



India: Jharkhand State Roads Project

Project Name	Jharkhand State Roads Project
Project Number	40005-013
Country	India
Project Status	Active
Project Type / Modality of Assistance	Loan
Source of Funding / Amount	Loan 2594-IND: Jharkhand State Roads Project Ordinary capital resources US\$ 174.00 million
Strategic Agendas	Inclusive economic growth
Drivers of Change	Governance and capacity development
Sector / Subsector	Transport - Road transport (non-urban)
Gender Equity and Mainstreaming	Some gender elements
Description	<p>The Project will rehabilitate and improve a 311 kilometer (km) state road from Govindpur to Sahebganj (via Jamtara, Dumka, and Barhet) to a two-lane standard. The improved road will become a backbone of the northeastern part of the state, and connect it to National Highway 2 (NH2), the state's main highway, and to the larger national highway network.</p> <p>The Project will also enhance the project management skills of the officials of the Road Construction Department (RCD) of the state government of Jharkhand (GOJH) through involvement in activities that are central to project management, such as project design, implementation planning, procurement, land acquisition, resettlement and rehabilitation, environmental management, utility shifting, contract management, and financial management. This will be replicated by RCD for future road improvement projects.</p>
Project Rationale and Linkage to Country/Regional Strategy	<p>Jharkhand is one of four states in India with a poverty incidence above 40%. It was created in 2000 out of the southern half of the state of Bihar, and a high proportion of its population is tribal. Socioeconomic indicators reveal that significant improvements are needed in terms of income, literacy, health, and access to basic amenities.</p> <p>Jharkhand has prominent industrial cities, due to its abundant natural and mineral resources, but also has the highest rural poverty incidence in India. Industrial activities are concentrated in the area south of NH2, which connects Delhi to Kolkata and forms part of the core national transport network called the golden quadrilateral. The area to the north of NH2 lacks major industrial activities despite its rich mineral reserves. The poor quality of the road infrastructure is one factor constraining the development of this part of the state.</p> <p>The Project proposes to address the disparities within Jharkhand by providing a good transportation network in a hitherto neglected area, and will contribute to reducing interstate disparities in India, which is one of the key goals of the Government's 11th Five Year Plan for 2007-2012.</p>
Impact	Improved surface transport accessibility in the State of Jharkhand

Project Outcome

Description of Outcome	Improved mobility and accessibility in the project area
Progress Toward Outcome	Travel time and vehicle operating costs will be reduced once the project roads are completed.
Implementation Progress	
Description of Project Outputs	Rehabilitated and improved state roads Systems for improved project management

Status of Implementation Progress (Outputs, Activities, and Issues)	<p>The overall progress has improved. Past slow progress was mainly due to acute cash flow of contractors. Government of Jharkhand has implemented certain measures, with approval of State Cabinet, for easing cash flow and accelerating the progress of project.</p> <p>The Ministry of Environment and Forests issued Stage I clearance in January 2013, Stage II clearance in October 2013 and the final Stage III Clearance in August 2014. Permissions for 2 Railway Over Bridges are granted by railway authorities. The project is nearing completion.</p> <p>The management information system (MIS) is operational.</p>
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Geographical Location

Summary of Environmental and Social Aspects

Environmental Aspects	Forestry clearance for removal of trees in forest areas is also received by RCD, tree felling is also complete. The consultants are monitoring the implementation of EMP.
Involuntary Resettlement	<p>(i) Two RP implementation NGOs have been mobilized. The NGOs have submitted the inception reports for all the four packages.</p> <p>(ii) The activities of land acquisition and resettlement are in near completion.</p>
Indigenous Peoples	

Stakeholder Communication, Participation, and Consultation

During Project Design	Consultations and meetings with the project communities were organized during the course of the social analysis to ascertain their response to the construction of roads, their needs and demands from the Project, and any risks or concerns emerging from the Project. A total of 14 focus group discussions were organized during the course of the social assessment with local communities, and included men, women, farmers, indigenous people, Scheduled Castes, high-income groups, the poor, shopkeepers, truckers, etc., to ensure a comprehensive perspective was obtained on the Project and its impacts. Other key stakeholders, such as Panchayati Raj (local government) members (e.g., village head, village health workers, block development officers, health workers, and school teachers) were also consulted by means of key stakeholder discussions. In addition, consultations were also undertaken with the affected households and communities during the course of the resettlement census surveys undertaken for each of the Project's four packages. Details of these consultations are provided in the respective resettlement plans.
During Project Implementation	Social indicators, such as the number of households below poverty line, and improved access of the rural poor to social services and markets, will be monitored as part of reporting requirements under the project performance monitoring system.

Business Opportunities

Consulting Services	Consultants under the Project was recruited in accordance with ADB's Guidelines on the Use of Consultants (2007, as amended from time to time). The Road Construction Department (RCD) hired SMEC Intl Pty Ltd. in Assoc with SMEC (India) Pvt Ltd and RODIC Consultnat Pvt Ltd as the Construction Supervision Consultant (CSC) to assume the role of the "Engineer" for the civil works Contracts and designated one of its full time directors for this purpose. CSC was selected using quality- and cost-based selection procedure with a quality cost ratio of 80:20.
Procurement	All procurement financed under the loan was carried out in accordance with ADB's Procurement Guidelines (2007, as amended from time to time). International competitive bidding (ICB) was used for all four civil works contracts. National competitive bidding (NCB) for goods will be used for supply contracts estimated at \$100,000 to \$1.0 million and Shopping will be used for contracts worth less than \$100,000. Advanced contracting and retroactive financing was used to facilitate rapid implementation.

Responsible Staff

Responsible ADB Officer	Bajaj, Arun
Responsible ADB Department	South Asia Department
Responsible ADB Division	India Resident Mission
Executing Agencies	<p>Road Construction Department, Gov't. of Jharkhand</p> <p>ADB4814JH@GMAIL.COM</p> <p>Room No. 222, Project Building</p> <p>HEC Campus, Ranchi</p> <p>Jharkhand, India</p>

Timetable

Concept Clearance	28 Jul 2008
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Fact Finding	30 Jul 2008 to 01 Aug 2008
MRM	27 Mar 2009
Approval	02 Dec 2009
Last Review Mission	-
PDS Creation Date	06 Mar 2009
Last PDS Update	15 Mar 2017

Loan 2594-IND

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
02 Dec 2009	16 Jul 2010	21 Sep 2010	31 Dec 2014	31 Jul 2017	-

Financing Plan		Loan Utilization			
	Total (Amount in US\$ million)	Date	ADB	Others	Net Percentage
Project Cost	214.00	Cumulative Contract Awards			
ADB	174.00	02 Dec 2009	173.53	0.00	100%
Counterpart	40.00	Cumulative Disbursements			
Cofinancing	0.00	02 Dec 2009	154.66	0.00	89%

Status of Covenants						
Category	Sector	Safeguards	Social	Financial	Economic	Others
Rating	Satisfactory	-	-	-	-	Satisfactory

Project Page	https://www.adb.org/projects/40005-013/main
Request for Information	http://www.adb.org/forms/request-information-form?subject=40005-013
Date Generated	18 April 2017

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