



India: National Highway Corridor & Public Private Partnership

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|--|--|--|--|-----------------------------------|-----------------|
| Project Name | National Highway Corridor & Public Private Partnership | | | | |
| Project Number | 32253-012 | | | | |
| Country | India | | | | |
| Project Status | Closed | | | | |
| Project Type / Modality of Assistance | Technical Assistance | | | | |
| Source of Funding / Amount | <table border="1"> <tr> <td colspan="2">TA 3752-IND: National Highway Corridor & Public Private Partnership</td> </tr> <tr> <td>Technical Assistance Special Fund</td> <td>US\$ 700,000.00</td> </tr> </table> | TA 3752-IND: National Highway Corridor & Public Private Partnership | | Technical Assistance Special Fund | US\$ 700,000.00 |
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| Technical Assistance Special Fund | US\$ 700,000.00 | | | | |
| Strategic Agendas | Environmentally sustainable growth Inclusive economic growth | | | | |
| Drivers of Change | Private sector development | | | | |
| Sector / Subsector | Transport - Road transport (non-urban) | | | | |
| Gender Equity and Mainstreaming | No gender elements | | | | |
| Description | The project would finance the rehabilitation and upgrading of selected parts of the East-West Corridors with aim to alleviate capacity constraint of India's transport system. The objective of the TA is to strengthen feasibility studies to be carried out by NHAI's consultant, particularly with regard to environmental impact, resettlement and poverty impact. In addition, the TA would also carry out a screening test to identify possible opportunities for the private sector investment (PSI) in the highway development. The TA would have the following three components: Component A: Development of a road map for policy and institutional reforms to be pursued under the programmatic approach, together with identification of milestone actions that would trigger ADB's processing of the next project. Component B: Implementation of a screening test for identifying PSI opportunities for the program corridor of 1,500 km; development of recommendations on modalities of investments for each section of the corridor; for those sections identified for possible PSI development, design of specific investment packages; and if it is decided to pursue PSI, preparation of tender documents. Component C: Project preparation support for the selected highway sections to be rehabilitated and upgraded under the proposed Project covering (i) environmental and social assessment, (ii) engineering and procurement support, and (iii) economic and financial analysis and governance assessment. | | | | |
| Project Rationale and Linkage to Country/Regional Strategy | | | | | |
| Impact | | | | | |

Project Outcome

Description of Outcome

Progress Toward Outcome

Implementation Progress

Description of Project Outputs

Status of Implementation Progress (Outputs, Activities, and Issues)

Geographical Location

Safeguard Categories

Environment

B

Involuntary Resettlement

Indigenous Peoples

Summary of Environmental and Social Aspects

Environmental Aspects

Involuntary Resettlement

Indigenous Peoples

Stakeholder Communication, Participation, and Consultation

During Project Design

During Project Implementation

Business Opportunities

Consulting Services Components A and C(iii): A team of individual consultants, one international and one domestic will be engaged to carry out two tasks: Component A and Component C(iii). The major qualifications of the international consultant will include extensive knowledge of transport sector policies and institutional reforms, particularly enterprise reform, and expertise on and experience with economic and financial analyses. A major qualification of the domestic consultant will be extensive knowledge of India's transport sector. The task will require 2.8 person-months of input by the international consultant, and 2.8 person-months from the domestic consultant. Components B, C(i), and C(ii): The consultants will be engaged, which will form three teams for: (i) the public-private partnership investment strategy, (ii) environmental and social assessment, and (iii) engineering and procurement support. Among the various specialists, one should be assigned as the task manager. The task will require 12.3 person-months of input by international consultants and 9.1 person-months from domestic consultants.

Responsible Staff

Responsible ADB Officer

Tsukada, Shunso

Responsible ADB Department

South Asia Department

Responsible ADB Division

Transport and Communications Division, SARD

Executing Agencies

National Highway Authority of India
G-5&6, Sector 10
Dwarka
New Delhi - 10045, India

Timetable

| | |
|---------------------|----------------------------|
| Concept Clearance | 09 Apr 1999 |
| Fact Finding | 24 Jun 2001 to 29 Jun 2001 |
| MRM | - |
| Approval | 29 Oct 2001 |
| Last Review Mission | - |
| Last PDS Update | 09 Feb 2007 |

TA 3752-IND

| Milestones | | | | | |
|-------------|--------------|------------------|-------------|-------------|--------|
| Approval | Signing Date | Effectivity Date | Closing | | |
| | | | Original | Revised | Actual |
| 29 Oct 2001 | 21 Feb 2002 | 21 Feb 2002 | 31 Oct 2002 | 28 Oct 2003 | - |

| Financing Plan/TA Utilization | | | | | | Cumulative Disbursements | | |
|-------------------------------|-------------|-------------|---------------|-----------------|--------|--------------------------|-------------|------------|
| ADB | Cofinancing | Counterpart | | | | Total | Date | Amount |
| | | Gov | Beneficiaries | Project Sponsor | Others | | | |
| 700,000.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 700,000.00 | 29 Oct 2001 | 558,666.95 |

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| Project Page | https://www.adb.org/projects/32253-012/main |
| Request for Information | http://www.adb.org/forms/request-information-form?subject=32253-012 |
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