



### Project Summary Information

Date of Document Update: October 29, 2020	
<b>Project Name</b>	Delhi-Meerut Regional Rapid Transit System (RRTS)
<b>Project Number</b>	PD000352-PSI-IND
<b>AIIB member</b>	Republic of India
<b>Sector/Subsector</b>	Transport / Rail
<b>Status of Financing</b>	Approved
<b>Project Description</b>	<p>The proposed Project involves development and construction of an 82 km rail-based rapid transit system, with a design speed of 180 km per hour (km/h) and an average speed of 100 km/h. The Project will connect Sarai Kale Khan in Delhi to Modipuram in Meerut, Uttar Pradesh.</p> <p>The Project will be jointly cofinanced with ADB under its Multi-tranche Financing Facility (MFF) in total four tranches.</p> <p>The Project component to be jointly cofinanced by AIIB and ADB includes civil works for elevated and underground sections with stations, two depots, track work and traction.</p> <p>Other Project components to be financed by the Government of India, Government of Uttar Pradesh, and Government of Delhi (Governments) are detailed design consultants, General Consultant, two elevated civil works packages for the first 17 km of the corridor from Delhi, and all land acquisition required for the Project. Further, rolling stock is also proposed to be financed by the Governments.</p>
<b>Objective</b>	The objective of the Project is to improve the efficiency, safety, social inclusiveness and environmental sustainability of transport in the Delhi–Meerut corridor of the National Capital Region.
<b>Expected Results</b>	<ul style="list-style-type: none"> <li>(i) Travel time between Delhi-Meerut by train reduced (hour);</li> <li>(ii) CO<sub>2</sub> reduced per annum (tons); and</li> <li>(iii) Share of riders including women and differently-abled persons perceiving the RRTS to be accessible, safe, and reliable (percentage)</li> </ul>
<b>Environmental and Social Category</b>	ADB Category: Category A for Environment, Category A for Involuntary Resettlement, and Category C for Indigenous Peoples (equivalent to Category A if the Environmental and Social Policy (ESP) of AIIB were applicable)

<b>Environmental and Social Information</b>	<p><b>Applicable Environmental and Social Policy.</b> The Project will be cofinanced with ADB as lead cofinancier, and its Environmental and Social (ES) risks and impacts have been assessed in accordance with the ADB’s Safeguard Policy Statement (SPS) 2009. To ensure a harmonized approach to addressing the ES risks and impacts of the Project, and as permitted under AIIB’s ESP and agreed in the cofinancing Framework Agreement between AIIB and ADB, ADB’s SPS 2009 and related procedures of ADB will apply to the Project in lieu of AIIB’s ESP. AIIB has reviewed ADB’s SPS and is satisfied that: (i) it is consistent with AIIB’s Articles of Agreement and materially consistent with the provisions of AIIB’s ESP and the relevant ES Standards; and (ii) the monitoring procedures that are in place are appropriate for the Project.</p> <p><b>Categorization.</b> Under ADB’s SPS, the Project has been categorized as Category A for environment, Category A for involuntary resettlement, and Category C for Indigenous Peoples. This is equivalent to Category A if AIIB’s ESP were applicable. An Environmental Impact Assessment (EIA) accompanied by an Environmental Management Plan (EMP), a Resettlement Plan (RP) and a Gender Equality and Social Inclusion Action Plan have been prepared to meet the requirements of ADB’s SPS and ADB’s Policy on Gender and Development. The EIA and RP, which were prepared to comprehensively assess the entire Delhi-Meerut corridor, were reviewed by AIIB and found to be satisfactory.</p> <p><b>Stakeholder Consultation and Information Disclosure.</b> Public consultations have been carried out with key Project stakeholders and will continue during Project implementation, in accordance with national guidelines on restrictions imposed due to the outbreak of COVID-19. The provisions on consultations and stakeholder engagement are explicitly stated in the RP. In addition to consultations during RP preparation, additional rounds of consultations with affected persons will form part of further stages of Project implementation led by the Resettlement Implementation Support Agency (RISA). The consultation will continue throughout the Project implementation period. AIIB will monitor these consultations in coordination with the RISA, external monitor and ADB, particularly in areas where land for the two depots will be procured (Duhai and Meerut). The EIA (including the EMP) and the RP have been disclosed on both ADB’s and AIIB’s websites.<sup>1</sup> The executive summaries of the EIA and the RP have been translated into Hindi and also disclosed at project area and on AIIB’s websites.</p> <p><b>Project Grievance Redress Mechanism (GRM).</b> A Project-level grievance redress mechanism (GRM) will be established by NCRTC and implemented under the Project to address complaints and grievances. Communities and individuals who</p>
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<sup>1</sup> <https://www.adb.org/projects/documents/ind-51073-002-eia>  
<https://www.adb.org/projects/documents/ind-51073-002-eia-0>  
<https://www.adb.org/sites/default/files/project-documents/51073/51073-002-rp-en.pdf>  
<https://www.aiib.org/en/projects/details/2020/proposed/India-Delhi-Meerut-Regional-Rapid-Transit-System.html>

	believe that they are adversely affected by the Project will be able to submit complaints to the Project-level GRM for their resolution. In addition to the above GRM for addressing complaints from the local community, a GRM will be established at the contractor level for worker grievances.						
<b>Cost and Financing Plan</b>		<b>Item</b>	<b>Cost</b>	<b>AIIB</b>	<b>ADB</b>	<b>JFPR</b>	<b>Governments</b>
		<b>A. Investment Costs</b>					
		Civil Works	1,848.3	374.5	806.2	0.8	667.3
		<b>Sub Total (A)</b>	<b>1,848.3</b>	<b>374.5</b>	<b>806.2</b>	<b>0.8</b>	<b>667.3</b>
		<b>B. Other Components financed by others</b>					
		Rolling Stock	170.8	-	-	-	170.8
		Land Acquisition	188.0	-	-	-	188.0
		General Charges	73.1	-	-	-	73.1
		Consulting Services	66.1	-	2.8	2.4	60.9
		Taxes (except state taxes)	197.6	-	-	-	197.6
		<b>Sub Total (B)</b>	<b>695.6</b>	<b>-</b>	<b>2.8</b>	<b>2.4</b>	<b>690.4</b>
		<b>C. Contingencies*</b>					
		Contingencies	447.9	73.9	141.3	0.3	232.4
		Escalation	312.7	51.6	98.7	-	162.4
		<b>Sub Total (C)</b>	<b>760.6</b>	<b>125.5</b>	<b>240.0</b>	<b>0.3</b>	<b>394.8</b>
		<b>D. Financial Charges during Implementation</b>					
		Interest during construction	143.7	-	-	-	143.7
	Commitment charges	1.5	-	-	-	1.5	
	<b>Sub Total (D)</b>	<b>145.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>145.2</b>	
	<b>Total Costs (A+B+C+D)</b>	<b>3,449.7</b>	<b>500.0</b>	<b>1,049.0</b>	<b>3.0</b>	<b>1,897.7</b>	
<b>Borrower</b>	Republic of India						
<b>Implementing Entity</b>	Ministry of Housing and Urban Affairs acting through National Capital Region Transport Corporation (NCRTC)						

<b>Estimated date of loan closing</b>	December 2027			
<b>Contact Points:</b>	<b>AIIB</b>	<b>ADB</b>	<b>Borrower</b>	<b>Implementation Organization/Sponsor</b>
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<b>Date of Concept Decision</b>	March 24, 2020			
<b>Date of Appraisal Decision</b>	July 21, 2020			
<b>Date of Financing Approval</b>	October 29, 2020			

<b>Independent Accountability Mechanism</b>	As noted above, ADB's SPS will apply to the Project instead of AIIB's ESP. Pursuant to AIIB's agreement with ADB, AIIB will rely on ADB's Independent Accountability Mechanism, the Accountability Mechanism, to handle complaints relating to ES issues that may arise under the Project. Consequently, in accordance with AIIB's Policy on Project-affected People's Mechanism (PPM), submissions to the PPM under this Project will not be eligible for consideration by the PPM. Information on ADB's Accountability Mechanism is available at <a href="https://www.adb.org/site/accountability-mechanism/main">https://www.adb.org/site/accountability-mechanism/main</a> .
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