



## India: Rural Connectivity Investment Program - Tranche 2

Project Name	Rural Connectivity Investment Program - Tranche 2				
Project Number	40423-033				
Country	India				
Project Status	Active				
Project Type / Modality of Assistance	Loan				
Source of Funding / Amount	<table border="1"> <tr> <td colspan="2"><b>Loan 3065-IND: Rural Connectivity Investment Program - Tranche 2</b></td> </tr> <tr> <td>Ordinary capital resources</td> <td>US\$ 275.00 million</td> </tr> </table>	<b>Loan 3065-IND: Rural Connectivity Investment Program - Tranche 2</b>		Ordinary capital resources	US\$ 275.00 million
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Ordinary capital resources	US\$ 275.00 million				
Strategic Agendas	Inclusive economic growth				
Drivers of Change	Private sector development				
Sector / Subsector	<b>Transport</b> - Road transport (non-urban)				
Gender Equity and Mainstreaming	Effective gender mainstreaming				
Description	The project is the second tranche under MFF0069-IND: Rural Connectivity Investment Program (RCIP), which will address the lack of adequate coverage in terms of all-weather road connectivity. Poverty head count rates in these states are among the highest in India. The project will contribute to the reduction of poverty and deprivation, and to inclusive socio-economic growth in the communities served in Assam, Chhattisgarh, Madhya Pradesh, Orissa and West Bengal.				
Project Rationale and Linkage to Country/Regional Strategy	ADB's country partnership strategy (CPS) for India is closely aligned with the priorities of India's Eleventh Five-Year Plan, 2007-2012. The CPS reconfirms continuing ADB assistance for development of rural roads, which are critical for rural development as they provide access to markets, health, education, and administrative services. Absence of all-weather road connectivity is a serious problem, making rural communities inaccessible for up to 90 days a year. Poor road infrastructure effects economic growth in rural areas, agricultural productivity, and employment, and has a strong link to poverty. The Government is addressing this problem through implementation of a nationwide rural road investment program- the Prime Minister's Rural Roads Program as Pradhan Mantri Gram Sadak Yojana (PMGSY)- aimed at providing all-weather road connectivity to currently unconnected eligible habitations in India's rural areas. The project will support the government's objectives under the PMGSY.				
Impact	Improved connectivity of selected rural communities in five RCIP states to markets, district headquarters, and other centers of socio-economic activity.				

### Project Outcome

Description of Outcome	Improved accessibility of selected communities in five RCIP states
Progress Toward Outcome	2,891 km roads constructed, and average daily vehicle km will be assessed after first full year of operation.

### Implementation Progress

Description of Project Outputs	<ol style="list-style-type: none"> <li>1. Selected rural roads are constructed to all-weather standard</li> <li>2. Quality of design of RCIP roads is improved</li> <li>3. Maintenance of RCIP roads is improved and sustainable</li> <li>4. Road safety measures are incorporated into the lifecycle of RCIP roads</li> <li>5. Effective project management provided</li> </ol>
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Status of Implementation Progress (Outputs, Activities, and Issues)

1. About 2,891 km of roads constructed.  
Assam \_ 324 Km  
Chhattisgarh \_ 413 Km  
Madhya Pradesh \_ 623 Km  
Odisha \_ 880 Km  
West Bengal \_ 651 Km
2. 3,864 km designed till date following standardized DPR template.
3. All the states have awarded. One package in Odisha and One package in West Bengal are under evaluation.  
Road maintenance workers who are women:  
Assam : 30.7%  
Chhattisgarh: 58.39  
Madhya Pradesh: 44.15%  
Odisha: 44.15%, and West Bengal: 33%
4. At least 10% of project designs undergo RSAs.  
Female participation in road safety orientation and awareness training programs:  
Assam- 15%  
Madhya Pradesh- 22.54%  
Chhattisgarh- 32%  
West Bengal - 17.51%  
Odisha - in the process of finalization

Geographical Location

**Safeguard Categories**

Environment	B
Involuntary Resettlement	C
Indigenous Peoples	C

**Summary of Environmental and Social Aspects**

Environmental Aspects	Tranche 2 is classified as environment category B in accordance with ADB's Safeguard Policy Statement (2009) (SPS). All road sub-projects in Tranche 2 comply with the environmental screening criteria provided in the EARF. In line with the approved EARF, five state-level initial environmental examinations (IEEs) have been prepared based on environmental code of practice (ECOP) checklists completed for the 10% sample roads. In accordance with the findings of the IEE reports, predicted environmental impacts are minimal, temporary and reversible as they are mainly related to occupational health and safety and minor issues of dust, noise and water pollution which occur mostly during construction. Mitigation measures for all impacts have been developed and integrated into construction works through incorporation of a standard environmental management plan (EMP) in the bidding documents and provision of road specific EMPs with the detailed project reports based on information in the ECOP checklist. Preparation of the ECOP checklist requires site transect walks and public consultations ensuring wide participation that is gender inclusive. Therefore, concerned community people have been consulted for each and every road under the tranche. The capacity building program through handholding of the PIUs by the technical support consultant (TSC) which was proven successful during Tranche 1 will be sustained in Tranche 2. A grievance redress mechanism to address concerns of relevant stakeholders will be implemented following the approach similar to Tranche 1.
Involuntary Resettlement	Tranche 2 is classified category C in accordance with ADB's SPS. Construction will be carried out mostly within existing rights-of-way, with widening and minor realignments in some cases, which will require narrow strips of land to be made available. In such cases, eminent domain will not be used but instead a voluntary land donation system will be utilized as in the preceding ADB interventions in the Indian rural road sector. The system has been widely used under the PMGSY and other rural development schemes across India and has proven to be effective. The government will ensure (i) full consultation with landowners and any non-titled affected people on alignment selection; (ii) that voluntary donation does not severely affect the living standards of the affected persons, and is linked directly to benefits under government poverty alleviation schemes; (iii) that any voluntary donation is confirmed through verbal and written record and verified by an independent party or legal authority; and (iv) that an adequate grievance mechanism is in place. Specific procedural requirements involving comprehensive consultations with the communities are provided in the state-specific community participation frameworks (CPFs) prepared during the approval of the MFF. The CPFs are up to date and have been disclosed on the ADB website. CPFs also include a mitigation measures matrix which details the types of support provided for all types of losses, including special assistance for vulnerable households. The internal monitoring of land donation process will be undertaken by the PIUs and the external monitoring and evaluation will be performed by the TSC. In accordance with the community consultation and social impact mitigation process outlined in the CPF, transect walks have been conducted for every subproject under Tranche 2. 114 project roads representing a 10% sample were selected for detailed review and it was confirmed that procedures in the CPF have been followed and safeguard planning was undertaken properly. Assessment of institutional capacities and arrangements confirmed that the involved agencies are capable to effectively implement the requirements of the CPFs.

Indigenous Peoples	Tranche 2 is classified category C in accordance with ADB's SPS. The project will not generate any impact on indigenous peoples as the project will improve existing roads. The social assessment identified the presence of scheduled tribes in all five States. However, these groups are largely assimilated into the local population. The subprojects will not have any differential impact on scheduled tribes: they will receive benefits similar to those received by nonscheduled tribe households, and the impact on tribal and cultural identity will not be significant. All outputs will be delivered in a culturally appropriate and participatory manner. To further mitigate the risks, the CPFs identify special provisions for all scheduled tribe households, ensuring that their living standards are not adversely affected due to the project.
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### Stakeholder Communication, Participation, and Consultation

During Project Design	Discussions, interviews, and small group meetings were conducted within the project-affected communities to ascertain their response to the investment program, their needs and demands, estimates of losses from their properties, and steps to mitigate them. Interviews and group meetings were held in groups comprising men, women, farmers, scheduled castes, scheduled tribes, and other marginalized classes to obtain a comprehensive perspective of the investment program in all the five states. These processes revealed that the communities unanimously support the investment program because of the socioeconomic benefits that will result from it to the communities. The Community Participation Framework has been prepared for each state. It has been included in the DMF that 100% of affected communities will be consulted in the design process. Each project road will have a Community Participation Plan.
During Project Implementation	The community participation framework establishes the guidelines supplemental to the PMGSY guidelines for community consultation and details the procedures, steps, and requirements to be followed for all subprojects for the entire project cycle. The PMGSY employs a bottom-up approach for project planning, preparation and implementation. Community participation and consultation during project implementation will be implemented by the Project Implementation Consultant (PIC) engaged by each state. The Technical Support Consultant (TSC) will be tasked with monitoring.

### Business Opportunities

Consulting Services	n/a
Procurement	All civil works contracts have been advertised, mobilization of contractors for the project is ongoing in Madhya Pradesh and West Bengal; the remaining States will be ready to award contracts by December 2013.

### Responsible Staff

Responsible ADB Officer	Srivastava, Ashok
Responsible ADB Department	South Asia Department
Responsible ADB Division	India Resident Mission
Executing Agencies	<p><i>Ministry of Rural Development Krishi Bhawan New Delhi 110001 India</i></p> <p><i>Panchayat and Rural Development Department (Government of Chhattisgarh) VIVEKDHAND@NIC.IN Room No.317, DKS Bhavan(Mantralay), Raipur India</i></p> <p><i>Panchayat and Rural Development Department (Government of Madhya Pradesh) CEORRDA@REDIFFMAIL.COM 5th Floor, B-Wing, Paryawas Bhawan, Bhopal(MP)-462004 India</i></p> <p><i>Panchayat and Rural Development Department (Government of West Bengal) SECY-PRD@NIC.IN Department of Panchayats &amp; Rural Development, Jessop Building (1st Floor) 63 N.S. Road, Kolkata - 700001 India</i></p> <p><i>Public Works Roads Department (Government of Assam) AS-GUW1@NIC.IN Assam Sachivalaya, Dispur, Guwahati-6 Assam India</i></p> <p><i>Rural Development Department (Government of Odisha) RDSEC.OR@NIC.IN Rural Development Department Government of Odisha Sanchivalaya Marg, Bhubaneswar India</i></p>

## Timetable

Concept Clearance	-
Fact Finding	19 Aug 2013 to 02 Sep 2013
MRM	-
Approval	25 Nov 2013
Last Review Mission	-
Last PDS Update	29 Mar 2017

## Loan 3065-IND

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
25 Nov 2013	11 Feb 2014	31 Mar 2014	31 Dec 2017	-	-

Financing Plan		Loan Utilization			
	Total (Amount in US\$ million)	Date	ADB	Others	Net Percentage
Project Cost	356.56	Cumulative Contract Awards			
ADB	275.00	25 Nov 2013	238.94	0.00	96%
Counterpart	81.56	Cumulative Disbursements			
Cofinancing	0.00	25 Nov 2013	189.30	0.00	76%

Project Page <https://www.adb.org/projects/40423-033/main>

Request for Information <http://www.adb.org/forms/request-information-form?subject=40423-033>

Date Generated 06 July 2017

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