

DEVELOPMENT COORDINATION

A. Major Development Partners: Strategic Foci and Key Activities

1. External assistance to roads in India has been substantial. The Asian Development Bank (ADB) has provided loans as well as technical assistance (TA) for about \$8 billion. The World Bank has provided loans and grants totaling about \$8.5 billion for national highways, state highways, and rural roads. The Japan International Cooperation Agency has provided six loans for a total of about \$765 million to upgrade national highways and construct bridges. The Department for International Development of the United Kingdom provides TA to support project preparation and capacity development in the road subsector.

Major Development Partners

Region/State	Project Name	Year Approved	\$ Million Equivalent
A. Asian Development Bank			
Various states	Road Improvement (Tamil Nadu, Haryana, Uttar Pradesh, Andhra Pradesh, Karnataka)	1988	198.00
Various states	Second Road (Karnataka, Kerala, Rajasthan, Andhra Pradesh, Orissa, Uttar Pradesh, West Bengal)	1990	250.00
Various states	National Highways (Bihar, West Bengal, Haryana, Rajasthan, Andhra Pradesh)	1993	245.00
(Consultancy)	Bombay–Vadodara Expressway Technical Assistance	1993	0
Gujarat, Maharashtra	Surat–Manor Tollway	2000	180.00
Karnataka	Western Transport Corridor	2001	240.00
West Bengal	West Bengal Corridor Development	2001	210.00
Gujarat	East–West Corridor	2002	320.00
Madhya Pradesh	Madhya Pradesh State Roads Sector Development Program (Program Loan)	2002	30.00
Madhya Pradesh	Madhya Pradesh State Roads Sector Development Program (Project Loan)	2002	150.00
Chhattisgarh, Madhya Pradesh	Rural Roads Sector I	2003	400.00
Various States	National Highway Corridor (Sector) I (Rajasthan, Madhya Pradesh, Uttar Pradesh)	2003	400.00
Chhattisgarh	Chhattisgarh State Roads Development Sector	2003	180.00
Key national arterial corridors (north–south)	National Highway Sector II	2004	400.00
Various States	Rural Roads Sector II Investment Program – Tranche 1 (Assam, Orissa, West Bengal)	2006	180.00
Uttaranchal	Uttaranchal State Road Investment Program – Tranche 1	2007	50.00
Madhya Pradesh	Madhya Pradesh State Roads Sector Project II	2007	320.00
Various States	Rural Roads Sector II Investment Program – Tranche 2 (Assam, West Bengal)	2008	77.65
Bihar	Bihar State Highways	2008	420.00
Various States	Rural Roads Sector II Investment Program – Tranche 3 (Assam, West Bengal)	2008	130.00
Uttarakhand	Uttarakhand State Road Investment Program – Tranche 2	2008	140.00
National arterial corridors (east–west)	National Highway Corridor (Sector) I – (Supplementary)	2009	100.00
Various States	Rural Roads Sector II Investment Program – Tranche 4 (Assam, Orissa, West Bengal)	2009	185.00
Jharkhand	Jharkhand State Roads	2009	200.00
Various States	Rural Roads Sector II Investment Program – Tranche 5 (Chhattisgarh, Madhya Pradesh, Orissa, West Bengal)	2010	222.20
Bihar	Bihar State Highways II	2010	300.00
Karnataka	Karnataka State Highways Improvement Project	2010	315.00
Madhya Pradesh	Madhya Pradesh State Roads Project III	2011	300.00

Region/State	Project Name	Year Approved	\$ Million Equivalent	
Various States	North Eastern State Roads Investment Program – Tranche 1 (Assam, Meghalaya, Sikkim)	2011	74.80	
Various States	Rural Connectivity Investment Program –Tranche 1 (Assam, Chhattisgarh, Odisha, Madhya Pradesh, West Bengal)	2012	252.00	
Bihar	Bihar State Highways II - Additional Financing	2012	300.00	
Region/State	Project Name	Project Length (km)	Loan Amount (¥ million)	Equivalent (\$ million)
B. Japan International Cooperation Agency				
Uttar Pradesh	Mathura–Agra	51	4,855	43.3
Uttar Pradesh	Allahabad–Naini Bridge	5	10,037	89.6
Andhra Pradesh	Chilakaluripet–Vijayawada	83	11,360	101.4
Orissa	Jagatput–Chandikhol	33	5,836	52.1
Uttar Pradesh	Ghaziabad–Hapur	33	4,827	43.0
Andhra Pradesh	Hyderabad Outer Ring Road (Phase 2)	33	42,047	436.0
Region/State	Project Name	Amount (\$ million)		Date Approved
C. World Bank Group				
Countrywide	Roads		72.11	1 Jun 1961
Bihar	Bihar Rural Roads		35.00	1 Nov 1980
Countrywide	National Highway	200.00		1 May 1985
Gujarat	Gujarat Rural Roads		119.60	1 Feb 1987
Countrywide	State Roads		80.00	1 Oct 1988
Countrywide	State Roads	170.00		1 Oct 1988
Countrywide	Second National Highways	153.00		1 May 1992
Countrywide	Second National Highways		153.00	1 May 1992
Countrywide	State Road Infrastructure Development		51.50	
	Technical Assistance			1 Dec 1996
Andhra Pradesh	State Highways	350.00		1 Jun 1997
Countrywide	Third National Highways	516.00		12 May 2000
Countrywide	Gujarat State Highways	381.00		15 Sep 2000
Countrywide	Grand Trunk Road Development	589.00		21 Jun 2001
Karnataka	Karnataka State Highways Improvement	360.00		24 May 2001
Kerala	Kerala State Transport	255.00		14 Mar 2002
Mizoram	Mizoram State Roads		60.00	14 Mar 2002
Uttar Pradesh	Uttar Pradesh State Roads	488.00		19 Dec 2002
Tamil Nadu	Tamil Nadu Road Sector	348.00		17 Jun 2003
Various states	Rural Roads in Himachal Pradesh, Jharkhand, Rajasthan, Uttar Pradesh	99.50	300.00	23 Sep 2004
Uttar Pradesh, Bihar	Lucknow–Muzaffarpur National Highway		465.00	21 Dec 2004
Punjab	Punjab State Roads Project	250.00		5 Dec 2006
Himachal Pradesh	Himachal Pradesh State Roads Project	220.00		5 June 2007
Bihar	Bihar Development Policy Loan (multisector, with 13% share for transport)	150.00	75.00	20 Dec 2007
Orissa	Orissa State Roads Project	250.00		30 Sep 008
Andhra Pradesh	Andhra Pradesh Road Sector Project	320.00		15 Oct 2009
Tamil Nadu	Tamil Nadu Road Sector Project	50.70		30 Mar 2010
Countrywide	NHAI Technical Assistance Project	45.00		30 Nov 2010
Various states	PMGSY Rural Roads	500.00	1,000.00	20 Dec 2010
Karnataka	Second Karnataka State Highways	350.00		24 Mar 2011

IBRD = International Bank for Reconstruction and Development, IDA = International Development Association, km = kilometer, NHAI = National Highways Authority of India, PMGSY = Pradhan Mantri Gram Sadak Yojana.

Sources: Japan International Cooperation Agency and World Bank.

B. Institutional Arrangements and Processes for Development Coordination

2. The government of Uttarakhand, with the assistance of the Government of India including the army, air force, Indo-Tibetan Border Police, and the National Disaster Response

Force responded rapidly to the disaster and initiated a massive emergency rescue and evacuation operation. More than 110,000 people were evacuated from the affected areas. The government of Uttarakhand also catered to the food, health, and other needs of the stranded people and provided cash assistance and compensation to the affected persons.

3. Rehabilitation support has been extended by several state governments, public and private sector institutions, and civil society including local, national, and international nongovernment organizations. Multiple United Nations (UN) agencies, through the United Nations Disaster Management Team (UNDMT) have prepared periodic situation reports collating information on the damage and rescue and relief efforts. The UNDMT teams have undertaken fieldwork in the five worst affected districts and are still working with the government of Uttarakhand and district authorities to prepare rapid assessment reports.

4. In the wake of the Uttarakhand disaster, the Government of India requested ADB and the World Bank to conduct a joint damage and needs assessment and provide emergency assistance for the rehabilitation and reconstruction of damaged infrastructure. A joint rapid damage and needs assessment was jointly undertaken by ADB and the World Bank.¹ The major damage has been to roads and bridges, housing, public buildings, power generation and distribution, tourism infrastructure, urban water supply and roads, rural water supply and sanitation, and irrigation. The preliminary damage and needs have been estimated as \$661 million, with roads and bridges accounting for \$452 million.

C. Achievements and Issues

5. The rapid response of ADB and the World Bank has been recognized by state and national governments. The sectors for assistance by ADB and the World Bank were closely coordinated by the governments and will be based on their respective ongoing operations to ensure synergy, operational efficiency, and capacity building. ADB already has extensive operations in roads, energy, urban infrastructure, and tourism in India. Because of ADB's familiarity with these sectors and the capacity building undertaken through its operations, focus in these sectors will ensure expeditious and effective delivery of emergency assistance and achievement of outcomes. ADB's emergency assistance will therefore be provided for roads (state highways and major district roads) and bridges, tourism infrastructure, and urban infrastructure. Rehabilitation of damaged facilities in the energy sector will be undertaken through the existing multitranche financing facility for Uttarakhand. The World Bank is expected to provide assistance for housing, public buildings, roads (other district roads, village roads, and pedestrian paths), rural water supply and sanitation, and disaster risk management and response system.

D. Summary and Recommendations

6. Throughout the processing of the project, the project team has maintained a close dialogue with the World Bank and the line departments and agencies to ensure synergy and preclude overlaps. It is recommended that such close coordination be maintained during the implementation period, particularly on roads and disaster management because of the complementary nature of emergency assistance provided by ADB and the World Bank.

¹ Joint Rapid Damage and Needs Assessment (accessible from the list of linked documents in Appendix 2 of the report and recommendation of the President).