

SBF Project Implementation Monitoring Report

India: Madhya Pradesh Rural Connectivity Project

1. Project Information

Project ID:	000020	Investment Number:	L0020A
Member:	India	Region:	Southern asia
Sector:	Transport	Sub-sector:	Roads (non-urban)
AIB Financing Type:	Loan: 140 USD million	Co-financier(s):	WB-led
E&S category:	B	Borrower:	Republic of India
Red Flags Assigned:	0	Monitoring Regime:	Regular Monitoring
Implementing Agency:	Madhya Pradesh Rural Road Development Authority (MPRRDA)		
Project Team Leader:	Mehran Avini		
Project Team Members:	Bernadette Ndeda, Procurement Specialist Chee Wee Tan, Environmental and Social Specialist Shonell Robinson, Financial Management Specialist Anne Ong Lopez, Young Professional Chang Tian, Project Assistant		
Completed Site Visits by AIB:	Aug, 2018 Feb, 2019 Mar, 2021 Virtual mission with WB (lead financier): March 15-19, 2021		
Planned Site Visits by AIB:	TBD		

2. Project Summary and Objectives

The objectives of the project are to "to improve durability and enhance resilience to climate changes of the gravel surfaced rural roads in Madhya Pradesh while building the capacity of the state to manage its rural road network and road safety". These objectives are expected to be achieved by upgrading the gravel surfaced roads to a sealed surface standard; providing additional road linkages to villages with potential for economic growth; enhancing the rural road asset management system; developing a road accident data management system and road safety improvement program; and supporting road design, construction/implementation, and road asset management. The objectives are aligned with the Bank's priorities of enhancing economic growth and sustainability through infrastructure investment.

3. Key Dates

Approval:	Apr. 11, 2018	Signing:	Jun. 24, 2018
Effective:	Jul. 17, 2018	Restructured (if any):	
Orig. Closing:	Mar. 15, 2023	Rev. Closing (if any):	

4. Disbursement Summary (million)

Currency:	USD		
a) Committed:	140	b) Cancellation (if any):	
c) Disbursed:	89.765	d) Most recent disbursement: (amount / date)	1.35, Mar. 22, 2021
e) Undisbursed:	50.235	f) Disbursement Ratio(%) ¹ :	64.1

¹ Disbursement Ratio is defined as the volume (i.e. the dollar amount) of total disbursed amount as a percentage of the net committed volume, i.e., $f = c / (a - b)$

5. Project Implementation Update

To date the loan utilization is 87% with total value of awarded contracts, currently at US\$ 437 million out of the total project size of US\$ 500 million.

Under Component A (civil works) the project is progressing with 92% of works awarded and 83% of works completed.

Under Component B1 (Rural Road Asset Management System) the earlier effort to hire an individual consultant for the purpose of conducting a gap analysis was not successful due to the Covid-19 travel restrictions. The renewed strategy is to hire a consultancy firm to conduct the gap analysis and make recommendations for system strengthening and upgradation. Procurement for the consultancy is expected in April 2021.

For Component B2 (Strengthening, Design, Research and Quality Assurance Capacity), the procurement for hiring a consultant was not successful as there were no responses to the RFP. MPRRDA is preparing a consolidated RFP for activities encompassing design, research and quality assurance.

For Road Safety (Component C), MPRRDA is finalizing the scope of work for customization of IRAD in consultation with Home, Transport, and Police Departments. The Community Road Safety Program consultancy firm has been hired.

The Project Management Unit is expected to focus on maintaining the momentum and proceeding with procurement for the balance of civil works to fulfill the original target of 10,000 kms of road network for surfacing, and 510 kms for alternate connectivity. Efforts will also focus on the procurement of various consultancies to ensure these activities are completed within the project period. In March 2021 AIIB and World Bank held a mid-term review virtual mission with MPRRDA.

Components	Physical Progress	Environmental & Social Compliance	Procurement
Component A: Component A.1: Road Upgrading, Construction and Maintenance (USD123.00 m)	Completed: 8,261 kilometers (of the total 10,000 kms) The remaining length is targeted for completion in Oct. 2022.	<p>Air pollution: The gravel and bitumen stage dust concentration for the selected roads are below 100 µg/m³ for PM₁₀ which is the limit prescribed by India Central Pollution Control Board (CPCB).</p> <p>Enhancement and capacity building: Through the inclusion process and increased consultation and involvement with the local communities during the execution of works, several small and local mitigation and environmental enhancement works have been implemented. They include: (i) provision of ramps/ extended approaches to utility centers; (ii) improvement of cattle troughs, wells, hand pumps, and other water sources and (iii) safety provisions within settlements and near sensitive receptors, etc. Awareness programs have also been organized at the village and PRI level.</p> <p>Indigenous people: The project conducts free, prior, and informed consultation (FPIC) where the tribal population is more than 10 percent of the village. There are 1,644 such villages. The social vulnerability framework (VF) is sensitively applied and ensures that the development process generated by the project addresses the needs of the vulnerable population and enables measures to promote distributional equity among the project-affected populations (PAPs). Overall, the subproject reaches out to 100,173 tribal populations benefitting 47,081 females and 53,092 males. The project traverses the exclusion of tribal people towards inclusion by enhancing their participation in developmental activities, expanding access to common facilities.</p> <p>Pending statistics: i. Number of schoolgirls using a bicycle to go to school. ii. Number of enhancements iii. Number of women self-help groups (SHGs) engaged in post maintenance contracts</p> <p>The project is in compliance, to date.</p>	<p>Total Packages: 469 Awarded Packages: 469 (9,278 kilometers) Completed: 343 packages (8,261 kilometers) In progress packages: 125 packages (Note: One package was terminated due to contract non-performance. Bids were re-invited, and evaluation is in progress.) To achieve the target fixed for upgrading of 10,000km, the selection of additional 1,900km is completed. DPR preparation is in progress and procurement of additional road will start by April 2021. Approximately 600 km of additional road upgrading is identified, utilizing the current cost savings in component A.1 civil packages.</p>
Component A.2: Provision of Alternate Connectivity (USD12.00 m)	Completed: 78.77 kilometers (15.45% of total 510 kms) In progress: 410.23 kilometers (80.44% of total 510 kms) Target for A2 completion is July 2022.	As above	<p>Total Packages: 73 packages Awarded: 72 packages (489 kilometers) In progress: 1 package (21 kilometers) Design preparation for 1 package (21 kms) is in progress.</p>

<p>B. Institutional Development B1: Rural Roads Asset Management System</p>	<p>No original projection numbers. Seven Rural Road Network Management Units (RRMU) have been set up in Bhopal, Ujjain, Indore, Rewa, Jabalpur, Gwalior, and Sagar. Software program 'e-Marg' has been developed for monitoring and for maintenance works payments.</p>	<p>No comment on E&S.</p>	<p>Letter of Award (LoA) was issued for Consultancy for RAMS gap analysis to study the gap between requirement under component B1 and current system and processes being used by MPRRDA but the mobilization of the consultant was not possible due to the COVID-19. WB proposed to engage a consultancy firm to carry out the gap analysis, suggest a suitable RAMS and assist MPRRDA in implementation. Procurement of the consultant to commence in April 2021.</p>
<p>B2: Strengthening Design, Research and Quality Assurance Capacity</p>	<p>MPRRA and design cell established in Walmi and Bhopal focus on training and research (no projections provided). Forty three training sessions on engineering and quality aspects of rural roads have been conducted, with the end target being 300. Sixty staff have been trained on WB procurement policies, contract management and quality assurance, with 50 more to be trained in 2021 (exceeding the target of 100). One hundred thirty five staff have been trained on E&S safeguard, exceeding the target of 100. Thirty seven staff have been trained in alternative design and construction technology, exceeding the target of 25. In 2021, twenty five staff are expected to be trained in design software. WB supported with updated RFP and ToR for further strengthening of MPRRDA, but no offer has been received. MPRRDA will coordinate with WB for further action. Upcoming activities: - Procurement of Highway and Bridge design software and training by the supplier. - Upgradation of selected Labs. - MoUs with reputable institutes for providing training on highway and bridge design. - Deployment of Individual consultants for training on different topics as per MPRRDA's needs. - Establishment of a learning management system with MPRRDA.</p>	<p>No comment on E&S.</p>	<p>The Design cell has been established and TOR and RFP for strengthening Madhya Pradesh Rural Academy (MPRA) were prepared with WB's support and bids were invited, but no bids were received. Re-bidding is being considered. MPRRDA will coordinate with WB for further action.</p>
<p>C. Road Safety Management Capacity Development C1:</p>	<p>Currently, IRAD (integrated road accident database) is under development at the national level, Madhya Pradesh has been selected for the pilot stage. The national rollout is scheduled for April 2021. Since project inception to December 2020, MPRRDA</p>	<p>No comment on E&S.</p>	<p>The TOR for this component was developed in consultation with WB and relevant</p>

Development of Road Accident Database Management System (RADMS)	conducted 10 meetings with shareholders.		stakeholders. Following consultation with WB, MPRRDA opted for the Ministry of Road Transport and Highways' Integrated Road Accident Database (iRAD) with customization for MP. Procurement of the required hardware will commence in September 2021. A Road Safety Project Management Consultant will be retained to integrate iRAD with the state-specific needs if required, after the implementation of iRAD.
C2: Pilot Comprehensive Road Safety Program (PCRSP) C2.1: Road Safety Engineering (Technical Assistance, Road Safety Engineering Interventions) C2.2: Enforcement (Technical Assistance, Equipment for Road safety Engineering) C2.3: Post-Crash Emergency Management (Technical Assistance, Equipment and Trauma Care Facilities) C2.4: Road Safety Education and Awareness	Road safety cell has been established, with three districts selected: Chhindwara, Dhar and Indore.	No comment on E&S.	Letter of Award for consulting services for Community Road Safety Program has been issued and the consultant will be mobilized in April 2021 to commence the assignment. Invitation for bids for urban street improvement and developing safe corridor demonstration is planned for July 2021, and for improvement of identified black spots in August 2021.
D. Design, Implementation and Project Management Support	PMC is in place since June 2017, and their services have been extended to support MPRRDA in project implementation. Project Implementation Consultant (PIC) was deployed to assist PIU and PMC for effective monitoring and enhanced coordination.	A Project Management Consultant (PMC) has already been mobilized and is supporting MPRRDA in project implementation. The PMC initiated the following: 1)Radio program, Jahan Pade Qadam Saavdhani Har Dum, an awareness program on Road Safety and COVID 19 – Health and Safety Measures for enhancing Self	Appointment of a consultant for carrying out independent monitoring / assessment of safeguards is proposed

		<p>Protective Behavior for the staff and workers engaged in rural road construction sites.</p> <p>2)Behavior Change Communications. Preparation of Information Education Communication material of GRC, Roles and Responsibilities of Marg Mitra, Sanitation, HIV/AIDS, COVID-19 is in progress.</p> <p>3)Educating laborers and the community on HIV/AIDS.</p> <p>4)Labor participation. Contractors were sensitized to be gender-sensitive and urged to employ females in road construction work.</p> <p>5)High School Going Girls. Preliminary statistics show positively that MPRCP roads have provided confidence and opportunity for girls to bike to high school, in a broader spectrum it will scale up the attendance level and also inspire more girls to continue with schooling.</p> <p>6)Enhancements. Developed a format to consolidate data and record the incurred cost in extending the facility of convenient mobility to the village.</p> <p>Appointment of Consultant for carrying out independent monitoring/assessment of safeguard is proposed to be done during Jan 2022. No comment on E&S.</p>	for Jan 2022.
--	--	--	---------------

Financial Management:

During the mid-term review no significant control deficiencies were noted.

The Project Management Unit continues to provide timely and accurate financial information. Unaudited Interim Financial Reports are submitted monthly to facilitate frequent drawdown of funds.

The audit report for the financial year ended March 31, 2020, was submitted ahead of the due date of December 31, 2020. The report was deemed to be acceptable to WB and AIIB, as the auditors issued an unmodified (clean) opinion on the (i) project financial statements, (ii) eligibility of expenditures, and (iii) compliance with the financing agreement and project documents. In addition, the auditors identified no deficiency in the internal controls of MPRRDA. Approximately 24 months remains in the project and progress is being monitored.

6. Status of the Grievance Redress Mechanism (GRM)

A GRM has been set up to receive complaints from the local population/beneficiary community. The communities have been informed about the existence and functions of the GRM. A total of 219 grievances were received and resolved. They pertained mainly to drains, ramps, waterlogging near hand-pumps, cattle crossing, speed breakers near school, protection wall for wells, etc.

7. Results Monitoring

*Actual data and physical progress both up to Feb. 28, 2021.

Baseline Year: Jul. 17, 2017 End Target Year: Mar. 15, 2023

Project Objective Indicators #1

Annual maintenance cost (\$) per km

Year	Target	Actual	Others, if any
Mar. 15, 2017	-	1000 (Baseline)	
Mar. 15, 2020	750	N/A	750 km or road length identified collection of data is started in Dec. 2020
Mar. 15, 2021	750	N/A	Actual maintenance expenditure is being collected from completed roads after the first year of maintenance is completed on sample (750 km) project roads.
Mar. 15, 2022	750	N/A	

Project Objective Indicators #2

Roughness index (m/km)

Year	Target	Actual	Others, if any
Oct. 23, 2017	-	7	
Mar. 15, 2019	3.5	3.2-3.7	Roughness value for bituminous roads is IRI (International Roughness Index) 2.67 to 3.78.
Mar. 15, 2020	3.5	3.2-3.7	Roughness IRI values measured on 120 gravel roads in 31 districts where minimum 4.43 and maximum 14.68. Bituminous road IRI measures on the completed 58 roads were minimum 2.67 and maximum 3.78.
Mar. 15, 2021	3.5	N/A	
Mar. 15, 2022	3.5	N/A	

Project Objective Indicators #3

Rural road asset management system developed and in use

Year	Target	Actual	Others, if any
Mar. 15, 2017	-	No fully GIS (Geographic Information System)-based network inventory data, no scientific-based maintenance prioritization, and an investment plan.	
Mar. 15, 2019	-	Consultant appointed to study the gap.	
Mar. 15, 2022	Prioritised maintenance network investment plan – approved by competent authorities.	N/A	

Project Objective Indicators #4

Share of the state highway network (about 11,000 km SH-State Highway and 20,000 km MDR-Major District Roads) covered under RADMS-Road Accident Data Management System

Year	Target	Actual	Others, if any
Mar. 15, 2019	10	N/A	Nodal officer appointed (PWD-Public Works Department) - Basic training on the software completed, field training expected in early 2021.
Mar. 15, 2020	50	N/A	Finalization of the iRAD application in Dec-2020. Field Training is expected in early 2021. Procurement of Tablets for recording accident data to be done.
Mar. 15, 2021	80	N/A	iRAD App is developed at the National level and Madhya Pradesh was selected in Pilot State. Basic Training completed.
Mar. 15, 2022	100	N/A	

Intermediate Result Indicators #1

Rural Roads Constructed: Roads upgraded to bituminous surface

Year	Target	Actual	Others, if any
Oct. 23, 2018	2000	4888	
Mar. 15, 2019	3500	2239	
Sep. 15, 2020	4150	921	Delayed due to COVID-19.

Mar. 15, 2021	750	430 (up to 28 Feb 2021)	
Mar. 15, 2022	10510	N/A	

Intermediate Result Indicators #2

Rural Roads Constructed: New road construction (multiple connectivity)

Year	Target	Actual	Others, if any
Mar. 15, 2020	150	N/A	Works contracts awarded for 137 roads involving a length of 489 kms.
Mar. 15, 2021	250	N/A	
Mar. 15, 2022	110	N/A	

Intermediate Result Indicators #3

Rural Roads Constructed: Length of roads on which alternative surfacing technology piloted

Year	Target	Actual	Others, if any
Oct. 23, 2018	0	691	
Mar. 15, 2019	500	785	
Mar. 15, 2020	1000	1108	
Mar. 15, 2021	600	95 (up to 28 Feb 2021)	
Mar. 15, 2022	2100	N/A	

Intermediate Result Indicators #4

Rural population connected by all-weather paved roads (M)

Year	Target	Actual	Others, if any
Oct. 23, 2017	-	35 Million (Baseline)	
Mar. 15, 2018	150,000	682,000	
Mar. 15, 2019	600,000	N/A	
Nov. 30, 2020	600,000	370,000	
Mar. 15, 2021	150,000	139,000	
Mar. 15, 2022	36.5 Million	N/A	

Intermediate Result Indicators #5

Percentage of high school girls shifting from walking to biking to schools

Year	Target	Actual	Others, if any
Oct. 23, 2017	-	10% (Baseline)	
Mar. 15, 2019	-	60% Shifted from walking to cycling.	Per the data collected to Nov 2020.
Oct. 23, 2022	80%	N/A	

Intermediate Result Indicators #6

Number of Women's SHGs (Self-help Group) engaged in post construction maintenance contracts

Year	Target	Actual	Others, if any
Oct. 23, 2019	2	A tri-partite agreement is	

		signed between PIU, SRLM (State Rural Livelihood Mission), and SHG.	
Mar. 15, 2020	5	SHGs were formed and training was completed.	
Mar. 15, 2021	5	5	
Mar. 15, 2022	5	N/A	

Intermediate Result Indicators #7

Number of women participating in road maintenance within SHGs

Year	Target	Actual	Others, if any
Oct. 23, 2019	20	0	
Mar. 15, 2020	50	N/A	50 SHGs are formed and training has been completed.
Mar. 15, 2021	50	N/A	SHGs formed and training is underway. Maintenance is likely to start in March 2021.
Mar. 15, 2022	50	N/A	

Intermediate Result Indicators #8

Rural roads asset management system (RRAMS) developed

Year	Target	Actual	Others, if any
Mar. 15, 2017	-	No comprehensive network-based asset management system	
Mar. 15, 2018	Procurement of system definer (SD) consultant for RAMS advanced	N/A	
Mar. 15, 2019	(i) SD consultant in place and define the RAMS system requirements; (ii) Procurement of System Provider (SP) consultant is advanced	Consultant for the gap analysis of RAMS is on board.	
Mar. 15, 2020	(i) RAMS developed and data for 10,000 km of rural roads entered and RAMS tested; (ii) Procurement of data collection consultant done, and consultant mobilised	Consultant for the gap analysis of RAMS could not be mobilised due to COVID-19. WB proposed to engage a consultancy firm to conduct the gap analysis.	
Mar. 15, 2021	GIS-based network data and information collected for about 116,000 km of rural roads	N/A	
Oct. 23, 2022	Comprehensive network-based asset management system developed	N/A	

Intermediate Result Indicators #9

Number of Gram Panchayats reporting on road traffic crashed

Year	Target	Actual	Others, if any
Oct. 20, 2020	100	N/A	Data will be provided by Home department accident database management system.
Mar. 15, 2021	400	N/A	Data will be provided by Home department accident database management system.

Intermediate Result Indicators #10

Number of crash locations/ Blackspots/ junctions/ pedestrian facilities improved

Year	Target	Actual	Others, if any
Oct. 20, 2020	25	0	Consultant has been appointed. Activity yet to start.
Mar. 15, 2021	25	N/A	

Intermediate Result Indicators #11

Number of MPRRDA's staff trained

Year	Target	Actual	Others, if any
Oct. 23, 2018	110	50	
Mar. 15, 2019	125	107	
Mar. 15, 2020	40	N/A	Due to COVID-19, No training was conducted.
Mar. 15, 2021	15	N/A	Forty three training sessions in engineering and quality aspects of rural roads have taken place. Training will be conducted during the 4th Year.
Mar. 15, 2022	300	N/A	

Intermediate Result Indicators #12

Number of MPRRDA's staff trained: Training on WB procurement policies, contract management and quality assurance

Year	Target	Actual	Others, if any
Oct. 23, 2018	50	30	
Mar. 15, 2019	25	30	
Mar. 15, 2020	25	N/A	Due to COVID-19, No training was conducted.
Mar. 15, 2021	50	60	Sixty staff have been trained, and 50 more expected in the 2021.
Mar. 15, 2022	100	N/A	

Intermediate Result Indicators #13

Number of MPRRDA's staff trained: Staff trained on environmental and social safeguards

Year	Target	Actual	Others, if any
Oct. 23, 2018	50	10	
Mar. 15, 2019	50	50	
Mar. 15, 2022	100	N/A	Due to Covid-19, no training was conducted March-Dec 2020. Forty staff are expected to be trained in 2021.

Intermediate Result Indicators #14

Number of MPRRDA's staff trained: Staff in the new design unit trained on alternative design and construction technologies

Year	Target	Actual	Others, if any
Oct. 23, 2018	10	10	
Mar. 15, 2019	15	27	
Mar. 15, 2022	25	N/A	Thirty seven staff were trained in Hyderabad.

Intermediate Result Indicators #15

Number of MPRRDA's staff trained: Staff trained on design software

Year	Target	Actual	Others, if any
Oct. 23, 2019	25	0	Training to take place after procurement of design software.
Mar. 15, 2022	25	N/A	

Intermediate Result Indicators #16

Citizen satisfaction index

Year	Target	Actual	Others, if any
Oct. 23, 2017	-	1.5	
Mar. 15, 2020	3.5	2.33	The baseline satisfaction survey index is 2.33 - based on coverage of 100 roads in 39 districts.
Mar. 15, 2022	3.5	N/A	

Intermediate Result Indicators #17

Females satisfaction index

Year	Target	Actual	Others, if any
Oct. 23, 2017	-	1.5	
Mar. 15, 2022	3.5	N/A	

Intermediate Result Indicators #18

Males satisfaction index

Year	Target	Actual	Others, if any
Oct. 23, 2017	-	1.5	
Mar. 15, 2022	3.5	N/A	

Intermediate Result Indicators #19

Design and research unit established in MPRRDA

Year	Target	Actual	Others, if any
Mar. 15, 2020	Design unit set up and becomes operational	RCTRC (MPRRA) and design cell have been established in Walmi, Bhopal.	
Mar. 15, 2022	A functional design and research unit is in place	N/A	

Intermediate Result Indicators #20

Dust concentration in the ambient air along the Project roads

Year	Target	Actual	Others, if any
Mar. 15, 2019	0	Baseline survey completed	
Mar. 15, 2020	0	PM10 measurement on bituminous road has been done. The end target to be fixed.	

Remarks: The information provided is up to March 2021.

