### India: Tamil Nadu Industrial Connectivity Project

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Tamil Nadu Industrial Connectivity Project</th>
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<tbody>
<tr>
<td>Project Number</td>
<td>51337-001</td>
</tr>
<tr>
<td>Country</td>
<td>India</td>
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<tr>
<td>Project Status</td>
<td>Proposed</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: Tamil Nadu Industrial Connectivity Project</td>
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<tr>
<td></td>
<td>Ordinary capital resources</td>
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</tbody>
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#### Strategic Agendas
- Inclusive economic growth

#### Drivers of Change
- Private sector development

#### Sector / Subsector
- Transport - Road transport (non-urban)

#### Gender Equity and Mainstreaming
- Some gender elements

#### Description
The project will rehabilitate and upgrade about 640 kilometers (km) of state roads on the core road network (CRN) in Tamil Nadu to improve road transport connectivity with economic and industrial centers in the state. It will involve upgrading state roads to standard two-lane or four-lane width with paved shoulders, depending on traffic requirements. Bridges and culverts will be widened, strengthened road safety features will be included, and the improved road assets will be maintained for five years after construction.

#### Project Rationale and Linkage to Country/Regional Strategy
The vision of the Highways Department, Government of Tamil Nadu, as stated in its Policy Note (2016-2017), is to increase the capacity, connectivity, efficiency and safety of the highways system. Per the state’s policy, all state highways will be widened to double-lane and all major district roads will be widened to intermediate lane. Into the future, as traffic continues to increase, there will be need to infuse greater funding into the transport sector, including the road sector. Along with industrial connectivity, higher population and vehicular densities need road capacity improvement, which is primarily sought to be addressed in this project.

The project is consistent with the strategic objective set out in the Country Partnership Strategy on expansion of infrastructure networks for transport along economic corridors, and focus on improved road connectivity at the state, district, and rural levels to improve access to services and enhance productivity and incomes. This would be ADB’s first road sector project in the state, and will open opportunities for further engagement in the future, both in terms of financing and institutional and capacity aspects.

#### Impact
Contribution of the industry sector to the gross state domestic product, trade and employment in the State of Tamil Nadu increased.

#### Outcome
- Freight transport efficiency and safety on selected state highways in Tamil Nadu improved

#### Outputs
- State highways widened and upgraded
- Performance-based maintenance of state highways initiated

#### Geographical Location
Tamil Nadu

#### Safeguard Categories

<table>
<thead>
<tr>
<th>Environment</th>
<th>B</th>
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<tbody>
<tr>
<td>Involuntary Resettlement</td>
<td>A</td>
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<tr>
<td>Indigenous Peoples</td>
<td>C</td>
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#### Summary of Environmental and Social Aspects

**Environmental Aspects**
The Highways and Ports Department (TNHD) has provided detailed project reports including Environmental Impact Assessment (EIA) and Environmental Management Plan (EMP) for all 15 roads. The EIA and EMP were prepared in line with the World Bank requirements. Considering that all the roads involve expansion and improvement of existing roads and none of the pass through environmental sensitive areas, IEE reports will be prepared. Draft IEE reports for all 15 roads will be prepared and readied by ADB environment consultants by December 2018.

**Involuntary Resettlement**
Land acquisition and resettlement and rehabilitation (LA&RR) implementation consultants will prepare validation of census and submit to update resettlement plans. The resettlement plans will be reviewed by ADB. In consideration of required land acquisition and resettlement as well as geographical distribution of the 15 project roads, the project will be implemented with 8 packages in civil works and 6 packages in consulting services. The procurement of 7 project roads (with 4 packages) out of 15 roads will be carried out as priority packages in consideration of (i) the readiness requirements, and (ii) land acquisition workload.

**Indigenous Peoples**
The project is not expected to affect Indigenous Peoples communities.

#### Stakeholder Communication, Participation, and Consultation

**During Project Design**
Stakeholders and the community were engaged in orientations and workshops.

**During Project Implementation**

#### Business Opportunities

**Consulting Services**
TNHD will engage construction supervision consultants as the engineers for the works contracts.

**Procurement**
Procurement (including consulting services) to be financed by ADB will follow ADB Procurement Policy (2017, as amended from time to time) and Procurement Regulations for ADB Borrowers (2017, as amended from time to time).

#### Responsible ADB Officer
Nakai, Kanzo
Responsible ADB Department | South Asia Department
---|---
Responsible ADB Division | Transport and Communications Division, SARD
Executing Agencies | Highways Department-Tamil Nadu
| Sardar Patel Road
| Madras - 600 025

<table>
<thead>
<tr>
<th>Timetable</th>
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<tbody>
<tr>
<td>Concept Clearance</td>
<td>07 Dec 2017</td>
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<tr>
<td>Fact Finding</td>
<td>18 Mar 2019 to 29 Mar 2019</td>
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<tr>
<td>MRM</td>
<td>04 Jun 2019</td>
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<tr>
<td>Approval</td>
<td>-</td>
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<tr>
<td>Last Review Mission</td>
<td>-</td>
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<tr>
<td>Last PDS Update</td>
<td>25 Sep 2018</td>
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