



Second Tamil Nadu Road Sector Project (P143751)

SOUTH ASIA | India | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2015 | Seq No: 9 | ARCHIVED on 08-Apr-2019 | ISR36499 |

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

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	● Satisfactory	● Satisfactory
Overall Implementation Progress (IP)	● Satisfactory	● Satisfactory
Overall Risk Rating	● Moderate	● Moderate

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	● Moderate
Sector Strategies and Policies	● Moderate	● Moderate	● 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	● Moderate	● Moderate

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%			
▲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
▶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 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			
▶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 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.			
▶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	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	400.00	600.00
Date	19-Dec-2014	20-Jul-2018	20-Jul-2018	30-Jun-2021
Comments:	Construction/rehabilitation of the project roads is in progress. Construction/rehabilitation of about 400 km of project roads has been 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:	About 400 km of project roads are being developed through EPC contracts, another 145 km through PPP annuity concessions, and 750 km through PBMC contracts. Multi-year PBMC contracts are being implemented outside the TNRSP project also. PBMC contracts are being implemented in 5 divisions of the Highways Department for a length of 1564 km of State Highways & 1382 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	66.00	50.00
Date	19-Dec-2014	20-Jul-2018	20-Jul-2018	30-Jun-2021
Comments:	Local labor (unskilled): 66% 0.51 million person-days of employment of till date 5.5% are women.			
►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	0.00	75.00
Date	19-Dec-2014	20-Jul-2018	20-Jul-2018	30-Jun-2021
Comments:	Procurement of consultants for carrying out the training needs assessment has recently (in July 2018) been completed. Capacity enhancement / training calendar is yet to be established. However, periodic training on some topics is being organized. Priority training on Change Management, Road Safety and PPPs being provided to HD officers.			

►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	Road Management System mainstreamed for rationalizing road investments / maintenance. PFMS mainstreamed in all Circles and used for monitoring and



			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.	management of civil works
Date	19-Dec-2014	20-Jul-2018	20-Jul-2018	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	20-Jul-2018	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).			
►Key recommendations/actions as per State Road Safety Policy implemented (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	To be implemented	--	<p>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, Transport, Police, Health and Education departments have attended road safety management leadership program overseas; 19 officers from Highways, Transport and Police departments have</p>	All major State Road Safety Policy actions implemented or initiated



			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.	
Date	19-Dec-2014	20-Jul-2018	20-Jul-2018	30-Jun-2021

Data on Financial Performance

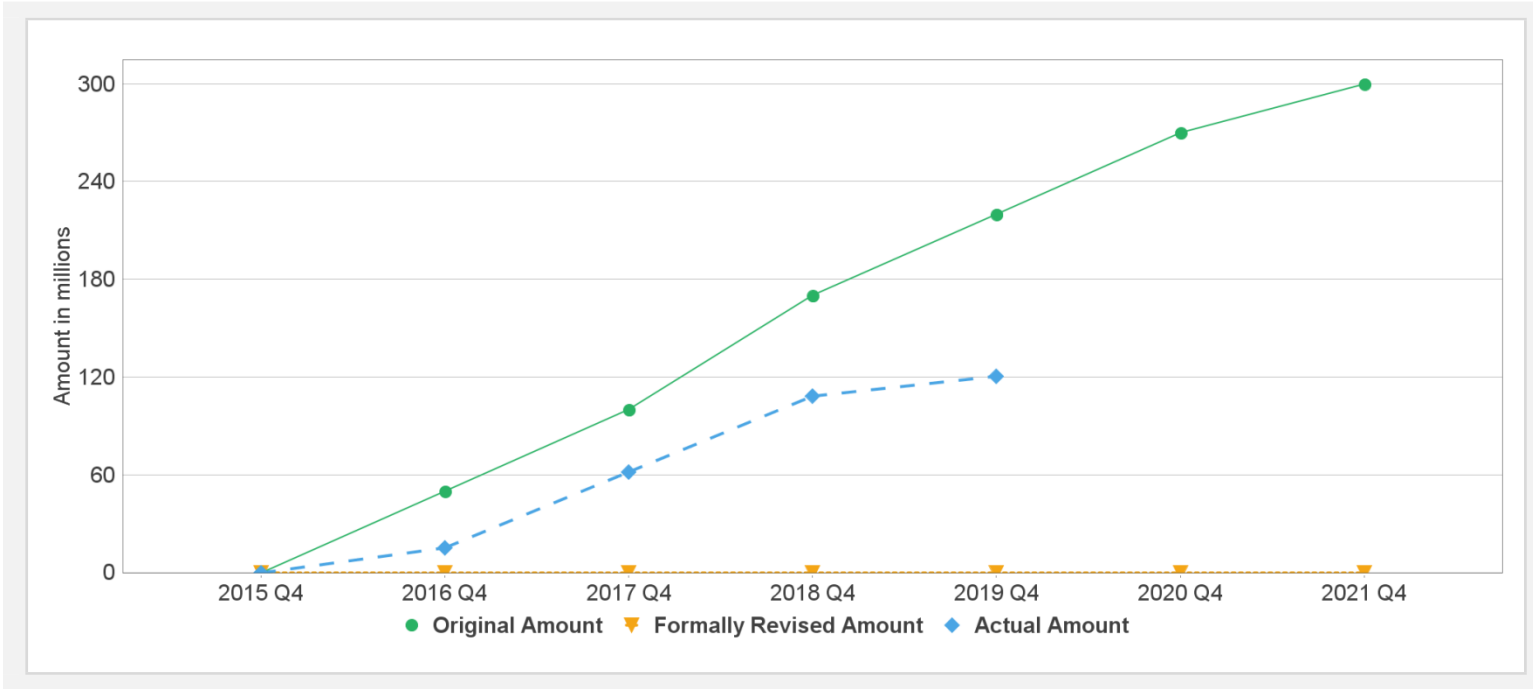
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P143751	IBRD-84990	Effective	USD	300.00	300.00	0.00	121.16	178.84	40%

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



Restructuring History

There has been no restructuring to date.

Related Project(s)

There are no related projects.