

ADB GEF PROJECT IMPLEMENTATION REPORT (PIR)

(This report covers implementation period from 1 July 2021 to 30 June 2022 including recently closed projects covering the reporting period)

ADB Official Project Title: Greater Dhaka Sustainable Urban Transport Project

ADB Project Number:42169-023

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)

Progress, Challenges, and Outcomes on Project Implementation Activities

As of 31 August 2022, the overall physical progress of the project is estimated at approximately 79.24%. Among the four contracts, two contracts (construction of feeder roads and bus depot) are completed and closed, and the remaining two contracts (Contract-01: construction of at-grade section and Contract-02 elevated section) are under different stages of implementation. The progress of Contract-01 is 82.09% and Contract- 02 is 72.35%.

Contractors' performance (Contracts -01 and 02) have been weak and the implementation issues have been compounded due to the inadequate supervision and project management by the consultants and the EA and IAs.

The expected outcome of the project will be the improved public transport system in Dhaka North City Corporation and Gazipur City Corporation, and the current revised completion target is December 2022. Staff is actively monitoring the progress.

Reallocation of Grant Proceeds

The project has been restructured during the mid-term review mission in May 2022. After the restructuring, the BRT operations and procurement of buses will be financed by AFD, the \$2.8 million GEF grant allocated for bus procurement are now reallocated to streetlight procurement. The bidding for streetlight procurement is ongoing. IFB was published on 29 June 2022 and Bid was opened on 1 September 2022.

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 a category A for involuntary resettlement. The Resettlement Plan (RP) has been updated in March 2017 in accordance with ADB's SPS 2009 and government laws. A total of 1,535 households were impacted by the project. The impacts consist primarily of relocating informal vendors in the right-of-way and a small number (2%) of the overall impacts involved physical relocation. The RP implementation was supported by the NGO and EPCM consultants.

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 government's Strategic Transport Plan 2005, and thus initiated several stakeholder consultation and policy dialogues to restructure the corridor through introduction of BRT system in Greater Dhaka. This called for a special regulatory and legal framework for mass transit agencies and operations. The project addresses following three drivers of changes (i) gender equity and mainstreaming, (ii) partnerships, and (iii) private sector development. By restructuring the existing bus operations, the project can deliver a sustainable BRT system in this vital corridor through the new business operation model and partnerships.

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 7,971 (18%) women labor days out of the total 51,288 labor days in construction related works, and conducted gender sensitization workshops, which covered 30 PMU, PIU staff and 17 key staff (100%), and 110 (100%) contractors' key persons. PIU has been submitting the Gender Action Plan report on regular basis.

Knowledge Activities/ Products

Not applicable.

Geo- Location Information

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

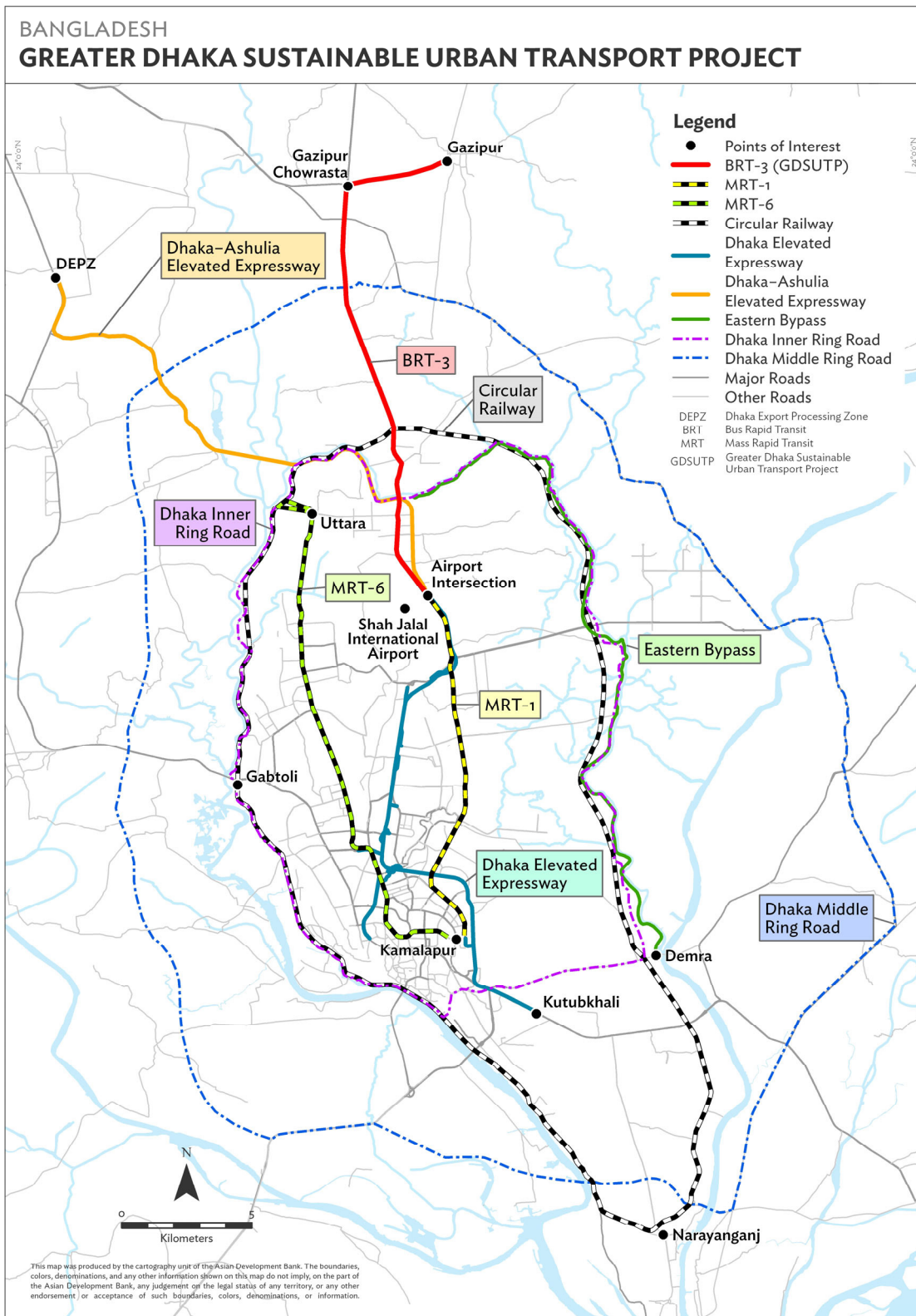
BRT Corridor:

Start: 23.84820 N 90.41000 E

End: 23.99830 N 90.41950 E

Location Name (Name of the geographic locations in which the activity is taking place.)	Latitude (WGS84 Format)	Longitude (WGS84 Format)	GEO Name ID	Location Description (Text description that qualifies in a sentence or so the location in which an activity is taking place, such as for example "mini-grid energy system" or "park ranger site".)	Activity Description (Text description that qualifies in a sentence or so the activity taking place at the location, for example, "Installing a mini-grid energy system".)

Project Map and Coordinates



PROJECT MINOR CHANGE IN SCOPE/MINOR AMMENDMENTS

- ☐ Results framework
- ☒ Components and cost
- ☐ Institutional and implementation arrangements
- ☐ Financial management
- ☒ Implementation schedule
- ☐ Executing Entity
- ☐ Executing Entity Category
- ☒ Minor project objective change
- ☐ Safeguards
- ☐ Risk analysis
- ☐ Increase of GEF project financing up to 5%
- ☐ Co-financing
- ☐ Location of project activity
- ☐ Other

FOR SCCF/LDCF INDICATORS: (Provide information if applicable): N/A

Total Number of Beneficiaries	
Hectare (ha) of land better managed to withstand the effects of climate change	
No. of risk and vulnerability assessments, and other relevant scientific and technical assessments carried out and updated	
No. of people trained to identify, prioritize, implement, monitor and/or evaluate adaptation strategies and measures	
No. of regional, national and sub-national institutions with strengthened capacities to identify, prioritize, implement, monitor and/or evaluate adaptation strategies and measures	
Contribute towards public awareness of climate change impacts, vulnerability and adaption (Tick if relevant)	
Expand access to improved climate information services (Tick if relevant)	
Expand access to improved climate related early-warning information (Tick if relevant)	
No. of regional, national and sector-wide policies, plans and processes developed or strengthened to identify, prioritize and integrate adaptation strategies and measures	
No. of sub-national plans and processes developed or strengthened to identify, prioritize and integrate adaptation strategies and measures	

II. Project Profile

1. General Information	1	GEF 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 if the GEF Fund (mm/dd/yy)	: 04/17/2012
	10	GEF Grant Signing of the GEF Fund (mm/dd/yy)	: 12/17/2012
	11	Implementation Start Date of the Project and of the GEF Component (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	Final date of GEF Grant Disbursement (mm/dd/yy)	: 04/20/2023
	14	Proposed/Revised Implementation End (mm/dd/yy)	: 12 /31/2022
	15	Actual Implementation End (mm/dd/yy)	: NA
	16	Expected Financial Closure Date (mm/dd/yy)	: 30 April 2023
3. Funding	17	Actual Financial Closure Date (mm/dd/yy)	: N/A
	18	PPG/PDF Funding (USD)	: None
	19	GEF Grant (USD)	: 4,600,000
	20	Total GEF Fund Disbursement as of 30 June 2021(USD)	: N/A
	21	Confirmed Co-Finance at CEO Endorsement (USD)	: N/A
	21	Materialized Co-Finance at project mid-term (USD)	: N/A
4. Evaluations	22	Materialized Co-Finance at project completion (USD)	: N/A
	23	Proposed Mid-term date (mm/dd/yy)	
	24	Actual Mid-Term date - if applicable (mm/dd/yy)	7-14 March 2022
	25	Proposed Terminal Evaluation date (mm/dd/yy)	N/A
	26	Actual Terminal Evaluation Date (mm/dd/yy)	N/A
	27	Tracking Tools Required (Yes/No/ Focal Area TT)	
	28	Tracking Tools Date - if applicable (mm/dd/yy) Midterm Tracking Tool Terminal Evaluation Tracking Tool	

III. Project Implementation

A. Project Description

The ongoing project will contribute to the development of a sustainable urban transport system in Gazipur—the northern part of Greater Dhaka administered by Gazipur City Corporation (GCC)—through the construction of a 20.5-kilometer (16 km at grade section and 4.5 km elevated section) bus rapid transit [BRT] corridor from airport intersection to Gazipur with 6 flyovers, 25 BRT stations, and a bus depot; and operations of BRT system to provide a holistic solution for integrated urban mobility. The scope also includes side drains, feeder roads and solar streetlights. The expected outcome will be the improved public transport system of Dhaka North City Corporation (DNCC) and GCC, benefiting approximately 1 million people. The project outputs are:

- (i) Output 1: DNCC and GCC's main urban transport corridor is restructured,
- (ii) Output 2: Project management is effective and BRT operations are sustainable, and
- (iii) Output 3: Urban quality of the corridor is improved.

The Roads, Transport and Highways Division of the Ministry of Road Transport and Bridges is the executing agency (EA); and Roads and Highways Department (RHD), Bangladesh Bridge Authority (BBA), Local Government Engineering Department (LGED), and Dhaka Bus Rapid Transit Company Limited (DBRTCL) are the implementing agencies (IAs) for the project

B. Implementation Progress (IP) Rating

Ongoing project progress. As of now, the overall project progress is 79.24%. The output wise progresses are as below.

- **Output 1.** As of now, the physical progress of BRT infrastructure is 79.24% against the updated scope. BRT corridor development is being delivered by two main civil works packages (C-01 and C-02). Overall progresses of two civil works packages (C-01 and C-02) are 81.95% and 70.84%, respectively against the revised design. The current status and physical progress (%) of the activities are: (i) a 20 km BRT route- road widening and pavement works are 94% complete; pile, pile caps, pier caps, box girder erection for flyover are 85% complete, and construction of BRT stations is at 18% progress; (ii) the progress on sidewalks is at 21% and is ongoing, mixed traffic (MT) lanes has progressed to 97.5% and non-motorized traffic (NMT) lanes to 98.21%; (iii) high-capacity drainage system is 97% complete; (iv) construction of BRT bus depot in Gazipur is 100% complete (package C-04). In total, 62 access roads over 100-meter stretch have been constructed (package C-03), which is 100% of the updated scope. Contracts of packages C-03 and C-04 are closed after completing the scopes on time. Development of BRT terminal as an intermodal hub through Public Private Partnership (PPP) scheme at Airport was dropped due to the non-availability of land.
- **Output 2.** Under this output, the following have been achieved: (i) the Special Purpose Organization (SPO)—BRT Company Limited (BRTCL) was established on 1 July 2013; (ii) Dhaka Transport Coordination Authority (DTCA) was established on 2 September 2012; and (iii) the ODBM consultant has completed the BRT studies and submitted the draft BRT design and operation model and fare structure, and specifications and the bidding documents for buses and intelligent transport system (ITS) in 2021. Preparatory

works for procurement of buses and ITS are initiated by AFD (after the project restructuring. The fleet scrapping and compensation mechanism will be undertaken by AFD and government, upon the selection of BRT operations model, which is now being assessed. The capacity development of SPO and DTCA, training to bus drivers and testing of BRT system, and media and community awareness will be taken by AFD.

- **Output 3.** The status of the activities under output 3 are: (i) procurement of 2,000 solar streetlights- this is in the bidding stage; (ii) 24.10 km drains, and 33.60 km feeder roads (62 different roads, of which 23.66 km bituminous road and 9.94 km cement concrete road) are improved under package C-03 (construction of 10 local markets has been dropped due to land unavailability); and (iii) procurement and installation of equipment for traffic police to improve traffic through installation of traffic lights, and mobile vehicle for emission testing have been dropped. The activity 3 will be taken up by AFD.
- **Reallocation of Grant Proceeds.** As the procurement of buses will be financed by AFD, \$2.8 million grant amount allocated for buses will not be needed, and this amount has been reallocated to procure streetlights.

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 2023.

b. Stakeholders Engagement

Not Applicable

c. Gender Action Plan Implementation Status

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 7,971 (18%) women labor days out of the total 51,288 labor days in construction related works, and conducted gender sensitization workshops, which covered 30 PMU, PIU staff and 17 key staff (100%), and 110 (100%) contractors' key persons. PIU has been submitting the Gender Action Plan report on regular basis.

d. 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-smr-11>

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-11>.

C. Global Environmental Benefits (GEB) Objective/ Development Objective (DO) Rating
Not Applicable

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: Moderately Satisfactory

F. Additional Comments -Good Practices and Lessons Learned: Not yet determined.

G. Knowledge activities / products: N/A

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 Corporations.

BRT Corridor:

Start 23.84820 N 90.41000 E

End 23.99830 N 90.41950 E

Signature:

Name of Project Officer:

Position:

Date:

Md. Saidur Rahman

Senior Project Officer (Transport)

11 September 2022

Endorsed by:

Tika Limbu

Principal portfolio Management specialist, BRM

Endorsed by:

Edimon Ginting

Country Director, BRM

For Projects that have Conducted Midterm Review Mission (from 1 July 2021 to 30 June 2022)

IV. **Midterm Review:** Aide-Memoire is attached.

Midterm Project Ratings: N/A

- Development Objective Rating at MTR (IP): Moderately Satisfactory (MS):
- Implementation Progress Rating at MTR (DO): Moderately Satisfactory (MS):
- Risk Rating at MTR: Modest Risk (M):
- Information on Progress, challenges and outcomes on stakeholder engagement (based on the description of the Stakeholder engagement plan included at CEO Endorsement/Approval):
- Information on Progress on gender-responsive measures as documented at CEO Endorsement/Approval in the gender action plan or equivalent:
- Knowledge activities / products (based on the Knowledge management approach approved at CEO Endorsement / Approval) and lessons learned (if available):

Main Findings of the MTR

The Mission identified following key issues on the project performance:

- Contractors' performance is weak, compounded by inadequate supervision and weak contract management of the EA/IAs.
- Contractors and consultants team not fully mobilized.
- Mobilization of resources by contractors is insufficient.
- Contractors have shortage of cash flow for construction materials, equipment, and labor;
- Design changes during implementation had resulted delays, and cost and time overrun;
- Failure to resolve issue related to tax payment led to dispute and hampered the effective contract management.
- RP implementation progress is still not complete.
- Validities of the two civil works contracts have expired, which need to be extended soon.
- Formal proposals for variations of the two civil works contracts to be submitted to ADB with justifications and detailed analyses.

Core Indicators: N/A

Signature:

Name of Project Officer:

Position:

Date:



Md Saidur Rahman

Senior Project Officer (Transport)

11 September 2022

Endorsed by:

Tika Limbu

Principal portfolio Management specialist



Endorsed by:

Edimon Ginting

Country Director, BRM



ANNEX B. Project Contacts

ADB Project Officer: Md. Saidur Rahman
Division and Department: BRM
Email: mdsrahman@adb.org

EA Project Officer: A. S. M. Elias Shah
Name and Agency: Road and Highway Department
Email: pdrhd.gdsutp@gmail.com

Co-Implementing Partner: AGENCE FRANÇAISE DE DÉVELOPPEMENT
Name and Agency: AGENCE FRANÇAISE DE DÉVELOPPEMENT
Email: nathsk@afd.fr

Project Coordinator/Manager: Neelima Akter
Name and Agency: Road Transport and Highways Division
Ministry of Road Transport and Bridges
Email: neelima5653@gmail.com

ANNEX C: 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.