

## Project Implementation Monitoring Report (#10)

Reporting Period From 2023/11 To 2024/04

## 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:	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; Kezia Paladina, Project Counsel; Christopher Damandl, Alternate Counsel; 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 Oct, 2023 Physical Implementation Supervision Mission in October Feb, 2024 1-day visit to BMRCL in February 26, 2024.		
Planned Site Visits by AIIB:	Physical Implementation support mission planned in Q3 2024		
Current Red Flags Assigned:	0		
Current Monitoring Regime:	Regular Monitoring		
Previous Red Flags Assigned:	0		

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Previous Red Flags Assigned Date:	2023/10
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**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:	1,016.00	Cancellation (if any):	0.00
Disbursed:	267.48	Latest disbursement (amount/date):	33.33/Apr. 02, 2024
Undisbursed:	67.52	Disbursement Ratio (%) <sup>1</sup> :	79.84

**5. Project Implementation Update**

Overall, the project implementation continues to progress smoothly. The civil works are in full swing, the aggregated physical progress has increased from 69% by the end of September 2023 to about 76% as of the end of January 2024. All the packages have been awarded and works are ongoing. The line R6 is expected to be commissioned in March 2025. The commissioning date has been delayed by about 6 months with respect to the previous revised expected date.

Components	Physical Progress	Environmental & Social Compliance	Procurement
Component 1: Construction of Elevated Viaduct & Stations	At the end of January 2024, the physical progress of the construction of the	The main Resettlement Action Plan (RAP) and a supplementary RAP for the Lakkasandra Casting Yard have been approved and disclosed to the	Original contract was terminated in January 2021. Contract of the balance work was signed and

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

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	elevated section is 77% (progress of about +6% between October 2023 and January 2024). The civil works of the elevated viaduct are expected to be completed in 2024, the elevated stations are expected to be completed Q1 2025.	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.	resumed in August 2021.
Component 2: Construction of Underground Section Tunnel & Stations	At the end of January 2024, the overall physical progress of Component 2 is 81% (physical progress for Component 2 was a weighted average of progress of the four contracts by actual amount). Between October 2023 and January 2024, this package was progressed about 8%.	Same as Component 1.	Completed
Component 3: Depot	At the end of January 2024, the physical progress of the construction of the depot was 55% (progress of +7% between October 2023 and January 2024).	Same as component 1	Completed
Component 4: Tunnel Ventilation System & Environmental Control system	The overall progress of the two packages under component 4 is 5.5%. The progress of Tunnel Ventilation System & Environmental Control system - 01 is 7% and the progress of - 02 is 4%. The works are expected to be completed by mid-next year.	N/A	Completed.

**Financial Management:**

Since the last PIMR in October 2023, two disbursements have been processed for a total amount of USD 67 m, bringing the disbursement ratio to 80%. The balance loan amount to be disbursed is USD 67.52 m.

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**6. Status of the Grievance Redress Mechanism (GRM)**

BMRCL already has a functional grievance redress mechanism in place. As of the end of January 2024, the GRM had received 1,000 complaints out of which 914 complaints had been resolved and the remaining complaints are being attended to and are likely to be resolved by Q2 2024.

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.

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**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:**

As the project has experienced several delays during the first years of implementation, BMRCL and AIIB agreed on the update of the Results Monitoring Framework to make it consistency with the revised commissioning date. The Results Monitoring Framework is expected to be updated at the same time the AIIB loan is extended.

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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											0.3	0	0.315		0.331		2024	0.331		Annual	BMRCL	
Average trip length	Project	km	2022	0										10	0	10		10		2024	10		Annual	BMRCL		
Employment generation during operation	Project	People	2017	0										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	0	5		9		8	8	2023	22		Semi-annually	BMRCL	
Construction of a depot	Project	Number	2021	0	0	0	0		1	0	2023	1		Semi-annually	BMRCL	
Installation of TVS and ECS	Project	Number	2021	0	0	0	2		10	4	2023	10		Semi-annually	BMRCL	