



## India: North Eastern States Roads Investment Program (Project 2)

Project Name	North Eastern States Roads Investment Program (Project 2)				
Project Number	37143-033				
Country	India				
Project Status	Active				
Project Type / Modality of Assistance	Loan				
Source of Funding / Amount	<table border="1"> <tr> <td colspan="2"><b>Loan 3073-IND: North Eastern States Roads Investment Program (Project 2)</b></td> </tr> <tr> <td>Ordinary capital resources</td> <td>US\$ 125.20 million</td> </tr> </table>	<b>Loan 3073-IND: North Eastern States Roads Investment Program (Project 2)</b>		Ordinary capital resources	US\$ 125.20 million
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Ordinary capital resources	US\$ 125.20 million				
Strategic Agendas	Inclusive economic growth Regional integration				
Drivers of Change					
Sector / Subsector	<b>Transport</b> - Road transport (non-urban)				
Gender Equity and Mainstreaming	No gender elements				
Description	The proposed project is for the improvement of about 235 km of state roads in the states of Assam, Manipur, Mizoram, and Tripura. All these roads have been selected as per the procedures and criteria outlined under selection and approval process for project roads. Project Management Consultant recruited under the Project 1 will assist the implementation of Project 2 and technical assistance provided by ADB will support the institutional development and capacity building of each state.				
Project Rationale and Linkage to Country/Regional Strategy	North Eastern Region (NER) forms a distinct geographical unit, representing about 8% of the country's geographic area. 98% of its borders are with other countries - Bangladesh, Bhutan, the People's Republic of China, Myanmar, and Nepal. Its connection with the rest of the country is only through a narrow land corridor. Except in Assam, NER has predominantly hilly to mountainous terrain and very high rainfall (among the highest in the world), which frequently results in landslides and floods. Realizing the need for accelerated development, the Government of India (GOI) places special focus on the development of NER in its five-year plans, mainly through central funding of development activities in the region. Over the last two decades the government has required 10% of the budgets of central ministries and departments to be allocated for NER, and created a funding mechanism for pooling the unspent allocated central funds for further assistance to the region. However, the recent growth performance of these states has not been encouraging. With the recognition that inadequate roads and bridges supporting road transport, the region's single most dominant transport mode, is a major constraint on development efforts, the government started a national investment program to improve road connectivity to remote places in the region. The Special Accelerated Road Development Program in the North Eastern Region (SARDP-NE) is to improve higher class roads including national highways and state roads in the region, and provide connectivity to the state capitals and district headquarters in NER by developing two-lane national highways. The investment program was developed in parallel with SARDP-NE and complementary to it. While SARDP-NE focuses on improving higher class roads, the investment program is developed to improve intrastate connectivity, mainly to district headquarters and other places of administrative and economic importance in the individual states, and enhancing capacity of state Public Works Departments (PWDs) to manage their road assets.				
Impact	Improved mobility and accessibility in the project areas in NER				

### Project Outcome

Description of Outcome	Improved efficiency of road transport in the projet areas in the states of Assam, Manipur, Mizoram and Tripura
Progress Toward Outcome	To be assessed at project completion.
<b>Implementation Progress</b>	
Description of Project Outputs	Reconstructed and rehabilitated state roads

Status of Implementation Progress (Outputs, Activities, and Issues)

Civil works for Manipur and Tripura awarded in Dec 2013 and Feb 2014 respectively. Civil works for Mizoram awarded in Nov 2014 and that for Assam awarded in Feb 2015.  
The physical progress in Assam is 16.3%; Manipur - 35%, Mizoram - 26.13% and Tripura 17%.  
CSC in Manipur, Tripura and Mizoram awarded in Oct 2013, Nov 2013 and May 2014.

Geographical Location

## Safeguard Categories

Environment	B
Involuntary Resettlement	A
Indigenous Peoples	B

## Summary of Environmental and Social Aspects

Environmental Aspects	<p>The project will not have any significant adverse environmental impacts. Therefore, it is categorized as <u>B</u> in accordance with ADB's Safeguard Policy Statement (2009) and in line with the environmental assessment review framework of the MFF. IEE reports for each state have been prepared and updated based on the latest detailed design and in accordance with the environmental assessment review framework. They are disclosed as required by ADB Safeguard Policy Statement (2009). Environmental impacts associated with upgrading and improvement of the project roads will occur mainly during construction. Negative impacts are mainly related to construction waste; air, noise, and water pollution; occupational health and safety; tree removal; and erosion. These impacts are manageable and can be mitigated by implementing the measures recommended in the EMP which have been included in the bidding documents for civil work contracts. No critical habitat and physical cultural resources will be adversely affected. During preparations of IEE reports, meaningful consultations have been carried out with the relevant public and stakeholders. Concerns raised during the consultations have been incorporated in the reports.</p>
Involuntary Resettlement	<p>The project is categorized as A for resettlement impacts. A resettlement framework was prepared for the investment program. Six combined resettlement and indigenous peoples plans were prepared covering all subprojects financed under Project 2.</p> <p>The project was developed with a view to avoiding or minimizing land acquisition and involuntary resettlement by adopting the most feasible technical design. The proposed widening of roads will occur within the existing right-of-way. A full census based on the detailed designs for the subprojects was conducted. Resettlement plans were prepared for the subprojects in accordance with the government's Land Acquisition Act, 1894 (amended in 1984), National Rehabilitation and Resettlement Policy, the resettlement policies of the states and ADB's Safeguard Policy Statement (2009).</p> <p>The project will have significant land acquisition and resettlement impacts resulting in both physical and economic displacement. Compensation rates for the loss of land and structures, shifting assistance, income restoration assistance, and additional support for vulnerable groups and indigenous groups are provided in the entitlement matrix. The compensation entitlements have been endorsed by the executing agency and adequate budget will be allocated. Meaningful consultation and information disclosure were undertaken with (i) project-displaced persons, (ii) indigenous peoples households in the project influence area and their leaders, and (iii) the general public through the ADB website. If any changes or additional land requirements or involuntary resettlement impacts are identified, an updated resettlement plan will be prepared. ADB's approval will be obtained before further implementation of the relevant section of the project roads. The PIU Project Director will be responsible for overall implementation of the combined resettlement and indigenous peoples plans. The Resettlement Officer of the PIU will be the focal person to coordinate and oversee proper implementation. The internal monitoring will be conducted by the implementing agencies and qualified and experienced external experts will undertake the overall monitoring of the safeguards and relevant social issues and submit semiannual monitoring reports to the national level executing agency for submission to ADB.</p>
Indigenous Peoples	<p>The project is category B in accordance with the ADB's Safeguard Policy Statement (2009) since the project will likely have limited impacts on indigenous peoples. An indigenous peoples planning framework was prepared for the investment program and six combined resettlement and indigenous peoples plans have been prepared for the subprojects funded under Project 2. In some project areas, the tribal population is dominant, whereas in others, they are scattered and not concentrated in any particular subproject area and interact freely with the outside community. The assessment of social impact did not show any difference in impact between indigenous and non-indigenous groups in the project locations. The project will not adversely impact on the identity, culture and customary livelihoods of the indigenous peoples. Meaningful consultations with the concerned indigenous groups and their leaders were conducted in an atmosphere free of coercion and in a culturally sensitive manner. This was to ensure a comprehensive perspective on the project and its impacts, and to ascertain community response to the project, their needs and demands from the project, an estimate of losses that they would suffer, and steps to mitigate those losses.</p>

## Stakeholder Communication, Participation, and Consultation

During Project Design	As part of the project preparation, consultations were held at the level of primary and secondary stakeholders including directly affected people, executing agency, implementing agency, other local administration and departments etc. Issues related to the proposed project development and various activities involved in the planning and implementation was discussed. The main objective of these discussions was to ascertain community response to the project, their needs and demands from the projects, an estimate of losses that they would suffer, and steps to mitigate those losses that they would suffer, and steps to mitigate those losses. The directly affected populations were consulted to understand their concerns regarding the road construction and gather suggestions on the types of mitigation measures that should be considered to address the envisaged impacts.
During Project Implementation	-

## Business Opportunities

Consulting Services	All consultants have been selected in accordance with ADB's Guidelines on the Use of Consultants (2013, as amended from time to time).
Procurement	Procurement for civil works has been undertaken in accordance with ADB's Procurement Guidelines (2013, as amended from time to time). Equipment financed under the MFF will be procured using shopping for contracts estimated to be less than \$0.1 million. Contract packaging for equipment will be based on the required technical features and timing of procurement. Detailed specifications will be finalized during projects implementation.

## Responsible Staff

Responsible ADB Officer	Jagir Kumar
Responsible ADB Department	South Asia Department
Responsible ADB Division	India Resident Mission
Executing Agencies	<p><i>Ministry of Development of North Eastern Region Room no. 283-A Vigyan Bhawan Annexe Maulana Azad Road, New Delhi 110 011 Public Works Department - State of Mizoram JRAMMAWIA@GMAIL.COM Office of the Chief Engineer, Tuikhuanhtlang, Aizawl, Mizoram 796001 Public Works Department - State of Tripura CETRIPURA@YAHOO.CO.IN Chief Engineer's Office, Planning Circle, Tripura 799001 Public Works Department State of Assam MUAHMED2006@YAHOO.CO.IN Chandmari, Guwahati-781003 India Public Works Department State of Manipur KHEMBA@GMAIL.COM PWD Complex, Khuyathong, Imphal Manipur 795001</i></p>

## Timetable

Concept Clearance	-
Fact Finding	-
MRM	-
Approval	02 Dec 2013
Last Review Mission	-
Last PDS Update	17 Mar 2017

## Loan 3073-IND

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
02 Dec 2013	17 Feb 2014	20 May 2014	31 Mar 2020	-	-

<b>Financing Plan</b>	<b>Loan Utilization</b>
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	Total (Amount in US\$ million)	Date	ADB	Others	Net Percentage
Project Cost	157.20	Cumulative Contract Awards			
ADB	125.20	02 Dec 2013	128.02	0.00	102%
Counterpart	32.00	Cumulative Disbursements			
Cofinancing	0.00	02 Dec 2013	20.62	0.00	16%

Project Page <https://www.adb.org/projects/37143-033/main>

Request for Information <http://www.adb.org/forms/request-information-form?subject=37143-033>

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