

## India : Haryana Orbital Rail Corridor Part A Project

### 1. Project Information

Project ID:	P000370	Instrument ID:	L0370A
Member:	India	Region:	Southern Asia
Sector:	Transport	Sub-sector:	Rail transport
Instrument type:	<input checked="" type="checkbox"/> Loan:128.00 US Dollar million <input type="checkbox"/> Guarantee	Lead Co-financier (s):	
ES category:	A	Borrowing Entity:	Ministry of Finance, India
Implementing Entity:	Haryana Rail Infrastructure Development Corporation Ltd		
Project Team Leader:	Wenyu Gu		
Responsible DG:	Rajat Misra		
Responsible Department:	INF1		
Project Team Members:	Yenda Noeurm, Credit Officer; Liu Yang, Project Counsel; Aditi Khosla, Alternate Counsel; Yi Geng, OSD - Financial Management Specialist; Jurminla Jurminla, OSD - Procurement Specialist; David Rollinson, OSD - Environment & Social Development Specialist; Purnendu Pathak, OSD - Procurement Specialist; Anne Ong Lopez, Back-up PTL; Shiwen Dong, Project admin		
Completed Site Visits by AIIB:	Oct, 2023 October 9-13, 2023		
Planned Site Visits by AIIB:	Jun, 2024 Q2 2024		
Current Red Flags Assigned:	0		
Current Monitoring Regime:	Regular Monitoring		
Previous Red Flags Assigned:	N/A		
Previous Red Flags Assigned Date:	N/A		

### 2. Project Summary and Objectives

The Haryana Orbital Rail Corridor (HORC) Part A Project comprises 29.5 km electrified dual-track railway line passing through Nuh and Gurugram districts in the state of Haryana. It includes civil works, electrification, signaling and telecommunications, 5 new railway stations and 15.6 km route connectivity lines to Indian Railway (IR) and Dedicated Freight Corridor (DFC) at three points.

The Project's objective is to contribute to improving rail connectivity in the NCR and partially decongesting the rail corridor in Delhi.

The Project is one of two parts (including Parts A and B) under the proposed HORC investment program (the program) from New Prithla to New Harsana Kalan. The entire HORC program comprises 125.98 km of new railway

line from chainage km 0.0 to km 125.98, 17 new railway stations, and 21.89 km of connectivity lines to the IR and DFC at six points, totaling 147.87 km.

### 3. Key Dates

Approval:	Dec. 20, 2022	Signing:	Jun. 08, 2023
Effective:	Sep. 01, 2023	Restructured (if any):	
Orig. Closing:	Dec. 31, 2026	Rev. Closing (if any):	

### 4. Disbursement Summary (USD million)

Contract Awarded:		Cancellation (if any):	0.00
Disbursed:	0.32	Latest disbursement (amount/date):	0.00/Sep. 01, 2023
Undisbursed:	127.68	Disbursement Ratio (%) <sup>1</sup> :	0.25

### 5. Project Implementation Update

The project has started construction, and all contract packages have been awarded\*. Based on the findings of the mission in October 2023 and the Quarterly Progress Report, 89 percent of land requirements have completed compensation. Utility shifting for Part A will be fully completed by December 2023. HRIDC is planning to commission the priority section (linking Manesar station to Patli station) by March 2024.

\*The General Consultant (GC) came on board in April 2021 with 86 personnel deployed out of 145 as of now, and the first civil works contractor (C1) was on board in May 2022.

Components	Physical Progress	Environmental & Social Compliance	Procurement
Component 1 – Construction of 29.5 km of HOCR and 15.6 km route connectivity lines.	Civil works for contracts under this component are ongoing. (a) Civil works from km 49.70 to km 55.60 (priority section) have a physical progress of 35%. Earthworks for the connecting line (km 0 to 6) are in progress, the retaining wall, major and minor bridges, and related buildings are also under construction.	The October 2023 mission observed that good progress had been made in the implementation of environmental and social management measures, including the mobilization of E&S staff and resources. Training and awareness programs are being conducted for contractors' personnel. The grievance redressal mechanism is also in place and functioning well. Land acquisition is progressing, and significant progress has been made. Approximately 120.38 ha of private land has been acquired and compensation disbursed for 107.07 ha which is 88.94% of the total private land acquired.	Procurement has been completed and the contracts awarded. The team of experts is assisting HRIDC in the implementation of the project. The works are progressing at Site.
Component 2 – Provision of General Consultancy and other consultancy services.	(b) Fabrication, assembly and launching of a 76.2 m span OWG bridge at km 54.498 has		

<sup>1</sup> Disbursement Ratio is defined as the volume (e.g. the dollar amount) of total disbursed amount as a percentage of the net committed volume.

	<p>been completed.                  (c) Track installation, including supply of ballast, special sleepers, switches and crossings track fittings, is ongoing. Physical progress stands at 20%.                  (d) Civil works from km 29.58 to km 49.70 and from km 55.60 to km 61.50 have a physical progress of 3%. Earthworks are ongoing.</p>	<p>Rehabilitation and resettlement assistance to entitled people will be taken up as the next step.</p>	
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**Financial Management:**

The Bank team found the HRIDC finance team to be qualified and competent to maintain the project’s financial management system in a manner satisfactory to the Bank. Sound control procedures (through adopting real time online approval and management system) are maintained, and internal audits are also conducted on regularly basis, all to ensure proper usage of project funds. Project financial statements could be timely prepared in accordance with Ind AS using Tally system and various audits are conducted in accordance with government regulations and legal requirements. Sufficient funds have been provided by shareholders and central/state governments to support smooth project implementation. The project loan was effective on September 1, 2023 and disbursements have been processed since that date. Notwithstanding, the Bank and HRIDC agreed to process a loan amendment. Reasons for loan amendment are: (i) loan financing is tax-inclusive (current loan agreement indicates it is exclusive of taxes); and (ii) lengthen retroactive financing from 12 months to 18 months. HRIDC will submit an official request to amend the loan agreement through DEA.

**6. Status of the Grievance Redress Mechanism (GRM)**

A working GRM has been set up and its adequate implementation was observed by the Bank team during the last mission. The Client is required to submit quarterly monitoring reports as part of their E&S obligations. In mid-December, the monitoring report for the period of July-September 2023 was received. The report stated that 9 grievances were received in this reporting period, of which 8 were resolved and one is still pending.

**7. Results Monitoring (please refer to the full RMF, which can be found on the last page of this PIMR)**

**Remarks:**



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