

India : Assam Secondary Road Network Improvement Project

1. Project Information

Project ID:	P000440	Instrument ID:	L0440A
Member:	India	Region:	Southern Asia
Sector:	Transport	Sub-sector:	Roads
Instrument type:	<input checked="" type="checkbox"/> Loan:320.00 US Dollar million <input type="checkbox"/> Guarantee	Lead Co-financier (s):	
ES category:	A	Borrowing Entity:	Ministry of Finance, India
Implementing Entity:	Public Works Roads Department of Assam State, India		
Project Team Leader:	Weimin Zhou		
Responsible DG:	Rajat Misra		
Responsible Department:	INF1		
Project Team Members:	Andres Pizarro, Team Member; Chang Tian, Team Member; Pratyush Mishra, Co-PTL; Christopher Damandl, Project Counsel; Aditi Khosla, Alternate Counsel; Yogesh Malla, OSD - Financial Management Specialist; Sheikh Naveed Ahmed, OSD - Social Development Specialist; Gerardo Pio Parco, OSD - Environment Specialist; Jurminla Jurminla, OSD - Procurement Specialist; Pratyush Mishra, Back-up PTL; Chang Tian, Project admin		
Completed Site Visits by AIIB:	Mar, 2023 Regular review: Site visits from March 20-25, 2023		
Planned Site Visits by AIIB:	Jan, 2024 Planned site visit of regular review in January 2024		
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 Objective of this Project is to improve the connectivity, safety and climate resilience of the secondary road network in project districts of Assam and enhance the institutional capacity of the state's Public Works Roads Department (PWRD).

The project has three components:

A. Road Improvement. Two subcomponents are included in this component: (1) upgrading about 250 kilometers (km) of state highways and major district roads (MDRs); and (2) retrofitting road safety engineering measures on about 750 km of state highways and MDRs.

B. Modernization of PWRD's road asset management system and computerization.

C. Project management support and institutional capacity building.

3. Key Dates

Approval:	Jun. 29, 2022	Signing:	Sep. 19, 2022
Effective:	Dec. 02, 2022	Restructured (if any):	
Orig. Closing:	Dec. 31, 2027	Rev. Closing (if any):	

4. Disbursement Summary (USD million)

Contract Awarded:	287.00	Cancellation (if any):	0.00
Disbursed:	4.89	Most recent disbursement (amount/date):	4.09/Mar. 14, 2023
Undisbursed:	315.11	Disbursement Ratio (%) ¹ :	1.53

5. Project Implementation Update

The Project implementation is progressing well. The loan has been effective for about four months, and till now total value of the awarded contracts reached to around USD 287million, which is about 90% of the loan. In Component A, all 8 large civil works contracts of road upgrading were awarded, including one EPC contract. The AIIB team conducted a physical mission during March 20-25, 2023 to Assam and visited the sites. 7 out of 8 road packages are currently under construction, and the contractor of the remaining one is under mobilization. It is reported 4% of physical progress has been achieved to date. For Component B, the PMU and AIIB team are actively discussing on the scope and terms of reference of the sub-components, and some of the activities will be procured in the second half of 2023. For Component C, key project implementation support consultants have been hired. The construction supervision consultants have been hired and working with the contractors now. The consultant for Resettlement implementation (RP consultant) support has been hired, which is working with local governments to support the RP process. It is reported contractors have lands to work on (mainly government lands), and it is envisaged the contracts will be completed on time.

The RP consultant have submitted their inception report. The RP consultant is in the early stages of verifying previously collected data, carrying out stakeholder engagement, supporting the GRM process, collaborating on implementing the GAP, etc. The total land required for the project is 347 Ha, of which public and private land account for 125 Ha and 222 Ha, respectively. Most of the private land for this project to date has been acquired through direct purchase (willing seller- willing buyer) transactions. Currently, the payment of compensation is being processed, and the mission has requested to expedite the process. It has been reported to the mission that civil works have begun on publicly held land. However, there was at least one case where contractors started working on private land while the PAPs were awaiting to receive the compensation stipulated in the entitlement matrix. While the land negotiation process with the PAPs were complete, it was due to procedural reasons that the payment of compensation was delayed. However, the RP implementing consultant has highlighted that the PAPs were given adequate notice before the commencement of physical work. The bank team and PWD will closely follow up on the payment of

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.

compensation.

Components	Physical Progress	Environmental & Social Compliance	Procurement
<p>\$462.10</p> <p>This component will upgrade and improve about 1,000 km of secondary roads in upper Assam under the Asom Mala program: (a) Subcomponent A1: Upgrade of about 250km of state highway and major district road sections. (b) Subcomponent A2: Road safety improvement on an additional 750km of state highways and major district roads.</p>	<p>Subcomponent A1: All 8 large civil works contracts of road upgrading were awarded, including one EPC contract. The total value of these 8 contracts is around USD 278million. The AIIB team conducted a physical mission in March 2023 to Assam and visited the sites. 7 out of 8 road packages are currently under construction, and the contractor of the remaining one is under mobilization. It is reported 4% of physical progress has been achieved to date. Subcomponent A2: There are six civil works contracts in this subcomponent. It is envisaged the procurement of Subcomponent A2 will start in late 2023.</p>	<p>Land required for this Project is about 347 Ha, where 125 Ha are government land and 222 Ha are private land. Currently land acquisition negotiations of private lands have been completed for 3 road packages, and others are in progress.</p>	<p>no issues</p>
<p>\$6.40</p> <p>The Component B includes three subcomponents: (a) Subcomponent B1: Road asset management system enhancement and computerization. (b) Subcomponent B2: Piloting demonstration corridors with digital technology, safety equipment and roadside facilities. (c) Subcomponent B3:</p>	<p>To start in the second half of 2023</p>	<p>no issue</p>	<p>no issue</p>

Sustainable asset management technical assistances			
\$21.70 Support for project implementation, technical assistance and capacity building	Key project implementation support consultants have been hired, including 1) construction supervision consultant for the EPC contract; 2) construction supervision consultant for the item-rate contracts; 3) the Resettlement implementation support consultant and 4) project coordination and management consultant. These four consultants have been mobilized and are currently working with the contractors and the client.	No issue	The road safety improvement design consultant is in the process of procurement now. There are several project implementation consultancy services to be procured within 2023, including: 1) consultancy service for Internal audit service; 2) consultancy service for financial management support; 3) E&S monitoring consultant. It is agreed four Technical assistance studies are included in this component, which are 1) climate resilient strategy; 2) multimodal transport development plan; 3) Technology-enabled infrastructure plan; 4) HR strategy implementing consultancy. The TORs of these TA studies are under development.

Financial Management:

N/A

6. Status of the Grievance Redress Mechanism (GRM)

Project-specific Grievance Redress Committees have been at PMU(state level) & district level. To date, 29 grievances were received. 6 of them have been resolved, and 23 of them are under process.

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

The actual results at the end of 2022 are the same as the baseline values, since this project was just effective for 4 months.

Remarks:

Project Objective Indicators	Indicator level	Unit Measure of	Cumulative Target Values												Frequency	Responsibility	Comments	
			Baseline		2021		2022		2023		2024		End Target					
			Year	Value	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Year	Target				Actual
Population benefitted from improved, safe and all-weather and climate-resilient transport connectivity (total/female).	Project	Number	2021	0	0	0		0						2099387/1027177		mid-term	PMU	
Travel time reduced on project upgraded corridors.	Project	Percentage	2021	0	0	0		0						30		mid-term	PMU	
Secondary roads conforming to road safety standards prescribed by the Indian Roads Congress or retrofitted with road safety measures	Project	km	2021	0	0	0		0						996		mid-term	PMU	
PWRD uses a cloud-based e-portal and road asset management system for department operations.	Project	Y/N	2021	No	No	No		No						Yes		mid-term	PMU	
Secondary roads are designed and constructed with climate-resilient and green solutions.	Project	km	2021	0	0	0		0						246		mid-term	PMU	
75% of women surveyed among communities are satisfied with the improvement of project roads	Project	Percentage	2021	N/A	N/A	N/A		N/A						75%		Post completion	PMU	

Project Intermediate Indicators	Indicator level	Unit Measure of	Cumulative Target Values												Frequency	Responsibility	Comments	
			Baseline		2021		2022		2023		2024		End Target					
			Year	Value	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Year	Target				Actual
Secondary roads upgraded.	Project	km	2021	0	0	0		0						246		Annual	PMU	

Secondary roads retrofitted with road safety engineering measures.	Project	km	2021	0	0	0	0							750		Annual	PMU	
PWRD offices using upgraded e-portal and enhanced information and communication technology infrastructure.	Project	Number	2021	0	0	0	0							30		Annual	PMU	
Affected people given skills or self-employment training (total/female).	Project	Number	2021	0	0	0	0							1500/750		mid-term	PMU	
PWRD's staff trained in the Project. (total/female)	Project	staff week	2021	0	0	0	0							2000/200		Annual	PMU	
Technical studies undertaken and plans prepared.	Project	Number	2021	0	0	0	0							3		Annual	PMU	