

ADB GEF PROJECT IMPLEMENTATION REPORT (PIR)

(This report covers implementation period from July1,2020 to June30,2021 including recently closed projects covering the reporting period)

ADB Official Project Title: Greater Dhaka Sustainable Urban Transport Project

ADB Project Number: 42169

I. GEF PROJECT SUMMARY

Project Ratings:

Development Objective Rating (DO): Moderately Satisfactory (MS)

Implementation Progress Rating (IP): Moderately Satisfactory (MS)

Risk Rating: Modest Risk (M)

Information on Progress, challenges and outcomes on project implementation activities

As of now, the overall implementation progress of the project is estimated at approximately 35% compared to the elapsed 170% of the original loan period. Among the four contracts, two (construction of feeder roads and bus depot) are completed, and the remaining two (Contract-1: construction of at-grade section and Contract-2 elevated section) are under different stages of implementation. The progress of Contract-1 is 58.72 % and Contract- 2 is 50.80% and the overall progress of four civil works contracts is 59.68%.

Contractor performance has been weak, and without adequate supervision and project management, consultancy services, and reporting to the EA and IAs, implementation issues have been compounded. A mission was fielded in April 2021. With some recent strengthening of services, there are signs of improvement.

The expected outcome of the project will be improved public transport system in Dhaka North City Corporation and Gazipur City Corporation, and the current revised completion target is September 2022. A recent Mission, fielded in April 2021, assessed slow progress issues with the EA and IAs, contractors, consultants, and targets were set to improve progress rate to 4.0%-4.5% per month. The Mission noted that a detailed work plan loaded with the major scope of works and cost for accurate estimation of time and cost, and very close monitoring of resettlement payments along with remaining land acquisition and obstruction removal is needed to strengthen supervision to complete the civil works. Staff is actively monitoring the progress.

Information on Progress, challenges and outcomes on Environment and Social Safeguards

The project is classified as category B for environment. An initial environmental examination (IEE) including an environmental management plan (EMP) was prepared in accordance with ADB's Safeguard Policy Statement (SPS, 2009) and government laws. The IEE concludes that no significant adverse impacts are anticipated and that net environmental benefits will be positive and large, including: (i) improved air quality and health co-benefits from clean fuel buses and reduced traffic and congestion; and (ii) improved community and pedestrian safety and comfort from improved storm water drainage and energy-efficient street lighting.

The project is classified as category A for involuntary resettlement. The Resettlement Plan (RP) has been updated in March 2017 as per project scope- in accordance with ADB's Safeguard Policy Statement, 2009, and government laws, and was disclosed. A total of 1535 households will be impacted due to the proposed project. These impacts consist primarily of relocating informal vendors within the right-of-way and only a small portion (2%) of the overall impacts will include physical relocation from housing. The RP is being implemented by the PIUs, with the support of an NGO, and EPCM consultants.

Information on Progress, challenges and outcomes on stakeholder engagement

The project was designed as part of an integrated mass transit system of six metro rail and one bus transit subsystems under the Strategic Transport Plan of the Government, and thus initiated several stakeholder consultation and policy dialogues to restructure the corridor through the introduction of new BRT system in the country. This helped to develop a special regulatory and legal framework for mass transit agencies and operations. Three drivers of change were identified - gender equity and mainstreaming, partnerships, and private sector development. By restructuring existing bus operations, the project is expected to ensure a sustainable BRT system in the vital corridor through a new business operation model and partnership approaches.

Information on Progress on gender-responsive measures

The project is effective gender mainstreaming and has a gender action plan with gender related activities and targets under each project components. The project generated 6,271 (18%) women labor days out of the total 34,852 labor days in construction related works, and conducted two gender sensitization workshops, which covered 39 (35%) contractors' key persons out of 110 persons. PIU has been submitting the Gender Action Plan report on regular basis.

Knowledge activities/ Products

Not applicable.

ADB GEF PROJECT IMPLEMENTATION REPORT (PIR)

I. Project Profile

ADB Official Project Title: Greater Dhaka Sustainable Urban Transport Project

ADB Project Number: 42169

1. General Information	1	GEF ID (PMIS ID)	: 4931
	2	Focal Area(s)	: Climate Change
	3	Region	: South Asia
	4	Country	: Bangladesh
	5	GEF Project Title	: ASTUD: Greater Dhaka Sustainable Urban Transport Project
	6	Project Size (FSP; MSP)	: FSP
	7	Trust Fund (GEFTF; SCCF; LDCF)	: GEF TF
2. Milestone Dates	8	GEF CEO Endorsement Date (mm/dd/yy)	: 08/08/2012
	9	ADB Approval Date (mm/dd/yy)	: 04/17/2012
	10	GEF Grant Signing (mm/dd/yy)	: 12/17/2012
	11	Project Implementation Start Date (mm/dd/yy)	: 03/15/2013
	12	Date of 1st GEF Grant Disbursement (mm/dd/yy) (Definition: First disbursement date is the date when GEF funds are actually disbursed to the executing agency in the country or when funds are disbursed directly to the suppliers of goods for the project; could include initial date of cash advance to Imprest accounts)	: Not yet
	13	Proposed/Revised Implementation End (mm/dd/yy)	: 31 December 2021
	14	Actual Implementation End (mm/dd/yy)	
3. Funding	15	Expected Financial Closure Date (mm/dd/yy)	: 30 June 2022
	16	PPG/PDF Funding (USD)	: None
	17	GEF Grant (USD)	: 4,600,000
	18	Total GEF Disbursement as of 30 June 2020 (USD)	: 0.0
	19	Confirmed Co-Finance at CEO Endorsement (USD)	: N/A
	20	Materialized Co-Finance at project mid-term (USD)	: N/A
	21	Materialized Co-Finance at project completion (USD)	: N/A
4. Evaluations	22	Proposed Mid-term date (mm/dd/yy)	: N/A
	23	Actual Mid-Term date - if applicable (mm/dd/yy)	: N/A
	24	Proposed Terminal Evaluation date (mm/dd/yy)	: N/A
	25	Actual Terminal Evaluation Date (mm/dd/yy)	: N/A
	26	Tracking Tools Required (Yes/No/ Focal Area TT)	: Yes – Climate Change TT
	27	Tracking Tools Date - if applicable (mm/dd/yy)	: N/A
		Midterm Tracking Tool Terminal Evaluation Tracking Tool	

5. Ratings	28	Overall Implementation Progress Rating (IP)	: moderately satisfactory
	29	Overall Development Objectives Rating (DO)	: moderately satisfactory
	30	Overall Risk Rating	: Modest risk
	31	Overall Project Rating	: moderately satisfactory
6. Status	32	Status (GEF grant for ADB board approval/ GEF grant on-going)	: Under implementation
	33	Implementation Status (1 st , 2 nd , 3 rd PIR..., Final PIR)	: 8 th PIR
7. Files	34	PIR File Name (GEFID#_2018_ADB_Country_ProjectName)	: GEFID_2020_ADB_Bangladesh_ASTUD

II. Project Contacts

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EA Project Officer	Safiqul Islam, Managing Director, Dhaka BRT Company Ltd.
Name and Agency	Md. Mohirul Islam Khan, Project Director, Local Government Engineering Department (LGED)
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Co-Implementing Partner	Rafiul ISLAM
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Project Coordinator/ Manager	Neelima Akhter
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UNDP Country Program Officer	Arif M. Faisal, Programme Specialist (Nature, Climate & Energy)
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III. Project Implementation

A. Project Description:

The project will contribute to develop a sustainable Urban Transport System (UTS), within the Gazipur City Corporation (GCC) and Dhaka North City Corporation (DNCC) which forms part of north Greater Dhaka, through the delivery of a 20 kilometer Bus Rapid Transit (BRT) corridor. This project provides a holistic solution for integrated urban mobility, bearing a demonstration effect as no modern mass-transit system exists in Bangladesh yet. The project outcome will be to improve GCC and DNCC's public transport system, benefiting a population of 1 million. The outputs of the project are:

Outputs:

1. GCC and DNCC's main urban transport corridor is restructured:

- 1.1 A 20 kilometer Bus Rapid Transit (BRT) route designed and built following international best practices and quality standards;
- 1.2 Two mixed-traffic lanes and one NMT lane per direction, and sidewalks along the BRT;
- 1.3 An efficient high-capacity drainage system along the restructured corridor;
- 1.4 A BRT terminal and depot facilities in Gazipur;
- 1.5 155 access feeder roads improved over a 100 meter stretch in favor of non-motorized transport (NMT); and
- 1.6 The BRT airport terminal is developed as part of an intermodal hub through a PPP/BOT scheme.

2. Project management is effective and BRT operations are sustainable:

- 2.1 SPO created to support project management, organize and monitor future BRT operation;
- 2.2 Transformation of Dhaka Transport Coordination Board (DTCB) into DTCA is supported, to undertake planning, regulation and coordination of all mass-transit systems;
- 2.3 Operations and business model for the BRT system are designed;
- 2.4 Negotiations are conducted to facilitate consolidation of the existing bus industry;
- 2.5 SPO, DTCA and selected private operators capacity to operate the BRT is built;
- 2.6 A compensation mechanism and fleet scrapping program for non-participating operators is set up;
- 2.7 50 articulated buses are procured and leased to selected private bus operators;
- 2.8 Intelligent Transport Systems (ITS) for the BRT are procured and installed;
- 2.9 Bus drivers are trained and BRT system is tested before starting the operations;
- 2.10 Media and community awareness campaigns are conducted.

3. Urban quality of the corridor is improved:

- 3.1 1000 energy-efficient street lighting are procured and installed along the corridor;
- 3.2 Municipal infrastructures (10 local markets, 9 drains and 141 feeder roads, 2 pedestrian-friendly pilot roads, etc.) are improved;
- 3.3 Equipment for the Traffic Police to improve traffic management, such as 70 BRT-priority traffic lights, 150 closed-circuit television (CCTV) cameras at main junctions, and mobile vehicle emission testing devices, are procured and installed.

The ASTUD-Bangladesh project aims to 'promote energy efficient, low-carbon transport and urban systems in the Gazipur area of north Greater Dhaka.

B. Implementation Progress (IP) Rating:

Four major works contracts (construction of at-grade section, elevated section, feeder roads and bus depot) have already been signed and construction works started in Q2 and Q4 of 2017. The civil works progress of at-grade section progress is 58.72%, elevated section progress is 50.80% and feeder roads and the Gazipur bus depot construction (Package 4) have been completed. The BRT system's operational component to be implemented by the 4th implementing agency, Bus Rapid Transit Company Limited (BRTCL) functionalization has been delayed. Hence, the BRT procurement of articulated bus and streetlights (GEF components) is expected to proceed after BRTCL is staffed by the end of this year and also coordinated with the infrastructure completion timeline.

a. GEF Grant Disbursement

Delay was due to the challenges in completing the detailed design of the dedicated BRT lanes in the existing national highway corridor and implementation delays. With the current project progress, GEF grant disbursement is expected in 2022.

b. Gender Action Plan Implementation Status

The project is categorized as effective gender mainstreaming. PIU has been submitting the Gender Action Plan report on regular basis.

c. Social and Environmental Safeguard Plan Implementation Status

The project is classified as category B for environment. An initial environmental examination (IEE) including an environmental management plan (EMP) was prepared in accordance with ADB's Safeguard Policy Statement (SPS, 2009) and government laws. The IEE concludes that no significant adverse impacts are anticipated and that net environmental benefits will be positive and large, including: (i) improved air quality and health co-benefits from clean fuel buses and reduced traffic and congestion; and (ii) improved community and pedestrian safety and comfort from improved storm water drainage and energy-efficient street lighting. Please find the Project latest environmental monitoring report in the following link:

<https://www.adb.org/projects/documents/ban-42169-013-emr-5>

The project is classified as category A for involuntary resettlement. The Resettlement Plan (RP) has been updated in March 2017 as per project scope- in accordance with ADB's Safeguard Policy Statement, 2009, and government laws, and was disclosed. A total of 1535 households will be impacted due to the proposed project. These impacts consist primarily of relocating informal vendors within the right-of-way and only a small portion (2%) of the overall impacts will include physical relocation from housing. As per the RP and June 2018 report, the resettlement impacts include the following: (i) relocation of 588 informal vendors conducting businesses within the right of way; (ii) relocation of 96 non-titled residential settlers along the northern banks of the Turag River; (iii) partial physical impacts to 1244 commercial establishments operating within the corridor; (iv) partial impacts to 6 industrial establishments along the corridor; (v) strip land taking of private land. Alternative locations for informal vendors and non-titled residential settlers were identified and agreed with local government officials. The RP is being implemented by the PIUs, with the support of an NGO, and EPCM consultants. Please find the Project latest social monitoring report in the following link:

<https://www.adb.org/projects/documents/ban-42169-013-smr-6>

C. Global Environmental Benefits (GEB) Objective/ Development Objective (DO)

Rating:

The implementation of GEF component i.e. procurement for buses is expected to start after the BRTCL is fully staffed. The project's civil infrastructure progress had improved before COVID-19, following initial implementation delay. More recently, government shutdown for COVID-19 from March-May 2020 has contributed to a slowdown. The overall objective is still relevant and achievable, with BRTCL capacity developed to drive BRT operations.

D. Risk Rating:

The project infrastructure and operational components implementation have been delayed; and progress exacerbated by COVID-19. The project's risk is mainly regarding the operations component and expected to improve as BRTCL becomes fully functional. Modest risk is foreseen at this stage.

E. Overall Rating of the Project:

Overall Rating: Moderately Satisfactory

F. Additional Comments – Good Practices and Lessons Learned:

Not yet determined.

G. Knowledge Management:

None

H. Location Data:

The project location is Dhaka and the corridor starts from Airport to Joydebpur (Gazipur) in the Gazipur City and Dhaka North City.

BRT Corridor:

Start 23.8482° N 90.4100° E

End 23.9983° N 90.4195° E

For Projects that have conducted Midterm Review Mission and Project Completion Mission (from 1 July 2018 to 30 June 2020)

IV. Materialized Cofinancing

Co-financing Table

(For projects which underwent a mid-term review/evaluation or terminal evaluation in FY)

Materialized Co-financing

[Please refer to the PIF template on the GEF webpage]

Sources of Co-financing ¹	Name of Co-financer	Type of Co-financing ²	Amount Confirmed at CEO endorsement / approval	Actual Amount Materialized at Midterm	Actual Amount Materialized at Closing
		TOTAL			


Explain "Other Sources of Co-financing": _____


Reminder: Kindly include in your submission a copy of the following:

1. For projects that conducted **Midterm Review Mission**: Copy of the MOU Midterm Review Mission; BTOR and Updated Tracking Tools
2. For projects that conducted **Project Completion Mission**: Copy of the PCR, Copy of the MOU Midterm Review Mission; and Updated Tracking Tools

¹ Sources of Co-financing may include: Bilateral Aid Agency(ies), Foundation, GEF Agency, Local Government, National Government, Civil Society Organization, Other Multi-lateral Agency(ies), Private Sector, Other

² Type of Co-financing may include: Grant, Soft Loan, Hard Loan, Guarantee, In-Kind, Other

Signature : 
Name of Project Officer : Md. Saidur Rahman
Position : Senior Project Officer (Transport)
Date : 4 July 2021

Endorsed by : Manmohan Parkash 
Division Director : Country Director, BRM
Date : 6/7/2021



05/07/2021

Annex 1: DEFINITION OF RATINGS

Implementation Progress Ratings

Highly Satisfactory (HS): Implementation of **all** components is in substantial compliance with the original/formally revised implementation plan for the project. The project can be presented as “good practice”.

Satisfactory (S): Implementation of **most** components is in substantial compliance with the original/formally revised plan except for only a few that is subject to remedial action.

Moderately Satisfactory (MS): Implementation of **some** components is in substantial compliance with the original/formally revised plan with **some** components requiring remedial action.

Moderately Unsatisfactory (MU): Implementation of **some** components is not in substantial compliance with the original/formally revised plan with **most** components requiring remedial action..

Unsatisfactory (U): Implementation of **most** components is not in substantial compliance with the original/formally revised plan.

Highly Unsatisfactory (HU): Implementation of **none** of the components is in substantial compliance with the original/formally revised plan.

Global Environment Objective/Development Objective Ratings

Highly Satisfactory (HS): Project is expected to achieve or exceed **all** its major global environmental objectives, and yield substantial global environmental benefits, without major shortcomings. The project can be presented as “good practice”.

Satisfactory (S): Project is expected to achieve **most** of its major global environmental objectives, and yield satisfactory global environmental benefits, with only minor shortcomings.

Moderately Satisfactory (MS): Project is expected to achieve **most** of its major relevant objectives but with either significant shortcomings or modest overall relevance. Project is expected not to achieve **some** of its major global environmental objectives or yield some of the expected global environment benefits.

Moderately Unsatisfactory (MU): Project is expected to achieve of its major global environmental objectives with major shortcomings or is expected to achieve only **some** of its major global environmental objectives.

Unsatisfactory (U): Project is expected **not** to achieve **most** of its major global environment objectives or to yield any satisfactory global environmental benefits.

Highly Unsatisfactory (HU): The project has failed to achieve, and is not expected to achieve, **any** of its major global environment objectives with no worthwhile benefits.

Risk Rating

Risk ratings will assess the overall risk of factors internal or external to the project which may affect implementation or prospects for achieving project objectives. Risks of projects should be rated on the following scale:

High Risk (H): There is a probability of greater than 75% that assumptions may fail to hold or materialize, and/or the project may face high risks.

Substantial Risk (S): There is a probability of between 51% and 75% that assumptions may fail to hold and/or the project may face substantial risks.

Modest Risk (M): There is a probability of between 26% and 50% that assumptions may fail to hold or materialize, and/ or the project may face only modest risks.

Low Risk (L): There is a probability of up to 25% that assumptions may fail to hold or materialize, and/ or the project may face only modest risks.