



Report and Recommendation of the President to the Board of Directors

Project Number: 47243-005
Loan Numbers: 3731-BAN and 3732-BAN
May 2020

Proposed Loan for Additional Financing People's Republic of Bangladesh: Rural Connectivity Improvement Project

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Asian Development Bank

CURRENCY EQUIVALENTS

(as of 4 May 2020)

Currency unit	–	taka (Tk)
Tk1.00	=	\$0.011772
\$1.00	=	Tk84.945

ABBREVIATIONS

ADB	–	Asian Development Bank
km	–	kilometer
LGED	–	Local Government Engineering Division
PAM	–	project administration manual

NOTES

- (i) The fiscal year (FY) of the Government of Bangladesh and its agencies ends on 30 June. “FY” before a calendar year denotes the year in which the fiscal year ends, e.g., FY2018 ends on 30 June 2018.
- (ii) In this report, “\$” refers to United States dollars.

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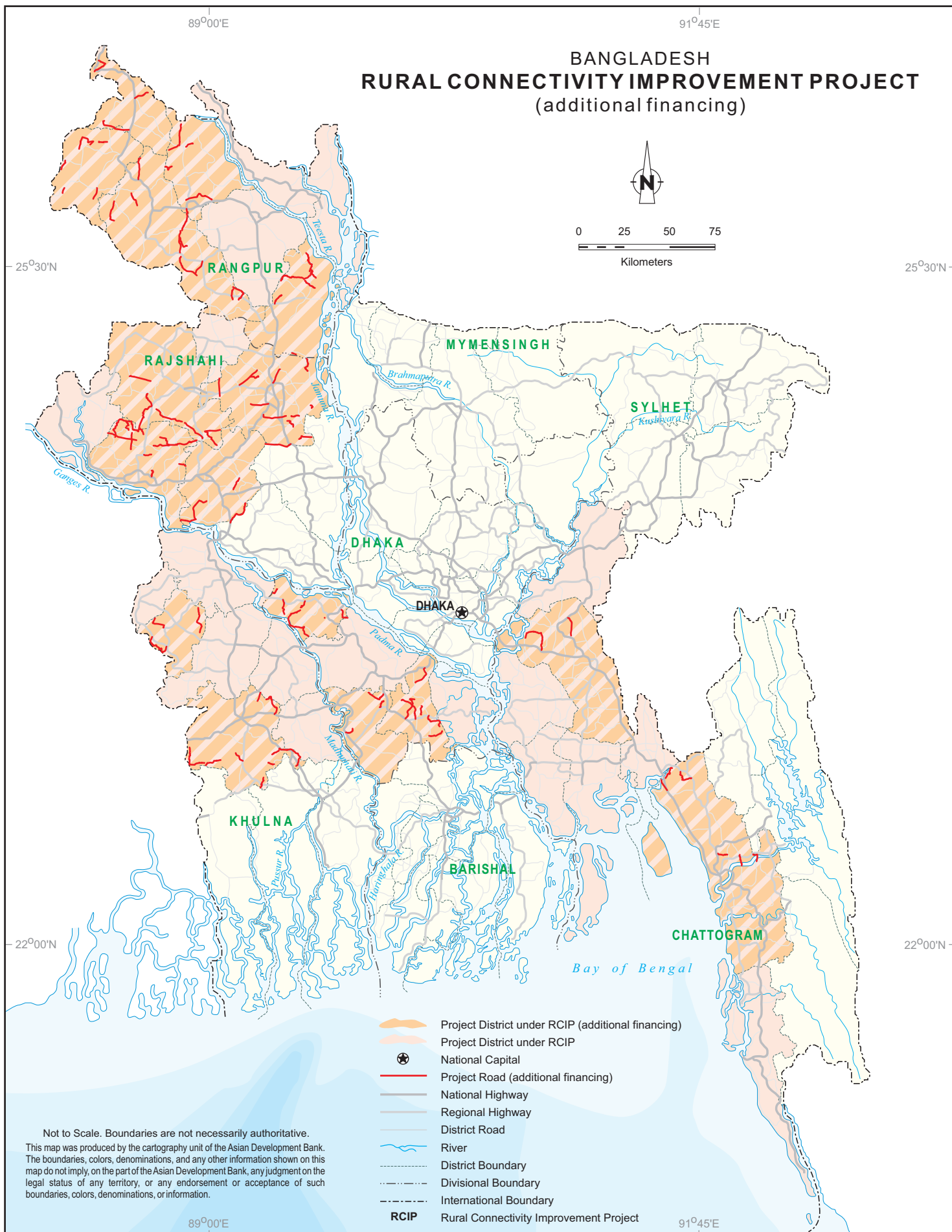
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PROJECT AT A GLANCE

1. Basic Data		Project Number: 47243-005	
Project Name	Rural Connectivity Improvement Project-Additional Financing	Department/Division	SARD/SAER
Country	Bangladesh	Executing Agency	Local Government
Borrower	Bangladesh		Engineering Department
Country Economic Indicators	https://www.adb.org/Documents/LinkedDocs/?id=47243-005-CEI		
Portfolio at a Glance	https://www.adb.org/Documents/LinkedDocs/?id=47243-005-PortAtaGlance		
2. Sector	Subsector(s)	ADB Financing (\$ million)	
✓ Agriculture, natural resources and rural development	Rural market infrastructure		100.00
		Total	100.00
3. Operational Priorities		Climate Change Information	
✓ Addressing remaining poverty and reducing inequalities		GHG reductions (tons per annum)	0
✓ Accelerating progress in gender equality		Climate Change impact on the Project	Medium
✓ Tackling climate change, building climate and disaster resilience, and enhancing environmental sustainability		ADB Financing	
✓ Promoting rural development and food security		Adaptation (\$ million)	9.90
✓ Strengthening governance and institutional capacity		Mitigation (\$ million)	0.00
		Cofinancing	
		Adaptation (\$ million)	0.00
		Mitigation (\$ million)	0.00
Sustainable Development Goals		Gender Equity and Mainstreaming	
SDG 1.5		Effective gender mainstreaming (EGM)	✓
SDG 8.5		Poverty Targeting	
SDG 11.5		General Intervention on Poverty	✓
SDG 13.a			
4. Risk Categorization:	Low		
5. Safeguard Categorization	Environment: B Involuntary Resettlement: C Indigenous Peoples: C		
6. Financing			
Modality and Sources		Amount (\$ million)	
ADB		100.00	
Sovereign Project (Concessional Loan): Ordinary capital resources		100.00	
Cofinancing		0.00	
None		0.00	
Counterpart		63.93	
Government		63.93	
Total		163.93	
Currency of ADB Financing: US Dollar			

BANGLADESH RURAL CONNECTIVITY IMPROVEMENT PROJECT (additional financing)



Not to Scale. 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 loan to the People's Republic of Bangladesh for the additional financing of the Rural Connectivity Improvement Project. The additional financing is required to scale up the current project by adding approximately 930 kilometers (km) of rural roads.

2. To improve the road network connecting the rural population to agriculture value chain development zones, the Rural Connectivity Improvement Project (i) upgrades about 1,700 km of rural roads to all-weather standards with climate resilience and safety features in 34 districts in five divisions, (ii) improves the capacity of the rural infrastructure agency, and (iii) finances enhancements to the national rural road master plan using a geographic information system.¹

II. THE PROJECT

A. Rationale

3. The project meets the eligibility criteria for additional financing and is performing well.

- (i) **Implementation progress is satisfactory.** Works packages comprise 80% of Asian Development Bank (ADB) financing. To date, bids have been received for 60 out of the 67 packages (totaling \$163 million); of these 48 works contracts have been signed (\$139 million), two packages are pending approval by the ministry (\$6 million), and ten packages are being evaluated. The remaining seven packages are at preparation or rebidding stage. Contract awards amount to \$115.3 million (139% of baseline projections) and disbursements amount to \$20.8 million (151% of baseline).
- (ii) **Delivery of expected outputs is rated successful.** The Local Government Engineering Division (LGED) is making progress toward achieving the expected outputs by 2023. For output 1, works have started for 37 packages and the remaining procurement is ongoing. For outputs 2 and 3, the recruitment of consultancy firms is ongoing and mobilization is anticipated in the third quarter of 2020. The mobilization of the project implementation support consultant is expected in June 2020. The project is *on track* to achieve the project outcome.
- (iii) **Safeguards policy requirements.** All safeguard covenants are being complied with.
- (iv) **Management of risks is rated successful.** All risks detailed in the risk assessment and risk management plan are being managed successfully.²
- (v) **Project performance.** The project has been rated *on track* since its effectiveness.

4. In 2017, LGED in the Local Government Division of the Ministry of Local Government, Rural Development and Cooperatives prepared the detailed design of a loan project totaling \$300 million and covering 2,672 km of rural roads in 34 districts.³ The project amount was subsequently approved by ADB for \$200 million with a reduced scope.⁴ The additional financing is to scale up

¹ ADB. 2018. [Report and Recommendation of the President to the Board of Directors: Proposed Loans and Technical Assistance Grant to the People's Republic of Bangladesh for the Rural Connectivity Improvement Project](#). Manila (accessible from the list of linked documents in Appendix 2).

² Bids for the eight works packages as pilot contracts, including a 5-year maintenance component, have been received. Three contracts were awarded in 2019, and the remaining packages are expected to be awarded by 31 May 2020.

³ ADB. 2016. [Project Design Advance for Bangladesh: Rural Infrastructure Maintenance Program](#). Manila.

⁴ ADB Board approved the current project for a regular loan of \$100 million (Loan 3731-BAN) and a concessional loan of \$100 million (Loan 3732-BAN) on 5 November 2018. The loan agreements were signed on 13 January 2019 and declared effective on 13 February 2019. The current project is to be implemented over 5 years and both loans will

the first output of the current project from 1,700 km to 2,630 km of rural roads in 16 districts, and is included in ADB's country operations business plan, 2020–2022.⁵ The design and implementation arrangements for the current project will be used to expedite results, while the impact and outcome of the overall project will be enhanced by covering additional geographic areas and increasing beneficiaries.⁶ The overall project scope remains (i) technically feasible and economically viable; (ii) aligned with the government's priorities under the Seventh Five Year Plan, FY2016–FY2020;⁷ (iii) consistent with the project's development objectives and ADB's country partnership strategy, 2016–2020;⁸ and (iv) aligned with ADB's Strategy 2030 operational priorities of (a) promoting rural development and food security, (b) tackling climate change, building climate and disaster resilience, and enhancing environmental sustainability; and (c) strengthening governance and institutional capacity.⁹ The coronavirus disease (COVID-19) pandemic has significantly reduced the growth prospects of Bangladesh, and the pandemic will ultimately impact the rural poor who are the most vulnerable and the least resilient. Increased government spending is necessary to jump-start the economy. Infrastructure spending in rural roads improvements will generate local employment, increase access by rural communities to health services and medical supplies, and enhance the long-term growth prospects of the economy.

B. Project Description

5. The additional financing will increase the current output 1 from 1,700 km to 2,630 km of rural roads in 16 districts of the 34 districts covered by the current project, and support LGED to produce a design project report for a possible follow-on loan. The impact and outcome of the overall project will remain unchanged from those of the current project.¹⁰

C. Value Added by ADB

6. The Seventh Five Year Plan aims to expand the rural road capacity to increase connectivity, provide greater access to social services and markets, and promote the agriculture sector. The government has embarked on a sustained effort to improve the rural road network, using its own resources and with assistance from international development partners. The overall project will provide a foundation for future investments and post-pandemic recovery in rural areas in Bangladesh, including a possible follow-on loan, and a possible ADB-financed project (which is in preparation), for which LGED will select subprojects that have benefited from recent improvements to the rural road network.¹¹ ADB's value addition focuses on applying a comprehensive approach to building climate and disaster resilience, and transferring knowledge and advanced technologies and practices for asset management. The project builds on the success of ADB-supported rural road programs in India, Nepal, and Sri Lanka. To enhance operational efficiency and reduce the ensuing burden of road maintenance, the project has adopted climate-resilient designs, quality control, bioengineering approaches, rigid pavements of

close on 31 May 2024. The government kept the original loan amount of \$300 million in their Development Project Proposal approved in 2018, anticipating that ADB would process the additional financing of \$100 million in 2019.

⁵ ADB. 2019. [Country Operations Business Plan: Bangladesh, 2020–2022](#). Manila.

⁶ The 62 works packages under the additional financing will have a maximum construction period of 18 months, and the implementation period will therefore remain the same as the current project. Works is expected to start by the fourth quarter of 2020.

⁷ Government of Bangladesh, Planning Commission. 2015. *The Seventh Five Year Plan: FY2016–FY2020*. Dhaka.

⁸ ADB. 2016. [Country Partnership Strategy: Bangladesh, 2016–2020](#). Manila.

⁹ ADB. 2018. [Strategy 2030: Achieving a Prosperous, Inclusive, Resilient, and Sustainable Asia and the Pacific](#). Manila.

¹⁰ The revised design and monitoring framework is in Appendix 1.

¹¹ ADB. 2019. *Concept Paper: Climate- and Disaster-Resilient Small-Scale Water Resources Management Project in Bangladesh*. Manila (internal).

reinforced concrete at submersible road sections that lead to cyclone shelters, and adequate drainage.

D. Summary Cost Estimates and Financing Plans

7. The overall project is estimated to cost \$449.23 million (Table 1). Detailed cost estimates by expenditure category and detailed cost estimates by financier are included in the project administration manual (PAM).¹²

Table 1: Summary Cost Estimates
(\$ million)

Item	Current Amount ^a	Additional Financing ^b	Total
A. Base Cost^c			
1. Rural road conditions improved	233.20	143.62	376.82
2. Capacity of infrastructure agency and users enhanced	14.80	0.0	14.80
3. Rural road master planning enhanced	10.40	0.0	10.40
Subtotal (A)	258.40	143.62	402.02
B. Contingencies^d	16.30	15.55	31.85
C. Financing Charges During Implementation^e	10.60	4.76	15.36
Total (A+B+C)	285.30	163.93	449.23

^a Refers to the original amount. Includes taxes and duties of \$38.8 million financed from government resources.

^b Includes taxes and duties of \$20.69 million to be financed from government resources. Such amount does not represent an excessive share of the project cost.

^c In 2020 prices as of February 2020 for the additional financing.

^d Includes physical and price contingencies, and a provision for exchange rate fluctuation.

^e Includes interest, commitment, and other charges on all sources of financing.

Source: Asian Development Bank estimates.

8. The government has requested a concessional loan of \$100 million from ADB's ordinary capital resources to help finance the project. The loan will have a 25-year term, including a grace period of 5 years; an interest rate of 2.0% per year during the grace period and thereafter; and such other terms and conditions set forth in the draft loan agreement.

9. The summary financing plan is in Table 2. ADB will finance the expenditures in relation to works and consulting services.

Table 2: Summary Financing Plan

Source	Current ^a		Additional Financing		Total	
	Amount (\$ million)	Share of Total (%)	Amount (\$ million)	Share of Total (%)	Amount (\$ million)	Share of Total (%)
Asian Development Bank						
OCR (regular loan)	100.00	35.0	0.00	0.0	100.00	22.3
OCR (concessional loan)	100.00	35.0	100.00	61.0	200.00	44.5
Government of Bangladesh	85.30	30.0	63.93	39.0	149.23	33.2
Total	285.30	100.0	163.93	100.0	449.23	100.0

OCR = ordinary capital resources.

^a Refers to the original amount.

Source: Asian Development Bank estimates.

10. Climate adaptation is estimated to cost \$13.2 million. ADB will finance 75% of this cost.¹³ Details are in the PAM.

¹² Project Administration Manual (accessible from the list of linked documents in Appendix 2).

¹³ Climate Change Assessment (accessible from the list of linked documents in Appendix 2).

E. Implementation Arrangements

11. The implementation arrangements are described in detail in the PAM (footnote 12). They will remain unchanged from the current project.

III. DUE DILIGENCE

A. Summary Due Diligence Results

12. A summary of the due diligence assessments carried out for the proposed additional financing is presented in Table 3.¹⁴

Table 3: Summary of Due Diligence Assessments

Area of Assessment	Summary of Assessment
Technical	The designs incorporate key climate-resilient rural road construction measures—i.e., designed enhancements and bio-engineering techniques—to ensure that road improvements consider lessons from pilot projects on climate adaptation.
Economic and financial viability	The updated analysis showed that the economic internal rate of return of the additional financing is 18.3%, and that of the overall project is 17.1%, indicating they are economically viable.
Sustainability	LGED has a well-established maintenance planning and budget allocation system. Its budget allocation for rural road maintenance has increased by an average of 16% per year since 2013. However, it is unlikely that LGED will fully secure the funds required for sustainable maintenance, and there is a risk that upgraded roads may not be safely usable for their entire expected economic life. The draft loan agreement includes assurances that the government will provide the required financing to maintain the upgraded roads.
Governance	<p>The updated financial management assessment indicates that the financial management risk is <i>substantial</i>. The financial management arrangements established under the current project, including the staffing arrangement in the project management unit and LGED's district offices, will be followed. A financial management action plan is in the project administration manual.^a</p> <p>The procurement of works and recruitment of consultants will be in accordance with the ADB Procurement Policy (2017, as amended from time to time) and the Procurement Regulations for ADB Borrowers (2017, as amended from time to time). The procurement classification is category B. LGED will continue publishing information on their website.</p> <p>ADB's Anticorruption Policy (1998, as amended to date) was explained to the government. The policy requirements and measures are described in the project administration manual.</p>
Poverty and social	<p>The current project covers 34 districts with 51.5 million inhabitants.^b The additional financing will cover 16 of these districts, with 40.2 million inhabitants. The major sources of income are agricultural produce, trade and business, services, and overseas workers' remittances. The percentage of the population that is poor ranges from 27% in Cumilla to 57% in Gopalganj, but the economic shocks resulting from the COVID-19 pandemic will deepen the poverty of those who are already poor. The assessment consulted 3,114 people, who indicated that the additional financing project will increase economic and employment opportunities, through 1.73 million person-days of employment over the construction and maintenance periods.</p> <p>The project is categorized <i>effective gender mainstreaming</i>. The updated poverty and social analysis included a gender assessment that consulted 753 women. Overall, women are supportive of the project as it will provide them with access to economic opportunities</p>

¹⁴ Social Safeguards Due Diligence Report and Environmental Safeguards Due Diligence Report (accessible from the list of linked documents in Appendix 2).

Area of Assessment	Summary of Assessment
	and services. Gender experts to be hired as part of the current project will ensure the effective implementation of the revised gender action plan.
Safeguards	<p>The additional financing is classified category B for the environment in accordance with ADB's Safeguard Policy Statement (2009). The 96 additional rural roads are already in existence, and no bypasses nor land acquisitions are anticipated. They are not located within any cultural heritage regions, protected areas, buffer zones, or special areas for biodiversity protection. Mitigation measures are integrated into the works through an environmental management plan in the bidding documents. A social and environmental grievance redress mechanism has been established to receive feedback and complaints from affected parties and address these during construction and operation. The government's environmental clearance certificate covers the scope of the overall project. The previously disclosed initial environmental examination report was updated and disclosed in March 2020.</p> <p>The additional financing is classified category C for involuntary resettlement, as is the current project, in accordance with ADB's Safeguard Policy Statement. The construction will be carried out mostly within existing road corridors and rights-of-way, with minor widening for road safety in some cases, which will require narrow strips of land (less than 5% of total holdings) to be made available. Similar to the current project, voluntary land donation may be used when land is required. The community participation framework of the current project, which has been disclosed on ADB's website, will be used. Community participation plans were prepared. Assessment of institutional capacities and arrangements confirmed that the agencies are capable to effectively implement the framework, community consultations, and monitoring.</p> <p>The additional financing is classified category C for indigenous people in accordance with ADB's Safeguard Policy Statement. It will have not impact the culture, human rights, or livelihood systems of indigenous peoples.</p> <p>Environmental and social safeguards experts will be engaged as part of the current project to continue community consultations, redress grievances, and monitor environmental and social safeguards during the implementation of the project.</p>

ADB = Asian Development Bank, LGED = Local Government Engineering Department.

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

^b Government of Bangladesh, Bureau of Statistics. 2019. *Statistical Pocket Book of Bangladesh 2018*. Dhaka.

Source: Asian Development Bank.

B. Summary of Risks and Mitigating Measures

13. Significant risks and mitigating measures are summarized in Table 4 and described in detail in the risk assessment and risk management plan.¹⁵

Table 4: Summary of Risks and Mitigating Measures

Risks	Mitigation Measures
Lack of maintenance funds	The government agreed to reduce the gap between the annual budget allocation and operation and maintenance needs, and this is included in the loan covenants. The current project will also pilot inclusion of maintenance in civil works contracts for 5 years to ensure better asset quality and improved maintenance. The technical assistance attached to the current project will strengthen maintenance planning and asset management.
Weak decentralized financial management	The new fund flow scheme implemented under the current project will be replicated for the additional financing. A full-time financial expert to be hired under the current project will support financial management and audits during implementation of the additional financing. A financial management procedures manual is being developed, and comprehensive financial management information will be monitored in quarterly reporting.

Source: Asian Development Bank.

¹⁵ Risk Assessment and Risk Management Plan (accessible from the list of linked documents in Appendix 2).

IV. ASSURANCES

14. The government and LGED 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, and disbursement as described in detail in the PAM and loan document. The government and LGED have agreed with ADB on certain covenants for the project, which are set forth in the loan agreement.

V. RECOMMENDATION

15. I am satisfied that the proposed loan would comply with the Articles of Agreement of the Asian Development Bank and recommend that the Board approve the loan of \$100,000,000 to the People's Republic of Bangladesh for the additional financing of the Rural Connectivity Improvement Project, from ADB's ordinary capital resources, in concessional terms, with an interest charge at the rate of 2% per year during the grace period and thereafter; for a term of 25 years, including a grace period of 5 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.

Masatsugu Asakawa
President

20 May 2020

REVISED DESIGN AND MONITORING FRAMEWORK

Impact the Project is Aligned with Current project Connectivity between rural communities, productive agricultural areas, and socioeconomic centers in Bangladesh improved (Seventh Five-Year Plan, FY2016–FY2020) ^a Overall project Unchanged			
Results Chain	Performance Indicators with Targets and Baselines	Data Sources and Reporting Mechanisms	Risks
Outcome Current project Transport efficiency and related employment generated in target areas increased Overall project Unchanged	Current project By 2024: a. Average travel time along project roads reduced by 50% (2018 baseline: 5 minutes per km) Overall project By 2024: Unchanged (RFI 2.4, TI 2.4.1) Current project By 2024: b. Average daily vehicle-km increased to 67,140 (2018 baseline: 49,160 vehicle-km) Overall project By 2024: Unchanged (RFI 1.3, TI 1.3.1) Current project By 2024: c. 3.13 million person-days employment generated (at least 20% for women) by road construction, maintenance, and bioengineering activities (2018 baseline: Not applicable) Overall project By 2024: c. 4.86 million person-days employment generated (at least 20% for women) by road construction, maintenance, and bioengineering activities (2019 baseline: Not applicable)	a.–b. Post-implementation measurement and traffic survey by LGED c. Quarterly monitoring reports and project completion report by LGED	Extreme weather conditions beyond what is anticipated, causing severe damage to road network
Outputs Current project 1. Rural road conditions between selected rural communities, productive agricultural areas, and socioeconomic centers improved Overall project Unchanged	1a. Current project By 2023: At least 1,700 km of rural roads improved to all-weather standards with climate resilience and safety features, of which 242 km of rural roads maintained for a period of 5 years ^b (2018 baseline: 0) Overall project By 2023: At least 2,630 km of rural roads improved to all-weather standards with climate resilience and safety features, of which 369 km of rural roads maintained for a period of 5 years ^b (2019 baseline: 0) (RFI 3.2, TI 2.3.5)	Quarterly monitoring reports and project completion report by LGED	Delayed release of counterpart funds could hamper the completion of works Prolonged impact of the COVID-19 pandemic

Results Chain	Performance Indicators with Targets and Baselines	Data Sources and Reporting Mechanisms	Risks
<p>Current project 2. Capacity of rural infrastructure agency and road users in project areas enhanced</p> <p>Overall project Unchanged</p>	<p>2a. Current project By 2023: 100% of LGED project staff, including all women staff, have increased knowledge and skills on road safety awareness, road asset management, contract management, financial management, and climate-resilient design and construction (2018 baseline: 0) Overall project By 2023: Unchanged</p> <p>2b. By 2023: Current project Manuals for maintenance, climate-resilient design and construction for rural road developed and endorsed by LGED (2018 baseline: Not applicable) Overall project Unchanged</p> <p>2c. Current project At least 40% of students, teachers, parents and school management committees from schools along project roads acquired knowledge on road safety (2018 baseline: Not applicable) Overall project By 2023: At least 40% of students, teachers, parents, and school management committees from schools along project roads, with 20% of participants to be women and girls, acquired knowledge on community orientation on project benefits, road safety (including road signs), gender-based violence (including sexual exploitation, human trafficking), and sexually transmitted infection prevention (2018 baseline: Not applicable)</p> <p>2d. Current project At least 40% of students, teachers, parents and school management committees from schools along project roads acquired knowledge on gender-based violence (including sexual exploitation and human trafficking) and sexually transmitted infection prevention (2018 baseline: Not applicable) Overall project By 2023: Core labor standards and equal pay policies implemented in selection and hiring of men and</p>	<p>2a, c.–f. Post-implementation survey by LGED</p> <p>2b. Government endorsement memo</p>	<p>on global value chains could delay procurement of goods and services, resulting in delayed project completion</p>

Results Chain	Performance Indicators with Targets and Baselines	Data Sources and Reporting Mechanisms	Risks
	<p>women in the project (2018 baseline: Not applicable)</p> <p>2e. Current project At least 40% women participated in project orientation, planning of project roads (2018 baseline: Not applicable) Overall project By 2023: At least 20% of women (including disadvantaged groups) participated in the project orientation and skills development training (including on basic construction, improvement and reconstruction works, and maintenance skills) conducted for employees in project construction and maintenance (2018 baseline: Not applicable)</p> <p>2f. By 2023: Current project All women workers' skills on road construction and maintenance enhanced (2018 baseline: Not applicable) Overall project Unchanged</p>		
<p>Current project 3. Rural road master planning enhanced</p> <p>Overall project Unchanged</p>	<p>3a. Current project By 2023: Geographic information system developed and integrated with the nationwide road database (2018 baseline: Not applicable) Overall project Unchanged</p>	<p>Post-implementation actions by LGED</p>	

Key Activities with Milestones

1. Rural road condition between selected rural communities, productive agricultural areas, and socioeconomic centers improved

- 1.1 Award contracts for improving about 2,630 km of roads to all-weather standards by Q2 2021 (changed).
- 1.2 Complete construction by Q4 2022 (changed).
- 1.3 Maintain improved roads until Q2 2024 (changed).^b
- 1.4 Recruit detailed project report (DPR) preparation consultant from Q2 2020 to Q1 2021.
- 1.5 Complete DPR preparation activities by Q1 2023.

2. Capacity of rural infrastructure agency and road users in project areas enhanced

- 2.1 Mobilize project implementation support consultants and other capacity development consultants by Q3 2020 (changed).^c
- 2.2 Develop capacity development training programs for LGED and project communities by Q4 2020 (changed).^c
- 2.3 Conduct the training programs by Q4 2021 (changed).^c
- 2.4 Develop manuals for performance-based maintenance, and climate-resilient design and construction by Q1 2021 (changed).^c

3. Rural road master planning enhanced3.1 Mobilize information technology consultants for road master planning by Q3 2020 (changed).^c3.2 Develop capacity development training programs for LGED on system-based road master planning by Q3 2021 (changed).^c**Inputs****Asian Development Bank**

Loan	Technical Assistance Grant
\$100.0 million (regular) (current)	\$1.0 million (current)
\$100.0 million (concessional) (current)	
\$100.0 million (concessional) (additional)	\$0 (additional)
\$100.0 million (regular) (overall)	
\$200.0 million (concessional) (overall)	\$1.0 million (overall)

Government of Bangladesh

\$85.30 million (current)
\$63.93 million (additional)
\$149.23 million (overall)

Assumptions for Partner Financing**Current project**

None

Overall project

Unchanged

km = kilometer, LGED = Local Government Engineering Department, Q = quarter, RFI = result framework indicator, TI = tracking indicator.

^a Government of Bangladesh, Planning Commission. 2016. *The Seventh Five-Year Plan (FY2016–FY2020)*. Dhaka. The impact statement was drawn from the government's plan and recast to conform to the Asian Development Bank's design and monitoring framework guidelines.

^b Routine maintenance of pilot roads will be undertaken for 5 years by the contractors that built the roads. After the project completion date, maintenance of these pilot roads will be financed by the government.

^c Milestone dates were revised to reflect the implementation progress of the current project.

Contribution to the ADB Results Framework:

RFI 2.4 Women and girls with increased time savings (approximately 25 million)

TI 2.4.1 Time-saving or gender-responsive infrastructure assets and/or services established or improved (2,630 km of rural roads)

RFI 1.3 Poor and vulnerable people with improved standards of living (approximately 13 million people)

TI 1.3.1 Infrastructure assets established or improved (2,630 km of rural roads)

RFI People with strengthened climate and disaster resilience (approximately 51.5 million, including 25 million of women and girls)

TI 3.2.5 New and existing infrastructure assets made climate and disaster resilient (2,630 km of rural roads)

Source: Asian Development Bank.

LIST OF LINKED DOCUMENTS

<http://www.adb.org/Documents/RRPs/?id=47243-005-3>

1. Loan Agreement
2. Approved Report and Recommendation of the President for the original Project
3. Sector Assessment (Summary): Agriculture, Natural Resources, and Rural Development
4. Project Administration Manual
5. Economic and Financial Analysis
6. Summary Poverty Reduction and Social Strategy
7. Risk Assessment and Risk Management Plan
8. Climate Change Assessment
9. Gender Action Plan
10. Initial Environmental Examination

Supplementary Documents

11. Financial Management Assessment
12. Social Safeguards Due Diligence Report
13. Environmental Safeguards Due Diligence Report