



# India: Aizawl Sustainable Urban Transport Project

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| Project Name  | Aizawl Sustainable Urban Transport Project   |                   |
| Project Number  | 54335-001  |                   |
| Country   | India  |                   |
| Project Status  | Approved   |                   |
| Project Type / Modality of Assistance                               | Loan   |                   |
| Source of Funding / Amount  | Loan 6038-IND: Aizawl Sustainable Urban Transport Project  |                   |
|   | Ordinary capital resources   | US\$ 4.50 million |
| Strategic Agendas   | Environmentally sustainable growth<br>Inclusive economic growth  |                   |
| Drivers of Change   | Governance and capacity development  |                   |
| Sector / Subsector  | Transport - Urban public transport - Urban roads and traffic management  |                   |
| Gender Equity and Mainstreaming                                     |  |                   |
| Description   | <p>The GOM has requested ADB assistance through project readiness financing (PRF) to prepare the ensuing Aizawl Sustainable Urban Transport Project. The PRF will support the development of the CMP, identify high-priority urban transport investments for the ensuing project, and enhance its readiness by supporting due diligence and other preparatory activities. The PRF will also conduct detailed assessment of institutional strengthening and capacity development requirements of the UDPAD, and develop this component of the ensuing project.</p> <p>The ensuing project developed through the PRF will include (i) institutional strengthening for improved urban mobility planning systems through the identification of integrated smart solutions; (ii) support for strategic planning while building on earlier urban transport initiatives, current development plans, robust technical analysis, and state government priorities; (iii) synergy with land use and urban planning; and (iv) inclusion of disaster and climate change resilience and gender inclusiveness in urban mobility interventions. The PRF and the ensuing project are listed in ADB's country operations business plan for India, 2021-2023. It is closely aligned with the following five operational priorities of ADB's Strategy 2030: making cities more livable; addressing remaining poverty and reducing inequalities; strengthening governance and institutional capacity; accelerating progress in gender equality; and tackling climate change, building climate and disaster resilience, and enhancing environmental sustainability.</p>  |                   |
| Project Rationale and Linkage to Country/Regional Strategy          | <p>Aizawl is the capital of Mizoram, a landlocked state in the northeastern region of India. The city covers an area of 129 square kilometers and had an estimated population of about 370,000 in 2020. Aizawl is the state's center of administration, and the service industry contributes to about 50% of the state's gross domestic product. Rapid and unplanned expansion of Aizawl's urban area has put tremendous pressure on the sustainability of the city's urban infrastructure and services, including the transport sector, which underpins the city's economy. Aizawl's transport sector relies heavily on its road-based transport systems. Even though public transport services are available, such as the state-owned bus service, the city's urban mobility is dominated by private vehicles, notably cars and motorcycles. The number of private vehicles increased from about 52,000 in 2011 to about 186,265 in 2020. Constrained by the hilly nature of the city's terrain and the narrow road widths, the increasing motorization causes heavy congestion across the city and adversely affects road user safety, efficiency in movement of people and goods, and environmental sustainability.</p> <p>2. The Government of Mizoram (GOM), through its Urban Development and Poverty Alleviation Department (UDPAD) as the nodal agency, seeks to resolve the transport problems by adopting sustainable urban mobility solutions. In 2011, the UDPAD conducted a comprehensive traffic and transportation study followed by the development of the Master Plan for Aizawl, Vision 2030 in 2012. Technical assistance provided by the Asian Development Bank (ADB) in 2017, which provided recommendations to improve land transport, and a city-specific nonmotorized transport plan for Aizawl, prepared by the Government of India's former Ministry of Urban Development (now the Ministry of Housing and Urban Affairs) in 2015-2016, have helped the UDPAD improve urban roads and key traffic junctions in the city. However, the UDPAD recognizes the need to strengthen these efforts further and complement them with structured and prioritized interventions that (i) consider significant changes in the urban environment and in travel patterns since the comprehensive traffic and transportation study was conducted, (ii) support the state's strategic sectors such as tourism, (iii) promote inclusive mobility, and (iv) strengthen urban resilience against natural hazard and climate change impacts. Thus, it is imperative to take an overall strategic view of the urban transport conditions in Aizawl and prepare a comprehensive mobility plan (CMP) as a guidance to overcome the urban mobility challenges.</p> <p>3. Further, the coronavirus disease pandemic has exposed the vulnerability of Indian cities in dealing with the ever-increasing number of commuters and urban workers, who need safe, reliable, and affordable transport systems that connect peri-urban areas to central areas for jobs and other financial services. Investment in urban transport will remain relevant to ensure the provision of such systems to facilitate growth of economic activities in the post-coronavirus disease era, which will improve livelihood opportunities, particularly for the lower-income groups worst affected by the pandemic.</p> |                   |
| Impact  |  |                   |
| Project Outcome   |  |                   |
| Description of Outcome  |  |                   |
| Progress Toward Outcome   |  |                   |
| Implementation Progress   |  |                   |
| Description of Project Outputs                                      |  |                   |
| Status of Implementation Progress (Outputs, Activities, and Issues) |  |                   |
| Geographical Location   | Nation-wide, Aizawl  |                   |
| Summary of Environmental and Social Aspects                         |  |                   |
| Environmental Aspects   |  |                   |

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| Involuntary Resettlement                                   |
| Indigenous Peoples   |
| Stakeholder Communication, Participation, and Consultation |
| During Project Design                                      |
| During Project Implementation                              |

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| Business Opportunities |   |
| Consulting Services    | One consulting firm and five (5) individual consultants are envisaged under the PRF. UDPAD is in process of selecting consulting firm, as project planning, design and management consultants (PPDMC) and following the ADB Procurement Regulations and its associated project administration instructions and/or staff instructions. The PPDMC consulting firm will be procured on quality- and cost-based selection (QCBS) method with quality-cost ratio of 90:10, to ensure high quality of technical outputs under PRF assistance.   |
| Procurement            | UDPAD, GOM (the executing agency) has been executing urban transport projects in Mizoram as a part of ADB-funded North Eastern Capital City Investment Program.8 UDPAD undertook the recruitment of consultants and contractor in accordance with ADB guidelines. Upon approval of advance contracting under the proposed PRF by ADB, UDPAD is efficiently conducting recruitment of consulting firm following ADB's Procurement Regulations, which demonstrate adequate capacity of the executing agency to recruit consulting services. The consultants recruited under PRF will further support UDPAD and enhance their procurement capacity to meet ADB's procurement requirements. |

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| Responsible ADB Officer    | Sahu, Prabhasha  |
| Responsible ADB Department | South Asia Department  |
| Responsible ADB Division   | India Resident Mission   |
| Executing Agencies         | Urban Development and Poverty Alleviation Dept<br>Chief Engineer's Office Building (Top Floor)<br>Khatla, Aizawl-796001, India |

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|---------------------|----------------------------|
| Timetable           |                            |
| Concept Clearance   | 22 May 2022                |
| Fact Finding        | 10 Feb 2021 to 12 Feb 2021 |
| MRM                 | 05 Apr 2021                |
| Approval            | 13 Oct 2021                |
| Last Review Mission | -                          |
| Last PDS Update     | 13 Oct 2021                |

## Loan 6038-IND

| Financing Plan |                                | Loan Utilization           |      |        |                |
|----------------|--------------------------------|----------------------------|------|--------|----------------|
|                | Total (Amount in US\$ million) | Date                       | ADB  | Others | Net Percentage |
| Project Cost   | 5.63                           | Cumulative Contract Awards |      |        |                |
| ADB            | 4.50                           | -                          | 0.00 | 0.00   | %              |
| Counterpart    | 1.13                           | Cumulative Disbursements   |      |        |                |
| Cofinancing    | 0.00                           | -                          | 0.00 | 0.00   | %              |

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| Project Page            | <a href="https://www.adb.org/projects/54335-001/main">https://www.adb.org/projects/54335-001/main</a>   |
| Request for Information | <a href="http://www.adb.org/forms/request-information-form?subject=54335-001">http://www.adb.org/forms/request-information-form?subject=54335-001</a> |
| Date Generated          | 03 November 2021  |

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