

Economic and Social Commission for Asia and the Pacific

*Promotion of Investment in the selected Asian Highway Routes
in four countries (Bangladesh, Kyrgyzstan, Mongolia and Myanmar)*

Final Report

Prefeasibility Study of Upgrading Jessore – Banpara Highway (AH41) in Bangladesh



This study was undertaken with the financial assistance of
Korea Expressway Corporation  Korea Expressway
Corporation

Bangkok
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Foreword

This prefeasibility study is based primarily on data that were readily available from various secondary sources, including concerned government departments, and previous studies and reports. The study itself did not commission any field study to complement data available from secondary sources. A field trip was however undertaken by the study team mainly to understand the project's physical and overall development contexts, and the nature of its likely social and environmental impacts in broad terms. The available data and information from secondary sources were mostly limited to physical (topographical and cross-sectional), traffic flow, standard construction costs for different road construction items and some socio-economic aspects. The study lacks any quantitative assessment of environmental and social impacts based on surveyed data. However, some initial comments based on observations during the field trip are included. Given the significance of environmental and social impacts of a road project, any future full-scale feasibility study of the project should carefully investigate these impacts and consider suitable mitigation measures through detailed field-level studies.

An attempt was made by the study team to understand the broader development contexts of the project, including future potential benefits due to improved domestic and cross-border connectivity with the neighboring countries. However, these understandings were mainly qualitative in nature (and reflected so in narrative text in the report). A full-scale feasibility study may investigate this aspect further and examine how the benefits of enhanced cross-border connectivity may be assessed and evaluated for use in a conventional economic or investment analysis.

Abbreviations and Acronyms

AADT	Annual Average Daily Traffic
AH	Asian Highway
ADB	Asian Development Bank
AHN	Asian Highway Network
B/C	Benefit/Cost Ratio
BCA	Benefit Cost Analysis
CAS	Country Assistance Strategy
COS	Country Operational Strategy
CPS	Country Partnership Strategy
CSP	Country Strategy and Program
DBST	Double Bituminous Surface Treatment
EIA	Environmental Impact Assessment
EIP	Environmental Investment Program
ESCAP	Economic and Social Commission for Asia and the Pacific
GOB	Government of Bangladesh
IA	Implementation Agency
IEE	Initial Environmental Examination
IR	Involuntary Resettlement
IRR	Internal Rate of Return
KEC	Korea Expressway Corporation
LGED	Local Government Engineering Department
MDB	Multilateral Development Bank
MOC	Ministry of Communication
MOP	Ministry of Planning
NPV	Net Present Value
O/D	Origin/Destination Survey
PCE	Passenger Car Equivalent
RHD	Roads and Highways Department
RRD	Roads and Railway Division
SYFP	Sixth Five Year Plan
SIP	Social Investment Program
TA	Technical Assistance
UNESCAP	United Nations Economic and Social Commission for Asia and the Pacific
VOC	Vehicle Operating Cost
WB	World Bank

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Section 1 INTRODUCTION

1.1 Background

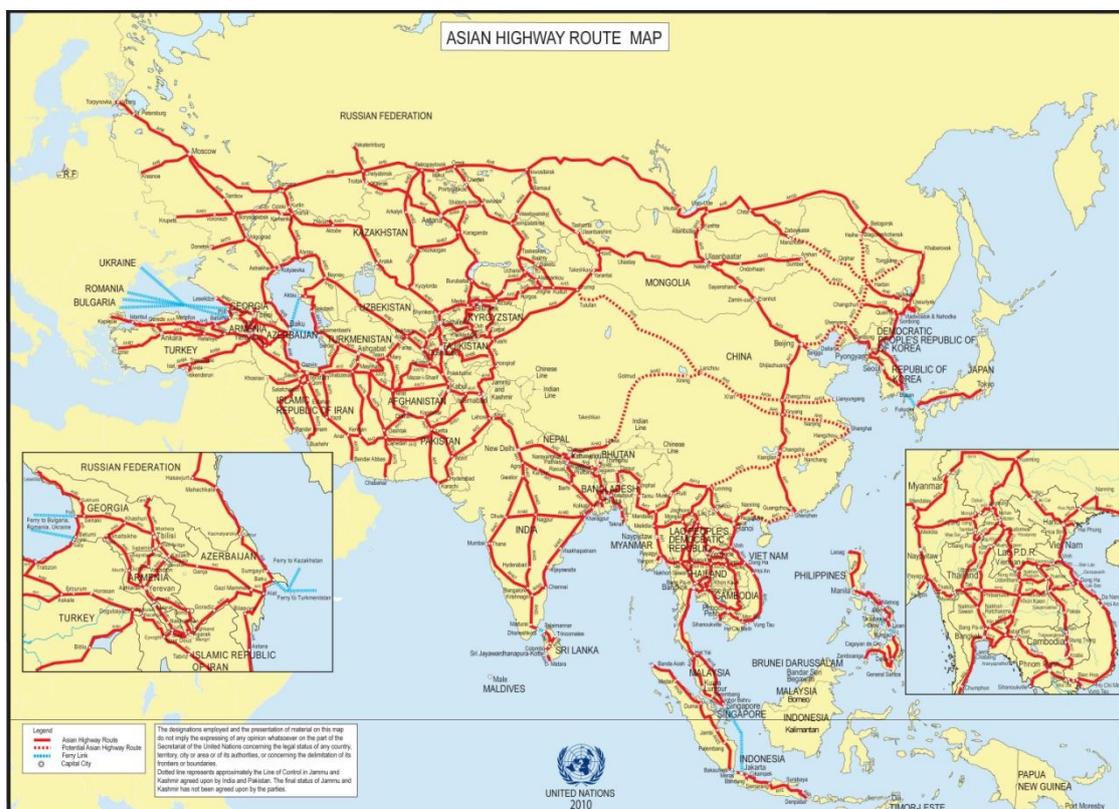
Efforts have been made in recent years to assess the current level of investment and to identify investment needs and priorities for the development, *mainly upgrade of Asian Highway (AH) to the required technical standard*, of AH Network (AHN) including:

- Priority Investment Needs for the development of the Asian Highway Network (2006, UNESCAP)
- Prefeasibility study of the selected routes (upgrading of priority routes) in Armenia, Bangladesh, Mongolia and Myanmar (2007, UNESCAP)
- Investment Forum (16 November 2007, UNESCAP)

To facilitate the promotion and development of AH investment, a second phase of prefeasibility study of selected routes in Bangladesh, Kyrgyzstan, Mongolia and Myanmar is being implemented as an ongoing effort by UNESCAP with the financial support from Korea Expressway Corporation (KEC).

ESCAP decided that study routes should be nominated by recipient countries considering a set of given criteria reflecting their needs and overall strategic development contexts.

Figure 1. Asian Highway Network



1.2 Project Description

Project Summary

The Ministry of Communication (MOC), Bangladesh, has proposed improvement of the Jessore-Banpara section (2 lane, 148km) on AH41. It is AH Class II in light of AH classification and design standards. It is noted that an ADB intervention¹ was already underway for the rehabilitation of Jessore - Jhenaidah section (45km). Considering this, Jhenaidah - Banpara section (2 lane, 103km) has been studied as the main focus of this study.

Figure 2. Jhenaidah - Banpara Section in Bangladesh



Source: Based on UN country map for Bangladesh available at <http://www.un.org/Depts/Cartographic/map/profile/banglade.pdf>

¹ Procurement of TA for Subregional Road Transport Project Preparatory Facility is underway

Strategic context of the project

1. The project road is one of national and regional priorities as well as a part of the 6th five-year Plan (2010/2011 to 2014/2015). Improved Jessore-Banpara section (2 lane, 148km) on AH41 will be the principal north to south corridor in the western region in Bangladesh connecting nation's 2nd largest Mongla sea port² and Benapole dry port with the capital city, Dhaka, via Lalon Shan (Paksey) Bridge over Padma river.

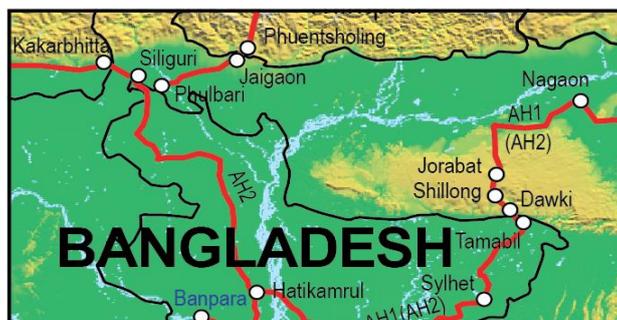
Figure 3. Mongla Sea Port



2. It was agreed that Bangladesh will allow the use of Mongla and Chittagong sea ports for the movement of goods to and from India through road and rail. Bangladesh also conveyed their intention to give Nepal and Bhutan access to Mongla and Chittagong ports. (India-Bangladesh Joint Statement, January 2010)

In this regards, improved Jessore-Banpara section can play a vital role providing access to Mongla sea port to and from India and especially land-locked Nepal and Bhutan as proposed in the above-mentioned Joint Statement.

Figure 4. Strategic location of Mongla Sea Port



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