



### Project Summary Information

Date of Document: January 11, 2021	
<b>Project Name</b>	Chennai Peripheral Ring Road Sections 2 and 3
<b>Document Code</b>	PD000336-PSI-IND
<b>AIIB member</b>	Republic of India
<b>Sector/Subsector</b>	Transport / Road
<b>Status of Financing</b>	Under Preparation
<b>Project Description</b>	<p>The planned activities under the proposed Project are:</p> <ul style="list-style-type: none"> <li>– Component A: Construction of a 56.2 km six-lane dual carriageway, with a two-lane service road on each side</li> <li>– Component B: Consulting Services and Capacity Development</li> </ul>
<b>Objective</b>	To improve economic connectivity and road transport efficiency and safety in Chennai Metropolitan Area through construction of a peripheral road.
<b>Expected Results</b>	<p>Reduction in travel time (unit: minutes)</p> <p>Reduction in vehicular accidents (unit: comparative number)</p> <p>Local labor employed during construction (unit: % of total)</p>
<b>Environmental and Social Category</b>	A
<b>Environmental and Social Information</b>	<p>AIIB's Environmental and Social Policy (ESP), including the Environment and Social Standards (ESSs) and the Environmental and Social Exclusion List will apply to this project. ESS 1 (Environmental and Social Assessment and Management) and ESS 2 (Involuntary Resettlement) are also applicable to the project. The project will be co-financed with OFID<sup>1</sup>. OFID will follow AIIB's ESP. The project has been screened and reviewed in accordance with the ESP and ESSs and is assigned as Category "A".</p> <p>The Environmental Impact Assessment (EIA) accompanied with an Environmental Management Plan has been prepared to address project-related environmental matters. The Social Impact Assessment / Resettlement Plan (SIA/RP) has been prepared for Section 2. A Resettlement Planning Framework (RPF) has been prepared for AIIB-financed components to</p>

<sup>1</sup> OPEC Fund for International Development.

	<p>address issues of compensation for any physical and economic displacement. An Environmental and Social Due Diligence accompanied by an Environmental and Social Corrective Action Plan has been prepared to improve the environmental and social (ES) performance of the associated facilities, i.e., Sections 1, 4 and 5 of Chennai Peripheral Ring Road.</p> <p>Substantial consultations have been conducted during on-going field surveys. The consultations will continue after disclosure of the ES documents and during project implementation, considering the national guidelines and restrictions imposed due to the COVID-19 pandemic. The English version of the EIA, SIA/RP and RPF, and Tamil version of the executive summaries of the EIA, SIA/RP and RPF have been posted on client's<sup>2</sup> and AIIB's<sup>3</sup> websites; and hard copies will be made available at the project area.</p> <p>A two-tier project Grievance Redress Mechanism (GRM) has been established in accordance with the requirements of AIIB's ESP. Communities and individuals who believe that they are adversely affected by the project will be able to submit complaints to the project-level GRM for resolution. Additionally, the GRM for addressing worker complaints will be made available at the contractor level.</p>										
<b>Cost and Financing Plan</b>	<table> <tr> <td>Project Cost:</td> <td>USD928 million</td> </tr> <tr> <td>Financing Plan:</td> <td></td> </tr> <tr> <td>    AIIB:</td> <td>USD378 million</td> </tr> <tr> <td>    OFID:</td> <td>USD100 million</td> </tr> <tr> <td>    State of Tamil Nadu:</td> <td>USD450 million</td> </tr> </table>	Project Cost:	USD928 million	Financing Plan:		AIIB:	USD378 million	OFID:	USD100 million	State of Tamil Nadu:	USD450 million
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<b>Borrower</b>	Republic of India										
<b>Implementing Entity</b>	State of Tamil Nadu										
<b>Estimated date of loan closing (SBF)</b>	March 2025										

<sup>2</sup>[https://www.ckicp.tnhighways.gov.in/Reports/Environment\\_Impact\\_Assessment\\_\(EIA\)\\_Chennai\\_Peripheral\\_Ring\\_Road\\_Project\\_section\\_2and3.pdf](https://www.ckicp.tnhighways.gov.in/Reports/Environment_Impact_Assessment_(EIA)_Chennai_Peripheral_Ring_Road_Project_section_2and3.pdf)

<https://www.ckicp.tnhighways.gov.in/Reports/EIA%20Report%20in%20Tamil.pdf>

<https://www.ckicp.tnhighways.gov.in/Reports/Resettlement%20Planning%20Framework%20Report.pdf>

<https://www.ckicp.tnhighways.gov.in/Reports/Executive%20Summary%20of%20Resettlement%20Planning%20Framework%20Report%20-%20Tamil.pdf>

<https://www.ckicp.tnhighways.gov.in/Reports/Resettlement%20Plan%20Report%20for%20CPRR%20Section-2.pdf>

[https://www.ckicp.tnhighways.gov.in/Reports/Resettlement%20Policy\\_Executive%20Summary\\_Tamil.pdf](https://www.ckicp.tnhighways.gov.in/Reports/Resettlement%20Policy_Executive%20Summary_Tamil.pdf)

<sup>3</sup><https://www.aiib.org/en/projects/details/2020/proposed/India-Chennai-Peripheral-Ring-Road.html>

<b>Contact Points:</b>	<b>AIIB</b>	<b>The OPEC Fund for International Development (OFID)</b>	<b>Borrower</b>	<b>Tamil Nadu Highways Department</b>
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<b>Date of Concept Decision</b>	March 17, 2020			
<b>Estimated Date of Appraisal Decision</b>	January 2021			
<b>Estimated Date of Financing Approval</b>	February 2021			
<b>Independent Accountability Mechanism</b>	<p>The Project-affected People's Mechanism (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 ESP in situations when their concerns cannot be addressed satisfactorily through the Project-level GRM or AIIB Management's processes. More information about the PPM can be found through visiting: <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>			