

India : Mumbai Urban Transport Project - Phase III (MUTP)

1. Project Information

Project ID:	P000228	Instrument ID:	L0228A
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):	
ES category:	A	Borrowing Entity:	Ministry of Finance, India
Implementing Entity:	Mumbai Railway Vikas Corporation		
Project Team Leader:	Weimin Zhou		
Responsible DG:	Rajat Misra		
Responsible Department:	INF1		
Project Team Members:	Chang Tian, Team Member; Pilar Lopez Camacho, Co-PTL; Amit Kumar, Co-PTL; Jyosyula Siva Rama Krishna Sastry, OSD - Social Development Specialist; Bernardita Saez, Alternate Counsel; Gerardo Pio Parco, OSD - Environment Specialist; Jurminla Jurminla, OSD - Procurement Specialist; Shonell Robinson, OSD - Financial Management Specialist; Pilar Lopez Camacho, Back-up PTL; Chang Tian, Project admin		
Completed Site Visits by AIIB:	May, 2022 Hybrid (virtual and physical) project implementation support mission from May 9 to 12, 2022 Oct, 2022 Hybrid (virtual and physical) project implementation support mission from October 20 to 21, 2022 Mar, 2023 Physical mid-term project implementation review mission from March 13 – 16, 2023		
Planned Site Visits by AIIB:	Nov, 2023 Implementation Review Mission		
Current Red Flags Assigned:	1		
Current Monitoring Regime:	Regular Monitoring		
Previous Red Flags Assigned:	1		
Previous Red Flags Assigned Date:	2022/06		

2. Project Summary and Objectives

The Project Objective is to improve the network capacity, service quality and safety of Mumbai suburban railway system. Through providing better and more efficient connection among various districts, it will improve mobility and safety of the suburban population of Mumbai Metropolitan Region. The Project consists of four components as follows:

(i) Quadrupling of the suburban rail corridor between Virar – Dahanu Road Station (64 km) to provide extension of

suburban railway service which will serve growing suburban areas and connect the peripheral areas with Mumbai.

(ii) Construction of new suburban railway corridor between Panvel and Karjat (28 km) to cater to the demand of commuters in the area under rapid urbanization and population growth.

(iii) Installation of midsection trespass control measures, such as track segregation by fencing or reinforced concrete wall, pedestrian crossings over or under the tracks, on 36 priority sections of existing lines to reduce fatal accidents.

(iv) Institutional strengthening, capacity building and technical assistance to strengthen institutional capacity of the implementing entity.

The total project investment is about USD 997 million, where USD 500 million is from AIIB loan. This is a standalone project.

3. Key Dates

Approval:	Sep. 26, 2019	Signing:	Aug. 24, 2020
Effective:	Oct. 31, 2020	Restructured (if any):	
Orig. Closing:	Oct. 31, 2025	Rev. Closing (if any):	

4. Disbursement Summary (USD million)

Contract Awarded:	478.84	Cancellation (if any):	0.00
Disbursed:	57.12	Most recent disbursement (amount/date):	10.99/Feb. 13, 2023
Undisbursed:	442.88	Disbursement Ratio (%) ¹ :	11.42

5. Project Implementation Update

Overall, the project implementation continues to progress steadily. After the project's effectiveness in 2020, the implementation experienced delays in the first years of the project implementation, mainly due to the COVID pandemic and the non-availability of counterpart funds for the land acquisition. However, since early 2022, there has been substantial physical progress in civil works. Under Components 1 and 2, the earthworks have progressed from 325,000 cum in Dec. 2021 to about 1,750,000 cum in mid-March 2023 and a total of 37 bridges have been completed. Component 3 has made solid progress, 19 Foot Over Bridges (FoBs) out of 36 were completed by mid-March 2023. Under Component 4, all 26 contracts for technical studies have been awarded and are in progress or completed. As of March 2023, the disbursement has reached about USD 57 m, in which USD 18 m were disbursed in the past 6 months demonstrating implementation progress since 2022 compared to previous years. The land acquisition has also progressed well and is almost completed (98.4%).

Nonetheless, the delay in civil works experienced in the first two years of the project implementation have not been caught up. Furthermore, currently, the pending forest clearance on the mangrove area is also affecting considerably the physical progress in the Virar-Dhanu Road Corridor (see table below). During the mid-term review mission, it was agreed that the overall work plan of the project will be updated and discussed during Q4 2023.

Regarding the counterpart funds, which delayed payment transfer to MRVC affecting the land

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.

acquisition during 2020 and early 2022, MVRC informed in September 2022 that the delays in the payments of the counterpart funds are no longer affecting the project implementation. By the end of 2022, GoM released to MRVC Rs. 552 cr. (about USD 66 million), nevertheless Rs. 640 cr. counterpart funds (about USD 79 million) towards expenditure already incurred is still due from GoM. The AIIB team is closely monitoring this issue.

Components	Physical Progress	Environmental & Social Compliance	Procurement
Component 1: Quadrupling of Virar-Dhanu Road Corridor [USD 511 million]	By mid-March 2023, approximately 562,900 cum earthwork in embankment 30,200 cum blanketing and 142,700 cum cutting done by mi-March 2023. Out of 84 bridges, works are in progress on 19 bridges and 21 minor bridges are completed.	<p>The forest clearance for 24.57 Ha of mangrove area that was expected to be completed by Sept. 30, 2022, is still pending. Only working permission was received for the non-Mangrove Forest area (1.94 Ha) in February 2023. EAC (Expert Advisory Committee) for CRZ clearance asked in early 2023 to revalidate baseline data and collect fresh one non-monsoon season data. A consultant has been appointed to collect the data. The report will be submitted in May 2023. The forest clearance is expected to be obtained by June / July 2023.</p> <p>About 97.3% of the land under this section is already acquired. The land acquisition awards of the remaining private land (around 4.66 Ha) have been declared, but the payment of compensation is delayed due to issues of documentation. MRVC indicated that the compensation amount is deposited but has not been disbursed yet as PAPs are having ongoing consultations regarding the compensation amounts. During the last mission, the AIIB Team emphasized to MRVC that the possession and land handover can only occur after compensation payment, as per approved RP.</p>	<p>6 contracts out of 13 in Component 1 are already awarded. All awarded contracts are large-value civil works contracts. Out of the 7 contracts not yet awarded, the Letter Of Agreement (LOA) has been issued for 2 contracts and the procurement of other contracts will be launched based on the progress of the engineering works (tenders documents are ready or under preparation). The procurement is expected to be completed by Q1 2024.</p> <p>1 contract of combined works (electrical and signaling) out of 2 out of 8 has already been awarded. The tender document of the other contract is under preparation.</p> <p>The tender documents of the 6 contracts of combined goods are prepared and tenders shall be invited as per the timeline of the progress of station and Over Head Equipment works. The procurement is expected to be completed by mid-2024.</p>
Component 2: New Suburban Railway Corridor between Panvel and Karjat [USD 397 million]	By mid-March 2023, approximately 1,043,330 cum earthworks were done including rock cutting. Out of 8 major bridges and 34 minor bridges, 4	About 99.8% of the land has already been acquired. The land acquisition awards of the remaining private land (isolated land parcels across 5 villages, in total around 0.18 Ha) have been declared, but possession is still pending. MRVC informed that	3 contracts out of 10 in Component 2 are awarded. All awarded contracts are large-value civil works contracts. The procurement of remaining contracts will be launched based on the

	major and 12 minor are completed. Works on 4 major bridges and 12 minor bridges are in progress.	discussions are ongoing with the owners.	progress of the engineering and station works. The tender documents are ready or under preparation. For combined works and combined goods contracts see above.
Component 3: Midsection Trespass Control [USD 79 million]	By mid-March 2023, 32 Foot Over Bridges have been contracted, out of which 19 are already completed. Works are in progress or about to start in 13 locations.	Due to the change of field situation, about 7 FOBs were replaced in new locations. The AIIB team advised MRVC to update the Environment Assessment (EA) report of Mid-section trespass control by including the assessment on the new identified locations. In February 2023, MRVC appointed a consultant. The EA update is expected to be completed by Q2/Q3 2023.	The remaining FOB (4 locations) will be procured in 2023 and 2024.
Component 4: Institutional Strengthening, Capacity Building and Technical Assistance [USD 8.75 million]	N/A	N/A	All 27 contracts have been awarded. 12 are completed and the remaining 15 are under implementation.

Financial Management:

The project audit for the year ended March 31, 2022, became due for submission to the AIIB on December 31, 2022. The Audit report has been submitted by the Audit Firm on September 28, 2022, before the due date.

6. Status of the Grievance Redress Mechanism (GRM)

MRVC established a two-tier project level GRM, the head quarter and in the field. The GRC at the head-quarters is responsible for reviewing decisions taken by the field level GRC on grievances filed by PAFs. And the field level committee is responsible for addressing grievances through document review and direct communications with the PAFs. MRVC maintains a comprehensive GRM logging table and keeps tracking all the GRMs and responses. MRVC grievance submission website is: <https://mrvic.indianrailways.gov.in/>
At the end of December 2022, total 246 grievances have been received through online and offline mode. The majority of grievances are concerned with revised joint measurement and fair compensation. All complaints on revised joint measurement, compensation, valuation, family dispute, etc. have been satisfactorily addressed by MRVC through the Competent authorities.

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

The Quarterly Progress Report, Interim Unaudited Financial Report, and the Environment and Social Monitoring Reports were submitted to the Bank in a timely manner and deemed acceptable.

Remarks:

For most of the Project Objective Indicators, the results will be surveyed at the first year of operation of these lines; therefore, N/A is shown in the table above.

Project Objective Indicators	Indicator level	Unit of Measure	Cumulative Target Values																				Frequency	Responsibility	Comments		
			Baseline		2018		2019		2020		2021		2022		2023		2024		2025		End Target						
			Year	Value	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Year	Target				Actual	
Average daily ridership - Virar-Dahanu Road Station (number of passengers)	Project	Number of passengers	2019	95100			95100	95100	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	To be completed when due	N/A	To be completed when due	467000			467000		First year of operation	MRVC	
Average daily ridership - Panvel-Karjat	Project	Number of passengers	2019	0			0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	To be completed when due	N/A	To be completed when due	238,000			238,000		First year of operation	MRVC	
Reduced journey time - Virar-Dahanu Road	Project	Minutes	2019	80			80	80	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	To be completed when due	N/A	To be completed when due	76			76		First year of operation	MRVC	
Reduced journey time - CSTM-Karjat	Project	Minutes	2019	139			139	139	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	To be completed when due	N/A	To be completed when due	110			110		First year of operation	MRVC	
Reduction in accidents caused by trespassing in selected locations	Project	Percentage	2019	0			0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	To be completed when due	N/A	To be completed when due	70			70		First year of operation	MRVC	
Percentage of female passengers neutral toward, satisfied or very satisfied with station facilities and services	Project	Percentage	2019	54.8			54.8		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A				80			80		First year of operation	MRVC	

Indicator	Unit of	Cumulative Target Values	Frequency	Responsibility	Comments
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Project Intermediate Indicators	level	Measure	Baseline		2019		2020		2021		2022		2023		2024		End Target					
			Year	Value	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Year	Target	Actual			
Construction of Quadrupling of Virar-Dahanu Road	Project	Percentage	2019	0	0	0	5	6	20	7	45	11	70	To be completed when due	100	To be completed when due		100 (2024)	To be completed when due	Semi-annually	MRVC	Progress as of December 2022
Construction of Panvel – Karjat corridor	Project	Percentage	2019	0	0	0	5	5	20	10	45	15	70	To be completed when due	100	To be completed when due		100 (2024)	To be completed when due	Semi-annually	MRVC	Progress as of December 2022
Construction of trespass control measures	Project	Location	2019	0	0	0	0	N/A	0	N/A	12	N/A	36	To be completed when due	36	To be completed when due		36 (2023)	To be completed when due	Semi-annually	MRVC	Progress as of December 2022
Average trip length - Virar-Dahanu Road	Project	km	2019	30	30	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	To be completed when due	N/A	To be completed when due		30 (2025)	To be completed when due	First year of operation	MRVC	
Average trip length - Panvel-Karjat	Project	km	2019	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	To be completed when due	N/A	To be completed when due		26 (2025)	To be completed when due	First year of operation	MRVC	