India: Second Rural Connectivity Investment Program - Tranche 2

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<thead>
<tr>
<th>Project Name</th>
<th>Second Rural Connectivity Investment Program - Tranche 2</th>
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<tr>
<td>Project Number</td>
<td>48226-004</td>
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<tr>
<td>Country</td>
<td>India</td>
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<tr>
<td>Project Status</td>
<td>Active</td>
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<tr>
<td>Project Type / Modality of Assistance</td>
<td>Loan</td>
</tr>
<tr>
<td>Source of Funding / Amount</td>
<td>Loan 3703-IND: Second Rural Connectivity Investment Program - Tranche 2</td>
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<tr>
<td>Strategic Agendas</td>
<td>Environmentally sustainable growth</td>
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<tr>
<td>Drivers of Change</td>
<td>Governance and capacity development, Private sector development</td>
</tr>
<tr>
<td>Sector / Subsector</td>
<td>Transport - Road transport (non-urban)</td>
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<tr>
<td>Gender Equity and Mainstreaming</td>
<td>Effective gender mainstreaming</td>
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**Description**

The Second Rural Connectivity Investment Program will improve about 12,000 kilometers (km) of rural roads in the states of Assam, Chhattisgarh, Madhya Pradesh, Odisha, and West Bengal. To meet the development priorities of the state of Madhya Pradesh, the Madhya Pradesh Rural Road Development Authority (MPRRDA) carried out advanced project preparation for tranche 2 of the MFF and obtained the Ministry of Rural Development approval for ADB financing on 30 January 2018. The government proposed that tranche 2 cover only Madhya Pradesh and finance the upgrading of at least 2,800 km rural roads in the state of Madhya Pradesh. In addition, it will support the training of 500 Pradhan Mantri Gram Sadak Yojana (PMGSY) engineers and will support road safety audits on the project roads.

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

The Government of India seeks to improve rural connectivity through the PMGSY. The first phase of the PMGSY (PMGSY-I) started in 2000 to provide basic connectivity for about 134,000 rural habitations by constructing 531,500 km of rural roads to all-weather standards. By June 2018, the government had exceeded this target by completing about 554,000 km. The states that have substantially completed PMGSY-I will proceed to the second phase of the PMGSY (PMGSY-II). The Ministry of Rural Development (MORD) estimates that 50,000 km rural roads will be upgraded under PMGSY-II to improve access to district centers and rural hubs. As of 31 May 2018, about 19,000 km of rural roads had been upgraded under PMGSY-II. Ensuring the capacity of state governments to sustain the benefits of the program is critical. Accordingly, PMGSY requires states to assume responsibility for conducting maintenance beyond the 5-year post-construction maintenance provision, and requires states to ensure road safety through both technical measures and community awareness activities.

**Impact**

Mobility and accessibility in India improved.

**Project Outcome**

Rural connectivity in Madhya Pradesh improved.

**Implementation Progress**

- Rural roads in Madhya Pradesh improved
- Institutional capacity of PMGSY implementing agencies strengthened
- Safety of PMGSY roads sustained

**Geographical Location**

Madhya Pradesh

**Safeguard Categories**

- Environment: B
- Involuntary Resettlement: C
- Indigenous Peoples: C

**Summary of Environmental and Social Aspects**

- **Environmental Aspects**: Similar to project 1, the roads will be upgraded on existing alignments and no environmentally sensitive areas will be affected. All the project roads under project 2 have been assessed in accordance with the environmental assessment and review framework (EARF) requirements. No category A road is proposed under project 2, consistent with the EARF.

- **Involuntary Resettlement**: Activities under the investment program are not expected to involve involuntary resettlement within the meaning of the Safeguard Policy Statement, and the state government will ensure that no involuntary land acquisition will take place. Road works will be mostly within existing rights-of-way, with minor cases of widening and realignment that will require narrow strips of land only. Social due diligence for project 2 confirmed that the communities and affected individuals were consulted about the project roads.
Indigenous Peoples

Scheduled tribe households identified in project areas by social impact assessment do not fall under the meaning of indigenous peoples in the Safeguard Policy Statement. The households are assimilated into the local population and they do not have collective attachment to land. The construction will not have any differential impact on scheduled tribes they will receive similar benefits from the investment program as nonscheduled tribe households.

Stakeholder Communication, Participation, and Consultation

During Project Design

The investment program uses a participatory, pro-poor approach. The design phase follows the approach outlined in the state-specific community participation framework (CPF), prepared during the approval of the MFF and disclosed on the ADB website. The CPFs include a comprehensive consultation process, with the requirement of conducting transect walks with community residents along each program road, with the objective of selecting the alignment that best suits the community’s needs and minimizes adverse social impacts. Transect walks have been conducted for all the 204 roads to be financed under tranche 2.

During Project Implementation

Detailed guidelines for community consultations and support to the poor and vulnerable are included in the state-specific CPFs. Community members are represented in the grievance redress committee established for each program road.

Business Opportunities

Consulting Services

Procurement

The procurement of civil works will be in accordance with ADB’s Procurement Guidelines (2015, as amended from time to time). It will follow national competitive bidding procedures and use the standard bidding document used for the first Rural Connectivity Investment Program as well as an electronic procurement system (e-procurement) that has been improved as needed, in agreement with ADB.

Responsible ADB Officer

Andri Heriawan

Responsible ADB Department

South Asia Department

Responsible ADB Division

Transport and Communications Division, SARD

Executing Agencies

Government of Madhya Pradesh
Madhya Pradesh Road Devt Corporation
16-A, Arera Hills
Bhopal - 462 011, India
Ministry of Rural Development
KRISH Bhawan
New Delhi 110001

India

Timetable

Concept Clearance -
Fact Finding -
MRM 17 Jul 2018
Approval 12 Sep 2018
Last Review Mission -
Last PDS Update 13 Sep 2018

Loan 3703-IND

Milestones

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<th>Approval</th>
<th>Signing Date</th>
<th>Effectivity Date</th>
<th>Closing</th>
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<tr>
<td>12 Sep 2018</td>
<td>05 Oct 2018</td>
<td>02 Apr 2019</td>
<td>30 Jun 2023</td>
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Financing Plan

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<tr>
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<th>Loan Utilization</th>
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<tbody>
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<td>Date</td>
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<tr>
<td>Project Cost 303.00</td>
<td>Cumulative Contract Awards</td>
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<td>ADB 110.00</td>
<td>12 Sep 2018</td>
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<tr>
<td>Counterpart 193.00</td>
<td>Cumulative Disbursements</td>
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<tr>
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Project Page

https://www.adb.org/projects/48226-004/main

Request for Information

http://www.adb.org/forms/request-information-form?subject=48226-004

Date Generated

18 August 2019

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