



## Second Tamil Nadu Road Sector Project (P143751)

SOUTH ASIA | India | Transport Global Practice |  
IBRD/IDA | Investment Project Financing | FY 2015 | Seq No: 11 | ARCHIVED on 18-May-2020 | ISR39394 |

Implementing Agencies: Government of Tamil Nadu, Republic of India

### Key Dates

#### Key Project Dates

Bank Approval Date: 28-Apr-2015

Effectiveness Date: 10-Jul-2015

Planned Mid Term Review Date: 31-Mar-2018

Actual Mid-Term Review Date: 20-Jul-2018

Original Closing Date: 30-Jun-2021

Revised Closing Date: 30-Jun-2021

### Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The project development objective is to increase road capacity, enhance quality of maintenance, improve safety and support institutional development of Tamil Nadu's core road network (CRN).

Has the Project Development Objective been changed since Board Approval of the Project Objective?

No

### Components Table

Name

Component A: Network Improvement:(Cost \$746.45 M)

Component B: Institutional Capacity Enhancement:(Cost \$11.00 M)

Component C: Road Safety:(Cost \$20.00 M)

### Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	<input type="checkbox"/> Satisfactory	<input type="checkbox"/> Satisfactory
Overall Implementation Progress (IP)	<input type="checkbox"/> Satisfactory	<input type="checkbox"/> Satisfactory
Overall Risk Rating	<input type="checkbox"/> Substantial	<input type="checkbox"/> Substantial

### Implementation Status and Key Decisions

The project consists of three components i.e. Network Improvement, Institutional Capacity Enhancement and Road Safety. The project has become effective in July 2015.

As part of the network improvement, \$275 million (about 90% of the total loan amount) will be utilized for (a) upgrading 430 km of roads to standard 2-lane configuration, through 10 EPC/Engineering Procurement Construction contracts, (b) upgrading of 145 km to 4-lane roads, through 3 PPP concessions, and (c) maintenance of 600 km of roads through 2 PBMC/Performance-based Maintenance Contracts.

9 out of the total 10 EPC contracts have been substantially completed. The works are also in progress in both the PBMC contracts and one PPP contract. One EPC contract (which was terminated) and two remaining PPP contracts have to be procured.

The other two components (i.e. Institutional Capacity Enhancement and Road Safety) are also in varying stages of implementation.





## Risks

### Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	☐ Low	☐ Low	☐ Low
Macroeconomic	☐ Moderate	☐ Moderate	☐ Substantial
Sector Strategies and Policies	☐ Moderate	☐ Substantial	☐ Moderate
Technical Design of Project or Program	☐ Moderate	☐ Moderate	☐ Moderate
Institutional Capacity for Implementation and Sustainability	☐ Substantial	☐ Moderate	☐ Moderate
Fiduciary	☐ Moderate	☐ Moderate	☐ Moderate
Environment and Social	☐ Substantial	☐ Substantial	☐ Substantial
Stakeholders	☐ Substantial	☐ Substantial	☐ Substantial
Other	--	--	--
Overall	☐ Moderate	☐ Substantial	☐ Substantial

## Results

### PDO Indicators by Objectives / Outcomes

increase road capacity, enhance quality of maintenance, improve safety

► Roads in good and fair condition as a share of total classified roads (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	35.60	48.60	48.60	45.00



Date	19-Dec-2014	20-Jul-2018	20-Jul-2018	30-Jun-2021
Comments:	State Highways: 54% Major District Roads: 43% Total Classified Roads: 48.6%			
<input type="checkbox"/> Size of the total classified network (Kilometers, Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	11,594.00	12,093.00	12,093.00	11,594.00
<input type="checkbox"/> Reduced average travel time per kilometer on project roads (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1.25 min.	1.19 min/km	1.19 min/km	1 min.
Date	19-Dec-2014	20-Jul-2018	20-Jul-2018	30-Jun-2021
Comments:	On the upgraded roads of about 400 km, the average travel time is 1.19 min/km			
<input type="checkbox"/> Reduced average Volume Operating Cost (VOC) on project roads (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Cars – 5.8 INR/km Trucks – 24 INR/km	Cars:5.21 INR/km Trucks:16.87 INR/km.	Cars:5.21 INR/km Trucks:16.87 INR/km.	Cars – 5 INR/km Trucks – 22 INR/km
Date	19-Dec-2014	20-Jul-2018	20-Jul-2018	30-Jun-2021
Comments:	On the upgraded roads of about 400 km, the average Vehicle Operating costs are as follows: Cars:5.21 INR/km Trucks:16 .87 INR/km.			
<input type="checkbox"/> No increase in number of annual fatalities from road accidents on Upgradation project roads (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	452 fatalities in 2014	447.00	447.00	No increase in fatalities
Date	19-Dec-2014	20-Jul-2018	20-Jul-2018	30-Jun-2021
Comments:	404 in the year 2014-15 393 in the year 2015-16 465 in the year 2016-17 447 in the year 2017-18			

### Intermediate Results Indicators by Components

Component A: Network Improvement



► Roads rehabilitated, Non-rural (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	400.00	422.00	600.00
Date	19-Dec-2014	20-Jul-2018	29-Nov-2019	30-Jun-2021
Comments:	Construction and rehabilitation of the project roads has progressed well, with 422 km of project roads now substantially completed.			
► Length of CRN developed using new contracting methods (such as EPC, PPP, and PBMC contracts ) (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	3,000.00	3,000.00	1,700.00
Date	19-Dec-2014	20-Jul-2018	20-Jul-2018	30-Jun-2021
Comments:	428 km of project roads are being developed using EPC contracts, with another 145 km through PPP annuity concession contracts, and 750 km through PBMC contracts. Multi-year PBMC contracts have been adopted for implementation on the wider road network outside the scope of the TNRSP Project. PBMC contracts are being implemented in 5 divisions of the Highways Department for a length of 1,564km of State Highways and 1,382 km of Major District Roads.			
► Increase in number of HD circles that have implemented at least a large civil works contract under the new modes of contracting (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	5.00	5.00	5.00
Date	19-Dec-2014	20-Jul-2018	20-Jul-2018	30-Jun-2021
Comments:	5 HD field divisions are implementing large civil works contracts under new modes of contracting (PBMC) for improvement of some non-project roads.			
► Number of Project Affected Families that received full compensation and all R&R assistance (including % women) (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	8,150.00	8,150.00	9,000.00
Date	19-Dec-2014	20-Jul-2018	20-Jul-2018	30-Jun-2021
Comments:	So far, 8150 project affected families have received full compensation and R&R assistance. Out of these 22% are women.			
► Local labor among unskilled employment created under the works contracts (including women) (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	66.00	67.00	50.00
Date	19-Dec-2014	20-Jul-2018	21-Feb-2020	30-Jun-2021



Comments: To date, 607,885 person days of employment have been created and out of this, 67% are from local area, which exceeds the result indicator target of 50%. The proportion of women among unskilled employees by contractors is 7.5% and proposition among local labor is slightly lower with 6.3%.

► State Road Toll policy formulated (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	19-Dec-2014	20-Jul-2018	20-Jul-2018	30-Jun-2021

Component B: Institutional Capacity Enhancement

► Enhanced efficiency of HD to manage its road network (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	800.00	883.00	883.00	1,200.00
Date	19-Dec-2014	20-Jul-2018	20-Jul-2018	30-Jun-2021

Comments: State Highways, in Year 3 – 883 km (three-year average 983 km)  
State Highways + Major District Roads, in Year 3 – 1757 km (three-year average 1802 km)

► Capacity enhancement of HD staff (both HQ and field staff) undertaken for preparation and implementation of new methods of contracting (including % women trained) (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	50.00	75.00
Date	19-Dec-2014	20-Jul-2018	21-Feb-2020	30-Jun-2021

Comments: Consultants have been appointed to carry out the training needs assessment and draft reports have been submitted. Training of Trainers programs have been delivered to 31 trainers. Periodic training on key topics is being organized. Capacity enhancement has been demonstrated by the widespread adoption of new contracting methods.

► Reduced time in preparing, awarding and implementing projects (Months, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	48.00	48.00	48.00	36.00
Date	19-Dec-2014	20-Jul-2018	20-Jul-2018	30-Jun-2021

Comments: Status of large size projects is being maintained and data on implementation is being recorded by the Highways Department.

► Increased use of automated systems for strategic planning (Text, Custom)



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	To be Initiated	Collection of road condition data using Advanced Data Collection Equipment is ongoing for ODRs. For SHs, road condition data has not been updated since 2015. Road inventory data is being maintained in the system. PFMS implementation piloted in four circles. However, full functionality is not being used. Also, all projects in the four circles are not using PFMS.	Collection of road condition data using Advanced Data Collection Equipment is ongoing for ODRs. For SHs, road condition data has not been updated since 2015. Road inventory data is being maintained in the system. Internal discussion is underway on improving sustainability of road data collection process.	Road Management System mainstreamed for rationalizing road investments / maintenance.  PFMS mainstreamed in all Circles and used for monitoring and management of civil works
Date	19-Dec-2014	20-Jul-2018	21-Feb-2020	30-Jun-2021

Component C: Road Safety

► CRN (length) on which road safety related improvements carried out (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	1,100.00	1,100.00	1,700.00
Date	19-Dec-2014	20-Jul-2018	21-Feb-2020	30-Jun-2021

Comments:

By Year 3, road safety improvements have been carried out in about 1,100 km of CRN (i.e. project roads) apart from rectification of 2074 blackspots (on non-project roads). Road safety audits and iRAD assessments have been carried out on 528km of roads in Kanchipuram and Tiruvannamalai to identify and prioritise road safety improvements. .

► Key recommendations/actions as per State Road Safety Policy implemented (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	To be implemented	Helmet wearing has been made compulsory from July 1, 2015. More vigilant enforcement of this is being carried out. Various awareness programs are being conducted by various stakeholders. Proposal for creating road safety awareness for students in Kanchipuram district initiated. 103 engineers have been trained on road safety audit; 8 senior officials from Highways,	Second drafts of the updated Road Safety Policy and Road Safety Act have been submitted and are under review by state government. . Cross-sectoral collaboration between stakeholders is being adopted. Procurement of speed enforcement through Automatic Traffic Management System on East Coast Road	All major State Road Safety Policy actions implemented or initiated



		<p>Transport, Police, Health and Education departments have attended road safety management leadership program overseas; 19 officers from Highways, Transport and Police departments have been trained in road safety management at IRTE; officials have attended several seminars and conferences on road safety in India/overseas. A proposal for speed enforcement through Automatic Traffic Management System on East Coast Road has been initiated. Road Safety Policy being formulated. An inter-departmental committee has been established to decide on proposals received from districts and for related allocations from the Road Safety Fund.</p>	<p>has reached its final phase. 8 senior officials from Highways, Transport, Police, Health and Education departments have attended road safety management leadership program overseas; 19 officers from Highways, Transport and Police departments have been trained in road safety management at IRTE; Officials have attended several seminars and conferences on road safety in India/overseas.</p>	
Date	19-Dec-2014	20-Jul-2018	21-Feb-2020	30-Jun-2021

**Performance-Based Conditions**

**Data on Financial Performance**

**Disbursements (by loan)**

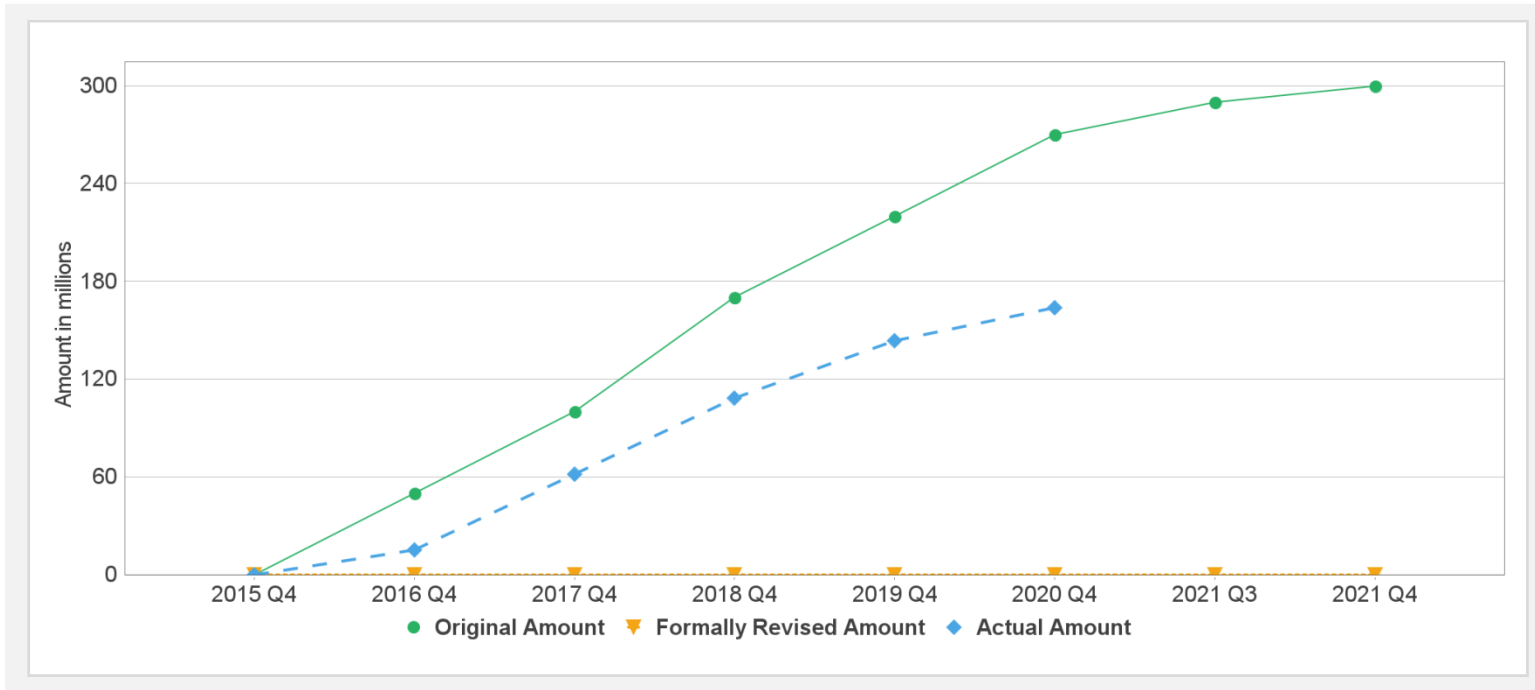
Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P143751	IBRD-84990	Effective	USD	300.00	300.00	0.00	164.43	135.57	55%

**Key Dates (by loan)**

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P143751	IBRD-84990	Effective	28-Apr-2015	28-May-2015	10-Jul-2015	30-Jun-2021	30-Jun-2021

**Cumulative Disbursements**





#### PBC Disbursement

PBC ID	PBC Type	Description	Coc	PBC Amount	Achievement Status	Disbursed amount in Coc	Disbursement % for PBC

#### Restructuring History

There has been no restructuring to date.

#### Related Project(s)

P172572-SECOND TAMIL NADU ROAD SECTOR PROJECT ADDITIONAL FINANCING