

November 23, 2015

Mr. Gokul Chandra Pati
Chief Secretary & Chief Development Commissioner
Government of Odisha (GoO)
Secretariat
Bhubaneswar

Dear Mr. Pati:

India: Odisha State Roads Project (OSRP) - (Loan No. 7577-IN)
11th Implementation Support Mission, October 5-9, 2015

I thank Government of Odisha and its various departments for extending support to the Bank's implementation support mission and particularly to you for chairing the wrap-up meeting. The attached Aide Memoire provides a detailed assessment of the project progress, along with the suggestions and agreements reached with the Project Management Unit (PMU) on a set of actions for improving the pace and quality of implementation.

I am concerned to note that despite the urgency of expediting pace of works due to upcoming loan closing date of June 30, 2016, there has been little improvement in the implementation of works especially in packages P02 (Chandbali-Bhadrak-Anandpur) and P04B (Dhuria-Chandbali) since last mission. The District Administration and OWD are still unable to ensure availability of aggregates to contractors and progress on land acquisition/R&R to ensure removal of encumbrances.

It is now certain that rehabilitation and upgrading of only about 110 kms (packages P01A, P01B and P03) would be completed by the current loan closing date (June 30, 2016), while works on about 200 kms of roads under the three packages (P02, P04A and P04B) would not be completed, resulting in non-utilization of about US\$90m. I therefore reiterate our earlier opinion to restructure the loan to drop packages P02, P04A and P04B from Bank financing and focus only on packages P01A, P01B and P03. We look forward to receiving a formal request through DEA in this regard including partial cancellation of loan proceeds.

In addition to the slow progress, OWD has also not been able to take appropriate actions to strengthen quality assurance and contract management on ongoing contracts. The enquiry report regarding complaints received on package P03 and an action plan to address various weaknesses on P02 and P03 are still outstanding.

Considering the above issues, it is appropriate that we bring the project to closure as scheduled on June 30, 2016 consequent on the proposed restructuring above. Meanwhile, we are retaining the ratings for achievement of project development objectives and implementation progress at 'Unsatisfactory' levels. Should you require any clarifications, please do not hesitate to contact the project Task Team Leader, Mr. Rajesh Rohatgi (email: rrohatgi@worldbank.org).

With regards,

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Michael Haney', with a long, sweeping underline that extends to the right and then curves down.

Michael Haney
Acting Country Director, India

Encl.: Aide Memoire

cc: Mr. Subhash Chandra Garg, Executive Director (India), World Bank
Mr. Neeraj Mittal, Senior Advisor to Executive Director (India), World Bank

Mr. Bhaskar Dasgupta, Director (MI), DEA, Ministry of Finance, Government of India

Mr. S.G. Dastidar, Controller of Aid Accounts & Audit, DEA, Ministry of Finance, Government of India

Mr. Vijay Chibber, Secretary, Ministry of Road Transport & Highways, Government of India

Mr. S.N. Das, DG (Road Development) & Special Secretary, Ministry of Road Transport & Highways, Government of India

Mr. Upendra Nath Behera, Additional Chief Secretary, Department of Finance, Government of Orissa

Mr. N. K. Pradhan, Engineer-in-Chief-cum-Secretary, OWD, Government of Orissa

Mr. B. C. Pradhan, Chief Engineer (Roads), OWD, Government of Orissa

Mr. O. P. Patel, Chief Engineer, (World Bank Projects), OWD, Government of Orissa

INDIA: Odisha State Roads Project (Ln.7577-IN)

Implementation Support Mission

October 5 to 9, 2015

Aide Memoire

I. INTRODUCTION

1. A World Bank team¹ undertook an Implementation Support Mission for the Odisha State Roads Project (OSRP) during October 5 to 9, 2015. The objective of the mission was to ascertain the overall implementation status of the works component. The mission visited all civil work sites and held discussions with the Project Management Unit (PMU), contractor, consultants and field divisions of Odisha Works Department (OWD).

2. A wrap-up meeting, chaired by the Chief Secretary, Government of Odisha (GoO) was held on October 9, 2015. This aide-memoire summarizes mission assessment, the findings and recommendations to improve the implementation status of the project. The mission updated the status of action agreed during the previous mission (Annex 1) and suggested an action plan to resolve current implementation issues (Annex 2).

II. KEY PROJECT DATA & PERFORMANCE RATING

Key Project Date		Project Performance		
Loan Amount:	US\$196 million	Summary Ratings	Last	Current
Board Approval:	Sep 30, 2008			
Effectiveness Date:	April 15, 2009	Development Objectives	U	U
Project Age:	73 months	Implementation Progress	U	U
Disbursed:	US\$64.72m (39.7%)			
Closing Date:	June 30, 2016	Risk Flags: Slow Disbursements, Procurement		

HS=Highly Satisfactory; **S**=Satisfactory; **MS**=Moderately Satisfactory; **MU**=Moderately Unsatisfactory; **U**=Unsatisfactory; **HU**=Highly Unsatisfactory; **NA**=Not Applicable; **NR**=Not Rated

III. SUMMARY

3. The overall project progress continues to remain very poor due to negligible progress on civil works. As such the project continues to run the risk of closing with a substantial amount of non-committed funds by the loan closing date of June 30, 2016. The institutional development component of the project, however, is progressing satisfactorily and GoO is committed towards adopting the initiatives developed under this component of the project. The following paragraphs describe key implementation issues, which need urgent attention from OWD/GoO.

¹Consisting of Messrs/Mmes Rajesh Rohatgi (Mission Leader), Satya N. Mishra (Social Development Specialist), Sujit Das (Consultant - Highway Engineer), Rami Reddy (Consultant - Highway Engineer), Vinod Gautam (Consultant, Environment Specialist), N S Srinivas (Operations Analyst) and Aruna Aysha Das (Program Assistant).

4. *Progress of Road Corridor Improvement Component:* Out of seven ongoing contracts, three contracts -P01A, P01B and P03Balance have progressed reasonably well, and now targeted to be completed by April 2016. However, Contracts P02Balance and P04B are progressing extremely slowly. Physical progress in these contracts has been about 15% and 5.5% of the respective contract amount in 85% (23 months) and 81% (22 months) of 27 months of Works Completion Period elapsed. With regard to these two contracts, besides poor planning and slow mobilization of the Contractors, lack of availability of aggregates, sharp increase in prices of the aggregates from the sources available and high cost of contract-specified materials for embankment and subgrade have been major deterrents resulting in slow progress. The Mission noted that these 2 Contractors had won the contracts @11.1% and @11.6% lower than OWD's estimated cost respectively. These have affected the Contractors' cash flow adversely. In view of poor performance of P02Balance, the OWD and the Contractor have mutually agreed to delete remaining works on one (SH-09) of the two Roads under this contract from its scope. OWD intends to procure new Contractor(s) for carrying out the remaining works on SH-09 and presently in the process of preparing Bid Documents for the same. Contract P04A was terminated by the Odisha Works Department (OWD) in April 2015 because of poor performance. Since then, OWD has gone through the bidding process for procurement of 2 Contractors for P04A1 and P04A2 by splitting P04A into two and have awarded the same.

5. *Availability of Stone Materials:* The issue of procuring required quantity of stone materials by the Contractors for P02Balance and P04B has still not been resolved. It's understood that the Government of Odisha (GoO)'s amended Rules dated 16 September 2014 related to Minor Minerals as well as process of awarding Quarrying License have adversely affected availability and price of stone materials in the areas. The GoO's facilitation for the Contractors having their own Quarrying License has not helped, due to reported unwillingness of the Contractors as well as difficulty in leasing Quarry. If the GoO is willing to improve these Roads early, it needs to urgently take required administrative actions if necessary with the guidance of / direction(s) at the highest Government level. In case the Contractor(s) are not willing to take actions necessary from their end, the OWD must take all possible recourse available under the contract.

6. *Quality Assurance and Management of Works Contracts:* The Bank wrote to the GoO on March 26, 2015, regarding weaknesses in Quality Assurance and Contract Management, following review of P02 and P03 by the Bank's Consultants in January 2015. It was agreed during the May 2015 Mission that the GoO would send a response to the Bank by June 2015, describing the GoO's findings on the matters brought out in the Bank's Reports and an Action Plan to mitigate the weaknesses. However, the same has not been submitted yet. The Bank would be sending to the GoO shortly the information on duplication of payment in P02Balance contract (similar to P03Balance contract, as communicated on March 26) as identified by its May 2015 Mission.

7. *Performance of Construction Supervision Consultants (CSC):* The mission noted ample scope of improvement in the quality of supervision, particularly the quality of staff posted as Resident Engineers. The performance in terms of supervision of environmental management is seriously lacking. The mission noted that the CSC has not issued any minor or major non-compliance notice to any contractor in any package. It appears that their environmental experts don't have requisite expertise to put high level of due diligence for discrepancies in implementation of EMP.

8. **Managing Social Safeguard Risks:** The land acquisition (LA) and resettlement and rehabilitation (R&R) process has been nearly completed for Phase-1 roads with land acquisition (LA) carried out and 99% of affected structures relocated. Of 2,791 structures affected by Phase-1 roads (including 460 residences, 1464 shops and 867 kiosks), 2766 or 99% of the affected structures (including 439 residences, 1460 shops, and 867 kiosks) have been relocated. However, a few outstanding

resettlement challenges including court cases are threatening the completion of the relocation process at places like Salipur, Tanupur, Chandbali, and Tilo. In order to accelerate the LA and R&R process, the PMU needs to extend the services of its Social Development Advisor, closely work with the NGOs, and improve coordination with the LAOs. The mission held a special meeting with the Chief Secretary, the Development Commissioner and the Revenue Secretary along with the PMU to discuss delay in LA and R&R. The Chief Secretary advised that the PMU will list out all pending cases including contentious ones such as Tanupur, Tilo, Salipur, and Chandbali and convene a meeting with the concerned LAOs to sort out the issues and complete the LA award disbursement process for the remaining cases to enable completion of civil work on time which has been significantly delayed for P04 and P-02. The OWD has developed a plan for establishing a Social Development Unit, which should be implemented with approval from the SLC. The PMU should make use of the SDU and carry out capacity building activities for its engineering staff across the state for application of the new LA RR Act. The issues requiring urgent attention include the following:

- Resolve critical LA and R&R cases at Tanupur (P04B), Tilo and Bonth (P02), and Chandbali (P04).
- Ensure full site handover for P02 (SH 53 and Tilo and Bonth in SH9) by December 31, 2015.
- Resolve about 600 remaining LA award payment issues in close coordination with LAOs, with urgent attention to cases where structures have been dismantled prior to payment of compensation;
- Complete public notification asking absentee land losers to claim their LA compensation, advise preparation of data on actual and pending disbursements in agreed formats
- Issue a Government Order as an addendum to the OSRP-R&R Policy setting down that “LA compensation shall be paid as the new RFCT-LARR Act, 2013 for awards declared with effect from January 1, 2014 overriding earlier provisions of LA Act, 1894”.
- Draw an action plan to mitigate adverse impact of higher road embankments with adequate drainage, service road, and pedestrian underpasses, and with relocating earthen structures on the roads in order to prevent damage to them
- Address allegations of discrimination with regard to providing R&R benefits at Narayanpur (P03)

IV. ROAD CORRIDOR IMPROVEMENT COMPONENT

9. This Component was planned to support widening, strengthening and selective realignment of about 461 kms of existing Roads to double-lane standard. Three (3) Works Contracts P01, P02 and P03, comprising about 204 kms under Phase I started in November 2008 / February 2009. All three packages were terminated by the Government due to non-performing contractors. The package P03 was terminated in September 2011, while P01 and P02 were terminated in November 2012. The value of Works carried out under P01, P02 and P03 until termination, as reported by OWD, was about 32.5%, 21% and 16% of the Contract Amounts respectively. The Project / Loan was thereafter restructured in January 2013, reducing the scope from 461 kms to 310 kms. The balance works for all the 3 works contracts of Phase I were then awarded in the year 2013 under 4 Works Contracts (P01 divided into 2 Contracts – P01A and P01B). In addition, 2 Works Contracts – P04A and P04B were awarded in December 2013. Due to poor performance of P04A contract, it was terminated by the OWD on 25 April 2015 when the progress of the contract works was only 0.95% of the contract amount. The OWD has now awarded 2 Contracts by splitting P04A road stretch into P04A1 and P04A2. Following paragraphs describe the status of the 7 Works Contracts and related matters. Some more observations are presented under **Annex 3**.

10. **P01A Bhawanipatna - Khariar Road.** The Works Contract for the Balance works of 65.2 km long Road amounting INR 845 million started on 21st August 2013. The contract period expired on 20th August 2015. Following the Contractor’s claim for Extension of Time (EoT), the Engineer, in November 2014, had recommended Extension until 31st December 2015. The Employer OWD has not taken any decision on the matter yet. The Mission was informed that the physical progress of the contract has been about 89% of expected Revised Contract Amount (INR 857million) until end-September 2015.

11. The Mission again noted poor quality Bituminous Concrete (BC) works and inferior riding quality, which need to be rectified. The Mission was disappointed that although it was agreed during the May 2015 Mission that the Roughness Measurements and Surface Regularity Test of the BC top surface required as per the contract conditions to ascertain acceptability of the BC works would be carried out on priority, the same have not been carried out yet. The Mission was assured that these measurements would be started in right earnest by November 15, 2015.

12. Mission noted hump and jerk while travelling over the Culverts and at few other places. The longitudinal profile of the Road at such locations may be flattened to reduce discomfort to the travelers. Steep Bumps / Speed Breakers have been made by the Contractor at many places at the insistence of the local public. These are hazardous for motorized vehicles travelling at high speed. If in case those Bumps cannot be avoided due to local public demand, those may be suitably modified and aided by advance signage and other measures to caution the motorized vehicles travelling at high speed.

13. The works related to Shoulders, Embankment Slopes, Drains, Rehabilitation of Bridges, Retaining Walls, Road Appurtenances, Road Signs, Cat's Eyes, etc. to satisfactory requirements are still pending. It was agreed to delete the works for Toll Plaza from the contract due to corridor being declared as National Highway. The Mission was informed that all contract works are likely to be completed by December 2015.

14. **P01B Four Bridges over River Tel and the Approaches.** This Works Contract within the P01 corridor with the same Contractor as for P01A, amounting about INR 290 million started on 14th November 2013 with 24 months works completion period. The estimated Revised Contract Amount is INR 362.5 million because of increase mainly in Liner, Steel Reinforcements, HT Wires and Piles. The Mission was informed that the physical progress of the contract has been 60.5% of the estimated Revised Contract Amount. The Contractor has submitted its claim for Extension of Time (EoT) for Completion of Works by April 2016.

15. Good amount of earthworks are required to be carried out for widening / construction of High Embankments in the approaches to the Bridges. The mission suggested OWD/CSC to review design of the High Embankments including Slope Stability. The works of Bridges at Km 28+900 and at Km 29+400 could not be completed prior to onset of monsoon around mid-June 2015. The Contractor has now planned to complete these 2 bridges by January 2016. It committed to carry out about INR 80 million worth of works during October 2015 to January 2016, out of about INR 143 million worth of works remaining. The Contractor now expects to complete all contract works in all respects including the Bridges at Km 27+600 and at 27+800 by April 2016.

16. **P02 (Balance) Chandbali - Bhadrak - Anandpur Road.** The Works Contract for the Balance works of 88 km long Roads (45 kms of SH-09 and 43 kms of SH-53) amounting INR 2481 million started on 1st November 2013 with 27 months works completion period. The Mission was informed that the physical progress of the contract has been only 15.2% of the contract amount until end-September 2015 in 85% of works completion period elapsed. In view of the Contractor's inability to satisfactorily progress on this contract and its cash flow problem, the OWD and the Contractor have mutually agreed to delete the remaining works on SH-09 from the scope of the contract, and the Contractor has stopped to carry out any further works on SH-09. The OWD and the Contractor are required to finalize the Amendment to the Contract at the earliest. The OWD intends to procure new Contractor(s) for carrying out remaining works on SH-09 and presently in the process of preparing the Bid Documents for the same. The Mission was informed that the Revised Contract Amount (after deleting the remaining works on SH-09) is likely to be around INR 1166 million. Considering this revised contract amount, the progress of the contract comes to around 32%.

17. The Contractor's procurement of stone materials continues to be poor. The Contractor however informed during the Mission that it's making a satisfactory arrangement for procurement of required quantity of stone aggregates, and it committed to procure 100,000 Metric Ton (MT) of finished Stone Aggregates by end-January 2016 besides 30,000 MT presently available in its stock. The Contractor also committed to carry out INR 215 million worth of works during October 2015 to January 2016, out of about INR 789 million worth of works remaining under the reduced contract. The Contractor assured to substantially complete the Reduced Contract by June 2016 (the present loan closing), which however appears highly optimistic considering the Contractor's performance until now. OWD is yet to hand over encumbrance-free Section III to the Contractor. The Contractor committed to infuse additional INR 50 million into the contract. The Mission observed that such amount is too less for sustaining the required cash flow for the targeted volume of works for completion by June 2016.

18. The safety arrangements at the construction sites are poor or non-existent. This needs immediate attention of the Contractor and the OWD. Specifically, there is large level difference at the edges of constructed concrete pavement as well as at the edges of carriageway where Shoulder has not been built-up, having risk of major accidents. In addition, making adequate safety arrangements at the partly-constructed stretches in SH-09 is of paramount importance.

19. **P03 (Balance) Berhampur – Taptapani Road.** The Works Contract for the Balance works of 41.228 km long Road amounting INR 969 million started on 24th January 2013 with 24 months works completion period, which was extended until 30 September 2015. The Mission was informed that the physical progress of the contract has been about 62% of expected Revised Contract Amount (INR 875 million) until end-September 2015. The OWD has not been able to hand over to the Contractor yet, about 300 meter length of hindrance-free road stretch under Section II. It was agreed that engineering solution may be explored to overcome the issue. Following the Contractor's claim for Extension of Time (EoT), the Engineer has recommended Extension of Works Completion Period until 28 February 2016.

20. The Mission noted the Employer's / Contractor's failure to commence works for the Minor Bridge across Rushikulya (Water Supply) Canal. Only recently, contact was established with a senior official of the Canal Authority who confirmed that the works in the Canal Bed can be started from mid-December 2015. It was agreed to delete the works for Toll Plaza from the contract due to declaration of this corridor as National Highway. The works on Shoulders, Embankment Slopes and Protection Works are pending to be completed. Quality of Protection Works needed to be improved (more details in Annex 3). Longitudinal slope in the Saucer Drains needs to be minimum required for self-cleansing velocity of the surface water and not necessarily following the longitudinal profile of the road centre-line. Appropriate arrangements need to be made for access to / from and for safety for the properties close to the road and at substantially higher or lower levels compared to the road. Safety measures (like, Guide Pillars, Delineators, Crash Barriers, etc) need to be incorporated as appropriate including considering height of the finished Road above the abutting ground. Defects in Section I (taken over in December 2014) have been notified to the Contractor on 28 September 2015.

21. The Contractor committed to carry out about INR 202 million worth of works during October 2015 to January 2016, out of the INR 336 million worth of works remaining. It also committed to complete Sections II and III by November 2015 and all works in all respects by April 2016.

22. **P04A1 Jagatpur – Nischintakoili Road (25 kms) and P04A2 Nischintakoili - Duhuria Road (24 kms).** OWD is presently in the process of finalizing Award of Contract for P04A1 and P04A2, which have been now awarded. The mission noted with concern on both these contracts that there are still some hindrances / encumbrances that need to be removed and specifically from the Milestone-1 section for both the contracts. The Mission cautioned the OWD about the likely implications of awarding the contracts in absence of substantial encumbrance-free stretches for the Contractors to work.

23. At present, maintenance of these road stretches is being carried out by the OWD. The Mission observed that while maintenance of P04A1 stretch is satisfactory, maintenance on P04A2 stretch needs more attention.

24. ***P04B Duhuri - Chandbali Road.*** The Works Contract for 56.5 km long Roads amounting INR 1704 million started on 4th December 2013 with 27 months works completion period. The Mission was informed that the physical progress of the contract has been only about 5.5% of the contract amount until end-September 2015 in 81% of works completion period elapsed. Although the Contractor had committed during May 2015 Mission that it would carry out INR 84.7 million worth of works during May-June 2015, it has carried out only INR 35.4 million worth of works during May-September 2015. Encumbrance-free Sections III and IV (totaling 28.6 kms) have not been handed to the Contractor as yet. OWD however assured to hand over Section III to the Contractor within mid-November 2015 by adjustment of road stretches.

25. The contract suffered from cash flow, inadequate mobilization by the Contractor and inadequate supply of materials including inadequate and irregular supply of stone materials. The Contractor has not been able to resolve the issue of availability of stone materials until now. The contractor informed that a Quarry site has been awarded to them by the GoO in August 2015. However the environment clearance for operating the quarry is yet to be obtained because of dissolution of State Environmental Impact Assessment Authority (SEIAA) in August 2015. Contractor can now apply for Environmental Clearance for Quarrying from Ministry of Environment and Forest (MoEF). The Mission noted that the Contractor has just started the works for establishing its own Stone Crusher. The Contractor informed that they would be in a position to start operating the Crusher from early November 2015 subject to availability of permission to operate the Crusher and availability of Stone Materials. The Contractor also informed that they are trying to procure stone materials from other Quarry Operators until they carry out their own quarrying. The Contractor assured the Mission of producing 80,000 MT of finished stone aggregates during the period until end-January 2016. Contractors also assured carrying out works worth INR 70 million during October 2015 to January 2016.

26. Such poor performance of the contract cannot be continued for indefinite period. The OWD and the Contractor together need to resolve the issue of materials availability and any other issue externally affecting performance of the contract. The OWD may have to take remedial action(s) if so warranted as per the contract. The successive missions have observed that the participation of the Lead Partner of the Joint Venture Contractor appeared either absent or minimal. The Mission again suggested to OWD to investigate into the matter and take contractual actions if warranted. The Mission noted absence of traffic safety measures at the construction sites, specifically in stretches having substantial transverse level difference.

27. ***Permanent Traffic Engineering and Safety Measures.*** Although the Project Management Unit (PMU) of the OWD had agreed during the May 2015 Mission, to mobilize suitable traffic engineering expertise through the Construction Supervision Consultant (CSC) to review and finalize all permanent traffic engineering measures including Road Signs, Road Markings, Junction Designs, Safety Measures like use of Crash Barriers and/or Guide Pillars, etc, for all works contracts, the same has not been done. It's urgently necessary for P01A, P01B and P03Balance contracts. It was again agreed that the OWD would take this action at the earliest specifically for these 3 contracts which are nearing completion.

28. ***Quality of Works, Supervision Quality and Strengthening the Employer's Management.*** The May 2015 Mission had noted unsatisfactory quality supervision of the works quality. May 2015 Mission had also expressed its concern on the unsatisfactory quality of works carried out on all contracts. May

2015 Mission had urged the PMU to get actively engaged in the works contracts implementation as appropriate without interfering with the contract administration by the 'Engineer' of the CSC and should also monitor the performance of the CSC. The present Mission re-iterated its suggestion for OWD to deploy full time Employer's Representative (ER) at field for each of the works contracts.

29. **Construction Supervision Consultants (CSCs) Services.** The Mission noted shortcomings in the CSC's services specifically for works contracts P01A and P03Balance.

30. **Issues relating to Quality Assurance by the Contractors and Quality Control by the CSCs as well as Quality of Works.** In view of the issues raised by the Bank through its letter dated 26th March 2015 and as observed by the successive Bank Missions on the Quality of Works carried out, the OWD had agreed during the May 2015 Mission, as part of its follow-up Actions, to urgently engage a competent agency to undertake an Audit of the Quality Management systems as well as of the Quality of Works carried out under the Project. There has been inordinate delay in taking this action. In August 2015, the GoO decided to get the Audit done by the CSC. The Mission observed that the CSC cannot Audit its own services, and an independent agency needs to be engaged. The PMU then suggested engaging the Research, Development and Quality Promotion (RDQP) Wing of OWD for this, to which the Mission agreed.

V. SOCIAL SAFEGUARDS MANAGEMENT

31. **Overview:** The mission reviewed the efficiency and quality of the land acquisition (LA) and the resettlement and rehabilitation (R&R) process since the last mission of May 2015, and noted the following: (a) progress in LA compensation awards for 4A and 4B roads; (b) relocation of 99% affected structures for Phase-1 roads; (c) preparing livelihood restoration and gender action plan, (e) relocating 177 of 222 affected community property resources, (f) preparing action plan for establishing a Social Development Unit in the OWD for planning, implementing and monitoring LA and R&R for all upcoming road projects beyond OSRP; (g) advancing relocation of affected structures along P03 and P02.

32. **Progress in Land Acquisition (LA):** The progress report shared by PMU indicates the completion of the land handover for a total of 321.432 ha with only 0.100 ha remaining to be handed over for P-04 (A & B). The project recorded progress in LA for P-04 during the last few months with completing LA awards for additional 10 ha of land. In terms of disbursement of final compensation, about 600 awardees are yet to receive final compensation on account of factors such as farmers' opposition to award amounts (Tanupur), administrative delays, title disputes, absentee shareholders, and court litigation. These include 125 cases for P-04A1 and P-04B in the districts of Cuttack, 400 cases in P-0A2, P-0B in Kendrapara, 2 cases in Bonth and a few cases in 5 villages including Tilo for P-02 SH53 in Bhadrak district, and very few cases for P-03 in Ganjam district. The PMU is compiling data on the final disbursement of LA awards to land losers requested during the last two missions. As advised earlier, PMU has publicly notified the absentee land losers to come and claim their due compensation through newspaper advertisements for the phase-1 roads. The LA awards declared after January 1, 2014 have been made offering latest compensation packages in compliance with the new LA R&R Act, 2013. The mission held a special meeting with the Chief Secretary, the Development Commissioner and the Revenue Secretary along with the PMU to discuss delay in LA and R&R. The Chief Secretary advised that the PMU will list out all pending cases including contentious ones such as Tanupur, Tilo, Salipur, and Chandbali and convene a meeting with the concerned LAOs to sort out the issues and complete the LA award disbursement process for the remaining cases to enable completion of civil work on time which has been significantly delayed for P04 and P-02.

Summary of Progress in Land Acquisition (Sept 30, 2015)

Road Package	Number of Villages	Land Required (in Acres)	Award in Acres Aug 25, 2014	Award in Acres May 1, 2015	Award in Acres Sept 30, 2015
P01	46	82.940	82.940	82.940	82.940
P02	80	70.195	70.195	70.195	70.195
P03	32	52.153	52.153	52.153	52.153
P-1+2+3	158	205.288	205.288	205.288	205.288
P04 A&B	105	116.224	105.154	105.154	116.144
Total	263	321.532	310.442	310.442	321.432

33. **Resettlement and Rehabilitation (R&R) of Affected Persons (PAP) losing Structures:** The relocation of structures for the Phase-1 roads are reported to have been almost completed except for P-02, where a few structures in Tilo and Bonth (SH53) are yet to be relocated due to delay in resolving disputes. In case of Phase-2, for P-04 A and B, 1700 of 3234 affected structures have been relocated. Contrary to the data furnished, during the field visit it was observed that, additional 8 structures are required to be relocated in P-03; seven structures earlier counted as impacted have been left unaffected whereas one additional kiosk has been relocated. In case of P-04, the number of affected structures has gone down whereas the number of affected kiosks has increased, which requires explanation. Major impediments for P02 is at Tilo whereas in case of P-04 A and B, major impediments are in several towns and villages. The PMU has committed to complete the site handover with completing R&R of the remaining structures by January 31, 2016.

Status of Resettlement and Rehabilitation of OSRP PAPs

Status of Resettlement and Rehabilitation of OSRP PAPs (Oct 1, 2015)																
Sl.	Name of the Package	Total	Affected	Residential Structures			Commercial Structures			Kiosk			Total (R+C+K)			
				No. of Affected Structures	Shfted after getting R&R Assistance	Rehabilitated	No. of Affected Structures	Shfted after R&R Payment	Rehabilitated	No. of Affected Structures	Shfted after R&R payment	Rehabilitated	No. of Affected Structures	Shfted after R&R Assistance Payment	Rehabilitated	
1	Bhawanipatana- Khariar (PO-1) SH-16	237	248	75	75	72	116	116	114	57	57	49	248	248	235	
2	Bhadrak-Chandibali-Anandpur (PO-2) SH-9 & SH-53	1701	1757	139	119	65	1002	998	727	616	616	425	1757	1733	1217	
3	Berhampur-Tatapani (PO-3) SH-17	766	786	246	245	140	346	346	157	194	194	105	786	785	402	
	Phase-1 Roads	2704	2791	460	439	277	1464	1460	998	867	867	579	2791	2766	1854	
4A	Jagatpur-Duhuria (0-49 km)	2692	1573	157	90	74	899	563	369	517	438	318	1573	1091	761	
4B	Duhuria-Chandbali (49-106 km)	2547	1661	212	75	43	722	261	112	727	273	197	1661	609	352	
	Total (P01+P02+P03+P04)	7943	6025	829	604	394	3085	2284	1479	2111	1578	1094	6025	4466	2967	

The affected structures for P04 A&B has been reduced after verification, however, the number may go up after assessment of impact for junctions.

34. **Coordination with Civil Works:** In the first year roads, site hand over for P01 has been completed. In case of P02, site has been handed except for 16 structures yet to be shifted at Bonth and Tilo. In case of P03, remaining impediments include 1 structure at Digapahandi, about 10 structures yet to be acquired at Narayanpur, and electrical utilities. In case of P04 A and B, site hand over has been delayed on account of delay in LA and R&R and due to delay in civil works. The impact survey for the junctions have not yet been completed despite repeated reminders. The PMC, PIA, and the Contractor (P04B) were earlier requested to complete land survey and place cylindrical RCC pillars with illuminous paint to minimize accident risks in built up areas, which is still pending. The PMU was also advised to disseminate the PAP lists with their R&R entitlements through the Village Level Committees (VLC) in habitations and disseminate information regarding reimbursement of stamp duty on purchase of alternative land within one year in the name of the PAP or his/her spouse or legal heir. These issues have not been fully addressed.

35. **Outstanding Issues:** During the last mission, the PMU was advised to resolve outstanding LA related issues and complaints with exploring flexible and out of court solutions wherever possible in order to complete the project on time, minimizing time and cost overruns. A summary of progress in resolving these outstanding issues is provided below.

- **P03 Gokarnapur:** The PMU has built a retaining wall and has completed civil works without taking the land parcels earlier sought to be acquired. The affected land losers had gone to the Court against an earlier LA award demanding award at par with habitation areas. **Action:** PMU should de-notify the LA process so that the people can continue to own the lands in question without any legal barriers.
- **P03 Narayanpur:** There PMU has carried out an enquiry into allegations made by people regarding arbitrary and discriminatory manner in which the eligibility lists were prepared for the award of resettlement benefits to the affected families in the residential category. The local resettlement committee (LRC) accused of being arbitrary and non-transparent has been dissolved. The PMU has reportedly asked the PAPs to submit written individual complaints which is not required by law. **Action:** (i) The PMU is advised to admit and address concerns expressed collectively by the PAP groups based on merit or refer the matter to the concerned investigating agency to look into the corruption allegations. (ii) The PMU is advised to hold a GRC camp in Narayanpur to understand and address the people's concerns. A few private land parcels required for the project also need to be purchased through private negotiations as the LA process under the new RFCT-LARR Act, 2013 may demand a longer time span.
- **P04: Tanupur (67+500 to 73+000 of P-04):**The PMU informed that further to the High Court order, the Collector confirmed the earlier award as valid after an investigation, which the PAPs are not ready to accept. It was decided in the earlier State Level Committee (SLC) to provide land awards comparable to the adjacent villages. **Action:** During a meeting with the Chief Secretary, the Development Commissioner and the Revenue Secretary, it was decided that the PMU would convene a meeting with the concerned LAO and the Collector to resolve the issue for providing appropriate compensation.
- **P04 Achyutpur:** in response to the affected people's concerns regarding lack of transparency in demarcating impact area, the PIA carried out a survey to demarcate the areas and decided to carry out civil work without affecting legal structures on either side. **Action:** Issues largely resolved. PMU should issue an order regarding the decision and disseminate the same in the village.
- **P04 Chandbali:** About 67 land occupiers carrying out business in structures erected on khasmal lands are awaiting compensation. This requires confirmation of their title and conformation of impact area. The PMU and Mission team held a meeting with ChandbaliTahsildar to discuss the issue. **Action:** PMU and the PMC will assist the Tahsildar in completing the award process for these 67 shops.
- **P04 Bareipur (Chandbali):** Popular dissatisfaction regarding arbitrary marking of the affected structures was reported during the last mission at Bareipur, near Chandbali market, which has been resolved after joint verification of impact area. **Action:** The PMU will de-notify LA in these cases as required and issue an office order regarding the decision taken and disseminate the same to the people.
- **P02 Tilo:** The PMU has dismantled a few more structures at Tilo to enable civil work however the LA process is still incomplete on account of the refusal of some PAPs to receive compensation and a couple of land disputes, which need to be resolved. **Action:** As advised the Chief Secretary, the PMU would convene a special meeting with the Collector and the LAO with the Revenue Secretary to resolve the issue by December 15, 2015.

- **Structures on Endowment Lands:** Along P-04 A and B, 125 residential and commercial structures established and occupied by people on endowment lands. PMU has agreed to relocate these people with the provision of R&R benefits as squatters and in line with process adopted for P-03. **Action:** complete the process and report.
- **Manage adverse impact of higher embankments of 1.5 mt high or more:** It was observed that at several places embankments designed and being built for P04 are up to 1.5 meters. This could cause flooding during monsoon in habitations adjacent to the road and make access to the residences and shops difficult. **Action:** The Project needs to (a) provide adequate drainage, service road, and pedestrian underpasses, (b) include in PAP eligibility list and relocate earthen residential structures on the ROW of roads in order to prevent them from collapsing during rain due to drainage issues, an action which PMU has agreed to undertake.

36. **Relocation of Community Property Resources (CPR):** 174 of the total 207 CPRs have been relocated including all 88 for the Phase-1 roads. In case of the Phase-2 P-04, the data for CPRs affected have been reduced from 134 to 119, and the number of shifted CPRs have been reduced from 90 to 86, which requires explanation. No information was furnished regarding any additional payment of assistance for reconstruction of affected CPRs or the status of construction of the new structures.

Status of Relocation of Community Property Resources (CPRs)

Status of Relocation of Community Property Resources (CPRs) (Oct 1, 2015)						
Road	Affected CPR	Compensation Paid in Million Rupees	Shifted	Balance	Restruction started/ Completed	
P01	4	0.316	4	0	3	
P02	60	9.546	60	0	28	
P03	24	6.219	24	0	5	
Year1	88	16.081	88	0	36	
P04A	44	6.076	23	21	6	
P04B	90	12.955	67	23	50	
Year-2	119	19.031	86	33	56	
Total	207	35.112	174	33	92	

37. Key Issues in R&R Implementation

(i) **Site Allowances for Squatters:** Site allowance has been paid to 1858 squatter structure owners compared to 1555 structures until the mission of May 2015. Site allowance in case of commercial cum residential category is paid as applicable for the residential category. The site allowance for P-04 is paid as a part of R&R package for the eligible PAPs. PMU hopes to complete disbursing site allowances to the remaining PAPs by December 2015.

Status of Payment of Site Allowances to Squatters of Phase 1 Roads

Status of Payment of Site Allowances to Squatter Structures (Phase I Roads)						
Roads	Residential Structures	Commercial Structures	1-Oct-15			
			Structures Eligible for Site Allowance	No of Cases Processed	No of Structures Provided Site Allowance	Balance
P01	75	116	191	191	191	0
P02	139	1002	1141	1131	1096	35
P03	246	346	592	591	571	20
Total	460	1464	1924	1913	1858	55

(ii) **Agricultural Allowances:** There has been no further progress in disbursement of agricultural allowances compared to the last mission of May 2015. The agriculture allowance for P04 is paid by the LAOs concurrently with LA awards. So far, such allowance has been provided to a total of 1159 land loser PAPs (including 597 for P04A, 212 for P04B, and 350 for P02). The PMU has reported that it has extended logistic support for PAP verification and disbursement of this allowance for P01 and P03. The PMU needs to follow up with the LAOs and to complete the disbursement of remaining agricultural allowances by focusing attention on farmers physically present and hitherto cultivating lands acquired for the road works.

(iii) **Information Dissemination and Grievance Redress Mechanism:** The PMU has not completed the disclosure of eligibility lists in the village for P-03 and P-04 as advised. The information provided regarding resolution of grievances does not reflect several complaints received from such as Narayanpur and Gokarnapur, some of which have been addressed. Grievance redress has been more robust for P-04. Of the 479 complaints received (325 from P-04 including additional 150 received since May 2015), 259 cases have been resolved, 85 are in the hearing process and 89 yet to be taken up. The documentation of grievance cases received and addressed at the field level need to be adequately captured and documented.

Status of Grievance Redress

Status of Grievance Redress Mechanism				
1-Oct-15				
Road	cases Received	Cases Resolved	Cases in hearing	Cases Pending
P01	3	3	0	0
P02	104	62	11	31
P03	47	29	3	15
P04A&B	325	165	71	89
Total	479	259	85	135

(iv) **Follow up Action on Safeguards Review:** The following is the status of follow up actions addressing concerns raised in the safeguards review carried out in 2013 regarding restoring livelihood of poor and tribal families, and enhancing implementation capacity.

- The services of NGOs and social mobilization staff have been extended without financial provisions.
- The PMU has prepared and is implementing a livelihood support plan for the affected tribal and poor households with the help of NNGO/INGOs.
- It will expand the Resettlement Database Management System to apply it to other projects with integrating the Grievance Redress mechanism.
- The PMU has drawn plans to link up a few very poor tribal households left untouched at Patapur, Cuttack (P-04) with social housing schemes of the government, and has agreed to provide livelihood assistance to another affected ST household along P-04.

(v) **Documentation and Monitoring:** The PMU has developed a Resettlement and Rehabilitation Database Management System (R&R DBMS) to document, process, approve, and monitor R&R activities online. The system, commissioned in April 2014, has enabled on line preparation and approval of entitlement files for all eligible PAPs of P-04 road. The PMU is advised to expand the database incorporating all LA and R&R information relating to the Project including final payment of LA compensation to land owners affected. The database should also be utilized to record all data relating to the Phase-1 roads. *The PMU has prepared the draft RAP Implementation Report for Phase-1 roads, which it will finalize incorporating the Bank comments.*

(vi) **Gender Strategy and Livelihood Restoration Plan:** In order to enhance gender and social inclusion outcomes of the road sector programs, the PMU has drafted a gender strategy through stakeholder consultations at select locations. As a part of the Gender Strategy, the PMU has identified water bodies located alongside/affected by the OSRP roads which will be provided bathing facilities for women as CPR rehabilitation civil works and shall be handed over to the community after maintenance. The PMU has taken welcome steps to implement a livelihoods restoration action plan. The livelihood action plan needs to be expanded with including left out people such as tenants.

(vii) **Social Development Unit:** The PMU has prepared an elaborate proposal for establishing a Social Development Unit in the OWD which will be responsible for capacity building, planning, coordinating, and monitoring of LA and R&R activities for the future road projects. This is a welcome step. The PMU should seek the approval of SLC to implement the proposal for which the Bank will provide technical support.

VI. ENVIRONMENTAL MANAGEMENT AND SAFEGUARDS

38. During the mission from 5th to 9th October 2015, site visits were made in the contract packages P01A, P01B, P02, P03 and P04B. Subsequently, discussions were held with PMU, Construction Supervision Consultant (CSC) and Contractors regarding status of implementation of environmental management plan in the various contract packages.

39. **Statutory Clearances:** Necessary statutory clearances and consents for packages P01A, P01B, P02, P03 and P04B are in place for operation of HMP, WMM and batching plants. In package P02, aggregate is being procured from third party crusher, however, valid consents have not been ensured by the CSC. In package P04B, the High Court vacated stay order and stone mine lease was granted to the contractor. Environmental clearance is yet to be obtained from State Environmental Impact Assessment Authority (SEIAA) for quarry operation, which is pending as SEIAA is not in existence presently. However, the contractor has option to apply in Ministry of Environment, Forest and Climate Change (MOEF&CC) for obtaining environmental clearance in the absence of SEIAA.

40. **Institutional Capacity and Operational Arrangement:** The performance of CSC in terms of supervision of environmental management is seriously lacking as their environmental experts don't have requisite expertise to put high level of due diligence for discrepancies in implementation of EMP. The CSC has not issued any minor or major non-compliance notice to any contractor in any package. The contractor of packages P01A and P01B is not having Environment & Safety Officer.

41. **Implementation of Environmental Management Plans:** During the field visits, mission noted overall improvement in implementation of EMP in Package P01A, P01B, and P03 as result of compliance of gaps noted by earlier missions, which include collection and disposal of scarified bitumen wastes and construction debris, slope protection by stone pitching and turfing, protection of ponds, etc, except few deficiencies in clearing of debris from water courses & protection works at minor bridge/culverts & ponds in package P03. Environmental management and safety in road works sites in Package P02 are lacking seriously in terms of display of safety signage, dust suppression measures, incomplete shoulders, improper waste disposal at camp site, etc. The PMU and CSC need to put a higher degree of due-diligence, supervision and inspection to ensure proper implementation of environmental management including road safety in the various packages.

42. **Environmental Management Workshop:** In package P01A, P01B and P03 work is likely to be completed in coming months. Therefore, environmental management workshop needs to be organised for training of contractors for environmental management issues during closure and demobilization of road works and plants.

43. Detailed observations noted regarding implementation of environmental safeguards during the site visits are provided in **Annexure 4**. The overall Environmental Management and Safeguards is rated as "*Moderately Satisfactory*".

VII. PROCUREMENT

44. The mission held discussion with OWD and reviewed the overall progress of procurement and status of enquiry of complaints on civil works.
45. Contracts P01A, P01B, P02, P03, P04A1, P04A2 and P04B have been awarded and are in various stages of implementation. The mission requested OWD to submit the copy of signed contract agreement for P04A1 and P04A2 for Bank's records. The OWD has submitted the amendment to the P02 contract, which is under review by the Bank.
46. The mission discussed the contract for Consultancy Services for Road Sector Institutional Development and the additional scope and discussed the terms and conditions for the Supplementary contract with the OWD. The mission also discussed the draft RFP for hiring of consulting services for providing Technical Support to Asset Management Cell for sustenance of Odisha Road Asset Management System (O-RAMS). Bank has communicated no objection to the above procurements.
47. **Procurement Post Review:** The Project shall submit list of post review contracts during FY15 for Bank's review on sample basis.
48. **Procurement Disclosure:** The OWD has developed a Project website where all mandatory procurement information, viz. approved procurement plan, tender notices, contract award details are being regularly uploaded and additionally award details are uploaded on UNDB as well.
49. **Complaints:** The mission discussed the status of enquiry of the complaint against supervision consultant's staff on P03 and other complaint on P02. The OWD agreed to submit the final enquiry report by end of October 2015.
50. In view of delay in submission of enquiry report of the complaints, the procurement rating for the has been downgraded to "Moderately Unsatisfactory".

VIII. FINANCIAL MANAGEMENT

51. *Disbursement Status:* The project has disbursed USD 64.724 million against the revised Loan allocation of USD 163 million representing about 40% disbursements as of October 21, 2015. The funds disbursed to date includes (a) PPF expenditures of USD 0.547 million (b) IBRD Front end fee of USD 0.625 million (c) reported and documented expenditures of USD 57.179 million representing reported expend up to 30-Jun-2015 and (d) outstanding advance of USD 6.373 million.
52. At current exchange rates, the available balance in the Loan will allow project expend of approx. Rs.852 crores in the remaining project life [factored for 80% Bank share of reported eligible expend].
53. *Budgets, fund flows and Financial Reporting:* Against the budget provision of Rs. 262 crores [revised to Rs. 212 crores] for the project in the State budget for FY 15-16, the project has reported expend of Rs. 56 crores (with Bank's share of Rs44 crores) during the six months ended 30-Sep-2015. The cumulative project expenditures stand at Rs. 626 crores (with Bank's share of Rs. 360 crores). The financial progress is summarized as follows:

Project Components	Expend reported during Apr-2015 to Sep-2015 - Provisional			Cumulative Project Expend Reported till date		
	Bank Share	GoO Share	Total	Bank Share	GoO Share	Total
Road Improvement Component	379,937,462	94,984,365	474,921,827	2,895,959,978	1,051,329,731	3,947,289,709
PPP Component	0	0	0	11,575,974	12,610,864	24,186,838
ISAP and Operating Costs	47,631,996	11,908,000	59,539,996	355,217,796	93,552,468	448,770,264
Rehabilitation & Resettlement	15,211,200	4,780,800	19,992,000	345,936,199	138,702,491	484,638,690
Land Acquisition, utility shifting and other non-eligible expend	0	7,009,158	7,009,158	0	1,359,601,566	1,359,601,566
Total	442,780,658	118,682,323	561,462,981	3,608,689,947	2,655,797,120	6,264,487,067

All figures in Indian Rupee

54. *Financial Management Rating:* The overall assessment of the financial management performance is rated as 'Satisfactory'.

55. **Results Indicators:** The updated status of the Results Indicator is attached as **Annex 5**.

IX. PROJECT RATINGS

Field	Rating	
	Last Mission	Current Rating
Road Corridor Improvement Component	U	U
Sector Policy and Institutional Development, and Implementation Support Component	MS	MS
Environmental Safeguard Management	MS	MS
Social Safeguard Management	MS	MS
Project Management	MS	U
Financial Management	S	S
Procurement quality/timeliness	MS	MU

HS highly satisfactory, S satisfactory, MS Moderately Satisfactory, MU Moderately Unsatisfactory, U unsatisfactory, NA not applicable.

30. The next full mission is proposed to be held in April – May 2016.

Annex1

Status of Actions Agreed during the Previous Mission

<i>No.</i>	<i>Action Required</i>	<i>By Date</i>	<i>Status as of August 2015</i>
Project Management and Civil works			
1	Undertake required works to restore connectivity and safety during the monsoon	June 15, 2015	All such works completed by June 15, 2015. No discussion reported till now.
2	Facilitate resolving the issue of material availability to the contractors	Immediate	Not resolved, despite some actions taken by the state
3	Take appropriate contract management measures to expedite the progress of works on P04A, P04B and P02	June 30, 2015	1. P04A: Contract terminated, bids awarded for balance work in 2 packages. 2. P04B: Ensured mobilization substantially. Crusher installation to start. 3. P02: Contractor has proposed to reduce the scope of work. Proposal finalized and sent to the Bank.
4	Submit a detailed response on the complaints on P02 and P03 including the Enquiry Reports and action plan to mitigate these risks	June 30, 2015	Pending
5	Submit a detailed response and action plan to address quality assurance and contract management weaknesses communicated by the Bank in March 2015	June 30, 2015	Pending
6	Finalize the Terms of Reference (ToR) for Quality Auditor to audit the quality assurance of works on all contracts	June 15, 2015	Pending. The decision by 18th SLEC held on 07.08.2015 that CSC LASA will be assigned the tasks of quality audit which shall be strictly monitored by the PMU, is not acceptable to the Bank.
7	Appoint full time employers representatives on packages P02, P04A and P04B	July 31, 2015	Pending, The proposal is under consideration.
8	CSC to estimate the value of remaining works for P01A, P01B and P03	June 15, 2015	Completed
9	Carryout review of junction designs, traffic engineering and safety measures on all contracts and issue appropriate instructions to the contractors	June 30, 2015	Pending
10	Designate the TL of the CSC as the "Engineer"	June 30, 2015	LASA shall act as Consultant only. The old arrangement of REs as Engineer shall continue. The Consultant has made request to make the Consultant as Engineer.
11	Remove all encumbrances and handover balance stretches for P03, and P02 (SH 53 and Tilo and Bonth in SH9)	P03-May 31, 2015 P02-June 30, 2015	Partially Complied
12	CSC to deploy qualified and experienced Environmental Experts in P02 and P03	June 15 2015	Deployed in P02. Environment Expert of P04B is assigned this additional task.
13	Enhance traffic management during construction to improve safety in Package P02	May 30 2015	Not complied. Mission noted severe deficiencies.
14	Shoulder, Embankment Slopes and Slope Protection works to be done on priority on all ongoing works	June 30 2015	In progress
15	P01B – Completion of Bridges at Km 28+900 and Km 29+400 including approaches and allow traffic	June 15 2015	Diversion have been strengthened, no traffic disruptions till now. Slabs and approaches done.

	Place CSC's staff at various works contracts according to the work-load (reduce staffing at P04B substantially, and increase at P01A, P01B and P03Balance as required)	May 31, 2015	CSC staff reduced from July 2015. Shall be further reviewed in 3 months.
	Review and rectify all quality issues in P01A and P03Balance	Jun 15, 2015	CSC reviewing all quality issues raised by earlier consultant.
	Issue guidelines on applicability of various types of Slope Protection Works in different conditions	May 31, 2015	Already issued.
	Carry out Roughness measurements and Surface Regularity tests of the Bituminous Concrete (BC) wearing surface	Jun 15, 2015	Partly done in P03. To be completed in rest packages by November 15, 2015.
	Forward to the Bank the findings on Utilization of Mobilization Advance paid to P04A and P04B contracts	Jun 15, 2015	Pending
	P04B – Review Role of the Lead Partner of the Joint Venture Contractor in contract implementation	Jun 30, 2015	Pending
	Restructure and Cancellation of US\$ 33 million from the Loan	Jun 30, 2015	Done.
Social Safeguard			
1	Ensure full site handover for P03, and P02.	June 30, 2015	Partly done for P03; P02 by December 31, 2015.
2	Resolve remaining LA issues (actual disbursement) in close coordination with LAOs, with urgent attention to cases where structures have been dismantled prior to payment of compensation;	July 31, 2015	Dec. 31, 2015
3	Complete public notification asking absentee land losers to claim their LA compensation, advise preparation of data on actual and pending disbursements in agreed formats	July 31, 2015	Partly done. Complete by Dec. 31, 2015
4	Resolve critical LA and R&R cases at Tanupur (P04B), Gokarnapur and Narayanpur (P03), Tilo and Bonth (P02), Chandbali, Achutapur, Bareipur, and Chandbali (P04).	July 31, 2015	Issues addressed at Achyutput, Bareipur, Gokarnpur; Resolve remaining issues Dec 31, 2015
5	Issue a Government Order as an addendum to the OSRP-R&R Policy setting down that "LA compensation shall be paid as the new RFCT-LARR Act, 2013 for awards declared with effect from January 1, 2014 overriding earlier provisions of LA Act, 1894".	June 30, 2015	Pending.
6	Draw an action plan to mitigate adverse impact of higher road embankments with adequate drainage, service road, and pedestrian underpasses, and with relocating earthen structures on the roads in order to prevent damage to them	July 31, 2015	Pending
Environment Management			
1	Collection and disposal of debris including scarified materials lying along road side to be completed on P01A and P03.	June 10 2015	Partly done.
2	Clearing of drainage channels at culverts in P01A, P02 and P03	June 10 2015	Completed by June 15, 2015.
3	Comply with the gaps noted in implementation of EMP during field visit as mentioned in Annex 4.	June 30 2015	As reported by CSC, this has been substantially done.

Institutional Strengthening			
1	RSID – engage HR/ Training experts and operationalize new HRD & Training Cell (GOO / OWD)	December 31, 2015	The Bank’s comment received on the ToR . The procurement /selection of Experts are being reviewed by ISAP Cell vis-à-vis the cost estimate proposed.
2	RSID (OWD Reorganization & Strengthening): Restructuring proposal for OB&CC to be submitted to Cabinet	September 30, 2015	The OWD have endorsed the proposal to the O/o the CM, Odisha for approval and decisions.
3	Finalize GOO decisions for implementation of (RSID) Vehicle Axle Load Management proposals (GOO / OWD)	August 31, 2015	The recommendation of the Consultants vide their report have been shared with the Commerce & Transport Department for review/ observations etc.
5	Submit (RSID) Road Network Master Plan proposals for full GOO clearance/decisions (OWD)	August 31, 2015	A 20 year Road Development Master Plan has been prepared. Action for implementation of improvement of roads in this regard is underway. Proposal for connecting all GP Head Quarters to OWD road network is accepted by the High Level Committee under the Chairmanship of Chief Secretary on 26.09.2014. Proposal is being prepared for transfer of about 17,000 Km of roads to OWD road network after detailed field level verification. Proposal for providing Technical support to the Road Planning Unit, as an additional task to the present Consultant, is under active consideration.
6	Submit / clear ‘post-Workshop’ Final RSID Report/s on Medium to Long-Term Institutional Framework for Road Sector(Consultant / OWD and Bank)	July 31, 2015	Achieved. Report incorporated with Workshop outcomes have been approved by ISAP Review Committee and accepted by the World Bank. Steps are being taken to implement the recommendations in the Final Medium-to-Longer term Institutional framework Report.
7	IT-ICT-MIS – establish / staff dedicated IT Cell in OWD	October 31, 2015	Establishment of IT-ICT-MIS staffing and dedicated cell is under consideration at Govt. Level for Notifications.
	IT-ICT-MIS – finalize Implementation Plan and associated revised cost estimates in OWD and get Bank review / clearance	August 15, 2015	After receipt of OWD/ GOO clearance/ approvals, the same shall be shared with Bank.
8	IT-ICT-MIS – Initiate procurement (as per approved IT-ICT-MIS plan) of System Integrator and then award SI contract	September 30, 2015 & December 15, 2015	Upon receipt of approval of IT-ICT-MIS Plan by OWD, the procurement process shall be initiated for SI.
9	IT-ICT-MIS - Initiate procurement of Goods (Hardware & COTS Software) & finalize contract	September 30, 2015 & November 30, 2015	After receipt of OWD/ GOO approval, the procurement for GOODS (Hardware and COTS Software) can be initiated.

Annex 2

Actions Agreed during the Mission

No.	Action Required	Agency	By Date
	Project Management and Civil Works		
1	Forward to the Bank detailed response on the Complaints on P02 including the Enquiry Report(s) and Action Plan to mitigate the risks	OWD	Nov 15, 2015
2	Forward to the Bank detailed response on the Complaints on P03 including the Enquiry Report(s) and Action Plan to mitigate the risks	OWD	Nov 15, 2015
3	Forward to the Bank a detailed response and Action Plan to address quality assurance and contract management weaknesses communicated by the Bank in March 2015	GOO	Nov 15, 2015
4	Forward to the Bank signed statement of Works Done and Strip Plan along with Final Measurements and site video of P04A and P02 (SH-09)	OWD	Nov 15, 2015
5	GOO to facilitate the contractors in ensuing availability of aggregates for P02 and P04B	OWD	Urgent
6	Review and rectify all quality issues observed by the Mission in P01A and P03 contracts	Contractors / CSC	Urgent
7	P02 contractor to procure / produce 100,000 MT of aggregates over and above the current stock of 30,000 MT	Contractor	Jan 31, 2016
8	P04B contractor to procure / produce 80,000 MT of aggregates	Contractor	Jan 31, 2016
9	Value of Works to be carried out during October 2015 to January 2016: P01A – Contract completion by December 2015 P01B – INR 80 million P02 – INR 215 million P03 – INR 202 million P04B – INR 70 million	OWD/CSC/Contractor	January 31, 2016
10	Forward to the Bank the Report on Aggregate Production and Value of Works Done until November 30, 2015 and until January 31, 2016, for all contracts	OWD	Dec 07, 2015 Feb 08, 2016
11	Deploy full-time Employer's Representative (ER) at field for each of the works contracts	OWD	Nov 30, 2015
12	Appoint CE, Research, Development and Quality Promotion Wing of OWD for Audit of the Quality Management Systems and Quality of Works on all contracts	GOO / OWD	Nov 15, 2015
13	Report by CE, RDQP, on Audit of the Quality Management Systems and Quality of Works	GOO / OWD	Dec 31, 2015
14	Complete Roughness Survey and Surface Regularity Tests on P01A and P03 and prepare Report on the same	Contractors / CSC	Nov 15, 2015
15	Carry out review of junction designs, traffic engineering and safety measures on P01A and P03 and issue appropriate instructions to the contractors	OWD/CSC	Nov 30, 2015
16	Roads maintained in drivable / motorable condition on all packages	OWD/CSC/Contractors	Continuous
17	Decision and clear communication regarding EOTs, variations, toll plaza deletion, handing over status (P01 and P03)	OWD/CSC	Nov 15, 2015
18	Layout at all major junctions and in urban stretches to be demarcated on ground in P02, P04A1, P04A2 and P04B, to identify exact Land Acquisition (LA) and Rehabilitation & Resettlement (R&R) requirements	CSC	Nov 15, 2015
19	Review designs in urban stretches with regard to access and safety to the adjoining properties and drainage	CSC	Nov 15, 2015
20	Traffic management and safety during construction to be substantially improved	Contractors/CSC	Continuous
21	Accident data to be collected from local police stations and maintained for all contracts	CSC	Continuous
22	Forward to the Bank the findings on Utilization of Mobilization Advance paid to P04B contract	OWD/CSC	Urgent

23	Review Role of the Lead Partner of the Joint Venture Contractor for P04B in contract implementation, forward detailed Report to the Bank, and take action(s) if warranted	OWD/CSC	Urgent
	Environmental Safeguard		
24	Clearing of debris from water courses at culvert and minor bridges in all packages	Contractor	Nov 15, 2015
25	Environmental management and road works safety – particularly on contract package P02	Contractor	Nov 15, 2015
26	Comply with the deficiencies noted for implementation of EMP during field visit as given in Annex 4 of this AM	Contractor	Nov 15, 2015
	Social Safeguards		
27	Convene meeting with collectors and LAOs to address outstanding LA and RR issues	OWD / Revenue Secretary	Dec 15, 2015
28	Establish SDU at OWD on a long term basis to apply the new LA and RR Act for future roads	OWD/SLC	Dec 31, 2015
29	Extend services of Social Development Advisor	OWD/SLC	Dec 31, 2015

Annex 3

Note on Ongoing Civil Works Contracts

[This Note does not repeat the matters included the main Aide Memoire (AM). The observations herein are in addition to those mentioned in the main AM. The observations herein are illustrative and not necessarily comprehensive.]

General, for all Contracts

1. Shoulders and Side Slopes should be built in layers well compacted as specified with proper level and camber / slope, simultaneously with the pavement layers, instead of laying materials in the Shoulders and Slopes after completion of pavement works, and finished to required width.
2. Roughness measurements and Surface Regularity tests of the Bituminous Concrete (BC) wearing surface should be carried out as early as possible as per the contract requirements, for acceptance of the BC works.

Contract P01A :Bhawanipatna – Khariar Road

1. At places, the Earthen Shoulder has not been built-up beyond the Paved Shoulder. Either appropriate Earthen Shoulder should be built or suitable safety measures to be incorporated in such stretches.
2. Delineators and/or other safety measure(s) may be placed in advance of Culverts and Bridges and at places where the Road Formation reduces or the Black-top reduces.

Contract P03 (Balance): Berhampur – Taptapani Road

1. The old Guard Pillars in the high embankment approach to the Bridge at Km 29+200 are of lower height. Those need to be replaced with Metal Beam Crash Barriers, as appropriate.
2. Cat's Eyes may be installed as appropriate, and retro-reflective Chevrons may be installed on the outer side of the Curves as appropriate.
3. Stone Protection Works done under the present contract at high embankment near the Bridge at Km 29+200 are of inadequate quality. Such works needed to be placed confined within rectangular shapes as well as kerb-channel with chute or alternative arrangement should have been incorporated for channelized surface drainage, for long-term satisfactory performance of the protection works.
4. Completed Shoulders need to be maintained appropriately.

Appendix to Annex 3

ORISSA STATE ROADS PROJECT

Status of Road Corridor Improvement Component Civil Works, end-September 2015

Contract	Road Stretch	Length (km)	Estimated Cost (Indian Rupees Million)	Contractor	Original Contract Value (Indian Rupees million)	Contract Start Date	Original Works Completion Date	Estimated Revised Contract Amount (Indian Rupees million)	Extended Works Completion Date*	Time Elapsed (% of Works Completion Period)	Value of Works Done (Indian Rupees million)**	Physical Progress (% of Contract Amount)
P01	Bhawanipatna to Khariar (Km 2/00 to Km 70/00 of SH-16)	68	1034.4	Patel, Mumbai – ARSS, Bhubaneswar (Odisha) Joint Venture	1,055.1	Feb 20, 2009	Aug 19, 2011		Oct 28, 2011	Contract Terminated on Nov 21, 2012	342.6	32.5%
P01A	Bhawanipatna to Khariar (Km 2/00 to Km 27/20 and Km 30/00 to Km 70/00 of SH-16)	65.2	856.2	Barbrik Project Limited, Chhatisgarh, India	845.1	Aug 21, 2013	Aug 20, 2015	857.2	(Dec 31, 2015 recommended by the Engineer)	100%	761.0	88.8%
P01B	Bhawanipatna to Khariar (Km 27/20 to Km 30/00 of SH-16) – Four Numbers of High Level Bridges Over River Tel with Approaches	2.8	272.8	Barbrik Project Limited, Chhatisgarh, India	289.7	Nov 14, 2013	Nov 13, 2015	362.5	(Contractor applied for until April 30, 2016)	94%	219.4	60.5%
P02	Chandabali-	95	1943.1	SomDatt	2,162.3	Feb 03,	Aug 02,		May 28, 2013	Contract	455.3	21.1%

Contract	Road Stretch	Length (km)	Estimated Cost (Indian Rupees Million)	Contractor	Original Contract Value (Indian Rupees million)	Contract Start Date	Original Works Completion Date	Estimated Revised Contract Amount (Indian Rupees million)	Extended Works Completion Date*	Time Elapsed (% of Works Completion Period)	Value of Works Done (Indian Rupees million)**	Physical Progress (% of Contract Amount)
	Bhadrak–Anandapur (Km 0/00 to Km 45/00 of SH-09 and Km 0/00 to Km 50/00 of SH-53)			Builders, Delhi – ARSS, Bhubaneswar (Odisha) Joint Venture		2009	2011			Terminated on Nov 21, 2012		
P02 Balance Works	Chandabali-Bhadrak–Anandapur (Km 0/00 to Km 45/00 of SH-09 and Km 0/00 to Km 43/00 of SH-53)	88	2792.0	CorsanCorviam Construction S.A., Spain	2,481.2	Nov 01, 2013	Jan 31, 2016	(1165.6 after deleting remaining works on SH-09, being finalized)		85%	376.5	15.2% of Original Contract Amount (32.3% of Reduced Contract Amount being finalized)
P03	Berhampur to Taptapani (Km 0/00 to Km 41/00 of SH-17)	41	753.4	Backbone (Gujarat) – ARSS, Bhubaneswar (Odisha) Joint Venture	819.7	Nov 22, 2008	Nov 21, 2010		Oct 31, 2012	Contract Terminated on Sep 15, 2011	130.0	15.9%
P03 Balance Works	Berhampur to Taptapani (Km 0/00 to Km 41/228 of SH-17)	41.228	925.0	RKD Construction's Private Limited, Bhubaneswar, India	968.8	Jan 24, 2013	Jan 23, 2015	874.6	Sep 30, 2015 (Feb 28, 2016 recommender by the Engineer)	100%	538.6	61.6%

Contract	Road Stretch	Length (km)	Estimated Cost (Indian Rupees Million)	Contractor	Original Contract Value (Indian Rupees million)	Contract Start Date	Original Works Completion Date	Estimated Revised Contract Amount (Indian Rupees million)	Extended Works Completion Date*	Time Elapsed (% of Works Completion Period)	Value of Works Done (Indian Rupees million)**	Physical Progress (% of Contract Amount)
P04A	Jagatpur to Duhuria (Km 0/00 to Km 49/00 of MDR)	49	1728.0	Valecha Engineering Limited, Mumbai	1,513.1	Dec 24, 2013	Mar 23, 2016			Contract Terminated on Apr 25, 2015	14.4	0.95%
P04A1	Jagatpur to Nischintakoili (Km 0/00 to 25/00 of MDR)	25	1081.9	OWD is in the process of finalizing the decision on Award of the Contract								
P04A2	Nischintakoili to Duhuria (Km 25/00 to Km 49/00)	24	1061.8	Evaluation of Bids in progress								
P04B	Duhuria to Chandbali (Km 49/00 to Km 99/00 of MDR and Km 45/00 to Km 51/50 of SH-09)	56.5	1927.5	DPJ – NKC Joint Venture, Gurgaon, India	1,704.3	Dec 04, 2013	Mar 03, 2016			81%	93.1	5.5%

*with extension of time agreed

**as per the information provided to the Bank Mission

Annex 4

Implementation of Environmental Safeguards

1. The key findings noted during the site visits and discussions regarding implementation of environmental safeguards are given below:

I. Statutory Clearances

Necessary statutory clearances and consents for packages P01A, P01B, P02, P03 and P04B are in place for operation of HMP, WMM and batching plants. The contractor of P02 is procuring aggregate from M/s Maa Chandi Stone Crushers located near Chandibali. However, CSC has not ensured availability of valid consents and NOC for crusher operations. In package P04B, the court vacated stay order and mining lease was granted to the contractor. It was informed by the contractor and CSC that mining plan has been prepared and approved for leased quarry. Environmental clearance is yet to be obtained for quarry operation from Odisha SEIAA. As SEIAA was dissolved in August 2015 and new SEIAA is yet to be constituted and notified, environmental clearance for quarry is pending. The contractor has option to apply in MOEF&CC for obtaining environmental clearance in the absence of SEIAA as per EIA Notification.

II. Institutional Capacity and Operational Arrangement

The Project Management Unit (PMU) has designated DFO for review of status of implementation of environmental management plan in various the contract packages. The CSC has not deployed, dedicated Environmental Experts in Package P03. However, CSC's Environmental Experts in contract package P04B is supervising environmental management in Package P03 also on part time basis as there is no much work progress in package P04B. Environmental Expert deployed by CSC in Package contract package P02, does not have desired experience for environmental management in road and highway projects. Therefore, environmental management and road safety in contract package P02 is seriously lacking. The CSC has not issued any minor or major non compliance notice in any package to any contractor. The performance of CSC in terms of supervision of implementation of environmental management plan is seriously lacking and need immediate attention for improvement. The contractor of packages P01A and P01B is not having Environment & Safety Officer.

III. Contract Package – Specific Status of EMP Implementation And HSE Issues

During the mission, field visits were made in Package P01A, P01B, P02, P03 and P04B by the mission. The package wise key observations are given below:

Package P01A & P01 B (Khariar-Bhawanipatna Road and Bridges)

In Package P01A, construction activities have been mostly completed. The following observations were noted during the site visit:

Best Practices Implemented

- At Km 68.520, fencing has been provided along the boundary to protect the hand pump and students from road traffic.
- Scarified and debris have been cleared from most of the places along the road.
- Shoulders levelling and slope protection works were in progress at places.
- At most of the culverts and bridge locations debris and earth have been cleared.
- Turfing on high embankment and slope is in progress for stabilization of earth and to control erosion.
- Along the ponds located near the road, protection work has been completed.
- In populated areas, bays at bus shelters have been constructed with flexible pavement. Village name and other information need to be displayed at bus shelters as per prescribed format of OWD. Bus shelters need to be handed over to village Panchayat after proper consultation for its cleaning and maintenance.

Gaps

- Small quantity of scarified bitumen was lying near Km 68.400, which needs to be collected and disposed as per provision of EMP.
- At bridges construction site on Tel River, small labour camps have been constructed. However, there is no provision of proper accommodation, drinking water and toilets for workers. Same needs attention as construction activities are expected to continue till March 2016.

As discussed with contractor, base camp will be demobilized by January 2016. Therefore, PMU and CSC need to ensure that contractor take necessary environmental measures for restoration of camps and WMM plant sites after its closure and demobilisation.

Package P02 (Anandpur-Bhadrak-Chandbali Road) (SH 9 + SH 53)

The construction of Bhadrak to Chandbali road (Km 0.0 to Km 45.00) has been removed from the scope of M/s CorsanCorvian Construction S.A. This section of SH - 9 has been further divided in two contract packages as OSRP-CW-P02A (Bhadark to Pirhat from Km 0 to Km 27.500) and OSRP-CW-P02B (Pirhat to Chandbali from Km 27.500 to Km 45.000) for fresh bidding.

In SH 9 Section, one lane cement concrete road was constructed by M/s CorsanCorvian Construction S.A. therefore, there is level difference of about 0.3 m. It is creating unsafe conditions to road users. Necessary road safety measures are required at this location for safety of people and vehicles.

During the site visit, in Bhadrak to Anandpur road(SH 53), the following observations were noted.

- All the necessary permissions and consents are in place for HMP and WMM Plant.
- At most of culverts construction locations, where excavation was done in May 2015 months, construction has been completed.
- During the travelling in night time, it was noted that road construction works safety is lacking seriously.
- Even sand bags and bamboo delineators with retro reflective, etc are missing in entire road, where construction activities are going on.
- During travelling on the road, fugitive dust emissions were observed at the road construction sites. It appears that water sprinkling is not being carried out on the road in dust prone areas.
- At Barpada village, culvert has been constructed. However, for left hand side parapet reinforcement steel rods are exposed near active carriageway creating road safety hazards.
- At many places, shoulders have not been constructed with carriageway. Needs attention for appropriate corrective action.
- At many places on road, where carriageway construction has been completed, derbies are still lying along the road and need proper disposal as per EMP.

Package P03 (Berhampur-Taptapani Road)

During the field visit in this package, the following observations were noted:

Best Practices Implemented

- All the necessary permissions and consents are in place for crusher, HMP, WMM and batch plant.
- Scarified materials debris and have been collected along the road side.
- Shoulder slopes stabilization and embankment protection through turfing and stone pitching have been done at high embankments. Same is in progress at remaining places.
- Parapets on culverts have been constructed at most of the places.
- At Km 7.230, pond bank protection has been completed through stone pitching.
- Along the ponds, protection works have been done through stone pitching.
- At the main construction base camp near village Padripalli, electrical safety, waste collection, facilities for labour accommodation, bathrooms, toilet, canteen, etc, have been provided.
- DG sets have been provided stack as per guidelines.
- Used oil is collected in drums and sold to authorised waste oil recyclers.
- Emergency numbers have been displayed at the entrance of the camp.

Gaps

- At Km 4.450 to Km 5.200 in village Langia, road has been constructed up to DBM level. However, proper drain and access to houses needs to be provided.
- In Digapahandi village construction activities are going in the night time. However, necessary safety measures are required.
- At Km 5.600 (LHS) near Balakrishnapur, shoulder is within pond bank. Appropriate protection measure is required with proper design for this location.
- At Km 7.000, excavated earth has been left in the pond. Same needs to be cleared from the pond, to restore it in the original condition.
- At Km 11.780, Km 15.185, Km 17.800, Km 21.760 minor bridge/culverts have been constructed. However, necessary protection works have not been done, therefore, debris and loose earth are finding way to waterway and obstructing water flow.
- Ponds near Gokanpur (Km 18.900, LHS) need appropriate bank protection measures.
- At Km 11.780, Km 15.185, Km 17.800, Km 21.760 and other bridge/culvert construction locations, debris are laying in water course on the bank, obstructing water flow. Construction debris and excavated earth need to be cleared from water course and banks.
- At Km 29.560, minor bridge has been constructed, where height of embankment is about 7 m to 8 m, therefore, stone pitching have been carried out. Through visual observations it appears that technique used for stone pitching is not appropriate and it may be damaged in heavy rains and eroded soil may find way to water stream. Environmental Expert of CSC need to review the same and to convey appropriate necessary corrective measures to the contractor.
- At Km 29.560, during stone pitching, longitudinal drain has been blocked. Same needs appropriate corrective measures.

Package P0 4 A (Jagatpur-Duhuria Road)

- This package was terminated and further, divided in two packages, namely, Package P0 4A-1 and Package P0 4A-2. Fresh bidding is under process for both sub packages.

Package P0 4 B (Duhuria -Chandbali Road)

The following observations were noted during the site visit in this package:

- Necessary permissions and consents are in place for HMP, WMM and batch plants.
- No significant construction activity was observed at the site.
- The contractor establishing crusher at Sukutijhara, Tahsil (Dharamshala), Jajpur District. The foundation work for crusher has been started. However, CSC has not approved crusher site. The contractor needs to submit application for Consent to Establish for crusher.
- The court vacated stay order and mining lease for Anjeera Quarry 10 (in Tahsil Dharamshala in Jajpur District) has been granted to the contractor. It was informed by the CSC that mining plan has been prepared and approved. However, environmental clearance for quarry operation is yet to be obtained from SEIAA. As SEIAA was dissolved in August 2015 and new SEAC is yet to be constituted and notified, environmental clearance is still pending. The contractor has option to apply in MOEF&CC for obtaining environmental clearance in the absence of SEIAA as per EIA Notification.

Annex 5

Status of Results Monitoring Framework

Outcome Indicators	Actual Value	Target Values and Achievements as of October 2015			
	Baseline (2006)	2013	2014	October 2015 (Current status / value)	June 2016
1.2 vehicle speed in project corridors increased (Km./hr.)	Cars - 45 Trucks - 35 Buses - 40	47 46 47	-	To be collected EOP.*-	54 53 53
1.3 Road User Satisfaction Index Improved	-	2.38		To be collected EOP.*	
1.4 Improvement in Network Congestion Indices (%) (i) Congestion free CRN (ii) Congested CRN (iii) Over Congested CRN	-	(Based on 2011-12 Traffic data) (i) Congestion Free 90% (ii) Congested 2% (iii) Over Congested 8%		To be collected EOP.*	
4.1 Improved Road Policy and Legislative Framework put in place	Nil	<i>Ongoing</i>	Study completed	Study completed. GOO approval awaited.	GOO-approved Policy and Legal Framework enhancements in place.
Results Indicators for Each Component					
Component 1 (Road I Corridor Improvement Component)					
1.1 Roads Rehabilitated, Rural (Core Indicator)	0 Km	0 Km	30 Km	125	310 Km
Component 2 (Sector Policy and Institutional Development and Implementation Support)					
3.1 Road Asset Management, Road Safety and Environment and Social Management functions operational in OWD.	Nil	<i>Ongoing</i>	RAMS Operational ES operational	Systems and Functions Operational	Systems and Functions Operational
4.2 Sustainable road maintenance financing options developed	Nil	<i>Ongoing</i>	Study Completed	ISAP Study completed. GOO approval awaited.	GOO decisions taken on new Road Maintenance Financing option(s).
*As per the revised agreement on results indicators signed in June 2015 as part of the project restructuring.					