



Myanmar: Maubin-Phyapon Road Rehabilitation Project

Project Name	Maubin-Phyapon Road Rehabilitation Project				
Project Number	47086-002				
Country	Myanmar				
Project Status	Active				
Project Type / Modality of Assistance	Loan				
Source of Funding / Amount	<table border="1"> <tr> <td colspan="2">Loan 3199-MYA: Maubin-Phyapon Road Rehabilitation</td> </tr> <tr> <td>concessional ordinary capital resources lending / Asian Development Fund</td> <td>US\$ 80.00 million</td> </tr> </table>	Loan 3199-MYA: Maubin-Phyapon Road Rehabilitation		concessional ordinary capital resources lending / Asian Development Fund	US\$ 80.00 million
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Strategic Agendas	Inclusive economic growth				
Drivers of Change	Governance and capacity development				
Sector / Subsector	Transport - Road transport (non-urban)				
Gender Equity and Mainstreaming	Some gender elements				
Description	<p>The Maubin Phyapon road section will be reconstructed to 2 lanes with appropriate width shoulders, suitable for all standard highway traffic.</p> <p>The proposed project aims to (i) improve access to and within the Ayeyarwaddy Delta by rehabilitating 54.5 km of road between Maubin and Phyapon, the principal north-south artery on the eastern edge of the Ayeyarwaddy Delta, and (ii) provide an essential transport link connection to economic, health, education, and employment opportunities. The addition of landing points at the numerous locations where waterways meet the road, the agricultural hinterland of this part of the delta region, will be made more accessible and improve the lives of many of the region's poor through increased opportunities for income generation and improved rural livelihoods.</p>				
Project Rationale and Linkage to Country/Regional Strategy	Improvements to the Maubin Phyapon road in the Ayeyarwaddy Delta would dramatically improve connectivity and economic development in the area, lifting many of this poor region of Myanmar out of poverty. It would improve access to this densely populated, poor, but productive agricultural area. Traffic volumes in the area are currently moderate, but are likely to increase rapidly as the country's economic liberalization program extends into the hinterland.				
Impact	Improved economic opportunities in the eastern seaboard of the Ayeyarwaddy Delta				

Project Outcome

Description of Outcome	Reduced travel times and transport costs in the project area
Progress Toward Outcome	<p>The equipment and testing facilities were advertised in Q4 2016 and expected to be awarded in Q2 2017.</p> <p>-----</p> <p>As of December 2016, the road construction is ongoing, periodic review will be conducted by both ADB and MOC to ensure smooth project progress. Procurement notice for equipment and testing facilities was advertised in December 2016.</p>

Implementation Progress

Description of Project Outputs	<p>Rehabilitated 54.5 km road from Maubin to Phyapon</p> <p>Improved testing facilities at MOC and Public Works laboratories and offices</p>
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Status of Implementation Progress (Outputs, Activities, and Issues)	<p>As of April 2017 the actual construction progress is around 20%, slightly behind schedule. The equipment and testing facilities were advertised in Q4 2016 and expected to be awarded in Q2 2017.</p> <p>-----</p> <p>The procurement activities for the testing facilities at MOC and Department of Highways laboratories and offices will commence on 4rd quarter 2016.</p> <p>As of Q4, 2016, actual construction progress is around 14%, almost in line with the revised construction schedule.</p> <p>As of Q3 2016, Actual construction progress is around 6% with a (-13%) variance from the scheduled activities. Slow materials deliveries, and delays in testing and approval of materials affected the progress. Since wet season has started in the later part of May 2016, activities were been limited. During this period, a revised construction schedule will be prepared to reflect plans on how to recover lost progress and ensure a prompt start to work for the next dry season in November.</p> <p>As of Q1 2016: Construction ongoing, mostly survey and test pit work, routine maintenance, construction of contractor's office/RE facilities, concrete batching plant, laboratory testing</p> <p>19 Oct 2015: Contractors commencement date</p> <p>6 Oct 2015: Handover and access of 2 construction sites to contractors.</p> <p>-----</p> <p>5 Oct 2015: commencement of services of construction supervision and project implementation services consultant (SMEC).</p> <p>-----</p> <p>11 Sep 2015: 2 civil works contractors and construction supervision consultants contract signing with EA.</p> <p>-----</p> <p>July 2015, the procurement activities for the civil works for the construction rehabilitation of Maubin-Phyapon Road is almost completed. Awarding of contracts is anticipated in 3rd quarter 2015 (August).</p>
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Geographical Location

Safeguard Categories

Environment	B
Involuntary Resettlement	B
Indigenous Peoples	C

Summary of Environmental and Social Aspects

Environmental Aspects	<p>The project is categorized as B for environment. It is not anticipated to cause significant adverse environmental impacts. The dominant land use along the project road is agricultural, which is primarily for rice production. The road corridor is not within undisturbed landscapes, mangrove areas, or near environmentally-protected areas. The project will not encroach on environmentally-sensitive sites. An IEE has been prepared by the government to meet the requirements of the SPS. It was publicly disclosed in May 2014. An EMP has been prepared as part of the IEE. The EMP defines the institutional arrangements and responsibilities for its implementation and includes an environmental training program for MOC and PW to develop their capacity in environmental management. The EMP is to be incorporated into the project's road rehabilitation civil works contract documentation. A GRM has been developed to facilitate resolution of construction-related environmental impacts.</p>
Involuntary Resettlement	<p>The project is categorized as B for involuntary resettlement. The project identified a total of 62 affected households and 1 government office within the COI, with some of the affected households relocated during project preparation. The affected households have been consulted and were informed about the proposed project, SPS, and proposed assistance due to displacement. A resettlement plan has been prepared, which includes corrective actions for those affected households who have already relocated, based on the tracer study carried out during project preparation. The government prepared the Resettlement Plans and was publicly disclosed in June 2014. A Supplemental Resettlement Plan was prepared in June 2016 . This supplementary Resettlement Plan was prepared as the government wished to change the alignment, and at one curve along the road straighten the road for road safety. The new road alignment will affect four households. The resettlement coordinating committee (RCC) met with the affected persons in September 2016. All compensation activities completed in 1st Quarter 2017.</p>
Indigenous Peoples	<p>The project is categorized as C for indigenous peoples.</p>

Stakeholder Communication, Participation, and Consultation

During Project Design	
During Project Implementation	<p>The Project Management Unit along with its Supervision consultants will conduct stakeholders consultation prior to and during road construction. The latest stakeholders consultation meetings were held in September 2016. The GRM committee orientation was held in November 2016 and a follow-up workshop for the GRM committee was completed in March 2017.</p>

Business Opportunities

Consulting Services	The construction supervision and project implementation services consultant (SMEC International Pty Ltd. in joint venture with Oriental Consultants Global Co. Ltd. and Pyunghwa Engineering Consultants Ltd) was recruited through quality- and cost-based selection and in accordance with ADB's Guidelines on the Use of Consultants. The Consultant was mobilized on 5 Oct 2015.
Procurement	The Procurement Plan was revised in October 2016 to update the details on the procurement of goods and small civil works, which is due for advertisement in 4th quarter 2016. Civil works were procured following International Competitive Bidding (ICB) procedures in accordance with ADB's Procurement Guidelines. Jung Heung Construction Co. Ltd was awarded with the Km0+000 to Km25+500 package and Shwe Taung, Wika, Tokyu, STK Joint Venture was awarded the Km25+500 to Km54+450. Both contractors were mobilized on 19 Oct 2015 The procurement activities for the testing facilities at MOC and Department of Highways laboratories and offices will commence on 2nd quarter 2016.

Responsible Staff

Responsible ADB Officer	Leather, James
Responsible ADB Department	Southeast Asia Department
Responsible ADB Division	Transport and Communications Division, SERD
Executing Agencies	<i>Ministry of Construction Department of Highways Office Building No. 11 Naypyitaw, Myanmar</i>

Timetable

Concept Clearance	22 May 2013
Fact Finding	25 Feb 2014 to 07 Mar 2014
MRM	14 May 2014
Approval	26 Nov 2014
Last Review Mission	-
Last PDS Update	31 Mar 2017

Loan 3199-MYA

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
26 Nov 2014	10 Feb 2015	12 May 2015	30 Sep 2018	-	-

Financing Plan		Loan Utilization			
	Total (Amount in US\$ million)	Date	ADB	Others	Net Percentage
Project Cost	80.80	Cumulative Contract Awards			
ADB	80.00	26 Nov 2014	34.89	0.00	48%
Counterpart	0.80	Cumulative Disbursements			
Cofinancing	0.00	26 Nov 2014	14.65	0.00	20%

Project Page	https://www.adb.org/projects/47086-002/main
Request for Information	http://www.adb.org/forms/request-information-form?subject=47086-002
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