

2015-16

GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH
MINISTRY OF WATER RESOURCES

PROJECT COMPLETION REPORT: IMED 04

FOR

REMOVAL OF DRAINAGE CONGESTION FROM THE BEELS ADJACENT TO BHABODAH AREA
UNDER JESSORE DISTRICT (PHASE-1)

BANGLADESH WATER DEVELOPMENT BOARD

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 work** : Removal of Drainage Congestion from the beels Adjacent to Bhabodah area under Jessore District (Phase-1)
- 02. Administrative Ministry** : Ministry of Water Resources.
- 03. Executing Agency** : Bangladesh Water Development Board.
- 04. Location of the work** : Jessore Sadar, Aboynagor, Monirampur, Keshebpur

- 05. Objective of the Project** :
1. Removal of Drainage Congestion.
 2. Flood Control.
 3. Irrigation and Fisheries Development.
 4. Sustainable Sediment Management by installing & Operating TRM.

- 06. Estimated Cost** :

(In lakh Taka)

	Original	Latest Revised
(a) Total	6958.08	11586.58
(b) Taka	6958.08	11586.58
(c) Foreign Currency	-	-
(d) Project Aid	-	-
(e) RPA	-	-

07.	Date of Approval	:	PCP	PP
(a) Original		:	03/03/2007	-
(b) Latest Revised		:	29/10/2013	-

- 08. Implementation Period** :

	Date of Commencement	Date of Completion
(a) Original	2006-2007	2010-2011
(b) Latest Revised	2006-2007	2014-2015
(c) Actual	2006-2007	2014-2015



09. Financing Arrangement (Source-wise) : G.O.B**9.1 Status of Loan/Grant****a) Foreign Financing : Does not arise.**

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
N/A							

b) GOB :

(In lakh Taka)

Total amount	Loan	Grant	Cash Foreign Exchange
1	2	3	4
11586.58	-	11586.58	-

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
N/A						

9.3 Re-imburseable 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
N/A					



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
2006-2007 to 2010-2011	2006-2007 to 2014-2015	2006-2007 to 2014-2015	60%	The project was targeted for completion in the year 2011-12. For the maximum output of TRM Implementation in the project area, Project time period was extended upto 2014-15. TRM of beel Kapalia in the project area could not be started due to resistance of some local sabotage people who are against the implementation of TRM. But it could not be completed by 2012 due to public resistance against implementation of TRM (Tidal River Management) which is a most important component of the project for the sustainability of the project benefits.

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	6958.08	11586.58	6868.18	Increase 66.51%	DPP cost was increased due to increment of crop compensation & TRM maintenance cost but 3658.41 lac taka is unexpended in crop compensation component.
TAKA	6958.08	11586.58	6868.18	Increase 66.51%	
PA	-	-	-		

03. Project Personnel : The project implementation was carries out with existing manpower of Jessore O&M Division. Clarification according to DPP.

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)	22	04	22		20	02
Staff(s)	27	07	27		24	03
Total :	49	11	49		44	05



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

Field of Training /Study tour/workshop/ Seminar 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	N/A				
b. Local	N/A				

05. 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
A. Revenue Component :-						
Local Engineering consultancy including feasibility study of 2nd phase.= 1 item.	1 item	118.48	100%	83.48	(97%)	
Mathematical drainage modeling and monitoring of TRM.= 1 item.	1 item	64.03	100%	64.03	(83.24%)	
Environment, monitoring , seminar, meeting, workshop for & motivation works of TRM. = 1 item.	1 item	116.05	100%	51.05	(93.17%)	TRM Related item.Remained unused as the TRM Program at Kapalia beel could not be started.
Development of WMA, People's participation & motivational works by BWDB Extension personal = 1 item.	1 item	44.97	100%	44.97	(100%)	
Petrol & lubricants for transport, vehicles & excavators. = 1 item.	1 item	110.00	100%	94.97	(86.34%)	
Stationery supply = 1 item.	1 item	28.00	100%	25.00	(90%)	
Publicity & advertisement = 1 item.	1 item	8.00	100%	6.50	(70%)	
Survey & investigation. = 1 item.	1 item	10.00	100%	9.00	(90%)	
Crop compensation of TRM for 3 years	1 item	4402.13	100%	743.72	(17.00%)	3658.41 lac taka is remained unexpended in Crop Compensation as the TRM Program at Kapalia beel could not be started.
Repair of transport & vehicle. = 1 item.	1 item	17.00	100%	14.98	(88.12%)	
Repair of Computer & Office equipment. = 1 item.	1 item	3.00	100%	2.99	(83%)	

(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
Operation & maintenance of Dredger & Excavators for re-excavation river/khals =1 item	1 Nos	150.00	100%	140.31	(93.20%)	
Sub-Total (A) =		5071.66		1281.00		
B. Capital Component :-						
Peripheral embankment = 9.500 km	km	400.00	9.500 km	40.40	1.50 km	This Component is not completed due to resistance of some local sabotage people.
Out-let structure. = 8 nos.	Nos	46.00	8	-	-	
Re-excavation of by pass channel.	Nos	20.00	1	-	-	
Construction of closure at the location of by pass channel. = 2 nos.	Nos	75.00	2	-	-	TRM Related item. Remained unused as the TRM Program at Kapalia beel could not be started.
Sediment management	L/S	100.00	100%	-	-	
Maintenance of TRM (Embankment, Canal etc.)	L/S	200.00	100%	-	-	
Re-excavation of Amdanga khal at Mohakal from Beel Jhikra to river Bhairab . = 3.50 km.	km	34.00	3.50 km	28.08	3.50 km	Contract price was lower than the estimated cost.
Canal lining/bank protection.=1.00 km	Km	192.00	1.00 km	146.59	1.00km (76.35%)	
Construction of Rly. bridge no. 162 on Jessore Khulna Railway line (Deposit work) = 1 No.	Nos	44.18	1 no.	44.18	1 no.	
Construction of regulator/ Regulator cum bridge= 1 no.	Nos	294.06	1 no.	294.06	1 no.	
Remodeling of gates and hoists of Bhabadah regulator.	Nos	65.00	2	55.35	2	Contract price was lower than the estimated cost.
Re-excavation of Hari Teka Mukteshwari river = 14.60 km	km	731.00	14.60 km	730.2	14.60 km	
Re-excavation of Harihar river = 30.00 km.	km	323.19	30.00 km	323.19	30.00 km	
Re-excavation of Upper Bhadra river = 5.30 km	km	186.41	5.30 km	186.41	5.30 km	
Re-excavation of Buri Bhadra river = 10.00 km	km	124.95	10.00 km	124.95	10.00 km	
Construction and removal of Cross dam =2 nos.	Nos	50.00	2 nos	50.00	2 nos	
Construction of dyke on both banks of Hari / Teka/ Muktes-hwari river =16x2=32 km	km	1062.00	32.00 km	1048.19	32.00 km	Contract price was lower than the estimated cost

(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
Construction of Sluice/Regulator = 10 nos.	Nos	872.00	10 nos	871.96	10 nos	
Construction of Bridge= 1 no. (Deposit Work)	Nos	80.00	1	48.75	1	Executive engineer, Jessore O&M Division, BWDB, Jessore had contracted with Khulna Shipyard limited for implementing the work with a contract price of 125.00 lac. After that 48.75 lac taka was paid to Khulna shipyard limited and they have made the superstructure. Hence TRM of beel kapalia could not be started, so that construction of Bridge was not possible. So the super structure is remained in Khulna Shipyard. Moreover, the structure will be used in the beel kapalia TRM basin in the proposed new project of that area.
Culvert/ foot bridge. = 5 nos.	Nos	220.00	5 nos	218.93	3 nos	
Upgrading of Noapara- Moshihati connecting road = 11.50 km.	km	701.00	11.50 km	700.94	11.50 km	
Re-excavation of River/ channel by dredger = 9.75km	km	486.97	9.75 km	486.97	9.75 km	
O&M during construction = 1 item.	1 item	85.00	100%	70.91	(100%)	
Levelling instrument with stand & accessories = 4 nos.	Nos	3.19	4 nos	3.19	4 nos	
Computer Pentium-iv with laser printer and accessories = 4 nos.	Nos	3.97	4 nos	3.97	4 nos	
Acquisition of Land. (8.00 ha.)	Ha	115.00	8.00 ha	109.96	8.00 ha	
Sub-Total (B)		6514.92		5587.18		
C) Physical Contingency	1 item	0.00	-	0.00	-	
D) Price Contingency	1 item	0.00	-	0.00	-	
Total (A+B+C+D) =		11586.58		6868.18		



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. Abdul Mazid Mollah (22250-900×10-31250)	Full time	-	No	18-09-2006	11-02-2010	
Mr. Zulfikar Ali Howlader (22250-900×10-31250)	Full time	-	No	11-02-2010	28-04-2010	
Mr. Md Ramjan Ali Pramanik (22250-900×10-31250)	-	Part time	No	28-04-2010	18-05-2010	
Mr. Shahidul Islam Talukder (22250-900×10-31250)	Full time	-	No	18-05-2010	19-04-2011	
Mr. Mashiur Rahman (22250-900×10-31250)	Full time	-	No	19-04-2011	10-11-2014	
Mr. Zulfikar Ali Howlader (25750-1000×8-33750)	Full time	-	yes	22-12-2014	30-06-2015	

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/d amanged with date	Remarks
1	2	3	4	5	6	7
Car	-	-	-			
Jeep						
Microbus						
Minibus						
Bus						
Pick-up						
Truck						
Motor Cycle						
By-cycle						
Speed Boat						
Launch						
Others with name	Leveling machine with stands (4 Nos)	30/10/2007	-	30/10/2007	-	-

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 :

Procurement of Works

Description of procurement (goods/works /consultancy) as per bid document	Tender/Bid/Proposal Cost (in core Taka)		Tender/Bid/Proposal		Date of completion of works/services and supply of goods	
	As per PP	Contracted value	Invitation date	Contract signing/ L.C opening date	As per contract	Actual
1	2	3	4	5	6	7
Construction of Bridge cum Regulator over Amdanga Khal at Jessore-Khulna Highway.	294.06	278.54	01/03/08	02/03/08	31/05/09	30/06/09

8.2 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 :	N/A			
b) Local :	N/A			

09. 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
N/A						



C. FINANCIAL AND PHYSICAL PROGRAMME :

1. (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
2006-2007	1534.40	1534.40	-	22%	847.11	847.11	-	7.31%
2007-2008	3052.90	3052.90	-	43.78%	717.83	717.83	-	6.20%
2008-2009	1503.50	1503.50	-	21.60%	675.02	675.02	-	5.83%
2009-2010	406.00	406.00	-	5.83%	1593.64	1593.64	-	13.75%
2010-2011	461.28	461.28	-	6.63%	1486.87	1486.87	-	12.83%
2011-2012	0.00	0.00	-	0.00	1066.78	1066.78	-	9.21%
2012-2013	0.00	0.00		0.00	0.00	0.00	-	0.00%
2013-2014	0.00	0.00	-	0.00	2628.29	2628.29	-	22.68%
2014-2015	0.00	0.00	-	0.00	2571.04	2571.04	-	22.18%
Total	6958.08	6958.08		100.00%	11586.58	11586.58		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
2006-2007	847.11	847.11	-	7.31%	1076.00	847.11	847.11	-	14.00%
2007-2008	717.83	717.83	-	6.20%	1175.00	717.82	717.82	-	12.00%
2008-2009	675.02	675.02	-	5.83%	775.00	675.02	675.02	-	11.00%
2009-2010	1593.64	1593.64	-	13.75%	1600.00	1593.65	1593.65	-	21.50%
2010-2011	1486.87	1486.87	-	12.83%	1500.00	1486.88	1486.88	-	20.00%
2011-2012	1066.78	1066.78	-	9.21%	1254.00	1066.76	1066.76	-	13.00%
2012-2013	0.00	0.00	-	0.00%	0.00	0.00	0.00	-	0.00%
2013-2014	2628.29	2628.29	-	22.68%	480.00	478.94	478.94	-	1.50%
2014-2015	2571.04	2571.04	-	22.18%	2.00	2.00	2.00	-	0.02%
Total	11586.58	11586.58	-	100%	7862.00	6868.18	6868.18	-	93.02%

A

D. ACHIEVEMENT OF OBJECTIVES OF THE PROJECT :

Objectives as per PP	Actual achievement	Reasons for shortfall, if any
(a) To improved drainage facilities by Re-excavation of the Teka-Mukteshwari river at the upstream of Bhabodah regulator including construction of dykes along the both banks of the river.	90-95% increase	Except the non-execution of TRM at Beel kapalia, no shortfall has arised.
(b) Remodeling of gates and hoists of the Bhabadah regulator (21 vent & 9 vent) is required for quick opening and closing respectively during starting of ebb tide and starting of high tide for optimum use of drainage time.	80-85% increase	Didn't arise.
(c) Upgrading and reconstruction Noapara Moshihati road.	90-95% increase	Didn't arise.

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).
(a) Additional paddy production	M.ton	73300 M ton	During the implementation of TRM at beel Khuksia, paddy production capacity was increased more or less our expected target. Hence, TRM of beel Kapalia could not be started due to some local sabotage people, the paddy production of the project area rapidly decrease.
(b) Construction of embankment	km	32.00 km	32.00 km
(c) Project area covering gross area	ha	73400 ha	73400 ha
(d) Re-excavation of river/channel by dredger	km	73.15 km	73.15 km



02. Cost / Benefit :

Item	Estimated	Actual
(1) Benefit cost ratio of the project		
(i) Financial	3.40:1.00	Will be evaluated later by Directorate of Project Evaluation, BWDB & IMED.
(ii) Economic	4.23:1.00	
(2) Internal Rate of Return		
(i) Financial	38.62%	
(ii) Economic	46.25%	

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

Due to non compliance of the local sabotage people, the proposed TRM on beel Kapalia could not be implemented. This Failure of Execution of TRM causes abrupt raise of Rivers and canals bed due to siltation. Thus the planned project benefit cannot be attained fully.

The water logging in that area is increasing day by day. Local parliament members, representatives and people is demanding to mitigate the problem. For that reason, IWM has been appointed as consultant for detail feasibility study of the project area. After getting the Detail feasibility study report of the project area from IWM, A new project will be taken to mitigate the problem of that area.

F. MONITORING AND AUDITING**0.1 Monitoring:**

Name & designation of the inspecting official	Date of Inspection	Identified Problems	Recommendations
1	2	3	4
(a) <u>Ministry / Agency:</u>			
i. Mr. Porimal Chandra Saha, Joint Secretary, MoWR	30/10/2011	Distribution of crop compensation to the local affected people.	District Administration, BWDB and local UP Chairman should be involved in the process to make distribution of compensation easy.
ii. Mr. Md. Abdul Aziz, Director General-01, Office of the Prime minister.	15/05/2013	Awareness development among the people who are against TRM	1. Entire Kapalia beel should be included in TRM and dyke will be reinforce as protective work. 2. Project affected people should be empowered in the construction work by forming PIC. 3. Implementation of Easy way for paying crop compensation.
(b) <u>IMED :</u>	-	-	-



Mr. Porimal Chandra Basu, Deputy Director, IMED, Dhaka.	21/01/2015	Non compliance of the local people.	1. Project implementation period is recommended to extend for 01 year (June, 2016). 2. If TRM of the project will not be implemented before December, 2015, then the project may declare as completed. 3. If the TRM of the project is not further started, the expenditure of the project should be stopped.
(c) Others:	-	-	-

0.2. Auditing during and after Implementation:

2.1. Internal Audit: (BWDB)

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

2.2. External Audit: (AG)

Audit period	Date of submission of Audit Report	Major findings/ objections	Whether objections resolved or not.
1	2	3	4
2006-2007	05/11/2007	Excess payment	Not resolved but in process.
2006-2007	05/11/2007	Un- authorize Tendering	
2006-2007	05/11/2007	Lower rated work order	
2006-2007	05/11/2007	Excess payment	
2006-2007	05/11/2007	Questionable Evaluation process	
2006-2007	05/11/2007	Non adequate tender advertising	
2007-2008	16/07/2009	Unspecified work	
2008-2009	26/06/2010	Financial power violation	
2008-2009	26/06/2010	Financial power violation	

Audit period	Date of submission of Audit Report	Major findings/ objections	Whether objections resolved or not.
1	2	3	4
2008-2009	26/06/2010	Questionable Evaluation process	2008-2009
2009-2010	12/03/2012	Excess payment	2009-2010
2009-2010	12/03/2012	Excess payment on fuel	2009-2010
2010-2011	09/09/2012	Questionable working period	2010-2011
2010-2011	09/09/2012	Non-approval work	2010-2011

G. DESCRIPTIVE REPORT

1. General Observations/Remarks of the Project on :

1.1 Background :- The project covers a gross area of 73400 ha (net benefited area 68,000 ha) in Jessore sadar, Monirampur, Abhoynagar and Keshebpur upazillas under the Jessore district. The project area is situated within the completed Khulna Jessore Drainage Rehabilitation project.

In the early sixty's the Coastal Embankment Project was started by construction of embankment along the banks of tidal rivers to prevent intrusion of saline water and by construction of regulators at the outfall channels to drain out water from inside the polder area with the aim to produce agriculture crops in the beel area. The crop production increased highly and the local people got benefit from this project till 1980 without any hazards. Later on problem started due to siltation when upstream flow from the Ganges basin started to decrease in the river of this region during the lean period. The river of the area started to silt up by the large silt carrying from the down stream during the month of March, April & May. In some case elevation of the river gate became higher than that of the beels. As such drainage through these cut fall rivers started to decrease and gradually drainage congestion/water logging started to increase ultimately in early 90's flow through the tidal river decreased and water logging became a permanent problem. This was occurred through the entire area of about 100600 ha in the upazillas of Jessore sadar, Monirampur, Abhoynagar and Keshobpur of Jessore district and the upazillas of Dumuria, Fultala, Batiaghata and Daulatpur in the Khulna district.

1.2 Justification/Adequacy :- The project will be technically viable since implementation of proposed interventions will reduce vulnerability of drainage congestion in the beels adjacent to Bhabodah area. Further proposed interventions will be enhanced by conducting refinement and 2nd phase study to be conducted during implementation stage of the project to restore congestion sustainability of project.

The project will play positive and active role against environmental degradation through desiltation of tidal rivers. However, sustainability of the project is related to tidal river management in the area in time. The tidal river management measure need to be taken are (1) Removal of land boundaries barriers and sediment hump, (2) stop river eneroachment, (3) removal of bridge at Sholgati, (4) stoping construction of fish ghers and adverse fishing activities by pata or vementi net, (5) explore scope of operating TRM simultaneously in both Hari and Upper-Bhadra river systems, (6) keeping all the downstream channels free from sedimentation, (7) ensure proper use of dredged soil in land raising or to dispose the dredged soils far away such that it can not return with overland flow during wet season.

The project is socially most desirable to mitigate vulnerability of drainage congestion in the area. Human lives, properties and crop damage will be reduced to considerable extent. After the project implementation, annual incremental paddy production of 73300.00 m.t (approximately) costing TK.65700.00 lakh and incremental fish production of 6866.00 tons amounting TK.4120.00 lakh achieved. Also better income and employment access in agriculture, fishery and tertiary sectors enhanced.



1.3 Objectives :-

Drainage improvement in the areas connected with the Beels Kumarsing, Rajapur, Sundali, Jhikra, Bakar, Kedaria, Dumurtala, Hajrail, Panchbaria, Panchakatia, Mashihati, Arshinagar, Arpata, Kapalia, Kaya, Chapatala, Chanda, Khukshia, Dahakula, Singa, Amdanga, Baliadanga, Harina and other small Beels comprising of 73,400 ha area in Upazilla Jessore Sadar, Manirampur, Abhoynagar and Keshebpur, District Jessore by the activities of:

- i) Operation of tidal river management (TRM) in East Beel Khuksia & Beel Kapalia to ensure sustainability of drainage.
- ii) Development of additional drainage route.
- iii) Remodeling of gates and hoists of the Bhabadah regulator (21 vent & 9 vent) required for quick opening and closing respectively during starting of ebb tide and starting of high tide for optimum use of drainage time.
- iv) Re-excavation of the Teka- Mukteshwari river at the upstream of Bhabadah regulator including construction of dykes along the both banks of the river.
- v) Desiltation works by Dredger and Excavators .
- vi) Upgrading and reconstruction Noapara Moshihati road.

1.4 Project revision with reasons :-

1. Costing of the project has been increased due to increase of crop compensation cost.
2. To achieve the maximum output of TRM at beel kapalia, TRM operation period was increased.

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

Bangladesh is a densely populated with poor natural resources based country. Lack of industrialization and vulnerability of natural disaster, like flood, cyclone etc, made Bangladesh one of the poorest countries of the world. The major problem responsible for poverty includes high level of landlessness, unemployment, illiteracy and malnutrition. The population of the project area is very dense (about 750 per square kilometer) and landless population is about 30%. Socio-economic development of the people through agricultural development is the main objective to alleviate poverty of the area.

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

- ◆ Project Identification: - The Component of the project have been identified by the local people.
- ◆ Project Preparation:- The project has been prepared after taking the opinion from the affected locality people and its necessity.
- ◆ Appraisal: - The project has been appraised by the locality people and approved by the competent authority. The DPP was prepared as per the recommendation of feasibility study carried out by IWM &DDC (JV).
- ◆ Credit Negotiation :- N/A
- ◆ Credit Agreement:- N/A
- ◆ Credit Effectiveness:- N/A
- ◆ Loan Disbursement:- N/A
- ◆ Loan Conditionalities:- N/A
- ◆ Project Approval :- The project has been approved by the competent authority (ECNEC) on date- 03/03/2007.
- ◆ Others (if any).



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
- 4.2 Programme for use of created-facilities of the project : N/A
- 4.3 O & M programme of the project : O&M of the project area is maintaining by BWDB.
- 4.4 Impact of the project : Major part of the project was to implement Kapalia TRM after beel khukshia TRM. Beel khukshia TRM was operated from 2007 to till 2013. During the implementation of beel Khuksia TRM, the project areas socio econic condition was improved. But beel kapalia TRM could not be implemented. Thus the benefit of the project did not attain upto full expected and further drainage congestion problem of the project area is increasing day by day.

4.4.1 Direct :-

- * Rivers & khals were ex-cavated. Thus, those got full drainage capacity and remain So, till 2014.
 - * TRM in Beel khuksia kept the silt out of the river system and deposited the same on beel khukshia. Now that very beel area is used for agriculture as well as fish cultivation.
 - * Road communication system were developed.
- 4.4.2 Indirect : Socio economic condition of the project area has already been increased to a good extent.
- 4.5 Transfer of Technology and Institutional Building through the project :- Done properly.
- 4.6 Employment generation through the project :- The employment of poor/landless people have already been generated through the project.
- 4.7 Possibility of Self employment :- The facilities of self employment has already been generated to favourable condition of agriculture and fish cultivation.
- 4.8 Possibility of women-employment opportunity :- Also, employment opportunity for women has been enhanced at the construction phase of the project. Ever, Women has been empower in agriculture and fisheries activities.
- 4.9 Women's participation in development :- The women of the area have already participated in the development work.
- 4.10 Probable Impact on Socio-Economic activity :- The Socio-Economic condition of the project are has already been developed to a good extent.
- 4.11 Impact on environment :- There will be no adverse impact on environment.
- 4.12 Sustainability of the project :- Sustainability of the project could not be carried as TRM of beel kapalia could not be implemented.
- 4.13 Contribution to poverty alleviation/reduction :- The project contributes gradually in reducing/alleviation poverty.
- 4.14 Opinion of the public representatives, local elite, local administration, teachers, religious leaders, women's representatives etc :- Due to non implementation of TRM in beel kapalia, the project area faces drainage congestion again. In that situation, Local parliament members, representatives and people are demanding to mitigate the drainage problem by implementing a new project including TRM operation at beel kapalia and other beels.
- 4.15 Contribution of Micro-credit programmes and Comments on overlapping with any NGO activities :- No.



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

5.1	Project Management	Does not aries	5.12	Project aid disbursement and re-imbursment	Does not aries
5.2	Project Director		5.13	Mission of the development partners.	
5.3	Land Acquisition		5.14	Time & Cost Over-run	
5.4	Procurement		5.15	Project Supervision/Inspection	
5.5	Consultancy		5.16	Delay in Decision	
5.6	Contractor		5.17	Transport	
5.7	Manpower		5.18	Training	
5.8	Law & Order		5.19	Approval	
5.9	Natural calamity		5.20	Others.	
5.10	Project financing, allocation and release.				
5.11	Design formulation/approval				

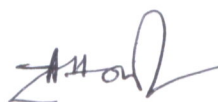
6. Remarks & Recommendations of the Project Director :

Due to sabotage of some local people against the implementation of TRM in beel kapalia, the Government has declared the project closed on 29.07.2015. After that the project area faces drainage congestion in Avaynagar, Monirampur and Keshobpur Area again. The congestion problem is increasing day by day.

In that situation, Local parliament members, representatives and peoples are demanding to solve the drainage problem. A meeting regarding the drainage problem was held on 25.04.2016 in the Ministry of water resources presiding by the Honourable minister, Ministry of water resources. In sequence of the meeting, IWM has been appointed as consultant for detail feasibility study of the project area. After getting the Detail feasibility study report of the project area from IWM, new DPP will be prepared for the approval. After that the TRM will be started in beel Kapalia and other beels as soon as possible. More over, another suitable beels should be selected for continuation of TRM.

As per approved RDPP, the total cost of capital component is 6514.92 lac taka. Out of 6514.92 lac taka expenditure of the component is 5587.18 lac taka and physical progress is 93.02%.

Out of 4402.13 lac taka in Crop compensation component, expenditure of the component is 743.72 lac taka. For that reason Physical progress of the component is more than Financial progress.

 22/9/2016

Date :

Signature and seal of the Project Director/Manager

(Zulfikar Ali Howlader)
Superintending Engineer
Jessore O & M Circle,
BWDB, Khulna

7. Remarks/Comments of Agency Head

This project was formulated with the aim of operation of TRM in East Beel Khuksia & Beel Kapalia to ensure sustainability of drainage system. Among them, only TRM on Beel Khuksia could be made functional. TRM on Beel Kapalia couldn't be implemented due to sabotage of some prospective stakeholders against it. So the project has been suspended and ultimately declared complete.

Date :



Signature and Seal
(Md. Jahangir Kabir)
Director General
BWDB, Dhaka.

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

Date :

Signature and Seal