



## India: South Asia Subregional Economic Cooperation Road Connectivity Investment Program

Project Name	South Asia Subregional Economic Cooperation Road Connectivity Investment Program
Project Number	47341-001
Country	India
Project Status	Active
Project Type / Modality of Assistance	Loan
Source of Funding / Amount	<p><b>MFF Facility Concept 0079-IND: Sout Asia Subregional Economic Cooperation Road Connectivity Investment Program</b></p> <p>Ordinary capital resources <span style="float: right;">US\$ 500.00 million</span></p>
Strategic Agendas	Inclusive economic growth Regional integration
Drivers of Change	Private sector development
Sector / Subsector	<b>Transport</b> - Transport policies and institutional development
Gender Equity and Mainstreaming	Some gender elements
Description	<p>The SASEC Road Connectivity Investment Program (_SRCIP_) will improve road connectivity and efficiency of the international trade corridor, by expanding about 500km of roads in the North Bengal and Northeastern Region (NB-NER) of India. The project area under SRCIP is a key strategic thoroughfare integrating South and South East Asia, bordering Bangladesh, Bhutan, Myanmar and Nepal. It will enable efficient and safe transport within India and regionally with other South Asia Subregional Economic Cooperation (SASEC) member countries. Ultimately, SRCIP will pave the way from India and other South Asian countries to Myanmar, and further afield to other member countries of the Association of South East Asian Nations (ASEAN).</p>
Project Rationale and Linkage to Country/Regional Strategy	<p>One of the major constraints for regional connectivity is the last-mile connectivity, especially in NB-NER, between the in-country trunk road network and neighboring countries, which has been often left out development due to tedious coordination with multiple agencies and countries. The road network capacity in NB-NER is limited due to geographic constraints and limited availability of land, and increased traffic level. Security concerns also lower the network utilization. However, the connectivity in NB-NER is the key to integration of South and South East Asia. Increase in trades and the resultant traffic, and improved road capacity and conditions, will improve the security situation and network utilization.</p> <p>Transport infrastructure development is high priority for the government, making ADBs strategy of reducing poverty through infrastructure-led growth especially relevant. ADBs continued support for regional connectivity is in line with the country partnership strategy (2013-2017) for India, in terms of supporting regional connectivity and inclusive growth. The investment program has been designed in coordination with development partners to avoid overlaps, and continues ADB support for implementation efficiency of road agencies in parallel with improvement to the last-mile connectivity for regional cooperation and integration. SAPE recommendations have been taken into account, e.g., enhancing project readiness and engaging consultants for project implementation support to strengthen project implementation capacity. SRCIP is also relevant to the Regional Cooperation Strategy in South Asia (2011-2015) aimed at improving subregional connectivity and promoting intraregional trade.</p>
Impact	Increased domestic and regional trade through North Bengal and Northeastern Region (NB-NER) of India

### Project Outcome

Description of Outcome	Improved road connectivity and efficiency of the NB-NER international trade corridor
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## Progress Toward Outcome

### Implementation Progress

Description of Project Outputs	Improved roads for regional connectivity Developed capacity and supported project implementation for MPWD
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Status of Implementation Progress (Outputs, Activities, and Issues)

Geographical Location

### Summary of Environmental and Social Aspects

Environmental Aspects	A consolidated environmental impact assessment for AH2 and AH48 was prepared and disclosed. Mitigation and environmental enhancement measures, including modifications to the technical design of the road, have been included in subproject designs. Meaningful consultations have been held with affected persons and other key stakeholders, such as national park officials and the World Wildlife Fund during EIA preparation.
Involuntary Resettlement	The investment program was developed to minimize the need for land acquisition and involuntary resettlement.
Indigenous Peoples	An indigenous peoples planning framework was prepared. If any significant impacts on indigenous peoples are identified in the subsequent subprojects, the relevant executing agency will prepare an indigenous peoples plan and submit to ADB for approval.

### Stakeholder Communication, Participation, and Consultation

During Project Design	A sample of 20% of residents and other road users comprising 480 households from the immediate vicinity of AH-02 and AH-48 were surveyed; 33 focus group discussions and 38 key informant interviews were conducted with stakeholders. This was also done to increase awareness of the project, to find out needs and concerns, and to obtain suggestions for enhancing benefits and mitigating negative impacts.
During Project Implementation	Continued consultation will take place throughout the implementation period. A grievance redress mechanism will be set up in all project areas. Civil society will be engaged to assist the government in implementing the resettlement plans and conduct awareness raising programs on HIV/AIDS and human trafficking in project areas. This includes disseminating information regarding the project through multiple channels.

### Business Opportunities

Consulting Services	Consultancy services will be recruited in accordance with ADB's Guidelines on the Use of Consultants (March 2013, as amended from time to time).
Procurement	Procurement to be financed from the ADB loan will be carried out in accordance with ADB Procurement Guidelines (March 2013, as amended from time to time).

### Responsible Staff

Responsible ADB Officer	Motwani, Anil
Responsible ADB Department	South Asia Department
Responsible ADB Division	Transport and Communications Division, SARD
Executing Agencies	<i>Ministry of Road Transport and Highways Transport Bhavan Room 509 Public Works Department State of Manipur PWD Complex, Khuyathong, Imphal Manipur 795001</i>

### Timetable

Concept Clearance	16 Dec 2013
Fact Finding	02 Dec 2013 to 17 Dec 2013
MRM	31 Jan 2014
Approval	28 Mar 2014
Last Review Mission	-
Last PDS Update	29 Sep 2014

## MFF Facility Concept 0079-IND

Financing Plan		Loan Utilization			
	Total (Amount in US\$ million)	Date	ADB	Others	Net Percentage
Project Cost	761.60	Cumulative Contract Awards			
ADB	500.00	-	0.00	0.00	%
Counterpart	261.60	Cumulative Disbursements			
Cofinancing	0.00	-	0.00	0.00	%

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Project Page <https://www.adb.org/projects/47341-001/main>

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