



Project Summary Information

Date of Document Preparation: November 13, 2019

Project Name	Nangal Chaudhary Integrated Multi-Modal Logistics Hub (IMLH) Project
Document Code	PD000284-PSI-IND
Country	Republic of India
Sector/Subsector	Transport/Multi-Modal Logistics
Status of Financing	Under Preparation
Project Description	AIIB financing will build Trunk Infrastructure of IMLH including (i) rail connectivity and sidings, (ii) road connectivity, (iii) water supply and sewage treatment, and (iv) external power supply and distribution.
Objective	To provide a value-added Integrated Multi-Modal Logistics Hub (IMLH) that facilitates economic activities between National Capital Region (NCR)/Northern States and Mumbai port (JN Port) by utilizing cost efficient, and high-speed Western Dedicated Freight Corridor (WDFC).
Expected Results	The expected results include (i) freight handled per annum, and (iii) cross-border cargo volume facilitated per annum.
Environmental and Social Category	Category A
Environmental and Social Information	<p>AIIB's Environmental and Social Policy (ESP) including the Environmental and Social Standards (ESS) and the Environmental and Social Exclusion List (ESEL) apply to this project. ESS1 (Environmental and Social Assessment and Management) and ESS2 (Involuntary Resettlement) have been identified as being applicable to this Project. The Project has been assigned Category A mainly due to the scope and impacts of land acquisition, as well as the impacts of Project operation on the nearby villages. An Environmental Impact Assessment (EIA) has been prepared following national regulatory environment and social standards. The EIA will be updated to an Environmental and Social Impact Assessment (ESIA) with corresponding Environmental and Social Management Plan (ESMP) to meet the requirements of the ESP and relevant ESSs.</p> <p>Environmental Aspects. The Project will change the land use of the Project site and may cause potential impacts on the wildlife. The Project is expected to generate adverse impacts to the physical and biological environment and the communities, but most of them are limited and localized. The existing Environmental Management Plan (EMP) will be upgraded to an ESMP to include mitigation measures, monitoring plan, institutional arrangement and budget, Wildlife Conservation Plan, Traffic Management Plan and other management plans to address the environmental and social impacts and risks of the Project.</p>

Social Aspects. There are no existing settlements within the proposed Project site and the land is found to be non-productive. Details with respect to land acquisition processes as well as socio-economic conditions of the approximately 4,000 affected landowners and impact to their livelihood would be further assessed and corresponding management and/or mitigation measures to address any potential impact would be included in the updated ESIA and corresponding social instruments.

Stakeholder Engagement and Information disclosure. Stakeholder consultations will be conducted with project affected people, with their views and concerns addressed during the updating of the EIA. The English language reports of the ESIA/ESMP, corresponding social instruments, and the Executive Summary in local language(s) will be disclosed both online and made available in hard copy in the Project area.

Project-level Grievance Redress Mechanism. A multi-tier Grievance Redress Mechanism (GRM) in accordance with the requirements of the Bank's ESP will be proposed and established for the proposed Project.

Cost and Financing Plan	Item	Project Cost (USD m)	Financing (USD m and %)		
			AiIB	GOI(NICDIT)	GOH
	Baseline Costs				
	Component A: Construction of trunk infrastructure	128.3	70.1 (54.7%)	20.7 (16.1%)	37.5 (29.2%)
	Sub-component A.1: Rail and rail platform	54.6			
	Sub-component A.2: Roads connectivity	20.9			
	Sub-component A.3: Water/Power supply	13.8			
	Sub-component A.4: Sewage treatment	1.5			
	Sub-component A.5: Land Acquisition	37.5	-	-	37.5 (100%)
	Component B: Consulting services and administrative costs	5.9		5.9	
	Sub-total	134.2		26.6	37.5
	Contingencies (3% of civil works)	2.7		2.7	
	Interest During Construction	5.3		5.3	
	Sub-total	8.0		8.0	
	Grand Total	142.2 (100%)	70.1 (49.3%)	34.6 (24.3%)	37.5 (26.4%)

Borrower	Republic of India, Ministry of Commerce and Industry (MOCI)		
Guarantor	Ministry of Finance		
Implementing Entity	DMIC Haryana Multi-modal Logistics Hub Project Limited (DHMHPL)		
Estimated date of loan closing (SBF)	Sep/2023		
Contact Points:	AIIB	Borrower	Implementation Organization/Sponsor
Name	Woo-Hyun Kwon	Republic of India	DHMHPL
Title	Senior Investment Operation Specialist-Transport		
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Date of Concept Decision	Nov 13, 2019		
Date of Appraisal Decision/Estimated Date of Appraisal Decision	Jan 2020		
Date of Financing Approval/Estimated Date of Financing Approval	Q1/2020		
Independent Accountability Mechanism	<p>The Project-affected People's Mechanism (PPM) has been established by the Bank to provide an opportunity for an independent and impartial review of submissions from Project-affected people who believe they have been or are likely to be adversely affected by AIIB's failure to implement its ESP in situations when their concerns cannot be addressed satisfactorily through the Project-level GRM or the processes of the Bank's Management. For information on AIIB's PPM, please visit: https://www.aiib.org/en/policies-strategies/operational-policies/policy-on-the-project-affected-mechanism.html</p>		