

India : Bangalore Metro Rail Project - Line R6

1. Project Information

Project ID:	P000038	Instrument ID:	L0038A
Member:	India	Region:	Southern Asia
Sector:	Transport	Sub-sector:	Urban transport
Instrument type:	<input checked="" type="checkbox"/> Loan:335.00 US Dollar million <input type="checkbox"/> Guarantee	Lead Co-financier (s):	European Investment Bank
ES category:	A	Borrowing Entity:	Ministry of Finance, India
Implementing Entity:	Bangalore Metro Rail Corporation Limited		
Project Team Leader:	Pilar Lopez Camacho		
Responsible DG:	Rajat Misra		
Responsible Department:	INF1		
Project Team Members:	Bernardita Saez, Project Counsel; Susrutha Goonasekera, OSD - Environment & Social Development Specialist; Chitambala Sikazwe, OSD - Procurement Specialist; Yogesh Malla, OSD - Financial Management Specialist; Andres Pizarro, Team Member; Pilar Lopez Camacho, Team Member; Chang Tian, Project admin		
Completed Site Visits by AIIB:	Oct, 2019 Implementation support mission by AIIB task team. Feb, 2021 Semi-annual monitoring visit/mission during February 22-24, 2021 by AIIB-hired local consultant Aug, 2021 Virtual meeting with BMRCL to discuss the issue related to the demolished school of deaf and dump students. Feb, 2022 Joint project review meeting with EIB and BMRCL. Mar, 2022 Special virtual meeting to discuss the resolution of TTCD student issue. Jun, 2022 Field mission by AIIB's E&S Specialist and AIIB-hired local consultant Oct, 2022 Semi-annual virtual mission joint with EIB		
Planned Site Visits by AIIB:	Physical Implementation support mission planned in Q2 2023		
Current Red Flags Assigned:	1		
Current Monitoring Regime:	Regular Monitoring		
Previous Red Flags Assigned:	1		
Previous Red Flags Assigned Date:	2022/10		

2. Project Summary and Objectives

The objective of the project is to provide efficient and high-capacity north-south connectivity through the center of Bangalore by expanding the city's metro system. Following are the planned activities under the proposed Project: (i) construction of 7.5 km of elevated viaduct and 6 elevated stations; (ii) construction of 14.5 km of underground tunnels and 12 underground stations; (iii) construction of a depot; and (iv) creation of a tunnel ventilation system and environment control system. The primary beneficiaries are the commuters who will travel along the corridor faster and safer, and the secondary beneficiaries are residents and commercial establishments along the corridor, who are expected to benefit from reduced vehicle emissions, noise, and traffic accidents and increase business. The Project is estimated to cost USD 1,785 million, and will be jointly co-financed by AIIB and the EIB. The financing plan comprises (i) a sovereign-backed loan of USD 335 million from AIIB, (ii) a sovereign-backed loan of €500 million from the EIB, (iii) USD 255 million from the Government of India, and (iv) USD 612 million from the Government of Karnataka.

3. Key Dates

Approval:	Dec. 08, 2017	Signing:	Jun. 04, 2019
Effective:	Sep. 02, 2019	Restructured (if any):	
Orig. Closing:	Jun. 30, 2024	Rev. Closing (if any):	

4. Disbursement Summary (USD million)

Contract Awarded:	827.00	Cancellation (if any):	0.00
Disbursed:	134.16	Most recent disbursement (amount/date):	33.33/Nov. 01, 2022
Undisbursed:	200.84	Disbursement Ratio (%) ¹ :	40.05

5. Project Implementation Update

Overall, the project implementation continues to progress smoothly. Within the last six months the project has made solid progress, the aggregated physical progress has increased from 53% in September 2022 to 60% by the end of March 2023. The procurement plan comprises of nine contracts (i.e., 7 works & 2 goods). All the packages except one have been awarded, representing about 97% of the total value of contracts under the Project. The procurement of the last contract to be awarded (the second package for the Tunnel Ventilation System & Environment Control System) is well advanced, and the contract is about to be signed. The land acquisition is completed, and compensation is fully paid including rehabilitation and resettlement benefits. AIIB team plans to carry out an implementation mission during Q2 2023 to have a comprehensive review of the project implementation progress and discuss project changes if any.

Components	Physical Progress	Environmental & Social Compliance	Procurement
Component 1: Construction of Elevated Viaduct &	At the end of March 2023, the physical progress of the	The main Resettlement Action Plan (RAP) and a supplementary RAP for the Lakkasandra Casting Yard have	Original contract was terminated in January 2021. Contract of the balance

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.

Stations (USD31.00 M)	construction of the elevated is 61.6% (progress of +9.6% in the last 6 months).	been approved and disclosed to the public. Per the request of EIB, Bangalore Metro Rail Corporation (BMRCL) prepared the Tree Removal Management Plan, which has been cleared and disclosed on BMRCL's website. An Official Memorandum (OM), along with details of translocations compensatory plantation, was submitted to High Court to take court permission to implement the orders. Hon'ble High Court of Karnataka has permitted for all the Official Memorandum in June and July 2022. A court order for tree cutting was received on 20/07/2022.	work was signed and resumed in August 2021.
Component 2: Construction of Underground Section Tunnel & Stations (USD282.00 M)	At the end of March 2023, the overall physical progress of Component 2 is 64% (physical progress for Component 2 is a weighted average of progress of the four contracts by actual amount). In the last 6 months, this package was progressed about 18%.	Same as Component 1.	Completed
Component 3: Depot (USD7.00 M)	At the end of March 2023, the physical progress of the construction of the depot is 35.3% (progress of +14.3% in the last 6 months).	Same as component 1	Completed
Component 4: Tunnel Ventilation System & Environmental Control system (USD15.00 M)	Under this component, there are two packages. One was awarded in June 2022, and the overall progress is 3%. The second package is about to be signed.	N/A	Tendering of the first package was completed in July 2022. The tender for second package was floated in July 2022. The procurement of this contract is well advanced, and the contract is expected to be signed in the next weeks.

Financial Management:

Disbursement of the loan is being made semi-annually in equal amounts. In 2022, as forecasted, there were two disbursements, the 3rd and 4th disbursements under the loan, so the disbursement ratio reached up to 40% of the total AIIB's loan. The 3rd disbursement was made in May 2022 and the 4th one in November. BMRCL has already

submitted two additional withdrawal applications, which are under process.

6. Status of the Grievance Redress Mechanism (GRM)

BMRCL already has a functional grievance redress mechanism in place. As of December 2022, the GRM had received 539 complaints (100 complaints received in the last 6 months), out of which 527 complaints had been resolved and a further 12 complaints are being attended to and are likely to be resolved by Q2 2023.

BMRCL has constituted a Grievance Redress Committee under the chairmanship of Director, (Project & Planning) and consisting of Executive Director (Civil -1), CPRO, GM (Finance), Chief Engineer (Planning and Design) and GM (LA & E). Generally, most of the grievances received are resolved at the level of General Manager (land acquisition) and Director (Projects and Planning). Property ownership issues are addressed by Karnataka Industrial Area Development Board, Competent Authority. Grievances received at the Corporate Office, are sorted according to subject matter, and are directed from the Managing Directors office to the Land office.

Grievance redress is carried out at two levels: namely first level and the appellate level. Grievances of affected persons are first brought to the attention of BMRCL, land acquisition office. The aggrieved person can approach the Grievance Redress Committee (GRC). In case of non- resolution of the issues raised, the affected person also has the option of a judicial review/intervention by the courts.

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

Signing and effectiveness were achieved in 2019, while the project was approved in 2017. As a result, the project implementation plan, disbursement projection and project delivery strategy with procurement plan were revised accordingly to reflect the delay of two years. The outbreak of COVID-19 in 2020 further delayed the construction.

Remarks:

Project Objective Indicators	Indicator level	Unit of Measure	Cumulative Target Values																				Frequency	Responsibility	Comments	
			Baseline		2017		2018		2019		2020		2021		2022		2023		2024		End Target					
			Year	Value	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Year	Target				Actual
No. of passengers carried	Project	People million	2022	0.3											0.3	0	0.315		0.331		2024	0.331		Annual	BMRCL	
Average trip length	Project	km	2022	10											10	0	10		10		2024	10		Annual	BMRCL	
Employment generation during operation	Project	People	2017												450 - 620	0	450 - 620		450 - 620		2024	450 - 620		Annual	BMRCL	

Project Intermediate Indicators	Indicator level	Unit of Measure	Cumulative Target Values											Frequency	Responsibility	Comments
			Baseline		2021		2022		2023		End Target					
			Year	Value	Target	Actual	Target	Actual	Target	Actual	Year	Target	Actual			
Construction of metro line	Project	km	2021	5	5		9		8		2023	8		Semi-annually	BMRCL	
Construction of a depot	Project	Number	2021	0	0	0	0		1		2023	1		Semi-annually	BMRCL	
Installation of TVS and ECS	Project	Number	2021	0	0	0	2		10		2023	10		Semi-annually	BMRCL	