

**India : Chennai Metro Balance Corridor 5 Project****1. Project Information**

Project ID:	P000368	Instrument ID:	L0368A
Member:	India	Region:	Southern Asia
Sector:	Transport	Sub-sector:	Urban transport
Instrument type:	<input checked="" type="checkbox"/> Loan: 438.75 US Dollar million <input type="checkbox"/> Guarantee	Lead Co-financier(s):	
ES category:	A	Borrowing Entity:	Ministry of Finance, India
Implementing Entity:	Chennai Metro Rail Limited		
Project Team Leader:	Wenyu Gu		
Responsible DG:	Rajat Misra		
Responsible Department:	INF1		
Project Team Members:	Bernardita Saez, Project Counsel; Liu Yang, Alternate Counsel; Yi Geng, OSD - Financial Management Specialist; Jurminla Jurminla, OSD - Procurement Specialist; Jyosula Siva Rama Krishna Sastry, OSD - Environment & Social Development Specialist; Pilar Lopez Camacho, Back-up PTL; Chang Tian, Project admin		
Completed Site Visits by AIIB:	Aug, 2023 Implementation Support Mission		
Planned Site Visits by AIIB:	Mar, 2024 Planned next project implementation mission		
Current Red Flags Assigned:	0		
Current Monitoring Regime:	Regular Monitoring		
Previous Red Flags Assigned:			
Previous Red Flags Assigned Date:	N/A		

**2. Project Summary and Objectives**

The project aims to increase transport capacity and improve efficiency of northwest-south connectivity in the Chennai Metropolitan Area by expanding the Chennai metro system. The project spanning from Chennai Mofussil Bus Terminal (CMBT) to Okkiyam Thoraipakkam Metro Station, comprises the development of 24.04 kilometers with 23 elevated stations.

The project will be co-financed in parallel by AIIB, ADB, and with counterpart funding by Government of Tamil Nadu (GoTN).

The project components to be financed by AIIB (AIIB Supported Components) are:

Component 1. Construction of an elevated viaduct of 12.431 km length, between CMBT (excluded) and Ullagaram Metro Station, including special spans and construction of 12 elevated stations.

Component 2. Construction of an elevated viaduct of 11.61 km, between Ullagaram Metro Station (excluded) and Okkiyam Thoraipakkam Metro Station (excluded), including construction of 11 elevated stations.

The remaining components and their financing sources are as follows:

Component 3 by ADB. The electrical and mechanical works, traction and power supply, telecommunication.

Component 4 by GoTN. The general consultant, signaling, lift and escalators, permanent way, platform screen doors, and

others including overall state tax and the cost of land acquisition.

### 3. Key Dates

Approval:	Apr. 19, 2023	Signing:	Jun. 07, 2023
Effective:	Jul. 10, 2023	Restructured (if any):	
Orig. Closing:	Dec. 31, 2026	Rev. Closing (if any):	

### 4. Disbursement Summary (USD million)

Contract Awarded:	356.98	Cancellation (if any):	0.00
Disbursed:	1.10	Most recent disbursement (amount/date):	1.10/Jul. 10, 2023
Undisbursed:	437.65	Disbursement Ratio (%) <sup>1</sup> :	0.25

### 5. Project Implementation Update

The Project was approved by the Board on April 19, 2023, and the loan became effective on July 10, 2023. Overall, the project implementation progresses steadily. The civil works under Components A and B, which started at the beginning of 2022, are in full swing. As of the end of September 2023, the physical progress is 24.5%. The progress in 2022 experienced delays, but the physical progress is catching up as the land, utility shifting, and traffic diversion issues are mostly solved. As of September 2023, about 88% of the private land required for the project is acquired by CMRL while the remaining process is likely to be completed by the end of 2023. All government land has already been acquired. The delays experienced during the first year of the civil works are not expected to affect the target commissioning date of July 2025. The disbursement has not started yet, but the first disbursements shall take place by the end of 2023.

Components	Physical Progress	Environmental & Social Compliance	Procurement
Component 1. Construction of an elevated viaduct of 12.431 km length, between CMBT (excluded) and Ullagaram Metro Station, including special spans and construction of 12	This component comprises a single civil work package (ECV-02), which commenced on November 2021. As of the end of September 2023, the overall physical progress of ECV-02 is 21.04% , which has	As of September 2023, 89% of the private land required for this section (Koyambedu Grain Market Metro station to Ullagaram Metro Station) is acquired by CMRL while the remaining process is likely to be completed by the end of 2023. All the required government land has already been acquired.	There is a single package under this component which procurement process was completed at the end of 2021. The contractor is onboard.

<sup>1</sup> Disbursement Ratio is defined as the volume (e.g. the dollar amount) of total disbursed amount as a percentage of the net committed volume.

elevated stations	significantly increased within the past year (physical progress in June 2022: 2.5%).		
Component 2. Construction of an elevated viaduct of 11.61 km, between Ullagaram Metro Station (excluded) and Okkiyam Thoraipakkam Metro Station (excluded), including construction of 11 elevated stations.	This component comprises a single civil work package (ECV-03), which commenced on December 2021. As of the end of September 2023, the overall physical progress of ECV-03 is 28.2% , which has significantly increased within the past year (physical progress in June 2022: 2.75%).	As of September 2023, 81% of the private land required under this section (Ullagaram Viaduct to Elcot Viaduct) is acquired by CMRL while the remaining process is likely to be completed by the end of 2023. All the required government land is already acquired.	There is a single package under this component which procurement process was completed at the end of 2021. The contractor is onboard.

**Financial Management:**

During the recent mission, it is noted the finance team is qualified and competent to maintain the project's financial management system continuously. Government of Tamil Nadu has provided adequate and timely funds to CMRL for making due payments and CRML has necessary control procedures to verify contract payments to ensure proper usage of project funds. Total contract payments cumulated to INR 700 Crores and CMRL is initiating the reimbursement procedures.

**6. Status of the Grievance Redress Mechanism (GRM)**

A multi-tier Project-level Grievance Redress Mechanism (GRM) has been constituted for the overall project in line with the requirements of AIIB and ADB, building on the existing complaint mechanisms within CMRL. Communities and individuals including project contracted workers who believe that they are adversely affected by the Project will be able to submit complaints to the project-level GRM for their resolution. GRM has already been established at the contractor level for worker grievances. Information of established GRM as well as Project affected Peoples Mechanism (PPM) in local understandable language will be timely disclosed in an appropriate manner. By September 2023, 178 public grievances were submitted to CMRL, out of which 76 are accepted, 107 are rejected and 1 is pending.

**7. Results Monitoring (please refer to the full RMF, which can be found on the last page of this PIMR)**

The first Quarterly Progress Report was submitted by CMRL to the Bank in October, 2023 in timely manner.

**Remarks:**

Project Objective Indicators	Indicator level	Unit of Measure	Cumulative Target Values																	Frequency	Responsibility	Comments
			Baseline		2021		2022		2023		2024		2025		2026		End Target					
			Year	Value	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Year	Target	Actual			
Daily passengers	Project	Number	2021	0	0		N/A		N/A		N/A		N/A		661000			661000		First year of operation	CMRL	
Reduced journey time	Project	Minutes	2021	138	138		N/A		N/A		N/A		N/A		82			82		First year of operation	CMRL	

Project Intermediate Indicators	Indicator level	Unit of Measure	Cumulative Target Values																	Frequency	Responsibility	Comments
			Baseline		2021		2022		2023		2024		2025		2026		End Target					
			Year	Value	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Year	Target	Actual			
Employment during project operations stage, including depot, disaggregated by gender (30% of jobs are for women)	Project	Percentage	2021	0	0	N/A	N/A	N/A	N/A	N/A	N/A		N/A		30			30		First year of operation	CMRL	
Number of project stations designated to be fully operated by women	Project	Number	2021	0	0	N/A	N/A	N/A	N/A	N/A	N/A		N/A		2			2		First year of operation	CMRL	
Percentage of female passengers satisfied with station facilities and services during project operations stage	Project	Percentage	2021	0	0	N/A	N/A	N/A	N/A	N/A	N/A		N/A		75			75		First year of operation	CMRL	
Number of stations that incorporate all the following gender-friendly and universal accessibility features: (i) CCTV, (ii) nappy changing facility, (iii) accessible toilet for persons with disabilities and (iv)	Project	Number	2021	0	0	N/A	N/A	N/A	N/A	N/A	N/A		N/A		23			23		First year of operation	CMRL	

women's helpline number, (v) access ramps and (vi) lifts or escalator																						
Number of project staff trained on gender-sensitive transport project design and implementation	Project	Number	2021	0	0	N/A	N/A	N/A	N/A	N/A	N/A		N/A		50			50		First year of operation	CMRL	
Indian Green Building Council platinum rating for elevated stations	Project	Number	2021	0	0	N/A	N/A	N/A	N/A	N/A	N/A		N/A		23			23		Annually	CMRL	
Elevated viaducts constructed	Project	KM	2021	0	0	0	7		15	4	24.04		24.04		24.04			24.04		Annually	CMRL	This indicator will be updated at the end of the year.
Elevated stations constructed	Project	Number	2021	0	0	0	0	0	23		23		23		23			23		Annually	CMRL	