



### Project Summary Information

Date of Document Preparation: December 13, 2019	
<b>Project Name</b>	Chennai Metro Rail Phase 2 Project - Corridor 4
<b>Document Code</b>	PD000301-PSI-IND
<b>Country</b>	Republic of India
<b>Sector/Subsector</b>	Transport Urban Rail
<b>Status of Financing</b>	Under Preparation
<b>Project Description</b>	<p>The Project components to be financed by AIIB under the proposed Project (AIIB Components) are:</p> <ul style="list-style-type: none"> <li>- Component A: Construction of 16 km of elevated viaduct</li> <li>- Component B: Construction of 18 elevated stations</li> <li>- Component C: Construction of 7 underground stations</li> <li>- Component D: Implementation support and technical assistance</li> </ul> <p>Other components, including underground section, depot, system and rolling stock for the Project will be financed by parallel co-financiers and the Government of Tamil Nadu (Co-financiers' Components).</p>
<b>Objective</b>	The objective of the Project is to provide high capacity and efficient east-west connectivity through the center of Chennai by expanding the city's metro system.
<b>Expected Results</b>	<ul style="list-style-type: none"> <li>(i) Daily carrying passenger capacity (unit: number);</li> <li>(ii) Reduced journey time (unit: minute); and</li> <li>(iii) Employment generation during operation (unit: number), of which at least 25 percent are for women.</li> </ul>
<b>Environmental and Social Category</b>	Category A
<b>Environmental and Social Information</b>	<p><b>Environment and Social Policy and Categorization.</b> Each co-financier is expected to apply its own environmental and social policies, as well as its own independent accountability (or recourse) mechanism to the component financed by it. The AIIB's Environmental and Social Policy (ESP) will therefore be applicable to the AIIB Components of the Project. ESS 1 (Environmental and Social Assessment and Management) and ESS 2 (Involuntary Resettlement) are applicable.</p>

	<p>Applicability of ESS 3 (Indigenous Peoples) will be assessed during Project preparation. The Project has been assigned Category “A,” in accordance with the Bank’s ESP. It is expected that appropriate monitoring procedures will be in place for the Project overall. The Bank will rely on each co-financier’s determination as to whether that co-financier’s policy has been complied with for its respective components.</p> <p><b>Environmental and Social Aspects.</b> The anticipated environmental and social risks and impacts of the Project may be substantial due to land acquisition, potential physical displacements and resettlement, disturbance to communities, and impacts on coastal areas near the alignment. An Environmental Impact Assessment (EIA) with an Environmental Management Plan (EMP) and a Social Impact Assessment (SIA) have been prepared for all co-financiers’ Components. Potential negative environmental impacts will be addressed and managed in accordance with EMP. To address issues of any physical and economic displacements, the SIA has a Resettlement Policy Framework (RPF) to govern physical and economic displacements (of temporary or permanent nature). An Entitlement Matrix has also been prepared and an approximate budget and implementation schedule for Resettlement and Rehabilitation has been worked out. Both EIA and SIA will be updated to comply with Bank’s ESP.</p> <p><b>Stakeholder Engagement and Information disclosure.</b> Consultations have been held during the preparation of EIA and SIA. This will be further strengthened in phases during the finalization of these documents. Based on community feedback, both EIA and SIA will be finalized. The draft English versions of EIA and SIA and English and Tamil versions of the Executive Summaries of the EIA and SIA will be posted on CMRL’s and Bank’s websites and made available in hard copies in the Project area.</p> <p><b>Project-level Grievance Redress Mechanism.</b> A multi-tier Grievance Redress Mechanism (GRM) for the AIB Components will be developed in accordance with the requirements of the Bank’s ESP.</p>																					
<b>Cost and Financing Plan</b>	<table border="1"> <thead> <tr> <th data-bbox="506 1129 846 1201" rowspan="2">Item</th> <th data-bbox="846 1129 987 1201" rowspan="2">Cost</th> <th colspan="3" data-bbox="987 1129 2089 1166">Financing</th> </tr> <tr> <th data-bbox="987 1166 1303 1201">AIB</th> <th data-bbox="1303 1166 1686 1201">Parallel Co-financiers</th> <th data-bbox="1686 1166 2089 1201">Government of Tamil Nadu</th> </tr> </thead> <tbody> <tr> <td data-bbox="506 1201 846 1273">A. Construction of 16 km of elevated viaduct</td> <td data-bbox="846 1201 987 1273"><b>97.40</b></td> <td data-bbox="987 1201 1303 1273">68.18</td> <td data-bbox="1303 1201 1686 1273">-</td> <td data-bbox="1686 1201 2089 1273">29.22</td> </tr> <tr> <td data-bbox="506 1273 846 1337">B. Construction of 18 elevated stations</td> <td data-bbox="846 1273 987 1337"><b>87.20</b></td> <td data-bbox="987 1273 1303 1337">61.04</td> <td data-bbox="1303 1273 1686 1337">-</td> <td data-bbox="1686 1273 2089 1337">26.16</td> </tr> </tbody> </table>				Item	Cost	Financing			AIB	Parallel Co-financiers	Government of Tamil Nadu	A. Construction of 16 km of elevated viaduct	<b>97.40</b>	68.18	-	29.22	B. Construction of 18 elevated stations	<b>87.20</b>	61.04	-	26.16
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	C. Construction of 7 underground stations	<b>200.30</b>	140.21	-	60.09
	D. Implementation support and technical assistance	<b>83.40</b>	58.38	-	25.02
	Contingency and tax	<b>41.20</b>	28.84	-	12.36
	<b>Sub Total</b>	<b>509.50</b>	<b>356.65</b>	-	<b>152.85</b>
	Other items including underground section, depot, system, rolling stock, etc.	<b>1,665.03</b>	-	1,165.52	499.51
	<b>Total Costs</b>	<b>2,174.53</b>	<b>356.65</b>	<b>1,165.52</b>	<b>652.36</b>
<b>Borrower</b>	Republic of India				
<b>Implementing Entity</b>	Chennai Metro Rail Limited (CMRL)				
<b>Estimated date of loan closing (SBF)</b>	August 2027				
<b>Contact Points:</b>	<b>AIIB</b>	<b>Borrower</b>		<b>Implementation Organization/Sponsor</b>	
<b>Name</b>	Soon-Sik Lee	Dr. Prasanna V. Salian		Mr. Pankaj Kumar Bansal	
<b>Title</b>	Principal Investment Operations Specialist (Transport)	Deputy Secretary, Department of Economic Affairs, Ministry of Finance, Government of India		Managing Director Chennai Metro Rail Limited	
<b>Email Address</b>	soonsik.lee@aiib.org	pv.salian@nic.in		md.cmrl@tn.gov.in	
<b>Date of Concept Decision</b>	December 13, 2019				
<b>Estimated Date of Appraisal Decision</b>	September 2020				

<b>Estimated Date of Financing Approval</b>	December 2020
<b>Independent Accountability Mechanism</b>	<p>It is anticipated that each co-financier's Independent Accountability Mechanism (IAM) or Resource Mechanism will handle complaints relating to environmental and social issues that may arise under its respective Components of the Project. The Project-affected People's Mechanism (PPM), which will apply to the AIIB Components, has been established by the 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 ESP in situations when their concerns cannot be addressed satisfactorily through Project-level Grievance Redress Mechanisms or AIIB Management's processes. In accordance with AIIB's Policy on the PPM, submissions to the PPM under the Co-financiers' Components of the Project will not be eligible for consideration by the PPM</p> <p>For information on how to make submissions to the PPM, please visit <a href="https://www.aiib.org/en/policies-strategies/operational-policies/policy-on-the-project-affected-mechanism.html">https://www.aiib.org/en/policies-strategies/operational-policies/policy-on-the-project-affected-mechanism.html</a>.</p>