



## Project Summary Information

Date of Document Preparation: September 26, 2019

<b>Project Name</b>	Mumbai Urban Transport Project 3
<b>Document Code</b>	PD000228-PSI-IND
<b>Region</b>	Republic of India
<b>Sector/Subsector</b>	Transport/Rail
<b>Status</b>	Approved.
<b>Project Description</b>	<p>The Project will provide sustainable, high-capacity and safe cross-regional connectivity in Mumbai Metropolitan Region (MMR). Through providing better and more efficient connection among various districts, it will improve mobility and safety of the suburban population of MMR. The Project consists of four components as follows:</p> <ul style="list-style-type: none"><li>(i) Quadrupling of Virar – Dahanu Road corridor (64 km) to provide extension of suburban railway service which will serve growing suburban areas and connect the peripheral areas with Mumbai.</li><li>(ii) Construction of new suburban railway corridor between Panvel and Karjat (28 km) to cater to the demand of commuters in the area under rapid urbanization and population growth.</li><li>(iii) Installation of midsection trespass control measures, such as track segregation by fencing or reinforced concrete wall, pedestrian crossings over or under the tracks, on 36 priority sections of existing lines to reduce fatal accidents.</li><li>(iv) Institutional strengthening, capacity building and technical assistance to strengthen institutional capacity of the implementing entity.</li></ul>
<b>Objective</b>	The objective of the Project is to enhance the network capacity, service quality and safety of Mumbai's suburban railway system.
<b>Expected Results</b>	<ul style="list-style-type: none"><li>(i) Increased network capacity as measured by average daily ridership.</li><li>(ii) Reduction in journey time for commuters.</li><li>(iii) Reduction in trespassing and fatal accidents at priority sections of the Mumbai suburban railway network.</li><li>(iv) Improved female passengers' satisfaction with station facilities</li></ul>
<b>Environmental and Social Category</b>	Category A.
<b>Environmental and Social Information</b>	The AIIB's Environmental and Social Policy (ESP) is applicable to the proposed Project. The Project has been assigned Category A in accordance with AIIB's Environmental and Social Framework (ESF). The anticipated environmental and social risks and impacts may be substantial due to possibilities of land acquisition, physical displacements and resettlement, and ecologically sensitive areas near the alignments and cumulative impacts. Other temporary and reversible risks are envisaged during the construction phase.

	<p>The AIIB's two Environmental and Social Standards (ESS) are triggered; ESS 1 (Environmental and Social Assessment and Management) and ESS 2 (Involuntary Resettlement).</p> <p>As required for Category A project, Environmental Assessments (EAs) and Social Impact Assessment (SIA) have been developed by MRVC. Three EAs and three SIAs, one each for the two alignments, and one for trespass facilities have been prepared. The EAs are accompanied by Environmental and Social Management Plans (ESMPs). To address issues of land acquisition, physical and economic displacements guidance has been provided through a Resettlement Policy Framework (RPF). Environmental and social documents, including local language translations of their executive summaries have been disclosed.</p>																																									
<b>Cost and Financing Plan (USD million)</b>	<table border="1" data-bbox="478 521 1965 1068"> <thead> <tr> <th data-bbox="478 521 1035 639" rowspan="2">Item</th> <th data-bbox="1035 521 1178 639" rowspan="2">Cost</th> <th colspan="3" data-bbox="1178 521 1965 558">Financing</th> </tr> <tr> <th data-bbox="1178 558 1440 639">AIIB</th> <th data-bbox="1440 558 1703 639">Ministry of Railway</th> <th data-bbox="1703 558 1965 639">Government of Maharashtra</th> </tr> </thead> <tbody> <tr> <td data-bbox="478 639 1035 716">A. Quadrupling of Virar – Dahanu Road Corridor</td> <td data-bbox="1035 639 1178 716">511.00</td> <td data-bbox="1178 639 1440 716">278.00</td> <td data-bbox="1440 639 1703 716">116.50</td> <td data-bbox="1703 639 1965 716">116.50</td> </tr> <tr> <td data-bbox="478 716 1035 808">B. New Suburban Railway Corridor between Panvel and Karjat</td> <td data-bbox="1035 716 1178 808">397.00</td> <td data-bbox="1178 716 1440 808">182.00</td> <td data-bbox="1440 716 1703 808">48.00</td> <td data-bbox="1703 716 1965 808">167.00</td> </tr> <tr> <td data-bbox="478 808 1035 862">C. Midsection Trespass Control</td> <td data-bbox="1035 808 1178 862">79.00</td> <td data-bbox="1178 808 1440 862">33.00</td> <td data-bbox="1440 808 1703 862">23.00</td> <td data-bbox="1703 808 1965 862">23.00</td> </tr> <tr> <td data-bbox="478 862 1035 943">D. Institutional Strengthening, Capacity Building and Technical Assistance</td> <td data-bbox="1035 862 1178 943">8.75</td> <td data-bbox="1178 862 1440 943">5.75</td> <td data-bbox="1440 862 1703 943">1.50</td> <td data-bbox="1703 862 1965 943">1.50</td> </tr> <tr> <td data-bbox="478 943 1035 1024">Front-end Fee</td> <td data-bbox="1035 943 1178 1024">1.25</td> <td data-bbox="1178 943 1440 1024">1.25</td> <td data-bbox="1440 943 1703 1024">0.00</td> <td data-bbox="1703 943 1965 1024">0.00</td> </tr> <tr> <td data-bbox="478 1024 1035 1068"><b>Total Costs</b></td> <td data-bbox="1035 1024 1178 1068"><b>997.00</b></td> <td data-bbox="1178 1024 1440 1068"><b>500.00</b></td> <td data-bbox="1440 1024 1703 1068"><b>189.00</b></td> <td data-bbox="1703 1024 1965 1068"><b>308.00</b></td> </tr> </tbody> </table>				Item	Cost	Financing			AIIB	Ministry of Railway	Government of Maharashtra	A. Quadrupling of Virar – Dahanu Road Corridor	511.00	278.00	116.50	116.50	B. New Suburban Railway Corridor between Panvel and Karjat	397.00	182.00	48.00	167.00	C. Midsection Trespass Control	79.00	33.00	23.00	23.00	D. Institutional Strengthening, Capacity Building and Technical Assistance	8.75	5.75	1.50	1.50	Front-end Fee	1.25	1.25	0.00	0.00	<b>Total Costs</b>	<b>997.00</b>	<b>500.00</b>	<b>189.00</b>	<b>308.00</b>
Item	Cost	Financing																																								
		AIIB	Ministry of Railway	Government of Maharashtra																																						
A. Quadrupling of Virar – Dahanu Road Corridor	511.00	278.00	116.50	116.50																																						
B. New Suburban Railway Corridor between Panvel and Karjat	397.00	182.00	48.00	167.00																																						
C. Midsection Trespass Control	79.00	33.00	23.00	23.00																																						
D. Institutional Strengthening, Capacity Building and Technical Assistance	8.75	5.75	1.50	1.50																																						
Front-end Fee	1.25	1.25	0.00	0.00																																						
<b>Total Costs</b>	<b>997.00</b>	<b>500.00</b>	<b>189.00</b>	<b>308.00</b>																																						
<b>Borrower</b>	Republic of India																																									
<b>Implementation Organization</b>	Mumbai Railway Vikas Corporation (MRVC)																																									
<b>Estimated date of loan closing</b>	May/2025																																									
<b>Contact Points:</b>	<b>AIIB</b>	<b>Borrower</b>	<b>Implementation Organization</b>																																							
<b>Name</b>	Soon-Sik Lee	Dr. Prasanna V. Salian	R.S. Khurana																																							

<b>Title</b>	Senior Investment Operations Specialist	Joint Director, Department of Economic Affairs, Ministry of Finance, Government of India	Chairman and Managing Director, Mumbai Railway Vikas Corporation Ltd.
<b>Email Address</b>	soonsik.lee@aiib.org	pv.salian@nic.in	cmd@mrvc.gov.in
<b>Date of Concept Decision</b>	January 2019		
<b>Date of Appraisal Decision</b>	July 2019		
<b>Date of Financing Approval</b>	September 2019		

<b>Independent Accountability Mechanism</b>	<p>The Project-affected People's Mechanism (PPM) has been established by the AIIB to provide an opportunity for an independent and impartial review of submissions from Project-affected people who believe they have been or are likely to be adversely affected by AIIB's failure to implement its Environmental and Social Policy in situations when their concerns cannot be addressed satisfactorily through Project-level Grievance Redress Mechanisms or AIIB Management's processes.</p> <p>For information on how to make submissions to the PPM, please visit <a href="https://www.aiib.org/en/policies-strategies/operational-policies/policy-on-the-project-affected-mechanism.html">https://www.aiib.org/en/policies-strategies/operational-policies/policy-on-the-project-affected-mechanism.html</a></p>
---	---