## India: Jharkhand State Roads Project

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Jharkhand State Roads Project</th>
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</thead>
<tbody>
<tr>
<td>Project Number</td>
<td>40005-013</td>
</tr>
<tr>
<td>Country</td>
<td>India</td>
</tr>
<tr>
<td>Project Status</td>
<td>Closed</td>
</tr>
<tr>
<td>Project Type / Modality of Assistance</td>
<td>Loan</td>
</tr>
<tr>
<td>Source of Funding / Amount</td>
<td>Loan 2594-IND: Jharkhand State Roads Project</td>
</tr>
<tr>
<td></td>
<td>Ordinary capital resources</td>
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</tbody>
</table>

### Strategic Agendas
- Inclusive economic growth
- Gender Equity and Mainstreaming
- Drivers of Change: Governance and capacity development
- Sector / Subsector: Transport - Road transport (non-urban)

### Description
The Project will rehabilitate and improve a 311 kilometer (km) state road from Govindpur to Sahebganj (via Jamtara, Dumka, and Barhait) to a two-lane standard. The improved road will become a backbone of the northeastern part of the state, and connect it to National Highway 2 (NH2), the state's main highway, and to the larger national highway network. The Project will also enhance the project management skills of the officials of the Road Construction Department (RCD) of the state government of Jharkhand (GOJH) through involvement in activities that are central to project management, such as project design, implementation planning, procurement, land acquisition, resettlement and rehabilitation, environmental management, utility shifting, contract management, and financial management. This will be replicated by RCD for future road improvement projects.

### Project Rationale and Linkage to Country/Regional Strategy
Jharkhand is one of four states in India with a poverty incidence above 40%. It was created in 2000 out of the southern half of the state of Bihar, and a high proportion of its population is tribal. Socioeconomic indicators reveal that significant improvements are needed in terms of income, literacy, health, and access to basic amenities. Jharkhand has prominent industrial cities, due to its abundant natural and mineral resources, but also has the highest rural poverty incidence in India. Industrial activities are concentrated in the area south of NH2, which connects Delhi to Kolkata and forms part of the core national transport network called the golden quadrilateral. The area to the north of NH2 lacks major industrial activities despite its rich mineral reserves. The poor quality of the road infrastructure is one factor constraining the development of this part of the state. The Project proposes to address the disparities within Jharkhand by providing a good transportation network in a hitherto neglected area, and will contribute to reducing interstate disparities in India, which is one of the key goals of the Government's 11th Five Year Plan for 2007-2012.

### Impact
Improved surface transport accessibility in the State of Jharkhand

### Project Outcome
<table>
<thead>
<tr>
<th>Description of Outcome</th>
<th>Improved mobility and accessibility in the project area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Progress Toward Outcome</td>
<td>Travel time and vehicle operating costs have been reduced as envisaged.</td>
</tr>
</tbody>
</table>

### Implementation Progress
| Description of Project Outputs | Rehabilitated and improved state roads Systems for improved project management |
| Status of Implementation Progress (Outputs, Activities, and Issues) | The overall progress has improved. Past slow progress was mainly due to acute cash flow of contractors. Government of Jharkhand has implemented certain measures, with approval of State Cabinet, for easing cash flow and accelerating the progress of project. The project revived and has been substantially completed. The management information system (MIS) is operational. |

### Geographical Location
Dhanbad, Dumka, Dumka, Gobindpur, Gobindpur, Jamtara, Jamtara, Pakur, Sahibganj, Sahibganj

### Summary of Environmental and Social Aspects

#### Environmental Aspects
Forestry clearance for removal of trees in forest areas is also received by RCD, tree feeling is also complete. The consultants monitored the implementation of EMP.

#### Involuntary Resettlement
During implementation, resettlement plans were updated. The activities of land acquisition and resettlement have been substantially completed.

#### Indigenous Peoples

#### Stakeholder Communication, Participation, and Consultation

**During Project Design**
Consultations and meetings with the project communities were organized during the course of the social analysis to ascertain their response to the construction of roads, their needs and demands from the Project, and any risks or concerns emerging from the Project. A total of 14 focus group discussions were organized during the course of the social assessment with local communities, and included men, women, farmers, indigenous people, Scheduled Castes, high-income groups, the poor, shopkeepers, truckers, etc., to ensure a comprehensive perspective was obtained on the Project and its impacts. Other key stakeholders, such as Panchayati Raj (local government) members (e.g., village head, village health workers, block development officers, health workers, and school teachers) were also consulted by means of key stakeholder discussions. In addition, consultations were also undertaken with the affected households and communities during the course of the resettlement census surveys undertaken for each of the Project's four packages. Details of these consultations are provided in the respective resettlement plans.

**During Project Implementation**
Social indicators, such as the number of households below poverty line, and improved access of the rural poor to social services and markets, will be monitored as part of reporting requirements under the project performance monitoring system.
Business Opportunities

Consulting Services

Consultants under the Project was recruited in accordance with ADB’s Guidelines on the Use of Consultants (2007, as amended from time to time). The Road Construction Department (RCD) hired SMEC Intl Pty Ltd. in Assoc with SMEC (India) Pvt Ltd and RODIC Consultnat Pvt Ltd as the Construction Supervision Consultant (CSC) to assume the role of the "Engineer" for the civil works Contracts and designated one of its full time directors for this purpose. CSC was selected using quality- and cost-based selection procedure with a quality cost ratio of 80:20.

Procurement

All procurement financed under the loan was carried out in accordance with ADB’s Procurement Guidelines (2007, as amended from time to time). International competitive bidding (ICB) was used for all four civil works contracts. National competitive bidding (NCB) for goods will be used for supply contracts estimated at $100,000 to $1.0 million and Shopping will be used for contracts worth less than $100,000. Advanced contracting and retroactive financing was used to facilitate rapid implementation.

Responsible ADB Officer

Arun Bajaj

Responsible ADB Department

South Asia Department

Executing Agencies

Road Construction Department, Govt. of Jharkhand
ADB4814JH@GMAIL.COM
Room No. 222, Project Building
HEC Campus, Ranchi
Jharkhand, India

Timetable

Concept Clearance 28 Jul 2008
Fact Finding 30 Jul 2008 to 01 Aug 2008
MRM 27 Mar 2009
Approval 02 Dec 2009
Last Review Mission -
PDS Creation Date 06 Mar 2009
Last PDS Update 19 Mar 2018

Loan 2594-IND

Milestones

<table>
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<tr>
<th>Approval</th>
<th>Signing Date</th>
<th>Effectivity Date</th>
<th>Closing</th>
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Financing Plan

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<th>Others</th>
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Status of Covenants

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Project Page

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02 August 2019

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