

Project Summary Information

Date of Document Preparation: December 20, 2022	
Project Name	Haryana Orbital Rail Corridor (HORC) Part A Project
Project Number	PD000370A-IND
AiIB member	Republic of India
Sector/Subsector	Transport/Rail (non-urban)
Status of Financing	Approved
Project Description	<p>The Haryana Orbital Rail Corridor (HORC) Part A project (the project) comprises 29.5 kilometers (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 to Indian Railways (IR) and Western Dedicated Freight Corridor (WDFC) at three interchange points.</p> <p>The project is one of two parts (incl. 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 WDFC at six points, totaling 147.87 km.</p> <p>The project will finance two components, as described below.</p> <p><i>Component 1</i> – Construction of 29.5 km of HORC and 15.6 km route connectivity, from chainage km 32 to km 61.5, including civil works (earthwork, bridges, 5 stations buildings, retaining walls, and other miscellaneous works) and design, supply, installation, and testing and commissioning of high-rise overhead equipment (overhead equipment (OHE), 1x25 kV), general electrical services and signaling and telecommunication (S&T) and laying of new broad gauge double railway track.</p> <p><i>Component 2</i> – Provision of General Consultancy (GC) services and other consultancy services for the HORC program to support HRIDC in: (a) overall program planning, management, coordination and monitoring; (b) preparation and implementation of the Part A investment project; and (c) preparation of Part B investment (including e.g., geological survey, detailed engineering design, tender documents), which will enhance implementation readiness of Part B.</p>
Objective	To contribute to improving rail connectivity in the National Capital Region and partially decongesting the rail corridor in Delhi.

Expected Results	<p>The project results will be monitored using the following key indicators:</p> <ul style="list-style-type: none"> (i) Kilometers constructed (ii) Construction of major bridges (iii) Construction of stations (iv) Track, S&T, OHE installation (v) Construction of rainwater harvesting facilities at each station (climate resilience/adaptive measure) (vi) Installation of solar roof panels at each station (climate resilience/adaptive measure) (vii) Gender-friendly and accessible designs in stations (viii) Gender-based violence (GBV) / Sexual Exploitation and Abuse (SEA) orientations conducted for civil works employees as per the Gender Action Plan
Environmental and Social Category	Category A
Environmental and Social Information	<p>AIIB's Environmental and Social Policy (ESP), including the Environmental and Social Standards (ESSs) and the Environmental and Social Exclusion List, applies to the project. E&S due diligence (ESDD) determined that ESS 1 (E&S assessment and management) applies to the assessment of E&S impacts of project activities. ESS 2 (involuntary resettlement) also applies, as project related activities will require significant land acquisition which in turn will cause physical and economic displacement. The Social Impact Assessment (SIA) carried out as part of the ESDD indicates that there are no Scheduled Tribes in the project districts and within the administrative boundary of the State of Haryana. Therefore, ESS3 (Indigenous Peoples) is not applicable. Though majority of the project alignment will align with the existing KMP Expressway corridor, the project has also been classified as category A, in accordance with the Environmental and Social Policy (ESP), because of the social risks and impacts stemming from the displacement of a significant number of project-affected people.</p> <p>The main environmental risks anticipated include (i) noise and vibration impacts to receptors along the alignments during both construction and operation stages; (ii) construction phase impacts such as solid waste disposal, increased water use, air pollution, impacts on borrow areas, occupational and community health and safety, and disturbance to communities and public utilities; and (iii) potential biodiversity impacts. The potential adverse social impacts related to land acquisition include loss of land, loss of structures (residential, and commercial) and loss of trees and crops and community and religious properties. Land acquisition for HORC is likely to have disproportionate impacts on vulnerable households and lead to loss of jobs and business income. The nature of the civil works is also anticipated to induce short-</p>

	<p>term impacts linked to temporary loss of access, risk of child labor, labor influx, disruptions to commercial activities and adverse effects on public utilities.</p> <p>To mitigate these risks, an Environmental Impact Assessment (EIA) and Social Impact Assessment (SIA) have been carried out covering both Part A and B of the proposed HORC investment program. No impacts have been identified on biodiversity resources in the project corridor. An Environmental and Social Management Plan (ESMP) and a Resettlement Plan (RP) inclusive of a Livelihood Restoration Plan and future stakeholder engagement plan were prepared. The ESIA including ESMP and RP, in English, were disclosed on March 25, 2022. Executive Summaries of these documents have also been disclosed. Hard copies of the reports will be kept in HRIDC Offices and site offices, concerned District Collector's Office for public information and disclosure.</p> <p>A project-specific Grievance Redress Mechanism (GRM) will be established to receive, acknowledge, evaluate and facilitate the resolution to the complaints relating to E&S issues with corrective actions proposed. This will be undertaken using understandable and transparent processes that are gender responsive, culturally appropriate, and readily accessible to all segments of the affected people. Records of grievances received, corrective actions taken, and their outcomes shall be properly maintained. The information of project-specific GRM and the PPM of AIIB in local language at least will be disseminated to local communities and the project-affected people timely in an appropriate manner.</p> <p>Semi-annual ES monitoring reports will be prepared and submitted to AIIB through HRIDC. AIIB will supervise the project's E&S aspects remotely with support from local ES consultants while travel is restricted due to the pandemic. AIIB will conduct onsite supervision missions, if needed, once travel restrictions are lifted.</p>
Cost and Financing Plan	<p>Program cost: USD277.83 million</p> <p>Financing Plan:</p> <p>(i) Asian Infrastructure Investment Bank (AIIB) Loan: USD128 million (46 percent)</p> <p>(ii) HRIDC: USD149.83 million (54 percent)</p>
Borrower	Republic of India
Implementing Entity	Haryana Rail Infrastructure Development Corporation Ltd (HRIDC)
Estimated date of loan closing	December 31, 2026

Contact Points:	AIB	Borrower	Implementation Organization/Sponsor
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Date of Concept Decision	June 5, 2020		
Date of Appraisal Decision	August 24, 2022		
Date of Financing Approval	December 20, 2022		

Independent Accountability Mechanism	The Bank's Policy on PPM applies to the Project. The PPM has been established by 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 GRMs or AIIB Management's processes. Information on the PPM is available at https://www.aiib.org/en/policies-strategies/operational-policies/policy-on-the-project-affected-mechanism.html
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