



<b>Assignment Name: Dhaka Urban Mobility Integrated Multimodal Transport Corridor</b>	<b>Approx. value of the contract (in current US\$):</b> US\$ 400,000
<b>Country:</b> Bangladesh <b>Location within country:</b> Dhaka	<b>Duration of assignment (months):</b> 7.5
<b>Name of Client:</b> World Bank	<b>Total No of staff-months of the assignment:</b> N/A
<b>Contact Person/ Address:</b> 1818 H Street, NW Washington, DC 20433 USA Tel : (202) 473-1000	<b>Approx. value of the services provided by your firms under the contract (in US\$ currency equivalent):</b> US\$ 39,950
<b>Start date (month/year):</b> January 29, 2024 <b>Completion date (month/year):</b> Ongoing	<b>No of professional staff-months provided by associated Consultants:</b> 6.2
<b>Name of associated Consultants, if any:</b> <ul style="list-style-type: none"> <li>Integrated Transport Planning, UK (Lead Firm)</li> </ul>	<b>Name of senior professional staff of your firm involved and functions performed:</b> <ul style="list-style-type: none"> <li>Transport Engineer – Saifur Rahman</li> <li>Urban Road Planner/ Engineer - Md. Abul Quasem Siddique</li> <li>Social Specialist - Monzurul Hoq</li> <li>Environmental Specialist - Kushal Roy</li> </ul>
<b>Narrative description of Project:</b> The project entails a comprehensive overhaul of urban transport infrastructure along a designated corridor through integrated corridor management (ICM) strategies, encompassing a transition to a franchise model for bus operations, modernization of the bus fleet with a focus on e-buses, and financial viability assessments. It aims to mitigate traffic congestion by enhancing traffic control systems, promoting non-motorized transport (NMT) usage, and fostering transit-oriented development. Detailed assessments of NMT usage around Mass Rapid Transit (MRT) stations, alongside analyses of general traffic patterns and safety measures, inform the development of baseline conditions and improvement opportunities. Climate and disaster risk assessments are integrated to ensure resilient urban transport solutions, while mapping current land-use arrangements and public space usage facilitates optimized pedestrian and public transport access. Collaborative efforts with stakeholders, including capacity building for the Dhaka North City Corporation (DNCC), underpin the project's goal of enhancing urban mobility, reducing congestion, and promoting sustainable transport modes to improve overall quality of life for corridor residents.	
<b>Description of actual services provided in the assignment:</b> The core project components of the ICM project to be supported by the WB are preliminarily defined as follows: <ul style="list-style-type: none"> <li>a. <b>Component 1. An Integrated Corridor Management (ICM) intervention</b> that will enhance mobility and accessibility (particularly for Public Transport (PT) and Non-Motorized Transport (NMT)) and multimodal integration - across the four key pillars (physical, information, operational, and institutional) along the area of influence of the MRT6 line (project area). Sub-components are mentioned below: <ul style="list-style-type: none"> <li>i. Strategic physical interventions (accessible and safe bus stops, infrastructure for seamless multimodal transfer, a network of footpaths, safe crossings, passenger pick up-drop off areas, rickshaw/CNG pickup area, etc.)</li> <li>ii. Information integration (i.e., wayfinding, real-time travel information),</li> <li>iii. Operational integration (i.e., first-mile/last-mile connectivity),</li> <li>iv. Institutional integration (i.e., real-time data sharing, coordination, user assistance, stakeholder participation and emergency management and response),</li> <li>v. Integrated ticketing and ITS systems opportunities, and</li> <li>vi. Parking and curbside management.</li> </ul> </li> </ul>	



- b. **Component 2. Electric bus corridor.** Introduction of a high-quality electric bus service that complements and feeds the metro rail services along the MRT-6 corridor as well as in its immediate vicinity, improving the access to the metro as well as the overall public transport user experience. Sub-components are mentioned below:
- i. Procurement of electric buses for the identified business model
  - ii. Route network redesign and approach for franchising bus operations
  - iii. Depot development and Charging infrastructure development using public and private land available, including disposal of e-waste
  - iv. Training and capacity building
  - v. Transaction advisors for bus procurement
- c. **Component 3. Traffic signal improvements and control systems.** Traffic signal/traffic control systems at study intersections and city-wide traffic control centered developed in a manner that is scalable, sustainable, and context-sensitive. Sub-components are mentioned below:
- i. Traffic Management Master Plan
  - ii. Traffic management center/ Traffic operations center
  - iii. Traffic signaling equipment
  - iv. Intelligent Transport System
  - v. Capacity building program and Policy development support
  - vi. Sensitization and awareness building program
- d. **Component 4. The Aviation Canal Cycle Corridor** includes the restoration of the Aviation Canal and the construction of a multi-use bike and walk trail along its banks that provide safe connection to surrounding uses. Sub-components are mentioned below:
- i. Cycling path and canal interventions.
  - ii. NMT master plan for DNCC.
  - iii. Communications and training for NMT.
- e. **Component 5. Mobility hubs and Transit Oriented Development** conceptual site and implementation plans for the four plots of land adjacent to MRT6 stations including the design of non-regret mobility-related investments. Ensuring that the public value of this scarce land is maximized in a manner consistent with TOD, MMI, and PCA. Sub-components are mentioned below:
- i. Technical assistance and transaction advisory services for structuring private participation in mobility hubs/TOD.
  - ii. Infrastructure investments for mobility hubs
- f. **Component 6. Support to the necessary institutional arrangements and capacity-building plans** for DNCC (Traffic Engineering Circle and Planning Unit), DMP (Traffic), BRTC, and DTCA to enable sustainable planning, implementation, and maintenance of the project.
- i. Urban Transport functional analysis across the government sector
  - ii. Capacity strengthening of implementing agencies.
  - iii. Other transport studies and communication programs for DNCC.
  - iv. Project implementation support firm.



<b>Assignment name: ADB TA 9632 BAN: Rural Connectivity Improvement Project- Consulting Services (47243- 004)</b>	<b>Approx. value of the contract (in current US\$): N/A</b>
<b>Country:</b> Bangladesh <b>Location within country:</b> N/A	<b>Duration of assignment (months): 12</b>
<b>Name of Client:</b> Asian Development Bank (ADB)	<b>Total No of staff-months of the assignment: 12</b>
<b>Address:</b> N/A	<b>Approx. value of the services provided by your firm under the contract (in US\$ currency equivalent): US\$ 26,400</b>
<b>Start date (month/year):</b> February 2021 <b>Completion date (month/year):</b> December 2023	<b>No of professional staff-months provided by associated Consultants: N/A</b>
<b>Name of associated Consultants, if any:</b> <ul style="list-style-type: none"> <li>• NTU A/S (Lead Firm)</li> </ul>	<b>Name of senior professional staff of your firm involved and functions performed:</b> <ul style="list-style-type: none"> <li>▪ Administrative and Logistics Coordinator- Shahtaj Mahmud</li> </ul>
<b>Narrative description of Project:</b> The main objective of the TA is to support LGED in improving sector management performance by implementing institutional development initiatives and bringing in international expertise. The TA will focus on three themes (i) road asset management, including performance-based maintenance; (ii) road safety; and (iii) climate-resilient design and construction.	
<b>Description of actual services provided in the assignment:</b> The specific tasks of the experts will include the following: <ul style="list-style-type: none"> <li>(i) To review the existing situation in Bangladesh of the three focused themes of this TA: (a) road asset management, including performance-based maintenance (routine and periodic); (b) road safety; and (c) climate-resilient design and construction.</li> <li>(ii) Based on international good practices, to recommend an appropriate institutional structure and management structure for LGED to manage road asset management, including performance-based maintenance, road safety for the entire rural road network of the country, and climate-resilient design and construction.</li> <li>(iii) Based on international good practices, to prepare gender sensitive operation manuals for road asset management, performance-based maintenance, rural road safety measures, climate-resilient design and construction of rural roads, and have them endorsed by LGED. The manuals will include <i>inter alia</i> detailed templates for performance-based maintenance, inspection reports for maintenance, annual maintenance audit report, as well as dos and don'ts for maintenance of pavements, especially pertaining to shoulders and drainage, and gender inclusive measures with indicators, including strategies to employ women in road maintenance. For road safety, the manual will introduce internationally proven measures and provide recommendations specific to Bangladesh.</li> <li>(iv) Prepare standard contracts for maintenance (routine and periodic), including various contractual arrangements (e.g., performance-based contracts, long-term maintenance-inclusive construction contracts, maintenance-operate-transfer scheme, etc.).</li> <li>(v) To undertake a training need assessment of LGED staff on (a) gender inclusive road asset management, including performance-based maintenance; (b) gender inclusive road safety; and (c) climate-resilient design and construction.</li> <li>(vi) Based on international good practices, to develop a communication and capacity development strategy to be initiated by the firm before its roll out by LGED, targeting LGED staff, all road users, as</li> </ul>	



appropriate, and wider population living along project roads, as appropriate, on road asset management, rural road safety measures, climate-resilient design and construction and maintenance of rural roads.  
 (vii) To deliver the training programs and modules to LGED staff with at least 40% women participation in trainings at various levels, in particular trainings of trainers.  
 (ix) To partner for the long-term LGED with at least one center of excellence in road asset management, climate-resilience infrastructure, rural road development, road safety aspects.

<b>Assignment name: Regional Trade facilitation and Transport Sector Review for Bangladesh, Bhutan, India, and Nepal (BBIN countries)</b>	<b>Approx. value of the contract (in current US\$):</b> N/A
<b>Country:</b> Bangladesh, Bhutan, India, Nepal <b>Location within country:</b> Countrywide	<b>Duration of assignment (months):</b> N/A
<b>Name of Client:</b> World Bank / Ecorys Nederland BV	<b>Total No of staff-months of the assignment:</b> 24
<b>Address:</b> Watermanweg 44, 3067 GG Rotterdam, Postbus 4175, 3006 AD Rotterdam, Nederland	<b>Approx. value of the services provided by your firm under the contract (in US\$ currency equivalent):</b> US\$ 15,000
<b>Start date (month/year):</b> November 2020 <b>Completion date (month/year):</b> April 2022	<b>No of professional staff-months provided by your consultants:</b> 2
<b>Name of associated Consultants, if any:</b> <ul style="list-style-type: none"> <li>• Ecorys Nederland BV (Lead Firm)</li> <li>• Ecorys India Pvt. Ltd.</li> </ul>	<b>Name of senior professional staff of your firm involved and functions performed:</b> <ul style="list-style-type: none"> <li>▪ Abul Kashem – Domestic Expert- Bangladesh</li> </ul>
<b>Narrative description of Project:</b> The objectives of this assignment are to (i) prepare a detailed assessment of multi-modal transport infrastructure, trade-supporting infrastructure, and the policy, institutional, and regulatory environment in the BBIN countries, and (ii) identify and prioritize hard (physical) and soft (institutional) interventions to facilitate the implementation of an efficient and effective multi-modal transport system along priority regional transport corridors.	
<b>Description of actual services provided in the assignment:</b> In order to achieve the above objectives, the key tasks to be performed in the assignment are as follows: <ul style="list-style-type: none"> <li>– Conduct stakeholder interactions with relevant government departments/ manufacturers/ freight forwarders, truck operators/ railways/ Inland container depots etc. in consultation with key experts.</li> <li>– Primary/secondary data collection pertaining to major transport nodes, economic and freight movement nodes etc. in consultation with key experts.</li> <li>– Facilitation of meetings of key experts with officials and stakeholders.</li> <li>– Preliminary data analysis of the data gathered and support key experts in report preparation.</li> <li>– Providing extensive support to key experts by being available for discussions as and when required on all matters captured in the TOR.</li> </ul>	



<b>Assignment name: ADB LOAN 3056/G0366-KGZ: Central Asia Regional Economic Cooperation Corridor 3 (Bishkek-Osh Road) Improvement Project, Phase 4</b>	<b>Approx. value of the contract (in current US\$):</b> US\$ 1,219,591
<b>Country:</b> Kyrgyzstan <b>Location within country:</b> Bishkek	<b>Duration of assignment (months):</b> 60
<b>Name of Client:</b> Ministry of Transport and Roads of the Kyrgyz Republic; Asian Development Bank (ADB);	<b>Total No of staff-months of the assignment:</b> 190.73
<b>Address:</b> The Ministry of Transport and Roads of the Kyrgyz Republic, 42 Isanov Street, Conference hall, 6/F, MOTC Bishkek City 720017, Kyrgyz Republic.	<b>Approx. value of the services provided by your firm under the contract (in US\$ currency equivalent):</b> US\$ 113,841
<b>Start date (month/year):</b> July 2020 <b>Completion date (month/year):</b> July 2025	<b>No of professional staff-months provided by associated Consultants:</b> 9.73
<b>Name of associated Consultants, if any:</b> <ul style="list-style-type: none"> <li>- TEMELSU, Turkey (Lead Firm)</li> <li>- Desh Upodesh Limited, Bangladesh (JV Partner)</li> </ul>	<b>Name of senior professional staff of your firm involved and functions performed:</b> <ul style="list-style-type: none"> <li>▪ Dr. Md. Mohsin Almaji - Environment Specialist</li> <li>▪ Md. Nurul Hoque - Social Development and Resettlement Specialist</li> </ul>
<b>Narrative description of Project:</b> The Consultant for the civil works contracts as defined in the FIDIC General Conditions of Contract, will continue to assist MOTR, the Executing Agency (EA) for the Project and the Employer for the civil works Contracts, in reviewing and approving the Contractor's working drawings, supervising the civil rehabilitation works, monitoring the subsequent PBM services for the road sections, and continuing to ensure due compliance with road safety standards, environmental protection measures, and social safeguards. In addition, the Consultant will assist in the procurement of construction works for Section 2, if necessary, during bid evaluation until award of the contract to the winning bidder.	
<b>Description of actual services provided in the assignment:</b> e.Gen as one of the JV Partners performed the following tasks of the experts: (i) Supervision and Administration –Assist the Employer in overall Contract administration work; Interpret the Technical Specifications and Contract Documents; Review designs, drawings, bill of quantity (BOQ) provisions and specifications; Review and ensure conformity of Contractor's securities; Review and ensure conformity of Contractor's insurance policies; Review compliance with the Contract documentation; Inspect the Contractor's construction equipment, the results of material and soil sample tests; Review and approve finalized or revised 'Issued for Construction' drawings; Identify with the Contractor and public utility agencies, all services; Monitor the Contractor's compliance with and performance; Conduct weekly Site Meetings; Maintain a day-to-day site diary recording; Review the price adjustment data and coefficients included; Develop and implement training programs; Make all necessary tests upon completion; Prepare and issue the Performance Certificate; Attract local specialists to implement other international projects of the company.  (ii) Supervision and Administration – PBM phase: The Consultant shall supervise the Contractor's work to ensure unimpeded and uninterrupted traffic; The Consultant shall be responsible for complying with	



all the requirements; Verify that the required maintenance and service levels specified for each section of the road;

(iii) Environmental Safeguard: Ensure the Contractor fulfils and strictly follows the relevant national environmental legislation and the ADB's Safeguards Policy; Prepare Corrective Action Plans (CAP) as required and needed; Assist MOTR/Investment Projects Implementation Group (IPIG) in implementation by the Contractors of IEE, EMP, SSEMP, and CAP to ensure compliance with environmental safeguards compliance; Assist IPIG in the supervision of the implementation measures aimed at the protection of historical and cultural sites; Assess the cost, responsibilities, schedule, location, and monitoring framework associated with the implementation of the mitigation measures and the EMP; Provide guidance and quality assurance in undertaking the environmental monitoring as outlined in the EMP; Prepare a section in the Project's monthly progress report on environmental safeguard Compliance; Assist IPIG in compiling semi-annual environmental monitoring reports; Monitor compliance with environmental mitigation, management plans (EMP and SSEMP), and CAP as well as the Contractor's health and safety plan; Undertake the environmental monitoring as outlined in the EMP and SSEMP; Prepare all related certificates or other relevant papers or documentation.

(iv) Social Development and Resettlement Supervision: Monitor and report on the land acquisition and resettlement plan (LARP) implementation, including preparation of semi-annual social safeguards monitoring reports [SSSMRs] based on those compiled during the detailed design stages; Assist IPIG in collecting all the needed monitoring data on LARP implementation, including the establishment of a LAR database; Prepare a Completion Report on LARP and due diligence report (DDR) implementation in English, Russian and if necessary, in the Kyrgyz language for review and approval of ADB and MOTR; Prepare a section in the project's quarterly progress report on resettlement and social safeguard compliance; Regularly monitor implementation of the project grievance redress mechanism and inform MOTR and ADB about any project-related issues, requests and complaints received from and registered by the affected persons, local authorities and other stakeholders; and assist MOTR in addressing complaints related to the LAR and social safeguards during the project; provide all necessary permits, legal opinions and agreements.

<b>Assignment name: Operationalizing the Urban Resilience Unit (URU) in RAJUK – Component C1</b>	<b>Approx. value of the contract (in current US\$):</b> US\$ 100,000
<b>Country:</b> Bangladesh <b>Location within country:</b> Countrywide	<b>Duration of assignment (months):</b> 28 months
<b>Name of Client:</b> World Bank/ RAJUK	<b>Total No of staff-months of the assignment:</b> 10
<b>Address:</b> Rajuk Bhaban, Rajuk Avenue, Dhaka 1000	<b>Approx. value of the services provided by your firm under the contract (in US\$):</b> US\$ 100,000
<b>Start date (month/year):</b> Jan 2019 <b>Completion date (month/year):</b> Jul 2020	<b>No of professional staff-months provided by associated Consultants:</b> 18
<b>Name of associated Consultants, if any:</b> – Research Triangle Institute (RTI) International, USA – Doha Tech	<b>Name of senior professional staff of your firm involved and functions performed:</b> - K Shamsuddin Mahmood- Legal Expert - M Rahat Sikdar- HR Expert



<ul style="list-style-type: none"> <li>- BUET</li> <li>- SDC</li> </ul>	
<p><b>Narrative description of Project:</b></p> <p>The objective of the engagement is to put in place the institutional infrastructure and competency to reduce long-term disaster vulnerability in Dhaka. It would address both the existing built environment as well as future development. The key output will be supporting the development of the organization within RAJUK and the Urban Resilience Unit (URU) to mobilize DRM mainstreaming and improving Dhaka urban resilience. Core to the success and implementation of component C of the Bangladesh Urban Resilience Project (URP) is institutional strengthening by the creation of a new organizational unit in RAJUK and termed as the Urban Resilience Unit (URU). In addition to technical and scientific competencies, URU will have the laboratory and field equipment to undertake various structural and soil tests for determining and assessing the condition and capacities of building elements and the geo-technical environment. These include destructive and non-destructive in-situ testing and lab testing. This will provide essential data for tracking construction quality and establishing norms and standards to improve construction.</p>	
<p><b>Description of actual services provided in the assignment:</b></p> <p>The consultant will be responsible for delivering an inception report that proposes how these operations of the project will be developed, validated, implemented, and sustained in the long term. Upon agreement with RAJUK's PIU on the inception report, the consultant will engage into the project itself and deliver the following outputs under following operations:</p> <p><b>Operation 1: Institutional design and Organizational Study</b></p> <ul style="list-style-type: none"> <li>- Study the institutional feasibility of the URU.</li> <li>- Review the initial organizational chart and human resource allocation diagram provided by RAJUK.</li> <li>- Undertake an organizational analysis to provide the following elements: Structural and administrative setup of URU, organizational chart, positions, workflow process, reporting relationships, job descriptions, monitoring and evaluation, proposed classifications, performance evaluation attributes.</li> <li>- Study similar institutions in developing countries that could be a model to the URU and where experience can be drawn from.</li> <li>- Define the office operations including hardware, software needs specifications.</li> <li>- Identify operational control procedures, monitoring and evaluation mechanism, and performance criteria</li> <li>- Undertake internal consultations with RAJUK and the Ministry of Housing and Public Works to validate all assumptions, findings, and recommendations.</li> <li>- Suggest study tours for senior staff to examine operations and functions of similar technical governmental organizations.</li> <li>- Development of an effective organogram and organizational structure identifying the different core functions of the URU and projected manpower requirements for the URU in RAJUK.</li> <li>- Define the roles and responsibilities (with particular focus on both decision makers and field experts), inter-engagement processes and term of references for each position.</li> <li>- Define workflow diagrams.</li> <li>- Define and propose recommendations for any changes or needs foreseen in administrative, operations, institutions, and legal frameworks.</li> <li>- Submit draft and final reports.</li> </ul> <p><b>Operation 2: Design, conduct and assess a community out-reach campaign.</b></p> <ul style="list-style-type: none"> <li>- Design a community out-reach aimed at raising awareness on disaster risk and particularly on earthquake risk.</li> <li>- Part of the community outreach campaign should be directed to the general public, mainly to disseminate basic information about earthquake risk and what to do before, during and after an earthquake. It should seek to be disseminated thru partnership with media and NGOs.</li> </ul>	



- Another part should be directed towards professional organizations, mainly developers, garment industry, real-estate industry and tourism industry, utilities, service providers.
- A third component should be addressed towards schools, teachers and educators.
- Develop and submit all relevant documentation related to the training including curriculum, evaluations, and plan for improvements in the future.
- The implementation of the campaign should be through partners including media, NGOs, service providers and others.

**Operations 3: Training and Capacity building to URU staff**

These training and capacity building for URU staff will be conducted only after approval of the effective organogram and organizational structure and the related hiring process of all the members and staff is completed.

- In consultation with RAJUK and the PIU, formulate a capacity building program to train URU technical staff and managers on core topics related to urban resilience.
- The technical training curriculum
- Identify, organize, and conduct study tours for and propose educational opportunities that can be supported by the project.
- Develop and submit all relevant documentation related to the training including curriculum, evaluations, and plan for improvements in the future.
- Responsible for monitoring and evaluation of URU operations and support to URU management to reach optimal functionality for a period of 1 year after organizational structure and the related hiring process of all the members and staff is completed.

<b>Assignment name: Consulting Services for Urban Building Safety Project</b>	<b>Approx. value of the contract (in current US\$):</b> US\$ 992,228
<b>Country:</b> Bangladesh <b>Location within country:</b> Countrywide	<b>Duration of assignment (months):</b> 25 months
<b>Name of Client:</b> Japan International Cooperation Agency (JICA) / Bangladesh Bank	<b>Total No of staff-months of the assignment:</b> 55 months
<b>Address:</b> Motijheel Commercial Area, Dhaka-1000	<b>Approx. value of the services provided by your firm under the contract (in US\$):</b> US\$ 170,765
<b>Start date (month/year):</b> October 2018 <b>Completion date (month/year):</b> March 2023	<b>No of professional staff-months provided by associated Consultants:</b> 39 months
<b>Name of associated Consultants, if any:</b> <ul style="list-style-type: none"> <li>• PADECO Co. Ltd. (Lead Firm)</li> </ul>	<b>Name of senior professional staff of your firm involved and functions performed:</b> <ul style="list-style-type: none"> <li>• Dr. Durgadas Bhattacharjee - Lending/ Promotion/ Monitoring and Evaluation Specialist</li> </ul>
<b>Narrative description of Project:</b> Urban Building Safety Project is to strengthen the building safety in Urban Cities by financing loans for building safety for private buildings through Participating Financial Institutions (PFIs), and by improving the building safety for public buildings, thereby contributing to improvement of the social vulnerability of urban cities. Capacity Development of Bangladesh Bank (BB) and PFIs is also one of the scopes of the Project which indicates to strengthen the managerial and technical capacity of Bangladesh Bank and	





PFI to achieve the efficient and proper preparation and implementation of the project, especially on Two Step Loan (TSL) for RMG sector financing.

**Description of actual services provided in the assignment:**

The following services will be provided:

- 1) Project Management of TSL
- 2) Capacity development for TSL Lending
- 3) Promotion Activities of the Project
- 4) Monitoring and Evaluation activities of TSL
- 5) Environmental Management
- 6) Coordination with PWD-PIU and its Consultant

Considering the features of fund implementation of Urban Building Safety Project (UBSP): (i) high frequency of financing operation under which PFIs can apply for financing twice a month; (ii) dual modes of financing comprised of refinancing and pre-financing; (iii) fast turnover of financing under which BB disburses the funds within two weeks of the applications submitted, the Consultant shall execute following services. The Consultant will propose additional services which are beneficial for implementation of UBSP.

Project Management of TSL

- To assist BB-PIU in facilitating effective management of the Project and control of the funds
- To assist BB-PIU in preparing and submitting the following reports to JICA.
  1. Quarterly Progress Report
  2. On-going Sub-project Summary Report
  3. Current Repayment and Overdue Status Report
  4. Project Completion Report
  5. Statements of Special Account, Project Operating Account and Revolving Fund Account
  6. Annual Review of the performance of accredited PFIs

Capacity Development for TSL Lending

- Capacity development of BB-PIU: To hold workshops and/or seminars on the Operating Guidelines for BB-PIU staff to facilitate their understanding of how to promote building safety financing; and
- Capacity development of PFIs: To assist BB-PIU in conducting training courses for PFIs, on the following subjects:
  1. Simplified loan application procedures and relationship banking, including how to promote financing to RMG sector in preparing financial statements and/loan application;
  2. Loan appraisal and supervision of long-term investment projects.
  3. Lending practices based on packaging loan such as loan for procurement of equipment and facilities together with building safety.
  4. Loan recovery.
  5. JICA's guidelines on environmental and social consideration.

Promotion activities of the Project

- To assist BB-PIU in preparing such publicity materials as brochure and advertisement for the Project, in which Japanese assistance is referred to:
- To assist BB-PIU in promoting the Project in use of the above-mentioned publicity materials through PFI as well as such a channel as business associations.;
- To assist BB-PIU in organizing workshops and seminars to promote building safety to factories by utilizing the function of business associations.

Monitoring and Evaluation activities



To assist BB-PIU in conducting Monitoring and Evaluation (M&E) including Impact Assessment on topics such as improvement of efficiency by change of working environment, reputation from abroad to the targeted factories through the building safety.

Environmental Management

To assist BB-PIU in identifying and managing the environmental issues those hamper our financial and economic development. The consultant will assist to implement sustainable banking activities and protect the finance from environmental risk by making complying with the Environmental Risk Management (ERM).

Coordination with PWD-PIU and its Consultant

In this project, the component of Civil Works and Equipment Procurement for Public Building Safety will be implemented under Public Works Department (PWD). Also, for the engineering aspect of TSL component, PWD Project Implementation Unit (PWD-PIU) and the Consultant which PWD-PIU will ensure the technical part. With this regard, the Consultant for TSL is highly requested to closely coordinate with PWD-PIU as well as the Consultant for PWD-PIU. In this context, the Consultant shall assist BB-PIU in coordinating with PWD-PIU and its Consultant providing technical assistance to PFIs and candidates of end-user for accelerating loan procedures.

<b>Assignment name: Chittagong Strategic Urban Transport Master Plan</b>	<b>Approx. value of the contract: \$ 780,000</b>
<b>Country:</b> Bangladesh <b>Location within country:</b> Chittagong	<b>Duration of assignment:</b> 19 months
<b>Name of Client:</b> World Bank; Chittagong Development Authority (CDA)	<b>Total No of staff-months of the assignment:</b> 58.5
<b>Contact Person, Title/Designation, Tel. No./Address:</b>	<b>Approx. value of the services provided by your firm under the contract: \$ 450,000</b>
<b>Start date:</b> 25-Aug-2016 <b>Completion date:</b> 31-Mar-2018	<b>No. of professional staff-months provided by your consulting firm/organization:</b> 39
<b>Name of associated Consultants, if any:</b> – Integrated Transport Planning Ltd (ITP), UK	<b>Name of senior professional staff of your firm involved and functions performed:</b> • David J Ingham (Team Leader)
<b>Narrative description of Project:</b> The purpose of this assignment is to improve urban transport in Chittagong. The main objectives of this project are to (a) inform the authorities in Chittagong of measures to improve its urban transport system through the development of a master plan, and (b) prepare pre-feasibility studies for bus improvement projects as priority investment. These objectives will be achieved by achieving of the following specific objectives: 1. Conducting a thorough review of existing transport policies and projects 2. Carrying out travel demand and traffic studies 3. Developing a strategic level urban transport master plan 4. Developing a pre-feasibility study for short-term and long-term priority interventions 5. Developing an institutional restructuring proposal for an efficient and quality public bus service in Chittagong, and for transport management in general.	
<b>Description of actual services provided in the assignment:</b> e.Gen performed the following key tasks to complete the assignment 1. Information collection 2. Stakeholder engagement workshop 3. Appraisal of the status of urban transport of Chittagong	



- i. Appraisal of 1995 Master Plan
- ii. Institutions mapping
- iii. Sector analysis including Transport pattern and Transport service industry
- 4. Traffic Survey and Demand Analysis
  - i. General traffic survey
  - ii. Supplemental survey on public transport
  - iii. Supplemental survey on port traffic
  - iv. Use of latest data collection and analysis technologies
  - v. Future traffic demand estimate and assessment
- 5. Strategic Urban Transport Master Plan
  - i. Development of options
  - ii. Evaluation of options
  - iii. Stakeholder consultation
  - iv. Final recommendation
- 6. Pre-Feasibility Studies
  - i. Selection of priority corridors for bus improvement interventions
  - ii. Pre-Feasibility study for bus priority lanes
  - iii. Pre-Feasibility study for Bus Rapid Transit (BRT)
  - iv. Development and evaluation of business plan options
  - v. Public Transport Restructuring
  - vi. Pre-feasibility study for road improvement intervention
- 7. Capacity Building and Assistance for Reform
  - i. Capacity building of government institutions
  - ii. Assistance for private bus industry restructuring
  - iii. Dissemination Workshop

<b>Assignment name: ADB PPTA-8597-BAN: Preparing the SASEC Railway Connectivity Investment Program</b>	<b>Approx. value of the contract:</b> USD 109,250
<b>Country:</b> Bangladesh <b>Location within country:</b> Countrywide	<b>Duration of assignment:</b> 8 months
<b>Name of Client:</b> Asian Development Bank (ADB)/Ministry of Railway, Government of Bangladesh	<b>Total No of staff-months of the assignment:</b> 24
<b>Contact Person, Title/Designation, Tel. No./Address:</b>	<b>Approx. value of the services provided by your firm under the contract:</b> US\$ 109,250
<b>Start date:</b> 01-Jan-2016 <b>Completion date :</b> 31-Aug-2016	<b>No. of professional staff-months provided by your consulting firm/organization:</b> 24
<b>Name of associated Consultants, if any:</b> – CPCS Transcom Limited (Lead Firm)	<b>Name of senior professional staff of your consulting firm/organization involved and designation and/or functions performed:</b> – Imrul Hassan (Bridge Engineer) – AKM Shahid Ullah (Traffic Modeller)
<b>Narrative description of Project:</b>	



A thorough review and update of the current Master Plan to incorporate the latest government transportation policies and strategic plans that directly impact on BR including Dual gauge conversion, economic development, and multimodal integration.

- Assessment of the rolling stock would directly follow the Master Plan so that fleet requirements, phase-wise could be translated into rolling stock acquisition plans and maintenance workload.
- Assessment of the track and permanent way maintenance would also align with the revised Master Plan development blueprint.
- Establishing a Research and Development wing at BR would be evaluated

**Description of actual services provided in the assignment:**

- Module 1 – Updating the Railway Master Plan
- Task 1.1- Reviewed existing studies and assessed current situation
  - Task 1.2- Conducted Surveys and Updated Rail Traffic Volumes and Flows
  - Task 1.3- Identification/Updating of New Opportunities for Bangladesh Railway
  - Task 1.4- Reviewed, Revised, and Prioritized Corridor Development Plans
  - Task 1.5 - Updated Rolling Stock Requirement, Developd Implementation Plan and Costs for Gauge Unification Strategy
- Module 2 – Rolling Stock Sector Strategy, Investment and Organization Plan
- Task 2.1 - Assessed Rolling Stock Maintenance Sector and Maintenance Workload
  - Task 2.2- Determined Maintenance Facilities, Staffing & Skills Requirements
  - Task 2.3 - Assessed Avenues of Restructuring and Outsourcing
  - Task 2.4 – Developed Projected Maintenance Operating Budget
- Module 3 – Track & Permanent Way Sector Strategy, Investment & Organization Plan
- Task 3.1 - Assessed Current Track and Permanent Way Maintenance Sector
  - Task 3.2 - Reviewed Current Work Methods, Workload and Equipment
  - Task 3.3 - Developed Phased Mechanization Strategy
  - Task 3.4 - Determined Maintenance Facilities, Staffing & Training Requirements
  - Task 3.5 - Assessed Organization Structure and Avenues of Outsourcing
- Module 4 – Assessment of Research & Development Wing at BR
- Task 4.1 - Assessed Merits of a Research & Development Wing for BR
  - Task 4.2 - Benchmarked International R&D Practices
  - Task 4.3 - Prepared Organization Structure, Responsibilities and Staffing Plan

<b>Assignment Name: ADB LOAN-2580 BAN: South Asia Tourism Infrastructure Development Project (SATIDP) - Consultancy Services for Project Management, Design, and Supervision Consultancy (PMDSC)</b>	<b>Approx. value of the contract:</b> US\$ 1,500,000
<b>Country:</b> Bangladesh <b>Location within Country:</b> Dhaka	<b>Duration of assignment:</b> 27 months
<b>Name of Client:</b> Department of Archaeology, Ministry of Cultural Affairs, Government of Bangladesh/Asian Development Bank (ADB)	<b>Total No of staff-months of the assignment:</b> 196
<b>Contact Person, Title/Designation, Tel. No./Address:</b> F-4/a Agargaon administrative	<b>Approx. value of the services provided by the firm under the contract:</b> US\$ 79,000



area, Sher-a- Bangla Nagar, Dhaka-1207.	
<b>Start date:</b> December 2012 <b>Completion date:</b> March 2015	<b>No of professional staff-months provided by your organization:</b> 24
<b>Name of associated Consultants, if any:</b> <ul style="list-style-type: none"> <li>- IPE Global India (Lead Firm)</li> <li>- Commitment Consultants, Bangladesh (Associate Firm)</li> </ul>	<b>Name of senior professional staff of your consulting firm/organization involved and designation and/or functions performed:</b> <ul style="list-style-type: none"> <li>• Roomee Tareque Moudud (Financial Management Specialist)</li> <li>• Sakhawat Hossain (Institutional Development Specialist)</li> </ul>
<b>Narrative description of Project:</b> The SATIDP umbrella project was intended to develop and improve infrastructure and services for key tourism and heritage sites in Bangladesh, India and Nepal. e.Gen was involved in the Bangladesh chapter of the assignment which contained preparation of Master Plan and Management Plan for selected heritage sites, establishment of operating procedures for management, detailed design, bid document preparation, construction supervision and contract monitoring support to Project Management and Implementation Unit (PMIU) of the Department of Archeology, Ministry of Cultural Affairs.	
<b>Description of actual services provided in the assignment:</b> <ul style="list-style-type: none"> <li>• Reviewed detailed designs of the infrastructure and the EIA report of the project.</li> <li>• Prepared contract packages and bid documents.</li> <li>• Supervised and monitored construction works along with quality control activities.</li> <li>• Prepared financial management and reporting system of the project.</li> <li>• Currently developing innovative approaches for channeling in tourism revenues from the cultural heritage sites to O&amp;M of the sites.</li> <li>• Undertook institutional development and capacity building plans of DoA (Department of Archeology) and BPC (Bangladesh Parjatan Corporation) towards sustainable and effective management of tourism and heritage sites.</li> </ul>	

<b>Assignment name:</b> ADB PPTA-8128 BAN: Preparing Coastal Towns Infrastructure Improvement – Consulting Firm (44212-012)	<b>Approx. value of the contract:</b> N/A
<b>Country:</b> Bangladesh <b>Location within country:</b> Nationwide	<b>Duration of assignment:</b> 8 months
<b>Name of Client:</b> Asian Development Bank	<b>Total No of staff-months of the assignment:</b> 87
<b>Contact Person, Title/Designation, Tel. No./Address:</b> 6 ADB Avenue, Mandaluyong City 1550, Metro Manila, Philippines	<b>Approx. value of the services provided by your firm under the contract:</b> US\$ 32,000
<b>Start date:</b> June 2012 <b>Completion date:</b> June 2013	<b>No. of professional staff-months provided by your consulting firm/organization or your sub consultants:</b> 8
<b>Name of associated Consultants, if any:</b> <ul style="list-style-type: none"> <li>- GHK (Lead Firm)</li> </ul>	<b>Name of senior professional staff of your firm involved and functions performed:</b> Nurul Hoque – Social Expert Abu Nahid Munir Uddin - Environment
<b>Narrative description of Project:</b>	



The outcome of the project preparatory technical assistance (PPTA) for the BAN: Preparing the Coastal Towns Infrastructure Improvement Project is a feasibility study and a project design with preliminary engineering that the government and ADB have agreed upon. The consultants will propose the project design for the ensuing project including rationale, financing and institutional arrangements, detailed costs and benefits, feasibility study of subprojects, pro-poor and gender features, governance strengthening, operation and maintenance arrangements, and conduct safeguards assessments in close consultation with relevant stakeholders including the government, development partners, project communities, and ADB. A key feature of the TA is to incorporate the recommendations from the ongoing CDTA 7890 Strengthening the Resilience of the Urban Water Supply, Drainage, and Sanitation to Climate Change in Coastal Towns, as well as lessons learned from other relevant urban work, including the ADB supported Urban Governance Infrastructure Improvement Project (UGIIP) and Secondary Towns Water Supply Project. The team is expected to work closely with the Local Government Engineering Department (LGED), the executing agency, in enhancing project readiness and contribute to smooth start-up of the ensuing loan, as well as work closely with the detailed design consultants funded under a Project Design Advance (PDA), who will overlap with the PPTA in undertaking advanced preparatory actions such as detailed design work, safeguards finalization, and bidding document preparation.

**Description of actual services provided in the assignment:**

To support the lead firm in undertaking socioeconomic surveys and data collection, conduct meaningful consultations with project-affected people for drafting the social safeguard documents, including Resettlement Plans and Indigenous Peoples Plans; also to support in data collection, meaningful consultations with project-affected people and other works for helping in drafting the environment safeguard documents.

<b>Assignment name: The Global Economic Crisis and Infrastructure: Rapid Country Diagnostic for Mongolia</b>	<b>Approx. value of the contract: USD 80,000</b>
<b>Country:</b> Mongolia <b>Location within country:</b> Ulaanbaatar, Mongolia	<b>Duration of assignment:</b> 4 months
<b>Name of Client:</b> World Bank	<b>Total No of staff-months of the assignment:</b> 4
<b>Contact Person, Title/Designation, Tel. No./Address:</b> 5th Floor, MCS Plaza Building, Seoul Street – 4, Ulaanbaatar, Mongolia	<b>Approx. value of the services provided by your firm under the contract:</b> USD 80,000
<b>Start date:</b> November 2009 <b>Completion date:</b> February, 2010	<b>No. of professional staff-months provided by your consulting firm/organization or your sub consultants:</b> 06
<b>Name of associated Consultants, if any:</b> <ul style="list-style-type: none"> <li>● David Butcher and Associates, New Zealand</li> <li>● China International Engineering Consulting Corporation, China</li> <li>● Ider Consulting LLC, Mongolia</li> </ul>	<b>Name of senior professional staff of your consulting firm/organization involved and designation and/or functions performed:</b> <ul style="list-style-type: none"> <li>● David John Butcher (Team Leader)</li> </ul>
<b>Narrative description of Project:</b> Technical assistance was provided to advise the Government of Mongolia on the impacts of the economic crisis on the following infrastructural sectors and subsectors;	



- Transport- Roads and Railways
- Water and Sanitation- Water Supply and Wastewater
- Energy- Generation, Transmission and Distribution
- Heating- Generation, Transmission and Distribution

**Description of actual services provided in the assignment:**

- Impact of the crisis on the demand for infrastructure services
  - Collect data on changes in demand by infrastructure sector, e.g., sales in electricity, reduction in railways throughput etc.
  - Provide estimates of current demand-supply imbalances by infrastructure sector. The Consultant may use pre-crisis data on infrastructure stocks as a proxy for infrastructure supply if more recent estimates are not available.
  - PIP Support: as a part of baseline, the consultant is specifically asked to collect and compile data for the sub-set of sectors (roads, water and sanitation, energy and heating only, excluding railways).
- Collect updated information on the government/public utility infrastructure investments and maintenance, in accordance with the DPC matrix indicators.
  - Collect data from government and any infrastructure service provision agencies (e.g., water supply utility companies, railways companies, and electricity companies) on new infrastructure investments that have been excluded from and included in the 2009 and 2010 budgets, as per SBA/DPC agreements.
  - Collect data from government and any infrastructure service provision agencies (e.g., water supply utility companies, railways companies, and electricity companies) on maintenance and repair expenditure plans that have been excluded from and included, in the 2009 and 2010 budgets, as per SBA/DPC agreements.
- Impact of reprioritization of investment and maintenance expenditure on mid-term future and local employment:
  - based on the above analyses 1 and 2, develop the list of back-log of investments and maintenance expenditures that will have to be followed-up in the future, and establish a desirable level of maintenance expenditures for each sub-sector, which enable authorities to avoid costly capital investments in future.

based on the above analyses 1 and 2, present the number of employment to be created under the new investments and maintenance programs that have been included in the 2009 and 2010 budgets, as well as the number of employment that are deferred to the future due to exclusion from the budget plans. Additional analyses should be carried out to present the number of local employment to be created per unit of work (e.g. the number of employment created for one kilometer of paved road construction) for each of new investments and maintenance works for various types of works for each sub-sector.



<b>Assignment name: ADB RETA: Preparing the South Asia Sub Regional Economic Cooperation (SASEC) Information Highway Project on Rural ICT &amp; Telecommunications</b>	<b>Approx. value of the contract: USD 16,000</b>
<b>Country:</b> Bangladesh <b>Location within country:</b> Bangladesh	<b>Duration of assignment:</b> 6 months
<b>Name of Client:</b> Asian Development Bank (ADB)	<b>Total No of staff-months of the assignment:</b> 6
<b>Contact Person, Title/Designation, Tel. No./Address:</b> Asian Development Bank P.O. Box 789M, 0980 Manila, Philippines	<b>Approx. value of the services provided by your firm under the contract:</b> USD 16,000
<b>Start date:</b> April 2007 <b>Completion date:</b> August 2007	<b>No. of professional staff-months provided by your consulting firm/organization or your sub consultants:</b> Not Given
<b>Name of associated Consultants, if any:</b> – Illawarra Technology Corporation Ltd., Australia	<b>Name of senior professional staff of your consulting firm/organization involved and designation and/or functions performed:</b> <ul style="list-style-type: none"> <li>● Hafizur Rahman (Telecommunications Specialist)</li> <li>● Md. Naimul Islam (ICT Technical Specialist)</li> </ul>
<b>Narrative description of Project:</b> The objective of the technical assistance (TA) was to help South Asia Subregional Economic Cooperation (SASEC) countries (Bangladesh, India, Bhutan and Nepal) to prepare an investment project that would: <ul style="list-style-type: none"> <li>(i) Establish robust data interchange capacity between all four SASEC members with reduced cost and an increase in reliability and competition.</li> <li>(ii) Establish village networks for SASEC regional village communities to enable rural information and communications technology (ICT) development consistent with the Millennium Development Goals;</li> <li>(iii) Establish a regional ICT training and research center to provide a focal point for teaching, research, professional development, and industry and government advice.</li> </ul>	
<b>Description of actual services provided in the assignment:</b> <ul style="list-style-type: none"> <li>● To prepare an investment plan for the regional exchange including in-country gateways and cross-border access links.</li> <li>● Review the rural telecommunication policies, regulation, and strategies in each SASEC country and find the policy and regulation measures to improve the accessibility of rural and remote areas through more private sector participation, including market-oriented reform, universal access fund management, licensing policy, subsidy scheme, and spectrum policy.</li> <li>● Determine the site of the regional exchange and the in-country gateways in the determined locations in consultation with the authority in each country, and carriers and operators including alternative network providers, ISPs, and telecoms service providers in consideration of:             <ul style="list-style-type: none"> <li>(i) potential existing co-location facilities offered by alternative telecom networks such as power transmission networks;</li> <li>(ii) convenience for fiber optic or microwave access to ISPs and telecom companies networks;</li> <li>(iii) structural ability to support a microwave tower;</li> <li>(iv) favorable building environment for housing a fiber distribution frame and digital distribution frame for cross connection;</li> <li>(v) ability for a potential microwave line as primary or redundancy links to each SASEC country;</li> </ul> </li> </ul>	





(vi) availability of lockable rack system facilities, layer 2 Ethernet switch, potential domain name server, and uninterrupted power supplies;

(vii) appropriate building security and access;

(viii) susceptibility for natural disasters. Identify possible locations for the regional exchange; examine their benefits and costs in comparison with Siliguri, India; and establish the rationale for building the regional exchange in Siliguri. Develop a recommendable model for the ownership and operation of the regional exchange and in-country gateways, and also develop a recommendable business model for the operation of the facilities to be financially self-sustainable.