



India Second Kerala State Transport Project (P130339)

SOUTH ASIA | India | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2013 | Seq No: 16 | ARCHIVED on 08-Jul-2019 | ISR37324 |

Implementing Agencies: Republic of India, Local Self Government Department, Public Works Department

Key Dates

Key Project Dates

Bank Approval Date: 14-May-2013	Effectiveness Date: 06-Sep-2013
Planned Mid Term Review Date: --	Actual Mid-Term Review Date: 16-Nov-2014
Original Closing Date: 30-Apr-2019	Revised Closing Date: 30-Apr-2021

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The project's development objective is to improve condition, traffic flow and road safety with a focus on vulnerable road users on selected roads in Kerala.

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

Yes

Board Approved Revised Project Development Objective (If project is formally restructured)

To improve condition, traffic flow and road safety with a focus on Vulnerable Road Users on selected roads in Kerala, and to enhance resilience to climate change and disaster risk.

Components

Name

Component A: Road Network Upgrading and Safety Improvement:(Cost \$333.00 M)
Component B: Road Safety Management:(Cost \$22.00 M)
Component C: Institutional Strengthening:(Cost \$10.00 M)
Component D: Climate and Disaster Resilience Enhancement:(Cost \$80.00 M)

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	● Moderately Unsatisfactory	● Moderately Satisfactory
Overall Implementation Progress (IP)	● Moderately Unsatisfactory	● Moderately Satisfactory
Overall Risk Rating	● Substantial	● Substantial

Implementation Status and Key Decisions

The overall progress of the civil works component of the first phase of the roads stands at 92% with 240 km works out of 260 km being fully completed. 2 packages are running behind the implementation schedule. The second phase roads covering a length of about 80km is being



procured and is expected to be awarded shortly. The work on the safe corridor under the project has achieved an overall progress of 81%. In addition to the above there are several institutional strengthening initiatives under different stages of implementation. Further to the above, the project is being restructured to seek an extension of about 24 months from its original closing date of April 30, 2019. In addition to the project closing date extension, this restructuring is to include some of the flood affected roads and some of the roads under the Local Self Government Department for rehabilitation. The restructuring is currently being processed by the Bank and is expected to be concluded soon



Risks

Systematic Operations Risk-rating Tool

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

Results

PDO Indicators by Objectives / Outcomes



Improve condition, traffic flow & road safety, enhance resilience to climate change & disaster risk				
► Direct project beneficiaries (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	13.40	14.15	14.15	14.80
Date	30-Apr-2013	24-Dec-2018	24-Dec-2018	30-Apr-2021
▲ Female beneficiaries (Percentage, Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	7.00	7.35	7.35	7.70
► A reduction of travel time on the improved project roads (3 priority corridors) (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	<p>Kasaragod to Kanjanghad: 29</p> <p>Pilathara to Pappinissery: 21</p> <p>Thalassery to Valavupara: 58</p>	<p>Kasaragod to Kanjanghad: Ch: 0.000 to 23.185; Time- 30'7"-31%</p> <p>Pilathara to Pappinissery: Ch: 0+000 to 17+900 (3 stretch), 16+290 km; Car-Time-19'13"-10%</p> <p>Thalassery to Valavupara: About 25 km completed, assessment should be done in Feb 2019 when about 45 km completion expected</p>	<p>Kasaragod to Kanjanghad: Ch: 0.000 to 23.185; Time- 30'7"-31%</p> <p>Pilathara to Pappinissery: Ch: 0+000 to 17+900 (3 stretch), 16+290 km; Car-Time-19'13"-10%</p> <p>Thalassery to Valavupara: About 25 km completed, assessment should be done in Feb 2019 when about 45 km completion expected</p>	<p>Kasaragod to Kanjanghad: 25</p> <p>Pilathara to Pappinissery: 19</p> <p>Thalassery to Valavupara: 50</p>
Date	23-Apr-2013	24-Dec-2018	24-Dec-2018	30-Apr-2021
► Improved riding quality of project roads (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	240.00	240.00	363.00
Date	23-Apr-2013	24-Dec-2018	24-Dec-2018	30-Apr-2021
► A reduction in annual fatality count of total and vulnerable road users on demonstration corridor (No. of fatalities/year of which women) (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	80.00	34.00	34.00	65.00
Date	23-Apr-2013	24-Dec-2018	24-Dec-2018	30-Apr-2021



Comments:	UG-1 Kasaragod – Kanhangad road (27+80);	6		
	UG-2 Pilathara – Pappinissery road (20+900);	9		
	UG-3A, 3B Thalassery – Valavupara road(54+000)	Work not progressed for assessment		
	UG-4 Chengannur – Ettumanoor road (47+700)	13		
	UG-5 Ettumanoor – Muvattupuzha road (40+960)	6		
Current status of the indicator (annual fatality count of total road users on demonstration corridor) is as above.				
▲Reduction in number of vulnerable fatalities/year (Number, Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	49.00	19.00	19.00	40.00
▶Climate change and disaster resilience vulnerability assessment on all new project corridors taken up under RKI (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	30-Apr-2019	--	30-Apr-2019	30-Apr-2021

Intermediate Results Indicators by Components

Component A: Road Network Upgrading and Safety Improvement				
▶State Highways upgraded (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	240.00	240.00	363.00
Date	03-Feb-2014	24-Dec-2018	24-Dec-2018	30-Apr-2021

Component B: Road Safety				
▶Pilot safety corridor developed (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	80.00
Date	23-Apr-2013	24-Dec-2018	24-Dec-2018	30-Apr-2021
Comments:	Current status: Work arranged and in progress.			



▶Number of district level road safety improvement schemes implemented through challenge fund (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	2.00	2.00	5.00
Date	23-Apr-2013	24-Dec-2018	24-Dec-2018	30-Apr-2021
Comments:	Current status: Procurement of 2 road safety improvement schemes through challenge fund has been initiated.			

Component C: Institutional Strengthening				
▶Modernization of PWD (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Existing PWD	Decided to take up other assignments under this program and arrangements are in progress. Establishing Centre of Excellence in Road Safety and Asset Management. Consultant selection finalized.	Decided to take up other assignments under this program and arrangements are in progress. Establishing Centre of Excellence in Road Safety and Asset Management. Consultant selection finalized.	Study on institutional and financial options for management of road network completed and recommendations adopted
Date	23-Apr-2013	24-Dec-2018	24-Dec-2018	30-Apr-2021
▶Functioning Road Asset Management System (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No functional road asset management system	No	No	Annual maintenance plans disclosed
Date	23-Apr-2013	24-Dec-2018	24-Dec-2018	30-Apr-2021
▶Communications strategy and interfaces for public engagement implemented (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No communications strategy	Study dropped but work being planned through safety enforcement consultant and CLO	Study dropped but work being planned through safety enforcement consultant and CLO	Atleast two consultations/ stakeholder forums held/year
Date	23-Apr-2013	24-Dec-2018	24-Dec-2018	30-Apr-2021
▶Regular road user surveys conducted (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No formal road user survey	Periodic surveys arranged. The current	Periodic surveys arranged. The current round will be	Final survey undertaken



		round will be completed by January 2019	completed by January 2019	
Date	23-Apr-2013	24-Dec-2018	24-Dec-2018	30-Apr-2021

Component D. climate and Disaster Resilience Enhancement

► Number of km of PWD roads re-built/re-constructed (Kilometers) (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	75.00
Date	30-Apr-2019	--	30-Apr-2019	30-Apr-2021

► Number of LSGI roads re-built/re-constructed (Kilometers) (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	300.00
Date	30-Apr-2019	--	30-Apr-2019	30-Apr-2021

Data on Financial Performance

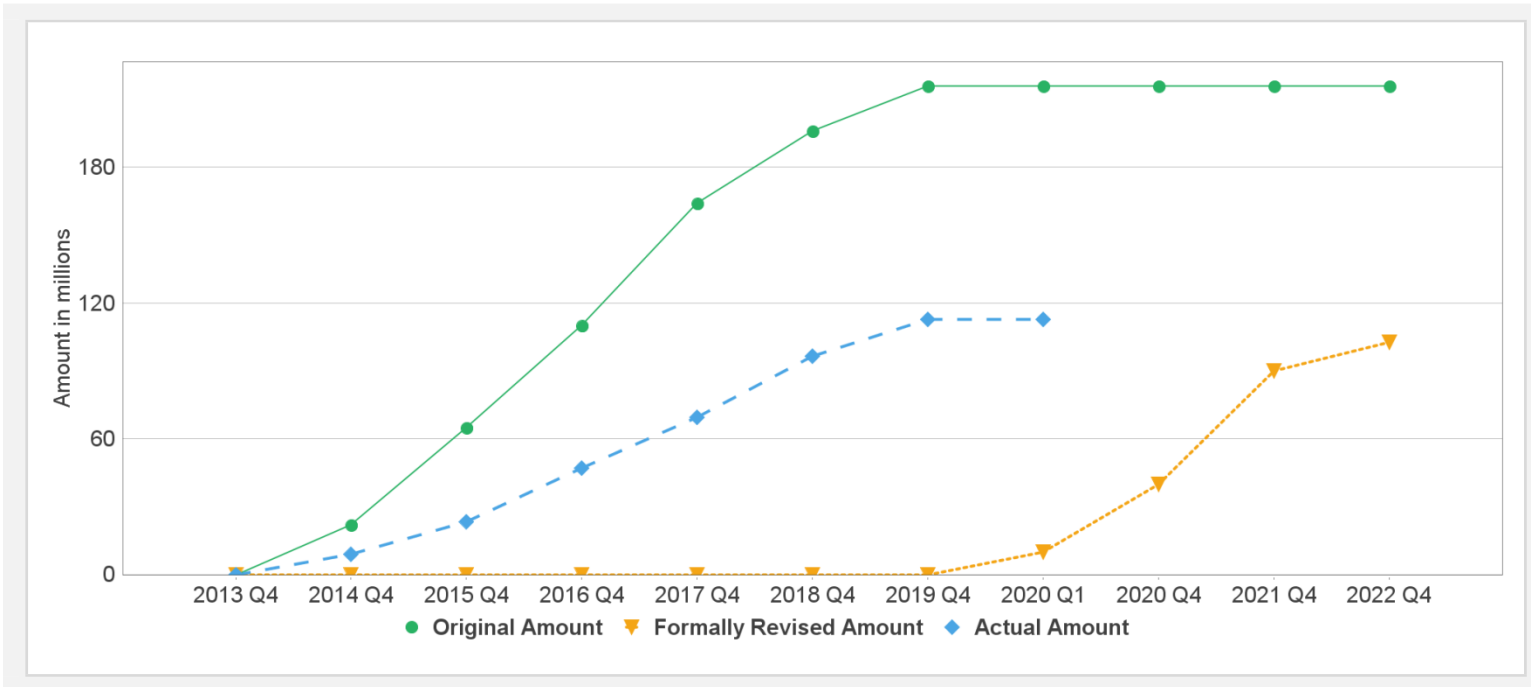
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P130339	IBRD-82540	Effective	USD	216.00	216.00	0.00	113.29	102.71	52%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P130339	IBRD-82540	Effective	14-May-2013	19-Jun-2013	06-Sep-2013	30-Apr-2019	30-Apr-2021

Cumulative Disbursements



Restructuring History

Level 2 Approved on 30-Apr-2019 ,Level 2 Approved on 19-Jun-2019

Related Project(s)

There are no related projects.