



India: Uttar Pradesh Major District Roads Improvement Project

Project Name	Uttar Pradesh Major District Roads Improvement Project
Project Number	43574-025
Country	India
Project Status	Approved
Project Type / Modality of Assistance	Loan
Source of Funding / Amount	Loan 3386-IND: Uttar Pradesh Major District Roads Improvement Project Ordinary capital resources US\$ 300.00 million
Strategic Agendas	Environmentally sustainable growth Inclusive economic growth
Drivers of Change	Private sector development
Sector / Subsector	Transport - Road transport (non-urban)
Gender Equity and Mainstreaming	Some gender elements
Description	The project will improve about 430 kilometers (km) of major district roads (MDRs) in the state of Uttar Pradesh, in line with the Strategic Core Road Network Master Plan for Uttar Pradesh. It will involve upgrading of MDRs depending on traffic requirements; reconstruction, widening and strengthening of culverts and bridges; and maintenance of the improved road assets for 5 years after construction. The project will also conduct a road safety audit of the MDRs on the core road network (CRN) and initiate remedial measures at identified critical locations.
Project Rationale and Linkage to Country/Regional Strategy	Despite accounting for just 7% of India's geographic area, Uttar Pradesh is home to about 200 million (or 16%) of the national population, making it the country's most populous state. It is also one of India's poorest states. Although Uttar Pradesh contributes about 8.5% to the country's gross domestic product, its per capita income is less than half the national average. Uttar Pradesh also has the largest rural population in the country. Almost 80% of its population lives in rural areas, where agriculture is the main economic activity and contributes 46% to the state's income. Given the dispersed nature of industrial development, the road network is a critical economic infrastructure. Uttar Pradesh's total road network is about 300,000 km, and the road density per 100,000 people is 104 km against a national average of 142 km. About 40% of its road network is rated poor to very poor, and only 13% is rated good. About 58% of this network has road width of less than 5.5 meters and barely 5% is wider than two lanes. If appropriate road capacity metrics are used, only 35% of national highways and 60% of state highways have comfortable capacity utilization, while the rest need capacity augmentation such as widening.
Impact	Mobility and accessibility improved

Project Outcome

Description of Outcome	Efficiency and safety of road transport for people and goods in the state of Uttar Pradesh is improved
Progress Toward Outcome	
Implementation Progress	
Description of Project Outputs	MDRs, designed to all-weather standards and road safety, reconstructed and rehabilitated Road maintenance and asset management improved Road safety of MDRs in the CRN audited and safety features installed
Status of Implementation Progress (Outputs, Activities, and Issues)	

Safeguard Categories

Environment	B
Involuntary Resettlement	A
Indigenous Peoples	C

Summary of Environmental and Social Aspects

Environmental Aspects	The scope of works under the sample subprojects involves improvement and maintenance of existing major district roads. There is adequate right of way available for all subprojects and no significant, long term, or irreversible environmental impacts are expected. None of the roads fall inside environmentally sensitive areas. Therefore, the subprojects have been categorized B in accordance with ADB's Safeguard Policy Statement (2009, SPS). A single initial environmental examination (IEE) report has been prepared containing road-specific environment management plans (EMPs) in accordance with the ADB SPS (2009) and will be disclosed on the ADB website. Anticipated environmental impacts under the subprojects entail typical road construction related issues such as generation of dust, noise, exhaust, waste from construction and worker camps, water contamination, occupational health and safety, erosion and siltation. Mitigation measures to address these have been included in the EMPs. The mandatory 1:2 compensatory plantation for the loss of avenue trees along UPPWD roads will be done. In addition, near locations of sensitive receptors such as schools, hospitals, and other areas identified in the IEE, additional plantation will be undertaken by the UPPWD with the consent of concerned land owners and jurisdictional district forest offices, to minimize environmental impacts from the road improvements. The cost of the additional plantation is included in the civil works contract. The road-specific EMPs will form part of the bidding documents. Meaningful consultations have been conducted during the project preparation stage and all concerns of the affected persons and stakeholders have been incorporated in the IEE and the EMPs. These consultations were represented by key environmental agencies, roadside communities, and non-government organizations. An integrated social and environmental Grievance Redress Mechanism will be constituted to continue receiving feedback and complaints, if any, from affected parties and addressing them during the construction stage and operation stage.
Involuntary Resettlement	The project is categorized as A' as per ADB's Safeguards Policy Statement (2009). 976 non-titled households are expected to be affected by the project for a total number of 7,103 people. The Right of Way ownership of UPPWD for all road corridors has been verified with the local Land Revenue Records Department and the project does not require private land acquisition. Road designs have been modified to avoid resettlement impacts to the extent possible. Overall, impacts will be limited to external sections of residential and commercial structures (i.e. verandahs, stairs, and balconies) without affecting the latter's viability. Only 27 households will be fully displaced, most of them losing their commercial structures. Seven (7) Resettlement Plans (RPs) and one (1) Due Diligence Report have been prepared. Affected persons will be compensated at replacement cost and provided with relocation, reconstruction and income restoration assistance. Special measures have been integrated for vulnerable households.
Indigenous Peoples	The project is categorized C in accordance with ADB's Safeguard Policy Statement. Uttar Pradesh has a low tribal population, representing only 1.1% of its total population. The census survey confirmed that the project will have minor impacts on five Scheduled Tribe households, but will not involve physical relocation.

Stakeholder Communication, Participation, and Consultation

During Project Design	During the preparation of the project, civil society was actively consulted and participated in improving the road designs. During implementation, civil society will continue to be informed and consulted. A representative from the community will be a member of the Grievance Redress Committee at the field level. No other specific role is envisaged.
During Project Implementation	Meaningful consultation and social surveys were conducted along all project roads which included 34 public meetings, 58 Focus Group Discussions (FGDs) with women, farmers and the business community, as well as one-on-one interviews. Overall, 1665 road residents participated to the consultations described above and over 900 households were surveyed. The key objectives of the consultations were to increase awareness about the project, inform road residents about the grievance mechanism, find out the needs and concerns of the communities and obtain suggestions to enhance the project's benefits and mitigate its negative impacts. As much as possible, the road residents' suggestions were integrated into the roads' design. For example, covered drains and bus shelters were integrated into the road designs at the request of residents. Moreover, several religious structures were also avoided as a result of the consultation process. Given that the project roads are scattered across the states, one NGO will be recruited to implement the Resettlement Plans (RPs) and conduct the community awareness activities on HIV/AIDS awareness, human trafficking and road safety. The NGO recruitment has already started. A standard public consultation and disclosure plan has been prepared for project road implementation and is included in the Annex of the RPs. It includes distributing the RP-specific leaflets, posting the contact information for the grievance committee and conducting information sessions at the onset of implementation and conduct consultation meetings to update road residents of civil work progress throughout implementation. This plan will be customized and updated by the PIU safeguards officer during implementation and monitored and reported on by the external monitor.

Business Opportunities

Consulting Services	All consultants will be recruited according to ADB's Guidelines on the Use of Consultants. Consulting services are required to facilitate project management and implementation. Construction Supervision Consultants (CSC) will be recruited, to be funded out of loan proceeds. Consulting firms will be engaged using the quality- and cost- based selection (QCBS) method with a standard quality:cost ratio of 80:20. Under advance action, consultant recruitment process is already completed.
Procurement	All works contracts will be procured following ADB's Procurement Guidelines. All civil works will be procured through national competitive bidding. E-procurement is essential for all works contracts in Uttar Pradesh, and will be used in this project. Under advance contracting, 5 works contract packages have been bid out and 4 are already awarded. It is anticipated that the balance 5 works contracts will be bid out by Q3/2017.

Responsible Staff

Responsible ADB Officer	Jagir Kumar
Responsible ADB Department	South Asia Department
Responsible ADB Division	India Resident Mission
Executing Agencies	Public Works Department, Government of Uttar Pradesh Government of Uttar Pradesh Lucknow India

Timetable

Concept Clearance	13 Aug 2013
Fact Finding	06 Jul 2015 to 22 Jul 2015
MRM	23 Nov 2015
Approval	14 Apr 2016
Last Review Mission	-
Last PDS Update	14 Mar 2017

Loan 3386-IND

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
14 Apr 2016	-	-	30 Sep 2021	-	-

Financing Plan			Loan Utilization			
	Total (Amount in US\$ million)		Date	ADB	Others	Net Percentage
Project Cost	428.00		Cumulative Contract Awards			
ADB	300.00		14 Apr 2016	0.00	0.00	0%
Counterpart	128.00		Cumulative Disbursements			
Cofinancing	0.00		14 Apr 2016	0.00	0.00	0%

Project Page	https://www.adb.org/projects/43574-025/main
Request for Information	http://www.adb.org/forms/request-information-form?subject=43574-025
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