



Project Summary Information

Date of Document Preparation: March 25, 2020	
Project Name	Delhi-Meerut Regional Rapid Transit System
Document Code	PD000352-PSI-IND
AIIB member	Republic of India
Sector/Subsector	Transport / Rail
Status of Financing	Under Preparation
Project Description	<p>The proposed Project will connect Modipuram in Meerut to Sarai Kale Khan in Delhi through constructing an 82-km rail-based rapid transit system, with a design speed of 180 km per hour (km/ h) and an average speed of 100 km/h.</p> <p>The Project components to be jointly cofinanced with Asian Development Bank (ADB) and Japan Fund for Poverty Reduction (JFPR) are:</p> <ul style="list-style-type: none"> - Component A: Civil works (underground tunneling and stations, elevated viaduct and stations, and two depots) - Component B: Signaling and Telecommunication, Electrical works, and Traction <p>Other Project components to be financed by the Government of India, Government of Uttar Pradesh, and Government of Delhi (Governments) are detailed design consultants, General Consultant, and two elevated civil works packages. Further, rolling stock is also proposed to be financed by the Governments.</p>
Objective	The objective of the proposed Project is to improve the efficiency, safety, social inclusiveness, and environmental sustainability of transport in the Delhi–Meerut corridor of the National Capital Region.
Expected Results	(i) Daily carrying passenger capacity (unit: number); and (ii) Reduced journey time (unit: minute).
Environmental and Social Category	Category A

Environmental and Social Information	<p>Applicable Environmental and Social Policy. The Project will be jointly cofinanced with ADB. To ensure a harmonized approach to addressing environmental and social aspects of the Project, as permitted by AIIB's Environmental and Social Policy (ESP) and agreed in the Cofinancing Framework Agreement between AIIB and ADB, ADB's Safeguard Policy Statement (SPS), 2009 and related procedures of ADB will apply to the Project. AIIB is satisfied that: (i) the SPS and its related procedures are consistent with AIIB's Articles of Agreement and materially consistent with AIIB's ESP; and (ii) appropriate monitoring procedures are in place for the Project.</p> <p>Categorization. Under ADB's SPS, the Project has been categorized as Category A for environment, Category A for involuntary resettlement, and Category C for Indigenous Peoples. This is equivalent to a Category A under the ESP. An Environmental Impact Assessment (EIA) accompanied by an Environmental Management Plan (EMP), a Resettlement Plan (RP) and a Gender Equality and Social Inclusion Action Plan (GESI/AP) have been prepared to meet the requirements of ADB's SPS and ADB's Policy on Gender and Development, 1998.</p> <p>Environmental Aspects. The Project involves construction of an 82 km long rapid rail corridor, 24 stations and two maintenance depots, signaling and telecommunication system, overhead electrification and traction power system, rolling stock, etc. No ecologically sensitive habitats or national parks are located in the Project area. However, potential negative impacts include acquisition of 0.5 ha forest land, felling of 10,292 trees, construction-related air, water and waste pollution, noise and vibration during construction and operation phases, as well as health and safety risks. Most impacts are expected to be short term and limited to the construction site. For trees to be felled, tree replantation with a ratio of 1:10 will be undertaken. The EMP accompanied by an Environmental Monitoring Plan with a detailed EMP budget of INR 306.72 million, describes the mitigation measures for the identified impacts, the roles and responsibilities for EMP implementation, and institutional arrangement for monitoring, reporting and capacity building. In addition to the EMP, the contractors are also required to follow Safety, Health and Environment (SHE) guidelines for metro projects in India.</p> <p>Social Aspects. The proposed Regional Rapid Transit System's alignment will broadly utilize existing right of way, the median strip of Delhi-Meerut National Highway (NH) 58, and will pass along major arterial roads of cities en route to Meerut. It will use (i) elevated tracks either in the middle or at the side of the road and (ii) underground tunnel to minimize</p>
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land acquisition and consequently involuntary resettlement impacts. The Project will require about 170 ha of land comprising 138 ha of private land and 32 ha of government land for acquiring new right of way¹, substation, depots, power substation, and entry/exit points to stations. This is expected to result in physical and/or economic displacement due to land acquisition or restrictions on land use. National Capital Region Transport Corporation (NCRTC) has drafted a RP based on resettlement surveys, social assessments, and consultations to address involuntary resettlement impacts on titled and non-titled households. The RP complies with the applicable legal framework for land purchase of the State of Uttar Pradesh which is consistent with the policy principles of ADB Safeguard Requirement on Involuntary Resettlement.

Stakeholder Consultation and Information Disclosure. Public consultations have been carried out with key Project stakeholders and will be continued during Project implementation. In compliance with ADB's SPS, the draft EIA was disclosed on October 9, 2019 on ADB's website². The RP has likewise been disclosed on ADB's website.³ Prior to appraisal, the English versions of Environmental and Social documents, as well as English and Hindi versions of the Executive Summaries of the EIA and RP will be posted on NCRTC's and AIIB's websites and made available in hard copies in the Project area.

Project Grievance Redress Mechanism (GRM). A GRM will be implemented under the Project to address complaints and grievances. A multi-tier GRM will be established by NCRTC. Communities and individuals who believe that they are adversely affected by the Project will be able to submit complaints to the project-level grievance redress mechanism.

¹ For when alignment deviates from NH 58 right of way.

² <https://www.adb.org/projects/documents/ind-51073-002-eia>

³ <https://www.adb.org/sites/default/files/project-documents/51073/51073-002-rp-en.pdf>

Cost and Financing Plan	Item					
	Cost	AIIB	ADB	JFPR	Governments	
A. Investment Costs						
Component A: Civil Works	1,628.8	285.6	882.0	0.8	460.4	
Component B: S&T, Electrical Works and Traction	412.3	88.9	275.4	-	48.0	
Sub Total (A)	2,041.1	374.5	1,157.4	0.8	508.4	
B. Other Components financed by others						
Rolling Stock	368.5	-	-	-	368.5	
Land (except government land)	188.0	-	-	-	188.0	
General Charges	73.8	-	-	0.7	73.1	
Consulting Services	64.9	-	2.8	1.2	60.9	
Taxes (except state taxes)	197.6	-	-	-	197.6	
Sub Total (B)	892.8	-	2.8	1.9	888.1	
C. Contingencies*						
Contingencies	512.7	73.9	229.0	0.3	209.5	
Escalation	357.9	51.6	159.8	-	146.5	
Sub Total (C)	870.5	125.5	388.8	0.3	355.9	
D. Financial Charges during Implementation						
Interest during construction	143.7	-	-	-	143.7	
Commitment charges	1.5	-	-	-	1.5	
Sub Total (D)	145.2	-	-	-	145.2	
Total Costs (A+B+C+D)	3,949.7	500.0	1,549.0	3.0	1,897.7	
Borrower	Republic of India					
Implementing Entity	National Capital Region Transport Corporation (NCRTC)					
Estimated date of loan closing (SBF)	December 2027					
Contact Points:	AIIB	ADB	Borrower	Implementation Organization		

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Date of Concept Decision	March 24, 2020			
Estimated Date of Appraisal Decision	June 2020			
Estimated Date of Financing Approval	September 2020			

Independent Accountability Mechanism	As noted above, ADB's SPS will apply to the Project instead of AIIB's ESP. Pursuant to AIIB's agreement with ADB, AIIB will consequently rely on ADB's independent accountability mechanism, the Accountability Mechanism, to handle complaints relating to environmental and social issues that may arise under the Project. Consequently, in accordance with AIIB's Policy on Project-affected People's Mechanism (PPM), submissions to the PPM under this Project will not be eligible for consideration by the PPM. For information on how to submit complaints to ADB's Accountability Mechanism, please visit: https://www.adb.org/site/accountability-mechanism/main .
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