



India: Rural Connectivity Investment Program - Tranche 3

Project Name	Rural Connectivity Investment Program - Tranche 3				
Project Number	40423-053				
Country	India				
Project Status	Active				
Project Type / Modality of Assistance	Loan				
Source of Funding / Amount	<table border="1"> <tr> <td colspan="2">Loan 3306-IND: Rural Connectivity Investment Program - Tranche 3</td> </tr> <tr> <td>Ordinary capital resources</td> <td>US\$ 273.00 million</td> </tr> </table>	Loan 3306-IND: Rural Connectivity Investment Program - Tranche 3		Ordinary capital resources	US\$ 273.00 million
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Strategic Agendas	Inclusive economic growth				
Drivers of Change	Governance and capacity development Private sector development				
Sector / Subsector	Transport - Road transport (non-urban)				
Gender Equity and Mainstreaming	Effective gender mainstreaming				
Description	The Rural Connectivity Investment Program supports the government's objectives under the PMGSY in the states of Assam, Chhattisgarh, Madhya Pradesh, Odisha, and West Bengal (the investment program states). The investment program will improve and sustain the connectivity of selected rural communities in the investment program states to markets, district headquarters, and other centers of economic activities.				
Project Rationale and Linkage to Country/Regional Strategy	The absence of all-weather road connectivity is a serious problem in India's rural areas, making these communities inaccessible for up to 90 days a year. Poor road infrastructure affects economic growth, agricultural productivity, and employment in these areas, and therefore has a strong link to poverty. The Government of India is addressing this problem through the implementation of a nationwide rural road investment program the Prime Minister's Rural Roads Program (PMGSY) aimed at providing all-weather road connectivity to currently unconnected eligible habitations in India's rural areas. Since it was started in 2000, this flagship program has constructed 426,629 kilometers (km) of rural roads, connecting 156,206 habitations in India to a greater transportation network. The Asian Development Bank (ADB) country partnership strategy (CPS), 2013 -2017 for India is closely aligned with the priorities of India's Twelfth Five Year Plan, 2012- 2017. The CPS reconfirms continuing ADB assistance for the development of rural roads, which is critical for rural development as they provide access to markets, health, education, and administrative services.				
Impact	improved access to markets, district headquarters, and other centers of socio-economic activities aligned with India's Five Year Plan, 2012-2017.				

Project Outcome

Description of Outcome	improved and sustained connectivity of selected rural communities in the investment program states.
Progress Toward Outcome	Action towards achieving the outcome are underway as explained further in the status of implementation progress of outputs below.

Implementation Progress

Description of Project Outputs	Selected rural roads are constructed to all-weather standard quality of design of RCIP roads is improved maintenance of RCIP roads is improved and sustained road safety measures are incorporated into the design institutional capacity strengthened effective project management provided.
Status of Implementation Progress (Outputs, Activities, and Issues)	1,198 contracts have been awarded. Road safety measures incorporated into the design. Average daily vehicle km will be assessed after first full year of operation.

Safeguard Categories

Environment	B
Involuntary Resettlement	C
Indigenous Peoples	C

Summary of Environmental and Social Aspects

Environmental Aspects	Investment program states will follow the provisions of the RCIP environmental assessment and review framework (EARF), Environmental Code of Practice (ECOP) checklists will be completed by PICs based on site visits for all road subprojects including bridges longer than 50 m. The completed ECOP checklists will be reviewed by the TSC with site verifications for a minimum representative sample of 10% of the roads in each investment program state under each tranche. Based on the completed ECOP checklists state level IEE reports and standard Environmental Management Plans (EMP) for all road subprojects will be prepared by the TSC. The standard EMP will be attached to the bidding document while the road specific EMPs will be available and provided to contractors together with the DPRs. Information on the location of specific environment issues and number of trees, ponds, utility structures etc. will be taken from the ECOPs and added to the standard EMP to convert it into road specific EMPs. For non-road subprojects IEE reports and EMPs will be prepared separately in house or by the DPR consultants.
Involuntary Resettlement	Investment program states will follow the provisions of the RCIP environmental assessment and review framework (EARF), Environmental Code of Practice (ECOP) checklists will be completed by PICs based on site visits for all road subprojects including bridges longer than 50 m. The completed ECOP checklists will be reviewed by the TSC with site verifications for a minimum representative sample of 10% of the roads in each investment program state under each tranche. Based on the completed ECOP checklists state level IEE reports and standard Environmental Management Plans (EMP) for all road subprojects will be prepared by the TSC. The standard EMP will be attached to the bidding document while the road specific EMPs will be available and provided to contractors together with the DPRs. Information on the location of specific environment issues and number of trees, ponds, utility structures etc. will be taken from the ECOPs and added to the standard EMP to convert it into road specific EMPs. For non-road subprojects IEE reports and EMPs will be prepared separately in house or by the DPR consultants.
Indigenous Peoples	Through the census survey, Scheduled tribes (STs) and Scheduled Castes (SCs) have been identified in project roads in all five states. Given that the project involves minor upgrades to existing roads, it will not lead to further impact to any of the STs and SCs in the areas. There will be no impact on their tribal and cultural identity. In contrary, they will receive similar benefits from the investment program as the non-scheduled tribe households, by providing connectivity to habitations and increasing access to better facilities in health, education, and markets. This has also been confirmed by the TSC subsequent review of the due diligence process. Moreover, the CPF has special provisions for all scheduled tribe households to ensure that their living standards are not adversely affected as a result of land donation or in the event of any loss of non land asset and impacts on their livelihoods. In case of any significant impacts on scheduled tribes under any subproject, the mitigation shall follow the requirements as set out in the CPF. As also laid down in the CPF, for any impact on land involving traditional and tenure rights of the scheduled tribes, the legal provisions laid down by GOI and the related investment program state pertaining to land transfer will be followed.

Stakeholder Communication, Participation, and Consultation

During Project Design	The design phase included a comprehensive consultation process for each of the 1822 subproject roads. During this process, 43,657 people were consulted about the road design to ensure land donation would be voluntary and to include design features requested by the community.
During Project Implementation	Community consultations are mostly conducted during project preparation. However, support to poor and vulnerable families to ensure they are adequately linked to government and state sponsored poverty alleviation and employment programs will be conducted by the PIC during implementation. Moreover, community members will participate to the grievance redress committee established for each subproject road.

Business Opportunities

Consulting Services	Project 3 has no provision for financing consulting services. The service of the TSC will continue to be financed under project 1 to conduct the safeguard due diligence activities, impact and compliance monitoring, and other activities under the investment program according to the terms of reference. Similarly, the SSTC will be recruited under project 1 to support the RCTRC in rolling out the training program and its certification for the PIU, PRI, design consultant, and contractor staff.
Procurement	All procurement of civil works financed by ADB will be done in accordance with ADB's Procurement Guidelines (2015, as amended from time to time). For the project roads, each state will follow national competitive bidding (NCB) with the standard PMGSY bidding document (improved as needed in agreement with ADB) and the e-procurement system, which was also approved by ADB for the project. For buildings, each state will also follow NCB with the bidding document approved by ADB.

Responsible Staff

Responsible ADB Officer	Srivastava, Ashok
Responsible ADB Department	South Asia Department
Responsible ADB Division	India Resident Mission
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Timetable

Concept Clearance	-
Fact Finding	-
MRM	18 Jun 2015
Approval	22 Oct 2015
Last Review Mission	-
Last PDS Update	29 Mar 2017

Loan 3306-IND

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
22 Oct 2015	06 Nov 2015	29 Dec 2015	30 Jun 2018	-	-

Financing Plan		Loan Utilization			
	Total (Amount in US\$ million)	Date	ADB	Others	Net Percentage
Project Cost	506.89	Cumulative Contract Awards			
ADB	273.00	22 Oct 2015	249.08	0.00	91%
Counterpart	233.89	Cumulative Disbursements			
Cofinancing	0.00	22 Oct 2015	124.40	0.00	46%

Project Page	https://www.adb.org/projects/40423-053/main
Request for Information	http://www.adb.org/forms/request-information-form?subject=40423-053

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