Ministry of Road Transport and Bridges

Road Transport and Highways Division

Sustainable Transport System: A Road to Development

November 2015

Road Transport and Highways Division

The Road Transport and Highways Division (RTHD) is making relentless effort for building sustainable, safe and quality highway network and modern mass transport system in Bangladesh. All of its development activities are implemented through the following four organizations:

1. Roads and Highways Department (RHD)
2. Bangladesh Road Transport Authority (BRTA)
3. Bangladesh Road Transport Corporation (BRTC)
4. Dhaka Transport coordination Authority (DTCA)

Vision

An efficient highway network and safe road transport system

Mission

To build sustainable, safe and quality highway network and integrated modern mass transport system in order to improve socio-economic condition of the people through development and expansion, repair, rehabilitation and maintenance of highways.

Strategic Objectives

- *To develop and expand highway network*
- *To expand digital motor vehicle management system*
- *To improve road safety*
- *To introduce and expand mass rapid transit system*
- *To expand passenger and cargo services on national and international routes*

Major Functions

1. *Repair, rehabilitation and maintain the highway network*
2. *Improve and expand the national, regional highways and zilla roads*
3. *Implement economically important highway projects*
4. *Introduce and operate digital motor vehicle management system*
5. *Ensure road safety*
6. *Introduce and operate integrated mass rapid transit system*
7. *Provide passenger and cargo services in domestic and international routes*
8. *Encourage Public Private Partnership (PPP) in road transport sector*

Development strategies for 7th Five Year Plan (FY 2015-16 to FY 2019-20) in Road Transport and Highways Division

1. To increase the share of road transport sector to GDP, RTHD has set following strategies;

- *Construction of Dhaka-Chittagong Access Control Expressway along with existing 4-6 lane of Dhaka-Chittagong National Highway*
- *Upgrading and 4 laning of other important National Highways to extent the trade and economic connectivity with Nepal, Bhutan, India and Myanmar*
- *Upgrading Dhaka-Sylhet Highway to 4 Lane by phases as a part of Asian Highway route*
- *Improving border access roads, sea-port link roads to enhance regional connectivity,*

2. Improving road safety situation through reduction of road traffic accident fatalities by 50 per cent by 2020, some strategies are set as follows;

- *Provision of separate lane for slow moving transports*
- *Upgrading the National Highways to 4 lanes*
- *Establishing automated Vehicle Inspection Center (VIC)*
- *Establishing Motor Drivers' Standard Testing and Training Center etc*

3. To reduce traffic congestion in greater Dhaka, RTHD has set following strategies;

- *Identification of two Bus Rapid Lines (BRT) and five Metro Rail Lines in the Revised Strategic Transport Plan (RSTP).*
- *Priority of MRT Line 1&5 and completion of BRT Line-3 (Gazipur to Airport)*
- *Primary activities for construction of Dhaka Circular Route*
- *Establishment of Clearing House for integrated ticketing system (single ticket) for all public transport modes,*
- *Digitization of Bangladesh Road Transport Authority (BRTA) for improvement of service delivery system,*
- *Improvement of traffic management capacity of the enforcing agencies*

4. Road maintenance is prioritized in 7th Five Year Plan to make road infrastructure durable.

5. Axle load control policy has been introduced to reduce road damage caused through overloading on road

6. Construction of bridges and development of district roads is prioritized to facilitate economic and social activities.

Roads and Highways Department (RHD)

The Roads and Highways Department (RHD) is the premier public organization dealing Road Transport in Bangladesh and is responsible for construction and maintenance of the major road network of Bangladesh. At present, RHD network consists of 21,302 kilometers of road and more than 18000 structures in the form of bridges and culverts.

Vision

Establishment of a safe, comfortable, modern technology based Road Network

Mission

Establishment of a Safe, Cost effective, quality and environmental friendly Road Network through construction and maintenance of Highways in order to improve the socio economic condition of the peoples of Bangladesh

Strategic Objectives

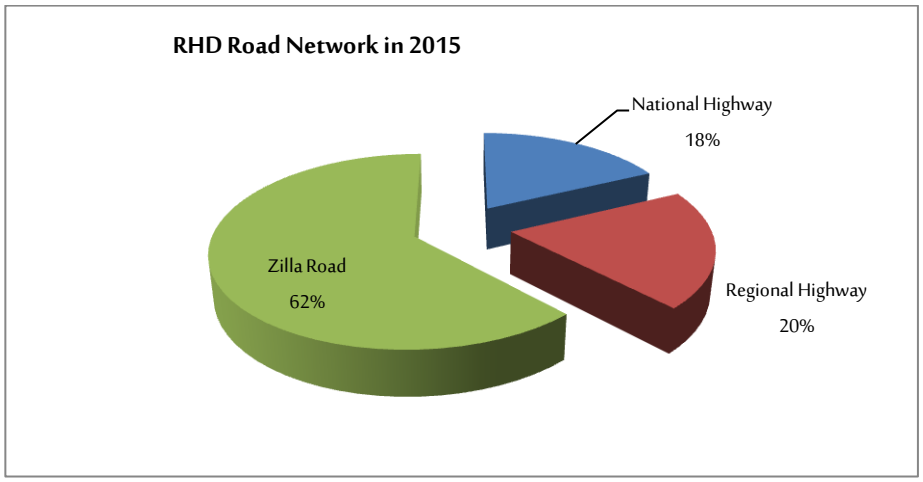
- ***Improvement, Expansion and Maintenance of Highway Network***
- ***Construction of Bridges Replacing ferry services***
- ***Improvement of Road Safety***
- ***Introduction and Operation of High Speed Public Transportation System***
- ***Operation of Safe, Uninterrupted and Comfortable Ferry Services***
- ***Operation of Axle Load Control Station for resisting pavement damage due to vehicle overload***

Functions

- ***Maintenance, Repair and Rehabilitation of Road Network***
- ***Improvement and expansion of National Highways, Regional Highways and Zilla Road***
- ***Construction and maintenance of bridges at river gaps on the highway network***
- ***Implementation of Road Projects those are important from economic point of view***
- ***Ensuring Road Safety***
- ***Introduction of integrated high speed mass transport system***
- ***Operation and Maintenance of Ferry and Pontoon and rehabilitation of Ferry Services***

Road Network under RHD

The road transport network is the most important means of communication system in Bangladesh. The role of road transport in carriage of both passenger and freight traffic over the years had been increasing almost consistently. The total length of major roads is about 21,302 km of which 3813 km is National Highway, 4247 km Regional Highway and 13242 km Zilla Roads under Roads and Highways Department (RHD) at present. The vision of RHD is to achieve a well-maintained, cost effective, comfortable and safe road network throughout the country.



RHD Annual Development Program FY 2015-2016

A total number of 105 development projects including 3 Technical Assistance projects have been included in the Annual Development Program (ADP) of Roads and Highways Department for FY 2015-16. An amount of Taka 54028.70 million is allocated of which Government of Bangladesh (GoB) component is Taka 43797.50 million and project aid (PA) is Taka 10231.20 million.

- **Foreign Aided Project:** A total number of 11 foreign aided projects have been included in the ADP of RHD for FY 2015-16. A total amount of Taka 17139.90 million including project aid of Taka 10231.20 million is allocated for the foreign aided projects.

- **GoB Funded Project:** A total number of 94 projects have been included in the ADP of RHD for FY 2015-16. These projects are being implemented with domestic resources. A sum of Taka 36888.80 million is allocated for these projects.

Road Maintenance Program FY 2015-16

An amount of Taka 13684.50 million is allocated in current FY 2015-16 as earmarked for following programs:

(a) Emergency Rehabilitation of Damaged Highways Project (arrears) -Taka 47.18 million

(b) Periodic Maintenance Program (roads and bridge) (PMP major) - Taka 4007.35 million

(c) Periodic Maintenance Program (roads) (PMP roads major) - Taka 7630.00 million

(d) Periodic Maintenance Program (bridge) (PMP bridge major) - Taka 1150.00 million

(e) Emergency Maintenance and Repair - Taka 100.00 million

(f) Routine Maintenance (Divisional Maintenance) - Taka 750.00 million

RHD set the target for following works will be carried out in FY 2015-16:

- Road rehabilitation of 85.00 kilometer (without surfacing)
- Sealcoat with carpeting of 350.00 kilometer

- Overlay of 1450.00 kilometer
- Double Bituminous Surface Treatment (DBST) of 200.00 kilometer
- Sealcoat of 1750.00 kilometer
- Construction/reconstruction of 22 nos. Bridge (947.47 meter)
- Construction/reconstruction of 49 nos. Culvert (640.50 meter)

Investment under RHD for Road Development and Maintenance during Last 5 Years

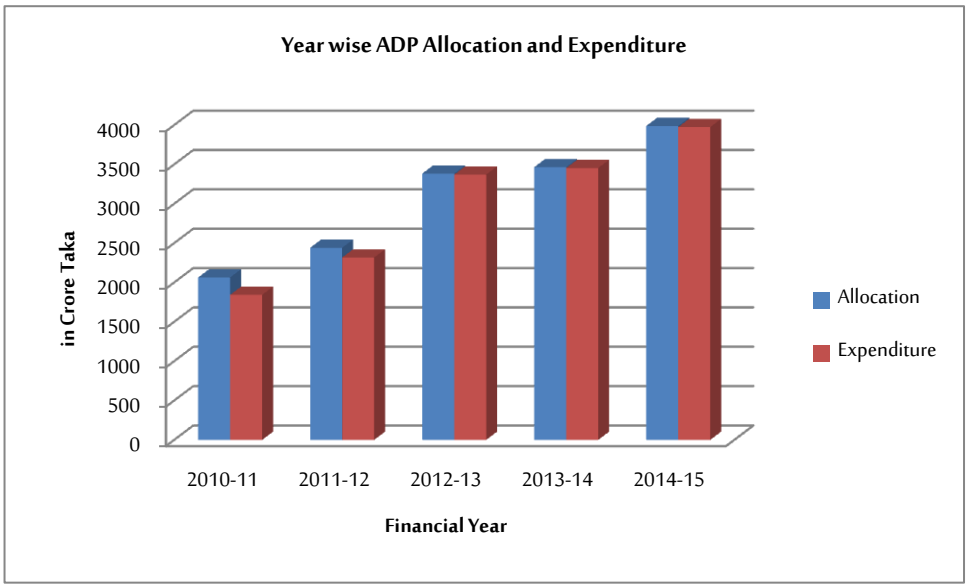
Government of Bangladesh has been making substantial investment in building physical infrastructure including road network because of its paramount need as a pre-requisite of socio-economic development of the country. An amount of Taka 153405.40 million including project aid of Taka 19005.80 million was allocated during last 5 years from FY2010-2011 to FY2014-2015. An amount of Taka 149577.30 million including Project Aid (PA) of Taka 16332.20 million was spent during the mentioned period. On the other hand, an amount of Taka 51920.90 million was allocated for the maintenance of RHD road network during last 5 years from FY2010-2011 to FY2014-2015.

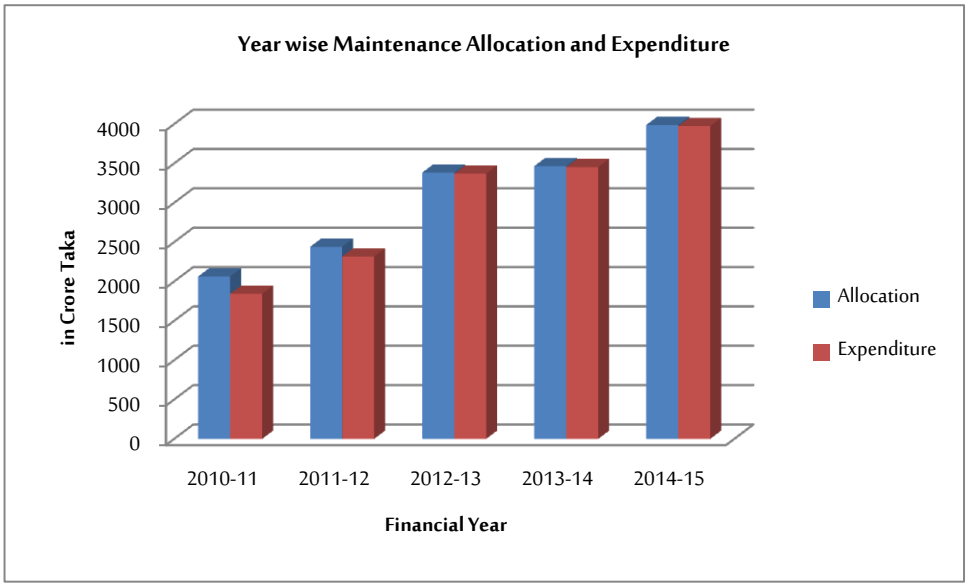
Table: Year wise Allocation and Expenditure for Road Development and Maintenance

(in million Taka)

Financial Year	Development		Maintenance	
	Allocation (PA)*	Expenditure (PA)*	Allocation	Expenditure
2010-11	20636.10 (4923.60)	18425.90 (3037.20)	6678.00	6589.70
2011-12	24405.10 (3597.90)	23171.40 (3037.20)	7049.00	7017.80
2012-13	33828.70 (3638.60)	33700.30 (3537.20)	11356.10	11356.10
2013-14	34650.40 (4736.60)	34540.60 (4651.60)	12396.40	12376.80
2014-15	39885.10 (2109.10)	39739.10 (2069.00)	14441.40	14314.50
Total	153405.40 (19005.80)	149577.30 (16332.20)	51920.90	51654.90

*Project Aid


Year wise ADP Allocation and Expenditure
in Crore Taka
4000
3500
3000
2500
2000
1500
1000
500
0
2010-11
2011-12
2012-13
2013-14
2014-15
Financial Year
Allocation
Expenditure


Year wise Maintenance Allocation and Expenditure
in Crore Taka
4000
3500
3000
2500
2000
1500
1000
500
0
2010-11
2011-12
2012-13
2013-14
2014-15
Financial Year
Allocation
Expenditure

Ongoing Important Projects under Roads and Highways Department

1. Four Laning of Dhaka-Chittagong Highway Project

The Dhaka-Chittagong National Highway (N1) is the busiest highway as termed as the economic life line of the country. The objective of the project is to ensure seamless traffic flow and efficient transport system between capital city Dhaka and the commercial port city Chittagong through upgrading of existing Dhaka-Chittagong Highway (Daudkandi-Chittagong section) from 2-lane to 4-lane. The project will ease the bottlenecks of the corridor through expansion of capacity and promote sustainable economic development through enhancement of transportation between agricultural centers as well as industrial areas. The improvement of this strategic corridor is envisaged to provide sustainable economic and social benefits to south-eastern part of the country in particular through generation of employment, creation of improved facilities for trade and commerce, development of tourism and thus assisting in overall economic development and poverty reduction of the country.

- Project includes 4-laning of 192.30 km highway including construction of 3 railway overpasses, 23 bridges, 2 underpasses, 242 culverts and 34 foot over bridges
- Project Cost is Taka 31902.90 million of which GoB part is Taka 27904.30 million and JDCF is Taka 4000.00 million
- The construction work commenced in December 2009 and expected to be completed in December 2015

Ongoing Dhaka-Chittagong 4 lane Highway Project

2. Joydevpur-Mymensingh Road Improvement Project

The Joydevpur-Mymensingh Road is a part of the National Highway (N3). The main objective of the project is to improve about 87.18 Kilometer of existing 2 lane road link (Joydevpur-Mymensingh road section) into 4 lane to enhance the road connectivity between Northern part of the country especially greater Mymensingh area and the capital city as well as other part of the country. The project will promote better transportation of agricultural products, inter-district trade facilities and industrialization in northern part of the central region of Bangladesh. The project will improve road safety on the road network and enhance the socio-economic development of the country.

- Project Cost is BDT 18151.20 million
- The project is being executed under 4 (four) separate packages
- Invitation for tender was issued on 15 September 2010 and construction period is 54 months.

Flyover at Maona completed under Joydevpur-Mymensingh Road Improvement project

3. GDSUTP: Greater Dhaka Sustainable Urban Transport Project (BRT Gazipur-Airport)

Dhaka as the capital metropolitan city of Bangladesh is the center of its political, cultural and economic activities, where around 15 million people are dwelling at present. The transport system and environment is unique in comparison to other cities of comparable size in the world, being predominantly road based with a substantial share of non-motorized transport which leads to traffic congestion. A series of initiatives of the Government of Bangladesh where carried out since 1990's to solve the transportation problem in the metropolitan area. As part of those initiatives, the Strategic Transport Plan (STP) for Dhaka recommended three BRT lines and three MRT lines which will be required on the immediate urban fringe to develop the city transport system in a planned manner. Among three BRT lines, the BRT Line-3 was proposed along Sadarghat-Gulistan-Moghbazar-Mohakhali-Airport Corridor. The ADB conducted a feasibility study in 2010 to determine the suitable BRT corridor, which is implementable immediately. The study recommended the Gazipur-Joydebpur-Airport corridor as an extension of BRT line-3 can be implemented immediately. The Government of Bangladesh approved

Greater Dhaka Sustainable Urban Transport Project (BRT Gazipur-Airport) in December 2012 to implement the BRT system along Gazipur-Joydebpur-Airport corridor as an extension of BRT line-3, immediate after emergence of Gazipur City Corporation (GCC).

The Project will contribute to develop a sustainable Urban Transport System (UTS), within the Gazipur City Corporation (GCC) and Dhaka North City Corporation (DNCC) which forms part of north Greater Dhaka, through the delivery of a 20 kilometer Bus Rapid Transit (BRT) corridor. Once BRT project is in operation, it will carry 20 thousand passenger/hour/direction and travelling time will be half of the present requirement.

- Project Cost is 20398.50 million BDT
- Source of Fund is GoB: 3891.50 million BDT and Development Partner 16507.00 million BDT
- Development Partners are Asian Development Bank, Agence Francaise DE Development and Global Environmental Facility
- Expected Date of Invitation for Bid : November 2015
- Expected Date of Commencement Contract is May 2016

4. The Kanchpur, Meghna and Gumti 2nd Bridges Construction and Existing Bridges Rehabilitation Project

The proposed 2nd Kanchpur, 2nd Meghna and 2ndGumti Bridges are located on Dhaka-Chittagong Highway (NH1). This Highway has almost exceeded its traffic volume capacity. Government of Bangladesh is widening this Highway into 4 lanes. But the existing Kanchpur (4-lane), Meghna (2-lane) and Gumti Bridge (2-lane) are becoming a critical gridlock for traffic movement. Moreover, the existing bridges need major repair works.

- A 2nd Bridge will be constructed at Kanchpur, at Meghna and at Gumti Bridge and existing bridges will be rehabilitated. In addition, the Kanchpur Intersection will be improved with a Flyover.
- The Length of 2ndKanchpur Bridge is 397.30 meter, 2ndMegnha Bridge is 930.00 meter and 2ndGumti Bridge is 1410.00 meter

- Project Cost is BDT 84869.40 million (USD 1061 million)
- Source of Fund is GoB BDT 20576.50 million and JICA is BDT 64292.80 million
- Issue of Invitation for Tender is on 20 January 2015
- Expected Commencement date is November 2015
- Construction Period is 48 months

5. SASEC Road Connectivity Project: Improvement of Joydevpur-Chandra-Tangail-Elenga Road to a 4-lane Highway.

The proposed Joydevpur-Chandra-Tangail-Elanga Road is one of the vital links in the National Highway network. The road is also a part of the Asian Highway Network (AH2) and South Asian Association for Regional Cooperation (SAARC) Highway Corridor Nos.4 and 8. The existing road is a two-lane highway having no separate lane for slow moving vehicles, often gots severely congested and also poses significant threats to road safety. The upgrading of this highway to a 4-lane will significantly increase the capacity and safety of this important highway section.

South Asia Subregional Economic Cooperation (SASEC) Road Connectivity Project (Projected Picture)

Moreover, the institutional development component of the project includes modernization of RHD headquarters and provision of RHD equipment that will enhance RHD's capacity in terms of carrying out its responsibilities in an effective and efficient way.

- Project Cost is BDT 30668.00 million (around USD 380 million) out of which GoB part is BDT 12231.20 million and Project Aid is BDT 18436.80 million
- Development Partner is Asian Development Bank (178 million USD) , OPEC Fund for International Development (30 million USD) and Abu Dhabi Fund for Development (30 million USD)
- Invitation for Bid is issued on 24 July 2014 and date of Commencement is November 2015
- Construction Period is 3 years

6. Construction of Third Karnaphuli Bridge.

The main objective of the project is to establish improved road communication between southern part of Chittagong and Cox's Bazar with northern part of Chittagong as well as capital city Dhaka by constructing a Bridge over river Karnaphuli at Chittagong and providing 4-lane highways on both sides of the bridge. It may be mentioned that the main bridge is already opened to the traffic in 2010. The construction work includes the following

Projects include Main Bridge and Viaduct having a total length of 950 meter, Approach Road with Structures (2 kilometer), River Bank Protection Works (50000 square meter), construction of 8.0 kilometer highway beyond Approach road, Construction of Computerized Toll Plaza etc.

- Project Cost is BDT 6825.90 million (USD 85.30 million)
- Source of Fund: Kuwait Fund for Arab Economic Development (KFAED) (Loan) of which GOB is BDT 3230.30 million
- Development Partner will provide BDT 3595.60 million
- Invitation for Bid is expected within November 2015 and Construction is expected to be completed within 2018

7. Construction of Paira Bridge (Lebukhali Bridge) over the river Paira on Barisal-Patukhali Road

The main objective of the project is to construct a bridge on the river Paira at 189th km of Dhaka-Mawa-Bhanga-Barisal-Patuakhali Road (N8) and at 26th km of Barisal-Patuakhali Road to facilitate easier communication to the southern part of the country. The proposed bridge length is meter. With the completion of the proposed Paira Bridge (Lebukhali Bridge) over the river Paira, there will be a direct road network in Barisal-Kuakata route. The construction of Padma Bridge is going on and after completion of Padma Bridge the entire transportation link from Dhaka-Mawa-Bhanga-Barisal-Patukhali-Kuakata will provide a thorough road transport, which will aid and promote the developments at Kuakata and to the entire southern region of Bangladesh.

- Project cost is BDT 4185.70 million (USD 53.00 million) and source of fund is GoB and KFED
- GoB part is BDT 823.10 million and KFED financing is BDT 3362.60 million
- Tentative contact award date for construction of bridge is January 2016. The construction work of the project is expected to commence is March 2016 and construction work is expected to be completed within November 2018

8. Eastern Bangladesh Bridge Improvement Project (EBBIP)

The main objective of this Project is to reconstruct and repair of 118 nos. of bridges of small and medium size and culverts (56 no. new bridges, 4 nos. culverts, 2 nos. repair of bridges & embankment 1 nos. = 63 nos. under JICA funding and 43 nos. New bridges, 11 nos. culverts & 1 no. repair of bridge = 55 nos. under GOB funding) having approximately total length of 5029.19 meter in 12 different National & Regional Highways in RHD Road Network are required in order to

i) achieve safe, reliable, and efficient transportation means of people and goods.

ii) accelerate easy movement of people and freight

iii) reduce road user cost by providing wide and new bridges and reduce poverty by creating new job opportunity during construction and afterwards establishment of industries.

Project Cost is BDT 11875.00 million (USD 150 million) of which GoB part is BDT 5729.80 and Japan International Cooperation Agency (JICA) financing is BDT 6145.20 million

Construction work of the project commenced in 2012 and the project is expected to be completed by June 2016

9. Improvement of Road Safety at Black spots on National Highways

Roads and Highways Department has taken the initiatives to improve road safety on its road network, especially on National Highways. It may be mentioned that most fatalities and injuries are occurred on the National Highways. The Accident Research Institute of BUET identified 209 black spots on the National Highways. The RHD therefore has accorded priority to improve road safety at those locations. Total number of 161 black spots will be addressed under the proposed project. The improvement scheme of this project includes easing road curves, clearing obstructions to vision, controlling vehicle speeds, improving junctions, pedestrian crossings, sign, signals and road markings etc.

The Main objective of the project is to improve road safety at selected black spots on National Highways of the Roads and Highways Department though implementation of appropriate countermeasures.

- Project Cost is BDT 1650.01 million
- Source of Fund is GoB: BDT 1650.01 million
- Project Period is from July 2014 to June 2016

10. 3rd Shitalakhya Bridge Construction Project at Bandar upazila Narayangonj

The scope of the project is construction of 4 Lane Bridge having a total length of 1290 meter. Out of the total length, viaduct length is 890 meter and the length of the main bridge is 400 meter. The project also includes construction of 2.13 kilometer long approach road.

Project cost is BDT 4960.00 million (USD 62.00 million) out of which GoB will provide BDT 2280 million and Development Partner; Saudi Fund for Development shall provide a maximum of BDT 3120.00 million.

Contract is expected to be awarded within June 2016 and the construction period is 3 years.

Upcoming Important Projects to be implemented by Roads and Highways Department

1. Cross-Border Road Network Improvement Project

The primary objective of the project is to improve national and regional transport and logistics network by rehabilitating and developing major regional connectivity road corridors in Bangladesh and thereby contributing to economic growth.

There remains missing links and sub-standard bridges on regional connectivity corridors including Asian Highway network inside Bangladesh. The proposed project is aimed at easing traffic movement and improving the regional connectivity.

The project mainly includes construction/ reconstruction of 5 bridges (1022 meter), upgrading of 2 roads (171 Kilometer) and installation of 10 axle load control stations at different strategic location. Among 5 bridges, one of the bridges will eliminate one of the missing links on Asian Highway route AH1. Reconstruction of four other bridges, also lie on AH1, will provide better and shorter connectivity with the busiest dry port, Benapole, in the country

Out of two roads, Chittagong-Cox's Bazar road which is a part of Asian Highway AH41 route. Upgrading of this road section to 4 lane will facilitate better connectivity with the country's major tourist spot Cox's Bazar which is also considered to be the country's future Energy Hub.

Upgrading of Ramgarh-Heako-Baraiyerhat road section is expected to establish improved connectivity between Bangladesh and North-East Indian states. Installation of axle load control station is crucially important for preserving existing road pavement from premature deterioration.

- Feasibility Study ongoing and expected to be completed within February 2016
- Project Cost is approximate BDT 32033.74 million of which GoB is BDT 6029.74 million and Foreign Assistance requirement is BDT 26004.00 million.
- Expected date of Commencement of civil work is January 2019
- Expected date of Completion of civil work is December 2021
- Likely Source of foreign assistance is Japan International Cooperation Agency (JICA)

2. Western Bangladesh Bridge Improvement Project (WBBIP)

The road network in western part of Bangladesh is more vulnerable with numerous narrow & damaged bridges which create traffic jam and road accident. To resolve this problem, GoB have taken necessary initiative to implement Western Bangladesh Bridge Improvement Project.

The objective of the project is to promote safe, reliable and efficient road transport network by replacing and constructing small and medium sized bridges mainly in western part of Bangladesh, thereby contributing to socio-economic development of the region

Out of 61 bridges (with length 4715 in total), 60 number of bridges has been selected for improvement in Rangpur, Rajshahi, Gopalganj, Khulna and Barisal field zones and another 1 bridge has been proposed in a newly established Economic Zone in Narsindi. After completion of improvement work of damaged bridge in Eastern part, WBBIP is the right choice to improve transport efficiency in the road network and to promote economic growth of the country

- Feasibility Study already completed with JICA finance
- Total Project Cost is BDT 29117.53 million of which required GoB amount is BDT 10065.58.00 million and expected foreign assistance part is million 19051.95 BDT
- Likely Source of Foreign Assistance for construction is JICA
- Development Project Proposal is awaiting for approval
- Expected Project Duration is 2015 to 2020

3. Upgrading of Tongi-Kaligonj-Ghorasal-Panchdona Road to 4 lane Highway

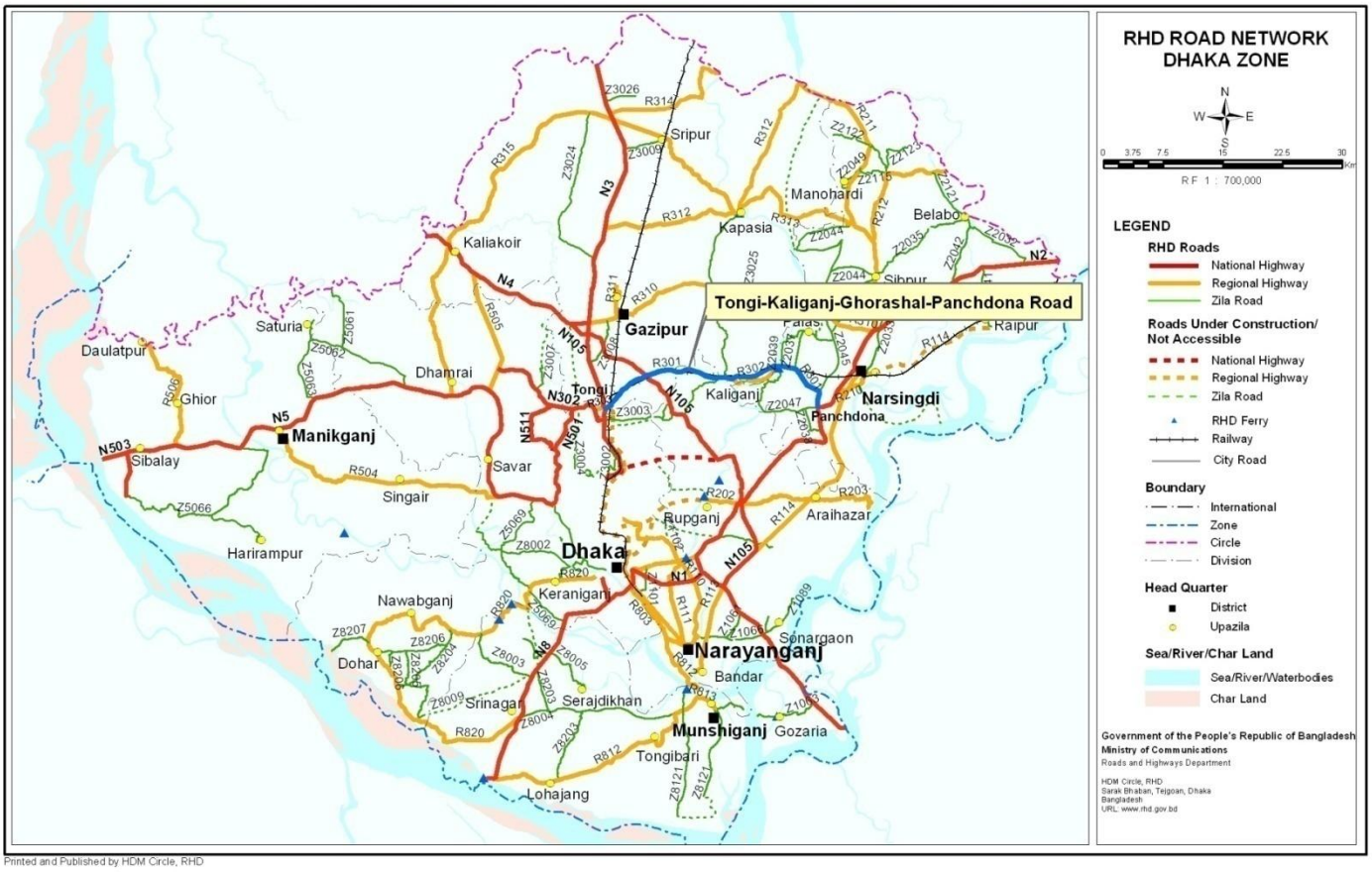
The alignment of most of the length of existing road is parallel to rail path. The present width of this road is 5.5 meter and have 4 number of rail crossings. A lot of industries like cement, fertilizer, jute mills and some agro-based industries located adjacent to this road. Mostly heavy loaded traffic can't cross freely due to less width and occurring accident. Therefore, it's essential to widen and upgrade this existing road into National Highway Standard.

The main objectives of the project are:

- To ensure smooth, safe and faster journey by avoiding traffic congestion
- To improve the road as National Highway.
- To establish better & safe road communication

A total length of 32.57 kilometer road starting from Tongi point of Dhaka-Mymensingh Highway to Panchdona point of Dhaka-Sylhet Highway will be improved under this project. 8.30 kilometer road will be constructed in new alignment to avoid 4 nos. rail crossing and rest portion will be widen/strengthen/reconstructed. The heavy traffic carrying the input and production of industries and agricultural product of this region will be transported easily and safely after completion of this the project.

- Total Project Cost is BDT 13242.91 million (USD 165 million)
- Source of Foreign Assistance is not yet decided
- Proposed Project duration is from July 2015 to June 2018
- Development Project Proposal of the Project is awaiting for approval.



4. Upgrading of Feni-Noakhali (Sonapur) Road into National Highway Standard

The road directly connects two districts Feni and Noakhali. This road plays major role for the transportation of agricultural product within Feni, Noakhali and Laxmipur districts

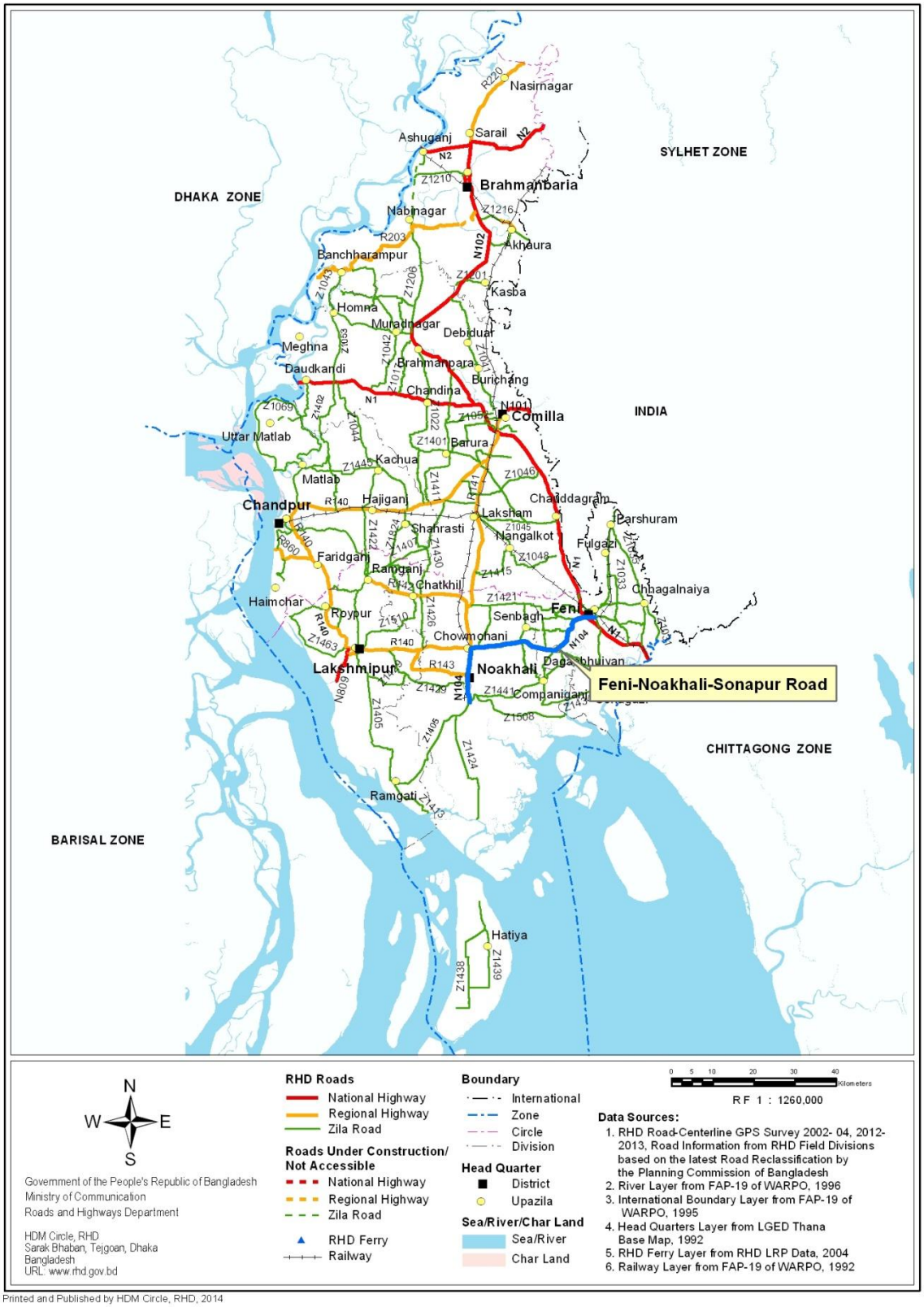
The main objectives of upgrading the proposed road are:

- To ensure smooth, safe and faster flow of traffic
- To improve the road as National Highway Standard
- To alleviate poverty and develop socio-economic condition of that area
- To receive actual price of agricultural product which is produced locally

Under the project, 50.04 kilometer road will be upgraded from Feni point of Dhaka-Chittagong Highway (N1) to Sonapur point under Noakhali District. The proposed road will reduce travel time from Noakhali/Laxmipur to the commercial/port city Chittagong. After the completion of the construction work, the farmers of that locality will get actual price of their product due to smooth road transportation. People will get better health service and easy access to the educational institution.

Project Cost is BDT 1988.70 million (USD 24.25 million) of which GoB part is BDT 397.74 million and foreign assistance requirement is BDT 1590.96 million (USD 19.40 million)

RHD ROAD NETWORK, COMILLA ZONE



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5. Mirsharai –Teknaf Marine Drive Road Project

The Dhaka-Chittagong-Cox's Bazar-Teknaf road corridor is crucially important for supporting economic activities of the country. The proposed marine drive project will provide an alternate connectivity of existing said corridor. Besides, largest sea port of the country located in Chittagong and Cox's Bazar is now considered as country's future Energy Hab. Furthermore, Cox's Bazar will protect vast areas from tidal surges. In this context, the construction of a marine drive has been proposed along Mirsharai-Cox's bazaar-Teknaf alignment corridor.

The objectives of the project are shortly outlined below:

- To establish a alternative road along Dhaka-Chittagong-Cox's bazaar-Teknaf corridor
- To provide accessibility to Matarbari Coal Power plant, Deep sea Port (planned), Export Processing Zone and Economic Zones
- To protect vast land from tidal waves and salinity and thus expanding firm lands
- To facilitate regional connectivity
- To ease disaster management along the coastal belt

It project road will be a National Highway of 285 kilometer length and 7.2 meter pavement width. The route passes beside the largest sea port of Bangladesh and the largest ship breaking yard of the world. The proposed Mirsharai-Teknaf Marine Drive is a route along the sea shore. The route will connect Asian Highway network as well as India, Myanmar and China especially Kunming. The project road will contribute to the development of tourism in the area and facilitate regional connectivity.

Total Project Cost is BDT 71700 Million (USD 920 million)

RHD ROAD NETWORK, CHITTAGONG ZONE

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6. Matarbari Ultra-Super Critical (USC) Coal-Fired Power Project (RHD Part-link road)

GoB is going to construct 600 MWx2 units of USC Coal-fired power plant at Matarbari under Moheshkhaliupazilla of Cox's Bazar district. It is important to construct a standard access road to establish an uninterrupted access to coal power plant.

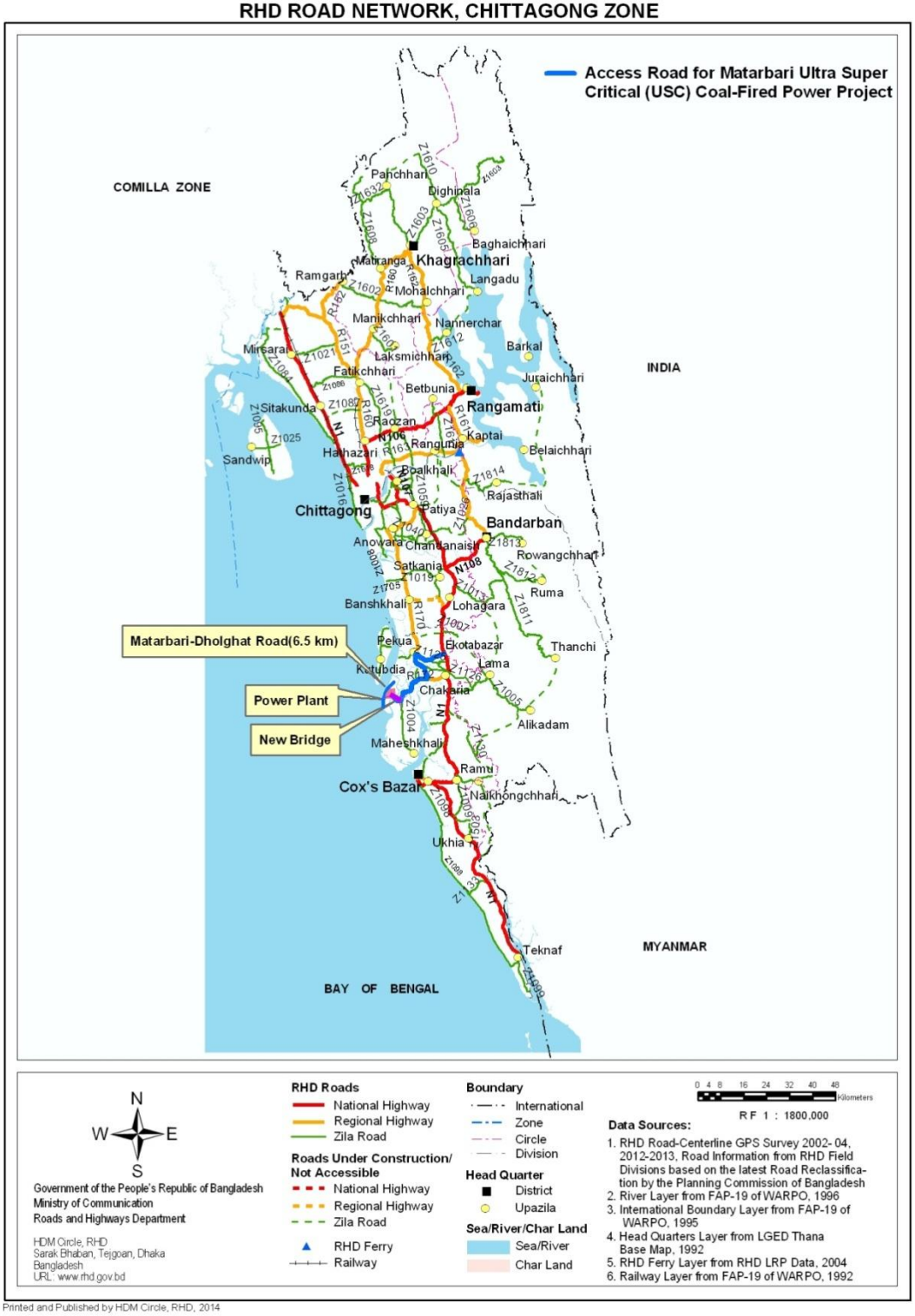
The main objective of the component is to provide a suitable access for transportation of necessary equipments, materials movement of parties, locals of Matarbari power project.RHD part of Matarbari coal fired power plant comprise of

i) Construction 43.66 kilometer access road from Ekotabazar point of Chittagong-Cox's Bazar-Teknaf National Highway (N1) to Matarbari Power Plant site
ii) Construction of 640 meter long new bridge over the Kohelia River in Moheshkhali upazilla.

This link road will facilitate the movements of all kinds of vehicle to and from the coal power plant. It will also be utilized as an important community road. The socio-economic condition of the local people will be improved to a great extent.

- The Development Project Proposal of the project has been approved by ECNEC
- Source of foreign financing is JICA
- Total Project Cost is BDT 6023 million (USD 75.30 million) of which GoB will provide BDT 976.08 million and requirement of foreign assistance is BDT 5047.12 million

RHD ROAD NETWORK, CHITTAGONG ZONE



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7. Improvement of Ashugnaj River Port-Sarail-Darkhar-Akhaura Land Port Road as 4-Lane National Highway

GoB has taken initiative to implement a project for upgrading a road section between Ashuganj River Port and Akhaura Land Port in Bangladesh to facilitate transport connectivity between Bangladesh and North-eastern States of India. The project will be implemented with India grant. The main objectives of the proposed project are as follows:

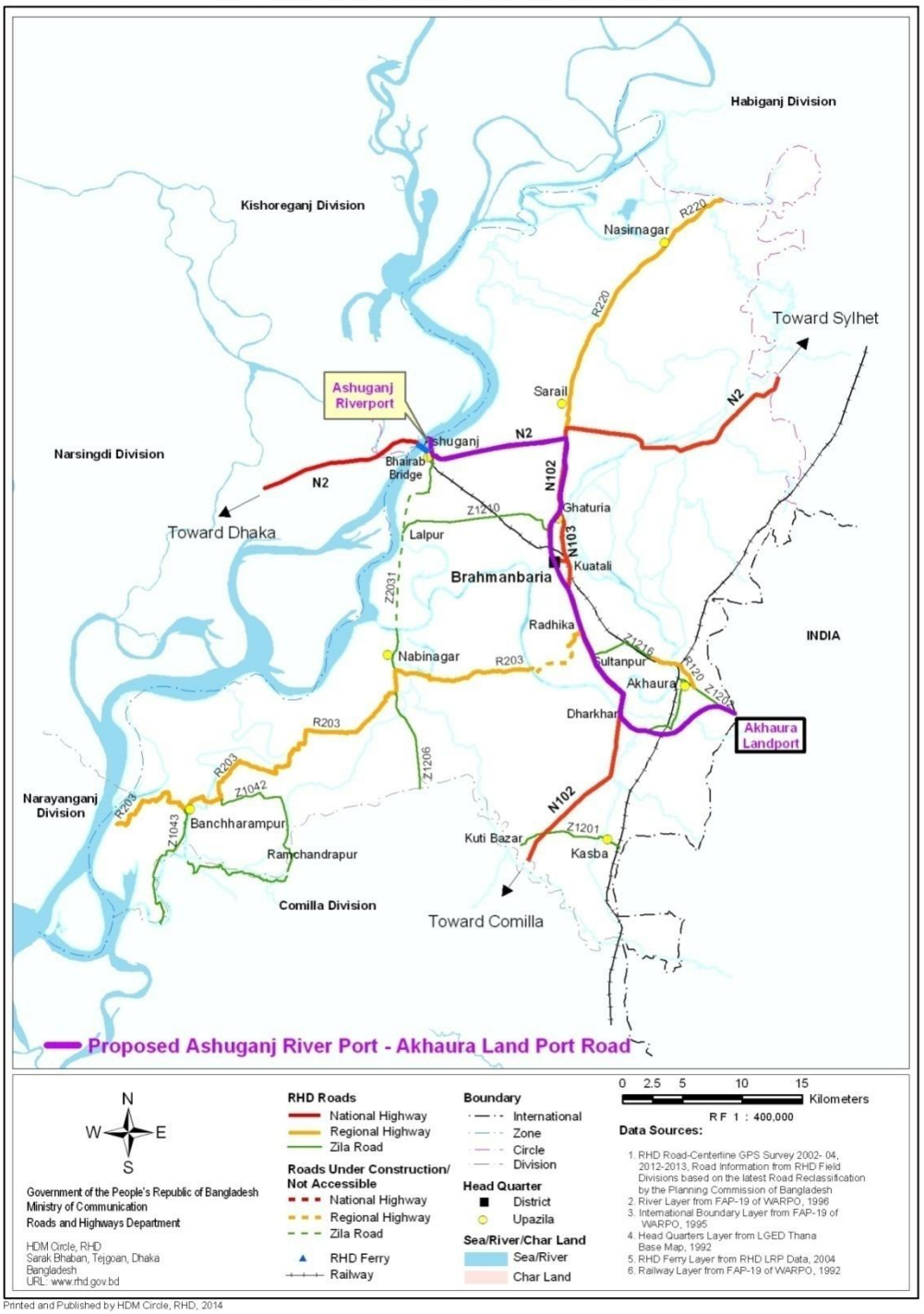
- To enhance road transport capacity building and to save transport and vehicle operating cost.
- To promote trade and commerce within the countries and also between the neighboring countries under transit facilities.
- To ensure a safe, smooth and fast flow of traffic from Ashuganj river port to Akhaura Land Port

The up-gradation of the proposed road section includes widening of existing road to 4-Lane Dual Carriageway with slow Moving Vehicle (SMV) Lanes on both sides, construction of 4580 meter bridge/culvert, 2 nos. of Railway Overpass, 43.8 kilometer flexible pavement, 3.82 kilometer rigid pavement etc.

The present route from Ashuganj River Port to Akhaura Landed Port consists of four different road sections. These road sections are of different structural, geometrical and traffic conditions. The condition of the existing road surface is damaged and the pavement thickness is also not sufficient to carry heavy traffic. Moreover, the width of the road is also inadequate for highway traffic. The road segments need to be improved to International Highway Standards before the movement of transit traffic takes place. Therefore, government has taken initiatives to improve the existing road to facilitate investment of transit cargo.

Total Project Cost is BDT 26592.61 million (USD 338.76 million) of which GoB part is BDT 4324.26 million (USD 55.1 million) and foreign financing is BDT 22268.35 million (USD 283.67 million). Proposed Project duration is 3 years.

RHD ROAD NETWORK, BRAHMANBARIA DIVISION



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8. Construction of Bridge over Kocha River at Bekutia on Rajapur-Naikathi-Bekutia-Pirozpur- Road (8th Bangladesh-China Friendship Bridge)

The Rajapur-Naikathi-Bekutia-Pirozpur District Road (Z8702) is an alternative alignment of Jhalokathi (Rajapur)- Vandaria-Pirojpur Road (R870) section which links Jhalokathi and Pirojpur District . There exist river gap on both of the road alignment. The distance via Bekutia point is shorter in length. Therefore, the traffic flow will be easier and faster after construction of the bridge at Bekutia point of Rajapur-Naikathi-Bekutia-Pirozpur Road. Moreover, 14 kilometer approach road will be improved under this project

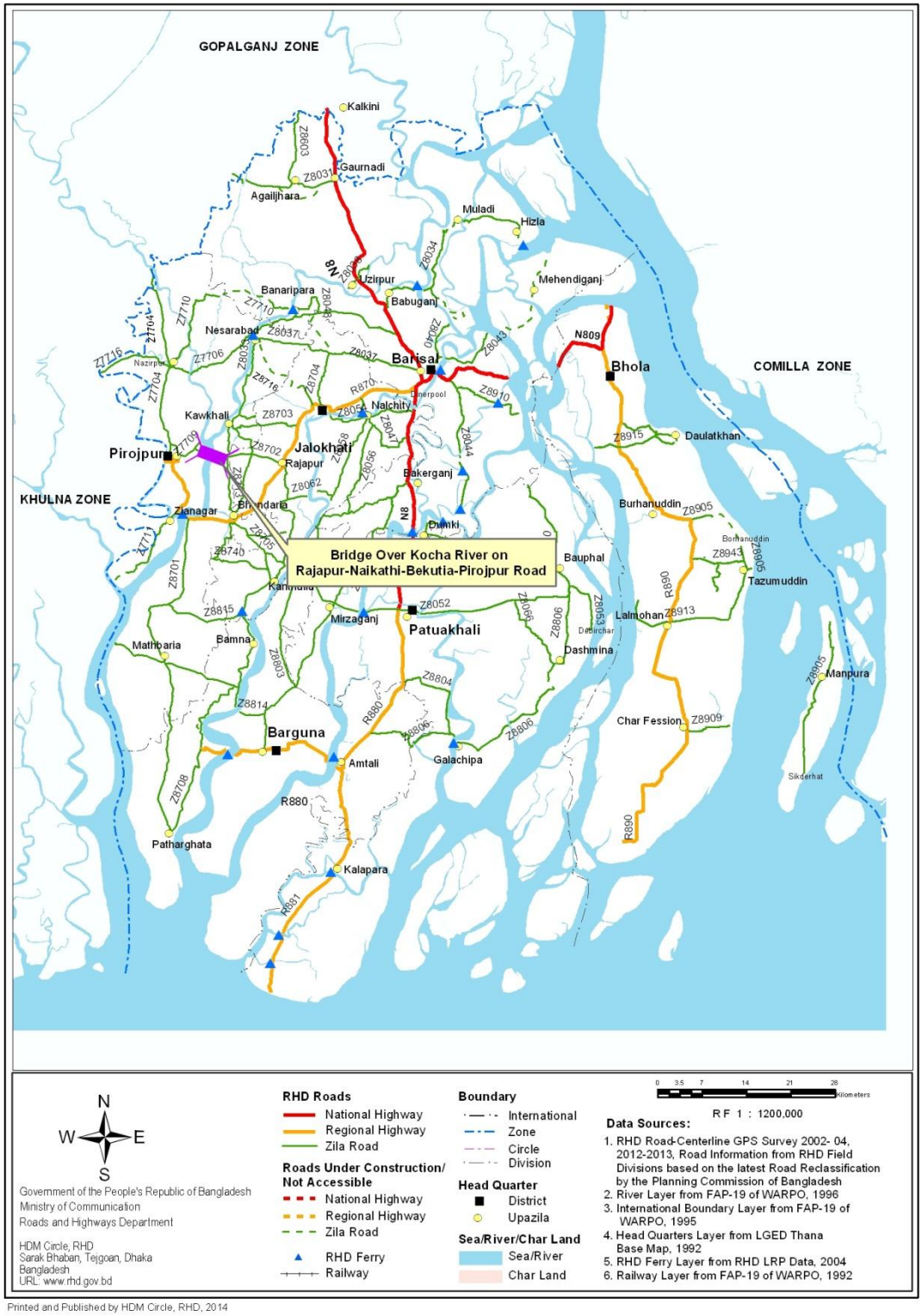
The main objectives of the project are

- To establish safe and smooth road communication between Barisal and Khulna Division
- To provide direct connectivity with Mongla Sea Port
- To improve socio-economic condition of southern part of Bangladesh

A 1480 meter long bridge and 14 kilometer approach road will be constructed under the project. It requires more than one hour to cross the Kocha river at present.

Feasibility study and detailed design is completed under Sub-Regional Transport Preparatory Project Facility (SRTPPF), funded by ADB. Source of Foreign Assistance is China. Total Project Cost is BDT 10000.00 million of which GoB will provide BDT 2000.00 million and foreign assistance requirement is BDT 8000.00 million. Expected date of Commencement is January 2016 and expected completion is in December 2018.

RHD ROAD NETWORK, BARISAL ZONE



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9. Construction of Bridge over Paira River at Amtoli ferry station of Patuakhali-Amtoli-Barguna Road

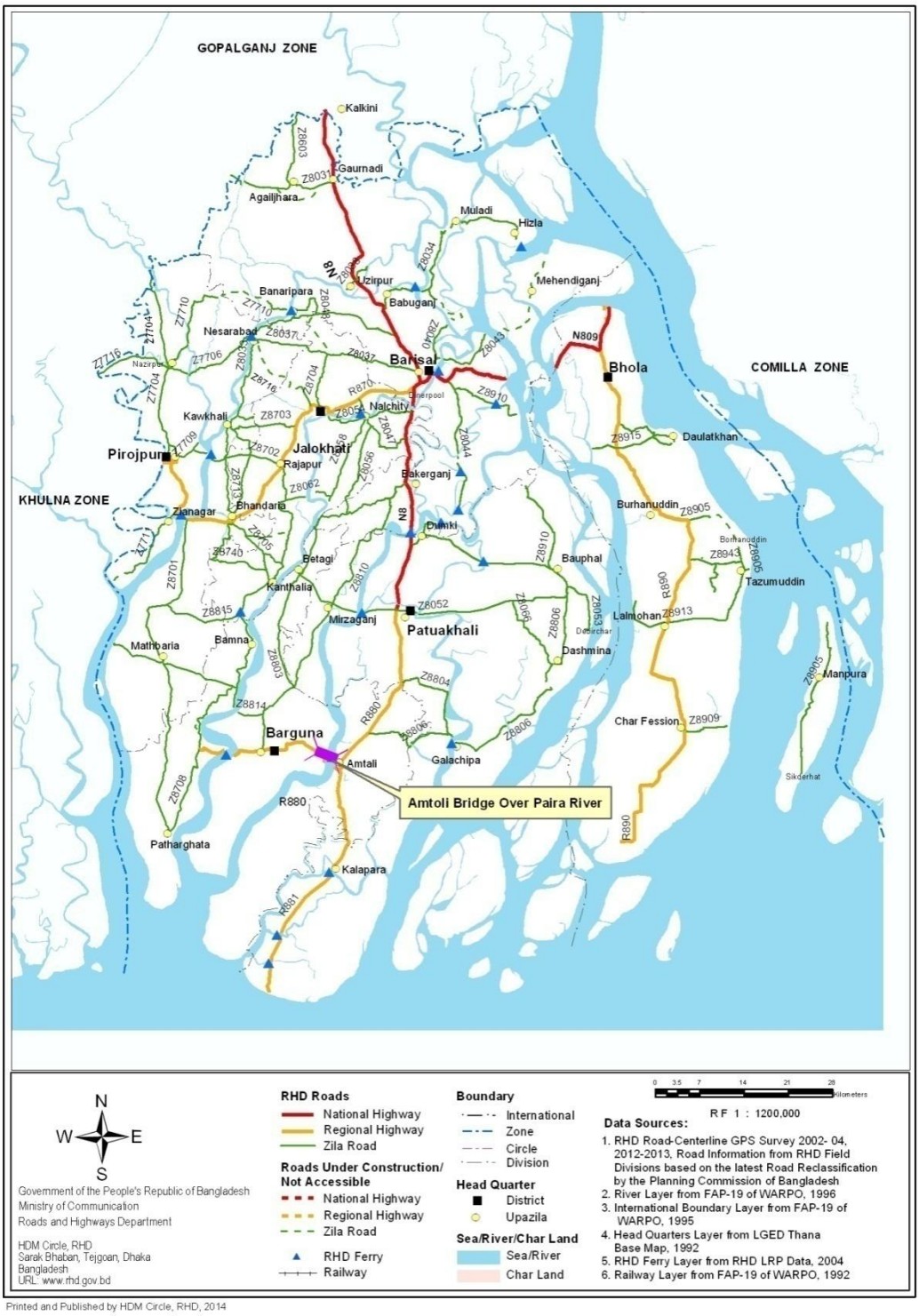
The connectivity between Patuakhali and Barguna district is interrupted due to the river gap at Paira and it takes more than one hour time to cross the river. The route following the bridge to be constructed over Paira River is the main connecting road between Patuakhali and Barguna District. The project bridge will establish uninterrupted communication between Barguna and Dhaka along with other adjacent districts. The bridge will also facilitate better communication with Paira Sea Port. Therefore, this bridge will play a very important role in that region.

The main objectives of the project are:

- To accelerate movement of people and goods between Patukhali and Barguna district
- To reduce the journey time
- To enhance level of income and improve socio-economic condition

A bridge with length 2257 meter will be constructed under the said project. Project Cost is BDT 7727.51 million (USD 99.35 million).Likely source of financing is yet to be finalized. Preliminary Detailed Project Report (PDPR) has been prepared in the mean time.

RHD ROAD NETWORK, BARISAL ZONE



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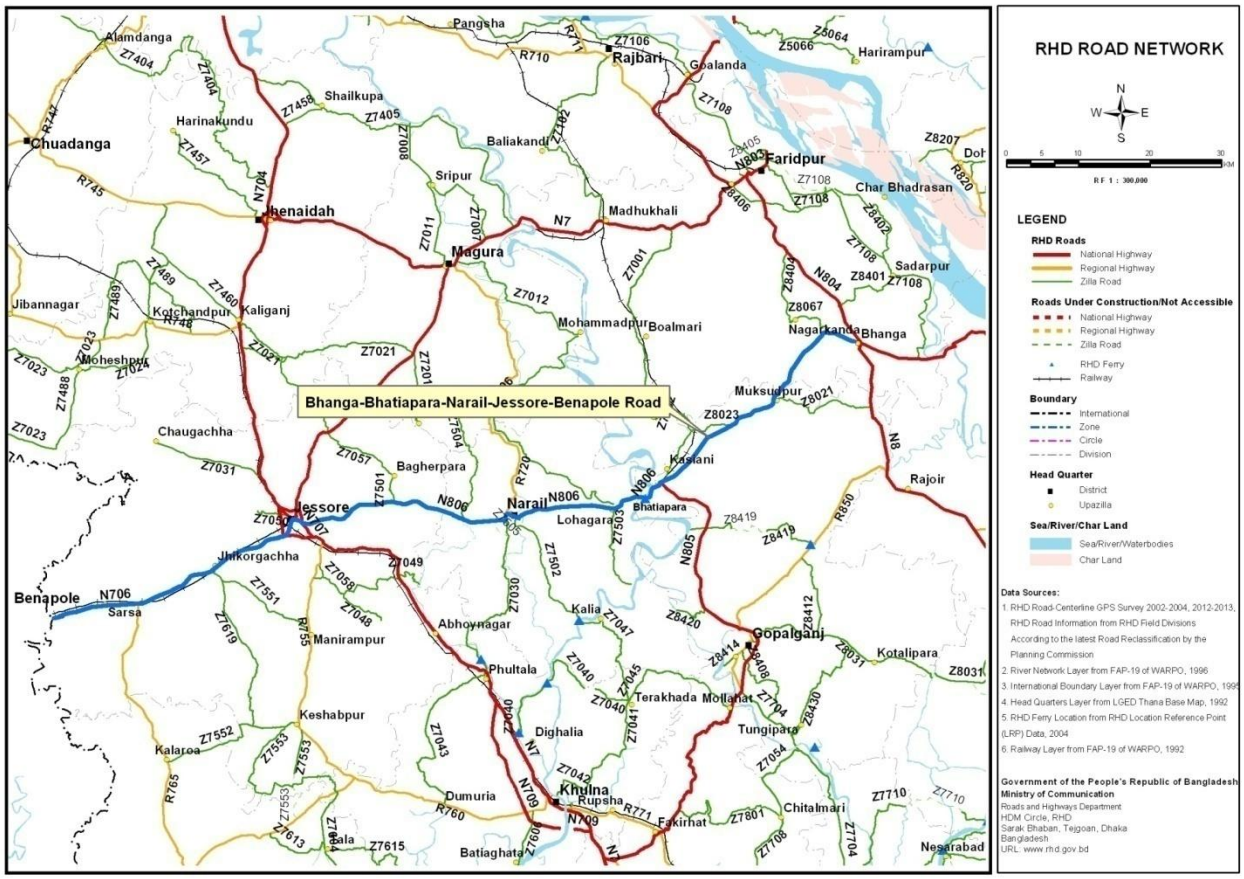
10. Improvement of Bhanga-Bhatiapara-Lohagara-Narail-Jessore- Benapole Road to 4 lane Highway

Around 70-80 percent of bilateral trade between Bangladesh and India takes place through Benapole Land Custom Station (LCS). The project road will connect Benapole LCS and Mongla sea port Padma bridge approach alignment. Construction of proposed road is very essential to provide significant improvement of road network with south-west region of the country as well as sub-regional development and Asian Highway AH1.



The primary scope of the project is to upgrade the existing 135 kilometer long Bhanga-Bhatipara-Lohagara-Narail-Jessore-Benapole Road to 4 lane Highway. The road is a part of Asian Highway AH1 and will connect Benapole Land Port (dry port) and Mongla Sea Port with Padma Bridge Approach Alignment. It may be mentioned here that the regional connectivity with the Benapole land port will be uninterrupted through the construction of Kalna bridge which is the missing link at Madhumati river on the proposed project road. Project cost excluding land acquisition, resettlement and support to PIU is BDT 72727.26 million (USD 920 million). Source of foreign assistance is not yet decided.

11. Procurement of Equipment and Machineries for Construction, Repair and Maintenance of Road Infrastructure

The Mechanical wing of RHD is responsible for repair and maintenance of ferry, pontoons and operation, repair and maintenance of heavy equipments, machineries and inspection vehicles. The road construction and maintenance related heavy equipments and machineries are of old aged and most of them are not capable to cope with the present demand which is seriously hindering the emergency road maintenance work throughout the network. It is expected that the highway output will be more efficient; passenger's safety and the surrounding environment of the highway will be suitable after procurement of the modern equipments.

The main objectives of the project are

- To maintain and upkeep of the present RHD road network in a good trafficable condition
- To furnish RHD equipment fleet with modern and efficient equipments and machineries
- To construct new roads/highways/ bridges efficiently with modern construction equipment and
- To ensure a safe, durable and cost effective road transportation system through the country

Under the proposed project, 24 types of Road Construction, Repair & Maintenance Equipments and 22 types of Laboratory Equipments will be procured. Total Project Cost is BDT 6872.35 million (USD 88.34 million) of which GoB Part is BDT 1303.68 million (USD 16.76 million) and foreign assistance requirement is BDT 5568.67 million (USD 71.58 million). Likely Source of Foreign Assistance is India.

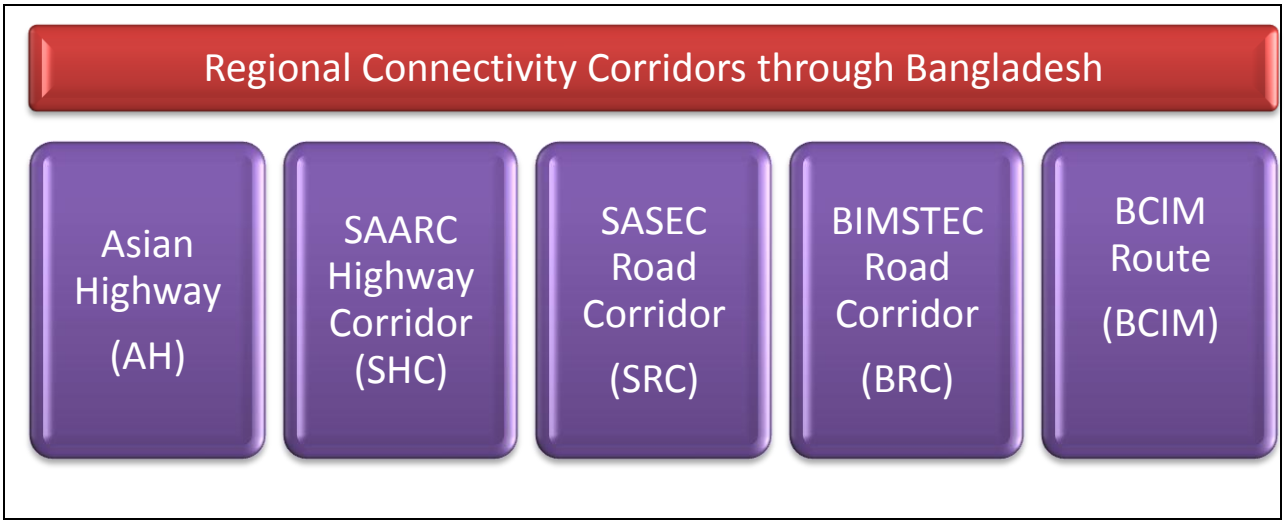
12. Procurement of 137 numbers of 5-Ton Trucks for Roads and Highways Department

There are about 137 Road Sub-divisions and 18 Mechanical Sub-divisions under Roads and Highways Department (RHD). Truck with tar-boiler is mandatory for effective routine and preventive maintenance of road network. Presently, all the existing trucks are not in good/ running conditions. Therefore, RHD is going to procure 137 numbers of trucks.

The main objective of the project is to pursue the routine and preventive maintenance of road network effectively and properly round the year. Total Project Cost is BDT 357.51 million. Likely Source of Foreign Assistance is not yet decided. Development Project Proposal of the Project is awaiting for approval.

Upcoming Projects of Roads and Highways Department focusing establishment of Regional Connectivity Corridors

There are five regional connectivity corridors passing through Bangladesh are mentioned in the following table



Roads and Highways Department (with financial assistance from Asian Development Bank) has conducted feasibility study and detailed design of about 1752 kilometer of important highways in Bangladesh under Sub regional Road Transport Project Preparatory Facility (SRTPPF) project. This 1752 kilometer will be developed in phases for establishment of regional connectivity. Feasibility study of another 600 km road will commence in 2015 for the same purpose under SRRPPF-II project. The projects related to sub regional connectivity are ready for investments are described below.

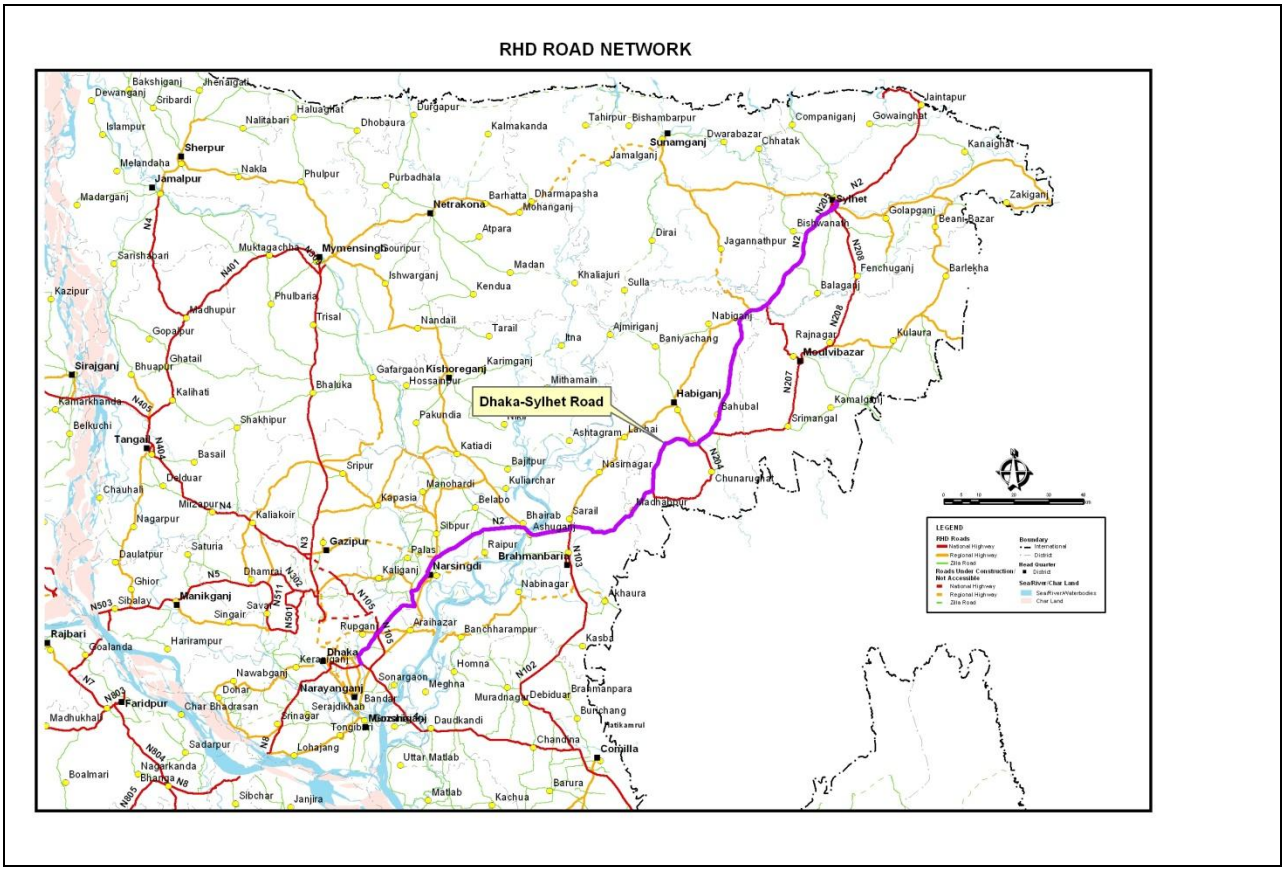
1. Improvement of Dhaka(Katchpur)-Sylhet Road to a 4-Lane Highway

The primary goal of the project is to upgrade the existing Dhaka (Katchpur)-Sylhet road to a 4-lane Highway with the provision of slow moving vehicular traffic (SMVT) lane on both sides. This road section is an important part of Asian Highway (AH1 & AH2) BIMSTEC corridor (Corridor 3) and SAARC Highway corridor (SHC 5). The development of the road will enhance the facilitation

of faster and safer movements of passenger and cargo as well as will establish more economic links between Dhaka, Bhairab, Jagadishpur, Shaistagonj, Sylhet and Tamabil, and all places within the areas.

The border crossing at Tamabil, between Bangladesh and India, has the potential to generate significantly increased traffic volumes within this region. Such increased traffic volumes would have a positive economic effect for the people who live and work within the project road corridor.

Feasibility Study and detailed design was Completed in June 2015. Total Project Cost (Excluding Land Acquisition,resettlement and support to PIU) is 126657.00 million BDT (Equivalent to 1603.25 million USD). Asian Development Bank is expected to finance for the Project. Expected Date of Commencement is 01 July 2017



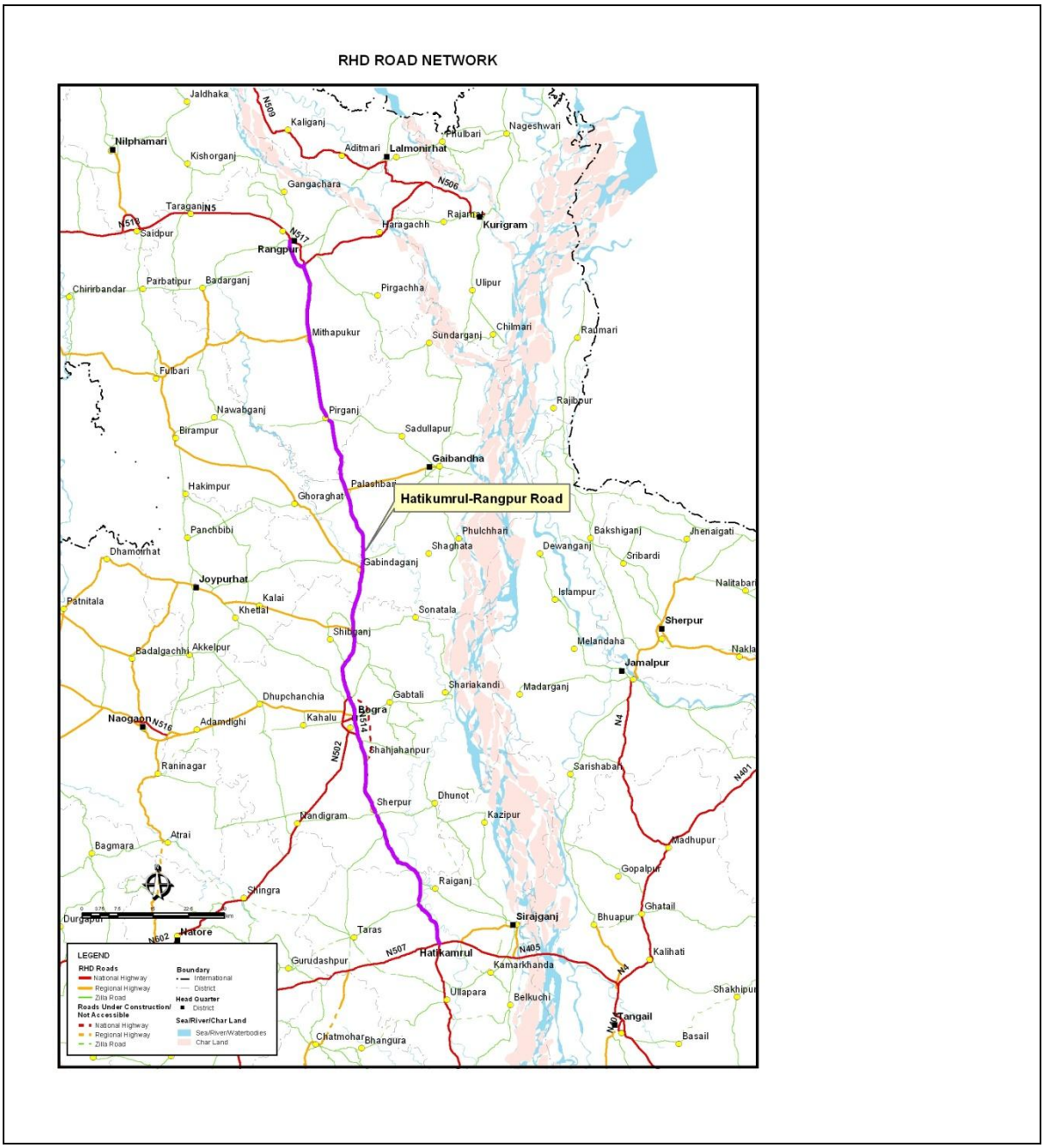
2. Improvement of Hatikamrul-Rangpur Road (N-5) to 4 Lane Highways

The key objectives of the project is to establish sub-regional connectivity with India, Nepal and Bhutan through the highway corridor. The road will Provide accessibility to land ports, sea ports, export processing zones (EPZ) and economic zones and will definitely Promote economic growth. Existing Hatikamrul-Rangpur Road (N4) will be upgraded to 4 Lane under this project with safety features including separate lane for slow moving vehicular traffic.

This road section is an important part of SASEC corridor, Asian Highway, BIMSTEC-2 and SAARC Highway Corridor. The capacity of this 2-lane Highway could not cater the existing and future traffic due to poor riding quality.

Considering the importance, the proposed Hatikamrul-Rangpur Road is one of the vital road links which is now a two-lane highway with limited capacity and having no provision for slow moving vehicle that creates frequent congestion at different locations leading to significant safety hazards.

Project Cost is BDT 81753.08 million of which Foreign Assistance is 62228.35 million BDT and remaining 19524 million BDT will be from GoB. Feasibility Study and detailed design was Completed in June 2015 . Asian Development Bank will finance the Project. Expected Date of Commencement is 01 July 2016 and will be completed in 2019.



3. Improvement of Rangpur-Teesta-Burimari Road to 4 Lane Highway (138 km)

Bangladesh has the potential to become a transport and trans-shipment center for the South Asian region. It borders with India, Myanmer and is close to the landlocked countries like Bhutan and Nepal. With the opening of the Bangabandhu Bridge over the River Jamuna and the proposed development of the Padma Bridge, the strategic transport corridors could facilitate trade among Bangladesh, India, Bhutan, and Nepal and thereby attract more foreign and

domestic investment to the country. The border crossing at Burimari, between Bangladesh and India, has the potential to generate significantly increased traffic volumes within this region as neighboring country Nepal and Bhutan could use these borders. Such increased traffic volumes would have a positive economic effect for thepeople who live and work within the catchment of the project road corridor.

The key objectives of the project are-

- To establish sub-regional connectivity with India, Nepal and Bhutan through the highway corridor
- Provide accessibility to land ports, export processing zones (EPZ) and economic zones
- Promote economic growth

Existing Rangpur-Teesta-BurimariRoad will be upgraded to 4 Lane under this project with safety features including separate lane for slow moving vehicular traffic. This road section is an important part of SASEC corridor. The capacity of this 2-lane Highway could not cater the existing and future traffic due to poor riding quality.

Considering the importance, the proposed Rangpur-Teesta-Burimari Roadis one of the vital road links which is now a two-lane highway with limited capacity and having no provision for slow moving vehicle that creates frequent congestion at different locations leading to significant safety hazards.

The upgrading of this road to a 4-lane Highway will significantly increase the capacity, mobility and safety of this important highway section as well as will enhance the connectivity within the South Asian region.

- Feasibility Study and detailed design of this road was Completed in June 2015
- Project Cost (excluding land acquisition, resettlement and support to PIU) is BDT 40641.6 million (USD 514.44 million)
- Asian Development Bank is expected to finance for the Project

4. Improvement of Sylhet-Tamabil Road to a 4-Lane Highway

The primary goal of the project is to upgrade the existing Sylhet-Tamabil road to a 4-lane Highway with the provision of slow moving vehicular traffic (SMVT) lane on both sides. This road section is an important part of Asian Highway (AH1 & AH2) BIMSTEC corridor (Corridor 3) and SAARC Highway corridor (SHC 5). The development of the road will enhance the facilitation of faster and safer movements of passenger and cargo.

The border crossing at Tamabil, between Bangladesh and India, has the potential to generate significantly increased traffic volumes within this region. Such increased traffic volumes would have a positive economic effect for the people who live and work within the project road corridor.

Further economic benefits could be expected from the increased use of the road corridor by commercial traffic travelling from/to other parts of Bangladesh and cross-border traffic travelling, in due course, from eastern India to Dhaka.Feasibility Study and detailed design was completed in June 2015.Total Cost excluding land acquisition, resettlement and PIU support is BDT 33233.60 million (USD 426.07 million)

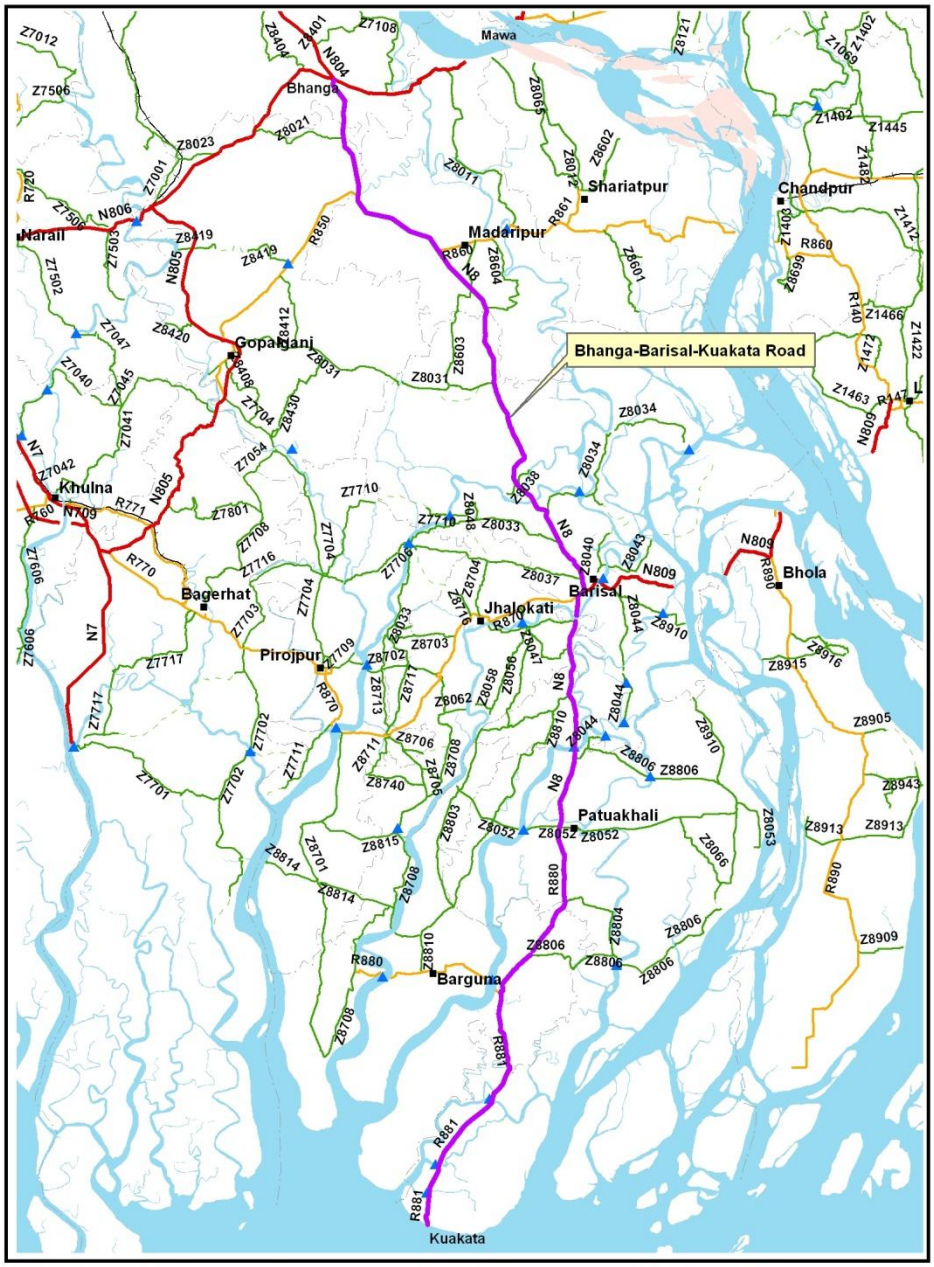
5. Improvement of Faridpur (Bhanga)-Barisal-Kuakata Road to a 4-Lane Highway

The primary goal of the project is to upgrade existing Faridpur (Bhanga)-Barisal-Kuakata road to a 4-lane highway, which is supposed to be a an important link from proposed deep sea port at Paira and Kukata tourism zone to Asian Highway-1 (AH 1) (Benapole-Jessore-Narail-Kalna-Bhatiapara-Bhanga) and Padma Multipurpose Bridge, a ongoing mega project of the country.

This upgradation of existing Faridpur (Bhanga)-Barisal-Kuakata road to a 4-lane highway will have the safety features of separate lane for slow moving vehicular traffic (SMVT) on both sides and construction of safety barriers at the busiest junctions.

Project Cost is BDT 102100.30 million , of which GoB part is 20353.70 million and foreign assistance is BDT 81746.50 million. Development Partner for the project is not yet decided.

RHD ROAD NETWORK



6. Improvement of Daulatdia-Magure-Jhenaidah-Jessore-Khulna Road (212 km)

The primary goal of the project is to upgrade existing Daulatdia-Magure-Jhenaidah-Jessore-Khulna Road to a 4-lane highway, which is supposed to be a an important link from Mongla port at Khulna to Asian Highway-1 (AH 1) (Benapole-Jessore-Narail-Kalna-Bhatiapara-Bhanga) and Padma Multipurpose Bridge, a ongoing mega project of the country.

This upgradation of existing Daulatdia-Magure-Jhenaidah-Jessore-Khulna Road to a 4-lane highway will have the safety features of separate lane for slow moving vehicular traffic (SMVT) on both sides and construction of safety barriers at the busiest junctions.Total Project Cost excluding Land Acquisition, Resettlement and support to PIU is 75432.6 million BDT (954.84 million USD)

7. Improvement of Chittagong-Cox's Bazar-Teknaf Road (225 km)

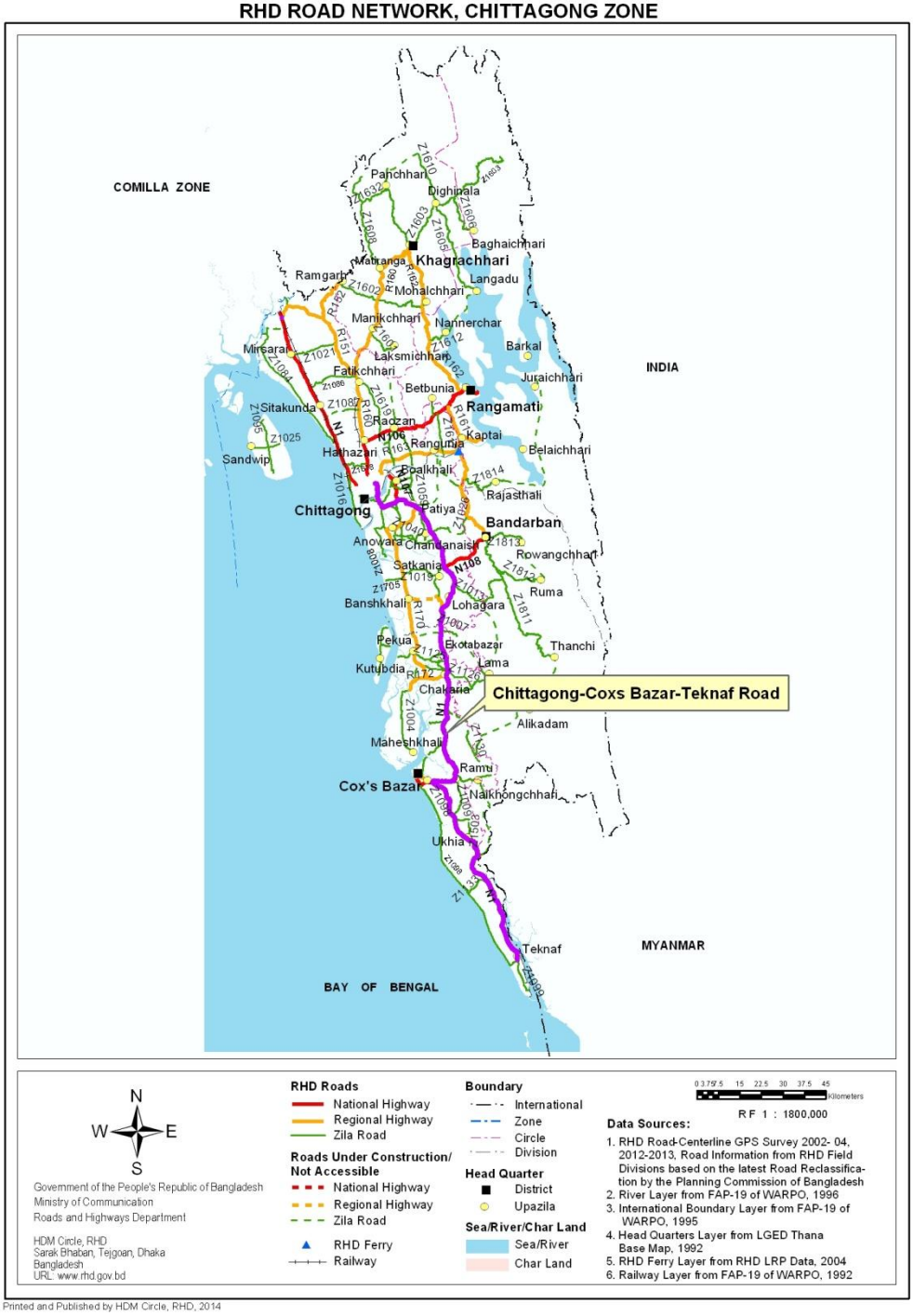
The primary goal of the project is to upgrade existing Chittagong-Cox's Bazar-TeknafRoad to a 4-lane highway, which is supposed to be an important link from Chittagong port toneighboring country like Myanmer and other parts of the country.

This upgradation of existing Chittagong-Cox's Bazar-TeknafRoad to a 4-lane highway will have the safety features of separate lane for slow moving vehicular traffic (SMVT) on both sides and construction of safety barriers at the busiest junctions.

Feasibility Study and Detailed Design of the road was completed in June 2015

Total Project Cost excluding Land Acquisition, resettlement and support to PIU is 74946.1 million BDT (948.68 million USD)

RHD ROAD NETWORK, CHITTAGONG ZONE



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Government of the People's Republic of Bangladesh
Ministry of Communication
Roads and Highways Department

HDM Circle, RHD
Sarak Bhaban, Tejgaon, Dhaka
Bangladesh
URL: www.rhd.gov.bd

RHD Roads
- National Highway
- Regional Highway
- Zila Road

Roads Under Construction/ Not Accessible
- National Highway
- Regional Highway
- Zila Road
- RHD Ferry
- Railway

Boundary
- International
- Zone
- Circle
- Division

Head Quarter
- District
- Upazila

Sea/River/Char Land
- Sea/River
- Char Land

0 3.75 7.5 15 22.5 30 37.5 45 Kilometers

RF 1 : 1800,000

Data Sources:
1. RHD Road-Centerline GPS Survey 2002- 04, 2012-2013, Road Information from RHD Field Divisions based on the latest Road Reclassification by the Planning Commission of Bangladesh
2. River Layer from FAP-19 of WARPO, 1996
3. International Boundary Layer from FAP-19 of WARPO, 1995
4. Head Quarters Layer from LGED Thana Base Map, 1992
5. RHD Ferry Layer from RHD LRP Data, 2004
6. Railway Layer from FAP-19 of WARPO, 1992

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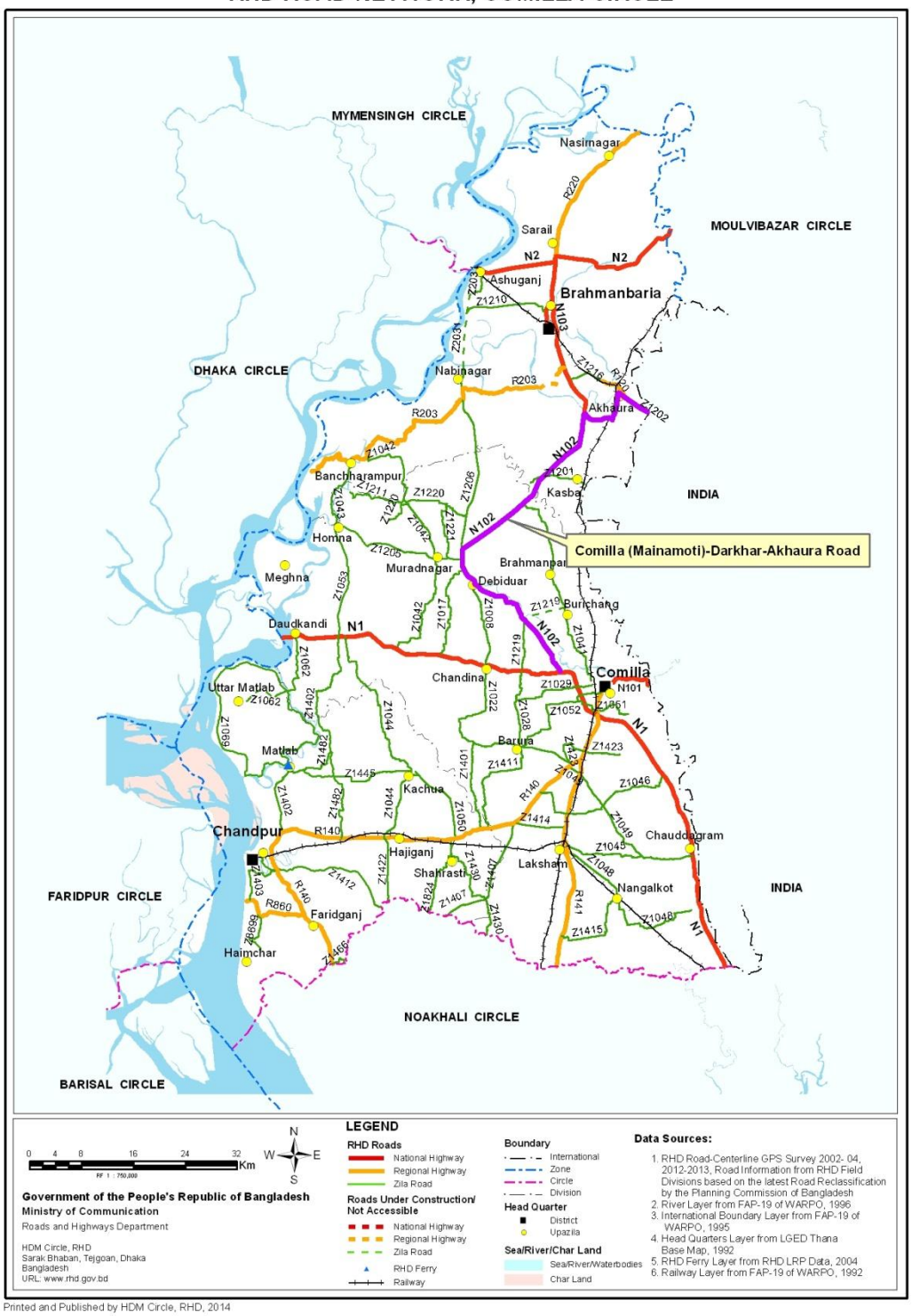
8. Improvement of Comilla-Brahmmanbaria and Darkhar- Akhuara (98 km)

The primary goal of the project is to upgrade existing Comilla-Brahmmanbaria and Darkhar-Akhuara to a 4-lane highway, which is supposed to be an important link from Akhaura port to Chittagong port and other parts of the country.

This upgradation of existing Comilla-Brahmmanbaria and Darkhar- Akhuara to a 4-lane highway will have the safety features of separate lane for slow moving vehicular traffic (SMVT) on both sides and construction of safety barriers at the busiest junctions. Feasibility Study and Detailed Design of the road was completed in June 2015. Total Project cost excluding Land Acquisition, resettlement and PIU support is 42131.80 million BDT (533.31 million BDT)

RHD ROAD NETWORK, COMILLA CIRCLE



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9. Improvement of Hatikamrul-Rajshahi-Sonamasjid Road (194 km)

The primary goal of the project is to upgrade existing Hatikamrul-Rajshahi-Sonamasjid Road to a 4-lane highway, which is supposed to be an important link from Sonamasjid Land Port and other parts of the country.

This upgradation of existing Hatikamrul-Rajshahi-Sonamasjid road to a 4-lane highway will have the safety features of separate lane for slow moving vehicular traffic (SMVT) on both sides and construction of safety barriers at the busiest junctions. Feasibility Study and Detailed Design of the road was completed in June 2015. Total Project Cost excluding land acquisition, resettlement and PIU support is BDT 76609.00 million (USD 969.73 million)

10. Improvement of Khulna-Mongla Road (37 km)

The primary goal of the project is to upgrade existing Khulna-Mongla Road Road to a 4-lane highway, which is supposed to be a an important link from Mongla port at Khulna to Asian Highway-1 (AH 1) (Benapole-Jessore-Narail-Kalna-Bhatiapara-Bhanga) and Padma Multipurpose Bridge, a ongoing mega project of the country. This upgradation of existing Khulna-Mongla Road to a 4-lane highway will have the safety features of separate lane for slow moving vehicular traffic (SMVT) on both sides and construction of safety barriers at the busiest junctions.

The proposed Khulna-Mongla Roadis one of the vital links in the National Highway network which is currently a two-lane highway with limited capacity and having no provision for slow moving vehicles. As a result, this road experiences frequent congestion at different points which leads to significant safety hazards. With the opening of the Padma Multipurpose Bridge, there will have some diverted and generated traffic on this road section will bound to the sea port and land port and tourism zone. At present, the road is mostly characterized by unsatisfactory riding quality and occupancy, as the current capacity of this 2-lane Highway is constrained due to rapid growth of traffic. The upgrading of this highway to a 4-lane highway will significantly increase the capacity and safety of this important highway section.

Feasibility study and detailed design of the project was completed in June 2015.The Project Cost (excluding land acquisition, resettlement and support to PIU) is BDT 11369.4 million (USD 143.92 million). Likely source of foreign finance is not yet decided.

Public Private Partnership Projects of Roads and Highways Department

1. Dhaka Chittagong Expressway Project on PPP Basis

The project aims at construction of a 217 kilometer expressway along Dhaka-Chittagong corridor on public private partnership basis. The expressway is proposed to be constructed parallel to National Highway, N1

Feasibility study suggested a 217 kilometer 6-Lane Expressway including Service Road that includes construction of interchanges at 7 locations and construction of 44 nos of vehicle underpass.

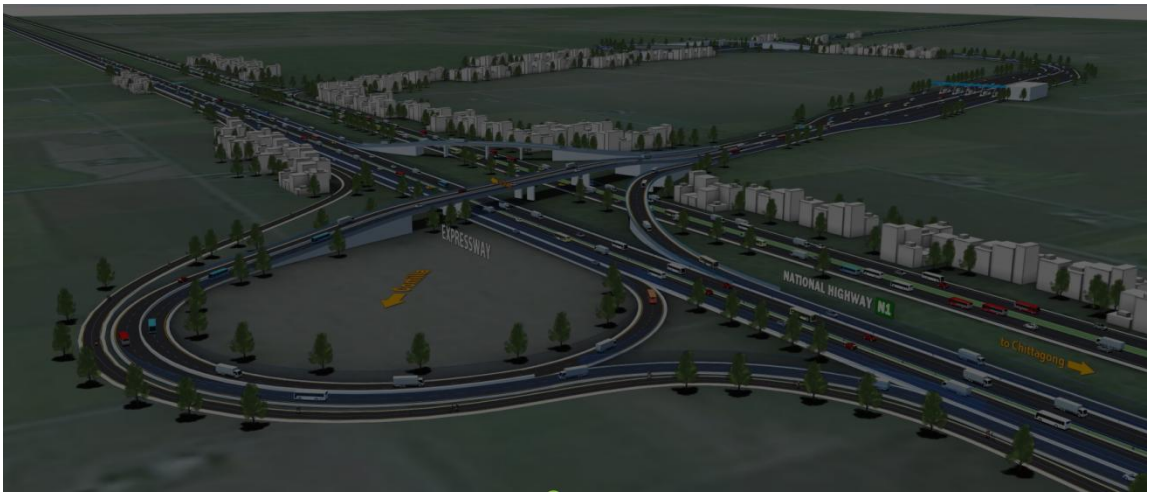
Project Capital Cost is BDT 27, 000 Crore(USD 3375 million)

Indicative Timeline for selection of investor :

- Issue of EOI/RFQ within June 2016
- Issue of IFT/RFP September 2016
- Contract Award within June 2017
- Construction Period is July 2017-June 2021

Feasibility study has been completed and transaction advisor has been appointed

Name of Consultant is *SMEC International Pty Ltd* .Australia in joint venture with Oriental Consultants Co Ltd., Japan and in association with Castalia Ltd., New Zealand and ACE Consultants Ltd., Bangladesh



Proposed Dhaka Chittagong Expressway

2. Upgrading of Joydebpur-Debogram-Bhulta-Madanpur (Dhaka By-pass) Road (N-105) into 4 lane

The objective of the project is to upgrading of 48.0 km 2 lane highway into a 4 lane access controlled highway within Service Road on both side.

The project includes construction of 4 Interchanges, 24 underpasses for Pedestrian and vehicle crossings, Rail and Road Overpasses at 7 locations and widening of existing bridges.

The Project capital cost is around BDT 3000 Crore. The Government shall give a maximum of 30% VGF for this project.

Indicative Timeline for selection of investor:

- Issue of EOI/RFQ on 06 October 2015
- Issue of IFT/RFP within February 2016
- Contract Award within August 2016
- Construction Period is 2017-2019

Feasibility Study has been completed in August 2014. The Transaction Advisor is MMM Group Canada

Project Picture of Dhaka Bypass

3. Upgrading of Gabtoli-Nabinagorj Road

The project aims at improving Gabtoli- Nabinagor section of National Highway N5 into a access control expressway on public private partnership basis. The road connects the Capital Dhaka with more than 30 districts.

The scope of the project is Design, construct, operate, finance and maintain a 4/6 lane highway after incorporating necessary features to convert the existing road into a 22 km long Access Controlled Highway.

The project involves construction of two service road for local traffic and construction of interchanges and flyovers at some specific locations. Approximate Cost is BDT 12000 million (USD 150 million). Awaiting CCEA approval

4. Upgrading of Chittagong Road/Tarabo -Sultana Kamal Bridge- Demra-Amulia-Shekherjayga-Hatirjheel(RampuraBridge)Road into 4 Lane

The proposed road will be a new gateway to Dhaka City and will facilitate easy traffic movement for vehicles coming from/bound to Sylhet and Chittagong.

Scope of the project is Design, construct, operate, finance and maintain the extension of a 13 km long 2 lane highway into a 4 lane access controlled highway incorporating a service road for local traffic, embankment and bridge structures.

Total Capital Cost is around BDT BDT 15000million (USD 190 million)

Indicative Timeline :

- Issue of EOI/RFQ on October 2016
- Issue of IFT/RFP within February 2017
- Contract Award within August 2017
- Construction Period is 2018-2020

About Bangladesh Road Transport Authority (BRTA)

Vision

A sustainable IT-based road transport system

Mission

To achieve a sustainable IT-based, safe, demand responsive, economic, less time consuming, comfortable and eco-friendly road transport system for desired socio-economic development.

Strategic Objectives

1 . Registration of motor vehicles and issuance of digital registration certificates;
2. Fixation of retro-reflective number plates and RFID tags;
3. Issuance of smart card motor vehicle driving licenses;
4. Issuance of fitness certificates of motor vehicles;
5. Issuance of route permits for transport vehicles;
6. Taking measures for road safety;
7. Conducting mobile court for ensuring discipline in road transport sector;
8. Collection of motor vehicle tax and fees;

Functions

1. To register motor vehicles and issue digital registration certificates;
2. To fix retro-reflective number plates and RFID tags;
3. To issue smart card motor driving licenses;
4. To issue fitness certificates of motor vehicles;
5. To issue route permits for transport vehicles;
6. To take road safety measures;
7. To conduct mobile court for ensuring discipline in road transport sector;
8. To collect motor vehicle taxes and fees;
9.To register motor driving schools and motor vehicle repair workshops;

Existing ICT Related System of BRTA

Presently BRTA has been maintaining 04 (four) independent centralized systems for performing its activities which are given below:

(i) BRTA-Information System [For vehicle registration and related system];
(ii) Motor Vehicle Tax & Fees collection through online banking system;
(iii) Smart Card Motor Driving Issuance System
(iv) Retro-reflective Vehicle Registration Plate with RFID Tag and Digital Registration Certificate (Smart Card) System

Digital Registration Certificate (DRC): After registration of a vehicle and biometrics of the owner is taken, a smart card called DRC is provided to the owner of the vehicle. DRC has the following features-

- Enhanced security in smart cards;
- Biometric based identification of vehicle owners;
- Improved governance of vehicle registration certificate issuance process;

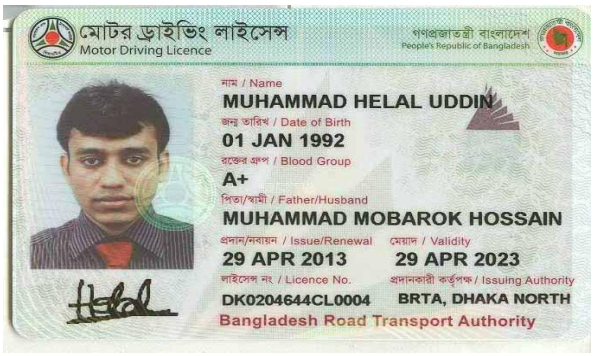
Retro-reflective number Plate & Radio Frequency Identification (RFID) Tag:

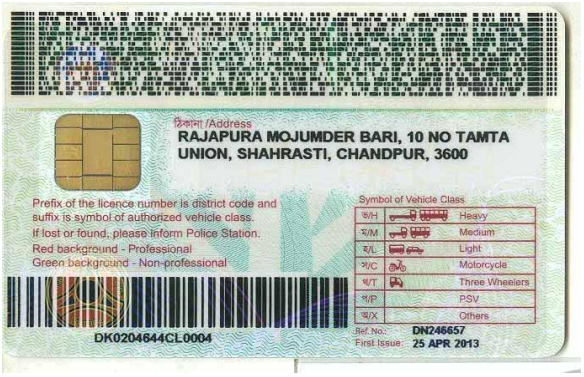
- Use business logic to authorize vehicle registration digitally;
- Ensure high security and high quality production of retro-reflective number plates
- Production of RFID Tags for detection of vehicle movement in the road;

Smart Card Driving License:

- Improving the security of the license cards to prevent forgery;

- Improving governance for driving license issuance and renewal process
- Make provision for an efficient and effective delivery of license issuance;
- Expediting delivery of service to the customers;





1	**Project Title**		:	Establishing Data Center and Web-Portal System for Digital BRTA
2	**Project Period**			
	i)	**Date of Commencement**	:	April, 2013
	ii)	**Date of Completion**	:	March, 2015 ; Will be extended 1 year in January 2015.
3.	**Project Approval Status**		:	Approved by the Planning Commission on 17 July 2013 and obtained administrative Approval from Road Division on 20 July 2013. A record of discussion (RoD) was signed between KOICA and ERD on 31'Dec 2012.
4	**Name of the concerned sector/Sub Sector (of the Planning Commission)**		:	Transport /Road Transport (Physical Infrastructure Division of Planning Commission)
5	**Name of the Ministry/Division/ Agency responsible for**			
	i)	**Sponsoring**	:	Road Transport and Highways Division Ministry of Road Transport and Bridges
	ii)	**Execution**	:	Bangladesh Road Transport Authority(BRTA)
6	**Name of the Project Director (PD) / National PD**		:	Director (Operations) BRTA Head Office, Allenbury, Tejgaon, Dhaka. Phone: 9115544, Fax: 02-9116163

Objectives of the Project :

Overall: To deliver services of BRTA to the doorsteps of the citizen of the country through digitalization of the activities of BRTA.

Specific Objective:

- Establish a data center of BRTA with computer and networking equipments/Systems throughout the country & Web-Portal System.
- Rehabilitation of Vehicle Inspection Center (VIC) of BRTA in Mirpur.

Capacity building of BRTA through local and foreign training

Upcoming Project

Preliminary Development Project Proposal (PDPP)

01.	Project Title	:	Establishment of 06 (Six) Training and Multipurpose Centre for Road Safety
02.	i) Sponsoring Ministry/ Division	:	Road Transport and Highways Division, Ministry of Road Transport and Bridges.
	ii) Executing Agency	:	Bangladesh Road Transport Authority (BRTA).
03.	Expected Date of	:	
	i) Commencement	:	July 2016
	ii) Completion	:	June 2021
04.	Relevance of the proposal with concerned Sectoral Allocation	:	"Road Safety" issue has been given emphasis in the current 6th Five Year Plan of Bangladesh (Part-2, page-172). A vision for road safety in Bangladesh is achieving 50 percent reduction in Road Traffic Accident (RTA) fatalities by 2020 in line with the UN Decade of Action Plan for Road Safety. The vision translates to set a goal towards achieving of a 25 percent reduction in the annual number of RTA fatalities by 2015.
05.	Main Objectives and Brief of the Project with Justification	:	*i.* To develop awareness and build professional skill of motor drivers, motor driving instructors/trainers, driving examiners/motor vehicle inspectors and other road users to reduce road accidents through different training modules as well as refreshers training; *ii.* To establish modern driving competency test centre for drivers and instructors as well as to provide one-stop service to applicants of driving license/instructor license etc; *iii.* To introduce automation in driving competency test procedure; *iv.* To develop skill of technicians of motor vehicle workshops; *v.* To build up institutional capacity of BRTA; *vi.* To provide training to road safety related officials of different

			organizations.
06.	Relevance of the Project with the Short / Medium / Long term Policies / Plans / Programs, etc.	:	A project entitled "Establishment of Motor Drivers Standard Training Institutes" has been mentioned in the 6th Five Year Plan (Part-2, on page 175). In that plan it has been mentioned that 6(six) Motor Drivers Standard Training Institutes cum Driving Competency Test Centers will be established in 5 (five) divisional headquarters in Bangladesh. The proposed project is renamed as "Establishment of 06 (Six) Multipurpose Training Centre for Road Safety" which is consistent with the provision of the current 6th Five Year Plan.
07.	Relevance with other Development Programs of the Concerned Sector.	:	The project has relevance with other development programs of road improvement/road safety related programs and projects in the road transport sector.
08.	Expected Socio-economic Benefits/Outputs of the Proposed Project.	:	Deaths, injuries, loss of labor, unemployment etc due to road accidents will substantially be decreased after implementation of the project. Skilled manpower in the sector will also be increased. Road accidents in Bangladesh cost about Tk. 5000 core (US$ 850 million) in a year which is nearly 2 percent of GDP. Training of the drivers, road users etc under the project will help the country to reduce the number of road accident fatalities.
09.	*i)* Estimated Amount and Cost of the Proposed Project.	:	Cost for 1(one) center: Million US$ 25.00 **Total Cost for 6(Six) centers:** **Million US$ 25.00 x 6=Million US$150.00** **(1 US$) = 80 BDT).** **Breakdown of cost is attached as Annexure-I.**
	ii) Nature of Foreign Assistance	:	Project Aid/Grant
10.	Likely Source if Foreign Assistance.	:	Any Development Partner.
11.	Is there any proposal to undertake feasibility study for the project? Yes, what would be the estimated Cost, nature and likely Institutional arrangements for such a study?	:	NO
12.	Any other Relevant Information.	:	None
	Signature of the responsible officer of the Executive Agency with Seal and Date:	:	
	Signature of Head of the Executive Agency with Seal and Date :	:	
	Recommendation & Signature of the Secretary of the Sponsoring Ministry/Division with Seal and Date :		

Future Development

- Further development of service delivery system, BRTA intends to put the following projects into operation quickly:

    - Online application submission and provide appointment for all services of BRTA,
    - Automation on vehicle driver exam , driver test on road/field and infrastructure development for it,
    - Modern Multipurpose training center for Professional and non-professional drivers,
    - Online vehicle movement management system,
    - Capacity building for BRTA staff on vehicle management system;
    - Automatic vehicle inspection center.
    -

BRTA is looking forward for Technical Assistance, Financial support to implement those projects.

Bangladesh Road Transport Corporation (BRTC)

Bangladesh Road Transport Corporation (BRTC) is a state owned transport organization established in 1961. After the independence with the patronization of father of the nation Bangabandhu Sheikh Mujibur Rahman, BRTC started its journey with a new look. Because of reluctance of the following Governments, after the assassination of father of the nation in 1975, BRTC was in a position that about to stop its activities. The Government of 1996 under the leadership of Honorable Prime Minister ShekhHasina, BRTC revitalized. Coming to the power in 2009, the Government added different types of 958 buses to the fleet of BRTC. Now the passenger service of BRTC increases and the organization became operational profitable one. At present BRTC earns operating profit about Five Crore Taka per annum. BRTC provides special service to the passenger during Eid festival, Hajj and BishwaEstama. BRTC plays strategic interventional role in the emergency like Hartal, strike, natural calamity, etc.

Vision

A safe, comfortable and congestions & pollution free transport system.

Mission

To increase the fleet of BRTC with new modern vehicles and develop human resource for achieving desired socio-economic development.

Functions

- **To procure new Double Decker and Single Decker AC City and Intercity buses;**
- **To introduce pollution free vehicles;**
- **To train up the unemployed youth through BRTC Training Institutes;**
- **To extend passenger and cargo services on domestic and international routes.**

Strategic Objectives

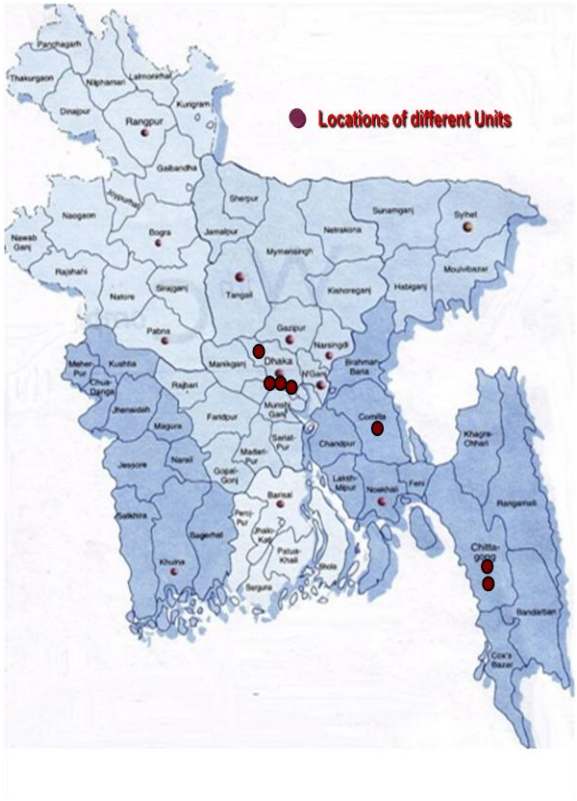
- **To increase new Double Decker and Single Decker AC City and Intercity buses in the fleet of BRTC;**
- **To operate pollution free vehicles;**
- **To impart driving and mechanism training to the unskilled persons in the BRTC Training Institutes;**
- **To provide safe and comfortable service to the people through passenger and cargo vehicles of BRTC on domestic and international routes.**

Other Objectives

- **Fast, efficient, economic, reliable, safe, comfortable and modern road transport services in the country.**
- **Play strategic interventional rule during emergency.**
- **Help controlling fare and freight.**
- **Impart motor driving & auto mechanic training.**
- **Create efficient & effective manpower for transport sector.**

Name and Location ofBRTC Depots

- Motijheel Bus Depot
- D D, Mirpur Bus Depot
- Joarshahara Bus Depot
- Kallyanpur Bus Depot
- Chittagong Bus Depot
- Khulna Bus Depot
- Bogra Bus Depot
- Pabna Bus Depot
- Comilla Bus Depot
- Sylhet Bus Depot
- Barisal Bus Depot
- Rangpur Bus Depot
- Narayangonj bus depot
- Utholy Bus Depot
- Gazipur Bus Depot
- Sonapur Bus Depot
- Narsingdi Bus Depot
- Dhaka Truck Depot
- Chittagong Truck Depot



1. International Bus Terminal, Motijheel

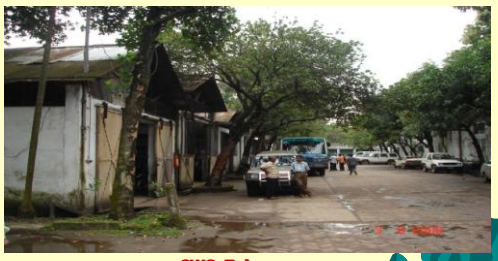
Integrated Central Workshop (ICWS).

Heavy Repair of all fleet of BRTC is carried out in ICWS

ICWS, Joydevpur

Central Workshop (CWS).

Jeep, car and buses of Government, Autonomous body, Corporation and other organization are repaired & maintained here.



CWS, Tejgaon

Electronic Ticketing System as a part of Building Digital Bangladesh

BRTC has introduced electronic system e-ticketing system will spread Gradually in other big & important cities. Multi-purpose Smart Card Has been introduced in city service buses of April/2012. By this time 33,000 passenger's has already bought this Smart Card (Spass Card). Smart Card is finance by JICA, Japan.

Training Institute

Central Training Institute, Gazipur

Procurement of environment friendly CNG Buses from China and Korea as a part of ensuring pollution-free Dhaka City

Future Plan

- **Strengthening and Modernization of 08 (eight) Depots of BRTC in Dhaka with Multistoried Parking Facilities (Approximate Cost US$ 80.00 Million).**
- **Modernization of 02 (two) Training Institutes of BRTC (Approximate Cost US$ 1.00 Million).**

About Dhaka Transport Coordination Authority (DTCA)

Dhaka Transport Coordination Authority was established on 02 September 2012 to provide regular supervision and co-ordination for all possible planning and transportation infrastructure development works within Dhaka and adjacent districts. DTCA emerged in 1998 ("Dhaka Transport Coordination Board" name was amended in 2001) to meet a requirement by the suggestion of the project DUTP. DTCA jurisdiction covers 7400 Sqkm that includesdistricts of Dhaka, Narayangonj, Munshigonj, Mankgonj, Gazipur and Narsingdi district including Dhaka North City Corporation, Dhaka South City Corporation, Gazipur City Corporation and Narayanganj City Corporation. To manage these areas, DTCA follows its own act named as Dhaka Transport Coordination Authority Act, 2001.

Vision

To provide a planned modernized transportation system for greater Dhaka area.

Mission

Ensure safe, reliable, faster and affordable Public Transport by introducing integrated transport planning.

Strategic Objectives

1. To ensure interagency cooperation and coordination in transportation sector
2. To ensure an integrated and planned transportation system formulation
3. To introduce and expand Mass Rapid Transit system
4. To improve traffic management
5. To improve public transport level of service

Functions

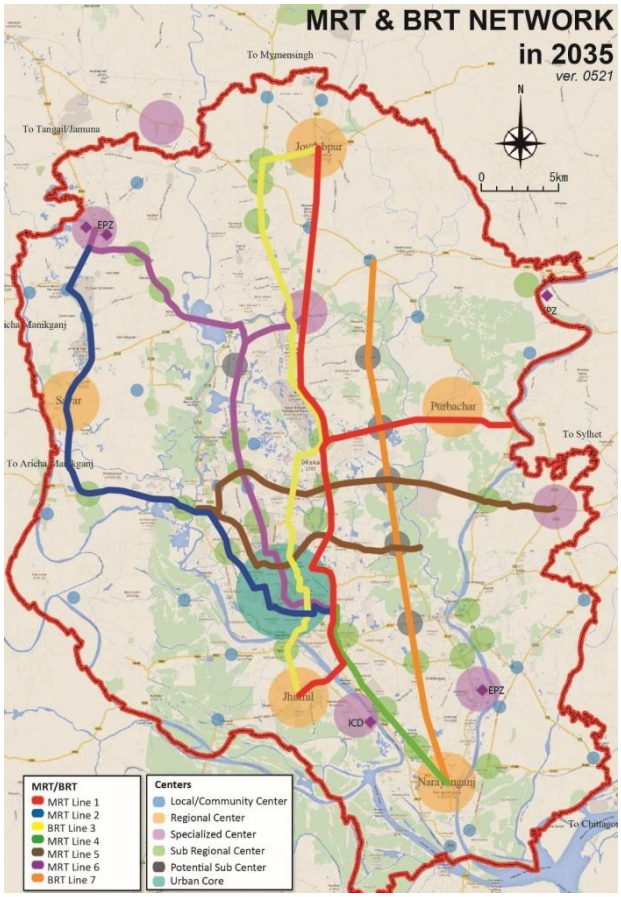
1. To develop and construct mass transit system as part of an integrated public transport network
2. Design, planning and construction of Bus Rapid Transit (BRT) system
3. Review and modification of the Government approved Strategic Transport Plan (STP) and to provide advice and guidance for other agencies
4. Traffic impact assessment of government or private owned high rise building and any housing project and issue permit for traffic circulation plan
5. Plan, coordinate and approve recommended transport projects of other agencies
6. Route and network planning to develop an efficient public transport network
7. Manage central fare collection and establish and manage clearing house

Revision and Updating of Strategic Transport Plan (Revised STP)

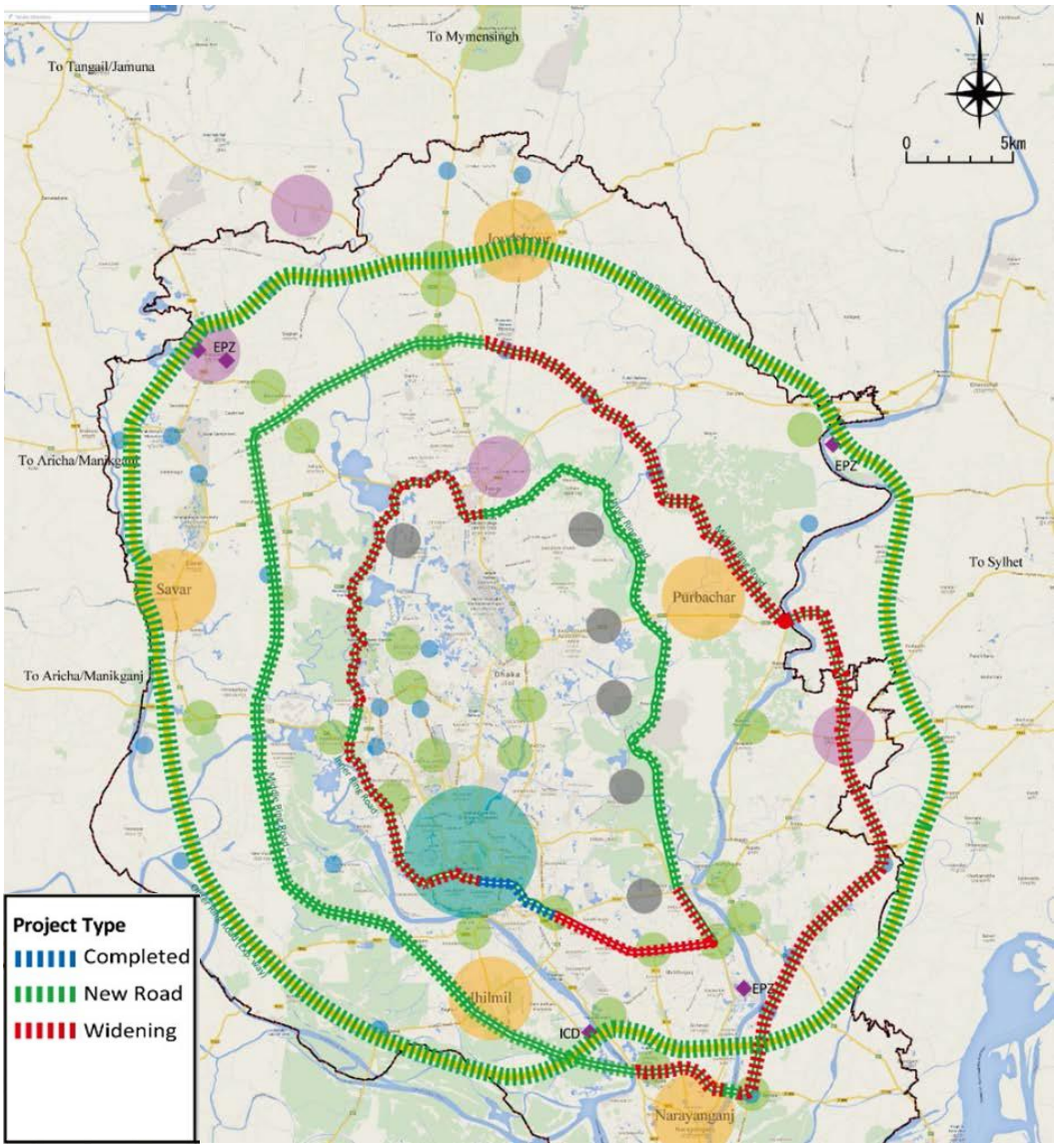
Strategic Transport Plan (STP) was prepared by Dhaka Transport Coordination Authority to framework the long term strategic plan for greater Dhaka area on 2005. Rapid urbanization coupled with increased transport problems urged the need for revision and updating of STP. On May 2014, DTCA commenced the revised STP work with the assistance from Japan International Cooperation Agency (JICA) and will complete on December 2015. There are five MRT projects and two BRT projects have been recommended (Table 1 & Figure 2).

Table 1: Summary of MRT/BRT System Plan

	Section	Proposed System	Length (km)	Notes
Line 1	Gazipur - Airport - Kamalapur – Jhimill Pulbachar – Khilkhet	MRT	52	
Line 2	Ashulia - Savar - Gabtali - Dhaka Unv. – DSCC - Kamalapur	MRT	40	
Line 3	Gazipur – International Airport – Jhimill	BRT	42	On-going
Line 4	Kamalapur – Narayanganj	MRT	16	
Line 5	Bulta - Badda – Mirpur Road – Mirpur 10 – Gabtoli Bus Terminal – Dhanmondi – Bashundhara City – HatirJheel Link	MRT	35	
Line 6	Ashulia - Uttara Phase 3 – Pallabi – Tejigaon –Motijheel - Kamalapur	MRT	41	On-going
Line 7	Eastern Fringe Area	BRT	36	



In addition to mass transit projects, three kinds of ring roads are proposed in RSTP. The alignment of inner ring road is along the Balu River and the Buriganga River and located inside current urban area. The alignment of middle ring road shares with the Dhaka Bypass Road. And the alignment of outer ring road is new proposed alignment and along the boundary of RAJUK area.The table below outlines the current status of those three ring roads.



Ongoing Mega Projects

1. MRT Line 6

Government of the People's Republic of Bangladesh has undertaken a project under DTCA namely Dhaka Mass Transit Development Project in order to implement MRT line-6 (Metro Rail) which was recommended in Strategic Transport Plan (STP). Basic design work was completed by 28 December 2014 and detail design work will come into an end by August 2016.

Route Alignment of MRT Line-6:

The route alignment of MRT line-6, stations and depot location have already been approved by the Government. The final alignment starts from Uttara where RajdhaniUnnayanKartripakhya (RAJUK) planned Uttara Phase 3 for development of residential and commercial plots/area and ends at Motijheel passing through Pallabi – Mirpur 10 – Begum RokeyaSharani – Khamarbari – Farmgate –Sonargaon –TSC-DoelChattar-Press Club-Paltan and Bangladesh Bank.

Proposed Stations of MRT Line-6:

There are 16 stations proposed for MRT line-6. The selected places for stations are Uttara, Pallabi, IMT (Institute of Medical Technology), Mirpur-10, Kazipara, Taltala, Agargaon, ChandrimaUddan, Farmgate, Sonargaon, National Museum, Bangla Academy, National Stadium and Bangladesh Bank.

Length of MRT Line-6:

The length of MRT Line-6 is 20.1 km

Structure Type:

All the way MRT Line-6 will be elevated.

Rail Gauge: Standard Gauge (1435mm)

Electric Power: Overhead Centenary type, DC 1500V

Rolling Stock: Composition of 6 cars.

Maximum Speed: 100 km/hr, Design Speed: 110 km/hr Average Speed: 30 km/hr

Headway: 3 minutes 30 Seconds

Passenger Carrying Capacity: 60,000 person/hr/both ways

Project Progress: (up to 31 October 2015)

1) Survey Study:

a) Completed Survey:

- Basic Topographic survey was started on 06 May 2014 and completed by December 2014.
- Associates Engineers and Consultants Ltd was endorsed for traffic survey and the task was started on 20 May 2014 and was completed on 28 August 2014.
- AECL was appointed for Historical Importance Survey/Archaeological Survey. The contract with AECL was signed on 12 November 2014 and the survey was completed by July 2015.
- Soil Electric Resistivity (SER) survey was started on May 2015 and was completed by June 2015.
- EQMS was assigned for Environment Baseline Survey. The task was started on 21 December 2014 and was completed by August 2015.

2) Ongoing Survey:

- Geotechnical survey was started on 3 July, 2014 and its field works were completed by May, 2015. Laboratory works of Geotechnical survey was started on August, 2014, that seems to be completed by December, 2015 (approximately).

- The firm 'Survey 2000' was endorsed for the task 'Right of Way Survey'. Right of Way Survey was commenced on 10 September, 2014 and hopefully it will come into an end by November, 2015.
- Utility Verification Survey was started on May 2015 and hopefully it will come into an end by March 2016.

3) Contract Package:

- PQ Application of CP-08 (Rolling Stock & Depot Equipment for Rolling Stock) was received and opened on 21-8-2015. TEC evaluated all the PQ applications as Submitted on 28-05-2015. The Evaluation report was sent to JICA for its concurrence and JICA referred it with a few observations. In compliance with such observation the report was reviewed and was sent to JICA again and the concurrence as required is under process.
- The notice of PQ application of CP-07 (E & M System) was published on 18-03-2015. In total 31 PQ applications were sold. The date of PQ submission was 13 July 2015. 04 (Four) PQ applications were submitted. The evaluation activities are under process.
- Tender notice of CP-01 (Depot Land Development) was published on 22-04-2015. In total 22 nos. tender documents were sold and tenders were received and opened on 23 July 2015. In total 03 (three) out of 22 sold documents were submitted and received. Evaluation activities are going on.
- Notice of PQ application of CP-03&CP-04 (Civil Works: Viaduct Stations from Uttara North to Agargaon) were published on 30-6-2015. The last date of PQ submission is 9 September 2015. 35 nos. PQ applications were sold till the date. 06 (Six) PQ applications were submitted.
- The notice of CP-02 (Civil and Building works in Depot) PQ application was published on 30-08-2015 and the last date of PQ submission is 03 December, 2015. Fourteen (14) PQ applications are sold till today.

Estimated Cost:

The estimated cost of Dhaka Mass Rapid Transit Development (DMRTD) Project, which has formed to implement MRT line-6, is:

Total	= 23,22,361.79 lakh taka,
GOB	= 6,63,624.09 lakh taka
Project Assistance (JICA)	= 16,58,737.88 lakh taka.

2.BRT Line 3 (Feasibility Study and Detailed Design)

DTCA is currently implementing Bus Rapid Transit (BRT) through Clean Air and Sustainable Environment (CASE) Project. The Bus Rapid Transit (BRT) Feasibility Study has been completed, and the ongoing Detailed Design Study is providing key inputs for the preparation of Dhaka BRT project.Capital investment cost is estimated around USD 207.7 million, including initial investment cost USD 175m and rolling stock (USD 208m inclusive).

Features:

Length	:	22.4 kilometer (At Grade + Elevated-5.295 km)
Route	:	Airport-Mohakhali-Ramna-Gulistan-Keraniganj
Number of Stations	:	16 nos.
Depot	:	2 nos.
Passenger Capacity	:	18,000/ hour (both directions)
Commercial Speed	:	23 km/hour (average)
Travel Time	:	54 minutes (Uttara to Jhilmil)
Headway	:	180 sec.

Project Progress:

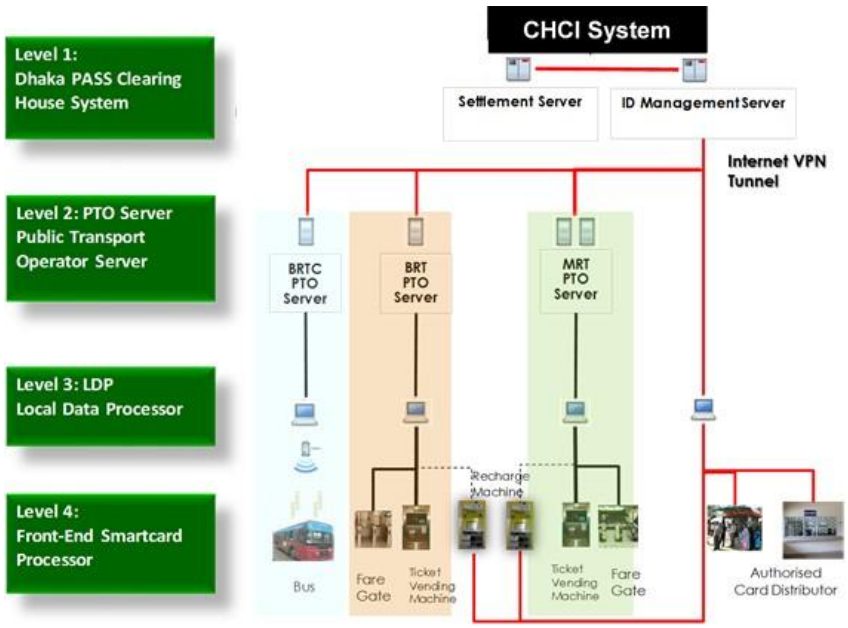
- Completion of field survey and utility report.
- Draft operational plan, environment management plan, traffic management plan and ancillary plan report has been completed. Ancillary plan report includes Station Precinct and Pedestrian and NMT Access Report, Feeder Bus Traffic Management Plan Report, Inner City Traffic design, Pedestrianization and Beautification and resettlement strategies.
- Draft engineering reports and bidding documents for fleet procurement and its supply has been submitted.
- Draft structural drawing has been submitted.

Implementation Challenges

- Financing for construction.
- Land Acquisition & Resettlement at different locations along the Alignment.
- BRT Operation - negotiation with the existing private bus operators

3.Clearing House

In May of Year 2014, DTCA under JICA assistance started the "Project for Establishment of Clearing House for Integrating Ticketing System in Dhaka City. This Project aims at "One Card for All Public Transports"in which a passenger only needs one Common IC Card (Smart Card) for riding MRT train/BRT/BRTC bus and other public transports. Currently in order to achieve the goal, coordination between DTCA, DMTCL, DBRT and BIWTC is being continued. DTCA will act as Clearing House and Card Issuer (CHCI) and will provide to Public transport Operators (PTO) the specification which includes necessary specifications of Automatic Fare Collection System for using Common IC Card System with Clearing House, which is similar to that established in Hong Kong. Current configuration of CHCI System is shown below.



Common Cards will be issued by CHCI and Clearing and Settlement of Fare will be carried out by CHCI in Operation stage. Currently development of CHCI System is in progress using Japanese Technology supplemented with functions of other Systems and to be completed at the end of Year 2015. Government has approved the smart card name as Rapid Pass. Trial Operation will be completed within Year 2016. CHCI System will be ready for operation at the beginning of Year 2017.

Future Mega Projects

1.MRT Line 1

- Length : 28km
- Route : Gazipur - Airport - Kamalapur – Jhimill - Pulbachar – Khilkhet
- Estimated Cost : BDT 219,848 million
- Feasibility Study Planned : 2015-2016

From the passenger demand forecasts for this line, it has been identified that this has one the highest passenger demands with nearly 1.9 million passengers per day, and 37,770 PPHPD in 2035. This 52-kilometer-long MRT line will serve the northern and southern suburbs of Dhaka via CBD including International Airport and Kamalapur Station, and serve the Purbachal new town. The alignment of northern part will generally follow the existing railway line but will be grade-separated. And southern part will run along the DIT road to Kamalapur station. There are 8 multimodal stations including major interchange facilities at Airport, Natun Bazar (MRT Line 5), and Kamalapur Station. Depot/workshop and stabling area will be located at the eastern part of Purbachal Newtown. Until the MRT Line 1 is operational in 2025, the short term corridor passenger demand will be served by the existing and new bus networks or possibly a new primary or priority bus route along the eastern corridor (Purbachal – Kulil).

2.MRT Line 5

- Length : 35km
- Route : Bulta - Badda – Mirpur Road – Mirpur 10 – Gabtoli Bus Terminal – Dhanmondi – Bashundhara City – HatirJheel Link
- Estimated Cost : BDT 332,437 million
- Feasibility Study Planned : 2015-2016 (pre-feasibility completed)

In order to provide a high-capacity, high-speed, and frequent public transport system to the city for trips which do not commence or end in the CBD and which will be served by the radial MRT Line 1, MRT Line 2, BRT Line 3, MRT Line 6 and BRT Line 7, the Study Team has identified the need for a circumferential MRT Line 5 that would provide a “bypass” public transportation service for the city’s suburban areas and provide good connectivity between suburban zones. From the passenger demand forecasts for this line, it has been identified that this has one the high passenger demands with nearly 1.5 million passengers per day, and 28,340 PPHPD in 2035.

This 35-kilometer-long MRT line will serve the eastern and western suburbs of Dhaka crossing a cantonment area. There are 9 multimodal stations including major interchange facilities at the station of Circular Waterway (Gabtoli and others). Depot/workshop and stabling area will be located at the

eastern part of RAJUK area. Until the MRT Line 5 is operational in 2035. But east-west corridor is very important, so the short term corridor passenger demand will be served by northern part of this line.

3.BRT Line 3 Construction

- Length : 22.4 kilometer
- Route : Airport-Mohakhali-Ramna-Gulistan-Keraniganj
- Estimated Cost : BDT 19,987 million
- Feasibility Study: Completed June 2016 and Detail Design Ongoing

BRT Line 3 will operate from Gazipur in the north to Kodomtoli Circle in the south, covering a total distance of approximately 42 km. DTCA is responsible for southern section of BRT i.e. from Airport to Keraniganj section (22.4 kilometer). As an adjunct to the development of BRT, numerous additional improvements are also being made such as bus network reform; new feeder bus services; urban landscape improvements; improved traffic signalling and control; and non- motorised transport (NMT) improvements to name a few.

Building a BRT system in Dhaka is an enormous undertaking, but one that will redefine how the city operates. BRT is a key strategy to address (at ground level), the chronic traffic congestion of the corridor, the quality of public transport and the management of traffic. It will provide strong connection between International Airport, Mohakhali Bus Terminal and Jhilimili New Town. It will also provide interchange with MRT Line-1.