

Bangladesh Water Development Board

Project Implementation Report



Name of Project: Bank Protection work along the left bank of Madumati River at Fukra and along the both Banks of MBR Channel at Koligram and Mankikdhaha in Gopalganj District. (Revised)

Name of Division : Gopalganj O&M Division, BWDB, Gopalganj.

Name of Circle : Faridpur O&M Circle, BWDB, Faridpur.

Name of Zone : Mid-Western Zone, BWDB, Faridpur.

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

PROJECT COMPLETION REPORT : IMED 04/2003 (Revised)

A. PROJECT DESCRIPTION :

01. Name of the Project : Bank Protection work along the left bank of Madhumati River at Fukra and along the both Banks of MBR Channel at Koligram and Manikdaha in Goapganj District. (Revised)
02. Administrative Ministry/Division : Ministry of Water Resources (MoWR)
03. Executing Agency : Bangladesh Water Development Board (BWDB)
04. Location of the Project : Gopalganj Sadar, Kashiani & Muksudpur Upazila. Dist- Gopalganj.
05. Objective of the Project :
- To protect the left bank of Madhumati River at Fukra from Km.0.800 to Km.2.300 from the erosion;
 - To protect the right bank of Madaripur Beel Route Channel at Koligram from Km.0.392 to Km.1.342 from the erosion;
 - To protect the left bank of Madaripur Beel Route Channel at Manikdaha from Km.0.550 to Km.1.550 from the erosion; and
 - To protect Dhaka-Gopalganj-Khulna Highway, Guchcha Gram, markets, government primary school, madrasha, mosque, homestead, cultivable land, bridge and other private & public properties.

06. Estimated Cost :

(In lakh Taka)

	Original	Latest Revised
(a) Total	3230.32	3518.83
(b) Taka	3230.32	3518.83
(c) Foreign Currency		
(d) Project Aid		
(e) RPA		

07. Date of Approval :

PCP	PP
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(a) Original :  08th February 2011

(b) Latest Revised
(Re-appropriation)

:

02nd December 2013

08. Implementation Period

:

	Date of Commencement	Date of Completion
(a) Original	January-2011	June-2012
(b) Latest Revised	January-2011	June-2014
(c) Actual	January-2011	June-2014

09. Financing Arrangement (Source-wise):

9.1 Status of Loan/Grant

a) Foreign Financing :

Source (s)	Currency as per Agreement	Amount in US \$ (Million)	Nature (Loan/Grant/ supplier's/ credit)	Date of Agreement	Date of Effective -ness	Date of Closing	
						Original	Revised
1	2	3	4	5	6	7	8
Not Applicable							

b) GOB :

(In lakh Taka)

Total amount	Loan	Grant	Cash Foreign Exchange
1	2	3	4
3518.83	-	3518.83	-

9.2 Utilization of Project Aid : (Source wise)

(In million)

Source (s)	Total Amount		Actual Expenditure		Unutilized Amount	
	In US \$	In Local Currency	In US \$	In Local Currency	In US \$	In Local Currency
1	2	3	4	5	6	7
Not Applicable						

9.3 Re-imbursible Project Aid (RPA):

(In lakh Taka)

R P A Amount		Amount Spent	Amount Claimed	Amount Re-imbursed	Remarks
As per PP	As per Agreement				
1	2	3	4	5	6
Not Applicable					

B. IMPLEMENTATION POSITION

01. Implementation Period :

Implementation Period as per PP		Actual Implementation period	Time Over-run (% of original implementation period)	Remarks
Original	Latest Revised			
1	2	3	4	5
January-2011to June 2012	January-2011to June 2014	January-2011to June 2014	33.94%	-

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	3230.32	3518.83	3513.62	8.77%	
TAKA	3230.32	3518.83	3513.62		
PA					

03. Project Personnel :

Sanctioned strength as per PP	Manpower employed during execution	Status of the existing manpower			Manpower Employed	
		Manpower requirement for O&M as per pp	Existing manpower for O & M	Others		
1	2	3	4	5	Male	Female
Officer (s)-14	8	8	8	-	Existing manpower were engaged for overhall management.	
Staff(s) - 11	4	11	4	-		
Total : 25	12	19	12	-		

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

Field of Training /Study tour/workshop/Seminar etc.	Provision as per PP		Actual		Remarks
	Number of person	Man - months	Number of person	Man - months	
1	2	3	4	5	6

a. Foreign

Not Applicable

b. Local

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

(In lakh Taka)

Items of work (as per PP)	Unit	Target (as per PP)		Actual Progress		Reasons for deviation (±)
		Financial	Physical (Quantity)	Financial	Physical (Quantity)	
1	2	3	4	5	6	7
Supplies and services						
Survey and Investigation	L.S	5.00	1-item	4.96	1-item	
Petrol and Lubricant	L.S	4.00	1-item	3.82	1-item	
Stationary	L.S	2.00	1-item	2.00	1-item	
Printing and publication	L.S	4.00	1-item	3.96	1-item	
Repairs of Transport & vehicle	1 Jeep, 6no motor Cycle	5.00	7nos	0.90	7nos	
(a)Revenue Total=		20.00		15.64		
(b) Capital Total						
Acquisition of Assets		-		-		
Construction of work						
Bank Revetment work- 3.45 km	km	3498.83	3.450km	3497.98	3.450km	
(b) Capital component Total=		3498.83	3.450km	3497.98	3.450km	
Total cost (a+b)=		3518.83		3513.62		
(c) Physical contingency		-		-		
(d) Financial contingency		-		-		
Grand Total (a+b+c+d)		3518.83		3513.62		

N

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. Abdul Mozid Mollah, Superintending Engineer Mid-Western Zone, BWDB, Faridpur.	Full Time	-	No	01-01- 2011	30-06- 13	
Akhil Kumar Biswas. Executive Engineer, BWDB, Gopalganj	Full Time	-	No	01-07- 2013	14-03- 14	

07. Procurement of Transport (in Nos.) :

Type of transport	Number as per P.P.	Procured with date	Transferred to Transport Pool with date	Transferr ed to O & M with date	Condemned/d amaged with date	Remarks
1	2	3	4	5	6	7
Car	-	-	-	-	-	-
Jeep	-	-	-	-	-	-
Microbus	-	-	-	-	-	-
Minibus	-	-	-	-	-	-
Bus	-	-	-	-	-	-
Pick-up	-	-	-	-	-	-
Truck	-	-	-	-	-	-
Motor Cycle	-	-	-	-	-	-
By-cycle	-	-	-	-	-	-
Speed Boat	-	-	-	-	-	-
Launch	-	-	-	-	-	-
Others with name	-	-	-	-	-	-

08. Procurement of Goods, Works and Consultancy Services:

08.1 Goods & Works of the Project costing above Tk. 200.00 lakh.

Description of procurement (goods/works /consultancy) as per bid document	Tender/Bid/Proposal Cost (in crore Taka)		Tender/Bid/Proposal		Date of completion of works/services and supply of goods	
	As per PP	Contracted value	Invitation date	Contract signing/ L.C opening date	As per contract	Actual
1	2	3	4	5	6	7
Bank Revetment work-3.45km	3498.83	3498.83	2010-11 to 2013-14	2010-11 to 2013-14	All contract completed by June 2014	

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

Name of the Field	Approved man month		Actual man month utilised	Remarks
	As per PP	As per contract		
1	2	3	4	5

a) Foreign : Not Applicable

b) Local : Not Applicable

09. Construction/Erection/Installation Tools & Equipment :

Description of items	Quantity (as per PP)	Quantity procured with date	Transferred to O & M with date	Disposed off as per rule with date	Balance	Remarks
1	2	3	4	5	6	7
Not applicable						

C. FINANCIAL AND PHYSICAL PROGRAMME :

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

(In lakh Taka)

Financial Year	Financial provision & physical target as per original PP				Financial provision & physical target as per latest revised PP			
	Total	Taka	P.A.	Physical %	Total	Taka	P.A.	Physical %
1	2	3	4	5	6	7	8	9
2010-11	1486.86	1486.86		46.02%	-	-		-
2011-12	1743.46	1743.46		53.98%	749.73	749.73		21.31%
2012-13	-	-		-	1569.93	1569.93		44.61%
2013-14	-	-		-	1193.96	1193.96		33.93%

(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
2010-11					-	-	-		-
2011-12					750.00	749.7 3	749.7 3		21.31%
2012-13					1570.00	1569.9 3	1569.9 3		44.61%
2013-14					1200.00	1193.9 6	1193.9 6		33.93%

D. ACHIEVEMENT OF OBJECTIVES OF THE PROJECT :

Objectives as per PP	Actual achievement	Reasons for shortfall, if any
<ul style="list-style-type: none"> To protect the left bank of Madhumati River at Fukra from Km.0.800 to Km.2.300 from the erosion; To protect the right bank of Madaripur Beel Route Channel at Koligram from Km.0.392 to Km.1.342 from the erosion; To protect the left bank of Madaripur Beel Route Channel at Manikdaha from Km.0.550 to Km.1.550 from the erosion; and To protect Dhaka-Gopalganj-Khulna Highway, Guchcha Gram, markets, government primary school, madrasha, mosque, homestead, cultivable land, bridge and other private & public properties. 	Koligram, Manikdah and Fukra area have been protected by construction of 3.45 km Bank Protection work.	Not Applicable

E. BENEFIT ANALYSIS

01. Annual Out-put:

Items of out-put	Unit	Estimated quantity expected at full capacity	actual quantity of out-put during the 1st year of operation at full capacity (or during, real production for newly completed project).
(a)			
(b)			
(c)			
(d)			

It's a river bank protection work. Dhaka-Gopalganj-Khulna Highway, Guchcha Gram, markets, government primary school, madrasa, mosque, homestead, cultivable land, bridge and other private & public properties as mentioned in the DPP have been saved.

02. Cost / Benefit :

Item	Estimated	Actual
(1) Benefit cost ratio of the project (i) Financial (ii) Economic		Post Evaluation or assessment is yet to be done.
(2) Internal Rate of Return (i) Financial (ii) Economic		

F. Please give reasons for shortfall, if any, between the estimated and actual benefit: Does not arise

N

F. MONITORING AND AUDITING

0.1 Monitoring:

(a) Ministry / Agency:

Name & designation of the inspecting official	Date of Inspection	Identified Problems	Recommendations
Mrs.Afroza Moazzam, Join chief, MOWR.	19-05-2014 and 20-05-2014		
Mr.Rokon Uddin. Depuy Chief,MOWR.	16-09-2013		
Mr.Prodip kumar Mohottom, Deputy Chief,MOWR	16-09-2013		

(b) IMED :

Name & designation of the inspecting official	Date of Inspection	Identified Problems	Recommendations
1	2	3	4
Md.Habibul Islam Director, IMED	23-08-2013		
Mr. Md. Sahadat Hossain Masud, Assistant Director, IMED	7-8 March, 2012		

(c) Others: (Please specify)

Mr. Mahfujur Rahman, Executive Engineer, Design Circle-5, BWDB,Green Road,Dhaka	21-12-2012		
Mr.Brojomohon Nath. Superintending Engineer, Design Circle-5, WDB,Green Road,Dhaka.	20-05-2014		

0.2. Auditing during and after Implementation:

2.1. Internal Audit:

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

2.2. External Audit:

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

2011-12	8-02-013	3 nos Objection raised	Reply Submitted to audit directorate.
2012-13	17-04-14	3 nos Objection raised	Reply Submitted to audit directorate.
2013-14			

G. DESCRIPTIVE REPORT

1. General Observations/Remarks of the Project on :

1.1 Background

Background :

The proposed project area is located at Fukra in Kashiani upazila, at Koligram in Muksudpur upazila and at Manikdaha in Sadar upazila under Gopalganj District. Gopalganj district is in the south-western region of Bangladesh.

One of the objectives of the project is to protect the left bank of the Madhumati river from erosion at Fukra. Madhumati River is a tributary of Padma river, originated at Talbaria in Kushtia district and flows to the Kamarkhali Bridge of the Dhaka-Khulna Highway at Boalmari upazila in Faridpur district by taking name as Gorai River. Then, taking name Madhumati, it flows through Faridpur, Gopalganj and Bagerhat. Finally, it falls into the Bay of Bengal in Perojpur district as Baleshwar River. The total length of this river is 372.00 km, in which 89 km as Gorai, 137.00 km as Madhumati and 146.00 km as Baleshwar River. A huge quantity of water flows through this Madhumati River which receives water from the Padma River. Erosion takes place at Fukra in the rainy season every year due to heavy upland flow as well as tidal flow and surge. Fukra is a renowned area in Gopalganj. Valuable agricultural land and residence at the area are lost by the river erosion every year. On the other hand, Dhaka-Gopalganj-Khulna Highway passes by the side of Fukra, which is also under threat from river erosion. In this situation, local people and local administration expressed their demand to protect valuable government and non-government properties including land, markets, school, madrasa, mosque and Dhaka-Gopalganj-Khulna highway from river erosion. The honourable Member of Parliament for Gopalganj-2 also requested to the honourable Minister, Ministry of Water Resources for the implementation of protective work. In this context, a technical committee was formed by BWDB to conduct technical study for the protective work at Fukra. The technical committee submitted a report on November, 2009 and recommended to implement 1.500 km bank protective work along the left bank of Madhumati river at Fukra from Km.0.800 to Km.2.300.

Another objective of the project is to protect the left bank of the Madaripur Beel Route Channel from erosion at Manikdaha. At present, severe river erosion takes place along the left bank of Madaripur Beel Channel at Guchcha Gram Project area under Latifpur

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Union in Sadar upazila of Gopalganj district. During the last three years, a major part of the area was engulfed by the river. Important government and non-government establishments are at stake resulted from continuous erosion. Valuable agricultural land and residence at the area are being engulfed by the river erosion every year. Local people and local administration expressed their demand to protect valuable government and non-government properties including land, markets, school, madrasa, mosque from the river erosion of the MBR Channel. The honourable member of the parliament for Gopalganj-2 also requested to the honourable Minister, Ministry of Water Resources for the implementation of protective work. In this context, a technical committee was formed by the Board to conduct technical study for the protective work at Manikdaha. The technical committee submitted a report on November, 2009 and recommended to implement 1.000 km bank protective work along the left bank of Madaripur Beel Route Channel at Manikdaha from Km.0.550 to Km.1.550.

River erosion takes place at the right bank of MBR Channel in Koligram in Muksudpur upazila of Gopalganj district in a similar fashion. The havoc needs to be immediately addressed. Earlier, similar erosion was taken place and was protected through execution of protection work there. The area is densely populated and many govt. and non-govt. establishments are at risk. If the bank is not protected, mosque, temple, church, School and College, UP office, Bazar, Road, Bus stand, poultry, dairy and fisheries farm, etc will be engulfed very shortly. Honourable Minister, Ministry of Commerce directed BWDB officials for immediate implementation of the protection work there. From field survey, it is revealed that protection work for a length 950 m from km 0.392 to km 1.342 is required there for protection of the vulnerable area. The PEC meeting was held on 04/11/2010 in Planning Commission and decision was taken to enclose the Technical Report for the work in the recast DPP. Accordingly, a 4-member Technical Committee was formed to determine viability of the work. The committee visited the erosion prone area and affected people were interviewed during field visit. They saw the damages done and reckoned the infrastructures at risk. The committee submitted Technical Report to the Board and recommended to execute protective work from Ch. 0.392 km to Ch. 1.342 km. In the meantime, approved design was received and cost in Technical Report was determined on the basis of approved design

1.2 Justification/Adequacy

The two main Justifications:

- To allow the adoption of a realistic time requirement for implementation of the remaining project works.
- To include the additional volume of revetment work beyond the existing contract due to change in design along the on-going work length at Fukra.

1.3 Objectives

The objectives of the project are:

- to protect the left bank of Madhumati River at Fukra from Km.0.800 to Km.2.300 from the erosion;
- to protect the right bank Madaripur Beel Route Channel at Koligram from Km.0.392 to Km.1.342 from the erosion;
- to protect the left bank Madaripur Beel Route Channel at Manikdaha from Km.0.550 to Km.1.550 from the erosion;
- To protect Dhaka-Gopalganj-Khulna Highway, Guchcha Gram, markets, government primary school, madrasha, mosque, homestead, cultivable land, bridge and other private & public properties – approximate value Tk.5960.00 lakh at Fukra, Tk. 5360.00 lakh at Koligram and Tk.4548.00 lakh .

1.4 Project revision with reasons

At Fukra, 1500m protection work was implemented as per approved DPP. The DPP was formulated in the month of July 2010 and recast in the month of November 2010. DPP was finally approved in ECNEC on 08/02/2011. No work can be executed during the year 2010-11 for not allocating budget in RADP. ADP allocation amounting to Tk. 750.00 lakh has been received during the year 2011-12. By this time, one flood season was elapsed and river erosion took a serious turn at Fukra during the flood period. More area was engulfed in river during the flood season of 2011. Allocation was received during the financial year of 2011-12, but contractors could not finish the work in time. Meanwhile another rainy season is over and due to increase of discharge as well as velocity in Modhumoti River by dredging of the same. Design has also been revised reflecting present situation. The process of bank erosion at Fukra has been very complex and devastating consequent with deleterious social and naural impacts viz. loss of lives and properties due to river erosion and or dynamic changes of the river morphology. Without erosion mitigation measures, Fukra and its adjacent area along with properties and lives would be engulfed and it has been learnt from the last flood season. Hence, it is felt rationale to take necessary steps immediately as a protective measure to mitigate river erosion .Estimate for the excess volume of work on the basis of revised design no. DC-05-3024-01/14 dated 15-04-2013 due to change in design is included in RDPP.

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

It seems rationale to implement erosion mitigation measures at said locations on emergency basis. Implementation of 1500 meter protective work along the Madhumati river at Fukra, 950m along the right bank of Madaripur Beel Route Channel at Koligram and 1000 meter along the Madaripur Beel Route Channel at Manikdaha will save the lives and valuable properties under the project area along with the important Dhaka-Gopalganj-Khulna Highway and Fukra Guchcha Gram.

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

◆ Project Identification	N/A
◆ Project Preparation	N/A
◆ Appraisal	N/A
◆ Credit Negotiation	N/A
◆ Credit Agreement	N/A
◆ Credit Effectiveness	N/A
◆	
◆ Loan Disbursement	N/A
◆ Loan Conditionalities	N/A
◆ Project Approval.	
◆ Others (if any).	

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

- 4.1 Whether the beneficiaries of the project have clear knowledge about the Target/ Objectives of the project . Yes
- 4.2 Programme for use of created-facilities of the project. All the infrastructure that was assumed to be saved seem to be saved by the implementation of the project.
- 4.3 O & M programme of the project. As per DPP, operation and maintenance will be done from revenue budget.
- 4.4 Impact of the project –
 - 4.4.1 Direct. It's a river bank protection work. Dhaka-Gopalganj-Khulna Highway, Guchcha Gram, markets, government primary school, madrasha,

mosque, homestead, cultivable land, bridge and other private & public properties as mentioned in the DPP have been saved

4.4.2 Indirect. Socio-economic development will be the indirect benefit.

4.5 Transfer of Technology and Institutional Building through the project . N/A

4.6 Employment generation through the project.

Employment opportunity for men and women was created at the construction phase of the project.

4.7 Possibility of Self employment .Many agricultural land and Dhaka- Khulna highway was saved. Hence there will be significant possibility of self employment on agriculture sector and transport sector.

4.8 Possibility of women-employment opportunity

Most people of the project area are with limited source of employment. As such poverty is the part and parcel of their day to day life. By the implementation of this project employment in business sector will be created due to improvement of socio-economic condition, micro-financing activities. Project activities will also create employment opportunities and these will ultimately contribute to the achievement in poverty alleviation.

The project implemented will help reduce the risk of landless and pauperization in the project area to a great extent. The project will ensure safety of public and private properties and improve economic activities by construction of protective works.

Women's participation in development

Women and children are most vulnerable to any types of disaster. Post project condition will improve river erosion hazards. Thus, ultimately create safe and healthy environment for women and children. Also, employment opportunity for women will be enhanced at the construction phase of the project. Thus, the project will have positive impact on women and children.

4.9 Probable Impact on Socio-Economic activity.

At post project condition, due to reduction of erosion and flood hazard, investment will be encouraged and productivity in all spheres will ultimately be increased. Also, after

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implementation of the project, financial security will be achieved and out of that institutional development like growth centres, educational institutions, health and family planning centres and many more will definitely be established.

4.10 Impact on environment The project have no adverse effect on environment. The project is to provide safety to human lives, properties and to enhance economic activities as well as natural and environmental balance against devastating river erosion. Thus the overall environmental balance in the region is restored.

4.11 Sustainability of the project. The project has been completed as per approved DPP and as per design and specification. It will be a sustainable project.

4.12 Contribution to poverty alleviation/reduction

Project activities created employment opportunities which would contribute to the achievement in poverty alleviation.

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

Local Representativeu such as Member of Parliament Mr. Sheikh Fazlul Karim Shelim, local elite, local administration, Teachers, religious leader, women's representative have good idea about the project. They are very much happy with the preoject.

4.14 Contribution of Micro-credit programmes and Comments on overlapping with any NGO activities. N/A

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

5.1	Project Management-Does not arise.	5.12	Project aid disbursement and re-imbursment
5.2	Project Director.	5.13	Mission of the development partners.
5.3	Land Acquisition	5.14	Time & Cost Over-run
5.4	Procurement	5.15	Project Supervision/Inspection
5.5	Consultancy	5.16	Delay in Decision
		5.17	Transport
		5.18	Training

5.6	Contractor	5.19	Approval
5.7	Manpower	5.20	Others.
5.8	law & Order		

5.9 Natural calamity:

At Fukra, 1500m protection work was implemented as per approved DPP. The DPP was formulated in the month of July 2010 and recast in the month of November 2010. DPP was finally approved in ECNEC on 08/02/2011. No work can be executed during the year 2010-11 for not allocating budget in RADP. ADP allocation amounting to Tk. 750.00 lakh has been received during the year 2011-12. By this time, one flood season was elapsed and river erosion took a serious turn at Fukra during the flood period. More area was engulfed in river during the flood season of 2011. Allocation was received during the financial year of 2011-12, but contractors could not finish the work in time. Meanwhile another rainy season is over and due to increase of discharge as well as velocity in Modhumoti River by dredging of the same. Design has also been revised reflecting present situation. The process of bank erosion at Fukra has been very complex and devastating consequent with deleterious social and naural impacts viz. loss of lives and properties due to river erosion and or dynamic changes of the river morphology. Without erosion mitigation measures, Fukra and its adjacent area along with properties and lives would be engulfed and it has been learnt from the last flood season. Hence, it is felt rationale to take necessary steps immediately as a protective measure to mitigate river erosion .Estimate for the excess volume of work on the basis of revised design no. DC-05-3024-01/14 dated 15-04-2013 due to change in design is included in RDPP. The river hydraulic at Fukra is very much complex,depth of water is significantly high(-19m(PWD)) Soil condition is bad, turbulence is also high. Considering all the factors, implementation of the Project was a Challenging Task.

5.10 Project financing, allocation and release: N/A

5.11 Design formulation/approval: N/A

6. Remarks & Recommendations of the Project Director:

The Project includes bank revetment works at three locations such as Fukra, Koligram & Manikdah. Among them bed level of Modhumati River at Fukra is significantly low (-19m (PWD). The river is meandering. Turbulence is also high. Considering all the factors, implementation of the Project was a challenging Task. The project has been completed successfully. To make it sustainable, every year allocation should be provided from O&M budget for maintenance.

Date :

Signature and seal of the Project Director/Manager

(Akhil Kumar Biswas)
Executive Engineer
Gopalganj O&M Division
BWDB, Gopalganj
&
Project Director
(Akhil Kumar Biswas)
Executive Engineer
Gopalganj O&M Division
BWDB, Gopalganj
&
Project Director.

6. Remarks/Comments of Agency Head

Due to implementation of the project, erosion at Fukra, Koligram & Manikdah have been stopped. Also Dhaka- Gopalganj- Khulna Highway along with other public & private properties have been protected. So the objectives of the project have been achieved in all respect.

Date : 28-09-2014

Signature and Seal

(Md. Shahidur Rahman)
Director General
BWDB, Dhaka.

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

Date :

Signature and Seal