



Second Rural Transport Improvement Project (P123828)

SOUTH ASIA | Bangladesh | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2013 | Seq No: 19 | ARCHIVED on 23-Apr-2021 | ISR46272 |

Implementing Agencies: Local Government Engineering Department (LGED), People's Republic of Bangladesh

Key Dates

Key Project Dates

Bank Approval Date: 20-Sep-2012

Effectiveness Date: 28-Nov-2012

Planned Mid Term Review Date: 17-Dec-2015

Actual Mid-Term Review Date: 17-Dec-2015

Original Closing Date: 30-Apr-2018

Revised Closing Date: 30-Jun-2021

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The proposed Project Development Objective is: To improve rural accessibility in project areas (covering 26 districts) and strengthen institutional capacity for sustainable rural road maintenance.

Has the Project Development Objective been changed since Board Approval of the Project Objective?

No

Components Table

Name

A. Accessibility Improvement Component:(Cost \$338.10 M)

B.

Institutional Development and Enhancement Component:(Cost \$11.90 M)

C. Rural Transport Safety Component:(Cost \$3.50 M)

D. Contingent Emergency Response Component

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	<input type="checkbox"/> Satisfactory	<input type="checkbox"/> Satisfactory
Overall Implementation Progress (IP)	<input type="checkbox"/> Moderately Satisfactory	<input type="checkbox"/> Moderately Satisfactory
Overall Risk Rating	<input type="checkbox"/> Substantial	<input type="checkbox"/> Substantial

Implementation Status and Key Decisions

The World Bank has approved the extension of the project's closing date from June 30, 2021 to December 30, 2022, and the Amendment to the Financing Agreement is pending signing by the Government of Bangladesh which is delayed due to lockdowns in the country. As of April 2021, the total 98 CW packages are under implementation, with 9 contracts coming to the completion and 14 contracts nearing the completion (90-99%). 44 new packages are either under preparation or in the tender process. The cumulative physical average progress achieved till March 2021 is 63%.



Overall disbursement amounts to 86 percent of the combined Credits. LGED has launched a road safety audit activity but progress is yet to be demonstrated. Sustainability of infrastructures requires LGED's proactive management oversight and better balance between capital-recurrent expenditure.

Risks

Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	--	<input type="checkbox"/> Substantial	<input type="checkbox"/> Substantial
Macroeconomic	--	<input type="checkbox"/> Moderate	<input type="checkbox"/> Moderate
Sector Strategies and Policies	--	<input type="checkbox"/> Moderate	<input type="checkbox"/> Moderate
Technical Design of Project or Program	--	<input type="checkbox"/> Moderate	<input type="checkbox"/> Moderate
Institutional Capacity for Implementation and Sustainability	--	<input type="checkbox"/> Substantial	<input type="checkbox"/> Substantial
Fiduciary	--	<input type="checkbox"/> Substantial	<input type="checkbox"/> Substantial
Environment and Social	--	<input type="checkbox"/> Substantial	<input type="checkbox"/> Moderate
Stakeholders	--	<input type="checkbox"/> Substantial	<input type="checkbox"/> Substantial
Other	--	--	--
Overall	--	<input type="checkbox"/> Substantial	<input type="checkbox"/> Substantial

Results

PDO Indicators by Objectives / Outcomes

Improve rural accessibility and strengthen capacity for sustainable rural road maintenance				
▶ Benefitting population living within 2 km of all season upazila and union roads improved under RTIP2 in 26 project districts (Number in millions) (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	9.10	9.10	9.10
Date	31-Dec-2012	05-Oct-2020	02-Feb-2021	30-Dec-2022
Comments:	PDO revised indicator after restructuring The end target will			



remain the same as the baseline value, because no improvement/ construction work will be taken under AF in the period 2019 - 2022.

► Increase of upazila and union roads under RPM and PBMC sub-components of RTIP II in good condition (IRI below 7, measured within the DLP) in 26 project districts (5, 728 km of paved roads) (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	58.80	0.00	75.00
Date	20-Sep-2012	05-Oct-2020	02-Feb-2021	30-Dec-2022
Comments:	Survey was not conducted			



ducted
in
2020
due to
COVID-19
pandemic

► Increase in level of satisfaction from road users in the project influence area. (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	3.14	0.00	15.00
Date	12-Oct-2012	05-Oct-2020	02-Feb-2021	30-Dec-2022
Comments:	Field data collection work is completed, the consultant is now preparing reports.			

► Increase in maintenance budget needs met for the rural roads (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	8.35	0.00	12.00
Date	20-Sep-2012	05-Oct-2020	02-Feb-2021	30-Dec-2022
Comments:	20.11% budget needs met in 2019. The re has been 3.4			



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21 The end target is proposed for modification – 10%, due to re-prioritization of budget needs during the COVID times				
► Increase in population living within 2 km of all season upazila and union roads improved under RTIP II in 26 project districts (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	2.80	2.80	2.80
Date	20-Sep-2012	28-Jul-2020	28-Jul-2020	30-Apr-2019
Comments:	Indicator was replaced at the time of restructuring			

Intermediate Results Indicators by Components

A. Accessibility Improvement Component				
► Construction of ghats. (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	10.00	10.00	10.00
Date	20-Sep-2012	05-Oct-2020	02-Feb-2021	30-Dec-2022
► Rehabilitation of inland waterways (pilot). (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	47.00	47.00	46.00
Date	20-Sep-2012	05-Oct-2020	02-Feb-2021	30-Dec-2022
Comments:	Achievement is more than target			
► Rehabilitation and periodic maintenance + Performance Based Maintenance Contract (PBMC) roads. (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	4,488.70	4,488.70	4,428.00
Date	20-Sep-2012	05-Oct-2020	02-Feb-2021	30-Dec-2022
Comments:	Achievement is more than target			
► Upgrading of UZR (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target



Value	0.00	459.45	459.45	450.00
Date	20-Sep-2012	05-Oct-2020	02-Feb-2021	30-Dec-2022
Comments:	Achievement is more than target.			
► Improvement of UNRs. (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	417.18	417.18	370.00
Date	20-Sep-2012	05-Oct-2020	02-Feb-2021	30-Dec-2022
Comments:	Achievement is more than target.			
► Climate-Resilient Rehabilitation of Roads (UZRs and UNRs) (Kilometers) (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	79.67	117.10	1,433.00
Date	31-Dec-2018	05-Oct-2020	02-Feb-2021	30-Dec-2022
Comments:	The end target is promoted for modification - 1,300 during Level-II Restructuring, due to increase in unit costs since appraisal			

B. Institutional Development and Enhancement Component

► Business Plan developed on the Maintenance Policy. (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Draft Policy.	Business Plan Drafted	Business Plan Drafted	Business Plan Operational.
Date	20-Sep-2012	28-Jul-2020	02-Feb-2021	30-Dec-2022

► Implementation of ORA-linked Action Plan. (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	20.00	80.00	80.00	80.00
Date	20-Sep-2012	05-Oct-2020	02-Feb-2021	30-Dec-2022

► LGED implementation of comprehensive IT-based maintenance management system (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Functionally limited non-networked RIS	IT-based MMS functional	IT-based MMS functional	IT-based MMS is functional



Date	20-Sep-2012	05-Oct-2020	02-Feb-2021	30-Dec-2022
► LGED implementation of Integrated Decision Support System (IDSS). (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	None	Existing PMIS and ePMS software upgraded	Existing PMIS and ePMS software upgraded	Existing PMIS and ePMS software upgraded
Date	20-Sep-2012	05-Oct-2020	02-Feb-2021	30-Dec-2022
► Percentage of women employed in road works (relative to total labor force employed in road construction) (Percentage) (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	13.00	13.79	13.79	15.00
Date	12-Jul-2018	05-Oct-2020	02-Feb-2021	30-Jun-2021
► Contractor's workforce trained on ESHS, OHS and GBV Code of Conduct (Percentage) (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	100.00
Date	12-Jul-2018	05-Oct-2020	02-Feb-2021	30-Dec-2022
Comments:	This indicator can be dropped. This endeavor will be taken by SuPRB all over the country.			
► GRM in place and active at all time in all works contracts (Percentage) (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	100.00	100.00	100.00
Date	12-Jul-2018	05-Oct-2020	02-Feb-2021	30-Dec-2022
Comments:	The GRM developed by the parent project is still active and being followed.			
► Road safety audit carried out for all roads rehabilitated under AF, incorporating safety and security in transportation for women (Percentage) (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	100.00
Date	12-Jul-2018	05-Oct-2020	02-Feb-2021	30-Dec-2022
Comments:	Project's D&S consultants are now following the Rural Road Safety Design Manual for incorporating safety features in design. ARI, BUET will carry out formal Road Safety audit.			



▶ Sub-projects with participation of direct beneficiaries and project affected people in citizen engagement process (Percentage) (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	50.00	50.00	80.00
Date	12-Jul-2018	05-Oct-2020	02-Feb-2021	30-Dec-2022
Comments:	LGED conducts public consultaion with project beneficiaries and project affected people through its sociologists.			

Performance-Based Conditions

Data on Financial Performance

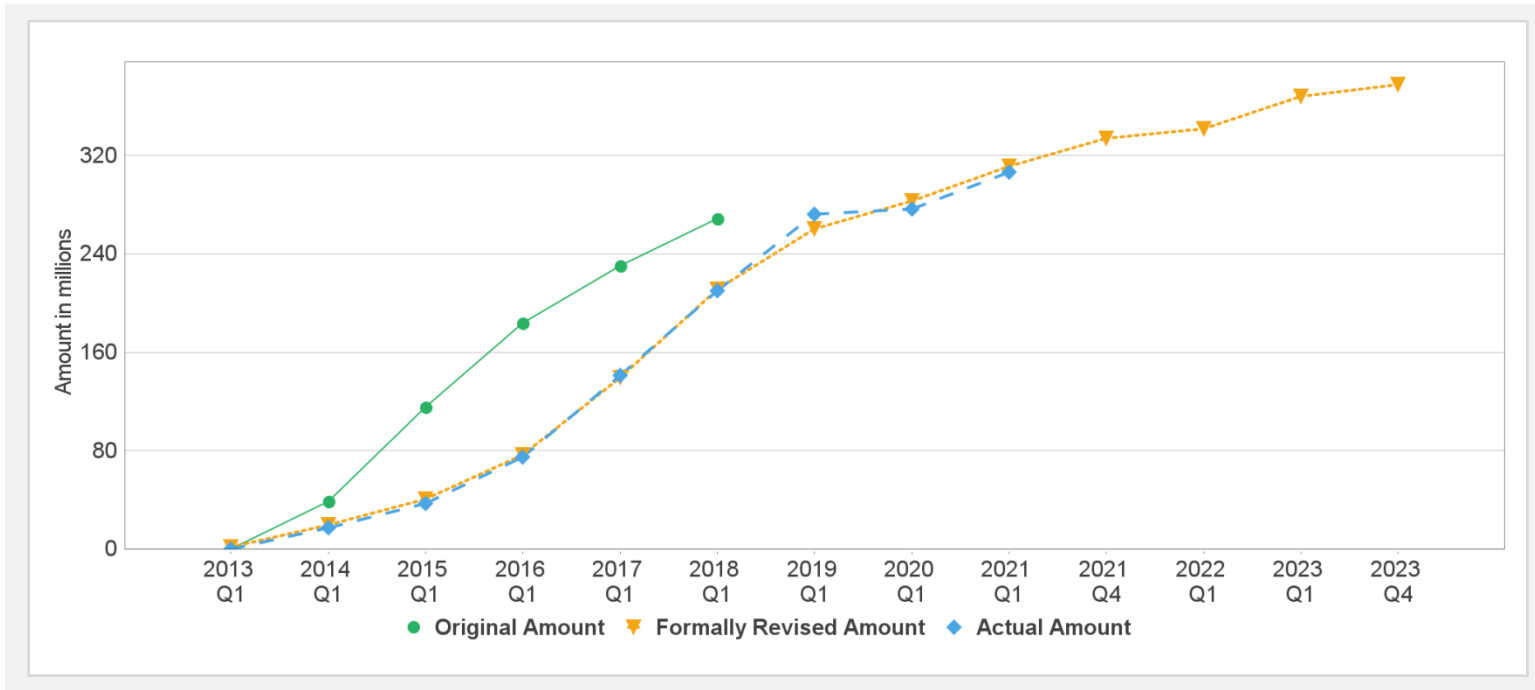
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P123828	IDA-51070	Closed	USD	302.00	301.03	0.97	274.74	0.00	100%
P123828	IDA-63270	Effective	USD	100.00	100.00	0.00	49.78	50.85	49%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P123828	IDA-51070	Closed	20-Sep-2012	23-Oct-2012	28-Nov-2012	30-Apr-2018	30-Apr-2019
P123828	IDA-63270	Effective	05-Oct-2018	06-Dec-2018	12-Dec-2018	30-Jun-2021	30-Jun-2021

Cumulative Disbursements



PBC Disbursement

PBC ID	PBC Type	Description	Coc	PBC Amount	Achievement Status	Disbursed amount in Coc	Disbursement % for PBC
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Restructuring History

Level 2 Approved on 06-Sep-2016 ,Level 2 Approved on 17-Apr-2018

Related Project(s)

P166295-Additional Financing for Second Rural Transport Improvement Project