

Project Summary for Public Disclosure

Project Name	Delhi-Ghaziabad-Meerut Regional Rapid Transit System Project
Country	The Republic of India
Sector	Urban Development
Concept Approval Date	17 June 2020
Board Approval Date	29 September 2020
Total Project Cost	USD 3,759 million
Loan Amount	USD 500 million
Co-Financiers	The Project will be co-financed under parallel financing arrangements with Asian Development Bank (loan of USD 1,049 million) and Asian Infrastructure Investment Bank (loan of USD 500 million).
Borrower	The Republic of India
Implementing Agency	National Capital Region Transport Corporation Limited
Project Context	The National Capital Region (NCR) is among the world's largest urban agglomerations and a major economic center of India. Due to lack of efficient public transport options, the number of private vehicles in NCR has increased. The daily passenger traffic along the Delhi-Ghaziabad-Meerut corridor in NCR is estimated at 0.69 million, of which 63% utilize private vehicles for commuting. Due to traffic congestion, it can take about 3 to 4 hours to travel between Delhi and Meerut in Uttar Pradesh by road during peak hours. Rapid growth in vehicular traffic has made NCR one of the most polluted regions in the world. By 2030, NCR is projected to become the most populous urban agglomeration in the world, which will increase pressure on basic infrastructure such as housing, water supply, electricity and transport.
Project Objective	The objective of the Project is to develop an efficient and sustainable regional transport system to reduce congestion in Delhi, by offering people the alternative of settling in surrounding cities and being able to commute to Delhi through a fast, reliable, safe and comfortable public transport system. The Project will promote social inclusion and development, particularly for vulnerable groups, by improving mobility and accessibility to education and job opportunities.
Project Description	The Project comprises construction of a rapid rail corridor with a total length of 82.15 km, of which 68.03 km will be elevated and 14.12 km will be underground. The rail corridor will connect the National Capital Territory of Delhi with the cities of Ghaziabad and Meerut in Uttar

	<p>Pradesh. About 21 km of the corridor from Meerut South to Modipuram Depot will also be used to operate local transit services within Meerut City.</p> <p>The Regional Rapid Transit System will have a design speed of 180 km per hour and a maximum operating speed of 160 km per hour, with high frequency operations. This transit system will reduce the travel time from Delhi to Meerut to about an hour.</p>												
Expected Benefits	<p>The positive outcomes and impacts of the Project include: (i) increased passenger ridership; (ii) reduction in travel time; (iii) reduction in road congestion and vehicular emissions; (iv) enhanced travel comfort and safety; (v) increased economic activities through positive changes in travel patterns and efficiency; and (vi) balanced economic development from better regional mobility and connectivity. As the Project is expected to entail a modal shift of passenger transport from road to rail and reduce vehicular emissions, it could contribute to climate mitigation finance.</p>												
Environmental and Social Aspect	<p>The Project is Category “A” in line with NDB’s Environmental and Social Framework (ESF). E&S impacts during construction include land acquisition and resettlement, diversion of forest land, removal and transplantation of trees, community health and safety such as traffic disruption during construction, and noise and vibration impacts to communities along the alignment. E&S mitigation measures and resettlement framework have been developed in Project E&S studies in line with country systems and Asian Development Bank’s safeguard requirements, which materially comply with NDB’s ESF.</p>												
Financing Aspect	<p>The total cost of the Project is estimated at USD 3,759 million. The Project will be financed through loans of USD 2,049 million from NDB, ADB and AIIB, grant of USD 3 million from Japan Fund for Poverty Reduction administered by ADB and counterpart funds of USD 1,707 million from government and other sources.</p> <table border="1" data-bbox="502 1713 1436 1998"> <thead> <tr> <th data-bbox="502 1713 1125 1758">Source of Fund</th> <th data-bbox="1125 1713 1436 1758">Amount (USD million)</th> </tr> </thead> <tbody> <tr> <td data-bbox="502 1758 1125 1803">New Development Bank</td> <td data-bbox="1125 1758 1436 1803">500</td> </tr> <tr> <td data-bbox="502 1803 1125 1848">Asian Development Bank</td> <td data-bbox="1125 1803 1436 1848">1,049</td> </tr> <tr> <td data-bbox="502 1848 1125 1892">Asian Infrastructure Investment Bank</td> <td data-bbox="1125 1848 1436 1892">500</td> </tr> <tr> <td data-bbox="502 1892 1125 1937">Japan Fund for Poverty Reduction</td> <td data-bbox="1125 1892 1436 1937">3</td> </tr> <tr> <td data-bbox="502 1937 1125 1998">Government and other sources</td> <td data-bbox="1125 1937 1436 1998">1,707</td> </tr> </tbody> </table>	Source of Fund	Amount (USD million)	New Development Bank	500	Asian Development Bank	1,049	Asian Infrastructure Investment Bank	500	Japan Fund for Poverty Reduction	3	Government and other sources	1,707
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<p>Implementation</p>	<p>NDB has considered project implementation period until August 2027. Ministry of Housing & Urban Affairs of Government of India will be the Executing Agency and National Capital Region Transport Corporation Limited will be the Implementing Agency.</p>		
<p>Contacts</p>	<p>NDB</p> <p>Project Portfolio Management Department</p> <p>Deepanshu Sapra</p>	<p>Borrower</p> <p>Ministry of Finance of Government of India</p> <p>Dr. Prasanna V. Salian pv.salian@nic.in</p>	<p>Implementing Agency</p> <p>National Capital Region Transport Corporation Limited</p> <p>Rajiv Datt rajiv.datt@ncrtc.in</p>