

SBF Project Implementation Monitoring Report

India: Mumbai Urban Transport Project 3

1. Project Information

Project ID:	000228	Investment Number:	L0228A
Member:	India	Region:	Southern asia
Sector:	Transport	Sub-sector:	Railways (non-urban)
AIIB Financing Type:	Loan: 500 USD million	Co-financier(s):	N/A
E&S category:	A	Borrower:	The Republic of India
Red Flags Assigned:	1	Monitoring Regime:	Regular Monitoring
Implementing Agency:	Mumbai Rail Vikas Corporation Ltd.		
Project Team Leader:	Weimin Zhou		
Project Team Members:	Hubert Jenny, Senior Investment Operations Specialist; Somnath Basu, Principal Environment and Social Development Specialist; Zhaojing Mu, Environmental Specialist; Jurminla, Senior Procurement Specialist; Shonell Robinson, Financial Management Specialist; Ankur Agrawal, Young Professionals;		
Completed Site Visits by AIIB:	None		
Planned Site Visits by AIIB:	None. Will schedule when COVID situation allows		

2. Project Summary and Objectives

The Project Objective is to improve the network capacity, service quality and safety of Mumbai suburban railway system. Through providing better and more efficient connection among various districts, it will improve mobility and safety of the suburban population of Mumbai Metropolitan Region. The Project consists of four components as follows:

- (i) Quadrupling of Virar – Dahanu Road corridor (64 km) to provide extension of suburban railway service which will serve growing suburban areas and connect the peripheral areas with Mumbai.
- (ii) Construction of new suburban railway corridor between Panvel and Karjat (28 km) to cater to the demand of commuters in the area under rapid urbanization and population growth.
- (iii) Installation of midsection trespass control measures, such as track segregation by fencing or reinforced concrete wall, pedestrian crossings over or under the tracks, on 36 priority sections of existing lines to reduce fatal accidents.
- (iv) Institutional strengthening, capacity building and technical assistance to strengthen institutional capacity of the implementing entity.

The total project investment is about USD 997 million, where USD 500 million is from AIIB loan. This is a standalone project.

3. Key Dates

Approval:	Sep. 26, 2019	Signing:	Aug. 24, 2020
Effective:	Oct. 31, 2020	Restructured (if any):	
Orig. Closing:	Oct. 31, 2025	Rev. Closing (if any):	

4. Disbursement Summary (USD million)

a) Committed:	500	b) Cancellation (if any):	
c) Disbursed:	5.36	d) Most recent disbursement: (amount / date)	4.11, Jan. 11, 2021
e) Undisbursed:	494.64	f) Disbursement Ratio(%) ¹ :	1.1

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

In general, the project is on track with the planned project implementation, but with some delays due to the COVID situation. Procurement of this project has been performed smoothly based on the procurement plan. There are total 56 contracts planned in the procurement plan. 25 contracts have been awarded, including 7 large civil works contracts with total contract values of USD 182 million. There have been substantial physical progress in the civil works of Component 3 - Mid-section Trespass control. However, the physical progress on the civil works of Component 1 and Component 2 is limited due to the COVID situation. 18 contracts of consulting services have been awarded including the hiring of the General Consultant (GC), and GC is on board working with the Project Implementing Agency closely. The first disbursement of USD 4.1 million happened recently. It is planned in 2021, with the ease of the COVID situation, the physical progress will expedite and USD 73 million will be disbursed in 2021.

With the commencement of large civil works contracts soon in Component 1&2, some key actions from Environmental and Social aspects need to be implemented very quickly. These issues include finalising RP, delay in land acquisition, revision of the Dam safety report and noise/vibration study, mangrove compensatory restoration plan, etc..

The following reports are planned to be submitted to AIIB for M&E soon.

- 1) Project progress report (covering progresses before the end of December 2020, since this is the first report), is to be submitted by mid Feb 2021.
- 2) Un-audited financial report (covering progresses before the end of December 2020), is to be submitted by mid Feb 2021.
- 3) The 1st internal E&S report will be submitted by mid Feb 2021.

Components	Physical Progress	Environmental & Social Compliance	Procurement
Component 1: Quadrupling of Virar-Dhanu Road Corridor [USD 511 million]	1 civil works contract was awarded, but with limited physical progress due to COVID situation	RP needs to be finalised asap	No issue
Component 2: New Suburban Railway Corridor between Panvel and Karjat [USD 397 million]	2 civil works contracts were awarded, but with limited physical progress due to COVID situation.	RP needs to be finalised asap	No issue
Component 3: Midsection Trespass Control [USD 79 million]	4 contracts were awarded. All of them are under implementation.	The ES monitoring of ES compliance will be documented by GC by the mid of Feb 2021	No issue
Component 4: Institutional Strengthening, Capacity Building and Technical Assistance [USD 8.75 million]	18 contracts have been awarded and are under implementation.	N/A	No issue

Financial Management:

Currently FM system performs well. The first un-audited financial report will be submitted by Feb 14, 2021. The task team will further assess the system based on the report.

6. Status of the Grievance Redress Mechanism (GRM)

A two-tier project level GRM has been established by MRVC. A government decree has been issued to define the detailed constitution and functionality of the GRM. Further, a separate GRM is being established for the workers to address workplace concerns, working conditions, occupational health and safety, code of conduct for workers (Gender-Based Violence in the workplace).

7. Results Monitoring

Since the project was declared effectiveness at the end of October 2020, the physical progress is limited. The update value of indicators will be collected at the end of 2021.

Baseline Year: Sep. 1, 2019 End Target Year: Oct. 31, 2025

Project Objective Indicators	Year	Target	Actual	Others, if any
Average daily ridership - Virar-Dahanu Road (number of passengers)	Dec. 31, 2020	N/A	N/A	
Average daily ridership - Panvel-Karjat Road (number of passengers)	Dec. 31, 2020	N/A	N/A	
Reduced Journey Time - Virar-Dahanu Road (minutes)	Dec. 31, 2020	N/A	N/A	
Reduced Journey Time - CSTM-Karjat (minutes)	Dec. 31, 2020	N/A	N/A	
Reduction in accidents caused by trespassing in selected locations (percentage)	Dec. 31, 2020	N/A	N/A	

Percentage of female passengers neutral toward, satisfied or very satisfied with station facilities and services (percentage)	Dec. 31, 2020	N/A	N/A	
---	---------------	-----	-----	--

Intermediate Result Indicators	Year	Target	Actual	Others, if any
Construction of Quadrupling of Virar-Dahanu Road (percentage)	Dec. 31, 2020	5	0	
Construction of Panvel-Karjat corridor (percentage)	Dec. 31, 2020	5	0	
Construction of trespass control measures (number)	Dec. 31, 2020	0	0	
Average trip length - Virar - Dahanu Road (km)	Dec. 31, 2020	N/A	N/A	
Average trip length - Panvel-Karjat (km)	Dec. 31, 2020	N/A	N/A	

Remarks: