

Project Implementation Monitoring Report (#5)

Reporting Period From 2024/06 To 2024/11

India : Delhi-Meerut Regional Rapid Transit System Project

1. Project Information

Project ID:	P000352	Instrument ID:	L0352A
Member:	India	Region:	Southern Asia
Sector:	Transport	Sub-sector:	Urban transport
Instrument type:	<input checked="" type="checkbox"/> Loan:500.00 US Dollar million <input type="checkbox"/> Guarantee	Lead Co-financier (s):	Asian Development Bank
ES category:	A	Borrowing Entity:	Ministry of Finance, India
Implementing Entity:			
Project Team Leader:	Pilar Lopez Camacho		
Responsible DG:	Rajat Misra		
Responsible Department:	PSC1		
Project Team Members:	Andres Pizarro, Team Member; Christopher Damandl, Project Counsel; Liu Yang, Alternate Counsel; Chang Tian, Team Member; Amit Kumar, Co-PTL; Zixuan Xing, Team Member; Rui Xiang, SFD - Financial Management Specialist; Jingrong He, SFD - Procurement Specialist; Jyosyula Siva Rama Krishna Sastry, SFD - Environment & Social Development Specialist; Pilar Lopez Camacho, Back-up PTL; Chang Tian, Project admin		
Completed Site Visits by AIIB:	May, 2022 In May, the co-PTL, Amit Kumar, visited the implementing entity, National Capital Region Transport Corporation Ltd (NCRTC). Jun, 2022 VP Urjit Patel visited NCRTC. Dec, 2022 DG Rajat and co-PTL Amit Kumar visited NCRTC in December. May, 2023 AIIB conducted a joint mission with the Asian Development Bank (ADB) (physical) Feb, 2024 Head of Transport of Region 1 and the PTL of the Project visited NCRTC in February 2024. Jul, 2024 AIIB Project Team conducted a joint implementation supervision mission with ABD Project team (physical)		
Planned Site Visits by AIIB:	Jan, 2025 PTL will visit NCRTC in Q1 2025.		
Current Red Flags Assigned:	0		
Current Monitoring Regime:	Regular Monitoring		
Previous Red Flags Assigned:	0		
Previous Red Flags Assigned Date:	2024/05		

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2. Project Summary and Objectives

The Delhi–Meerut Regional Rapid Transit System (RRTS) Project is the first of the three RRTS corridors prioritized for implementation in the National Capital Region (NCR). The 82.15 km long corridor will connect Delhi to Meerut via Sahibabad, Ghaziabad, Muradnagar and Modinagar in the State of Uttar Pradesh.

The project includes financing the civil works for the viaduct (68.03 km) and tunnels (14.12 km) sections of the Delhi–Meerut RRTS corridor, the rail track with support structure, 25 stations, two maintenance depots, and the traction system. The signaling, control and telecom systems and rolling stock are not included in the project financing.

With a design speed of 180 km per hour and high frequency operations, the RRTS will reduce journey time from 3–4 hours from Delhi to Meerut to about 1 hour. About 20 km of the RRTS line from Partapur to Modipuram will be used to operate local transit services in Meerut. The project will provide safe, reliable and high-capacity commuter transit services between Delhi and Meerut, and help reduce road congestion, accidents and pollution. The project is expected to support balanced, inclusive and sustainable economic development in the region.

3. Key Dates

Approval:	Oct. 29, 2020	Signing:	Mar. 10, 2022
Effective:	Jun. 08, 2022	Restructured (if any):	
Orig. Closing:	Dec. 31, 2027	Rev. Closing (if any):	

4. Disbursement Summary (USD million)

Contract Awarded:		Cancellation (if any):	0.00
Disbursed:	445.45	Latest disbursement (amount/date):	0.98/Aug. 21, 2024
Undisbursed:	54.55	Disbursement Ratio (%) ¹ :	89.09

5. Project Implementation Update

The Delhi–Meerut RRTS Project continues to progress rapidly, achieving an overall physical progress of 80.3% as of September 2024, with over 95% of physical progress under ADB-AIIB financed contracts. An additional 8-km section extending from Modinagar (North) to Meerut South, is expected to be commissioned soon, complementing the existing 34-km operational section. The full 82-km RRTS corridor remains on track for commissioning by June 2025. The commissioning of Modipuram depot (second depot) is expected by December 2025. As of September 2024, the disbursement of the overall project stands at 74.7% in line with the overall physical progress.

Components	Physical Progress	Environmental & Social Compliance	Procurement
Civil Works	As indicated in the previous PIMR, the tunneling activities in the underground section of the entire	The Environmental Management Plan (EMP) for the project is included in the EIA report. NCRTC's Safety, Health, and Environment (SHE) is also a part of all contract	The procurement has been performing smoothly. As of September 2024, under ADB-AIIB financing, all 25 major contract packages (2

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

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	<p>corridor have already been successfully completed. The construction of elevated viaducts, including elevated stations, continue to progress in full swing. Since the previous PIMR, the supply of rails, bearings, and fastening systems was completed and the viaduct erection has progressed +14 points within the last 5 months, reaching a physical progress of 91%. Contract packages of architectural finishing, overhead traction, and track works are progressing.</p>	<p>agreements. Contract-specific EMP has been submitted by the respective contractors and duly approved by NCRTC. NCRTC continues to receive support for the implementation of the Resettlement Plan (RP) from the Centre for Market Research and Social Development Pvt. Ltd. as a Resettlement Implementation Support Agency (RISA). RISA is responsible to verify the information contained in RP and validate the same. Further, an External Monitor Consultant (one environment and one social expert) has been engaged to monitor the implementation of the environmental and social aspects of the project. During the last mission, ADB-AIIB team reviewed the status of the compliance of environmental, social, health, and safety aspects of ongoing construction work and noted all the Loan covenants are being complied with.</p>	<p>of them are excluded of AIIB financing) and 10 minor packages are awarded and under implementation. The procurement of one minor package is ongoing.</p>
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Financial Management:

NCRTC maintains accounts conforming to IndAS equivalent to IFRS. The Annual Audited Financial Statements and the Annual Report for Financial Year 2023 – 2024 are finalized and published on NCRTC’s website. NCRTC submitted the Audited Project Financial Statement for FY2023-2024 and it was deemed acceptable to ADB-AIIB

6. Status of the Grievance Redress Mechanism (GRM)

From January to September 2024, the Grievance Redress Committee (GRC) received 6 grievances. A cumulative total of 31 grievances have been received and are all resolved. Grievances received in 2024 around focused on issues related to access to land due to ongoing construction works. NCRTC has taken steps to address these concerns.

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

The overall responsibility for project monitoring is with NCRTC. The quarterly progress reports and the semi-annual environmental and social monitoring reports, as well as the GESI Action Plan status report, are prepared and submitted by NCRTC on a regular basis.

Remarks:

Project Objective Indicators	Indicator level	Unit of Measure	Cumulative Target Values																			Frequency	Responsibility	Comments		
			Baseline		2020		2021		2022		2023		2024		2025		2026		2027		End Target					
			Year	Value	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Year				Target	Actual
Travel time between Delhi-Meerut by train reduced to 1 hour	Project	Hour	2020		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2028	1		First year of operation	NCRTC	First year of operation
Carbon dioxide (CO2) reduced per annum	Project	Tons	2020		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2028	258,035		First year of operation	NCRTC	First year of operation
Share of riders including women and differently-abled persons that perceive RRTS to be accessible, safe, and reliable in user survey1	Project	%	2020		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2028	70%		First year of operation	NCRTC	First year of operation

Project Intermediate Indicators	Indicator level	Unit of Measure	Cumulative Target Values																			Frequency	Responsibility	Comments		
			Baseline		2020		2021		2022		2023		2024		2025		2026		2027		End Target					
			Year	Value	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Year				Target	Actual
Construction of elevated section (civil works), including stations with climate and disaster-resilient features and CCTV cameras installed	Project	%	2020	5	5	1	20	24	45	61	65	77	80	88.1	90		100		100		2028	100		Semi-annually	NCRTC	Results as of September 2024
Construction of underground section (civil works), including stations with	Project	%	2020	0	0	0	10	0	30	33	50	70	70	88.6	85		100		100		2028	100		Semi-annually	NCRTC	Results as of September 2024

