



## Second Tamil Nadu Road Sector Project (P143751)

SOUTH ASIA | India | Transport & ICT Global Practice |  
IBRD/IDA | Investment Project Financing | FY 2015 | Seq No: 3 | ARCHIVED on 26-May-2016 | ISR23525 |

Implementing Agencies: Government of Tamil Nadu

### Key Dates

#### Key Project Dates

Bank Approval Date:28-Apr-2015

Effectiveness Date:10-Jul-2015

Planned Mid Term Review Date:31-Mar-2018

Actual Mid-Term Review Date:--

Original Closing Date:30-Jun-2021

Revised Closing Date:30-Jun-2021

### Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The project development objective is to increase road capacity, enhance quality of maintenance, improve safety and support institutional development of Tamil Nadu's core road network (CRN).

Has the Project Development Objective been changed since Board Approval of the Project Objective?

No

### Components

Name

Component A: Network Improvement:(Cost \$746.45 M)

Component B: Institutional Capacity Enhancement:(Cost \$11.00 M)

Component C: Road Safety:(Cost \$20.00 M)

### Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	● Satisfactory	● Satisfactory
Overall Implementation Progress (IP)	● Satisfactory	● Moderately Satisfactory
Overall Risk Rating	● Moderate	● Moderate



## Implementation Status and Key Decisions

The project consists of three components i.e. Network Improvement, Institutional Capacity Enhancement and Road Safety. The project has become effective in July 2015.

As part of the network improvement, \$275 million (about 90% of the total loan amount) will be utilized for (a) upgrading 430 km of roads to standard 2-lane configuration, through 10 EPC/Engineering Procurement Construction contracts, (b) upgrading of 145 km to 4-lane roads, through 3 PPP concessions, and (c) maintenance of 600 km of roads through 2 PBMC/Performance-based Maintenance Contracts. The procurement of all the EPC contracts has been completed and all of them are in initial phase of implementation. The other two components are also in varying stages of initiation/mobilization and action plans are being developed.



## Risks

### Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	● Low	● Low	● Low
Macroeconomic	● Moderate	● Moderate	● Moderate
Sector Strategies and Policies	● Moderate	● Moderate	● Moderate
Technical Design of Project or Program	● Moderate	● Moderate	● Moderate
Institutional Capacity for Implementation and Sustainability	● Substantial	● Substantial	● Substantial
Fiduciary	● Moderate	● Moderate	● Moderate
Environment and Social	● Substantial	● Substantial	● Substantial
Stakeholders	● Substantial	● Substantial	● Substantial
Other	--	--	--
Overall	● Moderate	● Moderate	● Moderate

## Results

### Project Development Objective Indicators



► Roads in good and fair condition as a share of total classified roads (Percentage, Core)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	35.60	35.60	49.00	45.00
Date	19-Dec-2014	02-Oct-2015	28-Apr-2016	30-Jun-2021

▲ Size of the total classified network (Kilometers, Core Supplement)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	11594.00	11594.00	11594.00	11594.00

► No increase in number of annual fatalities from road accidents on Upgradation project roads (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	452 fatalities in 2014	--	--	No increase in fatalities
Date	19-Dec-2014	02-Oct-2015	28-Apr-2016	30-Jun-2021

► Reduced average travel time per kilometer on project roads (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1.25 min.	--	--	1 min.
Date	19-Dec-2014	02-Oct-2015	28-Apr-2016	30-Jun-2021

► Reduced average Volume Operating Cost (VOC) on project roads (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Cars – 5.8 INR/km Trucks – 24 INR/km	--	--	Cars – 5 INR/km Trucks – 22



				INR/km
Date	19-Dec-2014	02-Oct-2015	28-Apr-2016	30-Jun-2021

#### Overall Comments

Implementation of works is still in initial stages. Therefore, updated data is not yet available.

#### Intermediate Results Indicators

##### ► Local labor among unskilled employment created under the works contracts (including women) (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	78.00	20.00
Date	19-Dec-2014	--	28-Apr-2016	30-Jun-2021

#### Comments

Local labor (unskilled): 78%  
10.8% out of 78% are women.

##### ► Roads rehabilitated, Non-rural (Kilometers, Core)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	600.00
Date	19-Dec-2014	02-Oct-2015	28-Apr-2016	30-Jun-2021

##### ► Length of CRN developed using new contracting methods (such as EPC, PPP, and PBMC contracts ) (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	1700.00
Date	19-Dec-2014	02-Oct-2015	28-Apr-2016	30-Jun-2021

#### Comments

About 2250 km of non-project roads have been taken up under a new contracting methodology (PBMC) by the HD.



► Key recommendations/actions as per State Road Safety Policy implemented (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	To be implemented	--	Helmet wearing has been made compulsory from July 1, 2015.	All major State Road Safety Policy actions implemented or initiated
Date	19-Dec-2014	02-Oct-2015	28-Apr-2016	30-Jun-2021

Comments

Helmet wearing has been made compulsory from July 1, 2015. More vigilant enforcement of this is being carried out. Various awareness programs are being conducted by various stakeholders.

► Increase in number of HD circles that have implemented at least a large civil works contract under the new modes of contracting (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	5.00
Date	19-Dec-2014	02-Oct-2015	28-Apr-2016	30-Jun-2021

Comments

4 HD field divisions (Pollachi, Krishnagiri, Ramnad, and Tiruvallur) are implementing large civil works contracts under new modes of contracting (PBMC) for improvement of some non-project roads.



► Number of Project Affected Families that received full compensation and all R&R assistance (including % women) (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	953.00	1603.00	9000.00
Date	19-Dec-2014	02-Oct-2015	28-Apr-2016	30-Jun-2021

Comments

So far, 1603 project affected families have received full compensation.  
Out of 1603 PAPs, 264 are women.

► Reduced time in preparing, awarding and implementing projects (Months, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	48.00	48.00	48.00	36.00
Date	19-Dec-2014	02-Oct-2015	28-Apr-2016	30-Jun-2021

► CRN (length) on which road safety related improvements carried out (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	1700.00
Date	19-Dec-2014	02-Oct-2015	28-Apr-2016	30-Jun-2021

Comments

Updated data (in terms of length) is not yet available. However, the expenditure on road safety works during Gol FY 2014-15 is INR 4500 million (approx.).



► State Road Toll policy formulated (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	N	N	Y
Date	19-Dec-2014	02-Oct-2015	28-Apr-2016	30-Jun-2021

Comments

As yet, the state road Toll Policy has not been formulated.

► Enhanced efficiency of HD to manage its road network (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	800.00	800.00	800.00	1200.00
Date	19-Dec-2014	02-Oct-2015	28-Apr-2016	30-Jun-2021

Comments

Updated data not yet available.

► Capacity enhancement of HD staff (both HQ and field staff) undertaken for preparation and implementation of new methods of contracting (including % women trained) (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	75.00
Date	19-Dec-2014	02-Oct-2015	28-Apr-2016	30-Jun-2021

Comments

Training needs assessment is yet to be initiated. However, periodic training on some topics is being organized.





► Increased use of automated systems for strategic planning (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	To be Initiated	--	Collection of road condition data using Advanced Data Collection Equipment started. PFMS implementation started for SH and MDR in all HD divisions.	Road Management System mainstreamed for rationalizing road investments / maintenance.  PFMS mainstreamed in all Circles and used for monitoring and management of civil works
Date	19-Dec-2014	02-Oct-2015	28-Apr-2016	30-Jun-2021

Comments

Collection of road condition data using Advanced Data Collection Equipment started.  
PFMS implementation started for SH and MDR in all HD divisions.

Overall Comments

## Data on Financial Performance

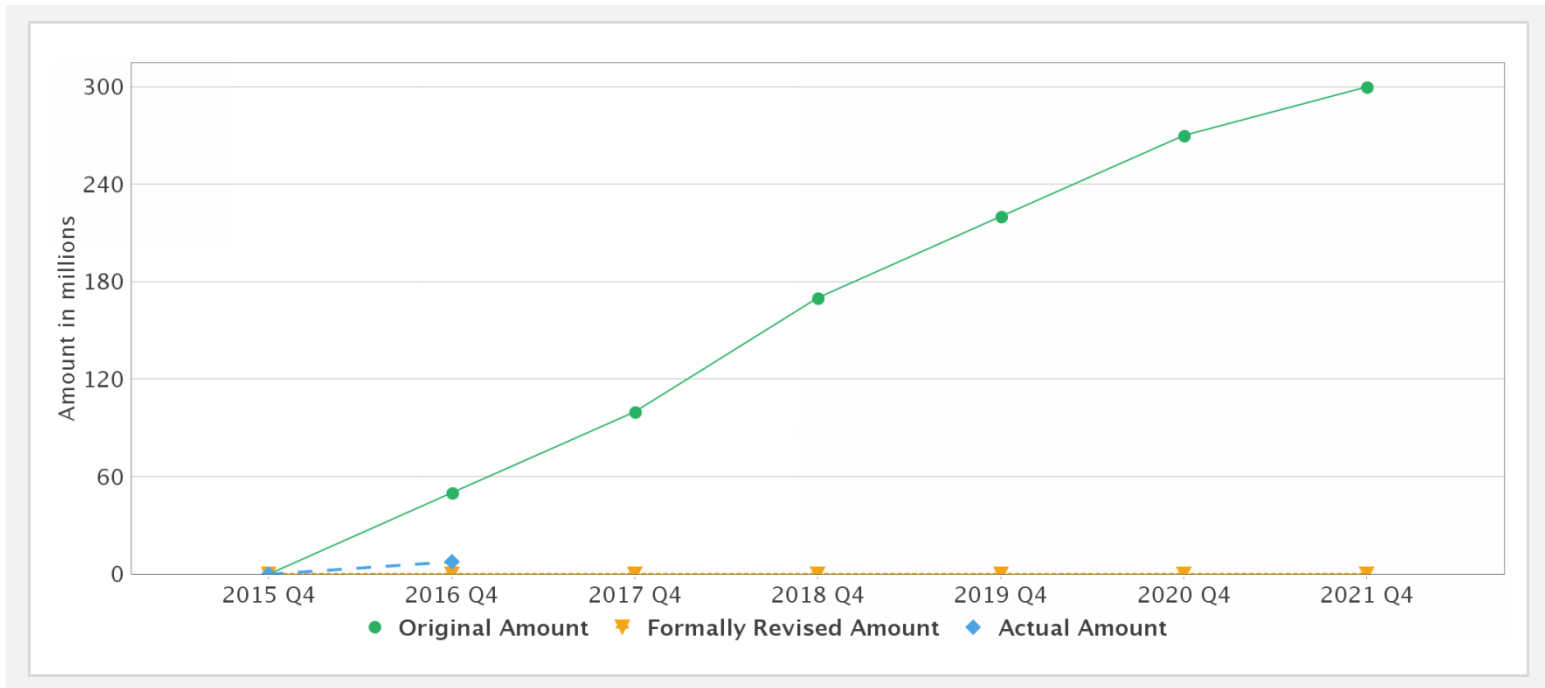
### Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	Disbursed
P143751	IBRD-84990	Effective	USD	300.00	300.00	0.00	8.47	291.53	3%

### Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P143751	IBRD-84990	Effective	28-Apr-2015	28-May-2015	10-Jul-2015	30-Jun-2021	30-Jun-2021

### Cumulative Disbursements



## Restructuring History

There has been no restructuring to date.

## Related Project(s)

There are no related projects.