

## India : Delhi-Meerut Regional Rapid Transit System Project

### 1. Project Information

Project ID:	P000352	Instrument ID:	L0352A
Member:	India	Region:	Southern Asia
Sector:	Transport	Sub-sector:	Urban transport
Instrument type:	<input checked="" type="checkbox"/> Loan: 500.00 US Dollar million <input type="checkbox"/> Guarantee	Co-financier(s):	Asian Development Bank
ES category:	A	Borrowing Entity:	Ministry of Finance, India
Implementing Entity:			
Project Team Leader:	Pilar Lopez Camacho		
Project Team Members:	Christopher Damandl, Project Counsel; Jyosyula Siva Rama Krishna Sastry, OSD - Social Development Specialist; Chang Tian, Team Member; Amit Kumar, Co-PTL; Zixuan Xing, Team Member; Rui Xiang, OSD - Financial Management Specialist; Gerardo Pio Parco, OSD - Environment Specialist; Yangzom Yangzom, OSD - Procurement Specialist; Pilar Lopez Camacho, Back-up PTL; Chang Tian, Project admin		
Completed Site Visits by AIIB:	Jun, 2022 VP Urjit Patel visited NCRTC. May, 2022 In May, the co-PTL, Amit Kumar, visited the implementing entity, National Capital Region Transport Corporation Ltd (NCRTC).		
Planned Site Visits by AIIB:	Dec, 2022 DG Rajat Misra and the co-PTL, Amit Kumar, will visit NCRTC in December 2022.		
Current Red Flags Assigned:	0		
Current Monitoring Regime:	Regular Monitoring		
Previous Red Flags Assigned:			
Previous Red Flags Assigned Date:			

### 2. Project Summary and Objectives

The Delhi-Meerut Regional Rapid Transit System (RRTS) Project is the first of the three RRTS corridors prioritized for implementation in the National Capital Region (NCR). The 82.15 km long corridor will connect Delhi to Meerut via Sahibabad, Ghaziabad, Muradnagar and Modinagar in the State of Uttar Pradesh.

The project includes the financing of civil works for elevated (68.03 km) and underground (14.12 km) sections, the rail track with support structure, 25 stations, two maintenance depots, and the traction system. The signaling, control and telecom systems, and rolling stock are not included in the project financing.

With a design speed of 180 km per hour and high frequency operations, the RRTS will reduce journey time from 3–4 hours from Delhi to Meerut to about 1 hour. About 20 km of the RRTS line from Partapur to Modipuram will be

used to operate local transit services in Meerut. The project will provide safe, reliable and high-capacity commuter transit services between Delhi and Meerut, and help reduce road congestion, accidents and pollution. The project is expected to support balanced, inclusive and sustainable economic development in the region.

**3. Key Dates**

Approval:	Oct. 29, 2020	Signing:	Mar. 10, 2022
Effective:	Jun. 08, 2022	Restructured (if any):	
Orig. Closing:	Dec. 31, 2027	Rev. Closing (if any):	

**4. Disbursement Summary (USD million)**

Contract Awarded:	1,234.12	Cancellation (if any):	0.00
Disbursed:	82.13	Most recent disbursement (amount/date):	14.54/Nov. 22, 2022
Undisbursed:	417.87	Disbursement Ratio (%) <sup>1</sup> :	16.43

**5. Project Implementation Update**

The project is jointly co-financed with ADB under its Multi-tranche Financing Facility (MFF) in a total of four tranches. The MFF with four tranches simply reflects the time-slicing approach adopted by ADB for large-scale investment projects, and therefore each tranche is not linked to a specific stage, contracts or component of the project. ADB loan is financing the first, third and fourth tranches, while AIIB loan is financing the second tranche. ADB loan – Tranche 1 for USD 500 m was signed on September 8, 2020, and AIIB loan referred as “Tranche 2” became effective on June 8, 2022. The project implementation started about two years before to signing AIIB loan. Despite the challenges posed by the COVID pandemic, the RRTS Project is on track with the planned project implementation, the overall physical progress is 40% (as per November, 2022). NCRTC expects that the priority section of 17 km will be completed by March 2023 and the full project by June 2025. Advanced technological tools developed by NCRTC are being used to closely monitor project execution. All the major contracts to carry out the civil construction works and contracts related to systems such as track and its components, and OHE & traction have been awarded. All the awarded contracts have already commenced. Out of 31, only two contracts to be financed by ADB and AIIB’s loan are pending to be awarded (procurement already launched). Since the loan effectiveness, a total of 9 withdrawal applications have been carried out, the first disbursement took place on August 26, 2022. By the end of November 2022, the disbursements had reached to USD 82.13 m.

Components	Physical Progress	Environmental & Social Compliance	Procurement
Civil Works	The superstructure erection has been	The Environmental Management Plan (EMP) for the project is	The procurement has been performing smoothly. Out

<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>completed in 34.3 km length (representing around 50% of the elevated section). Construction of well foundations is in progress for the bridge across River Yamuna in Delhi area. Around 32% of the tunnelling of the underground section has been completed (2.6 km in Delhi section and for 2 km in Meerut section). In priority the section (17 km between Sahibabad to Duhai), works at all 5 stations are in an advanced stage. In Duhai depot, administrative building has been commissioned. Finishing works are in progress.</p>	<p>provided in the EIA report. NCRTC's Safety, Health and Environment (SHE) is also a part of all contract agreements. Contract-specific EMP have been submitted by the respective contractors and duly approved by NCRTC. Environmental monitoring is being carried out by approved NABL accredited laboratories during construction activity. Representative sensitive receivers in the vicinity of the works are being monitored for air, noise, ground water. Ambient air quality and noise levels monitoring is being conducted at station locations, depot, batching plant/ Casting yard. The results are being compared with baseline data and CPCB guideline.</p>	<p>of 31 contracts, 29 contracts have already been awarded for a total amount of USD 1,234 m). The procurement process of the two remaining contracts is ongoing (estimated amount USD 40 m).</p>
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**Financial Management:**

As the loan became effective on June 8, 2022, the first project level financial statements together with the auditor's opinion will be submitted to ADB / AIIB by October 2023 (within 6 months of the end of the fiscal year). NCRTC maintains accounts conforming to IndAS equivalent to IFRS. The Annual Audited Financial Statements and the Annual Report for Financial Year 2021 – 2022 are finalized and published at NCRTC's website. By the end of November 2022, the disbursement reached to USD 82.13 m (disbursement ratio: 16.43%)

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

Project-specific grievance redress mechanism (GRM) has been established to receive, evaluate and facilitate the grievances of displaced people, and complaints and grievances related to the implementation of the project. Grievances are acknowledged, evaluated, and responded. The Grievance Redressal Committee (GRC) at CPM/PMO level is available to redress any grievance related to the Project. Two-tier grievance redressal mechanism is established by NCRTC: (i) Project Management Office i.e. PMO level / CPM level and (ii) Head Quarter level i.e. corporate office level. The response time prescribed for GRC is 3 weeks at each level. GRC is conducting frequent meetings to resolve the grievances.

**7. Results Monitoring**

The overall responsibility for monitoring projects results is with NCRTC. AIIB requested NCRTC to submit the intermediate result indicators by the end of 2022, they will be updated in the next PIMR.

**Project Objective Indicators #1**

1. Travel time between Delhi-Meerut by train reduced to 1 hours (hour)

Year	Target	Actual	Comments, if any
Dec. 31, 2021	n/a	n/a	
Dec. 31, 2022	n/a	n/a	
Dec. 31, 2023	n/a	n/a	
Dec. 31, 2024	n/a	n/a	
Dec. 31, 2025	n/a	n/a	
Dec. 31, 2026	n/a	n/a	
Dec. 31, 2027	n/a	n/a	
Dec. 31, 2028	1	n/a	

**Project Objective Indicators #2**

2. Carbon dioxide (CO2) reduced per annum (tons)

Year	Target	Actual	Comments, if any
Dec. 31, 2021	n/a	n/a	
Dec. 31, 2022	n/a	n/a	
Dec. 31, 2023	n/a	n/a	
Dec. 31, 2024	n/a	n/a	
Dec. 31, 2025	n/a	n/a	
Dec. 31, 2026	n/a	n/a	
Dec. 31, 2027	n/a	n/a	
Dec. 31, 2028	258,035	n/a	

**Project Objective Indicators #3**

3. Share of riders including women and differently-abled persons that perceive RRTS to be accessible, safe and reliable in user survey (%)

Year	Target	Actual	Comments, if any
Dec. 31, 2021	n/a	n/a	
Dec. 31, 2022	n/a	n/a	
Dec. 31, 2023	n/a	n/a	
Dec. 31, 2024	n/a	n/a	
Dec. 31, 2025	n/a	n/a	
Dec. 31, 2026	n/a	n/a	
Dec. 31, 2027	n/a	n/a	
Dec. 31, 2028	70%	n/a	

**Intermediate Result Indicators #1**

1. Construction of elevated section (civil works), including stations with climate and disaster-resilient features and CCTV

cameras installed (%)

Year	Target	Actual	Comments, if any
Dec. 31, 2021	20	n/a	It will be updated in next PIMR
Dec. 31, 2022	45	n/a	It will be updated in next PIMR
Dec. 31, 2023	65	n/a	
Dec. 31, 2024	80	n/a	
Dec. 31, 2025	90	n/a	
Dec. 31, 2026	100	n/a	
Dec. 31, 2027	100	n/a	
Dec. 31, 2028	100	n/a	

**Intermediate Result Indicators #2**

2. Construction of underground section (civil works), including stations with climate and disaster-resilient features and CCTV cameras installed (%)

Year	Target	Actual	Comments, if any
Dec. 31, 2021	10	n/a	It will be updated in next PIMR
Dec. 31, 2022	30	n/a	It will be updated in next PIMR
Dec. 31, 2023	50	n/a	
Dec. 31, 2024	70	n/a	
Dec. 31, 2025	85	n/a	
Dec. 31, 2026	100	n/a	
Dec. 31, 2027	100	n/a	
Dec. 31, 2028	100	n/a	

**Intermediate Result Indicators #3**

3. Number of women who received training for employment and/or entrepreneurial opportunities arising from improved railway

Year	Target	Actual	Comments, if any
Dec. 31, 2021	n/a	n/a	It will be updated in next PIMR
Dec. 31, 2022	n/a	n/a	It will be updated in next PIMR
Dec. 31, 2023	n/a	n/a	
Dec. 31, 2024	n/a	n/a	
Dec. 31, 2025	1,400	n/a	
Dec. 31, 2026	1,400	n/a	
Dec. 31, 2027	1,400	n/a	
Dec. 31, 2028	1,400	n/a	

**Intermediate Result Indicators #4**

4. Number of differently-abled persons received hearing, visual and/or physical mobility assistive aids

Year	Target	Actual	Comments, if any
Dec. 31, 2021	n/a	n/a	It will be updated in next PIMR
Dec. 31, 2022	n/a	n/a	It will be updated in next PIMR
Dec. 31, 2023	n/a	n/a	
Dec. 31, 2024	n/a	n/a	
Dec. 31, 2025	1,000	n/a	
Dec. 31, 2026	1,000	n/a	
Dec. 31, 2027	1,000	n/a	
Dec. 31, 2028	1,000	n/a	

**Intermediate Result Indicators #5**

5. Climate adaption/resilience measures incorporated into Project design (Y/N)

Year	Target	Actual	Comments, if any
Dec. 31, 2021	Yes	n/a	It will be updated in next PIMR
Dec. 31, 2022	Yes	n/a	It will be updated in next PIMR
Dec. 31, 2023	Yes	n/a	
Dec. 31, 2024	Yes	n/a	
Dec. 31, 2025	Yes	n/a	
Dec. 31, 2026	Yes	n/a	
Dec. 31, 2027	Yes	n/a	
Dec. 31, 2028	Yes	n/a	

**Remarks:**

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