



## Bangladesh: Greater Dhaka Sustainable Urban Transport Project

Project Name	Greater Dhaka Sustainable Urban Transport Project																								
Project Number	42169-013																								
Country	Bangladesh																								
Project Status	Active																								
Project Type / Modality of Assistance	Grant Loan Technical Assistance																								
Source of Funding / Amount	<table border="1"> <tr> <td colspan="2"><b>Grant 0287-BAN: Greater Dhaka Sustainable Urban Transport Project (formerly Integrated City Transport Project)</b></td> </tr> <tr> <td>Global Environment Facility</td> <td>US\$ 4.60 million</td> </tr> <tr> <td colspan="2"><b>Loan 2862-BAN: Greater Dhaka Sustainable Urban Transport Project</b></td> </tr> <tr> <td>Ordinary capital resources</td> <td>US\$ 100.00 million</td> </tr> <tr> <td colspan="2"><b>Loan 2863-BAN: Greater Dhaka Sustainable Urban Transport Project (ADF Hard Term)</b></td> </tr> <tr> <td>Asian Development Fund</td> <td>US\$ 15.00 million</td> </tr> <tr> <td colspan="2"><b>Loan 2864-BAN: Greater Dhaka Sustainable Urban Transport Project</b></td> </tr> <tr> <td>Asian Development Fund</td> <td>US\$ 45.00 million</td> </tr> <tr> <td colspan="2"><b>TA 8072-BAN: Transit-Oriented Development and Improved Traffic Management in Gazipur City Corporation</b></td> </tr> <tr> <td>Japan Fund for Poverty Reduction</td> <td>US\$ 1.00 million</td> </tr> <tr> <td colspan="2"><b>Loan 8270-BAN: Greater Dhaka Sustainable Urban Transport Project</b></td> </tr> <tr> <td>Agence Francaise de Developpement</td> <td>US\$ 45.00 million</td> </tr> </table>	<b>Grant 0287-BAN: Greater Dhaka Sustainable Urban Transport Project (formerly Integrated City Transport Project)</b>		Global Environment Facility	US\$ 4.60 million	<b>Loan 2862-BAN: Greater Dhaka Sustainable Urban Transport Project</b>		Ordinary capital resources	US\$ 100.00 million	<b>Loan 2863-BAN: Greater Dhaka Sustainable Urban Transport Project (ADF Hard Term)</b>		Asian Development Fund	US\$ 15.00 million	<b>Loan 2864-BAN: Greater Dhaka Sustainable Urban Transport Project</b>		Asian Development Fund	US\$ 45.00 million	<b>TA 8072-BAN: Transit-Oriented Development and Improved Traffic Management in Gazipur City Corporation</b>		Japan Fund for Poverty Reduction	US\$ 1.00 million	<b>Loan 8270-BAN: Greater Dhaka Sustainable Urban Transport Project</b>		Agence Francaise de Developpement	US\$ 45.00 million
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Strategic Agendas	Environmentally sustainable growth Inclusive economic growth																								
Drivers of Change	Partnerships Private sector development																								
Sector / Subsector	<b>Transport</b> - Road transport (non-urban) - Transport policies and institutional development - Urban public transport - Urban roads and traffic management																								
Gender Equity and Mainstreaming	Effective gender mainstreaming																								
Description																									
Project Rationale and Linkage to Country/Regional Strategy																									
Impact																									

### Project Outcome

Description of Outcome	
Progress Toward Outcome	This can be assessed at the end of project period.
<b>Implementation Progress</b>	
Description of Project Outputs	

Status of Implementation Progress (Outputs, Activities, and Issues)

Operational plan by ODBM will be finalized by August 2016. Detail Design of the BRT Corridor Infrastructure have been completed. Total project cost has been increased after the detail design.  
Bidding for At-grade section started in November 2015. IFB for Elevated Section is expected in April 2016.  
The contract for Gazipur Bus Depot is awarded in February 2016. Consultants for Transit Oriented Development of GCC has been mobilized in February 2016.

Geographical Location

## Safeguard Categories

Environment	B
Involuntary Resettlement	A
Indigenous Peoples	C

## Summary of Environmental and Social Aspects

Environmental Aspects	<p>The project is classified as category B for environment. An initial environmental examination (IEE) including an environmental management plan (EMP) was prepared in accordance with ADB's Safeguard Policy Statement (SPS, 2009) and government laws. The IEE concludes that no significant adverse impacts are anticipated and that net environmental benefits will be positive and large, including: (i) improved air quality and health co-benefits from clean fuel buses and reduced traffic and congestion; and (ii) improved community and pedestrian safety from improved stormwater drainage and energy-efficient street lighting. Opportunities to utilize the Clean Development Mechanism (CDM) and obtain carbon credits from emission reductions for enhanced revenue streams for the BRT operations are also available and assessed under the project. It is estimated that CO2 emissions will be reduced by 40,000 tons per year from: (i) replacing part of existing fuel-inefficient fleet with larger capacity CNG-efficient BRT buses; (ii) improving average speeds in the corridor, resulting in less idling times; and (iii) establishing improved emission standards and enforcement practices. The EMP emphasizes good traffic management during the construction period to ensure limited disruption to existing traffic flows and local businesses. Implementation arrangements ensure that the PMU and PIUs have adequate capacity to manage environmental impacts through consultant support and capacity building. The IEE and EMP will be updated during detailed design and incorporated into bidding and contract documents to be implemented by contractors and monitored by EPCM consultants and the PMU. An environmental assessment and review framework (EARF) was also prepared to address small improvements on municipal infrastructures to be defined through detailed design after ADB Board approval.</p>
Involuntary Resettlement	<p>The project is classified as category A for involuntary resettlement. A draft Resettlement Plan was prepared in accordance with ADB's Safeguard Policy Statement, 2009, and government laws, and disclosed. A total of 2,482 households (10,474 affected persons) will be impacted due to the proposed project. These impacts consist primarily of relocating informal vendors within the right-of-way and only a small portion (2%) of the overall impacts will include physical relocation from housing. The resettlement impacts include the following: (i) relocation of 1,704 informal vendors conducting businesses within the right-of-way; (ii) relocation of 46 non-titled residential settlers along the northern banks of the Turag River; (iii) partial physical impacts to 498 commercial establishments operating within the corridor; (iv) partial loss to 225 commercial structures situated on feeder roads near junctions; (v) partial impacts to 6 industrial establishments along the corridor; (vi) strip land taking of private land. In addition, temporary disruption to income will occur to 966 workers during pre-construction activities. The two terminals and the depot are proposed on government-owned lands. Alternative locations for informal vendors and non-titled residential settlers were identified and agreed with local government officials. The Resettlement Plan will be implemented by the PIUs, with the support of an NGO, and EPCM consultants who will provide a capacity building program to ensure the PIUs have adequate capacity to manage social impacts. Meaningful, widespread consultations will continue with all communities in the project area. A Resettlement Framework was also prepared to address small municipal infrastructure improvements to be defined through detailed design after ADB Board approval.</p>
Indigenous Peoples	<p>The project is classified as category C for indigenous peoples. Considering the urban locations of the subprojects, no impacts to indigenous peoples are expected.</p>

## Stakeholder Communication, Participation, and Consultation

During Project Design	<p>The proposed project will support the government's Sixth Five-Year Plan 2011-2015, and ADB's Country Partnership Strategy by addressing their common policy triangle of: (i) green growth, (ii) climate change mitigation, and (iii) inclusive social development. It will contribute to national priorities to make Dhaka more livable and safe, develop green urban infrastructures, boost private sector investment, and foster gender equity. It complies with Dhaka's urban transport priorities by following some of the recommendations of the Strategic Transport Plan, approved by the government in 2008. The Project is also well aligned with ADB recent focus on urban transport, as outlined in ADB's Sustainable Transport Initiative. Lessons learnt from the past assistance have been incorporated into the project design, notably the need to strengthen good governance and government agencies capacities for project implementation, the need for gradual approach to sector reform and organizational arrangements, as well as the need to expand support for private sector development.</p>
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During Project Implementation	The project will be implemented by three governmental agencies: (i) the Roads and Highways Department (RHD) will implement the main corridor restructuring, excluding the elevated section, and will prepare the PPP scheme to finance the BRT terminal near the airport; (ii) the Bangladesh Bridges Authority (BBA) will implement the 4.5 km elevated section, integrating the new Tongi bridge and the Abdullahpur intersection flyover; and (iii) the Local Government Engineering Department (LGED) will implement the BRT depot in Gazipur and small municipal infrastructures improvements (local roads, drains and markets). A project implementation unit (PIU) will be established in each of these implementing agencies, headed by a full-time project director. The PIUs will receive support from the Engineering, Procurement, and Construction Management (EPCM) consultants, and RHD's PIU will be assisted by a non-governmental organization (NGO) to implement the resettlement plan.
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## Business Opportunities

Consulting Services	Consultants' recruitment will be carried out in accordance with ADB's Guidelines on the Use of Consultants (2010, as amended from time to time). Four consulting packages (PMCCB, EPCM, ODBM and NGO) will be procured under the project. At the government's request, the consulting firms will be selected by ADB, and engaged and employed by the executing agency. QCBS - 90:10 / QBS - 1224 person-months - \$13,200,000
Procurement	All procurement of works, goods and services will be carried out in accordance with ADB's Procurement Guidelines (2010, as amended from time to time). The consulting services and the agreed Procurement Plan, indicating contract packages and procurement procedures, are described in detail in the PAM. International competitive bidding - 9 contracts - Above \$1,000,000 for Works, above \$500,000 for Goods Shopping - multiple contracts - \$100,000 or less No National competitive bidding (\$1,000,000 or less for Works, \$500,000 or less for Goods)

## Responsible Staff

Responsible ADB Officer	Mohammad Islam
Responsible ADB Department	South Asia Department
Responsible ADB Division	Bangladesh Resident Mission
Executing Agencies	<i>Local Government Engineering Department SSWRDSP@LGED.ORG LGED Bhaban (Level 6), Agargaon Sher-e-Bangla Nagar, Dhaka 1207, Bangladesh Roads and Railways Division (RRD) - Ministry of Communications Bangladesh Secretariat Dhaka, Bangladesh</i>

## Timetable

Concept Clearance	11 Apr 2011
Fact Finding	10 Apr 2011 to 21 Apr 2011
MRM	22 Sep 2011
Approval	-
Last Review Mission	-
Last PDS Update	30 Mar 2016

## Grant 0287-BAN

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
17 Apr 2012	17 Dec 2012	15 Mar 2013	31 Dec 2017	-	-

Financing Plan		Grant Utilization			
	Total (Amount in US\$ million)	Date	ADB	Others	Net Percentage
Project Cost	50.00	Cumulative Contract Awards			
ADB	0.00	17 Apr 2012	0.00	0.00	0%
Counterpart	45.40	Cumulative Disbursements			
Cofinancing	4.60	17 Apr 2012	0.00	0.00	0%

Status of Covenants						
Category	Sector	Safeguards	Social	Financial	Economic	Others
Rating	-	-	-	Satisfactory	-	Satisfactory

### Loan 2862-BAN

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
17 Apr 2012	17 Dec 2012	15 Mar 2013	31 Dec 2017	-	-

Financing Plan			Loan Utilization			
	Total (Amount in US\$ million)		Date	ADB	Others	Net Percentage
Project Cost	100.00		Cumulative Contract Awards			
ADB	100.00		17 Apr 2012	2.45	0.00	2%
Counterpart	0.00		Cumulative Disbursements			
Cofinancing	0.00		17 Apr 2012	0.72	0.00	1%

### Loan 2863-BAN

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
17 Apr 2012	17 Dec 2012	15 Mar 2013	31 Dec 2017	-	-

Financing Plan			Loan Utilization			
	Total (Amount in US\$ million)		Date	ADB	Others	Net Percentage
Project Cost	15.00		Cumulative Contract Awards			
ADB	15.00		17 Apr 2012	4.94	0.00	36%
Counterpart	0.00		Cumulative Disbursements			
Cofinancing	0.00		17 Apr 2012	2.26	0.00	17%

Status of Covenants						
Category	Sector	Safeguards	Social	Financial	Economic	Others
Rating	-	-	-	Satisfactory	-	Satisfactory

### Loan 2864-BAN

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
17 Apr 2012	17 Dec 2012	15 Mar 2013	31 Dec 2017	-	-

Financing Plan			Loan Utilization			
	Total (Amount in US\$ million)		Date	ADB	Others	Net Percentage
Project Cost	45.00		Cumulative Contract Awards			
ADB	45.00		17 Apr 2012	21.18	0.00	52%
Counterpart	0.00		Cumulative Disbursements			
Cofinancing	0.00		17 Apr 2012	5.10	0.00	12%

## Loan 8270-BAN

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
10 May 2012	27 Jan 2013	27 Jan 2013	30 Nov 2017	-	-

Financing Plan			Loan Utilization			
	Total (Amount in US\$ million)		Date	ADB	Others	Net Percentage
Project Cost	45.00	Cumulative Contract Awards				
ADB	0.00	10 May 2012	0.00	0.00	0%	
Counterpart	0.00	Cumulative Disbursements				
Cofinancing	45.00	10 May 2012	0.00	0.00	0%	

Status of Covenants						
Category	Sector	Safeguards	Social	Financial	Economic	Others
Rating	-	-	-	Satisfactory	-	Satisfactory

## TA 8072-BAN

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
17 Apr 2012	27 Mar 2013	27 Mar 2013	31 Dec 2014	31 Dec 2016	-

Financing Plan/TA Utilization						Cumulative Disbursements		
ADB	Cofinancing	Counterpart				Total	Date	Amount
		Gov	Beneficiaries	Project Sponsor	Others			
0.00	1,000,000.00	0.00	0.00	0.00	0.00	1,000,000.00	17 Apr 2012	167,907.03

Status of Covenants						
Category	Sector	Safeguards	Social	Financial	Economic	Others
Rating	-	-	-	Satisfactory	-	Satisfactory

Project Page <http://www.adb.org/projects/42169-013/main>

Request for Information <http://www.adb.org/forms/request-information-form?subject=42169-013>

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