

## DEVELOPMENT COORDINATION

### A. Major Development Partners: Strategic Focus and Key Activities

1. Major development partners in the Bangladesh transport sector are the World Bank, Japan International Cooperation Agency (JICA), OPEC Fund for International Development, European Investment Bank, Government of India, Agence Française de Développement, and Islamic Development Bank. Several bilateral agencies have also assisted rural infrastructure development. The development partners are united in supporting Bangladesh’s National Land Transport Policy to promote the sustainable maintenance of roads. In subsectors where other development partners play a leading role, such as inland water transport and telecommunications, the Asian Development Bank (ADB) has played a supporting role while focusing on its assistance to the road and rail subsectors.

2. In the road subsector, ADB supports road improvement and maintenance, while JICA supports bridge rehabilitation and construction. In 2012, ADB approved the South Asia Subregional Economic Cooperation (SASEC) Road Connectivity Project,<sup>1</sup> the Greater Dhaka Sustainable Urban Transport Project,<sup>2</sup> and a technical assistance (TA) loan for the Dhaka–Chittagong Expressway Public–Private Partnership Design Project.<sup>3</sup> In 2015, ADB further approved \$30 million in additional financing for the Subregional Transport Project Preparatory Facility, to prepare investment projects that would improve 600 kilometers (km) of national and regional highways across the country. In 2013, JICA approved the Kanchpur, Meghna and Gumti 2nd Bridges Construction and Existing Bridges Rehabilitation Project I. In 2015, JICA approved the Western Bangladesh Small and Medium Bridge Improvement Project. India assisted the Bangladesh Road Transport Corporation with procurement of various kinds of buses. For sector development, close dialogue was carried out with JICA to develop an institutional development action plan for the Roads and Highways Department, which resulted in TA for institutional strengthening. The action plan is built on long-term capacity development support by the Department for International Development of the United Kingdom (DFID).

#### Major Development Partners, 2000–2015

Development Partner	Project Name	Duration	Amount (\$ million)
<b>Road subsector</b>			
ADB	Road Maintenance and Improvement	2000–2011	68.7
	Road Network Improvement and Maintenance	2002–2011	65.0
	Road Network Improvement and Maintenance II	2004–2012	126.0
	Emergency Flood Damage Rehabilitation Project	2005–2007	50.5
	Padma Multipurpose Bridge Design Project	2007–2011	17.6
	Emergency Disaster Damage Rehabilitation (Sector) Project	2008–2011	120.0
	Padma Multipurpose Bridge Design (Supplementary)	2009–2011	10.0
	Subregional Transport Project Preparatory Facility	2010–2013	22.7

<sup>1</sup> ADB. 2012. *Report and Recommendation of the President to the Board of Directors: Proposed Loans and Administration of Loan and Technical Assistance Grant to the People’s Republic of Bangladesh for the South Asia Subregional Economic Cooperation Road Connectivity Project*. Manila.

<sup>2</sup> ADB. 2012. *Report and Recommendation of the President to the Board of Directors: Proposed Loans and Technical Assistance Grant and Administration of Loan and Grant to the People’s Republic of Bangladesh for the Greater Dhaka Sustainable Urban Transport*. Manila.

<sup>3</sup> ADB. 2012. *Report and Recommendation of the President to the Board of Directors: Proposed Technical Assistance Loan to the People’s Republic of Bangladesh for the Dhaka–Chittagong Expressway Public–Private Partnership Design Project*. Manila.

<b>Development Partner</b>	<b>Project Name</b>	<b>Duration</b>	<b>Amount (\$ million)</b>
	SASEC Road Connectivity Project	2012–2018	198.0
	Dhaka–Chittagong Expressway Public–Private Partnership Design Project	2012–2018	10.0
	Greater Dhaka Sustainable Urban Transport Project	2012–2017	160.0
	Subregional Transport Project Preparatory Facility - Additional Financing	2015–2022	30.0
AFD	Greater Dhaka Sustainable Urban Transport Project	2012–2017	45.0
India	Procurement of Buses for BRTC	2011–2013	36.8
Japan	Rupsa Bridge Construction Project	2001–2005	78.0
	Emergency Disaster Damage Rehabilitation Project	2008–2011	60.0
	Eastern Bangladesh Bridge Improvement Project	2009–2016	73.0
	Chittagong City Outer Ring Road Project	2010–2016	100.0
	Dhaka Mass Rapid Transit Development Project I	2013–2021	99.2
	The Kanchpur, Meghna and Gumti 2nd Bridges Construction and Existing Bridges Rehabilitation Project I	2013–2023	266.4
	Western Bangladesh Small and Medium Bridge Improvement Project	2015–2020	394.6
Kuwait	Third Karnaphuli Bridge	2005–2010	53.6
OFID	SASEC Road Connectivity Project	2012–2018	30.0
<b>Multisector</b>			
ADB	Subregional Transport Project Preparatory Facility	2010–2016	23.0
	Additional Financing to the Subregional Transport Project Preparatory Facility	2016–2022	30.0
<b>Railway Subsector</b>			
ADB	Railway Sector Investment Program MFF	2006–2016	430.0
	SASEC Railway Connectivity: Akhaura–Laksam Double Track Project	2015–2023	400.0
	Railway Rolling Stock Project	2015–2021	200.0
	SASEC Chittagong–Cox's Bazar Railway Project, Phase 1	2016–2024	210.0
EIB	SASEC Railway Connectivity: Akhaura–Laksam Double Track Project	2014–2020	175.0
World Bank	Railway Reform Programmatic Development Policy Credit	2009–2011	40.0
India	Various Projects Under the Line of Credit	2011–2017	704.1
Japan	Dhaka–Chittagong Railway Development Project	2007–2015	129.0
Republic of Korea	Purchase of 10 Meter-Gauge Locomotives Under the Procurement of 47 Locomotives Project	2008–2011	28.0
<b>Ports Subsector</b>			
ADB	Chittagong Port Trade Facilitation Project	2004–2012	30.6

ADB = Asian Development Bank, AFD = Agence Française de Développement, BRTC = Bangladesh Road Transport Corporation, EIB = European Investment Bank, IDB = Islamic Development Bank, MFF = multitranches financing facility, OFID = OPEC Fund for International Development, OPEC = Organization of the Petroleum Exporting Countries, SASEC = South Asia Subregional Economic Cooperation.

Source: Asian Development Bank.

## **B. Institutional Arrangements and Processes for Development Coordination**

3. The project seeks to build partnerships in several ways. It will improve road connectivity to the Rangpur district in northwest Bangladesh, where JICA is financing bridge construction under the Western Bangladesh Small and Medium Bridge Improvement Project. The project will further support the institutional strengthening of the Roads and Highways Department by introducing a road operation center to ensure overload control and road safety along the corridor. Besides, JICA has helped build the department's capacity for bridge maintenance, to improve the attractiveness and performance of the road transport industry in Bangladesh. Development

coordination was ensured through regular meetings of the Local Consultative Working Group on Transport and Communication, in which the progress of the Bangladesh road sector reform and investment program were discussed by the government and development partners concerned.

### **C. Achievements and Issues**

4. At the country level, ADB prepared a country partnership strategy, which includes the transport sector, in close coordination with its development partners. At the sector level, ADB, DFID, JICA, and the World Bank established a joint strategic framework in 2006 to assist Bangladesh, and agreed to conduct a joint evaluation of their assistance to the transport sector. Development partners have closely coordinated their activities through regular meetings, and joint missions are organized to coordinate the work and requirements of development partners.

5. ADB has a strong record of coordination with development partners in the transport sector. In 2008, JICA undertook an assessment of assistance provided to Bangladesh by the four partners in the transport sector. The assessment reviewed the collaborative efforts of the four development partners, with a focus on alignment and harmonization.<sup>4</sup> The development partners showed strong collaboration in reforming and investing in Bangladesh Railway, and establishing a sustained road maintenance funding mechanism.<sup>5</sup> The assessment gave a moderately positive overall rating.

6. Enhancing sector efficiency will require continuous coordination and harmonization—especially in the railway and road subsectors. ADB's country assistance program evaluation suggested that ADB maintain its role as lead development partner in transport to facilitate the sector reform agenda.<sup>6</sup> Close coordination between development partners should continue to ensure that sector reforms are pursued with consistent objectives.

### **D. Summary and Recommendations**

9. ADB's past and current interventions in the transport sector contribute to the Government of Bangladesh's development objectives. ADB should remain a strategic long-term partner of Bangladesh and continue to implement road and railway projects. The proposed loan is well coordinated with other development partners active in the rail subsector. Development coordination should continue during project implementation.

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<sup>4</sup> ADB. 2008. *Evaluation of Four Donors' Assistance in the Bangladesh Transport Sector. Draft Report*. Manila.

<sup>5</sup> DFID, which led the analytical work for the road maintenance fund, has reportedly decided to pull out of the Bangladesh road transport subsector.

<sup>6</sup> ADB. 2009. *Bangladesh Country Assistance Program Evaluation*. Manila.