



India: Madhya Pradesh District Connectivity Sector Project

Project Name	Madhya Pradesh District Connectivity Sector Project
Project Number	47270-002
Country	India
Project Status	Closed
Project Type / Modality of Assistance	Technical Assistance
Source of Funding / Amount	TA 8598-IND: Madhya Pradesh District Connectivity Sector Project Technical Assistance Special Fund US\$ 225,000.00
Strategic Agendas	Inclusive economic growth
Drivers of Change	Private sector development
Sector / Subsector	Transport - Road transport (non-urban)
Gender Equity and Mainstreaming	Some gender elements

Description	<p>The proposed project preparatory technical assistance (PPTA) to the Madhya Pradesh Public Works Department (MPPWD) is required to:</p> <ul style="list-style-type: none"> (i) Assess sector development plan and scope of the Project; (ii) Assess and strengthen detailed project reports (DPRs) prepared by Madhya Pradesh Road Development Corporation (MPRDC) for financing by Asian Development Bank (ADB), including safeguards due diligence, with better project readiness. Project readiness will ensure that project preparation is ready for implementation with feasibility reports, safeguards planning documents, DPRs, and bidding documents prepared for sample roads; (iii) Identify capacity development needs of MPPWD and MPRDC in developing and managing state roads in a sustainable manner. Sustainability of road development and management includes planning capacity, procurement and contract management, road asset management, streamlined business process, road safety, environmental consideration, and so on; and (iv) Assist MPRDC in undertaking advance contracting actions, including public-private partnership (PPP) elements, for sample roads. <p>The following due diligence for the loan will be carried out under the PPTA:</p> <ul style="list-style-type: none"> (i) Sector and Technical. As indicated in the preliminary sector assessment in Supplementary Appendix B, sector development plans have been prepared under ADB's previous loans, but these focus on state highways and are also dated. As far as MDRs are concerned, there is no formal sector development plan. MPRDC would need to prepare a sector development plan for improvement and management of MDRs in the state and will be reviewed and strengthened as required. One of the key focus areas would be the need to ensure sustainability of asset management, beyond the initial improvement. For the project, DPRs prepared by MPRDC will be reviewed to ensure cost effectiveness, safety, and appropriateness of the design in light of best practices. Measures will be proposed to improve climate resilience and road safety. (ii) Economic & Financial Assessment. The economic assessment will be carried out in accordance with ADB's Guidelines for the Economic Analysis of Projects to assess the economic benefits of road sections by comparing _with-project_ and _without-project_ scenarios. Financial assessment will be carried out to ensure sustainable asset maintenance. (iii) Governance & Institutional. The assessment will be made on financial management, procurement, anticorruption, policy and legal capacity, and other institutional aspects for MPRDC and MPPWD. (iv) Poverty, Social, & Gender. PPTA consultants will prepare the poverty and social assessment based on ADB's Handbook on Poverty and Social Analysis: A Working Document (2012), and Gender Toolkit for Transport. The assessment will cover issues related to participation, gender aspects, labor, affordability, HIV/AIDS transmission, human trafficking, and other social risks. The assessment will recommend mitigation plans or other measures. It will also incorporate gender-inclusive design features that maximize gender benefits to attain _Some Gender Elements_ categorization for the project. (v) Safeguards. Required safeguard frameworks will be prepared to guide sub-project due diligence for the sector loan. Social and environmental impacts will be assessed and mitigation measures proposed in compliance with ADB's Safeguard Policy Statement (2009), and government guidelines, regulations, and policies. PPTA consultants will finalize initial environmental examinations, including environmental management plans, as required. Resettlement planning and indigenous peoples planning will be prepared at this stage.
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Project Rationale and Linkage to Country/Regional Strategy	<p>Madhya Pradesh is a state with a high incidence of poverty and needing substantial investments to meet developmental needs. ADB has assisted GOMP with three previous loans for addressing improvements to state highways, and ADB's loans to the central line ministry have been used for rural roads in the state. MDRs form a key link in the road network between the rural roads and the state highways. Developing this network will foster inclusiveness by enabling larger segments of the state's population to better access markets and basic services. The project is consistent with the strategic objective set out in the Country Partnership Strategy 2013-2017 of development of state core network, focusing on lagging states, and with the transport sector objective of increased, more efficient, and sustainable movement of people and goods. The project is not included in the Country Operations Business Plan: India (2013-2015). However, Department of Economic Affairs, Ministry of Finance, Government of India (DEA) has cleared the project for ADB's financial assistance, for approval in 2014.</p>
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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

Summary of Environmental and Social Aspects

Environmental Aspects

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.</p>
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During Project Implementation	TBD
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Business Opportunities

Consulting Services	<p>A firm (or consortium of firms) will be engaged to undertake this PPTA. As estimated, this assignment will require 6 national experts for a total of 20 person-months. The consulting firm will be engaged following the quality- and cost-based selection method, with a quality_cost ratio of 90:10 using bio-data technical proposal procedures. Procurement of all consultancy services used under the PPTA will be carried out in accordance with ADB's Guidelines on the Use of Consultants (March 2013, as amended from time to time).</p> <p>Team Leader/ Highway Engineer. The Team Leader will be a Civil Engineer with Masters in Highway or Transportation Engineering, and at least 20 years of experience in the highways sector. The Team Leader will provide technical and managerial inputs, as well as overall guidance to the PPTA. The team Leader will focus primarily on the Sector Development Plan and on reviewing the DPRs prepared by MPRDC to ensure cost effectiveness, safety, and appropriateness of the design in light of best practices. Team Leader will propose measures to improve climate resilience and road safety. The Team Leader will coordinate with MPRDC as well as DPR consultants appointed by MPRDC.</p> <p>Transport Economist. The Transport Economist will be a Civil Engineer or Economist with post-graduate qualifications in transportation or transportation economics and at least 15 years experience in the sector. The economist will undertake economic and financial viability analysis of the proposed sample roads under the Project.</p> <p>Procurement Expert. The Procurement Expert will be a graduate in civil engineering, with at least 12 years experience in procurement for infrastructure projects, preferably including PPP contracts. The expert is required to be familiar with ADB's procurement guidelines. The expert will be responsible for assessing MPRDC's capacity in carrying out procurement as per ADB's procurement guidelines, incorporating elements of PPP as required. The expert will assist MPRDC in advance procurement, including for preparation of procurement plan, procurement packaging, procurement documents, technical schedules, etc., to attain a high level of readiness to bid. If required, the expert should also review the e-procurement system being followed in the state.</p> <p>Institutional Finance Expert. The Institutional Financial Expert will be a Chartered Accountant or Masters in Business Administration with finance and accounting, with at least 12 years experience in financial management, audit, and accounts for public sector institutions. The expert will undertake a governance (financial management, institutional) appraisal of the MPRDC and a fiscal assessment of the state of Madhya Pradesh, from available data. Based on the assessment, the expert will recommend measures to strengthen specific areas.</p> <p>Environmental Safeguards Expert. The Environmental Safeguards Expert will be a graduate in environmental engineering/ science/ management or related fields. The expert will have at least 8 years experience of having undertaken environmental assessment for infrastructure projects comprising roads and transportation projects, and conversant with ADB's requirements under Safeguards Policy Statement (2009). The expert will assess the sample roads under the Project through IEE, including Environmental Management Plan and develop the environmental assessment and review framework for the proposed investment program.</p> <p>Social & Gender Expert. The Social & Gender Expert will be a graduate sociology, or other relevant fields. The expert will have at least 8 years experience of dealing with rehabilitation and resettlement matters, working with social groups and communities, livelihood aspects, and gender concerns. The expert will have familiarity with ADB's requirements under Safeguards Policy Statement (2009), for road and highway projects. The expert will assess the sample roads under the Project and prepare a re</p>
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Responsible Staff

Responsible ADB Officer	Peri, Ravi Venkat
Responsible ADB Department	South Asia Department

Responsible ADB Division

Transport and Communications Division, SARD

Executing Agencies

Madhya Pradesh Road Development Corporation Ltd.
45-A Arera Hills, Bhopal, 462011 Madhya Pradesh, India

Timetable

Concept Clearance	-
Fact Finding	-
MRM	-
Approval	18 Dec 2013
Last Review Mission	-
Last PDS Update	23 Sep 2014

TA 8598-IND

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
18 Dec 2013	-	18 Dec 2013	30 Sep 2014	31 Mar 2015	-

Financing Plan/TA Utilization						Cumulative Disbursements		
ADB	Cofinancing	Counterpart				Total	Date	Amount
		Gov	Beneficiaries	Project Sponsor	Others			
225,000.00	0.00	0.00	0.00	0.00	0.00	225,000.00	18 Dec 2013	195,122.00

Project Page

<https://www.adb.org/projects/47270-002/main>

Request for Information

<http://www.adb.org/forms/request-information-form?subject=47270-002>

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