

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	Lead Co-financier (s):	Asian Development Bank
ES category:	A	Borrowing Entity:	Ministry of Finance, India
Implementing Entity:			
Project Team Leader:	Pilar Lopez Camacho		
Responsible DG:	Rajat Misra		
Responsible Department:	INF1		
Project Team Members:	Christopher Damandl, Project Counsel; Chang Tian, Team Member; Amit Kumar, Co-PTL; Zixuan Xing, Team Member; Rui Xiang, OSD - Financial Management Specialist; Jingrong He, OSD - Procurement Specialist; Jyosyula Siva Rama Krishna Sastry, OSD - Environment & Social Development Specialist; Pilar Lopez Camacho, Back-up PTL; Chang Tian, Project admin		
Completed Site Visits by AIIB:	May, 2022 In May, the co-PTL, Amit Kumar, visited the implementing entity, National Capital Region Transport Corporation Ltd (NCRTC). Jun, 2022 VP Urjit Patel visited NCRTC. Dec, 2022 DG Rajat and co-PTL Amit Kumar visited NCRTC in December. May, 2023 AIIB conducted a joint mission with ABD (physical)		
Planned Site Visits by AIIB:			
Current Red Flags Assigned:	0		
Current Monitoring Regime:	Regular Monitoring		
Previous Red Flags Assigned:	0		
Previous Red Flags Assigned Date:	2022/10		

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:	1,277.19	Cancellation (if any):	0.00
Disbursed:	213.36	Most recent disbursement (amount/date):	0.38/May. 25, 2023
Undisbursed:	286.64	Disbursement Ratio (%) ¹ :	42.67

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 55% (as of April, 2023). The construction activities in the 17 km long Priority Section (Sahibabad to Duhai Depot) and the RRTS depot at Duhai have been completed. Rigorous trials of train operation have been taken up in this section to meet all operational and safety parameters. Operational preparedness in all areas including entry/ exit to stations, amenities, ticketing and passenger interface are under thorough review from the points of view of safety, ease of use and quality of user experience. This first priority section is expected to be commissioned in June 2023. The works in the other section continue to progress. The commissioning of the full corridor is expected in June 2025, as per schedule. 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

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

contracts have already commenced. The disbursement of the overall project follows steadily the physical progress. Since the loan effectiveness, a total of 30 withdrawal applications for AIIB loan have been carried out, the first disbursement took place on August 26, 2022. By the end of May 2023, the disbursements had reached USD 286 m.

Components	Physical Progress	Environmental & Social Compliance	Procurement
Civil Works	<p>The superstructure erection has been completed in 50 km length, representing around 71% of the elevated section (+21% compared to October 2022).</p> <p>Construction activities in the 17 km long Priority Section (Sahibabad to Duhai Depot) have been completed. High-speed and oscillation trials including emergency braking distance (EBD) have been completed. The construction and system installation activities have been completed and the RRTS depot at Duhai has been commissioned.</p> <p>In Modi Nagar Section, works are in advance stage at all 7 stations. Tunnelling activities are progressing as per schedule and 07 tunnel boring machines have been deployed in the underground section.</p>	<p>The Environmental Management Plan (EMP) for the project is 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>For the implementation of the Project Resettlement Plan (RP), NCRTC has engaged the Centre for Market Research and Social Development Pvt. Ltd. as a Resettlement Implementation Support Agency (RISA). RISA is supporting NCRTC in the implementation of the RP including the resettlement of project-affected households. RISA is responsible to verify the information contained in RP and validate the same. Further, External Monitor Consultant has been engaged for monitoring the implementation of the Resettlement Plan and resettlement activities.</p>	<p>The procurement has been performing smoothly. Out of 33 contracts, 32 contracts have already been awarded for a total amount of USD 1,284 m). The procurement process of the remaining contract is ongoing.</p>

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 May 2023, the disbursement reached USD 286.6 m (disbursement ratio: 42.7%)

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.

Grievances received through CPGRAMS, RTI and direct correspondence are being addressed regularly. Centralized Public Grievance Redress and Monitoring System (CPGRAMS) is an online platform available to the citizens 24x7 to lodge their grievances to the public authorities on any subject related to service delivery. It is a single portal connected to all the Ministries/Departments of Government of India and States. Every Ministry and State has role-based access to this system. CPGRAMS is also accessible to the citizens through standalone mobile application downloadable.

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

The overall responsibility for monitoring projects results is with NCRTC.

Remarks:

Project Objective Indicators	Indicator level	Unit of Measure	Cumulative Target Values																					Frequency	Responsibility	Comments
			Baseline		2020		2021		2022		2023		2024		2025		2026		2027		End Target					
			Year	Value	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Year	Target	Actual			
Travel time between Delhi–Meerut by train reduced to 1 hour	Project	Hour	2020	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2028	1		First year of operation	NCRTC	First year of operation
Carbon dioxide (CO2) reduced per annum	Project	Tons	2020	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2028	258,035		First year of operation	NCRTC	First year of operation
Share of riders including women and differently-abled persons that perceive RRTS to be accessible, safe, and reliable in user survey1	Project	%	2020	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2028	70%		First year of operation	NCRTC	First year of operation

Project Intermediate Indicators	Indicator level	Unit of Measure	Cumulative Target Values																					Frequency	Responsibility	Comments
			Baseline		2020		2021		2022		2023		2024		2025		2026		2027		End Target					
			Year	Value	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Year	Target	Actual			
Construction of elevated section (civil works), including stations with climate and disaster-resilient features and CCTV cameras installed	Project	%	2020	5	5	1	20	24	45	61	65		80		90		100		100		2028	100		Semi-annually	NCRTC	
Construction of underground section (civil works), including stations with	Project	%	2020	0	0	0	10	0	30	33	50		70		85		100		100		2028	100		Semi-annually	NCRTC	

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