Early Warning System

ADB-53382-002

South Asia Subregional Economic Cooperation Dhaka-Sylhet Corridor Road Investment Project-Tranche 1

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Quick Facts

Countries	Bangladesh
Specific Location	Dhaka, Sylhet
Financial Institutions	Asian Development Bank (ADB)
Status	Proposed
Bank Risk Rating	A
Voting Date	2021-06-01
Borrower	People's Republic of Bangladesh
Sectors	Transport
Potential Rights Impacts	Housing & Property
Investment Type(s)	Loan
Investment Amount (USD)	$ 401.00 million
Loan Amount (USD)	$ 400.00 million

Project Description

According to ADB's documents, this project will finance improvement of the 209.3 kilometers Dhaka-Sylhet section of the existing National Highway No. 2 from a two-lane road into four lanes, with slow-moving vehicular traffic lanes on both sides. By connecting to the borders with India via the Sylhet-Tamabil section, the project will improve the connectivity of the Dhaka-Sylhet-Tamabil international corridor. The investment project will also improve the geometric design of the existing alignment at major control points such as sharp curves and commercial and residential centers, in line with best engineering practices. This will contribute to increased efficiency, connectivity, and safety, bringing the design of the corridor to an internationally comparable level. The design of the road will have enhanced features for safety, elderly, women, children, and differently-abled (EWCD) inclusion, and disaster and climate change resilience to ensure sustainability, accessibility, and undisrupted connectivity. The project will also assist the Roads and Highways Department (RHD) in strengthening its capacity for road safety and post-construction maintenance, through the attached transaction technical assistance funded by the Japan Fund for Poverty Reduction (subject to the approval of the Government of Japan) and the ADB's Technical Assistance Special Fund.

The rationale for this project emerges from the government's Eighth Five Year Plan (2020-2025) sets targets for the construction of 550 km of new multi-lane roads, the addition of 150 km of new lanes, improvement or rehabilitation of 1,800 km of the National Highways, as well as achieving 10% reduction in road traffic accidents by 2025. For achieving these targets, the Plan prioritizes core transformational road projects requiring large investments and emphasizes stronger implementation capacity of the RHD for completing these projects timely. The project will be focusing on achieving these targets.

Transport infrastructure is also the centerpiece of the ADB-supported SASEC program, which promotes regional prosperity. The SASEC Operational Plan, 2016 -2025 identified 112 priority regional cooperation and integration transport projects worth about $58.9 billion. It includes the widening of the NH2 of which the proposed SASEC Dhaka -Sylhet Corridor Road Investment Project is a major part.

CONSULTATION SERVICES

- For consultancies financed by ADB, all consultants will be recruited according to ADB Procurement Policy (2017, as amended from time to time) and ADB Procurement Regulations for ADB Borrowers (2017, as amended from time to time).
- For procurement of goods, works and consulting services to be financed by ADB, ADB Procurement Policy (2017, as amended from time to time) and Procurement Regulations for ADB Borrowers (2017, amended from time to time) shall apply. ADD's standards bidding documents with pre- or post-qualification will be adopted with appropriate modifications.

ENVIRONMENT AND SOCIAL ASPECTS

- With regards to environment aspects, the investment project is categorized as B as per ADB''s Safeguard Policy Statement (SPS) 2009. The initial environmental examination (IEE), prepared for the entire project road in compliance with ADB''s SPS and satisfying the Government's Environmental Conservation Rules 1997, concluded that most of the potential significant impacts such as large volumes of construction materials, transportation, storage and handling, increase in air pollutants, noise and vibration levels, management of construction and demolition waste, siltation of waterways, and traffic obstruction near active construction sites are reversible, largely limited to construction period, mostly localized, and short-term in nature. The entire alignment is not passing through or located proximate to any protected/eco-sensitive area. Diversion of forest land is minimal and limited to a single location. Cutting of trees and loss of agricultural land and physical assets will be compensated in accordance with ADB's SPS and the national requirements. Additional plantations are proposed on top of regulatory requirement to enhance the micro-climate and serve as carbon sink.
- With regards to involuntary resettlement, investment project is categorized as A as per ADB''s SPS. A draft resettlement

Investment Description

- Asian Development Bank (ADB)

Contact Information

Responsible ADB Officer	Sakaguchi, Satomi
Responsible ADB Department	South Asia Department
Responsible ADB Division	Transport and Communications Division, SARD
Executing Agencies	Roads and Highways Department Sarak Bhaban Tejgaon, Dhaka-1208 Bangladesh

ACCESS TO INFORMATION

You can submit an information request for project information at: https://www.adb.org/forms/request-information-form

ADB has a two-stage appeals process for requesters who believe that ADB has denied their request for information in violation of its Access to Information Policy. You can learn more about filing an appeal at: https://www.adb.org/site/disclosure/appeals

ACCOUNTABILITY MECHANISM OF ADB

The Accountability Mechanism is an independent complaint mechanism and fact-finding body for people who believe they are likely to be, or have been, adversely affected by an Asian Development Bank-financed project. If you submit a complaint to the Accountability Mechanism, they may investigate to assess whether the Asian Development Bank is following its own policies and procedures for preventing harm to people or the environment. You can learn more about the Accountability Mechanism and how to file a complaint at: http://www.adb.org/site/accountability-mechanism/main.

Bank Documents

- Project Disclosure PDF [Original Source]

Other Related Projects

- AIIB-000153 Bangladesh: Sylhet to Tamabil Road Upgrade Project