



Project Summary Information

Date of Document Preparation: April 8, 2020	
Project Name	Mumbai Urban Transport Project 3A-1
Document Code	PD000353-PSI-IND
AIIB member	Republic of India
Sector/Subsector	Transport Urban Rail
Status of Financing	Under Preparation
Project Description	<p>The planned activities under the Project are:</p> <ul style="list-style-type: none"> - Component A: Installation of Communication Based Train Control (CBTC) signaling system on the existing network - Component B: Improvement of 19 existing stations - Component C: Institutional strengthening, implementation support, and technical assistance
Objective	The objective of the Project is to improve the network capacity, service quality, and safety of Mumbai's suburban railway system by upgrading the existing infrastructure.
Expected Results	(i) Increased number of maximum train services per hour, disaggregated by corridor (unit: number); (ii) Reduction in the number of train accidents due to improved signaling (unit: percentage); and (iii) Percentage of female passengers neutral toward, satisfied or very satisfied with station facilities and services (unit: percentage).
Environmental and Social Category	Category A
Environmental and Social Information	<p>Applicable Environmental and Social Policy. The Project has been screened and reviewed for concept with reference to Bank's Environmental and Social Policy (ESP). The Bank's Environmental and Social Standard (ESS) 1 (Environmental and Social Assessment and Management) and ESS 2 (Involuntary Resettlement) will be applicable. Applicability of ESS 3 (Indigenous Peoples) will be further assessed.</p> <p>Categorization and Instruments. The Project has been tentatively assigned as Category "A", which will be further reviewed during the field-based due diligence phase. The Category will be verified during appraisal. The Environmental</p>

	<p>and Social Impact Assessment (ESIA) and the Resettlement Action Plan (RAP) will be prepared as per the Terms of Reference reviewed by the Bank.</p> <p>Environment Aspects. The Project is expected to generate environmental benefits in terms of reducing automotive exhaust emissions. The potential adverse environmental impacts of the Project will be site-specific and reversible. Major impacts of construction phase including air pollution, noise, and disposal of construction wastes will be assessed in the ESIA. The Environmental and Social Management Plan (ESMP) will provide mitigation measures including institutional arrangement, schedule and budget for the implementation and its monitoring.</p> <p>Social Aspects. 0.876 hectare of land will be acquired based on the preliminary land assessment. The exact figure of land acquisition will be available when the General Arrangement Drawings are completed. The impacts on physical or economic displacement or loss of livelihood of any person/family due to the Project will be assessed in the RAP. The potential impact of project activities on women in the community will be assessed in the ESIA.</p> <p>Stakeholder Consultation and Information Disclosure. Consultations will be held during the preparation ESIA and RAP. This will be further strengthened during the documents' finalization and during the Project implementation to reflect stakeholders' comments. The draft English versions of ESIA and RAP and Marathi versions of the Executive Summaries of the ESIA and RAP will be posted on Mumbai Railway Vikas Corporation (MRVC)'s and the Bank's websites and made available in hard copy in the Project area.</p> <p>Project Grievance Redress Mechanism (GRM). The GRM established for Mumbai Urban Transport Project 3, under implementation, will be applied to the Project. The GRM includes a procedure to receive and facilitate resolution of Project-affected peoples' and workers' concerns and grievances. Communities and individuals who believe that they are adversely affected by the Project will be able to submit complaints to the Project-level GRM.</p>
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Independent Accountability Mechanism	<p>The Project-affected People's Mechanism (PPM) has been established by the AIIB to provide an opportunity for an independent and impartial review of submissions from Project-affected people who believe they have been or are likely to be adversely affected by AIIB's failure to implement its Environmental and Social Policy in situations when their concerns cannot be addressed satisfactorily through Project-level Grievance Redress Mechanisms or AIIB Management's processes.</p> <p>For information on how to make submissions to the PPM, please visit https://www.aiib.org/en/policies-strategies/operational-policies/policy-on-the-project-affected-mechanism.html.</p>
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