

GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH
MINISTRY OF PLANNING
IMPLEMENTATION MONITORING & EVALUATION DIVISION



INDEPTH MONITORING OF
RURAL INFRASTRUCTURE DEVELOPMENT
(PUBLIC PRIORITY RURAL COMMUNICATION & MARKET
DEVELOPMENT & REHABILITATION) PROJECT PART-II
OF THE ADP 2009-10

FINAL REPORT

Prepared by

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EXECUTIVE SUMMERY

Implementation Monitoring and Evaluation Division of the Ministry of Planning engaged Mr. Sailendra Nath Sarker a Civil Engineer and Md. Manzur Rahman, a Socio-economic Specialist as short term individual consultants for in-depth monitoring of Rural Infrastructure Development (Public Priority Rural Communication & Market Development & Rehabilitation) Project Part-II of the Annual Development Program (ADP: 2009-2010). The duration of the Assignment is (3) three months starting from 1st January 2010. The consultants are expected to monitor the implementation of the Rural Infrastructure Development (Public Priority Rural Communication & Rural Market Development & Rehabilitation) Project: Part-II and shall verify the scheme implementation in 18 (Eighteen) Upazilas of all six Divisions.

The consultants have commenced the work immediately upon signing the contract as advised by the client and met Mr. Joynal Abedin, the Project Director and other concerned officials of LGED, collected the Development Project Proposal (DPP) and the list of schemes implemented or being implemented under the project. Upon review of all the documents it revealed that it is a Prime Minister's commitment project of the then government. The project is being implemented all over the country. The project target include construction of 475 km of Upazila roads up to Bituminous Carpeting (BC) standard, 135 km of Upazila roads up to Herring Bone Bond (HBB) standards, 600 km of Union roads up to BC standards, 375 km Union roads up to HBB standard and 500 km of village roads up to BC standard, 375 k of village roads up to HBB standards 15 km of village roads up to Cement Concrete (CC) standard; Strengthening of shoulders of Upazila roads, union connecting/village connecting roads by earth work. The consultants are to monitor 3 three type of schemes e.g. (i) schemes for development of Upazila Roads; (ii) schemes for development of Union roads and (iii) schemes for construction of bridges and culverts on upazila / union roads. Schemes for in-depth monitoring will be selected from these groups and the selected schemes was included 144 km of completed Roads, 2802 meters of bridges and culverts. Formats and checklists for verification of implemented civil works and tracking progress have also been developed and shared with the IMED. Progress formats; maps and photograph have been placed at Annex-1, Annex-2 and Annex-3. And for checklist and socio-economic questionnaire are in Annex-4 respectively. The report related to the civil construction has been presented at the first part of this report and the Socio-Economic part has been presented at the second part of the report.

The consultants have found five poor-performing contracts in eighteen Upazilas visited by them. Out of these five poor-performing contracts, the Executive Engineer of LGED has canceled two contracts of Demra at Dhaka and Comilla districts. Other two contract should have been cancelled by this time, as there is no possibility that the existing contractors will complete them since price of construction materials have increased significantly from the time of signing the contract in December 2005 and April 2006.

Quality of construction in general is acceptable but sealcoat of some roads have bee partly damaged due to inadequate shoulder. The edges have been failed especially along the canals and ponds. Uniform graded stone chips /shingles have been used in some of the other roads, which have reduced the compactness of the pavement, which may fail early under service load. It has observed that some potholes have also been developed in some roads. These may be due to the fact that many of them have been competed 3-4 years back. Resealing is needed to protect these roads. In Moulavibazar district stone chips have been used in place of brick chips in macadam works, but correct procedure has not been followed to construct macadam with stone chips. Hammer test of concrete of the 20 meters structure of Baralekha Upazila, Moulavi bazaar district indicate poor concrete.

Project Management: Overall project management of the Rural Infrastructure Development (Public Priority Rural Communication & Market Development & Rehabilitation) Project Part-II by the LGED seems good. But LGED do not have some equipment for testing construction materials, such as RCC bridge strength, tensile strength of MS rod, bitumen extraction (marsh test) etc. Other tests for ensuring the quality of compaction of road of different cross sections are being performing satisfactorily at different districts. The LGED officials and staff are really working close together to serve the nation. LGED may take necessary steps for procurement of all kinds of testing equipments.

Technical Aspects: It is revealed that LGED is not so short of technical personnel. Now LGED may accommodate some specialists in different sectors for strengthening the department.

Implementation: LGED is implementing various GOB and foreign aided projects all over Bangladesh successfully. Among these projects, Rural Infrastructure Development (Public Priority Rural Communication & Market Development & Rehabilitation) Project Part-II, which is being implemented successfully all over Bangladesh. The consultant visited 18 upazilas of 18 districts. The consultants visited and verified the quality of 144 km of Upazila/Union/village bituminous roads and 24 RCC bridges of total 2802 m span. The quality of the road construction is of moderate quality and the quality of RCC Bridge is really good except in a few cases. The consultant is impressed with the quality of some bituminous roads and some RCC bridge at different parts of the country.

Project Procurement: The consultants have verified the procurement procedure for each and every scheme of the assigned area. The consultant verified the procurement procedure in the light of the PPR-2203 (Public Procurement Regulation-2003). Almost all the schemes have been implemented in the light of PPR-3 starting from bid preparation, advertisement to payment of contractor's bills. Some amendment to the PPR 2003 was made in the year 2004. The amendments include changing of bid preparation time from 28 days to 21 days. In 2006 the Public Procurement Act (PPA) was passed. So the contractor was allowed 21 days bid preparation time for submission of bids.

The news papers in some cases were not preserved properly in the XEN's office. The bid preparation time of PPR 2003 was further amended in PPR-2008 (Public Procurement Rules). In this amendment preparation time was reduced to 14 days for works up to 3 million. 21 days for works of 3-50 million and 28 days for works of more than 50 million. As the consultants visited the schemes, the contracts for which were awarded before introduction of PPR-2008 in some contracts bid preparation time seemed less than that stipulated in the PPR-2003 (but well within the time stipulated in PPR 2008).

In some contracts, the completion time as set in the contract document is over and time for completing the civil work has been extended for specific reasons. Advertisements of the tenders were properly recorded in all places except Dhaka. In some case advertisement has been published in only one paper, which indicate further training requirement of LGED Executive Engineers and the Accountants on the PPR-2008.

Co-operation:

The consultants are grateful to Mr. Abdur Razzaque, DG Communication and LG, IMED for his valuable suggestions to enrich the quality of the report whenever required. The consultants also like to thank Mr. Mohammad Zahurul Islam, Deputy Director, LG-2, IMED for his cooperation for providing the required documents at his end.

The consultants are also grateful to Mr. Md Joyal Abedin, Project Director, LGED and

Mr. A.Z.M. Taufique Hasan Executive Engineer, Project Headquarter and the concerned district level Executive Engineers and other staff for their hearties cooperation in providing documents regarding the project implementation and for assisting to perform the assignment smoothly.

Socio-economic:

The socioeconomic consultant has reported that before improvement project roads and the bridges and culverts, everyday on an average 26 vehicles passed through the rural roads. After improvement of the roads this has increased to average 201 per day in project arias. Average travel rent has reduced by 58.3% than the past, for a nearest (3-5 km) market/gonj/ Upazila. Average rent for goods transportation has reduced by 50% than the past, for a nearest (3-5 km) distance (market/gonj/ Upazila). 66.66% time has saved for traveling and goods transportation of the project area.

The project interventions has also changed employment pattern. Employment with roads / bridge construction / Maintenance and employment with transportation / driving has increased. Employment scope / area for male and female workers have increased. Changes in the occupation of rural female have seen, 77.78% women have engaged in other occupation (sewing, garments, NGO, agriculture) beside their housework. Income and saving of the poor people have increased.

The consultants also found changes in agriculture and agriculture production. Agriculture production has increased 1.3–2 times than the past. Use of Tractor has increased and fertilizers are available in reasonable price in rural market. Farmers get actual price of crops and cultivation of poultry, fishery and hatchery have increased than the past. All these become possible for improvement of the roads, bridges and culverts. The consultants also found that after the improvement of communication, all necessary goods are available in rural market by a reasonable price. Working times of the shop keepers are increased and they are busy/ engage in business from morning to 11 pm. Changes in the daily life of local people are seen. They come to the market easier and regular. Shops of the market have developed and constructed than the past time.

Admission and presence of children/boys/girls has increased in rural school of the project area. Dropout situation in rural school has changed; it has reduced from 20% to 03% within a few years. Situation of female education has increased and time spending for school goers has reduced than the past.

Treatment facilities in the govt. and private hospital have increased than the past in project area. Presence of patients has increased, delivery facility for rural women have increased and Child and Maternal mortality have reduced.

Housing status, excess of safe dinking water and sanitation has improved. Income generating activities and unemployment problem has reduced. After construction of roads, bridges, culverts positive change has been seen in overall socio-economic conduction in rural life of the project area.

environment. Thus the economic activities within the market have been increased and the basic need of the rural markets has been fulfilled. For better communication, the percentage of attendance of the student has increased in their schools and the dropout situation has been reduced. Percentage of education particularly female education has increased. Govt. Upazila officials like ATEO, Agriculture Officer/ Supervisor and other increased their movement towards villages. Overall employment opportunities have increased, rural poverty is reduced and changes in women occupation have seen. Govt. and private health facilities have increased and accessibilities of ambulance are available in rural areas. Maternal and Child mortality have reduced. Situation of law and discipline is better than the past. Police can easily do their patrol duty. Price of land has increased after development of communication. Housing status, safe water facilities, tree plantation and green environment, sanitation status etc have increased in the project areas. So overall socio-economic condition has positively changed in the project areas and the positive impact of the project has seen.

11. Recommendations:

Based on the observation, public consultation meeting and over all situation, the following recommendations have given:

- Roads, bridges and culverts should be developed on equal basis for all over the country. Not considering only the political ground or influence of the leaders.
- A remarkable percentage of the roads has damaged/broken within 3/4 years after construction. So it should be repaired soon and the maintenance ability/fund of LGED should be increased.
- The design and quality of LGED should be improved for sustainable construction. The roads should be sustained minimum 7-10 years after construction. Low cost design should be changed very soon and also feel the present extended need of rural life.
- Arrange re-tender for incomplete construction of the roads of Chauddagam, Commila.
- LGED should take more care and be accountable for the implementation of the project.