

BANGLADESH WATER DEVELOPMENT BOARD



PROJECT COMPLETION REPORT: IMED-04/2003 (Revised)

Name of the Project : Re-excavation of 83 Rivers/Khals and Increase Navigation of Mongla-Ghasiakhali Channel in Bagerhat District (1st Revised).

PROJECT PERIOD: DECEMBER 2016 TO JUNE 2022.

DIVISION : Bagerhat O&M Division, BWDB, Bagerhat.

CIRCLE : Khulna O&M Circle, BWDB, Khulna.

ZONE : South-Western Zone, BWDB, Khulna.

October, 2022.

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

PROJECT COMPLETION REPORT: IMED 04/2003 (REVISED)

A. PROJECT DESCRIPTION:

- 01. Name of Project** : Re-excavation of 83 Rivers/Khals and Increase Navigation of Mongla-Ghasiakhali Channel in Bagerhat District (1st Revised).
- 02. Administrative Ministry/ Division** : Ministry of Water Resources (MoWR)
- 03. Executing Agency** : Bangladesh Water Development Board (BWDB)
- 04. Location of the Project** : Upazila: Bagerhat Sadar, Rampal, Mongla, District: Bagerhat.
- 05. Objectives of the Project** :

The main objectives of the project:

- ❖ Reduce high rate sedimentation in Mongla Ghasiakhali Channel in order to sustain navigability of Indo-Bangladesh protocol route.
- ❖ Develop and improve drainage system for BWDB Polder 34/2 and area adjacent to Mongla Ghasiakhali Channel.
- ❖ Facilitate Mongla Port by the management of sediment of the connecting channels for smooth operation of the fleets.
- ❖ Improve Socio-economic condition of the project area and create employment opportunity.

06. Estimated Cost:

(In Lakh Taka)

	Original	Latest Revised (1 st)
a) Total	70640.42	18794.16
b) Taka	70640.42	18794.16
c) Foreign Currency	-	-
d) Project Aid	-	-
e) RPA	-	-

07. Date of Approval:

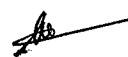
PCP	PP
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- a) Original : - 10/01/2017.
- b) No Cost Time Extension : - 14/06/2021.
- c) Latest Revised (1st) : - 27/03/2022.

08. Implementation period :

	Date of Commencement	Date of Completion
a) Original	December, 2016	June, 2021.
b) No Cost Time Extension	December, 2016	December, 2021
b) Latest Revised (1 st)	December, 2016	June, 2022
c) Actual	December, 2016	June, 2022





09. Financial Agreement (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 Effectiveness	Date of Closing	
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
18794.16	-	18794.16	-

9.2 Utilization of Project Aid: (Source wise)

(In Million)

	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 Reimbursable Project Aid (RPA)

(In Lakh Taka)

RPA Amount		Amount Spent	Amount claimed	Amount Reimbursed	Remarks.
As Per DPP	As per Agreement				
1	2	3	4	5	6

..... N/A.

B. IMPLEMENTATION POSITION**01. Implementation Period:**

Implementation Period as per DPP		Actual Implementation Period	Time Over Run (% of Original Implementation Period)	Remarks
Original	Latest Revised			
1	2	3	4	5
December, 2016 to June, 2021	December /2018 to June/2022	December, 2018 to June, 2022	21.82%	Due to Covid-19 Pandemic, the project work was lagged behind in the FY 2019-20 & 2020-21.

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	70640.42	18794.16	17512.83	-75.21%	According to RDPP, Scope of work has reduced.
Taka	70640.42	18794.16	17512.83	-75.21%	
PA	-	-	-	-	

03. Project Personnel: Project work has been implemented by existing manpower of Bagerhat O&M Division, BWDB, Bagerhat. There is no provision of project personnel recruitment on this project.

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	Male	Female
1	2	3	4	5	6	7
Officer (s)	Existing manpower of the implementing agency were deployed during execution of the project.					
Staff (s)						
Total						

..... Nil

04. Training of project Personnel (Foreign/Local): There was no provision of training under this project.

Field of Training /Study tour/work shop/ 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 Nil

b) Local Nil

05. Component wise Progress (As per Latest approved DPP):

(In Lakh Taka)

Items of work (as per DPP)	Unit	Target (as per RDPP)		Actual Progress		Reasons for deviation (±)
		Financial	Physical (%) / Quantity	Financial	Physical (%) / Quantity	
1	2	3	4	5	6	7
A. Revenue Component :-						
3243101- Petrol & Lubricant	LS	10.00	100	10.00	100	
3255104- Seal & stamps	LS	2.00	100	1.93	99.65	
3255105- Office Stationery	LS	3.00	100	2.99	96.50	
3111332- Honorarium for Committees (PSC, PIC, TEC)	LS	5.00	100	5.00	100	
3111332- Mid Term Evaluation	LS	10.00	100	10.00	100	
3211125- Publicity (Meetings, etc.) and Advertisement	LS	10.00	100	10.00	100	

Items of work (as per DPP)	Unit	Target (as per RDPP)		Actual Progress		Reasons for deviation (±)
		Financial	Physical (%) / Quantity	Financial	Physical (%) / Quantity	
1	2	3	4	5	6	7
3257104- Survey & Investigation	LS	30.00	100	29.97	99.91	
3258101- Repair & Maintenance of existing vehicles	LS	5.00	100	5.00	100	
3258105- UPS, IPS, Cable Connection and office instrument etc.	LS	3.00	100	2.98	99.40	
Sub Total (A):		78.00	100	77.87	99.83	
B. Capital Component						
4112101- Motor Cycle	Nos	3.99	3	3.99	3	
4112302- Digital Camera	Nos	0.50	1	0.50	1	
4112304- Total Station, Levelling Instrument	Nos	10.00	1	1.50	1	
4112304- Echo Sounder with GPS and accessories	Set	7.00	1	-	-	
4112202- Brand Computer with Laser Printer & Accessories	Nos	3.00	4	3.00	4	
4112310- Multimedia Projector	Nos	0.50	1	0.50	1	
4112310- Photocopier, Color printer and Scanner	Nos	2.00	3	2.00	3	
4113102- Tree plantation in Canal banks and Walkways	Km	35.91	16.00	8.91	16.00	
3257101- Consultancy services	LS	98.87	100	98.00	99.12	
4111310- Dredging and Re-excavation of River / Khal (263.681km & Earth Volume- 109.720 lac cum)	Km/ cum	18507.69	263.681 km/ 109.720 lac cum	17269.86	263.012 km/ 101.65 lac cum	Actual length of re-excavation was found to be little bit less in the field.
4111201- Remodeling/Re-construction of office building/ mosque/ Inspection Bungalow/ Other residences.	LS	46.70	100	46.70	100	
Sub Total(Capital Component) B :-		18716.16	100	17434.96	99.50	
(C) Physical contingency						
(D) Price contingency						
Grand Total (A+B+C+D) cost :-		18794.16	100%	17512.83	99.50%	

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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
Md. Bazlur Rashid Superintending Engineer Khulna O & M Circle BWDB, Khulna. Grade-4 (50,000-71,200)	Full Time	-	Yes	23-04-2017	15-01-2018	
Md. Abul Hossain Superintending Engineer Khulna O & M Circle BWDB, Khulna. Grade-4 (50,000-71,200)	Full Time	-	Yes	15-01-2018	12-12-2021	
Md. Shafi Uddin Superintending Engineer, Khulna O & M Circle BWDB, Khulna. Grade-4 (50,000-71,200)	Full Time	-	Yes	12-12-2021	Till Date	

07. Procurement of Transport (in nos.):

Type of Transport	Number as per DPP	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 Vehicle Number (Bagerhat "HA-12-6375")	01Nos	22-06-2017	-	Bagerhat O&M Division, BWDB, Bagerhat. Date: 01/07/2022	-	Used by Sectional Officers for monitoring & supervision of the project works.
(Bagerhat "HA-12-6377")	01Nos	22-06-2017	-			
(Engine No -297656)	01Nos	22-06-2017	-			

08. Procurement of Goods, Works and Consultancy Service.

08.1. Goods & Works of the Project Costing above Tk. 200.00 lakh and Consulting above 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 RDPP	Contracted value	Invitation date	Contract signing/ L.C opening date	As per contract	Actual
1	2	3	4	5	6	7
Re-excavation of 83 River/Khals in C/W "Re-excavation of 83 Rivers/Khals and Increase Navigation of Mongla-Ghasiakhali Channel in Bagerhat District (Re-excavation of 46 Nos khal (DPM) in C/W "Re-excavation of 83 Rivers/Khals and Increase Navigation of Mongla-Ghasiakhali Channel in Bagerhat District", under Bagerhat O&M Division, BWDB, Bagerhat) " under Bagerhat O&M Division, BWDB, Bagerhat during the year 2017-2018.	118.04	118.04	10/03/2018	21-12-2021	31-12-2021	31-12-2021
Dredging of Bogura River from Km. 0.00 to Km. 4.525 = 4.525 km. at Rampal Upazilla in C/W "Re-Excavation of 83 Rivers/ Khals and Increase Navigation of Mongla-Ghasiakhali Channel Bagerhat District" under Bagerhat O&M Division, BWDB, Bagerhat (Package No.- W-5, ID-354869).	11.22	14.32	08-09-19	05-12-2019	31-12-2021	31-12-2021
Dredging of Bisnu River from Km. 0.00 to Km.7.500 7.500km at Rampal Upazilla in C/w Re-Excavation of 83 River/ Khals and Increase Navigation of Mongla-Ghasiakhali Channel in Bagerhat District under Bagerhat	10.44	939.62	06-10-19	27-11-2019	31-12-2021	31-12-2021

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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 RDPP	Contracte d value	Invitation date	Contract signing/ L.C opening date	As per contract	Actual
1	2	3	4	5	6	7
O&M Division BWDB Bagerhat (Package No W-76, ID-366989)						
Dredging of Bisnu River from Km. 7.500 to Km.12.850 5.350 km at Rampal Upazilla in C/w Re-Excavation of 83 River/ Khals and Increase Navigation of Mongla-Ghasiakhali Channel Bagerhat District Under Bagerhat O&M Division BWDB Bagerhat Package No W-32, ID-482760.	15.00	10.96	05-08-20	01-10-2020	31-12-2021	31-12-2021
Re-excavation of Solitakhali Khal from km 0.000 to 4.770 = 4.770 Km in C/W Re-excavation of 83 Rivers/khals and Increase Navigation of Mongla-Ghasiakhali Channel in Bagerhat District under Bagehat O&M Division BWDB Bagerhat during the year 2019-2020.(Package No W-111, ID-431571)	6.38	2.42	23-02-20	20-08-2020	30-06-21	30-06-21
Re-excavation of Ichamati River from km 0.000 to km 7.180 = 7.180 Km in C/W Re-excavation of 83 Rivers/khals and Increase Navigation of Mongla-Ghasiakhali Channel in Bagerhat District under Bagehat O&M Division BWDB Bagerhat during the year 2019-2020. (Package No W-49, ID-431570)	5.10	4.59	23-02-20	23-08-2020	31-12-2021	31-12-2021
Dredging of Mandartola Khal from Km. 0.000 to Km.2.750 = 2.750 km at Rampal Upazilla in C/W "Re-Excavation of 83 Rivers/Khals and Increase Navigation of Mongla-Ghasiakhali Channel in Bagerhat District" under Bagerhat O&M Division, BWDB, Bagerhat (Package No W-28, ID- 354870).	9.73	8.43	08-09-19	19-12-2019	30/05/2021	30/05/2021
Dredging of Mandartola Khal from Km. 2.750 to Km.5.140 = 2.390 km at Rampal Upazilla in C/W "Re-Excavation of 83 Rivers/Khals and Increase Navigation of Mongla-Ghasiakhali Channel in Bagerhat" District under Bagerhat O&M Division, BWDB, Bagerhat (Package No W-29, ID-354873).	9.35	8.42	08-09-19	11-12-2019	30/05/2021	30/05/2021
Re-Excavation of Bogura River from Km. 4.525 to Km. 9.113 = 4.588 km at Rampal Upazilla in C/W "Re-Excavation of 83 Rivers/Khals and Increase Navigation of Mongla-Ghasiakhali Channel Bagerhat District" under Bagerhat O&M Division, BWDB, Bagerhat (Package No.- W-6, ID-354871)	12.46	11.21	08-09-19	19-11-2019	30/05/2020	30/05/2020
Re-Excavation of Bulshir Khal from Km. 0.000 to Km. 5.680 = 5.680 Km. in C/w "Re-Excavation of 83 River/ Khals and Increase Navigation of Mongla-Ghasiakhali Channel Bagerhat District" under Bagerhat O&M Division, BWDB, Bagerhat during the year 2019-2020 (Package No- W-70, ID-352365).	2.50	2.25	01-09-19	06-11-2019	31-12-2021	31-12-2021
Re-excavation of Akbaria Khal from Km. 0.000 to Km. 7.150 = 7.150 Km. in C/W "Re-excavation of 83 Rivers/Khals and Increase Navigation of Mongla-Ghasiakhali Channel" in Bagerhat District under Bagehat O&M Division, BWDB, Bagerhat (Package No W-69, ID-338872).	3.66	3.61	02-07-19	08-10-2019	30-06-2020	30-06-2020

08.2. Use of Project Consultant (s) (Foreign / Local):

Name of the field	Approved man month		Actual man month utilized	Remarks
	As per PP	As per contract.		
a) Local				
1	2	3	4	5
Team Leader/ Director, Director, Coast, Port & Estuary Management Division Institute of Water Modeling.	1	1	1	
Morphologist/ Morphological Modeler	4	4	4	
b) Foreign	 Nil			

Signature

Signature

09. Construction / Erection / Installation Tools & Equipment:

Description of items	Quantity (As per DPP)	Quantity procured with date	Transferred to O&M with date	Disposed off as per rule with date	Balan ce	Remarks
1	2	3	4	5	6	7
Digital Camera	1 Nos	15-06-2017	Bagerhat O&M Division, BWDB, Bagerhat. Date: 01/07/2022	RFQ 15-06-2017	1	Used for official purpose
Levelling Instrument	1 Nos	20-05-2017		RFQ 20-05-2017	1	Are being used by Sectional Officers for survey works.
Brand Computer with laser printer	1 Nos	22-06-2018		RFQ 22-06-2018	1	Being used for official purpose
Laptop	1 Nos	30-06-2019		RFQ 30-06-2019	1	
Brand Computer with laser printer	1 Nos	16-02-2020		RFQ 16-02-2020	1	
Laptop	1 Nos	16-02-2020		RFQ 16-02-2020	1	
Multimedia Projector	1 Nos	31-12-2017		RFQ 31-12-2017	1	
Photocopier, Color printer and Scanner	3 Nos	31-12-2017		RFQ 31-12-2017	3	

C. FINANCIAL AND PHYSICAL PROGRAMME:**1 (a) Original and revised schedule as per DPP.**

(In Lakh Taka)

Financial Year	Financial provision & physical target as per original DPP				Financial provision & physical target as per latest revised DPP			
	Total	Taka	P.A	Physical %	Total	Taka	P.A.	Physical %
1	2	3	4	5	6	7	8	9
2016-17	17892.38	17892.38	-	25.33%	10.99	10.99	-	0.02%
2017-18	22684.35	22684.35	-	32.11%	236.65	236.65	-	0.50%
2018-19	10778.54	10778.54	-	15.26%	2489.50	2489.50	-	4.68%
2019-20	10289.44	10289.44	-	14.57%	2945.99	2945.99	-	51.80%
2020-21	8995.71	8995.71	-	12.73%	7831.86	7831.86	-	33.00%
2021-22	-	-	-	-	5279.17	5279.17	-	10.00%
Total	70640.42	70640.42	-	100%	18794.16	18794.16	-	100.00%

2 (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
2016-17	130.00	130.00	-	0.06%	100.00	10.99	10.99	-	0.02%
2017-18	1875.00	1875.00	-	1.26%	1875.00	236.64	236.64	-	0.50%
2018-19	2500.00	2500.00	-	13.25%	2500.00	2489.50	2489.50	-	4.68%
2019-20	5000.00	5000.00	-	40.43%	3000.00	2945.97	2945.97	-	51.80%
2020-21	8500.00	8500.00	-	35.00%	7900.00	7831.87	7831.87	-	33.00%
2021-22	4000.00	4000.00	-	10.00%	4000.00	3997.84	3997.84	-	9.50%
Total	22005.00	22005.00	-	100.00%	19375.00	17512.81	17512.81	-	99.50%

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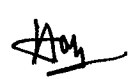
D. ACHIEVEMENT OF OBJECTIVES OF THE PROJECT:

Objectives as per DPP	Actual achievement	Reasons for shortfall, if any
Reduce high rate sedimentation in Mongla Ghasiakhali Channel in order to sustain navigability of Indo-Bangladesh protocol route.	Yearly maintenance dredging has significantly been reduced in Mongla-Ghasiakhali Channel.	Quick siltation is hampering project Objective.
Develop and improve Drainage system for BWDB Polder 34/2 and area adjacent to Mongla Ghasiakhali Channel.	Drainage system in the area has been improved due to Re-excavation of 79 Nos River/Khal in the area (263.681 Km).	
Facilitate Mongla Port by the management of sediment of the connecting channels for smooth operation of the fleets.	Re-excavation of River/Khals connected to Mongla-Ghasiakhali Channel has increased the channel's water flow through siltation removal and increased navigability. In view of this, large vessels are now moving at Mongla Port through the place where naval vehicles could not move earlier.	
Improve Socio-economic condition of the project area and create employment opportunity.	Saline water intrusion is prevented which results in huge agricultural production in the project area. So, socio-economic condition of the project area is improved.	

E. BENEEFIT 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).
Increase in Production due to drainage facilitation through this Project:			
1. B. Aus (L)	mt/ha	1.22	The project has just been completed. Actual output values can be assessed after a year from completion.
2. T. Aus (HB)	mt/ha	3.59	
3. AUS (HYV)	mt/ha	3.35	
4. B. Aman	mt/ha	4.35	
5. T. Aman (L)	mt/ha	1.75	
6. T. Aman (HYV)	mt/ha	4.35	
7. Boro (L)	mt/ha	2.10	
8. Boro (HYV)	mt/ha	5.70	
9. Wheat	mt/ha	1.40	
10. Nut	mt/ha	0.64	
11. Mustard	mt/ha	0.64	
12. Potato	mt/ha	7.70	
13. W. Vegetable	mt/ha	6.94	
14. S. Vegetable	mt/ha	6.94	
15. Sweet Potato	mt/ha	7.80	

02. Cost / Benefit:

Item	Estimated	Actual
(1) Benefit cost ratio of the project (i) Financial (ii) Economic	(1) (i) - (ii) 1.31 : 1.00	It will be evaluated later by concern directorate of BWDB & IMED.
(2) Internal Rate of Return (i) Financial (ii) Economic	(2) (i) (ii) 19.87%	

(3) Please give reason for shortfall, if any, between the estimated and actual benefit: No Shortfall.

F. MONITORING AND AUDITING.**01. Monitoring:**

Name & designation of the inspecting official	Date of Inspection	Identified Problems	Recommendations
1	2	3	4
A) Ministry / Agency:			
Md. Abul Islam Deputy Secretary, MoWR & Md. Shafiqur Rahaman Assistant Secretary, MoWR	13-11-2018	No major problems identified	Main works of Project works was done.
Md. Siddiquir Rahman Senior Assistant Head, planning-4, MoWR.	25-01-2019 to 26-01-2019	Re-excavations of rivers/ khals as per approved design were becoming challenging to implement. Poor management and lack of sufficient logistic supports on behalf of contractor are hampering work progress.	In the context of reality, the sustainable depths for khals/rivers re-excavation have to be determined and based on these depths; revised design as well as revised cost estimation are to be prepared.
Mr. Kabir Bin Anwar, Senior Secretary, MoWR	24-10-2019	No major problems identified	Main works of Project works shall be done timely.
Technical committee of IWM.	January, 2021	Most of the excavated/ dredged Rivers/ Khals are getting silted up within short period.	Periodic maintenance of re-excavated/dredged rivers/khals is necessary
Mr. Kabir Bin Anwar, Senior Secretary, MoWR	07-05-2021 to 08-05-2021	After the re-excavation of Belai river, the river is getting silted up due to sand boiling & side slope collapse. Re-excavation works of some rivers are getting difficult as per design due to the presence of LGED constructed roads, bridges and electric poles of REB.	Co-ordination among the BWDB, LGED and REB is required to resolve project implementation issues. Besides, the Bangladesh Navy should mobilize more excavators and dredgers to speed up the work.
Alam Ara Begum Additional Secretary (Admin)	23-01-2022 to	No major problems identified.	The incomplete works should

Name & designation of the inspecting official	Date of Inspection	Identified Problems	Recommendations
1	2	3	4
MoWR	24-01-2022		be completed within the stipulated time and quality of the ongoing works of the project shall be ensured.
Kabir Bin Anwar Senior Secretary, MoWR	10-06-2022	No major problems identified	Regular monitoring should be done to maintain the navigability of rivers/canals. Re-excavation of rivers/canals which are silted up should be proposed for re-excavation on priority basis. Remaining rivers/canals connected to Mongla-Ghoshiakhali channel shall be proposed for re-excavation.
Mid-term Evaluation Team	27-02-2020	Erosion of Re-excavated River/ khals bank slope and sand boiling phenomena were observed.	To stabilize bank slope, the design side slope should be milder with increase in bed width for excavation works of Khals. The Re-excavation of River/Khals should be done in integrated way sequentially.
Md. Rokan ud-Daulah Additional Secretary (Administration), MoWR.	26-09-2020	As per revised designs of rivers/ khals and revised alignment according to CS map at field level, the amount of earth volume in each rivers/ khals will be reduced significantly as compared to DPP so the cost of the project will be reduced. The widths of many bridges and culverts constructed by LGED and RHD are smaller than the design bed widths of concerned rivers/khals which are obstructing implementation of works as per design.	Due to very high rate of siltation in the project area, regular maintenance dredging is required every year to get full benefit from river/canal re-dredging. Maintenance dredging/excavation of re-excavated rivers/ khals shall be taken up after detailed survey.
Md. Habibur Rahaman Addl. Director General (Western Region), BWDB, Dhaka.	06.11.2020	No major problems identified.	Instructed to follow approved designs for re-excavation works.
Md. Rafiq Ullah Chief Enginner, South-Western Zone, BWDB, Khulna.	06.11.2020	No major problems identified.	Instructed to follow approved designs for re-excavation works.
Md. Rafiq Ullah Chief Enginner, South-Western Zone, BWDB, Khulna.	07.11.2020	No major problems identified.	Instructed to follow approved designs for construction works.
Site Inspection by Technical Committee (BWDB)	September, 2020	In the project area, the rate of sedimentation and sand boiling is very high and canal bank is collapsing during canal re-excavation. The river/canal re-	Decisions of Steering Committee meeting to exclude construction of peripheral embankment, construction of drainage outlets, construction of Bailey Bridge and land

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Name & designation of the inspecting official	Date of Inspection	Identified Problems	Recommendations
1	2	3	4
		excavation work as per design is being hampered by the presence of LGED constructed roads, bridges and electric poles of REB.	acquisition for TRM shall be ensured.
Site Inspection by Technical Committee (BWDB)	June, 2021	In the project area, the rate of sedimentation and sand boiling is very high and canal bank is collapsing during canal re-excavation. The river/canal re-excavation work as per design is being hampered by the presence of LGED constructed roads, bridges and electric poles of REB.	The revised DPP shall be prepared costing BDT.18075.59 lakhs for re-excavation of 79 rivers/canals. New DPP shall be prepared to ensure maintenance dredging and new rivers/khals for re-excavation.
(Md. Rafique Ullah) Chief Engineer South-Western Zone BWDB, Khulna.	Several times	No major problems identified.	Instructed to follow approved designs for re-excavation works & to complete within the stipulated time.
A. K. M. Tahmidul Islam Chief Engineer South-Western Zone, BWDB, Khulna.	Several times	No major problems identified.	Instructed to follow approved designs for re-excavation works & to complete within the stipulated time.
(Md. Abul Hossain) Superintending Engineer Khulna O & M Circle BWDB, Khulna & Project Director.	Several times	No major problems identified.	Instructed to follow approved designs for re-excavation works & to complete within the stipulated time.
(Md. Shafi Uddin) Superintending Engineer Khulna O&M Circle BWDB, Khulna & Project Director.	Several times	No major problems identified.	Approved design must be followed.
B) IMED:			
Md. Afzal Hossain Director, IMED.	18-10-2017	Project implementation period is 4 years but after 2 years, financial progress is only 0.51%.	To complete the project in stipulated time a work plan should be prepared according to Critical Path Method (CPM). Then the project should be implemented according to the work plan. Fund allocation should be increased in favor of the project.
Mr. Md. Abdur Rahman, Deputy Director, Implementation Monitoring and Evaluation Division (Agriculture Resources Sector).	21-06-2019	No major problems identified.	The project shall be completed within stipulated time

Name & designation of the inspecting official	Date of Inspection	Identified Problems	Recommendations
1	2	3	4
Md. Afzal Hossain Director, IMED.	15-07-2020	DPP is prepared as per design prepared by BIWTA. But in reality, the DPP cost will be greatly reduced as the work is implemented as per revised design and survey prepared by BWDB.	Excavated/dredged earths of river/khals should be kept at specified distance. According to the approved revised design of the project, the work should be completed within the specified time and within the approved period and cost while maintaining the quality. PIC and PSC meetings should be held to ensure smooth implementation of the project.
(C) Others:			
Begum Habibunnahar Member of Parliament, Bagerhat-3.	Several times	No major problems identified.	Important instructions were provided to expedite works. Some local Managerial problems were solved upon discussion with stakeholder. Project progress was satisfactory & site management problem was solved.
Talukder Abdul Khaleque Mayor, Khulna City Corporation, Khulna.	Several times	No major problems identified	Important instructions were provided to expedite works. Some local Managerial problems were solved upon discussion with stakeholder. Project progress was satisfactory & site management problem was solved.

02. Auditing during and after Implementation:

2.1. Internal Audit:

Period of Audit	Date of submission of Audit Report.	Major findings/ objections	Whether objection resolved or not.
1	2	3	4
No internal Audit conducted			

2.2. External Audit:

Audit Period	Date of submission of Audit Report.	Major findings/objections	Whether objection resolved or not.
1	2	3	4
2015-16	Not conducted		

Signature

Signature

2016-17	Not conducted		
2017-18	Not conducted		
2018-19	10-06-2021	4 Nos	3 Nos objections resolved 1 Nos objections Not resolved yet.
2019-20	Not conducted		
2020-21	Not conducted		
2021-22	Yet to be conducted		

G. DESCRIPTIVE REPORT

General Observations/Remarks of the Project on:

1.1 Background

The proposed project Comprises re-excavation of 83 (eighty three) nos rivers and khals connecting with Mongla-Ghasiakhali Channel for a total length of about 309.68 Km. Mongla-Ghasiakhali Channel is a link of Pashur River at Mongla Upazila and Pailahara (Baleswar) River at Morrelgonj Upazila. The 83 (eighty three) connecting khals originated from various beels & low laying areas of Mongla, Rampal & Bagerhat Sadar Upazila falling into the Mongla-Ghasiakhali Channel. Most of the Khals have been silted up due to lack of upland fresh water flow and also due to high concentration of silt coming with tidal flow. However those rivers/khals were not re-excavated for a long time.

Thus the khals have lost their conveyance as well as restoration capacity. As a result, flood and water logging occur in the project area every year. The project area remain inundated for a certain period each year and seriously hamper agriculture, education, health, communication, environment, industry, etc. Especially CEGIS study says that due to siltation in connecting 83 khals, flood plain flash do not drain into the Mongla Ghosiakhali Channel eventually silting up the channel rapidly due to very high concentration of silt coming up with the tidal flow. It has been a great national issue as the operation of Mongla Port is being hampered for this situation.

An inter-ministerial meeting on the "Dredging of Mongla-Ghasiakhali channel" held on 10-08-2015 in the Conference room of Ministry of Shipping. The meeting was presided over by Mr. Shajahan Khan, M.P and Honorable Minister, Ministry of Shipping. Among others Barrister Anisul Islam Mahmud MP, the honorable Minister and Mr. Nazrul Islam Bir pratik M.P, the honorable State Minister, Ministry of Water Resources, Alhaj Talukder Abdul Khalek, M.P, The Secretary, Ministry of water resources, The Secretary, Ministry of Forest & Environmental, The Secretary, Ministry of Shipping, DG BWDB, Chairman BIWTA, Divisional Commissioner, Khulna division, D.C. Bagerhat, S.P. Bagerhat and other high officials were present in the meeting.

After a threadbare discussion following decisions were taken in the meeting:

- i) Re-excavation of 83 nos khals/rivers and implementation of TRM in 3(three) separate locations in the adjacent areas of the channel have to be undertaken by BWDB and a DPP is to be submitted to the Ministry within the month of August, 2015.
- ii) Maintenance Dredging have to be continued in the Mongla-Ghasiakhali Channel by BIWTA with required number of dredger.

According to the above decision, a development propjet proposal (DPP) has been prepared as per recommendation of CEGIS study report in connection with Mongla-Ghosiakhali Channel and on the basis of field level survey and collection of necessary information related to the project. The estimate has been

prepared as per design parameters suggested in CEGIS study report and on the basis of current schedule of rate of BWDB. In the estimate, re-excavation work was be performed considered 50% by dredger and 50% by excavator.

After implementation of the project, it will facilitate navigation clearance in the Mongla Ghosiakhali channel and provide drainage facilities to a gross area coverage of 78,000 ha & irrigation facilities to 74800 ha. The main components of the project are re-excavation/dredging of 309.68 Km khals/rivers and implementation of two TRM.

1.2 Justification /Adequacy:

Following the completion of the re-excavation/dredging works of the connecting river/khals of the Mongla-Ghasiakhali Channel, the economic transactions of the Mongla port will increase to BDT 10,000.00 crore as the navigation route will be reduced by 60.00 km, saving fuel worth BDT 9.00 crore per year. According to data from the above statistical report collected by CEGIS, revenue earned by the government of Bangladesh will increase by 2.00 crore per year. The project will also contribute to the national economy as the re-excavation and dredging of 79 no. river/khal will significantly reduce siltation in the Mongla-Ghasiakhali channel, according to the BIWTA report. Under the above circumstances, and following the demand of the inhabitants of the project area, priority was given to the proposed project.

1.3 Objectives

- Reduce the high rate of sedimentation in the Mongla-Ghasiakhali Channel to keep the Indo-Bangladesh protocol route navigable.
- Develop and improve the drainage system for BWDB Polder 34/2 and the area adjacent to the Mongla-Ghasiakhali Channel.
- Facilitate Mongla Port by the management of sediment in the connecting channels for smooth operation of the fleets.
- Improve Socio-economic condition of the project area and create employment opportunities.

1.4 Project revision with reasons.

The project was approved on 10-01-2017. Then as per proposal of Nou Kollan foundation Trading Company-Ltd (Bangladesh Navy), CCEA as well as CCGP approved to procure the whole physical-works through DPM. As per the decision, Notification of Award (NoA) was issued for re-excavation/dredging of 83 nos rivers/khals to Bangladesh Navy. Later, work order was issued on 18-03-2018 having contact value equal to BDT 70640.42 lakhs. The work was supposed to start on 25-03-2017 and finish on 02-06-2021. Afterward, due to poor progress of re-excavation works, it was decided that the work order has to be curtailed and re-tendered through OTM at the monthly ADP meeting on 28-04-2019. Notably, out of 83 khals, 46 nos were implemented by Bangladesh Navy procured through DPM and rest amount of works were procured through OTM. Thus the procurement of works took time to start the works. After completion of procurement process, when contractors started the re-excavation work, it was observed that slopes of the rivers/khals were collapsing and sand boiling phenomenon was taking place. Considering field condition, the design bed level and bed slope were reviewed and revised designs were prepared by raising bed level from previous design. Thus, according to new revised design, the earth volume got reduced significantly. On the other hand, to follow the CS map of the proposed rivers/ khals re-excavation work, total 45.28 km lengths got reduced from approved DPP length (309.68 km). Due to aforementioned reasons, the project cost got reduced from BDT 70640.42 to BDT 18794.16 Lakh and in the steering committee meeting it was decided to revise the DPP as per new estimated cost.

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

The project was composed of re-excavation of 83 (eighty three) nos rivers/ khals connected to Mongla-Ghasiakhali channel for a total length of about 309.68 Km. The 83 (Eighty three) connecting khals originated from various beels & low laying areas of Mongla, Rampal & Bagerhat Sadar Upazila falling

into the Mongla-Ghasiakhali channel. Most of the khals have been silted up due to lack of upland fresh water flow and also due to high concentration of silt coming with tidal flow. However, those rivers/khals were not re-excavated for a long time. Initially, the designs of the rivers/khals were done by IWM and BIWTA, later. The cost estimate for re-excavation works was accomplished considering 50% by dredger and 50% by excavator. After implementation of the project, maintenance dredging in Mongla-Ghasiakhali channel has been reduced significantly. The project has provided drainage facilities to a gross area coverage of 78,000 ha & irrigation facilities to 74800 ha.

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

◆ Project Identification:

The Project is located at **Bagerhat Sadar, Mongla & Rampal** upazilla of Bagerhat district. Mongla-Ghasiakhali Channel is a link of Pashur River at Mongla Upazila and Pailahara (Baleswar) River at Morrelgonj Upazila. The 83 (eighty-three) connecting khals originated from various beels & low laying areas of Mongla, Rampal & Bagerhat Sadar Upazila falling into the Mongla-Ghasiakhali Channel. Most of the Khals have been silted up due to lack of upland fresh water flow and also due to high concentration of silt coming with tidal flow. However, those rivers/khals were not re-excavated for a long time.

In connection to that, an inter-ministerial meeting on the "Dredging of Mongla-Ghasiakhali channel" held on 10-08-2015 in the Conference room of Ministry of Shipping. One decision of the meeting was "Re-excavation of 83 nos khals/rivers and implementation of TRM in 3(three) separate locations in the adjacent areas of the channel have to be undertaken by BWDB and a DPP is to be submitted to the Ministry within the month of August, 2015". According to the decision of the meeting this project is taken up.

◆ Project Preparation:

According to the decision of the inter-ministerial meeting on the "Dredging of Mongla-Ghasiakhali channel" held on 10-08-2015, a development project proposal (DPP) has been prepared as per recommendation of CEGIS study report in connection with Mongla-Ghasiakhali Channel and on the basis of field level survey and collection of necessary information related to the project. The estimate has been prepared as per design parameters suggested in CEGIS study report and on the basis of current schedule of rate of BWDB.

◆ Appraisal:

The PEC meeting was held on 07-10-2016 in planning commission. As per decision of PEC meeting, the DPP was re-casted & processed for approval.

◆ Credit Negotiation: Not Applicable

◆ Credit Agreement: Not Applicable

◆ Credit Effectiveness: Not Applicable

◆ Loan Disbursement: Not Applicable

◆ Loan Conditionalities: Not Applicable

Project Approval: The project was approved by ECNEC on 10-01-2017 for Original DPP.

Later 1st Revised DPP approved was by honorable Planning Minister on 27-03-2022.

◆ Others (if any): Nil

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**
The stakeholders are directly taking advantages of the created facilities of the project.
- 4.3 O & M programme of the project.**
Post project periodic maintenance will be arranged from the regular O&M allocation of BWDB.
- 4.4 Impact of the project -**
4.4.1 Direct:
- Improved the navigability of Mongla-Ghosiakhali channel.
 - Re-excavation of 83 rivers/khals has also improved drainage facility within the project area.
 - Naval transport has increased.
 - Enhancement of agricultural activities, incremental paddy production, ground water upgradation, communication system & fish culture, afforestation etc.
- 4.4.2 Indirect**
- Food security.
 - Improvement of environmental situation.
 - Socio-economic development,
- 4.5 Transfer of Technology and Institutional Building through the project**
Not Applicable.
- 4.6 Employment generation through the project.**
A large number of skilled and unskilled workers were employed during the construction period, and many people are getting involved in fishing projects.
- 4.7 Possibility of Self employment**
There are possibilities of self-employment as existing agricultural, commercial, and industrial activities are improved and protected from natural hazards.
- 4.8 Possibility of women-employment opportunity**
Yes, there are enhanced possibilities for women's employment through the project's benefited area.
-
- 4.9 Women's participation in development**
Yes.
- 4.10 Probable Impact on Socio-Economic activity.**
Through dredging and re-excavation, navigation, irrigation, trade, and fishing have increased significantly throughout the project area. As a result, the socio-economic balance in the locality has enhanced.
- 4.11 Impact on environment**
Positive environmental impact is achieved through the implementation of the project.
- 4.12 Sustainability of the project**
The project is sustainable but requires periodic maintenance.
- 4.13 Contribution to poverty alleviation/reduction**
The project has direct contribution and impact on poverty alleviation/reduction.
- 4.14 Opinion of the public representatives, local elite, local administration, teachers, religious leaders, women's representatives etc.**



Positive remarks regarding the project.

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:** N/A
- 5.2 Project Director:** N/A
- 5.3 Land Acquisition:** N/A
- 5.4 Procurement:** Initially, it was decided to procure the whole works through the Direct Procurement Method, but due to extremely slow progress, the contract was cancelled partially & remaining works of 34 Khals were implemented by deploying new contractors through OTM tendering method.
- 5.5 Consultancy:** N/A
- 5.6 Contractor:** N/A
- 5.7 Manpower:** N/A
- 5.8 law & Order:** N/A
- 5.9 Natural calamity:** N/A
- 5.10 Project financing, allocation and Release:** N/A
- 5.11 Design formulation/approval:** N/A
- 5.12 Project aid disbursement and re-imbursement:** N/A.
- 5.13 Mission of the development partners:** N/A.
- 5.14 Time & Cost Over-run:** As mentioned in B-01 & B-02.
- 5.15 Project Supervision/Inspection:** N/A
- 5.16 Delay in Decision:** N/A
- 5.17 Transport:** N/A
- 5.18 Training:** N/A.
- 5.19 Approval:** N/A
- 5.20 Others:** N/A.

6. Remarks & Recommendations of the Project Director:

The project was formulated with a view to increase in navigability of Mongla-Ghosiakhali channel. The assessment immediately after completion of all re-excavation works showed significant increase in tidal prism which caused reduction of maintenance dredging in the Mongla-Ghosiakhali channel. Re-excavation of 83 rivers/khals has also improved drainage facility within the project area. The afforestation along the river bank has created positive environmental impacts. The re-excavation of rivers/khals has also facilitated water ways by removing drainage congestion. It has created huge impact on agriculture and fisheries in this area.

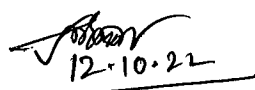
As the area lies in tidal zone, hence siltation rate is high which is causing quick siltation within the khals/rivers. In addition to this, human activities are also liable to this quick siltation such as obstruction to flow by nets and cross bundh. To maintain this flow, maintenance dredging or re-excavation on regular basis are needed. Also more connecting rivers/khals are required to re-excavate to keep the navigability of the Mongla-Ghosiakhali channel.



During the implementation of this project, members of different committees & monitoring authorities visited project site and provided their opinions which helped the implementation of the project. The project was implemented properly following respective design, drawing and specification. The quantity and quality of the physical works were ensured by IWM, Task force committee and concerned officials of BWDB.

Recommendation: This project is performing well as expected but quick siltation is hampering the project objectives. Since Bagerhat district lies in coastal area hence it is criss-crossed with many rivers/khals. As the network of rivers/khals is interconnected hence more rivers/khals need to be re-excavated. So, it is recommended to take up similar project within the project area in near future. Also, provision for maintenance dredging needs to be incorporated while taking this type of projects.

Date: 12-10-22


Signature and seal of the Project Director
Md. Shafi Uddin
Superintending Engineer
Khulna O & M Circle
BWDB, Khulna.

7. Remarks/Comments of Agency Head

This project was taken up to increase the navigability of the Mongla-Ghosiakhali channel as well as to improve the drainage facilities of polder 34/2 and the area adjacent to the Mongla-Ghosiakhali channel. The re-excavation of khals resulted in improved drainage facilities in the area as well as facilitated the smooth movement of large vessels. Agricultural and fisheries production has also increased as a result of the reduction of drainage congestion and increased water-carrying capacity of the khals. Moreover, the requirement for maintenance dredging in the Mongla-Ghosiakhali channel has been reduced. Overall, this project is serving its intended purpose. In near future, more projects like this need to be taken in Bagerhat as it's a coastal district and will be most affected by climate change.

Date:


(FAZLUR RASHID)
Signature and Seal
Director General
BWDB, Dhaka.

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

The main objective of the project is to reduce high rate of sedimentation in Mongla Ghasiakhali Channel in order to sustain navigability of Indo-Bangladesh protocol route, to develop and improve drainage system for BWDB Polder 34/2 and area adjacent to Mongla Ghasiakhali Channel and facilitate Mongla Port for smooth operation of the fleets by sediment management. The project enables to improve the drainage congestion in the area due to re-exacavation of 79 nos river/khal in area (263.681 Km). Due to the implementation of the project, large vessels are now moving at Mongla Port through the place where naval vehicles could not move earlier. Since Bagerhat district lies in coastal area, it is crisscrossed by many rivers/khals. So, it is recommended to excavate more river/khals in Bagerhat. So, similar projects have to be taken in this area in the near future. Maintenance dredging is required to continue in the project area.

Date:

Signature and Seal

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