

**PROJECT INFORMATION DOCUMENT (PID)
APPRAISAL STAGE**

Report No.: PIDA21905

Project Name	UP CORE ROAD NETWORK DEVELOPMENT PROGRAM (P147864)
Region	SOUTH ASIA
Country	India
Sector(s)	Information technology (2%), Health (1%), Rural and Inter-Urban Roads and Highways (97%)
Theme(s)	Rural services and infrastructure (92%), Pollution management and environmental health (2%), Other social development (2%), Trade facilitation and market access (2%), Injuries and non-communicable diseases (2%)
Lending Instrument	Investment Project Financing
Project ID	P147864
Borrower(s)	REPUBLIC OF INDIA
Implementing Agency	UP-PWD, UP Police Traffic Directorate, Transport Commissioner
Environmental Category	A-Full Assessment
Date PID Prepared/Updated	26-Feb-2015
Date PID Approved/Disclosed	02-Mar-2015
Estimated Date of Appraisal Completion	03-Mar-2015
Estimated Date of Board Approval	29-May-2015
Appraisal Review Decision (from Decision Note)	

I. Project Context

Country Context

Uttar Pradesh (UP) is one of the largest and most populous states in India, with a population of nearly 200 million people. Sources of growth in UP have shifted away from agriculture towards services – particularly trade, tourism and real estate – during the last decade.

During the 11th Five Year Plan period (FY2006/07 – FY2011/12), UP grew at roughly 7.5-8 percent, despite the 2008-09 global slowdown. However, UP growth performance continues to lag behind the India average. UP with a Per Capita Income (PCI) of US\$ 550 (2011-12) is amongst the lowest across states and its difference from the national average has widened over the years.

The state has made significant progress in reducing poverty during the last decade: the poverty headcount has fallen from 41 percent to 29 percent between 2004 and 2011. But the pace of

reduction lags behind the national average and economic growth has been less effective at reducing poverty in UP compared to other states. UP remains home to the largest number of poor in India – accounting for nearly one-sixth of the total poor in the country. The challenge of poverty reduction is further exacerbated by the high incidence of road crash deaths and injuries which disproportionately impact on the poor and thrust families back into poverty.

Sectoral and institutional Context

Demand for road transport has been continuously increasing in the state. The number of annually registered vehicles in the state has increased at an average annual rate of about 10% since 2001. As of 2012, there were about 1.7 million vehicles registered in the state.

UP has about 300,000 km of roads (mostly paved), making its network the largest in the country after Maharashtra. The Public Works Department (PWD) manages about 175,000 km (58%) of total network, while the remaining roads are managed by other state departments. About 40% of the road network in UP is in poor to very poor condition. About 75% of NHs (expand acronym) and SHs (expand acronym) are two lane and above but without any paved shoulders. 47% of MDRs (expand) and 60% of ODRs (expand) are mostly single cum intermediate lane. 40% SHs, 30% MDRs and 83% ODRs have deficient capacities as compared to their traffic levels.

India has the dubious distinction of being ranked highest in the world with regard to road crash deaths. In 2012, there were more than 138,000 people killed on the roads, implying that about 378 lives are being lost every day in India due to road crashes. Uttar Pradesh together with Tamil Nadu has been the largest contributor to the total number of road crash deaths in the country (11.7 percent each), followed by Andhra Pradesh (10.8), Maharashtra (9.6) and Rajasthan (6.9). A total of 22,155 people were injured and 16,149 killed on UP roads in 2012, of which 73 percent died on national and state highways (less than 9 percent of the road network). Almost 50 percent of the people killed on UP roads belong to vulnerable groups of road users (pedestrians, bicyclists and two-wheelers).

The Government of Uttar Pradesh (GoUP) recognizes that in order to achieve target growth rate of 7.6 percent under the 12th Five Year Plan, an efficient road network has an important role to play in accelerating social-economic development of the state including improving industrial growth, enhancing agriculture productivity and integrating the backward areas with the mainstream of the economy. Accordingly, given the current poor road conditions in Uttar Pradesh, the GoUP has finalized a comprehensive Core Road Network Development Program (UPCRNDP), including a master plan. GoUP envisages investment of about US\$ 14bn to upgrade 14000 Km of Core Road Network (excluding about 8000 km of NHs, which are funded by the Central government) in four phases from year 2013 to 2031. It is estimated that about 60% of investment required can be met with budgetary and Central government support, 15% through PPPs and 25% from multilateral financial institutions.

II. Proposed Development Objectives

The Project Development Objective is to reduce travel time and improve safety of road users on targeted corridors.

III. Project Description

Component Name

Network Improvement

Comments (optional)

The Network Improvement component shall include rehabilitation, pavement strengthening and upgrading (widening) of about 600 km of selected high priority corridors which are part of the Core Road Network.

Component Name

Institutional Strengthening of PWD

Comments (optional)

The component would introduce better road management practice in PWD contributing to sustainability of investments. The activities include implementation of an IT-Based Project Management Information System (PMIS); Upgrade and operationalization of exiting ICT tools being used by PWD; Operationalization of Road Asset Management System (RAMS), integrated with Geographic Information System database; and Training and capacity building of PWD staff.

Component Name

Road Safety Initiatives

Comments (optional)

The road safety component has been designed to support the decisions taken by the GoUP to strengthen road safety leadership, policy and coordination arrangements across the state. Key activities include:

- Establishment of UP Highway Police (UPHP) on two high-risk highway corridors totaling about 830km (the entire stretch of NH2 passing through UP and the Lucknow-Kanpur stretch of NH25)
- State-wide implementation of road crash database and analysis system
- Policy and strategic management support to the Road Safety Cell
- State-wide media campaigns supporting the new State Road Safety Policy
- Driver licensing policy review
- Establishment of two vehicle testing stations
- Commercial driver training program
- Capacity building of the new Road Safety Division

Component Name

Contingent Emergency Response Component (CERC)

Comments (optional)

Uttar Pradesh has been plagued by various natural disasters such as floods, drought, fire, epidemics, earthquake, causing severe damage to life and property and thus adversely affecting normal life. Out of 71 districts, 30 are highly prone to floods while drought is a regular phenomenon in the Vidhyachal and Bundelkhand regions. Similar is the case with epidemics. The component would ensure that in case a disaster is triggered, funds can be quickly allocated to this component.

IV. Financing (in USD Million)

Total Project Cost:	570.00	Total Bank Financing:	400.00
Financing Gap:	0.00		
For Loans/Credits/Others			Amount
Borrower			170.00
International Bank for Reconstruction and Development			400.00
Total			570.00

V. Implementation

Network Improvement component and Institutional Strengthening of PWD component will be implemented by the UP Public Works Department, while Road Safety Initiatives component would be implemented by UP Police, Transport and PWD.

Environmental and Social Management Framework (ESMF) has been prepared for the project as a tool for use by UP-PWD to identify and address the potential environmental and social concerns or impacts of the project right from the planning stage to its implementation and post-implementation operations. The ESMF defines processes to be followed for carrying out impact assessments, sub-project selection/screening and preparation of Environment Management Plan and Resettlement Action Plan (RAP). The project will also have a grievance redressal mechanism for addressing complaints including safeguard concerns.

VI. Safeguard Policies (including public consultation)

Safeguard Policies Triggered by the Project	Yes	No
Environmental Assessment OP/BP 4.01	x	
Natural Habitats OP/BP 4.04	x	
Forests OP/BP 4.36	x	
Pest Management OP 4.09		x
Physical Cultural Resources OP/BP 4.11	x	
Indigenous Peoples OP/BP 4.10	x	
Involuntary Resettlement OP/BP 4.12	x	
Safety of Dams OP/BP 4.37		x
Projects on International Waterways OP/BP 7.50		x
Projects in Disputed Areas OP/BP 7.60		x

Comments (optional)

VII. Contact point

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