



# India: State Road Safety Incentive Program

Project Name	State Road Safety Incentive Program	
Project Number	53336-001	
Country	India	
Project Status	Proposed	
Project Type / Modality of Assistance	Loan Technical Assistance	
Source of Funding / Amount	Loan: State Road Safety Incentive Program	
	Ordinary capital resources	US\$ 500.00 million
	TA: State Road Safety Incentive Program	
	Technical Assistance Special Fund	US\$ 2.00 million
Strategic Agendas	Inclusive economic growth	
Drivers of Change	Governance and capacity development Private sector development	
Sector / Subsector	Transport - Road transport (non-urban)	
Gender Equity and Mainstreaming	Effective gender mainstreaming	
Description	The SRSIP will provide incentives by way of grant funds to eight focus states, for progressive improvement of effective road safety. A dynamic ranking system, based on monthly and yearly performance, in road safety interventions, will be set in place for the states. The indicators for measuring performance will be at outcome levels for accident fatalities, as well as identified interventions covering institutional, accident risk mitigation, accident response, and awareness. Subject to specified metrics being achieved, MORTH would pass on ADB's financial assistance and funds from its budgetary sources as a grant to the states.	
Project Rationale and Linkage to Country/Regional Strategy	The results-based lending modality (RBL) is the most suitable for SRSIP on account of the following factors: (i) Road safety in India is a difficult area of intervention given the nature of the causes and remedial interventions, multiplicity of agencies involved, and mix of strategy and specific actions. (ii) MORTH has already spent over two years in developing the framework and institutional structure, which demonstrates strong interest and ownership of the government. (iii) While NRSP aims to set up the various central- and state-level institutions and governance mechanisms, further efforts are required for making these operational and effective. (iv) ADB has a large road-sector portfolio in India. However, interventions on road safety are generally through engineering interventions or in ancillary terms, like safety audits. Addressing road safety issues in a systematic and comprehensive way will leverage ADB financing and improve positive impacts of ADB's involvement in India's road sector. (v) SRSIP is a results-based program, incentivizing states to achieve better results in road safety, and offer opportunities for harmonization with other development partners.	
Impact	Road safety in India improved	
Outcome	Fatalities from road accidents in focus states reduced	
Outputs	Institutional monitoring system established Accident risk identification systems established Vehicle fitness checks and accident risk spots rectified Accident response system strengthened Awareness campaigns implemented	
Geographical Location	Assam, Bihar, Chhattisgarh, Karnataka, Madhya Pradesh, Maharashtra, Tamil Nadu, Uttar Pradesh	
<b>Safeguard Categories</b>		
Environment	C	
Involuntary Resettlement	C	
Indigenous Peoples	C	
<b>Summary of Environmental and Social Aspects</b>		
Environmental Aspects	The program's environmental and social impact will be assessed, and a safeguard systems assessment report will be prepared as necessary, including the Safeguard Policy Statement (2009) policy principles that will be likely applied to the SRSIP.	
Involuntary Resettlement	The program is not expected to entail land acquisition due to civil works. Involuntary resettlement impacts and issues will be confirmed during program due diligence and further processing.	
Indigenous Peoples	The program is not expected to entail impacts on indigenous peoples. The program awareness campaign and information dissemination will be ensured to be accessible to all in terms of language used and distribution of road safety materials.	
<b>Stakeholder Communication, Participation, and Consultation</b>		
During Project Design	The general population of the states participating in the program will be the primary beneficiary followed by the commuters and road users, line and state agencies, transport-related institutions, and businesses. Widespread consultations and focus group discussions shall be conducted for the program in all participating states to obtain the views of the community, in particular, women and the vulnerable, about the program and its potential benefits.	

Business Opportunities	
Consulting Services	All consultant recruitment will be carried out under ADB's Procurement Policy and Regulations (2017).
Procurement	N/A

Responsible ADB Officer	P. V. Ravi
Responsible ADB Department	South Asia Department
Responsible ADB Division	Transport and Communications Division, SARD
Executing Agencies	Ministry of Road Transport and Highways Transport Bhavan Room 509

Timetable	
Concept Clearance	10 Oct 2019
Fact Finding	02 Jan 2020 to 31 Jan 2020
MRM	31 Mar 2020
Approval	-
Last Review Mission	-
Last PDS Update	11 Oct 2019

Project Page	<a href="https://www.adb.org/projects/53336-001/main">https://www.adb.org/projects/53336-001/main</a>
Request for Information	<a href="http://www.adb.org/forms/request-information-form?subject=53336-001">http://www.adb.org/forms/request-information-form?subject=53336-001</a>
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