



Project Summary Information

Date of Document Preparation/Updating: March 27, 2023	
Project Name	Rampura-Amulia-Demra (RAD) Expressway Project
Project Number	P000466
AIIB member	Bangladesh
Sector/Subsector	Transport
Alignment with AIIB's thematic priorities	Connectivity and Regional Cooperation; Private Capital Mobilization
Status of Financing	Under Preparation
Objective	To improve efficiency and resilience of existing road transport connectivity between Dhaka and surrounding areas
Project Description	<p>The scope of the Project is to design, build and operate a 12.5km four-lane access-controlled highway, including an 8.15km elevated section and a 4.35km at-grade section, by way of upgrading an existing two-lane undivided carriageway. The Project starts at the Chittagong Interchange with access to the National Highway N1, connects to the National Highway N2 at the Demra access point, and ends at Rampura Interchange, which is located in a densely populated area in Dhaka. The width of the proposed road will be around 18m in the elevated section and 32m in the at-grade section.</p> <p>The Project is developed through a Public Private Partnership (PPP) structure. Being one of the key infrastructure PPP projects of the Government of Bangladesh (GoB), the Project was screened by the PPP Authority and granted the in-principle approval from the Cabinet Committee on Economic Affairs (CCEA) of GoB. The Roads and Highways Department (RHD), acting on behalf of the Ministry of Road Transport and Bridges of Bangladesh (MRTB), conducted an open competitive bidding process for the private partner, where Asian Development Bank (ADB) acted as the transaction advisor to RHD. The Sponsors were officially appointed as the preferred bidder, and the PPP Contract was signed between RHD and Sponsors in January 2022. The PPP Contract has a concession period of 25 years, including a 4-year construction period.</p>
Expected Results	Vehicle traffic induced by the Project; Reduction in average travel time

Environmental and Social Category	A
Environmental and Social Information	<p>AiIB's Environmental and Social Policy (ESP) including the Environmental and Social Exclusion List (ESEL) and relevant Environmental and Social Standards (ESSs) apply to this Project. The Project has been categorized as Category A and an Environmental Impact Assessment (EIA), Social Impact Assessment (SIA) and Resettlement Plan (RP) will be used as the Project's E&S instruments. The expressway will be constructed over the existing double lane road from Dhaka- Chattogram National Highway (N1) to Rampura Bridge.</p> <p>The key environmental impacts are the following. During construction, impacts due to increased noise and vibration, traffic and access restrictions are expected. Construction related impacts such as dust, and movement of heavy machinery are also expected. Trees will be removed from the ROW as a result of the improvement works on the expressway. Opportunities to improve pedestrian crossings and the general safety of the public have been included as positive impacts of the project. Points along the expressway with potential for increased traffic congestion during construction have been identified and traffic management plans are to be implemented. During the operation phase the risks and impacts are related to increased noise and road safety incidents, due to faster vehicle speeds. An EIA with an EMP has been prepared to assess and mitigate impacts of the Project.</p> <p>The potential adverse impacts of the land acquisition include loss of land, loss of structures (residential and commercial), loss of trees, community property resources, and disproportionate effects on vulnerable groups. Moreover, both titleholder and non-titleholders Project Affected People (PAP) are likely to be impacted permanently and temporarily as a result of land acquisition and project related civil works. To mitigate the potential adverse impacts of land acquisition and other project-related activities, a resettlement plan (RP) inclusive of an entitlement matrix and livelihood restoration plan (LRP) has been prepared in consultation with the affected communities. Long-term rehabilitation measures have also been included in the LRP.</p> <p>The project has conducted culturally appropriate and meaningful consultations with women and vulnerable groups while preparing the EIA, SIA, and RP. The consultation sessions aimed to capture and reflect vulnerable groups' and other PAP's concerns and aspirations and inform the mitigation measures linked to land acquisition and construction-related activities. In addition, Gender Action Plan (GAP) has been prepared to promote the gender-inclusive implementation of the project and mitigation measures. The ES instruments including EIA, SIA, and RP will be disclosed by Sponsor and RHD and in hard copies in the Project areas.¹</p>

	<p>A three-tier Grievance Redress Mechanism (GRM) will be established by the Project. This includes a project specific GRM which will be established to receive, acknowledge, evaluate and facilitate the resolution to the complaints relating to ES issues with corrective actions proposed in an inclusive and timebound manner. The GRM process will be undertaken using understandable and transparent methods that are gender responsive, culturally appropriate, and readily accessible to all segments of the affected people. The information of established GRM including AIIB's Project-affected People's Mechanism (PPM) both in English and Bangla will be disclosed to local communities and related stakeholders in a timely and an appropriate manner.</p> <p>The project team will be carrying out supervision missions every 6 months. CRBC will report to the AIIB quarterly on the progress of RP and ESMP implementation including outcomes of the stakeholder engagement efforts. AIIB will conduct post-reviews of the selection and implementation of sub-projects as part of its regular supervision.</p> <p>¹Sponsor Site: https://www.crbc.com/site/crbcEN/460/info/2023/46884957.html?id=afd3ea85-64b2-4fa1-9289-d197e2b5d6a4 RHD Site: https://rhd.portal.gov.bd/site/view/notices</p>			
Cost and Financing Plan	The Total Project Cost is estimated to be USD261 million, which is proposed to be financed by USD68 million (26%) of equity and USD193 million (74%) of Senior Debt Facilities. AIIB's proposed financing is up to USD75 million.			
Borrower	Dhaka RAD Elevated Expressway Company Limited			
Sponsors	China Communications Construction Company Limited; China Road and Bridge Corporation			
Guarantors	China Communications Construction Company Limited; China Road and Bridge Corporation			
Estimated date of last disbursement	December 2027			
Contact Points:	AIIB	Sponsors	Borrower	Implementing Entity
Name	Ziwei Liao	China Road and Bridge Corporation Meng Feng	Dhaka RAD Elevated Expressway Company Limited Meng Yang	Roads and Highways Department Md. Ishaque

Title	Senior Private Sector Operations Specialist	General Manager of Financing and Contract	Managing Director	Chief Engineer
Email Address	ziwei.liao@aiib.org	fengm@crbc.com	yangm@crbc.com	ce@rhd.gov.bd
Date of Concept Decision	May 18, 2022			
Date of Appraisal Decision/Estimated Date of Appraisal Decision	Mar 23, 2023			
Estimated Date of Financing Approval	June 2023			

Independent Accountability Mechanism	<p>The Project-affected People's Mechanism (PPM) has been established by the AIIB to provide an opportunity for an independent and impartial review of submissions from Project-affected people who believe they have been or are likely to be adversely affected by AIIB's failure to implement its Environmental and Social Policy in situations when their concerns cannot be addressed satisfactorily through Project-level GRM or AIIB Management's processes.</p> <p>For information on how to make submissions to the PPM, please visit : https://www.aiib.org/en/policies-strategies/operational-policies/policy-on-the-project-affected-mechanism.html.</p>
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