



Project Summary Information

Date of Document Preparation/Updating: 09/Feb/23 12:01 PM	
Project Name	Haryana Orbital Rail Corridor Part B Project
Project Number	P000741
AIIB member	India
Sector/Subsector	Transport
Alignment with AIIB's thematic priorities	Green infrastructure; Connectivity and Regional Cooperation; Technology-enabled Infrastructure
Status of Financing	Under Preparation
Objective	To improve rail connectivity in the National Capital Region and decongest the rail corridor in Delhi.
Project Description	<p>The Haryana Orbital Rail Corridor (HORC) Part B project (the project) comprises 96.48 kilometers (km) electrified dual-track railway line passing through Palwal, Jhajjar and Sonipat districts in the state of Haryana. It includes civil works, electrification, signaling and telecommunications, 12 new railway stations and 6.28 km route connectivity to Indian Railways (IR) at three interchange points.</p> <p>The project is one of two parts (of which Part A is under construction) 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 DFC at six points, totaling 147.87 km.</p>
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)

	<p>(vii) Gender-friendly and accessible designs in stations</p> <p>(viii) Gender-based violence (GBV) / Sexual Exploitation and Abuse (SEA) orientations conducted for civil works employees as per the Gender Action Plan</p>
Environmental and Social Category	A
Environmental and Social Information	<p>AllB's Environmental and Social Policy (ESP), including the Environmental and Social Standards (ESSs) and the Environmental and Social Exclusion List, applies to the project. Environmental and Social due diligence (ESDD) determined that ESS 1 (E&S assessment and management) applies to the assessment of ES 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 been classified as category A, in accordance with the Environmental and Social Framework (ESF), and consistent with the Part A of the HORC project. This is due to 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 are related to land acquisition which 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 will have disproportionate impacts on vulnerable households and lead to loss of jobs and business incomes. The nature of the civil works is also anticipated to induce short-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 Parts 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, both in English and Hindi, were disclosed on March 25, 2022. Executive Summaries of these documents in Hindi have also been disclosed from AllB's website. Hard copies of the reports will be kept in HRIDC Offices and site offices, concerned District Collector's</p>

	<p>Office for public information and disclosure.</p> <p>A project-specific Grievance Redress Mechanism (GRM) has been established to receive, acknowledge, evaluate and facilitate the resolution to the complaints relating to ES issues with corrective actions proposed. This was established using understandable and transparent processes that are gender responsive, culturally appropriate, and readily accessible to all segments of the project-affected people (PAPs) and the project contracted workers. The GRM will be expanded to include a Contractor level GRM to facilitate management of issues raised by workers. Records of grievances received, corrective actions taken, and their outcomes shall be properly maintained. The information on project level and Contractor level GRM and the Project-affected People's Mechanism (PPM) of AIIB in local language will be disseminated again in a timely and appropriate manner to local communities and the PAPs. This was done previously as part of Part A implementation.</p> <p>Semi-annual E&S monitoring reports for the project will be expanded to include Part A and B and be submitted to AIIB through HRIDC for review. AIIB will supervise the project's E&S aspects with support from local E&S consultants. AIIB will continue conducting onsite supervision missions twice a year.</p>
Cost and Financing Plan	<p>Project cost: USD 555.52 million</p> <p>Financing Plan:</p> <p>AIIB loan: USD 322.00 million (58 percent)</p> <p>Haryana Orbital Rail Corporation Limited: USD 233.52 million (42 percent)</p>
Borrower/Investee Company/Counter party/Guaranteed entity	Republic of India
Implementing Entity/Sponsor	Haryana Rail Infrastructure Development Corporation Ltd
Estimated date of loan closing (SBF)/Estimated date of last disbursement	December 31, 2026

(NSBF)/ Estimated Date of first disbursement (Fund)			
Contact Points:	AIIB	Borrower	Implementation Organization/Sponsor
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Date of Concept Decision	N/A		
Date of Appraisal Decision/Estimated Date of Appraisal Decision	Q3 2023		
Date of Financing Approval/Estimated Date of Financing Approval	Q4 2023		

Independent Accountability Mechanism	<p>The Bank's Policy on Project-affected People's Mechanism (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 GRM 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</p>
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