



India: Madhya Pradesh District Connectivity Sector Project

Project Name	Madhya Pradesh District Connectivity Sector Project				
Project Number	47270-001				
Country	India				
Project Status	Active				
Project Type / Modality of Assistance	Loan				
Source of Funding / Amount	<table border="1"> <tr> <td colspan="2">Loan 3189-IND: Madhya Pradesh District Connectivity Sector Project</td> </tr> <tr> <td>Ordinary capital resources</td> <td>US\$ 350.00 million</td> </tr> </table>	Loan 3189-IND: Madhya Pradesh District Connectivity Sector Project		Ordinary capital resources	US\$ 350.00 million
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Strategic Agendas	Environmentally sustainable growth Inclusive economic growth				
Drivers of Change	Private sector development				
Sector / Subsector	Transport - Road transport (non-urban)				
Gender Equity and Mainstreaming	Some gender elements				
Description	ADB and the Government of India are working together to upgrade district roads in India's Madhya Pradesh state in a project which will tackle an important link in road improvements. The Madhya Pradesh District Connectivity Sector Project is ADB's first in the district roads sector in India. These secondary roads provide a key link between rural roads and state highways, but they are often neglected in road network upgrade programs. The project is upgrading about 1,600 kilometers of major district roads through lane widening, surface improvements, and strengthening of culverts and bridges. This is helping to cut travel times, improve traffic flow and road safety, and provide better access to markets and social services for poor and remote communities. Performance-based maintenance contracts are included to ensure that the roads are built to high standards and well maintained. The project roads are also covered under an accident response system being developed in the state that is financing the immediate hospital treatment costs for road accident victims. The project is also having a direct impact on the poor by providing better access to markets and social services for remote communities.				
Project Rationale and Linkage to Country/Regional Strategy	Madhya Pradesh, India's second largest state, has widely scattered industrial centers and agricultural production areas. An efficient and safe road network is essential for the economy and well-being of citizens. The state has a road network of about 127,000 kilometers, including 4,700 kilometers of national highways, 11,000 kilometers of state highways, and 20,000 kilometers of major district roads. Rural roads make up the balance. Vehicle use has soared about 10% per year over the past decade and the Madhya Pradesh Road Development Corporation estimates that more than \$1.2 billion in investment will be needed to develop the state's roads in coming years.				
Impact	Improved road transport connectivity in the state of Madhya Pradesh				

Project Outcome

Description of Outcome	Improved road mobility and road efficiency in Madhya Pradesh
Progress Toward Outcome	The project was declared effective in March 2015.
Implementation Progress	
Description of Project Outputs	<ol style="list-style-type: none"> 1. Reconstructed and rehabilitated major district roads, to all weather standards, and designed for road safety 2. Improved road maintenance and asset management
Status of Implementation Progress (Outputs, Activities, and Issues)	The Project is being implemented through 21 contracts. All 18 civil works contracts awarded during Dec 2014-Nov 2015 and 3 contracts for construction supervision consultancy awarded during Mar-Sep 2015. The works are in progress.
Geographical Location	

Safeguard Categories

Environment	B
Involuntary Resettlement	B
Indigenous Peoples	C

Summary of Environmental and Social Aspects

Environmental Aspects	<p>Environmental Impact. The scope of works under the sample subprojects involves improvement and maintenance of existing major district roads. There is adequate right of way (ROW) available for all the sample subprojects and no significant, long term, or irreversible environmental impacts are expected. Therefore the sample subprojects have been categorized <u>_B_</u> in accordance with ADB's Safeguard Policy Statement (2009, SPS). Initial environmental examination (IEE) reports have been prepared for each of the four sample subprojects in accordance with the ADB SPS and have been disclosed on the ADB website. An environmental assessment and review framework (EARF) has been prepared to guide compliance to environment safeguard requirements under the Ministry of Environment and Forests (MOEF), GOI as well as the SPS for the non-sample subprojects and has been disclosed on the ADB website. As per the EARF no category A subprojects will be included under the project. Anticipated environmental impacts under the sample subprojects during construction entail typical road construction related issues such as generation of dust, noise, exhaust, waste from construction and worker camps, water contamination, occupational health and safety, erosion and siltation. Potential operational impacts such as noise, pollution and safety issues due to increased traffic are expected to be insignificant. Mitigation measures to address all construction and operation related impacts have been included in the Environmental Management Plan (EMP) prepared as part of the IEE. The EMP will form part of the bidding documents and be mandatory for implementation by the contractor. Meaningful consultations have been conducted during the project preparation stage and all concerns of the affected persons and stakeholders have been incorporated in the IEE and EMP. A Grievance Redress Mechanism has been formed to continue receiving feedback and complaints, if any, from affected parties and addressing them during the construction stage and operation stage. MPRDC has implemented three ADB projects over the past decade; hence the agency is well versed with meeting ADB safeguard requirements. An initial coordination cum training workshop will be carried out by ADB and the CSC environmental specialist during the pre-construction stage for MPRDC staff, other CSC staff and the contractors. Further training will be conducted during construction stages as necessary.</p>
Involuntary Resettlement	<p>The project is categorized <u>_B_</u> as per ADB Safeguard Policy Statement. The project was developed with a view to avoid land acquisition and involuntary resettlement by adopting the most feasible technical design. The proposed improvement of roads will all occur within the existing right-of-way. For sample subprojects, meaningful consultation and information disclosure were undertaken during preparation. For sample roads, no land acquisition is envisaged but some roadside vendors will experience temporary disruption to livelihood during construction. A due diligence report has been prepared for the sample subprojects. The sample subprojects are representative of the kinds of impact likely to be encountered in non-sample roads. For the sector project, a resettlement framework has been prepared in accordance with the government's acts and policies, and ADB's Safeguard Policy Statement. The framework will guide the screening and planning for all the subsequent subprojects that have resettlement impacts. Displaced persons, if any, will be compensated at replacement cost and rates for different categories of loss and special assistance are detailed in the framework. If any changes or additional land requirements or involuntary resettlement impacts are identified during implementation, a resettlement plan will be prepared or updated. ADB's prior approval will be obtained before further implementation of the relevant section of the subproject. MPRDC is experienced in implementing ADB projects. At the MPRDC level, two dedicated staff will oversee the project and at the implementation level, there will be a social safeguard focal in each of the 10 PIUs of MPRDC.</p>
Indigenous Peoples	<p>The project is categorized <u>_C_</u> in accordance with ADB's Safeguard Policy Statement. Madhya Pradesh has a significant tribal population, which constitutes more than one-fifth of its total population. The state is home to 46 Scheduled Tribes (STs). The tribal population is largely concentrated in and around the forest area. All project roads will be improved within the existing alignment and no greenfield construction will take place. The poverty and social assessment survey confirmed that the socioeconomic impacts will not differ between tribal groups and non-tribal groups. Subproject with impact on indigenous peoples will not be financed. An indigenous peoples planning framework has been prepared to guide the screening of impact of non-sample subprojects.</p>

Stakeholder Communication, Participation, and Consultation

During Project Design	<p>The potential primary beneficiaries of the project are the road users, communities in the vicinity of the project influence area, villagers, Panchayats (rural local government), MPPWD, other development partners active in India's transport sector development, and business and community groups. The poor and the excluded also get an easy access to roads, which further help them in reaching markets and other services. Adversely impacted stakeholders would primarily be those who lose land or livelihood. However, the Project's focus is on improving and rehabilitating existing roads, thus land acquisition will be limited to areas where roads need some geometric improvement, bridge approaches, or 'bypasses' to avoid infringing existing settlements. Adverse impacts will be mitigated through proper stakeholder consultations, and incorporated into the resettlement plan.</p> <p>The proposed Project's objective is improved road connectivity in district areas of the state of Madhya Pradesh, leading to improved access to basic services, trade, and employment. Primary concerns for poor and vulnerable stakeholders would be loss of land and/or livelihood as a result of land acquisition activities. The project preparation will include investigations and consultations covering all beneficiaries, including the poor and vulnerable stakeholders.</p> <p>The proposed Project will build on the consultation and community participation exercises undertaken during the PPTA, with the support from PPTA consultants NGOs, and CBOs. These include community participation for planning, design and implementation in highly dense and poor settlements. Community consultations will also be carried over to the project implementation stages and user awareness will be included as an important activity. 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.</p>
During Project Implementation	<p>The proposed Project will build on the consultation and community participation exercises undertaken during the PPTA, with the support from PPTA consultants NGOs, and CBOs. These include community participation for planning, design and implementation in highly dense and poor settlements. Community consultations will also be carried over to the project implementation stages and user awareness will be included as an important activity.</p>

Business Opportunities

Consulting Services	<p>All consultants under the loan were recruited according to ADB's Guidelines on the Use of Consultants (2013, as amended from time to time). A firm was engaged to undertake the PPTA, following the quality- and cost-based selection method, with a quality-cost ratio of 90:10 using bio-data technical proposal procedures.</p>
Procurement	<p>All procurement of goods and works are being undertaken in accordance with ADB's Procurement Guidelines (2015, as amended from time to time).</p>

Responsible Staff

Responsible ADB Officer	Bajaj, Arun
Responsible ADB Department	South Asia Department
Responsible ADB Division	India Resident Mission
Executing Agencies	<p><i>Government of Madhya Pradesh Madhya Pradesh Road Devt Corporation 16-A, Arera Hills Bhopal - 462 011, India</i></p>

Timetable

Concept Clearance	18 Dec 2013
Fact Finding	16 Jun 2014 to 27 Jun 2014
MRM	06 Aug 2014
Approval	19 Nov 2014
Last Review Mission	-
Last PDS Update	14 Mar 2017

Loan 3189-IND

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual

19 Nov 2014

20 Feb 2015

27 Mar 2015

31 Oct 2018

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Financing Plan		Loan Utilization			
	Total (Amount in US\$ million)	Date	ADB	Others	Net Percentage
Project Cost	500.00	Cumulative Contract Awards			
ADB	350.00	19 Nov 2014	297.74	0.00	85%
Counterpart	150.00	Cumulative Disbursements			
Cofinancing	0.00	19 Nov 2014	202.02	0.00	58%

Status of Covenants						
Category	Sector	Safeguards	Social	Financial	Economic	Others
Rating	-	-	-	-	-	Satisfactory

Project Page <https://www.adb.org/projects/47270-001/main>

Request for Information <http://www.adb.org/forms/request-information-form?subject=47270-001>

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