

 Early Warning System

EIB-20220640

NAGPUR METRO RAIL PROJECT - PHASE II



## Quick Facts

<b>Countries</b>	India
<b>Financial Institutions</b>	European Investment Bank (EIB)
<b>Status</b>	Approved
<b>Bank Risk Rating</b>	A
<b>Voting Date</b>	2024-11-20
<b>Borrower</b>	MAHARASHTRA METRO RAIL CORPORATION LTD
<b>Sectors</b>	Infrastructure, Transport
<b>Potential Rights Impacts</b>	Housing & Property, Labor & Livelihood, Marginalized Groups
<b>Investment Type(s)</b>	Loan
<b>Investment Amount (USD)</b>	\$ 252.27 million
<b>Loan Amount (USD)</b>	\$ 252.27 million
<b>Project Cost (USD)</b>	\$ 798.85 million



## Project Description

According to EIB, the project concerns the second phase of Nagpur Metro Rail project that will connect the satellite towns of Nagpur city in the state of Maharashtra in India. It will serve as an extension to the ongoing first phase, with four extensions (North, South, East and West) totalling 44km and 32 stations.

The Project concerns four (4) extensions, at both ends of the two existing interconnected urban metro rail lines of Phase-I, totalling 43.8 km with 32 stations. Existing depots in Mihan and Hingna, constructed in Phase-I, will also be utilized in Phase II, which both have suitable capacity to manage the additional metro-sets as well.

## ENVIRONMENT

In India, metro projects do not fall within the scope of the relevant Environmental Impact Assessment (EIA) legislation unless the built up area is beyond a defined threshold, in which case the project is subject to screening by the State level Competent Authority. The status of screening, if any, is to be determined during appraisal.

Due to the significant environmental risks of the project, the project is categorized as category "A" for environmental safeguards.

## OBJECTIVE

The project will contribute to two main objectives: (i) climate change mitigation, by promoting modal shift from road to rail and thereby a reduction of GHG emissions; and (ii) the development of social and economic infrastructure by making a key contribution to urban development, thereby improving the business environment for private sector development and facilitating access to amenities and jobs.

The project is in line with the EU Country Strategy Paper for India which highlights the infrastructure gap and need to address rising greenhouse gas emissions. It supports two main objectives of EIB External Mandate: (i) climate change mitigation, by promoting modal shift from road to rail while reducing greenhouse gas emissions, and (ii) social and economic infrastructure development, by contributing to urban development.



## People Affected By This Project

The civil works of NMRP-P2 corridors will entail construction of viaducts and elevated stations. Also, construction will take place along existing road corridors in a busy urban area. Thus, the civil works may increase congestion and pose safety risks for traffic on the existing roads. Moreover, transport of large quantities of construction material and heavy equipment machinery may bring safety risks and inconvenience to the local communities in the project area.

Based on the SIA, total project affected households/families (PAHs/PAFs) are estimated to be 98 with total project affected people (PAPs) to be 486. Out of the 98 PAHs/PAFs, 51 are title holders (TH) and 47 are non-title holders (NTH). There are no residential and commercial structures of TH, as almost all TH have purchased the land for investment purpose. Regarding the NTH, these are basically street vendors, with no permanent structure (i.e. mobile vendors), located within the Right of Way (ROW) land. In addition to these, 3 common property structures (CPS) may be affected (e.g. public toilets, community structure of weekly market). The unavoidable loss of such assets will be compensated through replacement elsewhere or a suitable financial mechanism. No agriculture land is being affected due to the project

The social stratification of Displaced Households indicates that majority of the DHs belongs to Other Backward Caste (OBC) followed by general category. Most (81.82%) of the DHs belong to Hindu religion. This is followed by Muslim (12.50%). There are 57 DHs enumerated as vulnerable households in this project. There are 6.56% Displaced Persons (DPs) who are illiterate. Most of the DPs are engaged in small business activities.



---

## Investment Description

- European Investment Bank (EIB)

## Financial Intermediary

Financial Intermediary: A commercial bank or financial institution that receives funds from a development bank. A financial intermediary then lends these funds to their clients (private actors) in the form of loans, bonds, guarantees and equity shares. Financial intermediaries include insurance, pension and equity funds. The direct financial relationship is between the development bank and the financial intermediary.

- [Maharashtra Metro Rail Corporation Limited](#) (Financial Intermediary)



---

### Private Actors Description

Maha Metro is a Special Purpose Vehicle (SPV) created for the smooth implementation and operations of the Nagpur Metro Rail Project and is an equal equity joint venture of Government of India (GoI) & Government of Maharashtra (GoM). NMRCL shall be solely responsible for the successful and timely completion of the project & its operations subsequently. Nagpur Metro Rail Corporation Limited is Incorporated by Govt. of India Ministry of Corporate affairs on 18 February 2015.



## Contact Information

*No contact information provided at the time of disclosure.*

### ACCESS TO INFORMATION

You can submit an information request for project information at: <https://www.eib.org/en/infocentre/registers/request-form/request-form-default.htm>

### ACCOUNTABILITY MECHANISM OF EIB

The EIB Complaints Mechanism is designed to facilitate and handle complaints against the EIB by individuals, organizations or corporations affected by EIB activities. When exercising the right to lodge a complaint against the EIB, any member of the public has access to a two-tier procedure, one internal - the Complaints Mechanism Office - and one external - the European Ombudsman. A complaint can be lodged via a written communication addressed to the Secretary General of the EIB, via email to the dedicated email address: [complaints@eib.org](mailto:complaints@eib.org), by completing the online complaint form available at the following address: <http://www.eib.org/complaints/form> via fax or delivered directly to the EIB Complaints Mechanism Division, any EIB local representation office or any EIB staff. For further details, check: [http://www.eib.org/attachments/strategies/complaints\\_mechanism\\_policy\\_en.pdf](http://www.eib.org/attachments/strategies/complaints_mechanism_policy_en.pdf)

When dissatisfied with a complaint to the EIB Complaints Mechanism, citizens can then turn towards the European Ombudsman. A memorandum of Understanding has been signed between the EIB and the European Ombudsman establishes that citizens (even outside of the EU if the Ombudsman finds their complaint justified) can turn towards the Ombudsman on issues related to 'maladministration' by the EIB. Note that before going to the Ombudsman, an attempt must be made to resolve the case by contacting the EIB. In addition, the complaint must be made within two years of the date when the facts on which your complaint is based became known to you. You can write to the Ombudsman in any of the languages of the European Union. Additional details, including filing requirements and complaint forms, are available at: <http://www.ombudsman.europa.eu/atyourservice/interactiveguide.faces>



---

## Bank Documents

- [Environmental and Social Data Sheet \(ESDS\) - NAGPUR METRO RAIL PROJECT - PHASE II](#) [Original Source]
- [Environmental and Social Impact Assessment \(ESIA\) - NAGPUR METRO RAIL PROJECT - PHASE II](#) [Original Source]
- [Environmental and Social Impact Assessment \(ESIA\) - NAGPUR METRO RAIL PROJECT - PHASE II - Social Im](#) [Original Source]





---

### Other Related Projects

- ADB-56297-001 Nagpur Metro Urban Mobility Project