

Bangladesh

# Padma Multipurpose Bridge Project



Sharon Zhao

The Padma River separates the southwest zone of Bangladesh from other parts of the country, especially from the north central zone, where Dhaka, the national capital, is located. The Padma River, about 5 kilometers (km) wide with braided, turbulent, and shifting flows, has been a major transport barrier between the southwest and the rest of the country. The social, economic, and industrial underdevelopment of the southwest zone—which encompasses Mongla, the second major port of Bangladesh; its third main city, Khulna; and the inland port at Benapole—is partly due to difficult access across the Padma River to the rest of the country. At present, transportation of passengers and

freight across the river is by ferries, launches, and manually operated boats, whose services are grossly inadequate.

In November 2010, the Asian Development Bank (ADB) approved loans for the Padma Multipurpose Bridge Project to build the first fixed crossing across the Padma River in Bangladesh.

The project is in line with the strategic directions of ADB's South Asia Department, which focuses on sustainable infrastructure, climate change mitigation and adaptation, human development, regional cooperation and integration, public-private partnership, and good governance.

## Project Features

**First fixed crossing across the Padma River.** The project will build the first fixed crossing across the Padma River in Bangladesh. The project will have a 6.15-km-long, two-level steel-truss bridge connecting Mawa on the north central side with Janjira on the southwest side; 12 km approach roads; bridge-end facilities, including toll plazas and service areas; and river training works to regulate the river flow and prevent damage to the bridge structure.

An institutional strengthening component will enhance the financial sustainability, and the executing agency's asset management capability.

**The highway bridge will enhance freight and passenger transportation between Dhaka and major points in the southwest zone and contribute substantially to the development of the southwest zone, as well as to national economic growth**

The road distance from Dhaka to nearly all major destinations in the southwest zone will be reduced by 100 kilometers or more, which will bring tremendous savings in passenger and commodity movement time and costs, as well as vehicle operation and maintenance costs



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Because of its size and the significant improvement it brings about to the country's transport systems, the project will have a significant positive impact on the nation's economy, and is expected to accelerate economic growth in the southwest zone of Bangladesh



Hideaki Iwasaki

The Padma Bridge will connect the southwest region with the Dhaka capital region across the Padma Bridge at the Mawa-Janjira Crossing Point

## The Project at a Glance

**Project cost:** \$2.90 billion

**Financing:** Government of Bangladesh, \$560 million; ADB, \$615 million (ordinary capital resources, \$539 million; and Asian Development Fund resources, \$76 million); Cofinancing: Islamic Development Bank, \$140 million; Japan International Cooperation Agency, \$400 million; World Bank, \$1,200 million

**ADB loan approval date:** 25 November 2010

**Project themes:** Economic growth, capacity development

**Status of project implementation:** Ongoing

**Expected loan closing date:** 30 June 2016

**Executing agency**

Bangladesh Bridge Authority  
[www.bba.gov.bd](http://www.bba.gov.bd)

**ADB department**

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Sources: Project information document, <http://pid.adb.org/pid/LoanView.htm?projNo=35049&seqNo=01&typeCd=3>; ADB. 2010. *Reports and Recommendations of the President*, <http://adb.org/Documents/RRPs/BAN/35049-01-BAN-RRP.pdf> and <http://adb.org/Documents/RRPs/BAN/35049-BAN-RRP.pdf>