaputra River is connected with Dhaka through Mymensingh city by the existing Shambuganj Bridge. The Shambuganj Bridge is a two-lane bridge 455 meter in length by 11 meters wide. With the increase in vehicles, the expansion of towns toward the proposed bridge location and the resulting congestion around the crossing point, an improvement is required to move traffic away from town, expand the bridge capacity and reduce travel time.

The economy of the north-central part of Bangladesh is growing and demands better connectivity. The improved crossing will provide a connectivity link to a population of over 11 million in 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). These districts are the main sources of fish, white clay and coarse sand which are supplied to the entire country. Trucks carrying fish, white clay and coarse sand are transported to the rest of the country by the existing Shambuganj bridge. The proposed bridge improvement project is expected to benefit the large number of people living in some of the underdeveloped districts in north central Bangladesh (with a poverty headcount between 35 and 51 percent, which is well above national average of 31.5 percent). The proposed bridge will provide a safer and more efficient connectivity link for passenger and freight traffic from Mymensingh-Sherpur road, Mymensingh-Phulpur-Haluaghat road, Mymensingh-Netrokana road and Mymensingh-Kishorgonj road to connect to the N3 highway to Dhaka. It is anticipated that this will result in a greater integration of local markets with national markets and growth generation in the north central region. Inadequate infrastructure and low connectivity is considered to one of the major reasons for regional disparity and uneven economic opportunities.

The project is a substantial attempt to ease traffic congestion in Mymensingh City by diverting traffic away from the city's busy central area. Mymensingh city is located at the side of Old Brahmaputra River and is the capital of Mymensingh Division of Bangladesh. The city has a population of approximately 400,000 and is the second most densely populated city and fourth most populous urban agglomeration in Bangladesh. The Old Brahmaputra river flows along the north side of Mymensingh city. Shambhuganj is situated on the other side of the Old Brahmaputra, connected by the Shambhuganj Bridge with the city center area. Since the 1980s, the city has expanded with fast urbanization. Agriculture remains the most important sector contributing to GDP—particularly livestock and fishing—followed by the growing service sector in the city. Mymensingh is a transportation and educational center in the region. A new Mymensingh town is planned for construction on the other side of the Old Brahmaputra river which would require an improved river crossing to maintain a seamless transport linkage with N3 to Dhaka. Through traffic mixed with inner-city traffic now causes prolonged delays in crossing the Old Brahmaputra River, so the location is becoming a bottleneck on the Dhaka-Mymensingh-India Border corridor. To release more valuable space and improve urban services, it is important to segregate the strategic through traffic flows out from the city's core areas.

II. Project Objectives and Expected Results

The objective of the proposed project is to address cross-river bottlenecks at strategic locations.

Indicative result indicators of the proposed project are (i) reduced travel time for through traffic and (ii) reduced transport costs of through traffic. Other intermediate indicators and the results monitoring framework to monitor the project progress and outcome will be developed and finalized during appraisal.

III. Project Description

The proposed project consists of two components as described below.

Component 1: Construction works and consulting services. The project will support the construction of Kewatkali Bridge about 900 meters in length and approach road about six

kilometers in length. Other ancillary works to make the project bridge fully functional are also included, e.g., installation for traffic management equipment and traffic surveillance, construction for O&M facilities, and tolling and communication systems. Construction supervision for the project is also included in the component. Moreover, feasibility studies, environmental and social safeguards identification, implementation and management and preliminary designs of other selected strategic locations will be sponsored under the component.

Component 2. Project management support and capacity building. This component is comprised of the project management costs of the project implementation unit. The project will also support the training, capacity building and institutional development of RHD for operating, managing and maintaining the RHD networks of the project division areas.

IV. Environmental and Social Category

AIIB's Environmental and Social Policy (ESP) has been applied in screening and categorizing the project, and the Environment and Social Standards (ESS) will be applicable for due diligence with respect to the specific context of the project. As per AIIB's ESP, the project is proposed as Category A given the alignment of the road through built-up areas in the city at the southwest side of Old Brahmaputra River, which will require a considerable amount of resettlement and relocation of businesses. As part of project preparation, instruments, such as the Environmental and Social Impact Assessment (ESIA), the Environmental and Social Management Plan (ESMP), and Resettlement Action Plan (RAP) will be prepared in parallel with other project documents, in compliance with Bank's ESP and ESSs.

V. Estimated Project Cost and Financing Source

Project Cost. The project's preliminary cost is estimated at USD235.1 million, of which USD152.6 million is covered by the AIIB sovereign-backed loan. The government will cover the cost of land acquisition which is estimated to be about USD82.5 million.

The financing sources are as follows:

For Loans/Credits/Others	Amount (USD million)
AIIB Loan	152.6
Government of Bangladesh	82.5
Total	235.1

VI. Implementation

The project will be implemented by the Ministry of Road Transport and Bridges, Government of Bangladesh.

All procurement under the project will be carried out in accordance with AIIB's Procurement Policy dated Jan. 2016 and Interim Operational Directive on Procurement Instructions for Recipients dated June 2, 2016.

The proposed project implementation period is from July 2019 to July 2023.

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