

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:	Amit Kumar, Senior Investment Operations Specialist; Somnath Basu, Principal Environment and Social Development Specialist; Gerardo Pio Parco, Senior Environmental Specialist; Jurminla, Senior Procurement Specialist; Shonell Robinson, Financial Management Specialist; Aditi Khosla, Counsel.		
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 the suburban rail corridor between Virar – Dahanu Road Station (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 (million)

Currency:	USD		
a) Committed:	500	b) Cancellation (if any):	
c) Disbursed:	9.73	d) Most recent disbursement: (amount / date)	3.72, May. 28, 2021
e) Undisbursed:	490.27	f) Disbursement Ratio(%) ¹ :	1.9

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 delays due to the COVID situation. In the past six months the implementation was further delayed due to the severe second wave from April - June 2021 in Mumbai. Procurement of this project has been performing smoothly following the procurement plan. There are total 56 contracts in the procurement plan. 27 contracts have been awarded, including 8 large civil works contracts with total contract values of USD 277 million. There has 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 has been limited due to the COVID situation. 19 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 second disbursement of USD 3.7 million was withdrawn in May 2021. It is planned in 2021, with the ease of the COVID situation, the physical progress will be expedited and USD 35 million plans to be disbursed in 2021.

With the commencement of large civil works contracts soon in Component 1&2, some key actions from Environmental aspects need to be implemented very quickly. These issues include revision of the Dam safety report and the mangrove compensatory plan. MRVC is actively working on them and will submit the revised reports in the next quarter.

Regarding land acquisition, 77% of land acquisition was completed from government land transfer and direct purchase of private land. The remaining private lands (around 60 Ha) plan to be acquired through compulsory land acquisition based on Railway Act 2008. The notifications were published in the Gazette of India and newspapers in March 2021. It is expect the compulsory land acquisition process will last for about at least six months. The proposals of land acquisition of forest land (around 10 Ha) were submitted to the government office for approval in March 2021. It is confirmed from MRVC that the on-going land acquisition process will not delay the construction in the next 6 months, since contractors have enough available lands to work on based on the implementation plan.

Components	Physical Progress	Environmental & Social Compliance	Procurement
Component 1: Quadrupling of Virar-Dhanu Road Corridor [USD 511 million]	2 civil works contracts were awarded, but with limited physical progress due to COVID situation	No issue	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.	No issues	No issue
Component 3: Midsection Trespass Control [USD 79 million]	4 contracts were awarded. All of them are under implementation. 53% of the boundary walls have been contracted, and 6 Fly-over bridges have been built.	No issues	No issue
Component 4: Institutional Strengthening, Capacity Building and Technical Assistance [USD 8.75 million]	19 contracts have been awarded and are under implementation.	N/A	No issue

Financial Management:

Currently FM system preforms well. The first un-audited financial report was submitted on time in Feb 2021. The second un-audited financial report was submitted in May 2021. These reports are complete and acceptable to the Bank. There are no significant concerns noted.

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). The client has been maintaining a comprehensive GRM logging table, and keeps tracking all the GRMs and responses. Till the end of March 2021, the number of total grievances received by the GRM is 167 cases, and all of them have been successfully resolved.

7. Results Monitoring

Since the project was declared effectiveness at the end of October 2020, the physical progress is limited.

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

Project Objective Indicators #1

Average daily ridership - Virar-Dahanu Road Station (number of passengers)

Year	Target	Actual	Others, if any
Dec. 31, 2019	N/A	95100	Baseline
Dec. 31, 2020	N/A	N/A	
Dec. 31, 2021	N/A	To be completed when due	
Dec. 31, 2022	N/A	To be completed when due	

Dec. 31, 2023	N/A	To be completed when due	
Dec. 31, 2024	N/A	To be completed when due	
Oct. 31, 2025	467000	To be completed when due	End Target

Project Objective Indicators #2

Average daily ridership - Panvel-Karjat Station (number of passengers)

Year	Target	Actual	Others, if any
Dec. 31, 2019	N/A	0	Baseline
Dec. 31, 2020	N/A	N/A	
Dec. 31, 2021	N/A	To be completed when due	
Dec. 31, 2022	N/A	To be completed when due	
Dec. 31, 2023	N/A	To be completed when due	
Dec. 31, 2024	N/A	To be completed when due	
Oct. 31, 2025	238000	To be completed when due	End Target

Project Objective Indicators #3

Reduced Journey Time - Virar-Dahanu Road Station (minutes)

Year	Target	Actual	Others, if any
Dec. 31, 2019	N/A	80	Baseline
Dec. 31, 2020	N/A	N/A	
Dec. 31, 2021	N/A	To be completed when due	
Dec. 31, 2022	N/A	To be completed when due	
Dec. 31, 2023	N/A	To be completed when due	
Dec. 31, 2024	N/A	To be completed when due	
Oct. 31, 2025	76	To be completed when due	End Target

Project Objective Indicators #4

Reduced Journey Time - CSTM-Karjat Station(minutes)

Year	Target	Actual	Others, if any
Dec. 31, 2019	N/A	139	Baseline
Dec. 31, 2020	N/A	N/A	
Dec. 31, 2021	N/A	To be completed when due	
Dec. 31, 2022	N/A	To be completed when due	
Dec. 31, 2023	N/A	To be completed when due	
Dec. 31, 2024	N/A	To be completed when due	
Oct. 31, 2025	110	To be completed when due	End Target

Project Objective Indicators #5

Reduction in accidents caused by trespassing in selected locations (percentage)

Year	Target	Actual	Others, if any
Dec. 31, 2019	N/A	0	Baseline
Dec. 31, 2020	N/A	N/A	

Dec. 31, 2021	N/A	To be completed when due	
Dec. 31, 2022	N/A	To be completed when due	
Dec. 31, 2023	N/A	To be completed when due	
Dec. 31, 2024	70	To be completed when due	End Target

Project Objective Indicators #6

Percentage of female passengers neutral toward, satisfied or very satisfied with station facilities and services (percentage)

Year	Target	Actual	Others, if any
Dec. 31, 2019	N/A	54.8	Baseline
Dec. 31, 2020	N/A	N/A	
Dec. 31, 2021	N/A	To be completed when due	
Dec. 31, 2022	N/A	To be completed when due	
Dec. 31, 2023	N/A	To be completed when due	
Dec. 31, 2024	N/A	To be completed when due	
Oct. 31, 2025	80	To be completed when due	End Target

Intermediate Result Indicators #1

Construction of Quadrupling of Virar-Dahanu Road Station (percentage)

Year	Target	Actual	Others, if any
Dec. 31, 2019	N/A	0	Baseline
Dec. 31, 2020	5	0	
Dec. 31, 2021	20	To be completed when due	
Dec. 31, 2022	45	To be completed when due	
Dec. 31, 2023	70	To be completed when due	
Dec. 31, 2024	100	To be completed when due	End Target

Intermediate Result Indicators #2

Construction of Panvel-Karjat station corridor (percentage)

Year	Target	Actual	Others, if any
Dec. 31, 2019	N/A	0	Baseline
Dec. 31, 2020	5	0	
Dec. 31, 2021	20	To be completed when due	
Dec. 31, 2022	45	To be completed when due	
Dec. 31, 2023	70	To be completed when due	
Dec. 31, 2024	100	To be completed when due	End Target

Intermediate Result Indicators #3

Construction of trespass control measures (number)

Year	Target	Actual	Others, if any
Dec. 31, 2019	N/A	0	Baseline
Dec. 31, 2020	0	0	

Dec. 31, 2021	0	To be completed when due	
Dec. 31, 2022	12	To be completed when due	
Dec. 31, 2023	36	To be completed when due	
Dec. 31, 2024	36	To be completed when due	End Target

Intermediate Result Indicators #4

Average trip length - Virar - Dahanu Road (km)

Year	Target	Actual	Others, if any
Dec. 31, 2019	N/A	30	Baseline
Dec. 31, 2020	N/A	N/A	
Dec. 31, 2021	N/A	To be completed when due	
Dec. 31, 2022	N/A	To be completed when due	
Dec. 31, 2023	N/A	To be completed when due	
Dec. 31, 2024	N/A	To be completed when due	
Oct. 31, 2025	30	To be completed when due	End Target

Intermediate Result Indicators #5

Average trip length - Panvel-Karjat (km)

Year	Target	Actual	Others, if any
Dec. 31, 2019	N/A	0	Baseline
Dec. 31, 2020	N/A	N/A	
Dec. 1, 2021	N/A	To be completed when due	
Dec. 31, 2022	N/A	To be completed when due	
Dec. 31, 2023	N/A	To be completed when due	
Dec. 31, 2024	N/A	To be completed when due	
Oct. 31, 2025	26	To be completed when due	End Target

Remarks: For most of the Project Objective Indicators, the results will be surveyed at the first year of operation of these lines; therefore, N/A is shown in the table above.