

Bangladesh : Sylhet to Tamabil Road Upgrade Project

1. Project Information

Project ID:	P000153	Instrument ID:	L0153A
Member:	Bangladesh	Region:	Southern Asia
Sector:	Transport	Sub-sector:	Roads
Instrument type:	<input checked="" type="checkbox"/> Loan:404.00 USD million <input type="checkbox"/> Guarantee	Co-financier(s):	
ES category:	A	Borrower:	People's Republic of Bangladesh
Implementing Entity:			
Project Team Leader:	Andres Pizarro		
Project Team Members:	Aditi Khosla, Project Counsel; Shonell Robinson, OSD - Financial Management Specialist; Sheikh Naveed Ahmed, OSD - Social Development Specialist; Zhixi Zhu, OSD - Environment Specialist; Bernadette Ndeda, OSD - Procurement Specialist;		
Completed Site Visits by AIIB:	NONE		
Planned Site Visits by AIIB:	NONE		
Current Red Flags Assigned:	0		
Current Monitoring Regime:	Regular Monitoring		
Previous Red Flags Assigned:	0		
Previous Red Flags Assigned Date:	2021 Q2		

2. Project Summary and Objectives

The project's objective is to improve intercity connectivity in Bangladesh and cross-border connectivity between Bangladesh and India, by upgrading Bangladesh National Highway N2 between Sylhet and Tamabil.

The project will upgrade National Highway N2 between the city of Sylhet to the Tamabil border point from a two-lane single carriageway to a two-lane dual carriageway highway. The project will finance; COMPONENT 1) Road construction and operation and maintenance works: 1.1) Civil works for road widening and new lanes for slow-moving vehicles; 1.2) Traffic surveillance and traffic management equipment; 1.3) Operation and maintenance; 1.4) Building workshops of bitumen emulsion processing; COMPONENT 2) Consulting services; 2.1) Construction supervision consulting services; 2.2) Feasibility studies, environmental and social safeguards and preliminary designs for selected priority roads of the RHD (Road and Highway Department) network; COMPONENT 3) Project management and capacity building; 3.1) Provision to the PIU of project management support; 3.2) Provision of training, capacity building and institutional development for operating and maintaining the RHD road network.

Passengers and freight transportation to and from Tamabil City and crossing the Tamabil border from both the India and Bangladesh borders will benefit from the project. Moreover, tourists to the Tamabil area, individuals, households, and small shop owners are also expected to benefit from the project. Indirectly, the cement and garment and other industries in Bangladesh as well as the mining industry in India are expected to benefit from the improved road services.

3. Key Dates

Approval:	Apr. 03, 2020	Signing:	Oct. 26, 2020
Effective:	May. 26, 2021	Restructured (if any):	
Orig. Closing:	Nov. 15, 2025	Rev. Closing (if any):	

4. Disbursement Summary (USD million)

Contract Awarded:	0.00	Cancellation (if any):	0.00
Disbursed:	1.01	Most recent disbursement (amount/date):	1.01/May. 26, 2021
Undisbursed:	402.99	Disbursement Ratio (%) ¹ :	0.00

5. Project Implementation Update

The project became effective at the end of May 2021. The delay pertains to the GOB processing schedule whereby the implementing PIU is only formed and staffed after the project is approved internally. The Project Director was appointed in November 2020. Then the Project Implementation Manual was belated and, as it was an effectiveness condition, effectiveness was delayed.

The PIU is still not fully staffed; neither the financial management specialists are in place, nor the outsourced environmental and social development specialists. The financial management specialist will be appointed in Q2-2022 (nearer possible contract awarding) and the CSC RFP is under discussion with AIIB.

A tentative timeline has been prepared for the project which indicates that, as land acquisition and resettlement has not yet started, the works are unlikely to begin before Q4-2022.

No contract awards have been made to date.

Components	Physical Progress	Environmental & Social Compliance	Procurement	Financial Management
Component 1: Construction works, equipment installation and O&M works	No progress	GRM in place	Bidding documents have not been prepared	Since there will be no land acquisition and civil work to be commenced before Q4-2022 due to the internal lengthy procedure, no disbursement will be made before that. The recruitment of the financial team of the PIU, as scheduled by the counterpart, will be appointed in Q2-2022. The project team does not foresee any issue related to

¹ Disbursement Ratio is defined as the volume (e.g. the dollar amount) of total disbursed amount as a percentage of the net committed volume.

				this recruitment timeline. However, due to the protracted processing times within the Government of Bangladesh, the project team feels the loan closing date extension will be needed.
Component 2: Consulting services (i) Construction supervision for the works; and (ii) Feasibility studies, environmental and social safeguard studies, and preliminary designs for selected priority road network links	N/A	N/A	Bidding documents not finalized	
Component 3: Project management support and capacity building	N/A	N/A	Bidding documents not finalized	

6. Status of the Grievance Redress Mechanism (GRM)

There is a GRM at the Roads and Highways Department (RHD) that will handle this and the other AIIB financed RHD projects, which will be started to function once the project is officially approved by the Government.

Given the land acquisition and civil work have not been commenced, there are no grievances and complaints received.

7. Results Monitoring

The M&E will be carried out by the Monitoring and Evaluation Circle of the Bangladesh Road Research Laboratory (BRRL) and the Implementation Monitoring and Evaluation Division (IMED) of the Planning Commission. The PIU team will provide the indicators for the Results Monitoring Framework.

Project Objective Indicators #1

1. Reduced Journey Time on Sylhet - Tamabil Road a) Average journey time for (HGV) trucks (hours)

Year	Target	Actual	Comments, if any
Jan. 01, 2021	3 hours	3 hours	
Jan. 01, 2026	2.5 hours	N/A	

Project Objective Indicators #2

1. Reduced Journey Time on Sylhet - Tamabil Road b) Average journey time for passenger cars (hours)

Year	Target	Actual	Comments, if any
Jan. 01, 2021	2 hours	2 hours	
Jan. 01, 2026	1 hour	N/A	

Project Objective Indicators #3

1. Reduced Journey Time on Sylhet - Tamabil Road c) Average journey time for buses (hours)

Year	Target	Actual	Comments, if any
Jan. 01, 2021	2.5 hours	2.5 hours	
Jan. 01, 2026	1 hour	N/A	

Project Objective Indicators #4

2. Road Safety a) Safety rating: Number of hazardous locations (number of points)

Year	Target	Actual	Comments, if any
Jan. 01, 2021	3	3	
Jan. 01, 2026	0	N/A	

Intermediate Result Indicators #1

1. Road surface quality

Year	Target	Actual	Comments, if any
Jan. 01, 2022	FAIR	FAIR	
Jan. 01, 2023	BAD	N/A	
Jan. 01, 2024	BAD	N/A	
Jan. 01, 2025	GOOD	N/A	
Jan. 01, 2026	GOOD	N/A	

Intermediate Result Indicators #2

2. Domestic Employment created directly from civil works (number of jobs)

Year	Target	Actual	Comments, if any
Jan. 01, 2022	1,620	0	
Jan. 01, 2023	3,210	N/A	
Jan. 01, 2024	4,360	N/A	
Jan. 01, 2025	1,620	N/A	
Jan. 01, 2026	70	N/A	

Intermediate Result Indicators #3

3. Accounted works completion rate (accumulated rates) (Percent)

Year	Target	Actual	Comments, if any
Jan. 01, 2022	15	0	
Jan. 01, 2023	45	N/A	
Jan. 01, 2024	85	N/A	
Jan. 01, 2025	90	N/A	
Jan. 01, 2026	100	N/A	

Intermediate Result Indicators #4

3. Accounted works completion rate (accumulated rates) (Percent) a) Earthwork completion rate (Percent)

Year	Target	Actual	Comments, if any
Jan. 01, 2022	40	0	
Jan. 01, 2023	90	N/A	
Jan. 01, 2024	98	N/A	
Jan. 01, 2025	100	N/A	
Jan. 01, 2026	100	N/A	

Intermediate Result Indicators #5

3. Accounted works completion rate (accumulated rates) (Percent) b) Pavement completion rate (Percent)

Year	Target	Actual	Comments, if any
Jan. 01, 2022	5	0	
Jan. 01, 2023	20	N/A	
Jan. 01, 2024	80	N/A	
Jan. 01, 2025	100	N/A	
Jan. 01, 2026	100	N/A	

Intermediate Result Indicators #6

4. Technical standards for maintenance inspection

Year	Target	Actual	Comments, if any
Jan. 01, 2022	N	N	
Jan. 01, 2023	Y	N/A	
Jan. 01, 2024	Y	N/A	
Jan. 01, 2025	Y	N/A	
Jan. 01, 2026	Y	N/A	

Intermediate Result Indicators #7

5. GRM operational with registry of complaints and record of response times

Year	Target	Actual	Comments, if any
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Jan. 01, 2022	Y	Y	
Jan. 01, 2023	Y	N/A	
Jan. 01, 2024	Y	N/A	
Jan. 01, 2025	Y	N/A	
Jan. 01, 2026	Y	N/A	

Intermediate Result Indicators #8

6. Number of public consultations organized (accumulated)

Year	Target	Actual	Comments, if any
Jan. 01, 2022	3	0	
Jan. 01, 2023	5	N/A	
Jan. 01, 2024	7	N/A	
Jan. 01, 2025	9	N/A	
Jan. 01, 2026	10	N/A	

Intermediate Result Indicators #9

7. Number of staff trained for O&M contract management (Accumulated)

Year	Target	Actual	Comments, if any
Jan. 01, 2022	0	0	
Jan. 01, 2023	0	N/A	
Jan. 01, 2024	5	N/A	
Jan. 01, 2025	15	N/A	
Jan. 01, 2026	15	N/A	

Remarks: