



Project Data Sheet

Project 56364-001

Project Name	Enhancing Connectivity and Resilience of the Madhya Pradesh Road Network Project	
Project Number	56364-001	
Country / Economy	India	
Project Status	Proposed	
Project Type / Modality of Assistance	Loan	
Source of Funding / Amount	Loan: Enhancing Connectivity and Climate Resilience in Madhya Pradesh State Highways	
	Ordinary capital resources	US\$ 175.00 million
Operational Priorities	OP1: Addressing remaining poverty and reducing inequalities OP2: Accelerating progress in gender equality OP3: Tackling climate change, building climate and disaster resilience, and enhancing environmental sustainability OP5: Promoting rural development and food security OP6: Strengthening governance and institutional capacity	
Sector / Subsector	Transport / Road transport (non-urban)	
Gender	Effective gender mainstreaming	
Description	The project will continue ADB's support in the development of Madhya Pradesh's road sector by (i) connecting the less developed rural population to the city and town centers or industrial corridors through upgrading about 500 kilometers of state highways and/or major district roads to two-lane standards; (ii) preparing the road sector development strategy focusing on emerging areas in the sector, including climate change resilience, low-carbon development pathway, and road safety; (iii) creating more opportunities, directly or indirectly, for the women in project influenced areas through enhanced accessibility to market and other social amenities, and in the sector with gender equality and social inclusion promoted in the workplace.	

Project Rationale and Linkage to Country/Regional Strategy	<p>Despite the recent economic growth, Madhya Pradesh is considered as one of the lagging states in India, with its fiscal year (FY) 2021 per capita NSDP less than 70% of the national gross domestic product per capita. About 36.7% of its population is considered multidimensionally poor, which is higher than the national average of 25.01% and ranked the fourth highest in India. The state government of Madhya Pradesh is promoting economic development through industrialization and private capital investment, such as the development of industrial nodes on the Delhi-Mumbai Industrial Corridor and in other industrial areas and growth centers. The state's large size, dependence on agriculture, and distributed industrial development make the transport infrastructure, in particular roads, a critical asset to facilitate further economic growth.</p> <p>Roads play a predominant role in Madhya Pradesh, with the network consisting of 8,853 km of national highways, 9,089 km of state highways, 23,401 km of major district roads, 27,313 km of other district roads, 30,691 km of urban roads, and 232,331 km of village roads. The lower-than-national average road density increases transport costs and limits possibilities of economic development. In addition to the relatively low density, the traffic movement in Madhya Pradesh is significantly restricted by its road network capacity, with 58% of the state highways and 80% of the MDRs in single- to intermediate-lane with 3.75 to 5.50 meters carriageway width.</p> <p>The state government envisioned to augment the capacity of the road network for seamless and faster connectivity across the state by connecting all division and district headquarters, major commercial cities, industrial towns, and places of tourist importance by four-lane or two-lane roads. Development of state highways and major district roads are done via public-private partnerships where possible. As of December 2022, the Madhya Pradesh Road Development Corporation Limited has improved 18,855 km of roads under different schemes, among which 6,146 km (32.6%) was completed under build-operate-transfer.</p> <p>With connectivity improved on the state road network, including enhanced safety features, balanced economic development in the state will be enabled. Gender and socially inclusive development will be fostered by providing better access to markets and basic services and promoting GESI at the workplace. More importantly, the transition to a low-carbon, inclusive, sustainable, and climate resilient road system will be supported through (i) sustainable maintenance of the assets through increased private sector involvement; (ii) identification and prioritization of critical road infrastructure to improve climate resilience, aligned to India's Nationally Determined Contributions; (iii) development of a decarbonization pathway for the state's road sector; and (iv) proactive identification and addressing of road safety risks for all road users through holistic road safety assessment.</p>
Impact	Accelerated and incremental growth supported by sustainable development in Madhya Pradesh achieved
Outcome	Road transport efficiency and safety improved across 13 districts in Madhya Pradesh
Outputs	<p>State highways and major district roads improved with climate and disaster resilient, EWCD and safety features</p> <p>Capacity of the state road sector enhanced</p> <p>Gender equality and social inclusion promoted in the communities in selected project districts</p>

Geographical Location Madhya Pradesh

Safeguard Categories

Environment B

Involuntary Resettlement B

Indigenous Peoples B

Summary of Environmental and Social Aspects

Environmental
Aspects

The project will fund the improvement of 13 existing roads, where the proposals will mainly follow existing alignments. None of these roads are located within eco-sensitive, protected, or key biodiversity areas, but some are located along reserved forests. Width will be mainly restricted to the existing carriageway in forest areas, but wildlife measures will be adopted where wildlife movement has been reported. Most impacts are typical of road construction of this scale and are mostly limited to the construction phase. Sensitive receptors have been identified and mitigation measures have been captured in the initial environmental examination (IEE) and road-specific environment management plans. MPRDC is well experienced in implementing ADB projects, with dedicated environmental staff. The independent engineer who will monitor day-to-day implementation will also have a dedicated, competent environment specialist to ensure compliance with ADB's Safeguard Policy Statement (2009), and applicable laws and regulations. The grievance redressal system of the project will follow the set-up notified in the previous loans. The findings of the environmental assessment as well as the proposed road improvement were discussed with stakeholders and affected communities in all project roads to gather their views and support the impact assessment process. Views and inputs from these consultations were incorporated in the IEE and in the design as much as feasible. The final IEEs and environment monitoring reports have been disclosed in ADB and MPRDC websites as well as in village offices. Environment monitoring reports will be submitted annually during construction and operation until the ADB Project Completion Report is prepared.

Involuntary Resettlement

The project minimizes involuntary resettlement impacts by keeping the widening of the roads within the existing right-of-way. It is anticipated that private land acquisition will not be required because road improvements will use the available right-of-way of existing roads. However, non-land assets of non-titled households and encroachers will be affected in 5 of the 13 project roads. It is estimated that 69 private structures belonging to 64 households (i.e., 359 persons) will be impacted. Out of the 64 project affected households, 51 households will experience not significant impacts while 13 households (i.e., 56 persons) will be impacted significantly by full physical displacement from residential structures. Of the total affected private structures, 41 structures are commercial, 24 are residential, and 4 are combined residential and commercial. Apart from private structures, 16 common property resources will be affected. The MPRDC has prepared five resettlement plans, one for each project road with involuntary resettlement impacts based on feasibility studies, social impact assessment, and consultations with various stakeholders. The resettlement plans have provisions on entitlements, grievance redress mechanism, budget, and institutional arrangements to ensure that resettlement plans are properly implemented. The MPRDC has the capacity to implement the resettlement activities adequately as it had already implemented similar road projects financed by ADB. The Environmental and Social Cell of MPRDC will be responsible for ensuring social safeguards compliance of project roads. The MPRDC will prepare semi-annual social monitoring reports and submit them to ADB for disclosure. The resettlement plans and combined resettlement plan and indigenous peoples plan have been disclosed in ADB and MPRDC websites as well as in village offices.

Indigenous Peoples

Two project roads, Shivpuri-Tongra Road in Shivpuri District and Samnapur-Gadasari Road in Dindori District will potentially affect eight scheduled tribe households through involuntary resettlement. They are nontitled households who live individually alongside the project roads. Apart from involuntary resettlement, no other potential adverse impacts on scheduled tribes are expected. The affected households and the larger scheduled tribe communities in the areas influenced by the project roads will benefit from better connectivity and access to livelihood, education, and health services in ways that will not harm their status as members of scheduled tribes. Therefore, no Indigenous People Plans are required for the project roads. And the potential adverse impacts on scheduled tribe households will be mitigated through provisions in the entitlement matrix. However, in Dindori District, which is a scheduled tribe district as per the Constitution of India because majority of the population belong to scheduled tribes, the MPRDC has prepared a combined resettlement plan and indigenous peoples plan for the Samnapur-Gadasari project road. It incorporates community development measures in consultation with villages benefiting from the project road. There is provision for the project implementation unit, consultants, and contractors to implement the measures. The MPRDC has the capacity to implement the combined plan and will prepare semi-annual social monitoring reports and submit them to ADB for disclosure.

Stakeholder Communication, Participation, and Consultation

During Project Design

Meaningful consultation with both road users and households who will potentially be adversely affected by road works is critical. The social development focal point and the gender expert of the project management unit, with the support of MPRDC and ADB consultants, led the consultation meetings, key informant interviews, and focus group discussions, actively seeking the views of poor and vulnerable and/or CSOs, and scoping the capacity of CSOs that could assist in delivering the road safety campaigns.

During Project Implementation Frequent communication and consultation with stakeholders will be continued during the project implementation.

Business Opportunities

Consulting Services The MPRDC will engage an independent engineer to serve as construction supervision consultant for the works contracts, a road sector development consultant mainly for capacity building activities, a GESI consultant to implement the GESI action plan, a road safety consultant, and a road asset management system consultant. Procurement of consulting services will follow ADB Procurement Policy (2017, as amended from time to time) and Procurement Regulations for ADB Borrowers (2017, as amended from time to time). Disbursement of the loan proceeds will follow ADB's Loan Disbursement Handbook (2022, as amended from time to time) and detailed arrangements agreed between the government and ADB.

Procurement MPRDC will procure all eight civil works packages on hybrid annuity model. Procurement of works and consulting services will follow ADB Procurement Policy (2017, as amended from time to time) and Procurement Regulations for ADB Borrowers (2017, as amended from time to time). Disbursement of the loan proceeds will follow ADB's Loan Disbursement Handbook (2022, as amended from time to time) and detailed arrangements agreed between the government and ADB.

Responsible ADB Officer Lu, Yang

Responsible ADB Department Sectors Group

Responsible ADB Division Transport Sector Office (SG-TRA)

Executing Agencies *Madhya Pradesh Road Development Corporation Ltd.*

Timetable

Concept Clearance 25 Apr 2023

Fact Finding 17 Apr 2023 to 21 Apr 2023

MRM 28 Jun 2023

Approval -

Last Review Mission -

Last PDS Update 28 Jun 2023

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