## India: Advanced Project Preparedness for Poverty Reduction - West Bengal North South Road Corridor (Subproject 18)

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Advanced Project Preparedness for Poverty Reduction - West Bengal North South Road Corridor Project (Subproject 18)</th>
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<tbody>
<tr>
<td>Project Number</td>
<td>43166-196</td>
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<tr>
<td>Country</td>
<td>India</td>
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<tr>
<td>Project Status</td>
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<td>Project Type / Modality of Assistance</td>
<td>Technical Assistance</td>
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<tr>
<td>Source of Funding / Amount</td>
<td>TA 8007-IND: Advanced Project Preparedness for Poverty Reduction - West Bengal North South Road Corridor Project (Subproject 18) (Supplementary) Technical Assistance Grant Fund (UKG) US$ 1.10 million TA 8007-IND: Advanced Project Preparedness for Poverty Reduction - West Bengal North South Road Corridor Project (Subproject 18) Technical Assistance Grant Fund (UKG) US$ 100,000.00 TA 8007-IND: Advanced Project Preparedness for Poverty Reduction - West Bengal North South Road Corridor Project (Subproject 18) (Supplementary) Technical Assistance Grant Fund (UKG) US$ 95,000.00 TA 8007-IND: Advanced Project Preparedness for Poverty Reduction - West Bengal North South Road Corridor Project (Subproject 18) (2nd Supplementary) Technical Assistance Grant Fund (UKG) US$ 100,000.00</td>
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### Strategic Agendas

- Inclusive economic growth

### Drivers of Change

- Governance and capacity development partnerships

### Sector / Subsector

- Transport - Road transport (non-urban)

### Gender Equity and Mainstreaming

- Some gender elements

### Description

The Project will prepare for the widening of about 270 km of state highways in the state of West Bengal, India, and strengthen the capacity of the West Bengal Public Works (Roads) Department to efficiently develop, operate and maintain state highway network.

### Project Rationale and Linkage to Country/Regional Strategy

The State of West Bengal is on the threshold of a new era of industrialization. One of the major infrastructural requirements of industry is proper road connectivity. The general condition of roads in West Bengal is not satisfactory and per capita road length is much below the country average. The vehicle population in the state has been increasing at an average of more than 10 percent; the rate of traffic growth is expected to rise along with increasing industrialization and development activities in the coming years. Therefore widening, strengthening, and upgrading of the road network, which is suffering from capacity and strength constraints, have become urgently necessary.

At the national level, road capacity needs considerable expansion to keep pace with accelerating trade growth, especially the project road North-South link providing the link to Haldia port. Inadequate capacities in the hinterland transport modes often lead to higher costs and delays on account of suboptimal mode choices, circuitous routing and congestion in the hinterland transport links. All of these directly impact trade competitiveness. Though four-laning of a 52 km stretch of NH-41 from Kotaghat-Haldia is in progress, more thrust is to be made for faster and efficient traffic flow of cargo to and from ports. The traffic projected for Haldia Dock Complex (HDC) by the end of 12th Five year Plan (2016/17) is 66.7 million tonnes and in 2019/20 is 74.2 million tonnes against the existing traffic of 33.4 million tonnes (2009/10). The existing capacity of HDC is 46.7 million tonnes (as on 31.3.2010), which has been projected to be increased to 85.0 million tonnes in 2016/17 and 91.00 million tonnes in 2019/20 through development of two riverine jetties, port facilities at Haldia Dock II (Shalukha), and other four riverine jetties; and mechanization of cargo handling facilities.

The North-South Corridor is significantly important not only for the state and national economy but also for the subregional economy. It provides improved port connectivity, which will reduce a critical bottleneck in the movement of freight and passengers not only from the northern parts of West Bengal and the northeastern states of India, but also neighboring landlocked countries, e.g., Bhutan and Nepal, to Haldia port. The Project provides alternative route to SAARC Highway Corridors 2 and 3. The proposed north-south corridor comprising State Highways 4 and 7 passes through the trunk backbone of West Bengal along districts with high poverty but with abundance of agricultural products. The development of this route will also maximize the effect from infrastructural development on economic growth and poverty reduction in this area.

The Project will develop the economy of project areas as well as provide neighboring countries with an alternative link to Haldia port for regional and global markets. Connectivity through improved transport has important implications for poverty reduction by offering new economic opportunities through better market linkages and increased employment possibilities.

### Impact

The Project is relevant to achieving results of the Country Strategy and Program (2009-2012), supporting regional cooperation and more port and intermodal connectivity; as well as the draft Regional Cooperation Strategy and Programs (2011-2015), improving South Asia subregional connectivity and facilitating intraregional trade in South Asia. The Project is included in the draft Country Operation Business Plan (2012-2014).
Description of Project Outputs

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

Geographical Location

Nation-wide, West Bengal

Summary of Environmental and Social Aspects

Environmental Aspects

Involuntary Resettlement

Indigenous Peoples

Stakeholder Communication, Participation, and Consultation

During Project Design
Community meetings and focus group discussions will be organized as part of the poverty and social analysis. The local consultative meetings will involve all relevant stakeholders including representatives of the poor and other socially excluded groups (e.g., women, scheduled tribes, etc.) to disseminate the information as well as to get the feedback about the project design and its potential impacts. Other key stakeholders such as the relevant line departments, local government representatives and NGOs will also be consulted. Consultations will also be undertaken with the affected households and communities during the course of the census survey and socioeconomic survey along the project roads for the preparation of the safeguard plans.

During Project Implementation

Business Opportunities

Consulting Services
Being carried out by a firm of consultants with expertise in the areas of feasibility studies, detailed engineering and institutional assessment of road sector agencies. National consultants in these fields are engaged by the international consultant firm, which has overall responsibility for the consulting services.

Procurement
Only consulting service is required.

Responsible ADB Officer
Lee, Dong Kyu

Responsible ADB Department
South Asia Department

Responsible ADB Division
Transport and Communications Division, SARD

Executing Agencies
Department of Economic Affairs

Ministry of Finance

Room No. 40-B North Block

New Delhi-110001, India

Timetable

Concept Clearance -

Fact Finding -

MRM -

Approval 09 Dec 2011

Last Review Mission -

Last PDS Update 30 Mar 2016

TA 8007-IND

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<td>19 Nov 2012</td>
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Financing Plan/TA Utilization

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Cumulative Disbursements

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Project Page
https://www.adb.org/projects/43166-196/main

Request for Information
http://www.adb.org/forms/request-information-form?subject=43166-196

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03 October 2020

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