



Report and Recommendation of the President to the Board of Directors

Project Number: 45174-001
March 2012

Proposed Technical Assistance Loan
People's Republic of Bangladesh:
Dhaka–Chittagong Expressway Public–Private
Partnership Design Project

Asian Development Bank

CURRENCY EQUIVALENTS
(as of 20 February 2012)

Currency Unit	–	taka (Tk)
Tk1.00	=	\$0.012
\$1.00	=	Tk81.93

ABBREVIATIONS

ADB	–	Asian Development Bank
MOC	–	Ministry of Communication
PAM		project administration manual
PIU	–	project implementation unit
PPP	–	public–private partnership
SDR	–	special drawing right
TA	–	technical assistance

NOTE

In this report, "\$" refers to US dollars.

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PROJECT AT A GLANCE

1. Project Name: Dhaka–Chittagong Expressway Public–Private Partnership Design Project		2. Project Number: 45174-001	
3. Country: Bangladesh		4. Department/Division: South Asia Department/Transport and Communications Division	
5. Sector Classification:			
		Sectors	Primary
		Transport, and information and communication technology	√
		Subsectors	
		Road transport	
6. Thematic Classification:			
		Themes	Primary
		Economic growth	√
		Private sector development	
		Regional cooperation and integration	
		Capacity development	
		Subthemes	
		Widening access to markets and economic opportunities	
		Public–private partnerships	
		Cross-border infrastructure	
		Institutional development	
6a. Climate Change Impact No Climate Change Indicator available.		6b. Gender Mainstreaming	
		Gender equity theme (GEN)	
		Effective gender mainstreaming (EGM)	
		Some gender benefits (SGB)	√
		No gender elements (NGE)	
7. Targeting Classification:		8. Location Impact:	
General Intervention	Targeted Intervention		
	Geographic dimensions of inclusive growth	Millennium development goals	Income poverty at household level
√			
		National	High
		Regional	Medium
		Urban	Low
9. Project Risk Categorization: Low			
10. Safeguards Categorization:			
		Environment	C
		Involuntary resettlement	C
		Indigenous peoples	C
11. ADB Financing:			
	Sovereign/Nonsovereign	Modality	Source
	Sovereign	TA loan	Asian Development Fund
	Total		10.0
12. Cofinancing: No Cofinancing available.			
13. Counterpart Financing:			
	Source	Amount (\$ Million)	
	Government	2.5	
	Total	2.5	
14. Aid Effectiveness:			
		Parallel project implementation unit	No
		Program-based approach	No

BANGLADESH DHAKA-CHITTAGONG EXPRESSWAY PUBLIC-PRIVATE PARTNERSHIP DESIGN PROJECT



- Proposed Project Section
- National Capital
- Divisional Headquarters
- District Headquarters
- Town/Municipality
- Proposed Expressway
- National Highway
- Regional Highway
- Zilla/Other Road

- Railway
 - River
 - District Boundary
 - Divisional Boundary
 - International Boundary
- Boundaries are not necessarily authoritative.

This map was produced by the cartography unit of the Asian Development Bank. The boundaries, colors, denominations, and any other information shown on this map do not imply, on the part of the Asian Development Bank, any judgment on the legal status of any territory, or any endorsement or acceptance of such boundaries, colors, denominations, or information.

I. THE PROPOSAL

1. I submit for your approval the following report and recommendation on a proposed technical assistance (TA) loan to the People's Republic of Bangladesh for the Dhaka–Chittagong Expressway Public–Private Partnership Design Project.¹

2. The TA loan from the Asian Development Bank (ADB) is to develop a design for the Dhaka–Chittagong Expressway that is ready for financing under a public–private partnership (PPP), and to assist the Ministry of Communication (MOC) of the Government of Bangladesh in engaging a concessionaire for the follow-on project.² The TA loan will assist the government in updating the feasibility study and preparing the detailed engineering design documents, and in selecting an appropriate PPP financing scheme for the Dhaka–Chittagong Expressway Project.

II. THE PROJECT

A. Rationale

3. In recent years, road transport has become the dominant mode of surface transportation in Bangladesh, carrying more than 70% of passengers and 60% of freight. The Bangladesh Road Master Plan 2007 forecast annual growth of 6.4% in both freight and passenger traffic during 2010–2015 and 6.0% over the master plan period (2005–2025).

4. Dhaka and Chittagong are the two major metropolitan areas of Bangladesh. Dhaka is the main commercial and administrative center of the country; Chittagong is the primary seaport, accounting for about 90% of imports and exports. About a quarter of Bangladesh's population lives in the Dhaka–Chittagong corridor. The government's Sixth Five-Year Plan, 2011–2015 assigns the highest priority to increasing the capacity of the existing Dhaka–Chittagong Highway, which is part of the Asian Highway network, by widening it to four lanes and building the Dhaka–Chittagong Expressway.

5. Road traffic between Dhaka and Chittagong is hampered by the lack of capacity of the existing 250-kilometer highway and load restrictions on bridges. In general, a fully loaded container cannot be transported by road to Dhaka. Road safety on the two-lane highway is poor because it is overcrowded with different types of vehicles, including rickshaws, bicycles, motorcycles, cars, buses, and trucks. The journey between Dhaka and Chittagong can take up to 10 hours because of congestion on the road.

6. Based on traffic counts in 2009, 20,000–25,000 motorized vehicles—up to 40% of them trucks—use the highway each day.³ The number of motorized vehicles is expected to grow to at least 35,000 in 2020, 66,000 in 2030, and more than 119,000 in 2040, depending on the section and selected scenario for the traffic forecast.⁴ The 2009 traffic count indicates that the capacity of the existing two-lane highway is already saturated; the capacity of the four-lane highway

¹ The design and monitoring framework is in Appendix 1.

² Asian Development Bank. 2008. *Public–Private Partnership Handbook*. Manila. The term “public–private partnership” describes a range of possible relationships among public and private entities in the context of infrastructure and other services.

³ Data for 2009 from the database of the Roads and Highways Department, Ministry of Communication, Government of Bangladesh.

⁴ Traffic forecast prepared as part of the feasibility study and conceptual design for a four-lane Dhaka–Chittagong access-controlled expressway, prepared with funding from an ADB project completed in 2008. ADB. 2000. *Report and Recommendation of the President to the Board of Directors: Proposed Loan to the People's Republic of Bangladesh for the Road Maintenance and Improvement Project*. Manila (Loan 1789-BAN).

currently under construction will be saturated shortly after 2020 because of the mixed traffic and large number of intersections, villages, and towns served by the highway. This demonstrates the need for the additional road transport capacity that will be provided by the Dhaka–Chittagong Expressway.

7. Dhaka and Chittagong are also linked by air, inland waterways, and railway, but road and railway links handle the bulk of passenger and high-value cargo traffic in this corridor. Both of these modes of transport are facing serious capacity bottlenecks. About half of the length of the 327-kilometer railway line between Dhaka and Chittagong is only a single-track line, which limits the number of daily trains. Passenger trains are frequently sold out and because passenger transportation is given preference over freight transportation, only four container trains operate between Dhaka and Chittagong daily, carrying about 10% of the containers to and from Chittagong Port.

8. To address the transport needs in this corridor, the government is (i) upgrading the existing Dhaka–Chittagong highway by widening of the remaining two-lane sections to four lanes, which is planned for completion by 2013; (ii) improving the capacity of the railway line by making the remaining single-track sections double-track, which is planned for completion in 3–5 years; and (iii) planning to build a new access-controlled expressway. This expressway will provide enough additional capacity in this important corridor to accommodate future traffic growth and will also meet the demand for a safer and more reliable road connection. This expressway is badly needed, particularly with recent high-level intergovernmental consultations and agreements that will allow better access for Bhutan, India, and Nepal to Chittagong Port. This additional traffic of goods and passengers will use the Dhaka–Chittagong corridor and has to be considered when planning the road capacity between Dhaka and Chittagong.

9. The congestion on the existing highway requires the government to progress rapidly with this core transport project. Because funds available for the follow-on investment project are limited and the financing needs are large, opportunities for private sector participation have to be identified to structure and implement the first PPP project in Bangladesh's transport sector. This is in line with ADB's long-term strategy to promote infrastructure projects with private sector participation. High-quality international consultants should be engaged in a timely manner to support streamlined and efficient preparation of the PPP project, which will allow the government to enter into a fair agreement with the private sector based on a detailed design with proper allocation of risks between the parties.

10. The TA loan benefits from the findings of a study financed by ADB and completed in 2008, which prepared a pre-feasibility study and conceptual design for an access-controlled Dhaka–Chittagong Expressway (footnote 4). The study concluded that the route alignment selected for the study of the expressway is technically, economical, and financially viable based on 2008 assumptions, costs, and revenue streams. The selected option was estimated to cost \$2.75 billion equivalent in 2011 prices and the implementation period was assumed to be 5–6 years. However, the government failed to attract private investment for the project studied and is discussing different route alignment options that were not appraised in the earlier study. Earlier attempts to recruit a concessionaire on a PPP basis failed mainly because (i) a detailed route alignment design had not been agreed upon, creating uncertainty about the required land acquisition; (ii) an attractive legal framework and risk allocation between the partners was lacking; and (iii) the foreign currency exchange risk allocation was unclear. The cost and revenue streams have changed since the 2008 study and an understanding was reached that a successful PPP project needs detailed project preparation, especially as this project will be the first large PPP project implemented in Bangladesh's transport sector.

11. Preparing the Dhaka–Chittagong Expressway for financing under a PPP is in line with the government’s target in the Sixth Five-Year Plan to triple investments in infrastructure development from 2% to 6% of gross domestic product through substantial private participation. This TA loan will benefit from the PPP unit established in the Prime Minister’s Office with the support of capacity development TA from ADB.⁵ The capacity development TA also supported the government in proposing an institutional and legal framework for PPP projects, and in drafting a new PPP law and an environmental and social management system for PPP projects. Proposed future assistance to Bangladesh will support capacity development for the implementation of PPP projects.

B. Impact and Outcome

12. The TA loan will facilitate project preparation for a follow-on project, resulting in the Dhaka–Chittagong Expressway being efficiently constructed, operated, and managed under a PPP. The outcome of the TA loan will be an agreed upon design of the Dhaka–Chittagong Expressway for implementation under a PPP.

C. Outputs

13. The project will provide the following:
- (i) a feasibility study with an assessment of different route alignment options;
 - (ii) the economic and financial analysis for the follow-on project, the structuring of the PPP, the financial model for the follow-on project, and a recommendation of the PPP structure for the follow-on project;
 - (iii) capacity development in PPP project implementation for the executing agency;
 - (iv) the detailed engineering design for the selected option, including the finalization of all safeguard documents;
 - (v) transaction advisory services for the preparation of the prequalification and bidding documents for the concession agreement, preparation of the concession agreement, and support for the executing agency during the bidding process; and
 - (vi) support for safeguard implementation in the follow-on project.

D. Investment and Financing Plans

14. The project is estimated to cost \$12.5 million equivalent (Table 1) including taxes and duties. Detailed cost estimates are in the project administration manual (PAM).⁶

⁵ ADB. 2010. *Technical Assistance to the People’s Republic of Bangladesh for Public–Private Partnership Program Operationalization*. Manila (TA-7691 BAN).

⁶ Project Administration Manual (accessible from the list of linked documents in Appendix 2).

Table 1: Project Investment Plan
(\$ million)

Item	Amount ^a
A. Base Cost^b	
1. Consulting services	8.75
2. Project management	1.25
3. Taxes and duties	1.25
Subtotal (A)	11.25
B. Contingencies^c	1.00
C. Financing Charges During Implementation^d	0.25
Total (A+B+C)	12.50

^a Includes taxes and duties of \$1.25 million to be financed from government resources.

^b In mid-2011 prices.

^c Physical contingencies computed at 10% for consulting services. Price contingencies computed at 5% on foreign exchange costs and 8% on local currency costs; includes provision for potential exchange rate fluctuation under the assumption of a purchasing power parity exchange rate.

^d Includes interest. Interest during implementation for ADB loan(s) has been computed at 1.0% per year.

Source: Asian Development Bank estimates.

15. The government has requested a loan in various currencies equivalent to SDR6,439,000 from ADB's Special Funds resources to help finance the project. The loan will have a 32-year term, including a grace period of 8 years, an interest rate of 1.0% per annum during the grace period and 1.5% per annum thereafter, and such other terms and conditions set forth in the draft loan agreement.

16. The financing plan is in Table 2.

Table 2: Financing Plan

Source	Amount (\$ million)	Share of Total (%)
Asian Development Bank	10.00	80.00
Government	2.50	20.00
Total	12.50	100.00

Source: Asian Development Bank estimates.

E. Implementation Arrangements

17. The implementation arrangements are summarized in Table 3 and described in detail in the PAM (footnote 6).

Table 3: Implementation Arrangements

Aspects	Arrangements		
Implementation period	April 2012–September 2015		
Management			
(i) Executing agency	Ministry of Communication		
(ii) Steering committee	Headed by secretary (Roads Division), Ministry of Communication		
(iii) Project implementation unit	Roads and Highway Department, Dhaka (1 project director and 5 staff)		
Consulting services	Engineering design consultant (QCBS)	115 person-months of international inputs and 390 person-months of national inputs	\$8,500,000
	Transaction advisor (QCBS)	5 person-months of international inputs and 10 person-months of national inputs	\$500,000
	Safeguard implementation support (QCBS)	240 person-months of national inputs	\$250,000
Advance contracting	Advance contracting for consulting services		
Disbursement	The loan proceeds will be disbursed in accordance with ADB's <i>Loan Disbursement Handbook</i> (2007, as amended from time to time) and detailed arrangements agreed upon between the government and ADB.		

ADB = Asian Development Bank, QCBS = quality- and cost-based selection.

Source: Asian Development Bank estimates.

18. To avoid start-up delays and accelerate the development of this PPP project, the government has asked ADB to select the consultants on its behalf. The government will retain its authority to negotiate and sign contracts.

III. DUE DILIGENCE

A. Economic and Financial

19. The follow-on investment projects prepared under the TA loan will support Bangladesh's economic growth and reduce poverty by (i) connecting major markets in the country, (ii) connecting the country's administrative and economic capital with the main seaport, and (iii) providing communities with access to economic and social services. It will also contribute to regional cooperation and integration by strengthening connectivity of neighboring countries to Chittagong Port, while increasing Bangladesh's trade competitiveness.

20. Preparing the Dhaka–Chittagong Expressway for financing under a PPP will help the government achieve its target to triple investment in infrastructure development from 2% to 6% of gross domestic product through substantial private participation. It will also support the government in raising the required funds from the private sector by minimizing the risks to private investors through thorough project preparation.

21. The proposed TA loan will support the project's feasibility study, detailed design, selection of the concessionaire, and safeguard implementation, ensuring that (i) the

implementation of the follow-on project will not be delayed, (ii) the positive impacts of the follow-on project will not be delayed, and (iii) the government will mobilize private sector financing and benefit from the private sector's efficiency in project implementation to satisfy the huge needs for infrastructure investment in Bangladesh.

B. Governance

22. **Financial management.** The MOC has prior and ongoing experience with implementing ADB-funded projects through the Bangladesh Bridge Authority, and the Roads and Highways Department. The MOC has knowledge of project financial accounting methods and ADB disbursement procedures. For the proposed TA loan, one accountant will be included in the project implementation unit (PIU). MOC officials have participated in workshops run by ADB consultants on good practices in financial management.

23. The PIU will establish and maintain separate project records and accounts to identify the finances received and expenditures made under the TA loan, ensuring an adequate audit trail. The accounts will be set up in accordance with sound accounting principles. Independent auditors acceptable to ADB will audit the accounts and related financial statements annually.

24. **Procurement and anticorruption measures.** Recruitment of consultants will be carried out in accordance with ADB's Guidelines on the Use of Consultants (2010, as amended from time to time), and the procurement of equipment will be in accordance with ADB Procurement Guidelines (2010, as amended from time to time). ADB will select the consultants and the Roads and Highway Department under the MOC will negotiate contracts with them (para. 18). This recruitment process will help to ensure that consulting services are available in a timely manner. The procurement rules for selection of contractors required by international financial institutions such as ADB are considered sufficiently robust to deter corruption during bid selection. National procurement regulation has also improved through the Public Procurement Act, 2006, and the related Public Procurement Rules (2008) with subsequent amendments. During implementation of the TA loan, reports will be submitted to the executing agency and ADB in line with submission milestones to ensure the quality and timeliness of the consultants' work.

25. ADB's Anticorruption Policy (1998, as amended to date) was explained to and discussed with the government and the MOC. The specific policy requirements and supplementary measures are described in the PAM (footnote 6).

C. Poverty and Social

26. The TA loan will focus on project preparation and will ensure that the follow-on project will be prepared in full compliance with ADB's *Handbook for Incorporation of Social Dimensions in Projects* and *Handbook on Social Analysis*.⁷ Gender, labor, HIV/AIDS, and other social risks related to the follow-on project will be assessed as part of the feasibility study under the TA loan, and a mitigation plan will be prepared to address those issues.

⁷ ADB. 1994. *Handbook for Incorporation of Social Dimensions in Projects*. Manila; and ADB. 2007. *Handbook on Social Analysis*. Manila.

D. Safeguards

27. The TA loan will support the development of an environmentally and socially viable follow-on project. The TA loan will support the government in safeguard implementation to avoid project start-up delays. The TA loan project is classified category C for environment, involuntary resettlement, and indigenous peoples because the alignment options for the follow-on project will be studied. The project will be reexamined and reclassified as appropriate after the feasibility study. During the detailed design stage, the consultants will prepare environmental impact assessments and initial environmental examinations, as applicable, including environmental management plans. Similarly, the resettlement plans, small ethnic communities plans, and gender analysis will be prepared. If the follow-on project is implemented as a PPP, safeguard documents will be drafted following the environmental and social management system that is being prepared by the PPP unit in the Prime Minister's Office. Safeguard documentation will be prepared in accordance with ADB's Safeguard Policy Statement (2009); government guidelines, regulations, and policies; and the safeguard policies of other financiers. All safeguard documentation will follow the approval and disclosure process set forth in the Safeguard Policy Statement prior to the implementation of the safeguard by the government.

E. Risks and Mitigating Measures

28. Major risks and mitigating measures are summarized in paras. 29–32 and described in detail in the risk assessment and risk management plan.⁸ The integrated benefits and impacts are expected to outweigh the costs.

29. **Implementation delays.** Close ADB supervision during implementation will address the risk of delays. ADB selection of the consultants will expedite the process. This will also help to attract qualified consultants for fast project implementation. Safeguard specialists engaged under the TA loan will help to mitigate the risk of slow implementation of safeguards caused by limited interagency coordination.

30. **Weak capacity for review, assessment, and approval of public–private partnership projects.** ADB provided capacity development TA to support the government in establishing the PPP unit in the Prime Minister's Office (footnote 5). To further build the capacity of the government in reviewing and implementing PPP projects, future assistance to Bangladesh will be proposed to support PPP program implementation.

31. **Weak capacity for the implementation of public–private partnership projects.** To ensure that sufficient capacity for the implementation of PPP projects is available in the MOC and the PIU in the Roads and Highways Department, the feasibility study will examine the needs for a capacity development program. Such a program will be implemented during the detailed design stage.

32. **Delays in government approvals.** Support will be provided to strengthen the capacity of the MOC in preparing the necessary documentation for the approval of the TA loan. Staff consultants will support the MOC in preparing the documents and during the approval process.

⁸ Risk Assessment and Risk Management Plan (accessible from the list of linked documents in Appendix 2).

IV. ASSURANCES AND CONDITIONS

33. The government and the MOC have assured ADB that implementation of the project shall conform to all applicable ADB policies including those concerning anticorruption measures, safeguards, gender, procurement, consulting services selection, and disbursement as described in detail in the PAM and the loan documents.

34. The government and the MOC have agreed with ADB on certain covenants for the project, which are set forth in the loan agreement.

35. The appointment of a project director satisfactory to ADB, the establishment of the PIU, and the execution of the contracts for consulting services shall be conditions for disbursement under the loan agreement.

V. RECOMMENDATION

36. I am satisfied that the proposed loan would comply with the Articles of Agreement of the Asian Development Bank (ADB) and recommend that the Board approve the loan in various currencies equivalent to SDR6,439,000 to the People's Republic of Bangladesh for the Dhaka–Chittagong Expressway Public–Private Partnership Design Project from ADB's Special Funds resources with an interest charge at the rate of 1.0% per annum during the grace period and 1.5% per annum thereafter; for a term of 32 years, including a grace period of 8 years; and such other terms and conditions as are substantially in accordance with those set forth in the draft loan agreement presented to the Board.

Haruhiko Kuroda
President

8 March 2012

DESIGN AND MONITORING FRAMEWORK

Design Summary	Performance Targets and Indicators (Baselines: Zero)	Data Sources and Reporting Mechanisms	Assumptions and Risks
Impact Dhaka–Chittagong Expressway efficiently constructed, operated, and managed under a PPP	Dhaka–Chittagong Expressway in operation under a PPP by 2020	Reporting mechanism to be drafted under PPP concession agreement	Assumptions Willingness of private sector to invest in Bangladesh’s transport infrastructure Positive investment climate in Bangladesh
Outcome Agreed upon design of the Dhaka–Chittagong Expressway for implementation under a PPP	Submission and approval of feasibility study including recommended PPP in 2014 Submission and approval of design and PPP contract documents in 2015	Project feasibility study and detailed design reports Draft PPP concession agreement	Assumption Active support from other government agencies and other stakeholders in the selection of route alignment options
Outputs 1. Feasibility study with assessment of different route alignment options 2. Economic and financial analysis for the follow-on project, structuring of the PPP, establishment of the financial model, and recommendation of the PPP structure for the follow-on project 3. Capacity development for PPP project implementation 4. Detailed engineering design for the selected option including the finalization of all safeguard documents	Option for detailed design selected, and detailed design and tender documents completed by 2015 PPP scheme selected by 2014 Training program established by 2013 and training implemented by 2015 Detailed design report completed by 2015	Project feasibility study and detailed design reports Draft PPP concession agreement Training program and training report Detailed design report	Risk Delays in government approvals

Design Summary	Performance Targets and Indicators (Baselines: Zero)	Data Sources and Reporting Mechanisms	Assumptions and Risks								
5. Transaction advisory services for the preparation of the prequalification and bidding documents for the concession agreement, preparation of the concession agreement, and support for the project executing agency during the bidding process	Concessionaire under proposed PPP-scheme selected by 2015	Concession agreement									
6. Support for safeguard implementation in follow-on project ^a	Safeguard documents prepared by 2014	Safeguard documents									
Activities with Milestones		Inputs									
1. Feasibility study		Loan									
1.1 Consultant selection by December 2012		ADB: \$10 million									
1.2 Feasibility study including data collection; surveys; engineering feasibility study and evaluation of options; economic analysis; financial modeling and analysis; PPP structuring; and environmental, resettlement, and indigenous people assessment completed by September 2013		<table border="1"> <thead> <tr> <th data-bbox="821 1106 1125 1148">Item</th> <th data-bbox="1125 1106 1442 1148">Amount (\$ million)</th> </tr> </thead> <tbody> <tr> <td data-bbox="821 1148 1125 1190">Consulting services</td> <td data-bbox="1125 1148 1442 1190">8.75</td> </tr> <tr> <td data-bbox="821 1190 1125 1274">Financing charges during implementation</td> <td data-bbox="1125 1190 1442 1274">0.25</td> </tr> <tr> <td data-bbox="821 1274 1125 1325">Contingencies</td> <td data-bbox="1125 1274 1442 1325">1.00</td> </tr> </tbody> </table>		Item	Amount (\$ million)	Consulting services	8.75	Financing charges during implementation	0.25	Contingencies	1.00
Item	Amount (\$ million)										
Consulting services	8.75										
Financing charges during implementation	0.25										
Contingencies	1.00										
1.3 Option for detailed design selected by March 2015		Government: \$2.5 million									
2. Institutional environment for public-private partnership projects		<table border="1"> <thead> <tr> <th data-bbox="821 1411 1125 1453">Item</th> <th data-bbox="1125 1411 1442 1453">Amount (\$ million)</th> </tr> </thead> <tbody> <tr> <td data-bbox="821 1453 1125 1495">Project management</td> <td data-bbox="1125 1453 1442 1495">1.25</td> </tr> <tr> <td data-bbox="821 1495 1125 1558">Taxes and duties</td> <td data-bbox="1125 1495 1442 1558">1.25</td> </tr> </tbody> </table>		Item	Amount (\$ million)	Project management	1.25	Taxes and duties	1.25		
Item	Amount (\$ million)										
Project management	1.25										
Taxes and duties	1.25										
2.1 Institutional environment for PPP projects assessed and needs for industry restructuring for PPP identified by December 2013											
2.2 Legal prerequisites for PPP projects identified by March 2014											
2.3 Value-for-money analysis conducted and options for PPP structuring of the investment project identified by March 2014											
2.4 Action plan for improvements in PPP project implementation established by July 2014											

Activities with Milestones	
<p>3. Capacity development for public–private partnership project implementation</p> <p>3.1 Training program drafted by December 2013</p> <p>3.2 Training completed and training report submitted by March 2015</p> <p>4. Detailed design</p> <p>4.1 Detailed design started by October 2013</p> <p>4.2 Detailed design including detailed engineering design, support during PPP procurement, social assessment, resettlement and small ethnic communities assessment, and environmental studies completed by September 2014</p> <p>4.3 Detailed design approved by March 2015</p> <p>5. Public–private partnership transaction advisory services</p> <p>5.1 Consultant selected by March 2013</p> <p>5.2 PPP scheme selected by March 2014</p> <p>5.3 PPP agreements drafted by March 2014</p> <p>5.4 Contractor under proposed PPP scheme selected by March 2015</p> <p>6. Support for safeguard implementation (to be carried out in 2014 or 2015, if ensuing project is financed by ADB)</p> <p>6.1 Advice on ADB’s policies, procedures, and best practices provided, helping them implement plans as required</p> <p>6.2 Help provided to establish units to implement plans relating to resettlement, social aspects, and environment</p> <p>6.3 Training of government officials and NGOs provided</p> <p>6.4 Coordination and lines of communication between ADB and government agencies, line departments, and organizations or individuals involved with resettlement aspects of projects facilitated</p> <p>6.5 Project management monitored to ensure effective coordination and implementation of safeguard-related plans</p>	

^a Expected output if the follow-on project is financed by ADB.

ADB = Asian Development Bank; NGO = non governmental organization; PPP = public–private partnership.
Source: ADB

LIST OF LINKED DOCUMENTS

<http://adb.org/Documents/RRPs/?id=45174-001-3>

1. Loan Agreement
2. Sector Assessment (Summary): Transport
3. Project Administration Manual
4. Contribution to the ADB Results Framework
5. Development Coordination
6. Country Economic Indicators
7. Summary Poverty Reduction and Social Strategy
8. Risk Assessment and Risk Management Plan