



## Bangladesh: SASEC Railway Connectivity Investment Program

Project Name	SASEC Railway Connectivity Investment Program				
Project Number	46452-001				
Country	Bangladesh				
Project Status	Active				
Project Type / Modality of Assistance	Technical Assistance				
Source of Funding / Amount	<table border="1"> <tr> <td colspan="2"><b>TA 8597-BAN: SASEC Railway Connectivity Investment Program</b></td> </tr> <tr> <td>Technical Assistance Special Fund</td> <td>US\$ 1.50 million</td> </tr> </table>	<b>TA 8597-BAN: SASEC Railway Connectivity Investment Program</b>		Technical Assistance Special Fund	US\$ 1.50 million
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Technical Assistance Special Fund	US\$ 1.50 million				
Strategic Agendas	Environmentally sustainable growth Inclusive economic growth Regional integration				
Drivers of Change	Governance and capacity development Knowledge solutions Partnerships Private sector development				
Sector / Subsector	<b>Transport</b> - Rail transport (non-urban) - Transport policies and institutional development				
Gender Equity and Mainstreaming	Some gender elements				
Description	<p>The PPTA will support the following major outputs and activities (i) Updating the Railway Master Plan; (ii) Assessment of the rolling stock maintenance sector of Bangladesh Railway (BR) and recommendations for the future strategy, investments and organization; (iii) Assessment for establishment of Mechanized Track Maintenance Unit of BR and recommendations for the strategy, investments and organization; and (iv) Assessment for establishment of a Research and Development Wing for BR.</p> <p>The TA for \$1,500,000 equivalent will be financed on a grant basis by ADB's Technical Assistance Special Fund (TASF-IV). The PPTA is funded by TASF, as no other resources are timely available to fund the scope as required to support the preparation of the SASEC Railway Connectivity Investment Program MFF The Government will provide counterpart support in the form of counterpart staff, office accommodation, previous studies, reports and surveys, and other in-kind contributions.</p>				
Project Rationale and Linkage to Country/Regional Strategy	Most of the project preparation is financed under the TA-loan-2688-BAN: Subregional Transport Project Preparatory Facility, Rail Component (TA-loan). This Project Preparatory Technical Assistance (PPTA) will provide additional studies necessary for processing the Investment Program, to update design previously completed by BR and to provide additional support to BR during the procurement phase that cannot be covered under the TA-loan.				
Impact					

### Project Outcome

Description of Outcome
Progress Toward Outcome
<b>Implementation Progress</b>
Description of Project Outputs
Status of Implementation Progress (Outputs, Activities, and Issues)
Geographical Location

## Summary of Environmental and Social Aspects

Environmental Aspects

Involuntary Resettlement

Indigenous Peoples

### Stakeholder Communication, Participation, and Consultation

During Project Design	<p>Bangladesh Railway, various line departments, project beneficiaries, local communities in the project influence area, among others. The Projects will benefit the poor and the vulnerable by providing increased employment and market opportunities, improved means of transport and better access to social service facilities. In case any involuntary resettlement impacts are identified during the planning stage, these will also be mitigated through provisions in the Safeguard Policy Statement, national laws and policies. Most of the beneficiaries, especially the vulnerable and the women headed households, will be consulted during the resettlement planning stage and while conducting the poverty and social assessment. People from all the socio economic strata are meaningfully consulted during the preparatory phase. Community meetings and focus group discussions will be organized as part of the poverty and social analysis. The local consultative meetings will involve all relevant stakeholders including representatives of the poor and other socially excluded groups ( e.g., women, indigenous people, etc) to disseminate the information as well as to get the feedback about the project design and its potential impacts. Other key stakeholders such as the relevant line departments, local Government representatives and NGOs will also be consulted. Consultations will also be undertaken with the affected households and communities during the course of the census survey and socioeconomic survey for the preparation of the safeguards planning documents.</p>
During Project Implementation	<p>The main objective of the TA is to support the government to prepare the revised master plan for the next 30 years until 2045. The project will help improve people's access to and use of opportunities, services, resources and assets which will further empower them. Throughout the project cycle meaningful consultations will be held with the project beneficiaries providing them information regarding the project design and implementation. This will further empower the communities. The project will benefit all socio economic categories as they can easily commute from one place to another. The TA became effective on 15 December 2014 and engaged a consultant firm for the project implementation. The TA closing date has been extended until 31 August 2017 in order to fully implement the TA and complete all tasks of the scope of works.</p>

## Business Opportunities

Consulting Services	<p>The TA will be implemented by (i) a firm of consultants from January 2016 to December 2016; and (ii) services to be carried out by individual consultants, e.g. as Procurement Advisor and to support Government-internal approvals will be implemented. About 27 person-months of international consulting and about 45 person-months of national consulting will be provided. ADB will engage the consultants in accordance with its Guidelines on the Use of Consultants (2013, as amended from time to time) using the quality- and cost-based selection with a quality-cost ratio of 90:10. This quality-cost ratio is proposed in light of the high complexity of the TA, which requires specialized inputs from qualified consultants with experience in the fields of railway design and transport, traffic forecasting and traffic modeling, and multimodal transport. The consulting firms will submit simplified technical proposals.</p>
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## Responsible Staff

Responsible ADB Officer	Sakai, Tsuneyuki
Responsible ADB Department	South Asia Department
Responsible ADB Division	Transport and Communications Division, SARD
Executing Agencies	<i>Bangladesh Railway Md. Anowarul Hoque, Project Director cplo@railway.gov.bd 16 Abdul Gani Road Bangladesh Railway, Rail Bhaban, Dhaka, Bangladesh</i>

## Timetable

Concept Clearance	-
Fact Finding	-
MRM	-
Approval	18 Dec 2013
Last Review Mission	-
Last PDS Update	08 Mar 2017

**TA 8597-BAN**

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
18 Dec 2013	15 Dec 2014	15 Dec 2014	31 Mar 2015	31 Aug 2017	-

Financing Plan/TA Utilization						Cumulative Disbursements		
ADB	Cofinancing	Counterpart				Total	Date	Amount
		Gov	Beneficiaries	Project Sponsor	Others			
1,500,000.00	0.00	0.00	0.00	0.00	0.00	1,500,000.00	18 Dec 2013	884,253.90

Project Page <https://www.adb.org/projects/46452-001/main>

Request for Information <http://www.adb.org/forms/request-information-form?subject=46452-001>

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