



Project Data Sheet

Project 32223-013

Project Name Road Network Improvement and Maintenance

Project Number 32223-013

Country / Economy Bangladesh

Project Status Closed

Project Type / Modality of Assistance Loan

Loan 1920-BAN: Road Network Improvement and Maintenance

Source of Funding / Amount Asian Development Fund US\$ 65.00 million

Loan 8204-BAN: Road Network Improvement and Maintenance

OPEC Fund for International Development US\$ 10.00 million

Strategic Agendas Inclusive economic growth

Drivers of Change Gender Equity and Mainstreaming
Private sector development

Sector / Subsector **Transport** / Road transport (non-urban)

Gender Some gender elements

Description The Project is to improve regional and feeder roads to strengthen integrated road networks in the northwest and the center-north regions in Bangladesh where the level of poverty incidence is known to be highest. The Project will also improve periodic and routine road maintenance by securing appropriate Government budget for maintenance and by promoting private sector participation in road maintenance.

Project Rationale and Linkage to Country/Regional Strategy The Asian Development Bank (ADB) has assisted with road sector development in Bangladesh, focusing largely on completion of five strategic road transport corridors. Other major financiers, including the World Bank and bilateral sources, have also focused on strengthening strategic corridors. These coordinated efforts contributed considerably to meeting the growing demand for roads by linking strategic areas in Bangladesh through strategic corridors. With the completion of key strategic road connections, more emphasis should now be given to development of an integrated road network to link the rural poor to economic opportunities. Compared with national and regional roads, type A feeder roads, which are mostly used by rural farmers to access markets or social facilities, have only 60-65 percent pavement ratio. Because of the poor condition of feeder roads, rural farmer connection to national roads is constrained, and consequently their access to markets or education or health facilities, which are located in commercial centers connected by national roads, is limited. There is need for complementary improvement of national, regional, and feeder roads to develop an integrated road network to link the rural poor to economic opportunities.

Impact	Economic development and poverty reduction through improved transport efficiency and strengthened integrated road networks linking national, regional, and feeder roads
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Project Outcome

Description of Outcome	<p>Provide rural farmers with better access to markets, social services and employment opportunities</p> <p>Secure Government resources for road maintenance and promote private sector participation in road maintenance</p> <p>Enhance road safety and axle-load control</p>
Progress Toward Outcome	<p>Loan closed on 30 June 2011 and accounts was closed on 19 December 2011. BRM has engaged one staff consultants and the consultant has submitted the draft PCR to ADB which is under review by ADB. Its parallel loan No. 8204-BAN(OFIG) was closed on 30 June 2011 and its loan account was closed effective 19 July 2012.</p>

Implementation Progress

Description of Project Outputs	<p>1) Improvement of 47 km of regional road and 127 km of type A feeder roads; 2) Periodic road maintenance of 400 km of roads; 3) Routine road maintenance of 50 km of regional or type A feeder roads based on a performance-based longterm contract; 4) Black spots improvement and education and public campaign for road safety</p>
Status of Implementation Progress (Outputs, Activities, and Issues)	<p>Status of implementation as of 31 December 2011 were as follows:</p> <p>1. Progress of five road improvement contracts (RIC) are: RIC-1=46%, RIC-2=100%, RIC-3=26%, RIC-4=100% and RIC-5=100%.</p> <p>2. Progress of four Periodic Road Maintenance contracts were as follows:</p> <p>PRMC-1=100%, PRMC-2=100%, PRMC-3=100% & PRMC-4=100%.</p> <p>3. Progress of one performance based routine road maintenance contract was 100%.</p> <p>4. Progress of one road safety contract was 50%.</p> <p>5. Supervision consultants work completed</p> <p>6. Loan has been closed on 30 June 2011. The loan account was closed on 19 December 2011.</p>

Geographical Location

Safeguard Categories

Environment	B
Involuntary Resettlement	
Indigenous Peoples	

Summary of Environmental and Social Aspects

Environmental Aspects	<p>The six roads will have no significant environmental impact because the Project will be executed only on the existing roads, none of which are in environmentally sensitive areas. The environmental impacts associated with the construction stage will include (i) disruption of traffic in the construction area; (ii) increased air pollution due to increasing dust and other volatile chemical substance from asphalt plants; (iii) noise and vibration; (iv) disruption of the water system due to cut-and-fill and other earthworks; and (v) potential landslides associated with elevating some part of the road. All these impacts will occur only during the construction period. Mitigation measures will be adopted to minimize the impacts: (i) reroute the traffic with clear signs; (ii) maintain optimum moisture content during handling of soil, spray water to minimize dust, and maintain a safe distance between the asphalt plant and public facilities including education facilities; (iii) strictly control the construction works that create noise and vibration by prohibiting night work in the residential areas; (iv) provide for pumping of stagnant water and an adequate drainage system; and (v) stabilize road embankment side slopes, restrict construction in flood areas to only the dry season, and avoid road widening at pond sites. All these mitigation requirements will be included in the contract documents for the contractor. Clearly, all the impacts are temporary and manageable. The environmental impact associated with the operation of the Project is mainly on traffic safety; therefore, adequate traffic signs and physical barriers to reduce motorist speed will be installed. The other important environmental impact that will not concentrate in the road areas is borrow pits excavation. In this context, strictly borrow pits operation will be adopted (e.g. restrict borrow pits in the fertile agriculture lands and areas prone to erosion and landslide, restore and rehabilitate former borrow pit areas).</p>
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Involuntary
Resettlement

Indigenous Peoples

Stakeholder Communication, Participation, and Consultation

During Project Design

During Project
Implementation

Business Opportunities

Consulting Services	<p>Consulting services for supervising civil works for the road improvement and the periodic road maintenance components have been completed. An international consulting firm undertook supervision in association with domestic consultants. In addition to contract supervision, the consultants performed (i) design formance-based road maintenance and implement supervision maintenance; (ii) assess safety for existing roads, develop a black spot improvement plan, and procure and supervise civil works; and (iii) make a feasibility study for privatizing of RHDs maintenance equipment and workshops. Consulting services also be required for preparing a detailed design for the proposed Road Network Improvement and Maintenance Project II. The consultants were recruited in accordance with ADBs Guidelines on the Use of Consultants and other arrangements satisfactory to ADB for engaging domestic consultants.</p>
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Procurement Civil works contract packages were awarded in accordance with ADBs Guidelines. International competitive bidding procedures were followed for road improvement contracts, and national competitive bidding procedures were followed for the ADB-financed road maintenance contracts.

Responsible ADB Officer Mohammad Islam

Responsible ADB Department South Asia Department

Responsible ADB Division Bangladesh Resident Mission

Executing Agencies *Bangladesh Road Transport Authority*
Mr. Syed Iftekhar Hossain
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Roads and Highways Department
Mr. Md. Sohrab Uddin Miah
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Timetable

Concept Clearance	06 Jun 2000
Fact Finding	21 Mar 2002 to 04 Apr 2002
MRM	31 May 2002
Approval	10 Oct 2002
Last Review Mission	-
PDS Creation Date	01 Feb 2007
Last PDS Update	25 Jul 2012

Loan 1920-BAN

Milestones

Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
10 Oct 2002	03 Feb 2003	27 Oct 2003	31 Dec 2007	30 Jun 2011	19 Dec 2011

Financing Plan

Loan Utilization

Total (Amount in US\$ million)			Date	ADB	Others	Net Percentage
Project Cost	112.90	Cumulative Contract Awards				
ADB	65.00	17 Jun 2022	34.93	0.00		100%
Counterpart	47.90	Cumulative Disbursements				
Cofinancing	0.00	17 Jun 2022	34.93	0.00		100%

Status of Covenants

Category	Sector	Safeguards	Social	Financial	Economic	Others
Rating	Satisfactory	Satisfactory	Satisfactory	Satisfactory	-	Satisfactory

Loan 8204-BAN

Milestones

Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
25 Sep 2002	04 Feb 2003	15 Apr 2003	31 Dec 2007	30 Jun 2011	30 Jun 2012

Financing Plan

Loan Utilization

Total (Amount in US\$ million)		Date	ADB	Others	Net Percentage
Project Cost	10.00	Cumulative Contract Awards			
ADB	0.00	17 Jun 2022	0.00	4.03	100%
Counterpart	0.00	Cumulative Disbursements			
Cofinancing	10.00	17 Jun 2022	0.00	4.03	100%

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