

BANGLADESH WATER DEVELOPMENT BOARD



PROJECT COMPLETION REPORT

IMED-04/2003(REVISED)

NAME OF THE PROJECT: PROTECTION OF TEESTA RIVER LEFT BANK
FROM TEESTA BARRAGE TO CHANDIMARI
(1ST PHASE)

DIVISION: LALMONIRHAT O&M DIVISION, BWDB, LALMONIRHAT.

&

DALIA O&M DIVISION, BWDB, DALIA, NILPHAMARI.

CIRCLE : RANGPUR O&M CIRCLE-1, BWDB, RANGPUR.

ZONE : NORTHERN ZONE, BWDB, RANGPUR.

Government of the People's Republic of Bangladesh
Ministry of Planning
Implementation Monitoring and Evaluation Division

PROJECT COMPLETION REPORT: IMED 04/2003 (Revised)

A. PROJECT DESCRIPTION:

- 01. Name of the Project** : Protection of Teesta River Left Bank from Teesta Barrage to Chandimari (1st phase)
- 02. Administrative Ministry/Division** : Ministry of Water Resources
- 03. Executing Agency** : Bangladesh Water Development Project
- 04. Location of the Project** : Uz: Kurigran Sadar, Fulbari, Nageswari & Bhurungamari, Dist: Kurigram.

05. Objective of the Project :

- The main objective of the proposed project is to protect bank erosion along the left bank of the Teesta River from down stream of Teesta Barrage to Chandimari area.
- The overall objective of the project is erosion mitigation by river bank protection and to avoid environmental imbalance.
- Shoals will be removed from upstream of Teesta Barrage for smooth operation & maintenance of both the barrage and the flood bypass.
- To activate the dying right channel just downstream of Teesta Barrage by dredging to reduce the flow and thereby, bank erosion along the left bank of the river.
- To save valuable immovable properties (both public and private) including infrastructures, Bangladesh-India-Bhutan International Road dispersed in the vicinity of erosion affected area valued total Tk.264078.00 lakh by virtue of implementation of the project. The benefited area of the project is 85000 ha.

06. Estimated Cost :

(In lakh Taka)

	Original	Latest Revised
(a) Total	15066.50	15061.45
(b) Taka	15066.50	15061.45
(c) Foreign Currency	-	-
(d) Project Aid	-	-
(e) RPA	-	-

07. **Date of Approval** :

PCP	PP
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(a) Original	:		06-06-2006 (Administrative Approval)
(b) Latest Revised	:		13-04-2011 (Administrative Approval vide memo no 42.41.004.0100.031.2007-69 of MoWR)

08. **Implementation Period** :

	Date of Commencement	Date of Completion
(a) Original	July/2008	June/2010
(b) Latest Revised	July/2008	June/2011
(c) Actual	July/2008	June/2013

09. **Financing Arrangement (Source-wise):**

9.1 **Status of Loan/Grant**

a) **Foreign Financing** :

Source (s)	Currency as per Agreement	Amount in US \$ (Million)	Nature (Loan/Grant/supplier's/credit)	Date of Agreement	Date of Effective -ness	Date of Closing	
						Original	Revised
1	2	3	4	5	6	7	8
-							

b) **GOB:**

(In lakh Taka)

Total amount	Loan	Grant	Cash Foreign Exchange
1	2	3	4
15061.45	-	-	-

9.2 **Utilization of Project Aid: (Source wise)**

(In million)

Source (s)	Total Amount		Actual Expenditure		Unutilized Amount	
	In US \$	In Local Currency	In US \$	In Local Currency	In US \$	In Local Currency
1	2	3	4	5	6	7
-						

9.3 **Re-imbursible Project Aid (RPA):**

(In lakh Taka)

R P A Amount		Amount Spent	Amount Claimed	Amount Re-imbursed	Remarks
As per PP	As per Agreement				
1	2	3	4	5	6
-					

B. IMPLEMENTATION POSITION

01. Implementation Period:

Implementation Period as per PP		Actual Implementation period	Time Over-run (% of original implementation period)	Remarks
Original	Latest Revised			
1	2	3	4	5
July/2008 to June/2010	July/2008 to June/2011	July/2008 to June/2013	(+) 150%	

02. Cost of the Project:

(In lakh Taka)

Description	Estimated Cost		Actual expenditure	Cost over-run (% of original cost)	Remarks
	Original	Latest revised			
1	2	3	4	5	6
TOTAL	15066.50	15061.45	12873.86	(-) 14.55%	
TAKA	15066.50	15061.45	12873.86	(-) 14.55%	
PA					

03. Project Personnel:

Sanctioned strength as per PP	Manpower employed during execution	Status of the existing manpower			Manpower Employed	
		Manpower requirement for O&M as per pp	Existing manpower for O & M	Others		
1	2	3	4	5	Male	Female
Officer (s)	Project was implimented by the existing manpower of BWDB					
Staff (s)						
Total :						

04. Training of Project Personnel (Foreign/Local):

Field of Training /Study tour/workshop/S eminer etc.	Provision as per PP		Actual		Remarks
	Number of person	Man - months	Number of person	Man - months	
1	2	3	4	5	6
a. Foreign	Does not arise				
b. Local	Does not arise				

Component-wise Progress (As per latest approved PP):

(In lakh Taka)

Items of work (as per PP)	Unit	Target (as per PP)		Actual Progress		Reasons for deviation (±)
		Financial	Physical (Quantity)	Financial	Physical (Quantity)	
1	2	3	4	5	6	7
Survey & Investigation	1 item	7.00	1 item	6.38	1 item	
Petrol and Lubricant	1 item	14.00	1 item	14.00	1 item	
Telex/ Fax	1 item	1.00	1 item	0.995	1 item	
Stationery, Seal Stamp etc.	1 item	4.00	1 item	4.00	1 item	
Printing	1 item	3.00	1 item	3.00	1 item	
Repair of existing vehicle	1 item	7.00	1 item	7.00	1 item	
Sub-Total (Revenue)		36.00		35.375		
Purchase of Motor Cycle (125 cc)	2 Nos	3.00	2 Nos	3.00	2 Nos	
Purchase of Computer with accessories	2 Nos	2.00	2 Nos	1.70	2 Nos	
Purchase of Photocopier	2 Nos.	2.00	2 Nos.	1.995	2 Nos.	
Land Acquisition	-	-	-	-	-	
Reach: Guddimari to Sindurna						
Guide bundh	1110.00 m	2073.51	1110.00 m	1922.48	1110.00 m	
Revetment work (Km. 4.50 to Km. 5.50=1000m)	1000.00 m	1175.07	1000.00 m	1164.66	1000.00 m	
Reach: Parulia						
Revetment work (Km. 15.00 to Km. 15.30 & Km. 15.78 to Km. 17.68=2200m)	2200.00 m	2204.86	2200.00 m	2203.33	2200.00 m	
Reach: Bhotmari						
Revetment work (Km. 24.24 to Km. 25.24=1000m)	1000.00 m	1093.49	1000.00 m	958.61	1000.00 m	
Revetment work (Km. 25.24 to Km. 25.89=650m)	650.00 m	692.99	650.00 m	692.92	650.00 m	
Reach: Kalmati						
Revetment work (Km. 50.30 to Km. 50.80 & Km. 52.50 to Km. 53.50=1500m)	1500.00 m	1329.73	1500.00 m	1232.84	1500.00 m	
Repair of Kalmati cross bar	1 No	141.87	1 No	138.55	1 No	
Reach: Spur 5 at Rajpur to Teesta Railway Bridge.						
Revetment work (-Km. 0.17 to Km. 0.68=850.00m, Km. 0.75 to Km. 1.90=1150.00m, Km. 2.00 to Km. 2.30=300.00m, Km. 2.85 to Km. 3.25=400.00m & Km. 5.00 to Km. 5.20=200.00m)	2900.00 m	3485.93	2900.00 m	3369.01	2900.00 m	
Reach : Upstream of Barrage						
Shoal Removal by dredger/ mechanical equipment =500.00m	500.00 m	741.00	500.00 m	411.85	500.00 m	

Items of work (as per PP)	Unit	Target (as per PP)		Actual Progress		Reasons for deviation (±)
		Financial	Physical (Quantity)	Financial	Physical (Quantity)	
1	2	3	4	5	6	7
Reach: Downstream of Barrage						
Dredging of right bank channel by dredger/mechanical equipment (Km. 0.70 to Km. 3.70=3.00 Km.)	3.00 Km	2080.00	3.00 Km	737.54	3.00 Km	
Sub-Total (Capital)		15025.45		12838.485		
Grand Total		15061.45		12873.86		

06. Information regarding Project Director (s):

Name & Designation with pay Scale.	Full time	Part time	Responsible for more than one project	Date of		Remarks
				Joining	Transfer	
1	2	3	4	5	6	7
Mr. Zahirul Islam, Superintending Engineer & Project Director. 15000-600-19800/-			Yes	26-08-2007	28-02-2010	From beginning of project (03-03-2009)
Mr. Kazi Abu Bakar Siddeque Superintending Engineer & Project Director. 25750-1000-33750/-			Yes	28-02-2010	25-03-2010	
Mr. Md. Atiqur Rahman, Superintending Engineer & Project Director. 25750-1000-33750/-			Yes	25-03-2012	02-04-2012	
Mr. Abu Md Shafiul Azam, Superintending Engineer & Project Director. 25750-1000-33750/-			Yes	02-04-2012	-	Till to completion of project (30-6-2013)

07. Procurement of Transport (in Nos.):

Type of transport	Number as per P.P.	Procured with date	Transferred to Transport Pool with date	Transferred to O & M with date	Condemned/damaged with date	Remarks
1	2	3	4	5	6	7
Motor Cycle	2 nos	2 nos, date: 26-06-2012	-	2 nos, date: 26-06-2012	-	Working at Lalmonirhat O&M Division

08. Procurement of Goods, Works and Consultancy Services:

08.1 Goods & Works of the Project costing above Tk. 200.00 lakh. and Consultancy above Tk. 100.00 lakh :

Description of procurement (goods/works /consultancy) as per bid document	Tender/ Bid/ Proposal Cost (in crore Taka)		Tender/ Bid/ Proposal		Date of completion of works/ services and supply of goods	
	As per PP	Contract ed value	Invitation date	Contract signing/L.C opening date	As per contract	Actual
1	2	3	4	5	6	7
Lalmonirhat O&M Division						
Bank Revetment work on the left bank of Teesta River at Parulia from Km. 15.00 to Km.15.30 = 300.00m in c/w Protection of Teesta river left bank from Teesta Barrage to Chandimari (1st phase) in UZ. Hatibandha, Dist. Lalmonirhat during the year 2008-09 (Tender No.06/08-09, Package No. Lal-22)	5.10	2.2098	23-10-08	09-04-09	14-01-10	29-05-11
Bank Revetment work on the left bank of Teesta River at Kalmati from Km. 52.85 to Km.53.20 = 350.00m in c/w Protection of Teesta river left bank from Teesta Barrage to Chandimari (1st phase) in UZ. Lalmonirhat sadar, Dist. Lalmonirhat during the year 2008-09 (Tender No.06/08-09, Package No. Lal-23)	4.97	3.4593	23-10-08	09-04-09	14-01-10	25-01-12
Bank Revetment work on the left bank of Teesta River at Kalmati from Km. 53.20 to Km.53.50 = 300.00m in c/w Protection of Teesta river left bank from Teesta Barrage to Chandimari (1st phase) in UZ. Lalmonirhat sadar, Dist. Lalmonirhat during the year 2008-09 (Tender No.06/08-09, Package No. Lal-24)	4.26	2.0692	23-10-08	09-04-09	14-01-10	14-01-11
Bank Revetment work on the left bank of Teesta River at Kalmati from Km. 52.500 to Km.52.850 = 350.00m in c/w Protection of Teesta river left bank from Teesta Barrage to Chandimari (1st phase) in UZ. Lalmonirhat sadar, Dist. Lalmonirhat during the year 2008-09 (Tender No.07/08-09, Package No. Lal-25)	4.97	3.0147	11-11-08	09-04-09	14-01-10	15-03-12
Bank Revetment work along the left Bank of Teesta River from Km. 15.78 to Km. 16.10 at Parulia in C/W Protection of Teesta River Left Bank from Teesta Barrage to Chandimari (1st phase) Project in UZ. Hatibandha, Dist. Lalmonirhat during the year 2009-10 (Tender No.02/09-10, Package No. Lal-21)	4.64	3.3706	20-8-09	06-01-10	10-6-10	29-04-11
Bank Revetment work along the left Bank of Teesta River from Km. 16.10 to Km. 16.42 at Parulia in C/W Protection of Teesta River Left Bank from Teesta Barrage to Chandimari (1st phase) Project in UZ. Hatibandha, Dist. Lalmonirhat during the year 2009-10 (Tender No.02/09-10, Package No. Lal-22)	4.64	3.3688	20-8-09	03-01-10	10-6-10	22-11-10
Bank Revetment work along the left Bank of Teesta River from Km. 16.42 to Km. 16.74 at Parulia in C/W Protection of Teesta River Left Bank from Teesta Barrage to Chandimari (1st phase) Project in UZ. Hatibandha, Dist. Lalmonirhat during the year 2009-10 (Tender No.02/09-10, Package No. Lal-23)	4.64	3.2953	20-8-09	04-01-10	10-6-10	23-11-10
Bank Revetment work along the left Bank of Teesta River from Km. 16.74 to Km. 17.06 at Parulia in C/W Protection of Teesta River Left Bank from Teesta Barrage to Chandimari (1st phase) Project in UZ. Hatibandha, Dist. Lalmonirhat during the year 2009-10 (Tender No.02/09-10, Package No. Lal-24)	4.64	3.3195	20-8-09	03-01-10	10-6-10	15-12-10
Bank Revetment work along the left Bank of Teesta River from Km. 17.06 to Km. 17.38 at Parulia in C/W Protection of Teesta River Left Bank from Teesta Barrage to Chandimari (1st phase) Project in UZ. Hatibandha, Dist. Lalmonirhat during the year 2009-10 (Tender No.02/09-10, Package No. Lal-25)	4.64	3.2403	20-8-09	03-01-10	10-6-10	30-04-11
Bank Revetment work along the left Bank of Teesta River from Km. 17.38 to Km. 17.68 at Parulia in C/W Protection of Teesta River Left Bank from Teesta Barrage to Chandimari (1st phase) Project in UZ. Hatibandha, Dist. Lalmonirhat during the year 2009-10 (Tender No.02/09-10, Package No. Lal-26)	4.35	3.2440	20-8-09	03-01-10	10-6-10	15-05-11

5	Description of procurement (goods/works /consultancy) as per bid document	Tender/ Bid/ Proposal Cost (in crore Taka)		Tender/ Bid/ Proposal		Date of completion of works/ services and supply of goods	
		As per PP	Contract ed value	Invitation date	Contract signing/L.C opening date	As per contract	Actual
1		2	3	4	5	6	7
	Bank Revetment work along the left Bank of Teesta River from Km. 50.30 to Km. 50.55 at Kalmati in C/W Protection of Teesta River Left Bank from Teesta Barrage to Chandimari (1st phase) Project in UZ. Lalmonirhat Sadar, Dist. Lalmonirhat during the year 2009-10(Tender No.02/09-10, Package No. Lal-27)	3.88	2.3594	20-08-2009	03-01-2010	10-06-2010	02-03-2011
	Bank Revetment work along the left Bank of Teesta River from Km. 50.55 to Km. 50.80 at Kalmati in C/W Protection of Teesta River Left Bank from Teesta Barrage to Chandimari (1st phase) Project in UZ. Lalmonirhat Sadar, Dist. Lalmonirhat during the year 2009-10(Tender No.02/09-10, Package No. Lal-28)	3.87	2.3946	20-08-2009	05-01-2010	10-06-2010	30-05-2011
	Bank Revetment work at Rajpur (from Teesta Railway bridge in the U/S) from km. 2.00 to km. 2.30 in c/w Protection of Teesta River Left Bank from Teesta Barrage to Chandimari (Phase-1) Project during the year 2009-10(Tender No.02/09-10, Package No. Lal-29).	4.20	3.3039	20-08-2009	03-01-2010	10-06-2010	25-03-2011
	Bank Revetment work at Rajpur (from Teesta Railway bridge in the U/S) from km. 2.85 to km. 3.05 in c/w Protection of Teesta River Left Bank from Teesta Barrage to Chandimari (Phase-1) Project during the year 2009-10 (Tender No.02/09-10, Package No. Lal-30).	2.80	2.1649	20-08-2009	03-01-2010	10-06-2010	15-03-2011
	Bank Revetment work at Rajpur (from Teesta Railway bridge in the U/S) from km. 3.05 to km. 3.25 in c/w Protection of Teesta River Left Bank from Teesta Barrage to Chandimari (Phase-1) Project during the year 2009-10 (Tender No.02/09-10, Package No. Lal-31).	2.80	2.1676	20-08-2009	03-01-2010	10-06-2010	15-03-2011
	Bank Revetment work at Rajpur (from Teesta Railway bridge in the U/S) from km. 5.00 to km. 5.20 in c/w Protection of Teesta River Left Bank from Teesta Barrage to Chandimari (Phase-1) Project during the year 2009-10. (Tender No.02/09-10, Package No. Lal-32)	2.80	2.0734	20-08-2009	03-01-2010	10-06-2010	31-03-2011
	Bank Revetment work along the left Bank of Teesta River from Km. 25.24 to Km. 25.49 at Votmari in C/W Protection of Teesta River Left Bank from Teesta Barrage to Chandimari (1st phase) Project in UZ. Kaligonj, Dist. Lalmonirhat during the year 2009-10(Tender No.02/09-10, Package No. Lal-33)	4.25	2.8001	20-08-2009	06-01-2010	10-06-2010	30-04-2011
	Bank Revetment work along the left Bank of Teesta River from Km. 25.49 to Km. 25.74 at Votmari in C/W Protection of Teesta River Left Bank from Teesta Barrage to Chandimari (1st phase) Project in UZ. Kaligonj, Dist. Lalmonirhat during the year 2009-10(Tender No.02/09-10, Package No. Lal-34)	4.25	2.5516	20-08-2009	03-01-2010	10-06-2010	15-06-2011
	Bank Revetment work along the left Bank of Teesta River from Km. 25.74 to Km. 25.89 at Votmari in C/W Protection of Teesta River Left Bank from Teesta Barrage to Chandimari (1st phase) Project in UZ. Kaligonj, Dist. Lalmonirhat during the year 2009-10(Tender No.02/09-10, Package No. Lal-35)	2.35	1.5781	20-08-2009	03-01-2010	10-06-2010	05-12-2010
	Bank Revetment work along the left Bank of Teesta River from Km. 4.50 to Km. 4.70 at Guddimari-Sinduna in C/W Protection of Teesta River Left Bank from Teesta Barrage to Chandimari (1st phase) Project in UZ. Hatibandha, Dist. Lalmonirhat during the year 2009-10(Tender No.02/09-10, Package No. Lal-36)	4.20	3.1379	30-08-2009	03-01-2010	10-06-2010	28-04-2011
	Bank Revetment work along the left Bank of Teesta River from Km. 4.70 to Km. 4.90 at Guddimari-Sinduna in C/W Protection of Teesta River Left Bank from Teesta Barrage to Chandimari (1st phase) Project in UZ. Hatibandha, Dist. Lalmonirhat during the year 2009-10(Tender No.02/09-10, Package No. Lal-37)	4.20	2.1014	30-08-2009	03-01-2010	10-06-2010	15-12-2010
	Bank Revetment work along the left Bank of Teesta River from Km. 4.90 to Km. 5.10 at Guddimari-Sinduna in C/W Protection of Teesta River Left Bank from Teesta Barrage to Chandimari (1st phase) Project in UZ. Hatibandha, Dist. Lalmonirhat during the year 2009-10(Tender No.02/09-10, Package No. Lal-38)	4.20	2.0375	30-08-2009	03-01-2010	10-06-2010	15-12-2010

Description of procurement (goods/works /consultancy) as per bid document	Tender/ Bid/ Proposal Cost (in crore Taka)		Tender/ Bid/ Proposal		Date of completion of works/ services and supply of goods	
	As per PP	Contract ed value	Invitation date	Contract signing/L.C opening date	As per contract	Actual
1	2	3	4*	5	6	7
Bank Revetment work along the left Bank of Teesta River from Km. 5.10 to Km. 5.30 at Guddimari-Sinduna in C/W Protection of Teesta River Left Bank from Teesta Barrage to Chandimari (1st phase) Project in UZ. Hatibandha, Dist. Lalmonirhat during the year 2009-10 (Tender No.02/09-10, Package No. Lal-39)	4.20	2.0213	30-08-2009	03-01-2010	10-06-2010	18-04-2011
Bank Revetment work along the left Bank of Teesta River from Km. 5.30 to Km. 5.50 at Guddimari-Sinduna in C/W Protection of Teesta River Left Bank from Teesta Barrage to Chandimari (1st phase) Project in UZ. Hatibandha, Dist. Lalmonirhat during the year 2009-10 (Tender No.02/09-10, Package No. Lal-40)	4.20	2.4523	30-08-2009	04-01-2010	10-06-2010	17-05-2012
Bank Revetment work along the left Bank of Teesta River from Km. 25.240 to Km. 24.740 = 500.00m at Dauabari in C/W "Protection of Teesta River Left Bank from Teesta Barrage to Chandimari Project (1st phase)" in UZ. Hatibandha, Dist. Lalmonirhat during the year 2011-12, Tender no. 02/2011-12, Package no. Lal-01	5.4674	4.6999	14-08-2011	29-11-2011	28-05-2012	28-02-2013
Bank Revetment work along the left Bank of Teesta River from Km. 24.740 to Km. 24.240 = 500.00m at Dauabari in C/W "Protection of Teesta River Left Bank from Teesta Barrage to Chandimari Project (1st phase)" in UZ. Hatibandha, Dist. Lalmonirhat during the year 2011-12, Tender no. 02/2011-12, Package no. Lal-02	5.4674	4.8862	14-08-2011	29-11-2011	28-05-2012	28-06-2013
Bank Revetment work along the left Bank of Teesta River at Puran Teesta & Pangatari from Km. -0.170 to Km. 0.260 = 430.00 m in C/W Protection of Teesta River Left Bank from Teesta Barrage to Chandimari Project (1st phase) in UZ. Sadar, Dist. Lalmonirhat during the year 2011-12 (Tender No-01/2011-12, Package No- Lal-03)	5.2986	5.0617	26-07-2011	24-01-2012	30-06-2012	30-06-2013
Bank Revetment work along the left Bank of Teesta River at Puran Teesta & Pangatari from Km. 0.260 to Km. 0.680 = 420.00 m in C/W Protection of Teesta River Left Bank from Teesta Barrage to Chandimari Project (1st phase) in UZ. Sadar, Dist. Lalmonirhat during the year 2011-12 (Tender No-01/2011-12, Package No- Lal-04)	5.1753	4.9779	26-07-2011	23-01-2012	30-06-2012	08-06-2013
Bank Revetment work along the left Bank of Teesta River at Puran Teesta & Pangatari from Km. 0.750 to Km. 1.350 = 600.00 m in C/W Protection of Teesta River Left Bank from Teesta Barrage to Chandimari Project (1st phase) in UZ. Sadar, Dist. Lalmonirhat during the year 2011-12(Tender No-01/2011-12, Package No- Lal-05)	7.3933	7.1030	26-07-2011	24-01-2012	30-06-2012	20-06-2013
Bank Revetment work along the left Bank of Teesta River at Puran Teesta & Pangatari from Km. 1.350 to Km. 1.900 = 550.00 m in C/W Protection of Teesta River Left Bank from Teesta Barrage to Chandimari Project (1st phase) in UZ. Sadar, Dist. Lalmonirhat during the year 2011-12(Tender No-01/2011-12, Package No- Lal-06)	6.7772	6.5571	26-07-2011	23-01-2012	30-06-2012	30-06-2013
Dalia O&M Division						
Construction of Guide Bundh along the left bank of Teesta River from Km 1.800 to Km 2.050 at D/S of Teesta Barrage in Umanilla-Hatibandha, District-Lalmonirhat under Dalia O&M Division, BWDB, Dalia, Nilphamari during the year 2009-2010 (Tender No.03-2009-2010, Package WD-01).	5.520	4.614	30-08-2009	14-01-2010	30-07-2010	30-07-2010
Construction of Guide Bundh along the left bank of Teesta River from Km 2.050 to Km 2.300 at D/S of Teesta Barrage in Umanilla-Hatibandha, District-Lalmonirhat under Dalia O&M Division, BWDB, Dalia, Nilphamari during the year 2009-2010 (Tender No.03-2009-2010, Package WD-02).	5.520	4.4755	30-08-2009	14-01-2010	30-07-2010	30-07-2010
Construction of Guide Bundh along the left bank of Teesta River from Km 2.300 to Km 2.550 at D/S of Teesta Barrage in Umanilla-Hatibandha, District-Lalmonirhat under Dalia O&M Division, BWDB, Dalia, Nilphamari during the year 2009-2010 (Tender No.03-2009-2010, Package WD-03).	7.250	4.6954	30-08-2009	14-01-2010	30-07-2010	30-07-2010

Description of procurement (goods/works /consultancy) as per bid document	Tender/ Bid/ Proposal Cost (in crore Taka)		Tender/ Bid/ Proposal		Date of completion of works/ services and supply of goods	
	As per PP	Contract ed value	Invitation date	Contract signing/L.C opening date	As per contract	Actual
1	2	3	4	5	6	7
Shoal Removal from the upstream of Teesta Barrage of Teesta River from Chainage 200.00 M to 700.00 M Upazila- Hatibandha, District- Lalmonirhat under Dalia O&M Division, BWDB, Dalia, Nilphamari during the year 2010-2011. (Tender No.07/10-11, Package No.DW-02/2009-10)	7.410	7.2894	30-03-2011	14-06-2011	28-02-2012	31-03-2012
Dredging of Right Bank Channel by Dredger/any other Mechanical equipments at Down stream of Teesta Barrage of Teesta River from Chainage 700.00 M to Chainage 1700.00 M in Upazila- Dimla, District- Nilphamari under Dalia O&M Division, BWDB, Dalia, Nilphamari during the year 2010-2011 (Tender No.07/10-11, Package No.DW-03/2009-10)	6.9333	6.4809	04-01-2011	30-03-2011	14-01-2012	31-03-2012
Dredging of Right Bank Channel by Dredger/any other Mechanical equipments at Down stream of Teesta Barrage of Teesta River from Chainage 1700.00 M to Chainage 2700.00 M in Upazila- Dimla, District- Nilphamari under Dalia O&M Division, BWDB, Dalia, Nilphamari during the year 2010-2011 (Tender No.07/10-11, Package No.DW-04/2009-10)	6.9333	5.1686	04-01-2011	30-03-2011	14-01-2012	31-03-2012
Dredging of Right Bank Channel by Dredger/any other Mechanical equipments at Down stream of Teesta Barrage of Teesta River from Chainage 2700.00 M to Chainage 3700.00 M in Upazila- Dimla, District- Nilphamari under Dalia O&M Division, BWDB, Dalia, Nilphamari during the year 2010-2011 (Tender No.07/10-11, Package No.DW-05/2009-10)	6.9334	4.4033	04-01-2011	30-03-2011	14-01-2012	31-03-2012
Construction of Guide bundh along the left bank of Teesta River (DS of Teesta Barrage) Guddimari to Sinduana from Km. 2.550 to Km. 2.730 at Pittifata (Doani) Guddimari, Hatibandha, Lalmonirhat in c/w the Project "Protection of Teesta River Left bank from Teesta Barrage to Chandimar (Phase-1)" under Dalia O&M Division, BWDB, Dalia, Nilphamari during the year 2011-2012 (Tender No.01/11-12, Package No.DW-01/11-12).	3.475	2.2717	03-07-2011	22-10-2011	30-05-2012	30-06-2013
Construction of Guide bundh along the left bank of Teesta River (DS of Teesta Barrage) Guddimari to Sinduana from Km. 2.730 to Km. 2.910 at Pittifata (Doani) Guddimari, Hatibandha, Lalmonirhat in c/w the Project "Protection of Teesta River Left bank from Teesta Barrage to Chandimar (Phase-1)" under Dalia O&M Division, BWDB, Dalia, Nilphamari during the year 2011-2012 (Tender No.01/11-12, Package No.DW-02/11-12).	3.475	3.1881	03-07-2011	22-10-2011	30-05-2012	30-06-2013

2 Use of Project Consultant (s) (Foreign/Local):

Name of the Field	Approved man month		Actual man month utilised	Remarks
	As per PP	As per contract		
1	2	3	4	5
a) Foreign :	-	-	-	-
b) Local :	-	-	-	-

4 Construction/Erection/Installation Tools & Equipment:

Description of items	Quantity (as per PP)	Quantity procured with date	Transferred to O & M with date	Disposed off as per rule with date	Balance	Remarks
1	2	3	4	5	6	7
Computer	2 nos	1 no, date: 01-03-2009 & 1 no, date: 22-06-2011	1 no, date: 01-03-2009 & 1 no, date: 22-06-2011	-	-	One no transferred to the office of the Superintending Engineer, Rangpur O&M Circle-1, BWDB, Rangpur and othes transferred to Planning Commision, Dhaka.
Photocopier	2 nos	1 no, date: 08-06-2011 & 1 no, date: 22-06-2011	1 no, date: 08-06-2011 & 1 no, date: 22-06-2011	-	-	One no working at Lalmonirhat O&M Division, BWDB, Lalmonirhat and othes transferred to Office of the Chief Engineer, NZ, BWDB, Rangpur.

C. FINANCIAL AND PHYSICAL PROGRAMME:

01. (a) Original and revised schedule as per PP :

(In lakh Taka)

Financial Year	Financial provision & physical target as per original PP				Financial provision & physical target as per latest revised PP			
	Total	Taka	P.A.	Physical (%)	Total	Taka	P.A.	Physical (%)
1	2	3	4	5	6	7	8	9
2008-09	1629.00	1629.060	-	12.233	0.00	0.00	-	-
2009-10	13437.50	13437.50	-	82.086	3725.73	3725.73	-	24.77
2010-11	-	-	-	-	11335.72	11335.22	-	75.23
Total	15066.50	15066.50	-	100.00	15061.45	15061.45	-	100.00

01. (b) Revised ADP allocation and progress :

(In lakh Taka)

Financial Year	Revised Allocation & target				Taka release	Expenditure & physical progress			
	Total	Taka	P.A.	Physical %		Total	Taka	P.A.	Physical %
1	2	3	4	5	6	7	8	9	10
2008-09	-	-	-	-	-	-	-	-	-
2009-10	3728.00	3728.00	-	27.002%	3728.00	3728.00	3728.00	-	27.002%
2010-11	4000.00	4000.00	-	28.56%	4000.00	3398.15	3398.15	-	28.56%
2011-12	2250.00	2250.00	-	16.98%	2250.00	2247.71	2247.71	-	16.98%
2012-13	3500.00	3500.00		19.354%	3500.00	3500.00	3500.00	-	19.354%
Total					13478.00	12873.86	12873.86		91.896

D. ACHIEVEMENT OF OBJECTIVES OF THE PROJECT:

Objectives as per PP	Actual achievement	Reasons for shortfall, if any
The main objective of the proposed project is to protect bank erosion along the left bank of the Teesta River from down stream of Teesta Barrage to Chandimari area.	Effectively protect bank erosion along the left bank of the Teesta River from down stream of Teesta Barrage to Chandimari area.	-
The overall objective of the project is erosion mitigation by river bank protection and to avoid environmental imbalance.	Mitigate the erosion.	-
Shoals will be removed from upstream of Teesta Barrage for smooth operation & maintenance of both the barrage and the flood bypass.	Smoothly operated & maintained both the barrage and the flood bypass after completing this percent of work.	-
To activate the dying right channel just downstream of Teesta Barrage by dredging to reduce the flow and thereby, bank erosion along the left bank of the river.	Activated the dying right channel after completing this percent of work.	-
To save valuable immovable properties (both public and private) including infrastructures, Bangladesh – India-Bhutan International Road dispersed in the vicinity of erosion affected area valued total Tk.264078.00 lakh by virtue of implementation of the project. The benefited area of the project is 85000 ha.	Saved valuable immovable properties (both public and private) including infrastructures, Bangladesh –India-Bhutan International Road dispersed in the vicinity of erosion affected area.	-

E. BENEFIT ANALYSIS

01. Annual Out-put:

Items of out-put	Unit	Estimated quantity expected at full capacity	Actual quantity of out-put during the 1st year of operation at full capacity (or during, real production for newly completed project).
Non-Tangible benefitted project			

02. Cost / Benefit:

Item	Estimated	Actual
(1) Benefit cost ratio of the project		Not yet measured
(i) Financial	(i) 3.37 : 1.00	
(ii) Economic	(ii) 4.04 : 1.00	
(2) Internal Rate of Return		
(i) Financial	(i) 55.60%	
(ii) Economic	(ii) 67.61%	

03. Please give reasons for shortfall, if any, between the estimated and actual benefit:

F. MONITORING AND AUDITING

9.1 Monitoring:

Name & designation of the inspecting official	Date of Inspection	Identified Problems	Recommendations
1	2	3	4
৩। Ministry / Agency:			
জনাব মোঃ নজরুল ইসলাম, সিনিয়র সহঃ প্রধান, কম্পিউটার ইনস্ট্রুমেন্টস, কম্পিউটার সিস্টেমস, ঢাকা।	৩০-১০-২০০৯		
জনাব মোঃ আব্দুল কাদের, ই-সিস্টেম কম্পিউটার ইনস্ট্রুমেন্টস, কম্পিউটার সিস্টেমস, ঢাকা।	২৮-১১-২০০৯		
জনাব মোঃ শাহ আলম সিদ্দিকী, সিনিয়র প্রধান, কম্পিউটার সিস্টেমস, ঢাকা।	২৫-০২-২০১১		
জনাব মোঃ আলমগীর আলী, সিনিয়র কম্পিউটার ইনস্ট্রুমেন্টস, কম্পিউটার সিস্টেমস, ঢাকা।	০৩-১২-২০১১		
জনাব মোঃ হুমায়ুন কবীর, ই-সিস্টেম কম্পিউটার ইনস্ট্রুমেন্টস, কম্পিউটার সিস্টেমস, ঢাকা।	১১-০১-২০১২		
জনাব মোঃ হুমায়ুন কবীর, ই-সিস্টেম কম্পিউটার ইনস্ট্রুমেন্টস, কম্পিউটার সিস্টেমস, ঢাকা।	০৮-০২-২০১২		
জনাব মোঃ হুমায়ুন কবীর, ই-সিস্টেম কম্পিউটার ইনস্ট্রুমেন্টস, কম্পিউটার সিস্টেমস, ঢাকা।	১৮-০৩-২০১২		
জনাব মোঃ হুমায়ুন কবীর, ই-সিস্টেম কম্পিউটার ইনস্ট্রুমেন্টস, কম্পিউটার সিস্টেমস, ঢাকা।	১৮-০৮-২০১২		
জনাব মোঃ হুমায়ুন কবীর, ই-সিস্টেম কম্পিউটার ইনস্ট্রুমেন্টস, কম্পিউটার সিস্টেমস, ঢাকা।	২০-০৮-২০১২		
জনাব মোঃ হুমায়ুন কবীর, ই-সিস্টেম কম্পিউটার ইনস্ট্রুমেন্টস, কম্পিউটার সিস্টেমস, ঢাকা।	২৭-০৯-২০১২		
জনাব মোঃ হুমায়ুন কবীর, ই-সিস্টেম কম্পিউটার ইনস্ট্রুমেন্টস, কম্পিউটার সিস্টেমস, ঢাকা।	১৭-০৮-২০১৩		

Name & designation of the inspecting official	Date of Inspection	Identified Problems	Recommendations
1	2	3	4
(b) IMED :			
কমরুল হক মলিক, সিনিয়র ইঞ্জিনিয়ার, পরিকল্পনা মন্ত্রণালয়,	০৩-০৪-২০১০	(ঙ) গত ০৩-০৪-১০ তারিখে প্রকল্পটি পরিদর্শনকালে দেখা যায় মার্চ ২০১০ পর্যন্ত প্রকল্পের বাস্তব অগ্রগতি সাধিত হয়েছে মাত্র ২০% মাত্র ২৮৪.২৫ লক্ষ টাকা। প্রকল্প বাস্তবায়নকারী সংস্থা মাঠ পর্যায়ের সংশ্লিষ্ট কর্মকর্তাদের সাথে আলোচনায় জানা যায়, প্রয়োজনীয় বরাদ্দ না পাওয়ায় চলতি ২০০৯-১০ অর্থ বছরে প্রায় ৬০-৭০% কাজ সম্পন্ন করার পরিকল্পনা গ্রহণ অবশিষ্ট ৪০-৩০% কাজ আগামী ২০১০-২০১১ অর্থ বছরে সম্পন্ন করা হবে। সে হিসাবে আগামী ২০১০-২০১১ অর্থবছরে প্রকল্পের বাস্তবায়ন সম্পন্ন করতে এডিপিতে ৭৫০৪.৫০ লক্ষ টাকা বরাদ্দ করতে হবে। ফলশ্রুতিতে, প্রকল্পের সুষ্ঠু বাস্তবায়ন নির্বাহী করাসহ ঠিকাদারের সমুদয় পাওনা পরিশোধ করার জন্য কোন প্রকার ব্যয় বৃদ্ধি ব্যতিরেকে প্রকল্পটির বাস্তবায়ন মেয়াদ আগামী জুন/২০১১ পর্যন্ত ১ বছর বৃদ্ধির প্রয়োজনীয়তা রয়েছে। (চ) প্রকল্পের আওতায় লালমনিরহাট জেলাধীন লালমনিরহাট সদর উপজেলার (রাজপুর) কাউনিয়া ব্রীজ এর উজানে বাস্তবায়নাধীন তীর সংরক্ষণ কাজের প্যাকেজ নং ২৯ পরিদর্শন করা কালে তিস্তা রেলওয়ে ব্রীজের উজানে ২.০০ কিমিঃ এলাকাব্যাপী নদী ভাঙ্গন পরিলক্ষিত হওয়ার প্রেক্ষিতে উক্ত এলাকায় প্রকল্পের আওতায় নদী তীর সংরক্ষণ কাজ বাস্তবায়ন করা হবে কিনা জানতে চাওয়া হলে, প্রকল্প পরিদর্শনকালে উপস্থিত বাপাউবোর্ডের রংপুর অঞ্চলের প্রধান প্রকৌশলী অবহিত করেন যে, গত তিন বছর আগে প্রকল্পটি প্রণয়নকালে উক্ত এলাকায় তেমন ভাঙ্গন ছিলনা বলে তা প্রকল্প প্রস্তাবে অন্তর্ভুক্ত করা হয়নি। কিন্তু বর্তমানে তিস্তা রেলওয়ে ব্রীজের উজানে ২.০০ কিমিঃ এলাকাব্যাপী ব্যাপক নদী ভাঙ্গন পরিলক্ষিত হওয়াসহ প্রকল্প এলাকাভুক্ত হাতিবান্ধা উপজেলায় ডাউয়াবাড়ী ইউনিয়নের ঘুংটিঘর এলাকারও ১ কিমিঃ এলাকাব্যাপী ব্যাপক নদী ভাঙ্গন দেখা দিয়েছে। তাই আলোচন্য প্রকল্পের তীর সংরক্ষণ কাজের সহায়ীত্বের স্বার্থে উপরোক্ত অতিরিক্ত ৩ কিমিঃ এলাকায়ও তীর সংরক্ষণ কাজ বাস্তবায়ন করা জরুরী। এ পর্যায়ে পরিদর্শনকালে উপস্থিত বাপাউবোর্ডের রংপুর পওর সার্কেল-১ এর তত্ত্বাবধায়ক প্রকৌশলী এবং লালমনিরহাট পওর বিভাগের নির্মাহী প্রকৌশলী অবহিত করেন যে, আলোচ্য প্রকল্পের প্রাক্কলিত ব্যয় ১৫০৬৬.৫০ লক্ষ টাকা হলেও দরপত্র উদ্ধৃত দর প্রাক্কলিত দর অপেক্ষা কম হওয়ায় প্রকল্পটি বাস্তবায়নে প্রায় ৪৪৭২.০০ লক্ষ টাকার সাশ্রয় হবে। এ প্রেক্ষিতে বর্ণিত ভাঙ্গন কবলিত ৩ কিমিঃ এলাকায় নদী ভাঙ্গন রোধে কার্যক্রম গ্রহণ করার জন্য আলোচ্য প্রকল্পটি সংশোধন করা যেতে পারে।	৭.৩। তিস্তা ব্যারেজ হতে চন্ডিয়ারী পর্যন্ত তিস্তা নদীর বামতীর সংরক্ষণ (১ম পর্যায়) প্রকল্পের সুষ্ঠু বাস্তবায়ন নির্বাহী করাসহ ঠিকাদারের সমুদয় পাওনা পরিশোধ করার নিমিত্তে আগামী ২০১০-২০১১ অর্থবছরে প্রকল্পের বিপরীতে এডিপিতে প্রয়োজনীয় বরাদ্দ নিশ্চিত করা পূর্বক প্রকল্পটির বাস্তবায়ন মেয়াদ আগামী জুন/২০১১ পর্যন্ত ১ বছর বৃদ্ধি করা যেতে পারে। ৭.৪। লালমনিরহাট জেলাধীন লালমনিরহাট সদর উপজেলার তিস্তা রেলওয়ে ব্রীজের উজানে ২.০০ কিমিঃ এবং হাতিবান্ধা উপজেলার ডাউয়াবাড়ী ইউনিয়নের ঘুংটিঘর এলাকায় ১ কিমিঃ এলাকাব্যাপী ব্যাপক নদী ভাঙ্গন পরিলক্ষিত হওয়ায় তা রোধে আলোচ্য তিস্তা ব্যারেজ হতে চন্ডিয়ারী পর্যন্ত তিস্তা নদীর বামতীর সংরক্ষণ (১ম পর্যায়) প্রকল্পের ডিপিপি'র সাশ্রয়কৃত অর্থের মাধ্যমে প্রকল্পটি সংশোধনের পদক্ষেপ গ্রহণ করা যেতে পারে।

Name & designation of the inspecting official	Date of Inspection	Identified Problems	Recommendations
1	2	3	4
জনাব বইজেন্দ্র বর্মণ, পরিচালক, বাস্তবায়ন পরিদপ্তর ও মূল্যায়ন বিভাগ, রাজপুর	১৪-০৫-২০১১	১৩.১। এডিপি বরাদ্দ স্বল্পতা : গত ২০০৯-১০ এবং ২০১০-১১ অর্থবছরে প্রকল্পটির অনুকূলে এডিপি বরাদ্দ দেয়া হয়েছে যথাক্রমে ৩৭২৮.০০ ও ৪০০০.০০ লদ টাকা, এবং ২০০৯-২০১০ অর্থবছরে ব্যয়িত অর্থের পরিমাণও ৩৭২৮.০০ লক্ষ টাকা। প্রকল্পটির নির্ধারিত সময়ে সমাপ্ত করার লক্ষ্যে আর্থিক বরাদ্দ ও ভৌত কাজ সম্পাদনের লক্ষ্যমাত্রা অনুযায়ী প্রয়োজনীয় বরাদ্দ না পাওয়ায় প্রকল্পটির বাস্তবায়ন গতি বিঘ্নিত হয়েছে বা হচ্ছে বলে প্রতীয়মান হয়। প্রকল্পটির চলমান প্যাকেজগুলোর অগ্রগতি পর্যালোচনায় দেখা যায়, বাস্তব কাজ ১০০% শেষ হওয়ার পরও প্রয়োজনীয় বরাদ্দ সংকুলান না থাকায় প্যাকেজগুলোর অনুকূলে বিল পরিশোধ করা সম্ভব হয়নি অর্থাৎ আর্থিক অগ্রগতি কম হয়েছে। প্রকল্পটির অবশিষ্ট/চলমান কাজ জুন, ২০১২ এর মধ্যে সমাপ্তির লক্ষ্যে প্রকল্পটির অনুকূলে ২০১১-১২ অর্থবছরের এডিপিতে প্রয়োজনীয় বরাদ্দ প্রদানের প্রয়োজন আছে। ১৩.২। প্রকল্পে বাস্তবায়ন কাজে এন্টি-বিচ্যুতি : প্রকল্পটির আওতায় বাস্তবায়িত/বাস্তবায়নাধীন ৩টি প্যাকেজের কাজ পরিদর্শনকালে কিছু ত্রুটি-বিচ্যুতি লক্ষ্য করা গেছে। রাজপুর এলাকায় বাস্তবায়িত প্যাকেজটির তীর সংরক্ষণ কাজে সিসি ব্লক পিচিং কাজের ঢাল যথাযথভাবে সংরক্ষণ করা হয়নি। ডিজাইন অনুযায়ী ১V:২ H এর পরিবর্তে প্রায় ১V: ৩ H করা হয়েছে। অধিকাংশ সিসি ব্লকের ইতোমধ্যে নষ্ট হয়েছে। তীর সংরক্ষণ কাজের সহায়িত্বের স্বার্থে নষ্ট হওয়া সিসি ব্লক প্রতিস্থাপনের প্রয়োজন আছে। কালমাটি ক্রসবারের স্লোপ সংরক্ষণ কাজে ছাল সংরক্ষণ করা হলেও, খোয়া ফিল্টারের কাজে ব্যবহৃত বেশ কিছু ওভার সাইট খোয়াসহ ফিল্টার লেয়ারের পুরুত্ব কম (৪ ইঞ্চির পরিবর্তে ৩ ইঞ্চি) করা হয়েছে। প্রকল্পের কাজ সুষ্ঠুভাবে বাস্তবায়নে যথাযথ ও কার্যকরী তদারকির অভাব পরিলক্ষিত হয়েছে।	১৪.১। প্রকল্প বাস্তবায়নের মাধ্যমে যথাসময়ে সুফল প্রাপ্তির লক্ষ্যে সংশোধিত ডিপিপি অনুযায়ী অবশিষ্ট/চলমান নদী তীর সংরক্ষণ কাজ ৪৭০০ মিঃ সোল অপসারণ, গাইড বঁধ নির্মাণ, ড্রেজিং কাজ ইত্যাদি জুন, ২০১২ এর মধ্যে সমাপ্ত করতে জরুরী পদক্ষেপ গ্রহণ করতে হবে এবং এ লক্ষ্যে প্রকল্পটির অনুকূলে ২০১১-১২ অর্থ বছরের এডিপিতে প্রয়োজনীয় বরাদ্দ প্রদান নিশ্চিত করতে হবে। ১৪.২। প্রকল্পের অবশিষ্ট/চলমান সম্পাদ্য কাজ বাস্তবায়নে গুণগত ও পরিমাণগত মান বজায় রাখার স্বার্থে নিবিড় তদারকি ও বাড়তি সতর্কতামূলক ব্যবস্থা গ্রহণ করতে হবে। ১৪.৩। নদী তীর সংরক্ষণ কাজের সহায়িত্বের স্বার্থে নষ্ট হওয়া সিসি ব্লক প্রতিস্থাপনের ব্যবস্থা গ্রহণ করতে হবে। যথাযথভাবে ঢাল সংরক্ষণসহ খোয়া ফিল্টারের মান ও গুরুত্ব নিশ্চিত করার ব্যবস্থা গ্রহণ করতে হবে। প্রয়োজনবোধে ঠিকাদারের সাথে সম্পাদিত চুক্তির আওতায় বিদ্যমান বিধি-বিধান অনুযায়ী সংশ্লিষ্ট ঠিকাদারের বিরুদ্ধে ব্যবস্থা গ্রহণ করা যেতে পারে।
৪. Orders: (Please specify)			
জনাব হুমায়ুন কবীর, উপ পরিচালক, উপ পরিচালক (পরিদর্শন), রাজপুর	০৫-০৫-২০০৯		
জনাব হুমায়ুন কবীর, উপ পরিচালক (পরিদর্শন), রাজপুর	০৩-১২-২০১১		
জনাব হুমায়ুন কবীর, উপ পরিচালক (পরিদর্শন), রাজপুর	১৪-০৪-২০১২		
জনাব হুমায়ুন কবীর, উপ পরিচালক (পরিদর্শন), রাজপুর	১৬-০১-২০১২		
জনাব হুমায়ুন কবীর, উপ পরিচালক (পরিদর্শন), রাজপুর	২৯-০৩-২০১২ ৩০-০৩-২০১২		

Name & designation of the inspecting official	Date of Inspection	Identified Problems	Recommendations
1	2	3	4
জনাব মোঃ মোস্তাফিজ হোসেন সিনিয়র সিস্টেম অ্যানালাইস্ট, সিস্টেম সার্ভিস বিভাগ, সিসিআর, ঢাকা	২০-০৩-২০১২		
জনাব ড. এম. নজমুল হক, সিনিয়র সিস্টেম অ্যানালাইস্ট, সিস্টেম সার্ভিস বিভাগ, সিসিআর, ঢাকা	০৮-০৭-২০১২ ০৯-০৭-২০১২		
১. জনাব মোঃ রফিকুল আলম মোল্লা, সিনিয়র সিস্টেম অ্যানালাইস্ট (পরিচালনা), সিস্টেম সার্ভিস বিভাগ এবং ২. জনাব মোঃ সৈয়দ মুহাম্মদ, সিনিয়র সিস্টেম অ্যানালাইস্ট, সিস্টেম সার্ভিস বিভাগ, সিসিআর, ঢাকা	২৩-০৮-২০১২ ২৪-০৮-২০১২		
জনাব ড. এ. এম. হারিদুজ্জামান, সিনিয়র সিস্টেম অ্যানালাইস্ট, সিস্টেম সার্ভিস বিভাগ, সিসিআর, ঢাকা	১৫-১২-২০১২		

4.2 Auditing during and after Implementation:

4.2.1 Internal Audit:

Period of Audit	Date of submission of Audit Report	Major findings/ objections	Whether objections resolved or not.
1	2	3	4
-	-	-	-

4.2.2 External Audit:

Audit period	Date of submission of Audit Report	Major findings/ objections	Whether objections resolved or not.
1	2	3	4
2008-2009	-	-	-
2009-2010	30-05-2011	4 objections	Under processing
2010-2011	10-04-2012	4 objections	1 objection resolved & 3 objections under processing
2011-2012	09-01-2013 & 11-06-2012	4 objections & 1 objection	Under processing
2012-2013	-	-	-

G. DESCRIPTIVE REPORT

General Observations/Remarks of the Project on:

1.1 Background

Detailed Pre-investment study was conducted by IWM under BWDB's PC-II entitled as "Feasibility Study for new Projects under BWDB." As per recommendation of Feasibility Study a DPP was prepared named "Protection of Teesta River Left Bank from Teesta Barrage to Chandimari and Upstream of Teesta Barrage including Shoal Removal from the Teesta River bed near Teesta Barrage." The original proposed DPP comprises the main physical work such as River Bank Protection work of 6700 meter, Guide Bundh of 750 meter, Dredging for Shoal Removal (Earth volume: 5.70 lakh cum), Dredging of Right Bank Channel (Earth volume: 16.00 lakh cum) and T-head groyne etc. located in Upazila Hatibandha, Kaliganj, Aditmari & Lalmonirhat Sadar of Lalmonirhat Dist. and Upazila Dimla of Nilphamari Dist.

A PEC Meeting held on 27.03.2008 on the proposed project. According to the decision of the PEC meeting the proposed project will be implemented in two phases. Present recast DPP named "Protection of Teesta River Left bank from Teesta Barrage to Chnadimari (Phase-I)" has been prepared for River bank protection work of 6250 meter & guide bundh of 750 meter only at the downstream of Teesta Barrage located in Upazila Hatibandha, Kaliganj, Aditmari & Lalmonirhat Sadar of Lalmonirhat Dist. and Upazila Dimla of Nilphamari Dist. Remaining shoal removal and river dredging works of the original DPP (proposed) will be implemented under Phase-II of the project located in Upazila Dimla of Nilphamari Dist. after completion of present Phase-I. Later on separate DPP (Phase-II) will be prepared to implement the remaining works of the original proposed project.

A project named "Protection of Teesta River Left Bank (from Teesta Railway Bridge to Chandimari) Project" was implemented during 1998-2005. After completion of the project Kalmati and Rajpur areas were severely affected by River erosion. Hence, the Feasibility Study conducted by IWM was made from Teesta Barrage to Teesta Railway Bridge (Kownia). As per recommendation of the Feasibility Study the protective work at Kalmati and Rajpur (down stream of Chandimari) have been included in the proposed project though the name of the proposed project "Protection of Teesta River Left bank from Teesta Barrage to Chnadimari (Phase-I)" remained same.

The proposed project area is located at Hatibanda, Kaligonj, Aditmari and Lalmonirhat Sadar Upazila under Lanmonirhat District. It lies in E390000 to E443000 (BTM co-ordinate) and N854000 to N910000. The area is a part of northwest region of Bangladesh.

The topography of the region is mainly divided into two groups i.e. the upper region of moderate ground slope and the middle and lower region of relatively flatter ground slope. The area drained by the Teesta River, is somewhat higher and less flat. Land elevation is between 50-62m PWD.

The Teesta is a Trans-Himalayan river flowing through Sikkim and is one of the most churning rivers in the Himalayas. It flows for about 130km on Bangladesh territory before it joins the Brahmaputra River at Chilmari. The river is perennial and its basin area ranges from 6930m above mean sea level in the North to 143m at Gazaldoba Barrage in the South showing distinct North South gradient. Land slope varies from 66m/km to 2.9m/km. Indian Barrage at Gozaldoba rests at the foothill of the mountains. The land slope below Gozaldoba is between 1.19m/km to 0.7m/km in the remaining area upto Dalia in Bangladesh. At downstream of the Teesta Barrage, the land slop is about 0.42m/km. In Bangladesh territory the Teesta is fed by water from the Buri Teesta and Shaniazan.

The dynamism in the changes of course of the river Teesta in the piedmont and adjoining areas of North Bengal poses a serious problem. The problem rests in the circumstance along the river course with regard to the variations of erosion and depositional process, relating to the local climate, environment and topographic developments in the Teesta basin. The upper and middle Teesta basins are landslide prone areas, contributing a huge sediment load to the river. The average discharge during June-September (at Dalia) is about 1800 cumec while that in winter dry season is only 200 cumec. Flow is lowest in February and seldom exceeds 160 cumec. Average peak flow is 4250 cumec. The sediment load in the river increases with high monsoon discharge. It seems certain that the dynamic equilibrium of the river will be impaired with the construction of barrages across the river and the sediment load will be trapped within the reservoirs, reducing their capacity.

The left bank erosion of the Teesta River from Teesta Barrage to Chandimari has been taking place since long. Protection of Teesta River Left Bank Project (From Teesta Railway Bridge to Chandimari) was implemented during 1998-2006. Prior to implementation of this project, Soti river project (implemented during 1978-81) was badly damaged due to left bank erosion of the Teesta River and also Lalmonirhat district Town & Lalmonirhat-Patgram road was threatened. Due to continuation of river bank erosion, Soti River merged with Teesta River through existing khals. In order to reduce erosion hazard as well as safety of valuable properties, the project was taken for protection of left bank erosion.

The physical works completed under this project are:

Sl. No.	Description of work	Location Change		Length	Remarks
		From (Km)	To (Km)		
1	Embankment	10.00	17.90	16.00 km	Towards Upstream
		24.00	32.05		
2	Revetment at Modhuram	4.40	4.69	290m	
3	Revetment at Satinadi	4.83	5.168	333m	
4	Spur #5 (Rajpur)	5.313	-	-	
5	Spur #4 (Rajpur)	6.84	-	-	
6	Spur #3 (Tajpur)	7.82	-	-	
7	Revetment at Khuniagach	8.80	10.565	1765m	
8	Revetment at Kalmati cross bar	10.98	-	-	
9	Regulator 2 vent (Mohishershar)	11.00	-	1 No.	
10	Spur #2 (Mohishkocha)	15.19	-	-	
11	Spur #1 (Chandimari)	18.89	-	-	

The project has been effective to reduce extent of bank erosion. Meanwhile Terminal Evaluation on this completed project was conducted by IMED and major findings of the report are as follows:

Also 174m revetment work (from Km: 49.18 to Km: 49.354) was implemented under Protection of Parulia Bander Project, which is now effective for erosion mitigation in the area. The left bank erosion at downstream of the Barrage has recently taken drastic form owing to complete shift of the right bank channel towards the left and the situation has also been aggravated further downstream. Shifting from west to east is more pronounced (maximum 218m/year) in the downstream reach. On the other hand, shifting from east to west is significant (maximum 218m/year) around Parulia-Kaligonj area. Around the Barrage (both upstream and downstream) the river channel exhibited a leftward (west to east) shifting trend with maximum erosion of 74 m/year whereas at further upstream of the Barrage to Indo-Bangladesh border the river channel shifted rightward (east to west). The intensity of erosion during this period is less at the upstream rather than downstream of the Barrage because of training of the river at the

upstream. In recent past the right bank at the downstream of the Barrage has also been protected against erosion. It has caused the river channel to shift towards the left. At present damaging effects of the left bank erosion are apparent at several locations namely Rajpur, Bhotmari, Parulia, Guddimari etc. The erosion is likely to continue unless mitigatory measures are taken.

The other problem in view is the formation shoal both at upstream and downstream of the Teesta Barrage. Formation of shoal at the upstream of the Barrage is a problem since the completion of the Barrage in 1990. The problem mainly occurs due to ponding of water resulted from the construction of the Barrage. In recent past large sedimentation occurred upstream of the Barrage. If such sedimentation continues to occur, large shoal will be formed at the upstream. It may disrupt O&M of both Barrage and Flood By-pass and consequently jeopardize safety of the Barrage itself.

In view of the above circumstances, the damaging impacts of the left bank erosion of the river and O&M of the Barrage has been highly concerned at higher policy level and pertinent project has been included in ongoing ADP within the list of new projects on priority basis. In order to formulate project plan, pre-investment study was carried out. The study was conducted by IWM and accordingly a DPP (original proposed) has been prepared as per recommendations of the study comprises the main physical work such as River Bank Protection work of 6700 meter, Guide Bundh of 750 meter, Dredging for Shoal Removal (Earth volume: 5.70 lakh cum), Dredging of Right Bank Channel (Earth volume: 16.00 lakh cum) and T-head groyne etc. But according to the decision of the PEC meeting held on 27/03/2008 the proposed project will be implemented in two phases. Present recast DPP (Phase-I) has been prepared for River bank protection work of 6250 meter & guide bundh of 750 meter only at downstream of Teesta Barrage. Remaining shoal removal and river dredging works will be implemented under Phase-II of this project after completion of Phase-I. Later on separate DPP (Phase-II) will be prepared to implement the remaining works of the original proposed project. According to the decision of ECNEC meeting held on 03/03/2009 shoal removal from the upstream of Barrage and dredging of right bank channel at downstream of barrage have been included in the present recast DPP.

1.2 Justification/Adequacy:

A project named "Protection of Teesta River Left Bank (from Teesta Railway Bridge to Chandimari) Project" was implemented during 1998-2005. After completion of the project Kalmati and Rajpur areas were severely affected by River erosion. Hence, the Feasibility Study conducted by IWM was made from Teesta Barrage to Teesta Railway Bridge (Kownia). As per recommendation of the Feasibility Study the protective work at Kalmati and Rajpur (down stream of Chandimari) have been included in the proposed project though the name of the proposed project "Protection of Teesta River Left bank from Teesta Barrage to Chnadimari (Phase-I)" remained same.

The proposed project area is located at Hatibanda, Kaligonj, Aditmari and Lalmonirhat Sadar Upazila under Lanmonirhat District. It lies in E390000 to E443000 (BTM co-ordinate) and N854000 to N910000. The area is a part of northwest region of Bangladesh.

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above mean sea level in the North to 143m at Gazaldoba Barrage in the South showing distinct North South gradient. Land slope varies from 66m/km to 2.9m/km. Indian Barrage at Gozaldoba rests at the foothill of the mountains. The land slope below Gozaldoba is between 1.89m/km to 0.7m/km in the remaining area upto Dalia in Bangladesh. At downstream of the Teesta Barrage, the land slope is about 0.42m/km. In Bangladesh territory the Teesta is fed by water from the Buri Teesta and Shaniazan.

The dynamism in the changes of course of the river Teesta in the piedmont and adjoining areas of North Bengal poses a serious problem. The problem rests in the circumstance along the river course with regard to the variations of erosion and depositional process, relating to the local climate, environment and topographic developments in the Teesta basin. The upper and middle Teesta basins are landslide prone areas, contributing a huge sediment load to the river. The average discharge during June-September (at Dalia) is about 1800 cumec while that in winter/dry season is only 200 cumec. Flow is lowest in February and seldom exceeds 160 cumec. Average peak flow is 4250 cumec. The sediment load in the river increases with high monsoon discharge. It seems certain that the dynamic equilibrium of the river will be impaired with the construction of barrages across the river and the sediment load will be trapped within the reservoirs, reducing their capacity.

The left bank erosion of the Teesta River from Teesta Barrage to Chandimari has been taking place since long. Protection of Teesta River Left Bank Project (From Teesta Railway Bridge to Chandimari) was implemented during 1998-2006. Prior to implementation of this project, Soti river project (implemented during 1978-81) was badly damaged due to left bank erosion of the Teesta River and also Lalmonirhat district Town & Lalmonirhat-Patgram road was threatened. Due to continuation of river bank erosion, Soti River merged with Teesta River through existing khals. In order to reduce erosion hazard as well as safety of valuable properties, the project was taken for protection of left bank erosion.

L3 Objectives:

- The main objective of the proposed project is to protect bank erosion along the left bank of the Teesta River from down stream of Teesta Barrage to Chandimari area.
- The overall objective of the project is erosion mitigation by river bank protection and to avoid environmental imbalance.
- Shoals will be removed from upstream of Teesta Barrage for smooth operation & maintenance of both the barrage and the flood bypass.
- To activate the dying right channel just downstream of Teesta Barrage by dredging to reduce the flow and thereby, bank erosion along the left bank of the river.
- To save valuable immovable properties (both public and private) including infrastructures, Bangladesh-India-Bhutan International Road dispersed in the vicinity of erosion affected area valued total Tk.264078.00 lakh by virtue of implementation of the project. The benefited area of the project is 85000 ha.

L4 Project revision with reasons:

The project needs revision due to changes in scope of physical works as per recommendations of the IMED field visit report and present river erosion situation. Also there is a need to extend

time for the proper implementation. The revised total cost of the project is TK.15061.45 lakh which is 0.03% less than the original approved project cost (Tk.15066.50 lakh).

The Secretary, IMED visited the project area on 03.04.2010. In the visit, new areas were found affected by the river erosion. In the last three years, the areas were not threatened by the river erosion and so, were not considered in the original DPP. But at present, river erosion mitigation measures are necessary for these areas. The recommendations of the IMED field visit are as follows.

- 7.3. Necessary allocation in the Next ADP 2010-2011 in favour of the project may be confirmed for the full payment to the contractors and implementation period may be extended by 1 year (June, 2011) for the proper implementation of the project.
- 7.4. Necessary action may be taken for the revision of the project, from the saved money of the DPP of *Protection of Teesta River Left Bank from Teesta Barrage to Chandimari (1st phase) Project*, to protect 2.00 km area at the upstream of the Teesta Railway Bridge in Lalmonirhat Sadar Upazila and 1.00 km area at Ghungtighar of Daoabari Union in Hatibandha Upazila under Lalmonirhat District which are found severely affected by the river erosion.

Furthermore, by the field survey, it has been found that additional 1450 M Guide Bundh at Guddimari to Sinduana is also necessary to protect the Teesta Barrage (360 M out of 1450 M is proposed in this revised DPP).

Under the circumstances, the revision is made by adding 2.00 km revetment at upstream of Teesta Railway Bridge, 1.00 km revetment at Ghungtighar of Dauabari union in Hatibandha upazila and 360 m guide bundh construction at Guddimari to Sinduana reach. The saved money from the ongoing works will be utilized for implementation of these additional items. No extra cost will be required beyond original DPP cost.

2. Rationale of the project in respect of Concept, Design, Location and Timing:

Bangladesh is a riverine country and bank-line erosion of different rivers has been a recurrent effect. River bank erosion in alluvial lands of Bangladesh is a complex and dynamic thrust of nature due to strong onrush of water and major variation in between normal water flow and surges of inflow during monsoon & post-monsoon period in each year. The monsoon discharge of the major rivers is so large that there is recurrence of floods every year. Sometimes it become very severe and causes immense damages impacted by occurrence of devastating river erosion. This has significant social and economic impacts. The loss of land, crop and property has led to landlessness and impoverishment of thousands of dwellers living within backlines /flood-plains. The large seasonal variation in river flow results in varying sediment transportation capacity and causes river-bank erosion, migration of river-banks and meandering river channels. Recent Satellite Image Studies of the Ganges-Brahmaputra-Middle Meghna rivers show that 106,300 ha. of land were lost to erosion, while only 19,300 ha. were accreted over the period 1982-1992. The net area of 87,000 ha. lost to erosion is equivalent to an annual erosion rate of 8,700 ha. In this context, there have been a growing concern and reassessment of the economic and socio-political benefits of protecting important towns, infrastructure, hats and bazars as well as agricultural land. The issue has been given due importance in the national planned documents for water sector and prioritized strategic locations of river banks have been stressed for phased implementation of river bank protection programme at the apex level. Bangladesh has a long history of combating riverbank erosion. People living and housing alongside the river try to protect the banks against erosion from time immemorial. Diverse methods of bank protection

have been developed in the past with considerable regional differences. After the disastrous flood in 1988, the Flood Action Plan (FAP) initiated a number of studies to come up with sustainable and long-term solutions for river training/bank protection in Bangladesh. The activities mostly concentrate on the Brahmaputra/Jamuna River.

In Bangladesh territory the Teesta follows a very dynamic course. There is historical evidence of large-scale migration. The river is characterized by multiple channels separated by chars. The channel and char pattern changes occur in response to variation in discharge and sediment load. It is evident that unprotected locations are likely to undergo random morphological changes. The impact of already constructed Teesta Barrage and associated river training works may be long lasting. Too much reduction in the dry season flow due to withdraw of flow at the Barrage may further de-stabilize the river morphology in downstream. At the upstream of the Barrage the river has to adjust the energy level within the afflux length of the river. It may result in riverbed accretion, bank erosion and re-alignment of deep-water channel. The river multiple channels tendency should be controlled by at the upstream of the Barrage. The already constructed river training works need both preventive and periodic maintenance as well as emergency repairs to ensure its safety. At present left bank erosion is prominent particularly from Teesta Barrage to Chandimari.

The project area belongs to impoverished Lalmonirhat district where most of the people at a certain period in the year undergo starvation (Monga). It is therefore clear that the impact of bank erosion on the socio-economic condition of the people is damaging. Progressive erosion will accelerate the present negative cycle of environmental degradation in the vulnerable area where people displaced by river erosion move to remaining marginal land. Erosion on highway and railway will disrupt the existing communication system and hamper the international trade eventually.

In this backdrop, present project thus proposed to be executed on emergency basis. The overall objective of the project is to reduce environmental degradations & human hazards due to river erosion with ensuring safety of lives & properties around the area. Although the project area is mainly rural but it has strategic commercial value with its School, Madrasha, College, Mosque, UP Office, Feeder Roads, Parulia and Bhotmari, arable land and homestead of densely populated area. The road linking the land port Burimari with India runs almost parallel to the left bank. Through the implementation of proposed project, safety of establishments worth value of Tk. 228719.00 lakh will be ensured against river erosion.

3. Brief description on planning and financing of the project and its applicability.

♦ Project Identification:

Detailed Pre-investment study was conducted by IWM under BWDB's PC-II entitled as "Feasibility Study for new Projects under BWDB." As per recommendation of Feasibility Study a DPP was prepared named "Protection of Teesta River Left Bank from Teesta Barrage to Chandimari and Upstream of Teesta Barrage including Shoal Removal from the Teesta River bed near Teesta Barrage." The original proposed DPP comprises the main physical work such as River Bank Protection work of 6700 meter, Guide Bundh of 750 meter, Dredging for Shoal Removal (Earth volume: 5.70 lakh cum), Dredging of Right Bank Channel (Earth volume: 16.00 lakh cum) and T-head groyne etc. located in Upazila Hatibandha, Kaliganj, Aditmari & Lalmonirhat Sadar of Lalmonirhat Dist. and Upazila Dimla of Nilphamari Dist.

♦ Project Preparation:

The left bank erosion of the Teesta River from Teesta Barrage to Chandimari has been taking place since long. Protection of Teesta River Left Bank Project (From Teesta

Railway Bridge to Chandimari) was implemented during 1998-2006. Prior to implementation of this project, Soti river project (implemented during 1978-81) was badly damaged due to left bank erosion of the Teesta River and also Lalmonirhat district Town & Lalmonirhat-Patgram road was threatened. Due to continuation of river bank erosion, Soti River merged with Teesta River through existing khals. In order to reduce erosion hazard as well as safety of valuable properties, the project was taken for protection of left bank erosion.

◆ **Appraisal:**

The overall objective of the project is to reduce environmental degradations & human hazards due to river erosion with ensuring safety of lives & properties around the area. Although the project area is mainly rural but it has strategic commercial value with its School, Madrasa, College, Mosque, UP Office, Feeder Roads, Parulia and Bhotmari, arable land and homestead of densely populated area. The road linking the land port Burimari with India runs almost parallel to the left bank. Through the implementation of proposed project, safety of establishments worth value of Tk. 228719.00 lakh will be ensured against river erosion.

◆ **Credit Negotiation:** N/A

◆ **Credit Agreement:** N/A

◆ **Credit Effectiveness:** N/A

◆ **Loan Disbursement:** N/A

◆ **Loan Conditionalities:** N/A

◆ **Project Approval:**

The Teesta Barrage stands across the Teesta River at Dalia-Doani point in the Lalmonirhat district of Bangladesh. The command area of the barrage is about 540000 ha. of land. The barrage was successfully completed in 1990 and its operation commenced in 1993 after implementation of canal system network. The damaging impacts of left bank erosion of the Teesta river in conjunction with shoal formation at upstream and downstream of the barrage seemed detrimental for effective operation of the barrage, flood by-pass and consequently jeopardize the safety of the barrage itself. In this backdrop, proposed project was formulated based on model study recommendations for early implementation as national priority project.

The DPP costing Tk.17555.46 lakh was considered in DPP Rationalization/Review meeting held on 07.10.2007 in the Ministry of Water Resources and recommended for further processing subject to few conditions. Accordingly, DPP was recast costing Tk.18173.89 lakh (including cost escalation estimated @5% of total of revenue + capital component cost).

Later on DPP costing Tk.18173.89 lakh was considered in PEC Meeting held on 27.03.2008 in Planning Commission and recommended for approval subject to some conditions.

DPP was again recast according to the decisions of ECNEC Meeting held on 07.12.2008. Finally DPP was approved by the ECNEC on 03.03.2009. As per original approved DPP, cost of the project is Tk.15066.50 lakh and implementation period is from July, 2008 to June, and administrative approval was given by MoWR on 06-06-2009.

RDPP of this project was first prepared on December/2011 and a meeting of DPEC held on 07-02-2011 in MoWR. As per decisions of the meeting a re-cast RDPP was

submitted which was approved by DPEC and administrative approval of RDPP was given by MoWR on 13-04-2011.

- ◆ Others (if any): N/A

4. Analysis of the Post-Implementation situation and result of the project:

4.1 Whether the beneficiaries of the project have clear knowledge about the Target/ Objectives of the project.

Yes, the beneficiaries of the project have a clear knowledge about the target objectives and physical works implemented under this project.

4.2 Programme for use of created-facilities of the project. N/A

4.3 O & M programme of the project.

According to contract documents of packages, the defect liability period will be end after one year of completion of individual packages. The works which defect liability period has been end, O&M program for completed works were done. Furthermore, O&M program for completed works will be done from the NDR Budget of GOV.

4.4 Impact of the project -

4.4.1 Direct: Construction of 9250 metre revetment, 1110 metre guide bundh and a cross bar has been successfully protected from the erosion of Teesta left bank and saved valuable immovable properties (both public and private) including infrastructures, Bangladesh-India-Bhutan International Road dispersed in the vicinity of erosion affected area valued total Tk.264078.00 lakh by virtue of implementation of the project. 500 metre shoals removal from upstream of Teesta Barrage has been helped for smooth operation & maintenance of both the barrage and the flood bypass. Also 3000 metre dredging has been activated the dying right channel just downstream of Teesta Barrage and has reduced the flow and thereby, bank erosion along the left bank of the river.

4.4.2 Indirect: For implimentation of the project, have been saved valuable immovable properties (both public and private) including infrastructures which will safe rootless people from further retreat of their life. The project has been saved Bangladesh-India-Bhutan International Road. For this, communication and commerce will be continuing smoothly.

4.5 Transfer of Technology and Institutional Building through the project :

Not applicable.

4.6 Employment generation through the project:

Employment scope was generated during construction period and finally employment oppurtunity increased by saving land, hat-bazar and road ets from the river erosion.

4.7 Possibility of Self employment

Self employment has been ensured by ensuring security against flood and saving own land from erosion.

4.8 Possibility of women-employment opportunity:

Yes

4.9 Women's participation in development:

Yes

4.10 Probable Impact on Socio-Economic activity:

Socio-Economic development has been increased.

4.11 Impact on environment:

Implementation of the project has created positive impact on the environment.

4.12 Sustainability of the project:

Physical works of the project was implemented according to the approved design-by-design circle-6, BWDB, Dhaka and quality and implementation were monitored by the competent project official, representatives of Hon'le local MP, Deputy Commissioner, Lalmonirhat District and concern local UP chairman. Sufficient budget allocation will be required for the execution of proper O&M of the civil works timely for sustainability of the project.

4.13 Contribution to poverty alleviation/reduction:

Reducing the erosion tendency the project has offered positive impact on poverty alleviation/ reduction.

4.14 Opinion of the public representatives, local elite, local administration, teachers, religious leaders, women's representatives etc:

Opinions are positive.

4.15 Contribution of Micro-credit programmes and Comments on overlapping with any NGO activities:

Not Applicable.

5. Problems encountered during Implementation (with duration & steps taken to remove those)

5.1 Project Management: Help to resolve problems.	5.11 Design formulation/approval : Problems not arise
5.2 Project Director : Help to resolve problems	5.12 Project aid disbursement and re-imbursment : Not Applicable
5.3 Land Acquisition: Not Required	5.13 Mission of the development partners : Not Applicable
5.4 Procurement: Feasible items were procured sucessfully.	5.14 Time & Cost Over-run: Time over run (+) 150% as per DPP & (+) 66.67% as per Latest RDPP and cost over run (-) 14.55%.
5.5 Consultancy: No problem arises.	5.15 Project Supervision/Inspection : Problems not arise
5.6 Contractor: Help to resolve problems.	5.16 Delay in Decision: Problems not arise.
5.7 Manpower : problems not arise	5.17 Transport: No problem arises.
5.8 Law & Order: Law & Order situation did not arise.	5.18 Training- Not Applicable
5.9 Natural clamity: Does not arise	5.19 Approval- Problems not arise
5.10 Project financing, allocation and release: No problem arises	5.20 Others.- Problems not arise

16. Remarks & Recommendations of the Project Director:

The Teesta is a Trans-Himalayan river flowing through Sikkim and is one of the most churning rivers in the Himalayas. It flows for about 130km on Bangladesh territory before it joins the Brahmaputra River at Chilmari. The river is perennial and its basin area ranges from 6930m above mean sea level in the North to 143m at Gazaldoba Barrage in the South showing distinct North South gradient. Land slope varies from 66m/km to 2.9m/km. Indian Barrage at Gozaldoba rests at the foothill of the mountains. The land slope below Gozaldoba is between 1.89m/km to 0.7m/km in the remaining area upto Dalia in Bangladesh. At downstream of the Teesta Barrage, the land slope is about 0.42m/km. In Bangladesh territory the Teesta is fed by water from the Buri Teesta and Shaniazan.

The dynamism in the changes of course of the river Teesta in the adjoining areas of North Bengal poses a serious problem. The problem rests in the circumstance along the river course with regard to the variations of erosion and depositional process, relating to the local climate, environment and topographic developments in the Teesta basin. The upper and middle Teesta basins are landslide prone areas, contributing a huge sediment load to the river. The average discharge during June-September (at Dalia) is about 1800 cumec while that in winter-dry season is only 200 cumec. Flow is lowest in February and seldom exceeds 160 cumec. Average peak flow is 4250 cumec. The sediment load in the river increases with high monsoon discharge. It seems certain that the dynamic equilibrium of the river will be impaired with the construction of barrages across the river and the sediment load will be trapped within the reservoirs, reducing their capacity.

The left bank erosion of the Teesta River from Teesta Barrage to Chandimari has been taking place since long. Protection of Teesta River Left Bank Project (From Teesta Railway Bridge to Chandimari) was implemented during 1998-2006. Prior to implementation of this project, Soti river project (implemented during 1978-81) was badly damaged due to left bank erosion of the Teesta River and also Lalmonirhat district Town & Lalmonirhat-Patgram road was threatened. Due to continuation of river bank erosion, Soti River merged with Teesta River through existing khals. In order to reduce erosion hazard as well as safety of valuable properties, the project was taken for protection of left bank erosion.

In view of the above circumstances, the damaging impacts of the left bank erosion of the river and O&M of the Barrage has been highly concerned at higher policy level and pertinent project had been included in ongoing ADP within the list of new projects on priority basis. In order to formulate project plan, pre-investment study was carried out. The study was conducted by IWM and accordingly a DPP (original proposed) had been prepared as per recommendations of the study comprises the main physical work such as River Bank Protection work of 6700 meter, Guide Bundh of 750 meter, Dredging for Shoal Removal (Earth volume: 5.70 lakh cum), Dredging of Right Bank Channel (Earth volume: 16.00 lakh cum) and T-head groyne etc. But according to the decision of the PEC meeting held on 27/03/2008 the proposed project will be implemented in two phases. Present recast DPP (Phase-I) had been prepared for River bank protection work of 6250 meter & guide bundh of 750 meter only at downstream of Teesta Barrage. Remaining shoal removal and river dredging works was planned to be implemented under Phase-II of this project after completion of Phase-I. Later on separate DPP (Phase-II) would be prepared to implement the remaining works of the original proposed project. According to the decision of ECNEC meeting held on 03/03/2009 shoal removal from the upstream of Barrage and dredging of right bank channel at downstream of barrage had been included in the original DPP and present recast DPP.

Under this project, construction of 9250 metre revetment work, 1110 metre guide bundh construction and a cross bar has successfully protected the erosion of Teesta left bank and saved valuable immovable properties (both public and private) including infrastructures. Bangladesh-India-Bhutan International Road dispersed in the vicinity of erosion affected area valued total Tk. 264078.00 lakh by virtue of implementation of the project. 500 metre shoal removal from upstream of Teesta Barrage has helped for smooth operation & maintenance of both the Barrage and the flood Bypass. Also 3000 metre dredging has activated the dying right channel just downstream of Teesta Barrage and has reduced the flow and thereby, bank erosion along the left bank of the river. It might be mentioned here that in case of 500m shoal removal, upstream of the Barrage and 3000m dredging works, downstream of the Barrage, progress could not be achieved 100% due to implementation complexity. Although, these has been executed in full length (500m & 3000m). But the objectives of the shoal removal and dredging works have been achieved. For this reason the overall progress of the project is 91.896%.

The objectives of the project are fulfilled for successfully implimenting this project.

On the other hand, a new project will be taken for other portion of Teesta left bank (beyond the recent completed project) to protect the erosion.

In these regards, undersigned recommends to declare successfully completion of the project.

Date:


29.9.13
Signature and seal of the Project
Director/Manager
Abu Md. Shahul Azam
Superintending Engineer
Hangpur Civil Circle
BWDB, Hangpur

7. Remarks/Comments of Agency Head:

Date:

Signature and Seal

8. Remarks/Comments of the officer in- charge of the Ministry/Division:

Date:.....


Signature and Seal