

## India : Mumbai Urban Transport Project - Phase III (MUTP)

### 1. Project Information

Project ID:	P000228	Instrument ID:	L0228A
Member:	India	Region:	Southern Asia
Sector:	Transport	Sub-sector:	Urban transport
Instrument type:	<input checked="" type="checkbox"/> Loan:500.00 US Dollar million <input type="checkbox"/> Guarantee	Co-financier(s):	
ES category:	A	Borrowing Entity:	Ministry of Finance, India
Implementing Entity:	Mumbai Railway Vikas Corporation		
Project Team Leader:	Weimin Zhou (Responsible DG: Rajat Misra; Responsible Department; INF1)		
Project Team Members:	Jyosyula Siva Rama Krishna Sastry, OSD - Social Development Specialist; Bernardita Saez, Alternate Counsel; Gerardo Pio Parco, OSD - Environment Specialist; Jurminla Jurminla, OSD - Procurement Specialist; Shonell Robinson, OSD - Financial Management Specialist; Pilar Lopez Camacho, Back-up PTL; Chang Tian, Project admin		
Completed Site Visits by AIIB:	May, 2022 Hybrid (virtual and physical) project implementation support mission from May 9 to 12, 2022		
Planned Site Visits by AIIB:	Oct, 2022 Virtual Mission		
Current Red Flags Assigned:	1		
Current Monitoring Regime:	Regular Monitoring		
Previous Red Flags Assigned:	1		
Previous Red Flags Assigned Date:	2021/12		

### 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 (USD million)

Contract Awarded:	358.45	Cancellation (if any):	0.00
Disbursed:	38.64	Most recent disbursement (amount/date):	9.64/Aug. 04, 2022
Undisbursed:	461.36	Disbursement Ratio (%) <sup>1</sup> :	7.73

### 5. Project Implementation Update

In general, the project implementation is progressing. After the project effectiveness, the implementation experienced delays due to the COVID pandemic, it started picking up in Q4 2021. In the year 2022, there has been substantial physical progress in the civil works under Component 1 and Component 2. The Component 3 Mid-section Trespass Control has made a solid progress, 16 Foot Over Bridges (Fobs) out of 36 have been successfully completed and commissioned. In the Component 4 of Institutional capacity building, 24 consultancies studies out of 27 have been awarded and are in progress. The procurement has been performing smoothly following the procurement plan. The procurement plan includes 59 contacts, among which 37 contracts (USD 358.45 million) have already been awarded.

By the end of August 2022, the disbursement reached to USD 38.64 m, in which USD 26.43 m was disbursed in 2022 demonstrating good implementation progress in 2022 compared to previous years. However, it is noted that the work progress delay experienced in the first two years of the implementation (about one-year delay) has not been caught up yet. With the post-COVID normalized project implementation, AIIB team advised the implementing agency to update the implementation plan, which will be reviewed in the planned upcoming mission in October 2022, and shortfalls will be further discussed and assessed. Furthermore, AIIB team plans to carry out the mid-term project review mission during the Q1 2023 to have a comprehensive review on the project implementation progress and the proposed changes if any.

Regarding land acquisition, 86% of land acquisition was completed from government land transfer and direct purchase of private land. Land acquisition awards of the remaining private land (around 44 Ha) have been declared, but the payment transfer is delayed. MRVC informed that payments for the private land are expected to be completed by December 2022. The delay in payment transfer of land acquisition is mainly due to the short of

<sup>1</sup> Disbursement Ratio is defined as the volume (e.g. the dollar amount) of total disbursed amount as a percentage of the net committed volume.

counterpart funds, and it was reported that Government of Maharashtra (GoM) did not transfer required funds to MRVC in time. The DG of AIIB Infrastructure Investment Department Region 1 had contacted the chief secretary of GoM several times on this issue. It is reported GoM released Rs. 342 cr. (about USD 43 million) to MRVC in April 2022, but about USD 50 million counterpart funds from GoM is still pending. Although the remaining land acquisition is delayed, it is reported the construction currently will not be affected because there are sufficient available lands for construction in the at least next 6 months. The AIIB team is closely monitoring this issue. As per September 2022, MRVC informed that the delays on the payments of the counterpart funds are not affecting the project implementation.

Components	Physical Progress	Environmental & Social Compliance	Procurement
Component 1: Quadrupling of Virar-Dhanu Road Corridor [USD 511 million]	Approximate 3,13,000 cum earthwork done so far and 22 bridges are completed	The forest clearance was expected to be completed by Sept. 30, 2022.	4 contracts out of 14 in Component 1 are already awarded. All awarded contracts are large-value civil works contracts.
Component 2: New Suburban Railway Corridor between Panvel and Karjat [USD 397 million]	Approximate 6,30,000 cum earthwork done. Earthwork, bridges (25 nos.) and tunnel (3 nos.) works are in progress.	No issue	3 contracts out of 12 in Component 2 are awarded. All awarded contracts are large-value civil works contracts
Component 3: Midsection Trespass Control [USD 79 million]	16 Fly over bridges have been contracted and completed.	Due to the change of field situation, about 7 FOBs were replaced in new locations. The AIIB team has advised MRVC to update the Environment Assessment (EA) report of Mid-section trespass control by including the assessment on the new identified locations.	The remaining Fly Over Bridges are to be procured in 2023 and 2024.
Component 4: Institutional Strengthening, Capacity Building and Technical Assistance [USD 8.75 million]	N/A	N/A	24 contracts out of 27 have been awarded. 11 are completed and the remaining 13 are under implementation.

**Financial Management:**

No issue

**6. Status of the Grievance Redress Mechanism (GRM)**

MRVC established a two-tier project level GRM, maintains a comprehensive GRM logging table and keeps tracking all the GRMs and responses. Till the end of June 2022, total 240 grievances have been received through online and offline mode. Majority of grievances are concerned with revised joint measurement and fair compensation. All complaints on revised joint measurement, compensation, valuation, family dispute etc. have been satisfactorily addressed by MRVC through the Competent authorities.

**7. Results Monitoring**

The Quarterly Progress Report, Interim Unaudited Financial Report, and the Environment and Social Monitoring Reports were submitted to the Bank in a timely manner and deemed acceptable.

**Project Objective Indicators #1**

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

Year	Target	Actual	Comments, if any
Dec. 31, 2019	N/A	95100	Baseline
Dec. 31, 2020	N/A	N/A	
Dec. 31, 2021	N/A	N/A	This indicator will be measured after the first year of operation as defined in the Project Document.
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	Comments, if any
Dec. 31, 2019	N/A	0	Baseline
Dec. 31, 2020	N/A	N/A	
Dec. 31, 2021	N/A	N/A	This indicator will be measured after the first year of operation as defined in the Project Document.
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	Comments, if any
Dec. 31, 2019	N/A	80	Baseline
Dec. 31, 2020	N/A	N/A	
Dec. 31, 2021	N/A	N/A	This indicator will be measured after the first year of operation as defined in the Project Document.
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	Comments, if any
Dec. 31, 2019	N/A	139	Baseline
Dec. 31, 2020	N/A	N/A	
Dec. 31, 2021	N/A	N/A	This indicator will be measured after the first year of operation as defined in the Project Document.
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	Comments, if any
Dec. 31, 2019	N/A	0	Baseline
Dec. 31, 2020	N/A	N/A	
Dec. 31, 2021	N/A	N/A	This indicator will be measured after the first year of operation as defined in the Project Document.
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	Comments, if any
Dec. 31, 2019	N/A	54.8	Baseline
Dec. 31, 2020	N/A	N/A	
Dec. 31, 2021	N/A	N/A	This indicator will be measured after the first year of operation as defined in the Project Document.
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	Comments, if any
Dec. 31, 2019	N/A	0	Baseline
Dec. 31, 2020	5	0	
Dec. 31, 2021	20	5	
Dec. 31, 2022	45	7	As per June 2022, the construction of 7 km is completed. Whether the annual target is reached will be assessed in the next PIMR.
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	Comments, if any
Dec. 31, 2019	N/A	0	Baseline
Dec. 31, 2020	5	0	
Dec. 31, 2021	20	5	
Dec. 31, 2022	45	10	As per June 2022, the construction of 7 km is completed. Whether the annual target is reached will be assessed in the next PIMR.
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	Comments, if any
Dec. 31, 2019	N/A	0	Baseline
Dec. 31, 2020	0	0	
Dec. 31, 2021	0	2	
Dec. 31, 2022	12	16	As per June 2022, the construction of 7 km is completed. Whether the annual target is reached will be assessed in the next PIMR.
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	Comments, if any
Dec. 31, 2019	N/A	30	Baseline
Dec. 31, 2020	N/A	N/A	
Dec. 31, 2021	N/A	N/A	This indicator will be measured after the first year of operation as defined in the Project Document.
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	Comments, if any
Dec. 31, 2019	N/A	0	Baseline
Dec. 31, 2020	N/A	N/A	
Dec. 02, 2021	N/A	N/A	This indicator will be measured after the first year of operation as defined in the Project Document.
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.