



# Bangladesh: Greater Dhaka Sustainable Urban Transport Project - Additional Financing

Project Name	Greater Dhaka Sustainable Urban Transport Project - Additional Financing	
Project Number	42169-024	
Country / Economy	Bangladesh	
Project Status	Approved	
Project Type / Modality of Assistance	Loan	
Source of Funding / Amount	Loan 4284-BAN: Greater Dhaka Sustainable Urban Transport Project - Additional Financing	
	Ordinary capital resources	US\$ 100.00 million
Strategic Agendas	Environmentally sustainable growth Inclusive economic growth	
Drivers of Change	Gender Equity and Mainstreaming Private sector development	
Sector / Subsector	Transport / Urban public transport	
Gender Equity and Mainstreaming	Some gender elements	
Description	The project will contribute to develop a sustainable urban transport system (UTS) in GCC, which forms part of north Greater Dhaka, through the delivery of a 20-kilometer (km) bus rapid transit (BRT) corridor. This pilot project provides a holistic solution for integrated urban mobility, bearing a demonstration effect as no modern mass transit system exists in Bangladesh yet.	
Project Rationale and Linkage to Country/Regional Strategy	<p>Bangladesh was ranked 146th out of 187 countries in the 2011 United Nations Human Development Index, and Dhaka is consistently ranked one of the world's most unlivable cities in the Global Liveability Report. Traffic congestion and air pollution play a major role in these poor rankings. Greater Dhaka is one of the fastest-growing megacities in the world. An estimated 300,000-400,000 migrants, mostly poor from rural areas, arrive in the metropolitan area annually. Since 2000, its population has more than doubled and it is projected to grow from 17 million in 2012 to 25 million in 2025. Dhaka is also one of the most densely populated cities in the world, with 45,508 people per square kilometer in the core area. Such high density in a city with limited inhabitable land owing to the city's topography, limited infrastructure, and low level of public services results in tremendous congestion and constrains the UTS' ability to provide mobility for all people. Car ownership and usage are still low because of lack of disposable income, but these figures are increasing fast with a growing middle class. In 2010, only 150,000 private cars and 500,000 other motorized vehicles were registered in Dhaka, but 6070 additional cars were registered daily. With annual motorization growth of 8%, there could be up to half a million cars in 2025, increasing local air pollutants and greenhouse gas (GHG) emissions from the transport sector.</p> <p>Without better planning and strategy, the metropolitan area will keep on sprawling north and south anarchically along the existing axis. The main issue for Dhaka's urban development lies in its fringes, where most of the urban sprawl and pauperization take place. Concepts like satellite cities, city clusters, and transit-oriented development have to be implemented to organize the urban growth and public spaces toward improved living conditions and climate change mitigation. To ensure a sustainable future for Dhaka, public transport focused on people's mobility needs and accessibility has to be improved and given priority over simple road projects. International experience documents well that interventions that promote nonmotorized transport (NMT), a modal shift from private vehicles to public transport, and integration of land-use and transport planning also help lower GHG emissions in the long run. Investigations conducted as part of the project preparatory TA have shown that, out of six suburban corridors analyzed, the corridor connecting Dhaka North City Corporation (DNCC) (over 20% of its length) with the emerging GCC (over 80% of its length) has the best potential to organize urban development and support a mass transit infrastructure; and that BRT is the most cost-effective mass transit mode for the selected corridor.</p>	
Impact	A sustainable a urban transport system is developed in DNCC and GCC.	
<b>Project Outcome</b>		
Description of Outcome	The public transport system is improved in DNCC and GCC.	
Progress Toward Outcome	Package -3: 3360 meter of road work has been completed. Package -4 Bus Depot is completed and progress is 100%	
<b>Implementation Progress</b>		
Description of Project Outputs	1. DNCC's and GCC's main urban transport corridor is restructured	
Status of Implementation Progress (Outputs, Activities, and Issues)		
Geographical Location	Gazipur, Shahjalal International Airport	
<b>Safeguard Categories</b>		
Environment	C	
Involuntary Resettlement	C	
Indigenous Peoples	C	
<b>Summary of Environmental and Social Aspects</b>		
Environmental Aspects		

Involuntary Resettlement

Indigenous Peoples

Stakeholder Communication, Participation, and Consultation

During Project Design

During Project Implementation

#### Business Opportunities

Consulting Services All procurement of goods, works, and consultants financed by the ADB loan have been carried out in accordance with ADB's Procurement Guidelines (2015, as amended from time to time) and Guidelines on the Use of Consultants (2013, as amended from time to time). All works and consulting services packages under the project have been awarded except the streetlight package which will be awarded under the ongoing project. Some contract amendments are under preparation and will be included in the ongoing works and consulting contracts.

Procurement All procurement of goods, works, and consultants financed by the ADB loan have been carried out in accordance with ADB's Procurement Guidelines (2015, as amended from time to time) and Guidelines on the Use of Consultants (2013, as amended from time to time). All works and consulting services packages under the project have been awarded except the streetlight package which will be awarded under the ongoing project. Some contract amendments are under preparation and will be included in the ongoing works and consulting contracts.

Responsible ADB Officer	Limbu, Tika R.
Responsible ADB Department	South Asia Department
Responsible ADB Division	Bangladesh Resident Mission
Executing Agencies	Ministry of Road Transport and Bridges

#### Timetable

Concept Clearance	27 Jul 2022
Fact Finding	07 Aug 2022 to 08 Aug 2022
MRM	27 Oct 2022
Approval	14 Dec 2022
Last Review Mission	-
Last PDS Update	14 Dec 2022

## Loan 4284-BAN

Financing Plan		Loan Utilization			
	Total (Amount in US\$ million)	Date	ADB	Others	Net Percentage
Project Cost	132.75	Cumulative Contract Awards			
ADB	100.00	-	0.00	0.00	%
Counterpart	32.75	Cumulative Disbursements			
Cofinancing	0.00	-	0.00	0.00	%

Project Page	<a href="https://www.adb.org/projects/42169-024/main">https://www.adb.org/projects/42169-024/main</a>
Request for Information	<a href="http://www.adb.org/forms/request-information-form?subject=42169-024">http://www.adb.org/forms/request-information-form?subject=42169-024</a>
Date Generated	15 December 2022

ADB provides the information contained in this project data sheet (PDS) solely as a resource for its users without any form of assurance. Whilst ADB tries to provide high quality content, the information are provided "as is" without warranty of any kind, either express or implied, including without limitation warranties of merchantability, fitness for a particular purpose, and non-infringement. ADB specifically does not make any warranties or representations as to the accuracy or completeness of any such information.