

INDIA

Punjab State Road Sector Project (Loan 4843-IN) 16th Implementation Support Mission (November 15 to 18, 2015)

Aide-Memoire

I. INTRODUCTION

1. A World Bank team¹ visited the State of Punjab from November 15 to 18, 2015, to review the implementation progress of the Punjab State Road Sector Project (PSRSP). The team conducted field visits of the Output and Performance Based Road Contract (OPRC) and held discussions with the officials of Punjab Roads & Bridges Development Board (PRBDB) and Public Works Departments (PWD), Government of Punjab (GoP). The mission also held discussions with contractors and consultants, engaged under the project.

2. A wrap-up meeting was held with Additional Chief Secretary PWD on November 18, 2015. This aide-memoire summarizes the findings, recommendations and agreements reached during the mission. The mission thanks GoP for their support and cooperation extended during the mission. The key actions agreed during this mission to address current implementation issues identified by the mission are shown in **Annex 1**.

II. KEY PROJECT DATA & PERFORMANCE RATING

3. The following table summarizes the key project data and updated project performances at this mission.

4. **Key Project Data:**

Project Approval	Dec. 05, 2006	Loan Amount	US\$ 250 million
Loan Signing	February 26, 2007	Disbursed	US\$ 180 million
Loan Effectiveness	April 2, 2017	Development Objectives Rating	Satisfactory
Original Closing Date	June.05, 2012	Implementation Progress Rating	Moderately Satisfactory
Revised Closing Date	June 5, 2017		

5. **Project Ratings:**

Field	Rating ²	
	Last Mission	Current Rating
Road Upgrading, Rehabilitation and Maintenance Component	MS	MS
Institutional Strengthening Component	S	S
Environmental Safeguard Management	MU	MS
Social Safeguard Management	S	S
Project Management	MS	MS
Financial Management	MS	MS
Procurement quality/timeliness	S	S

¹ Consisting of Elena Chesheva (Team Leader/Sr. Transport Specialist), Rajesh Rohatgi (Sr. Transport Specialist); Parthapriya Ghosh (Sr. Social Development Specialist); Vinod Gautam (Consultant - Environmental Specialist); Pradeep Valsangkar (Consultant - IT Specialist); Siddharth Kohli (Financial Management Specialist), N. S. Srinivas (Operations Analyst), Shivendra Kumar (Consultant – Procurement Specialist) and Vidya Kamath (Program Assistant).

² HS highly satisfactory, S satisfactory, MS Moderately Satisfactory, MU Moderately Unsatisfactory, U unsatisfactory, NA not applicable.

III. SUMMARY OF FINDINGS, DISCUSSIONS AND AGREEMENTS

6. **Achievement of Project Development Objective (PDO):** The project's overall development objective is to improve operating conditions of State roads for road users, in a sustainable way, thus helping to provide the business enabling environment necessary to support Punjab's economic development strategy. The result monitoring (refer to Annex 2) indicates that most of the outcome indicators are likely to achieve target values. The achievement of PDO is therefore rated as Satisfactory.

Road Upgrading, Rehabilitation and Maintenance Component

7. **Phase-I Civil Works Progress:** All works, envisaged under the Phase I of the project have been completed.

8. **Phase II Civil Works - Output and Performance Based Road Contract (OPRC) for Improvement, Rehabilitation, Resurfacing & Routine Maintenance Works of Sangrur - Mansa - Bathinda Area.**

9. The contract was awarded in December 2012 and the scope of works includes maintaining a network of about 203 km at agreed service levels and performance criteria including improvement and rehabilitation works. The 10 year contract is concluding its third year of implementation in December 2015. The description of the works included in the OPRC contract is provided in the table below:

Sno	Section	Name	Length (Km)	Type	Proposed Treatment
1	S1	Sangrur to Sunam	11.30	MDR 21	Rehabilitation
2	S2	Bhavanigarh to Kota Shamir	106.13	SH 12 A	Improvement (Widening)
3	S3	Harsingwah chowk to Mansa	7.40	SH 13	Rehabilitation
4	S4	Mansa to Talwandi Sabo	25.00	ODR 9	Improvement (Widening)
5	S5	Dhanaula to Bhikhi	25.40	MDR 14	Rehabilitation
6	B8	Bhatinda to Talwadi sabo	29.00	SH 17	Rehabilitation
Total			203.86		

10. All pending forest clearance issues, which affected the second and third year work programs have been resolved. The OPRC works will be entering into its fourth year of implementation in December 2015.

11. The status of implementation is provided below.

Status of work as of November 2015.

Category	Total Work Plan (km)	Cumulative Physical progress Planned (km) through Third Year	Cumulative Physical progress achieved (km)	Balance work to be completed (km)	% of the planned physical progress achieved	Cumulative Financial progress Achieved (INR cr.)
Improvement	128.90	97.67	63.35	65.65	49.14%	112.84
Rehabilitation	74.78	36.64	36.46	38.32*	99.51%	61.57
Resurfacing	203.68	28.65	28.65	175.03**	100%	8.88
Total capital works	407.36	162.96	128.46		78.83%	183.29

* includes 7.29 Km of Barnala-Mansa (S3), being proposed for 4-lane work, as a variation.

** includes resurfacing work that may be taken up after the loan closure date i.e. June, 2017.

12. The cumulative physical progress of improvement/rehabilitation and resurfacing works is about 78.83%. For the third year of implementation cumulative physical progress is 85% against the approved work plan. It is expected that all works for the third year will be completed in December 2015.

Status of work for third year of implementation (as per revised program)

Category	Targeted Length (km)	Actual Completed Length (km)	Balance to be completed (km)	Achieved (%)
Improvement	22.8	12.3	10.5	69%
Rehabilitation	11.3	11.3	0	100%
Total Year 3	34.10	23.60	10.5	85%

13. The contractor has submitted the fourth year of work program, which is being reviewed by the MC and PRBDB. It was agreed that the work program would be reviewed and finalized by mid-December 2015. The mission highlighted the need for expediting ongoing tree cutting to ensure that there are no encumbrances for 4th year works. In addition to the major upgrading/rehabilitation works, the contractor is continuing to also perform maintenance of the entire network.

14. **Quality of works:** The mission visited the entire network and held discussions with the contractor, Monitoring Consultants, PRBDB and field divisions of PWD. The mission noted with concern segregation in the wearing course on many stretches including third year works, which may lead to development of cracks and further pavement failures. The possible factors could include workmanship, quality of paver or mix design/grading of aggregates. The mission suggested client, MC and contractor to investigate the matter and undertake trial stretches to ensure that further works are not affected. The mission noted that although, the surface cracks developed in first year of works on S2 (Km 2.240 to 18) were sealed by the contractor, the cracks are reappearing. It was discussed to observe the surface/cracks for further six months. If cracks continue to develop, the contractor need to undertake permanent corrective treatment, which may include reconstruction of pavement layers in affected sections, after completely scarifying the old bituminous wearing course underneath. The MC have carried out an investigation in this regard, which has also been shared with the contractor for information.

15. As regards to the network maintenance, the general quality is satisfactory, except for the instances where shoulder dressing, drainage clearance, missing road signs, road marking retro-reflectivity need improvement. The mission noted that particularly on stretch S5, the centerline marking has completely lost its retro-reflectivity and needs to be redone. The mission also suggested to provide edge line marking on this stretch to enhance road safety, even though the standards may not provide for the same. The mission noted an improvement in traffic management during construction but there is further scope of improvement. In this regard, mission advised the contractor to follow the relevant IRC code and ensure advance warning signs for construction zone are provided to the required quality and specification.

16. The mission noted with concern, considerable number of accidents on the network. The MC have analyzed the available data and have carried out a preliminary road safety assessment based on limited data available from the contractor, however mission suggested the MC to carry out a comprehensive road safety audit of the entire network, including providing training to the contractor staff for data collection and modifying the data form to include location and other important factors causing the accident.

17. **Implementation of EMP:** The contractor has prepared and submitted EMPs separately for all the road sections under OPRC road network. These EMPs still require to be thoroughly reviewed by PRBDB and MC to correct some of deficiencies and gaps considering site specific mitigation measures for proper implementation. Some important observations on the EMP Reports are given in the **Annex 3**.

18. **Additional works:** The mission noted and discussed intention of the employer to carry out some additional works on the network through the existing contractor, including: (a) 4-laning at four locations- 7.3km stretch of S3 leading to Mansi and a total of about 5km at three semi-urban locations in Chiman, Bhikhi and Maur; and (b) widening of 7 narrow bridges to enhance safety. In addition, one ROB has also been proposed on S2, which would be procured as a separate contract.

19. The mission visited these locations during the site visits and agreed with the need of these additional works in principle, except the 4-laning at Maur, where the mission suggested to rather improve two junctions only, with possible 4-laning between them. The PRBDB will send the Google map for Maur to illustrate proposed intervention with adjoining settlements. It was agreed that for the proposed works a detailed proposal including detailed designs, cost estimates and supplementary SIA and EIA would need to be submitted to the Bank for formal approval. For ROB, the mission asked PRBDB to submit the detailed designs, cost estimates, SIA (and RAP if required), EIA and draft bidding documents. The mission was informed that the clearance from Railways is yet to be received. The mission highlighted urgency of finalizing the preparation work of these variations and seeking all required regulatory clearances to ensure that these works are completed before the current loan closing. The mission also suggested PRBDB to seek opinion of experts of the lead partner of MC regarding contractual implications.

20. Mission was informed that for the proposed additional works PWD had sufficient right of way (ROW) and only non-titleholders will be affected. Majority of the affected persons are squatters. However, it was agreed that contractor will annex revenue records to establish ROW. In Chima village however, a temple will also be affected. Contractor's engineer conducted focus group discussion with the community and temple committee. It was agreed that Chima panchayat will provide land for the temple and project will bear the cost of relocation. It was agreed that PRBDB will carry out SIA and based on SIA results, contractor will prepare RAP for each site. All these documents will be finalized and implemented before the initiation of civil works

21. **Monitoring Consultants:** The MC have mobilized the new Team Leader (TL) in September 2015. The TL informed about the measures taken to improve the overall project management, quality/timeliness of monthly progress reports. The mission was pleased to see more proactive approach in monitoring the OPRC contract and improved quality of reporting. However, the mission was concerned by the fact that all the tasks except TL are handled by the local consultants who do not have expertise on OPRC, and there is no participation of TNM international experts and value addition by them. The mission suggested PRBDB to revisit the mobilization of MC to enhance full time field presence, reduce key professional of local consultants and enhance input by TNM staff. During the discussion the mission noted disagreements on measuring non-performance on Network Performance indicators, which could be resolved by mobilizing TNM experts. The mission was informed that the environment consultant have some permanent health issues which restricts his presence on the site. The mission suggested PRBDB to seek his replacement.

22. **Road Data Collection** – The mission was notified that both roughness and deflection data have been collected, however, there are continuous issues with operation of the ROMDAS vehicle. The mission discussed with PRBDB and recommended that PRBDB takes a call on whether to put ROMDAS for repair, or to consider outsourcing the roughness data collection. The mission requested PRBDB and MC to provide details of corridor wise data collected and further plan of collecting the data including its quality assurance.

23. **Intervention to provide Structural Adequacy to Kharar-Banur-Tepla (UG1) Corridor:** Following the declaration of this stretch as National Highways, it was agreed during the last mission that PRBDB would bring this contract to a closure. The mission was informed that this contract has since been closed in August 2015 with a final price of INR 13.25 Crore.

Environment Management and Safeguards

24. During the mission, detailed discussions were held with PRBDB, Monitoring Consultant (MC) and Contractors to have an understanding of status of implementation of environmental management plan in the OPRC road network. The intensive site visits were also undertaken on November 16, 2015 to examine and

review the status of implementation of environmental management plan on OPRC road works sites, plants & camp sites.

25. **Statutory Clearances:** Necessary statutory clearances including forest clearance and consents from Punjab State Pollution Control Board are in place for operation of HMP and WMM. Tree cutting permission is in place and tree cutting is under process by Forest Department.

26. **Implementation of Environmental Management and Safeguards:** The mission visited in the OPRC road sections to examine the status of implementation of environmental management plan. The mission was happy to note that road construction safety measures at road construction sites are being implemented by contractor. House-keeping at the camp/plant sites was also satisfactory.

27. The mission was pleased to note the overall improvement of the environmental management of the OPRC contract, however, during the field visits the team noted some serious gaps regarding implementation of EMP at road construction sites and camp/plant sites including earth debris left at some of the completed sections and inadequate protection works on the slab converts leading to erosion and loose sandy soil finding way to drainage channels. In addition, the mission observed a number deficiencies at the campsite regarding electrical safety, solid waste disposal, used oil spillage, need for ventilation in worker rooms and better hygienic condition in the canteen. These deficiencies have been discussed with the contractor, MC and PRBDB, and by the time of this Aide-Memoire submission, the PRBDB submitted report of the contractor compliance on the observed deficiencies at the campsite. The photographs sent by contractor indicate that most of the gaps noted during visit at new plant /camp site have been complied. The Environmental Experts of PRBDB and Monitoring Consultant need to put a higher degree of due diligence and supervision to ensure proper implementation of environmental management plan by the contractor.

28. **Institutional Capacity and Operational Arrangement:** TNM-IMACS Professional Association is the monitoring consultant for OPRC road network. The observations noted during road works sites and camp indicate that institutional capacity and operational arrangement of PRBDB and Monitoring Consultant levels are lacking seriously. PRBDB has not established appropriate inspection mechanism to ensure EMP implementation. It was mentioned by PRBDB that regular site visits are made to ensure implementation of EMP. However, deficiencies in implementation of EMP are not captured and communicated to contractor.

29. The performance of monitoring consultant in terms of supervision of implementation of Environmental Management Plan requires immediate attention for improvement through frequent site visits and by issuing minor/ major non-compliance reports to the contractors for deficiencies in implementation of EMP. The contractor has Environment & Safety Officers, however, they are not aware about EMP provisions, which are resulting in deficiencies and gaps. Regular inspection, supervision, monitoring and onsite training for implementation of Environmental Management Plan by PRBDB and Environmental Experts of monitoring consultant need to be strengthened.

30. The key agreed actions for implementation of environmental management plan on OPRC road network are given in **Annex 1**.

Social Safeguard Management

31. **Dehlon Bypass:** Government of Punjab has taken a decision to follow Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RTFCLAR&R) Act, 2013. The state government has notified Department of Sociology and Social Anthropology of Punjabi University, Patiala as responsible agency for preparation of social impact assessment (SIA). The state government has also constituted a four member body for appraisal of SIA. The university though, is yet to initiate the process of SIA. Mission was informed that since project has already conducted SIA and has prepared RAP, land acquisition will be completed by end December 2016. At the wrap up with the Additional Chief Secretary the mission was notified that the state was undertaking another land acquisition under the NHAI project and that within two months it will be possible to assess how quickly it is possible to accomplish LA under the new Act. It was agreed that the decision on Dehlon Bypass will be taken by February 2016, when the Bank plans to have an interim mission.

32. **Handing of Kiosks to Panchayat / private entrepreneurs:** As agreed in the last mission, PRBDB invited tenders for the kiosks in the bus stands constructed by the project. Mission was informed that there is very little interest among the private sectors and village panchayats for the kiosks and project did not receive any bid.

33. **Micro plans:** Based on RAP prepared for 16 m corridor of impact (COI), contractor has prepared micro plan for 106 non-titleholder affected persons. Among 106 project affected families, 25 are vulnerable. The affected structures are all commercial and temporary in nature. Total R&R assistances to be disbursed comes to INR 4.41 million. PRBDB is in the process of reviewing the micro plan.

34. **Awareness Campaign for HIV/AIDS:** Contractor has hired a non-governmental organization (NGO) for conducting camps to create awareness among workers towards HIV/AIDS. Mission was informed that NGO arranges for talk on HIV/AIDS every quarter. It was agreed with the representative of the contractor that camps will be conducted every alternative months and IEC materials will be procured from SACS to be displayed in the workers camps. It was also agreed that contractor from time to time will conduct tests as per the guidelines with the assistance from Integrated Counselling and Testing Centres (ICTC).

Institutional Strengthening Component

35. **Computerization of PWD:** The bidding document for procurement of the computerization project for Punjab PWD had been cleared by the WB. However, PRBDB in consultation with the Additional Chief Secretary Roads considered some more changes to the cleared bidding document. These relate to the qualifying criterion and methodology of technical evaluation. Some of these criteria relating to the turnover requirements and minimum full time employees were discussed during the course of the mission. PRBDB was advised to resubmit the bidding document, after proposed changes, for bank clearance at their earliest. By the end of the mission, the revised bid document has been submitted, and the Bank issued its no-objection. Now, that the bid document has been agreed the procurement needs to be expedited. As discussed during the meeting with the Additional Chief Secretary, for the success of this initiative it will be important to appoint dedicated IT staff in PWD.

36. **Blackspots improvement program:** Under the previous road safety consultancy 200 blackspots have been identified on the state highway road network, and designs and specifications prepared for cost-effective safety engineering solutions. The procurement of the civil works contract for blackspots improvement is ongoing, with bids expected by end of December 2015.

37. **Road safety network assessment program:** The PRBDB is finalizing the contract with an individual road safety expert, who will work with PRBDB selected staff from all districts on building their capacity to do road safety assessment of the road network to identify high risk areas and to design countermeasures. Once the training and assessment is completed, the PRBDB with the help of the consultant will finalize road safety improvement program for the network and procure the civil works contract. Crash data for the road network is important for completeness of the assessment program and identification of high-risk areas. The PRBDB needs to work with the police to complete this data collection as a priority. It was agreed with the Additional Chief Secretary that the issue of crash data collection will be discussed with the police at the monthly meeting chaired by ACS. He will also instruct PWD to appoint staff to participate in the training and road safety network assessment.

38. **Integrated Transport Policy and Strategy and Strategic Investment Plan (Transport Sector Master Plan).** The PRBDB submitted report on the status of implementation of recommendations made under the Policy. The actions pertaining to Highway Capacity Expansion Program (HCEP) are already under Implementation for several NH & SHs as part of State initiative to improve the road network. Highway Utilization Improvement Program is linked to HCEP and most of the suggested measures are addressed as HCEP, Traffic Control & Incident Program, performance based maintenance and operation, stricter road design standards are also being included in the scope of Concessionaire engaged on Public Private Partnership (PPP) basis. Regarding driving skill improvement, GoP has already started construction of driver

training schools at various places in the State. Under the Airport/Air Transport Development initiative, the government has expanded the capacity of Chandigarh Airport by constructing International Terminal which has become operational. The inter-departmental issues and appropriate action towards implementation of the feasible/relevant recommendations is under consideration of the GoP.

39. **Monitoring and Evaluation of Project Indicators and Road User Satisfaction Survey:** The mission discussed with PRBDB some proposed amendments to be included in the TORs for the assignment (separate task for economic analysis of project investments, reference to how the roughness data would be collected, etc). It was agreed that the PRBDB would revise the TOR and send the RFP for no-objection by mid-December 2015.

Financial Management and Disbursement

40. The mission reviewed the existing financial management arrangements at the project. The recent developments and key issues are highlighted below:

41. **Budgeting and Disbursement:** For Financial Year 2015-16, as against a budgetary sanction for Rs. 1,000 million, Rs. 400 million has been incurred till date³. **Disbursement** from the Bank as on November 17, 2015 is USD 179.87 million (including outstanding designated advance of USD 5.45 million) which represents 71.95% of the loan of USD 250.00 Million. This reflects expenditure reported till June 30, 2015. For the quarter July to September 2015, the project has net uses of Rs. 311.50 million (USD 4.79 million) which will result in further documentation of approximately USD 4.07 million at the revised applicable financing percentage of 85%.

42. **Staffing and Visit by Finance Manager:** The team was informed that the erstwhile DAO was transferred out of Sangrur Division in June 2015 and a new official has taken over the charge. In light of the same, it becomes essential that the finance manager at the project makes a visit to the division to perform verification of documentation, review of accounts of the division and ensure adequacy of financial management processes. It was agreed that the finance manager shall now make at least half yearly visits to the division.

43. **Internal Audit:** PRBDB has decided not to appoint an internal auditor for the project, since the activities were confined to only one division. The appointment of a divisional accountant has been mulled for a while. It was again pointed out that under the contract of the monitoring consultant, an accountant is already engaged and paid as part of the team. The project agreed to utilize the services of such accountant for the purpose of verification of financial management aspects at the division.

44. **External Audit:** In letter dated December 31, 2014, the project had responded to audit review letter for FY 2013-14. The external audit for FY 2014-15 has been completed by the State AG. The project was informed that the due date of submission of the audit report to the Bank is December 31, 2015.

45. Based on the above the financial management performance rating is retained at '*Moderately Satisfactory*'.

Procurement

46. The mission reviewed the progress on procurement, and main issues are summarized below.

47. **Procurement Plan:** The procurement plan for the project was revised in August 2015 and is up to date. A further updated procurement plan showing the latest status of each contract was received on Nov 16, 2015. The same has been attached as **Annex 4**.

48. **Procurement Status:** Majority of contracts have been awarded and only a few of them remain to be completed notable amongst them being the 'OPRC Sangrur-Mansa-Bhatinda Contract', and 'Development of Road safety Strategy and Generating Awareness'. Contracts still to be procured include

³ November 17, 2015

four works of Road Safety Enhancement and Black Spot Improvements, PWD Computerization, Dehlon bypass, and 2 consultancy contracts for project indicators and road safety expert.

49. **Completion of Procurement Activities:** The project was advised to expedite completion of ongoing contracts and early procurement of remaining packages, as any liability carried beyond the closing date of the Bank Loan, will have to be borne by the government.

50. **Post Procurement Review:** Mission was advised that the project has not signed any post review contracts during this period and there are no contracts subject to Post review.

51. **Discussion of Specific Documents:** Mission clarified specific issues raised by the project team related to the (i) bid document for ‘Road safety Enhancements and Black Spot Improvements’; (ii) bid document for ‘Procurement of IT Systems for Computerization of PWD’; and (iii) RFP for ‘Undertaking Surveys to determine various Project Indicators’.

52. **Procurement Rating:** Procurement is rated as ‘Satisfactory’.

The Next Mission

53. The next full implementation support mission is planned in April- May 2016.

Annex-1

Actions Agreed During the Mission

<u>No.</u>	<u>Key Actions</u>	<u>By whom</u>	<u>Target Date</u>
Civil Works			
1.	Approval of the revised work program for the 4 th year work.	PRBDB	Dec 15, 2015
2	Review construction methodology and mix design and undertake trial stretches to ensure segregations in wearing course do not occur	Contractor, MC & PRBDB	Immediate
3	Observe, investigate and remedy surface cracks observed on S2	Contractor	June 30, 2016
4	Further improve traffic management during construction	Contractor & MC	Continuous
5	Provide edge line marking on S5	Contractor	Dec 30, 2015
6	Finalize designs and associated safeguard documents for all junction improvement works	PRBDB & MC	Jan. 31, 2016
7	Rationalize the mobilization of MC to enhance full time field presence, reduce key professional of local consultants and enhance input by TNM staff within existing costs.	PRBDB	Urgent / Immediate
8	Seek replacement of Environment Specialist of MC	PRBDB & MC	Dec. 15, 2015
9	Provide detail status report on the deflection and roughness measurements data collected including further plan and its quality assurance.	Contractor & MC	Nov. 30, 2015
10	Carry out comprehensive Road Safety Audit and prepare plan for RS improvement on OPRC network	MC	Jan. 31, 2016
11	Submit detailed proposal including designs, cost estimates, SIA and EIA for the following additional works: <ul style="list-style-type: none"> • Bridge widening • 4-laning • ROB (with bid documents) 	PRBDB	Nov. 30, 2015 Dec. 15, 2015 Dec. 31, 2015
12	Conduct the Project Management Committee chaired by the Additional Chief Secretary to discuss and finalize LA process for Dehlon Bypass	PRBDB	Dec. 15, 2015
13	Seek concurrence from Railways for inclusion of ROB in the Railways work plan	PRBDB/GOP	Dec. 31, 2015
14	OPRC Monitoring Consultants – Submission of Monthly Progress Reports	MC	21 st of each month
15	Accident Black Spot Improvement – Bid Evaluation	PRBDB	Feb. 15, 2016
16	Send the list of Blackspots to the Bank	PRBDB	Nov. 30, 2015
17	Finalise collection of crash data from police for the state highway network for the past 3 years (by field divisions)	PRBDB/PWD	Jan. 15, 2016
18	Award the contract for Road Safety Auditor of the network	PRBDB	Dec. 15, 2015
19	Appoint staff from PRBDB and PWD for the training by Road Safety Auditor	PRBDB	Jan. 15, 2016
Institutional Strengthening Component			
20	Monitoring and Evaluation of Project Indicators and RUSS – Finalize the TORs, submit the RFP for no-objection.	PRBDB	Dec. 15, 2015
21	Finalize the bidding document for computerization and submit to the Bank for no-objection	PRBDB	Nov. 20, 2015
22	Constitute core IT team	GOP	Dec. 31, 2015
Environment Safeguards			
23	Clearing of construction debris and surplus earth lying along the road sections of OPRC	Contractor	Dec. 31, 2015
24	Protection work for sides of culverts in all road sections of OPRC	Contractor	Dec. 31, 2015
25	Inspection of OPRC Road Network to capture gaps and ensure compliance.	PRBDB	Dec. 15, 2015

26	Coordination with Environmental Expert of Monitoring Consultant and Contractor's Environment & Safety Officer of Contractor for restructuring monthly progress report.	PRBDB	Dec. 15, 2015
27	Thoroughly review EMPs of OPRC Road Network for discrepancies as discussed during the mission to ensure incorporation of environmental mitigation measures as per road specific conditions.	PRBDB	Dec. 15, 2015
28	Comply with the deficiencies/gaps noted for implementation of EMP during field visits as mentioned in Annexure of Aide Memoire	Contractor	Largely complied by end of Nov 2015
Social Safeguards			
29	Concentrated effort on HIV/AIDS Awareness Campaign	Contractor	Continuous
30	Acquisition of land for Dehlon Bypass	PRBDB	Dec. 31, 2016
31	Implementation of micro plans for S2	PRBDB	Dec. 31, 2015
Financial Management			
32	External audit for FY 2014-15	PRBDB	Dec. 31, 2015

Annex -2

Project Development Objective Indicators

►Increase in average network speed by 30% (entire network) (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	34.2	42.66	42.66	48
Date	03-Nov-2006	21-May-2015	18-Nov-2015	05-Jun-2017
Comments: Data collection for the above indicator is underway and will be updated at the EOP stage.				

►Reduction in Vehicle Operating Costs (VOCs) by 20% (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	9.5%	21%	21%	20%
Date	03-Nov-2006	21-May-2015	18-Nov-2015	05-Jun-2017
Comments: Previous data has been retained. The final number will be collected at EOP stage.				

►Maintain total number of fatal accidents at 2005 level of 2,655 (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	2,655	2,380 (upto September 2014)	4,127 (as of August 2015)	2,390
Date	03-Nov-2006	21-May-2015	18-Nov-2015	05-Jun-2017

►Increase in User Satisfaction. (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	61.11	66.02	66.02	67.00
Date	01-Sep-2009	21-May-2015	18-Nov-2015	05-Jun-2017
Comments: Previous data retained. Will be updated at EOP stage.				

►Improvement in efficiency of Road Agency (PWD, PRBDB) (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target

Value	60.27	63.60	63.60	65.00
Date	01-Sep-2009	21-May-2015	21-May-2015	05-Jun-2017
Comments: Previous number retained. This indicator will be updated based on the User Satisfaction Survey which is being proposed to be undertaken at the EOP stage.				

Intermediate Results Indicators

► Total km of roads improved and rehabilitated under the project w.e.f. YR6 (OPRC) (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0 (YR6)	77.51km	80 km	166 km
Date	05-Jun-2012	30-Jun-2015	18-Nov-2015	05-Jun-2017

► Maintain International Roughness Index (IRI) m/km for project roads on the network (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	9.2 mm/Km	2.95/km	2.95/km	2.6/km
Date	03-Nov-2006	21-May-2015	18-Nov-2015	05-Jun-2017

Comments: Previous data retained. This number will be updated / modified in February 2016 and subsequently at EOP stage.

► Maintain poor and bad network condition @ 4% (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	67%	7%	7%	4%
Date	03-Nov-2006	22-Nov-2014	18-Nov-2015	05-Jun-2017

Comments: Previous number has been retained. The numbers will be updated at EOP stage.

► Department wide computerization and use of integrated systems for planning, management, financial accounting, monitoring (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	--	No bids were received. The GoP is considering revising the approach and scope	Revised RFP is being submitted for NOC.	Final Roll out to the entire department.
Date	--	21-May-2015	18-Nov-2015	05-Jun-2017

Annex 3

Environment Safeguard Management

Bhhiakwhia - Sunam – Bhikhi –SH 13 Intersection - Kotshamir (SH12A) and other Road Section (SH -12A) (S-2)

The following observations were noted during the visits on this road.

- At Km 6.400, sides of box culvert have not been stabilized by appropriate technique like turfing, stone pitching, etc. Therefore, sand is finding its way to drainage channel. Culvert protection work is pending in many culverts. Needs attention for improvement.
- During visit on the road, construction waste materials were found lying at Km 16.800 on the edge of earthen shoulders. Needs attention for proper disposal.
- Many places along the road, earthen shoulders have been constructed by waste aggregate without compaction and soil cover. Therefore, earthen shoulders are not in intact and getting damaged badly even by light traffic movement. Needs attention for improvement.
- Earthen shoulders have been constructed with sandy soil. Therefore, sand is spreading on the carriageway, making paved shoulder unsafe.

Road Construction Site

- During the site visit, safety signage's like warning signages, delineators with retro reflective taps, sand bags were observed at road and culvert construction sites.
- At road construction sites, excavated earth is being laid in heaps along the road. These should be collected and properly disposed.
- Water sprinkling was not observed at road construction sites. However, two water tankers were parked on the road during the site visit.

New Camp Site

- General housing keeping and cleanness were found good at the camp site.
- Fencing has not been provided all around the camp site. Therefore, there is always possibility of trace pass of person, animal or stray dogs.
- At the new camp site, 500 kVA and 80 kVA DG sets have been installed. These are being operated without providing stack heights as per CPCB guidelines, which is violation of consent conditions of Consent to Operate (CTO) issued by Punjab State Pollution Control Board. Main large size motor and pulley on the top of the hot mix plant is without moving guard, which is creating unsafe conditions and danger to the people working in that area. All the machines having moving parts needs to be provided moving guards.
- Electrical safety is lacking at the camp site. Bone & skull danger signages have not been displayed at DG sets, electrical control panels, etc.
- Earth pit provided at the camp site are without numbers and effectiveness of earth pits through earth resistance testing needs to be done annually.
- All the electrical panels are in open area without shed to protect them from rains, therefore proper shed of appropriate height needs to be provided.
- Most of the phase electrical equipment, like motors, panels, etc are not double earthed, which is creating danger for electrocute.
- In front of electrical panels, earth surface is undulating and creating unsafe conditions during operation and maintenance. It should be leveled properly and rubber mat to be provided.
- First aid box have been provided, however items in first aid boxes are not as per rule.
- Do's and Don'ts have not been provided at critical locations. Same needs to be displayed in camp sites.

- Relevant safety posters have not been provided to enhance environment, health and safety at the camp site. Same needs attention.
- Two drums as waste bins were observed at the camp site. However, there is no system or practices in place for municipal solid waste (like paper, plastic, food wastes) management and disposal. Same needs attention.
- House-keeping in hazardous wastes (used oil) storage was poor as used oil was found spilled on the floor. Unwanted materials were lying in hazardous waste storage area.
- Emergency numbers have been displayed only in English, which cannot be understood by most of laborers. Same needs to be provided in local language also.
- Accommodation rooms have been provided for workers. In each room, three beds have been placed. There is no proper ventilation in any room. Proper ventilation needs to be provided in workers rooms.
- Kitchen facilities have been provided at the camp site. However, hygienic conditions were pathetic in the kitchen. Lots of house flies were observed in the kitchen. Hygienic conditions need to be maintained in the kitchen. Insect killing machine should be provided in food cooking area.
- Food items and vegetable were lying on the floor covered with house flies. Proper racks and crates needs to be provided for hygienically keeping of food items and vegetables.
- At kitchen, one room is available for taking food by laborers. However, there is no chair or table in this room for sitting comfortably. Therefore, laborers take food in their rooms. Proper chairs and tables need to be provided.
- There is no wash basin with tap outside of bath rooms for washing hands and face. Couples of wash basins with mirrors need to be provided outside of bath rooms.
- Sewage treatment plant (STP) has been provided at the camp site to treat the sewage. During the site visit, it was observed that STP was not in operation and therefore it has destabilized. Re-commissioning and proportion operation of STP is required by trained person.

Old Camp

- Hot mix plant at the plant is not in operation as new hot mix plant have been installed at new camp site with higher capacity. Most of the staffs were on leave on occasion of Chhath Puja, there was no major work was going on the old camp.
- General housing keeping and cleanness were found good at camp site.
- At the new camp site, 125 kVA was in operation without stack (Chimney). DG set is being operated without providing stack heights as per CPCB guidelines, which is violation of conditions of Consent to Operate issued by Punjab State Pollution Control Board.
- Electrical safety is lacking at the camp site. Bone & skull danger signages have not been displayed at DG sets, electrical control panels, etc.
- Earth pits provided at the camp site are without numbers and effectiveness of earth pits through earth resistance testing needs to be done annually.
- All the electrical panels are in open area without shed to protect them from rains, therefore proper shed appropriate have to be provided.
- Most of the the phase electrical equipment, like motors, panels, etc are not double earthed.
- First aid box have been provided, however items in first aid boxes are not as per requirement.
- Do's and Don'ts have not been provided and same needs to be displayed in camp sites.
- Relevant safety posters have not been provided in the camp site area to enhance environment, health and safety at the camp site area. Same needs attention.
- There is no system or practices in place for municipal solid waste (like paper, plastic, food wastes) management and disposal. Same needs attention.
- Emergency numbers have been displayed only in English, which cannot be read by most of laborers. Same needs to be provided in local language.

II. Observations in Other Road Sections

- Excavated earth is lying beyond the earthen shoulder along road at places in various road sections.
- Earthen shoulders have not been covered with soil and compacted properly. Therefore, these are getting damaged by erosion and light traffic.
- Earthen shoulders have been constructed with sandy soil therefore, sand is coming to carriageway, making paved shoulder unsafe.
- Road making is not retro reflective. Therefore, it is not visible in night.

III. Observations On EMP Reports

The EMP reports for road sections under OPRC are similar except some changes. PRBDB and Monitoring Consultant have not thoroughly reviewed these EMPs, therefore, so many of deficiencies and gaps are still observed in the EMPs. These EMPs need to be checked and corrected considering site specific mitigation measures for proper implementation. Therefore, common observations are given below for EMP reports.

- At places, grammatical and sentence errors have been observed. Same needs to be corrected properly.
- EMPs submitted by the PIPL are generic and appears to be a cutting and pasting work only. The consultant of PIPL has not sincerely prepared site specific environmental mitigation measures for OPRC road network.
- Environmental Management Plan (EMP) report submitted in August' 2015, have erroneous reference of outdated criteria of Environmental Clearance for highways projects, old rules like, Hazardous Wastes (Management and Handling) Rules, 1989, requirement of NOC from Punjab State Pollution Control Board, etc.. Such errors need be checked and corrected as per current regulations.
- In EMP, there is reference of “Environment Protection (Storage & Disposal of Hazardous Wastes) Rules, 1989”. However, no such regulation exists in India. Such errors need to be corrected from all EMP reports.
- Drinking Water Quality Standards IS:10500: 1991 has been referred in the EMPs, however, presently IS:10500:2012 is in existence.
- Site specific mitigation measures are missing in the EMP, generic statements are given in the EMP, for example, for municipal solid waste management, it is mentioned that the “disposing of in a pit at designated area” however, there is no such designated pit in the area or region. Further, it is mentioned that “Collecting plastics in separate bins & disposing in deep trench at designated area/s covering with soil” which is not correct and it is clear violation of Municipal Solid Wastes (Management and Handling) Rules, 2000.
- No specific EMP has been given for workers as per Building and Other Construction Workers Act 1996.
- Environmental mitigation measures for DG sets, electrical safety, workers safety, emergency plan, requirement of PPEs, fire-fighting facilities, occupational health & hygiene, etc are not given in the EMPs.
- Reporting formats given in the EMP are very generic, unclear and non-adoptable. These appear to be copied from some other EMP report. Reporting formats should be focused and need to be prepared specifically for OPRC road network considering site conditions.
- EMPs need to be in the form of full-fledged report comprising necessary /relevant information, mitigation measures, guidelines, adoptable reporting formats and check lists, which could be helpful in implementation of EMPs in various road sections under OPRC Road network.

Annex 4

Updated Procurement Plan (Works)

Exchange Rate as per PAD 1 USD = ₹45.64

Current Exchange Rate = ₹65.00

Ref. No.	Contract Description (length)	Contract Price	Modified Price	Contract/ Bid Price (USD million)	Procurement Method	Review by Bank (Prior/ Post)	Bid- Opening Date	Comments
PHASE I								
Rehabilitation								
WB/PSRSP/RH/1/NCB	Rehabilitation of Ferozepur-Zira Road (34.46Km)	₹ 441,421,339	₹ 427,282,620	9.36	NCB	Prior	19/Oct/06	Work Completed
WB/PSRSP/RH/2/NCB	Rehabilitation of Chandigarh-Landran-Chunni-Sirhind (37.27Km)	₹ 439,182,400	₹ 439,182,400	9.62	NCB	Prior	20/Oct/06	Work Completed
WB/PSRSP/RH/3/NCB	Rehabilitation of Phillaur-Aur-Rahon-Nagar(33.51km)	₹ 468,556,883	₹ 523,629,156	11.47	NCB	Post	18/Oct/06	Work Completed
WB/PSRSP/RH/4/ICB	Rehabilitation of Kapurthala-TarnTaran (47.20km)	₹ 546,953,628	₹ 545,595,268	11.95	ICB	Prior	22/Nov/06	Work Completed
WB/PSRSP/RH/5/NCB	Rehabilitation of Zira-DharamkotRoad (24.70km)	₹ 347,308,823	₹ 369,674,767	8.10	NCB	Prior	23/Oct/06	Work Completed
WB/PSRSP/RH/6/NCB	Rehabilitation of Sirhind-Patiala (28.30 km)	₹ 242,837,229	₹ 249,376,928	5.46	NCB	Post	6/Aug/07	Work Completed
	Total Rehabilitation	₹ 2,486,260,302	₹ 2,554,741,139	55.98				
Upgradation								
WB/PSRSP/UG/1/ICB	Upgradation of Kharar-Landran-Banur-Tepla (39.53Km)	₹ 1,089,842,533	₹ 1,089,842,533	23.88	ICB	Prior	30/Nov/06	Work Completed
WB/PSRSP/UG/2/ICB	Upgradation of Ludhiana-Malerkotla-Sangrur (71.92Km)	₹ 2,260,383,808	₹ 2,260,383,808	49.53	ICB	Prior	1/Dec/06	Work Completed
WB/PSRSP/UG/3/NCB	Upgradation of Attari-Chabbal-Tarn Taran Rd. (including Junction at Tarn Taran) (40.50Km)	₹ 452,819,208	₹ 449,503,857	9.85	NCB	Prior	24/Oct/06	Work Completed

Ref. No.	Contract Description (length)	Contract Price	Modified Price	Contract/ Bid Price (USD million)	Procurement Method	Review by Bank (Prior/ Post)	Bid- Opening Date	Comments
	Total Upgradation	₹ 3,803,045,549	₹ 3,799,730,198	83.25				
Periodic Maintenance								
WB/PSRSP/PM/1/NCB	Periodic Maintenance of Ajnala-Ramdass-Cheharta-Dhand Bir Road	₹ 52,615,950	₹ 52,615,950	1.15	NCB	Prior	7/Aug/06	Work Completed
	Chehrata-Dand Bir road						7/Aug/06	Work Completed
WB/PSRSP/PM/2/NCB	Periodic Maintenance of Gurdaspur Sri Hargobindpur road	₹ 96,961,910	₹ 96,961,910	2.12	NCB	Prior	10/Aug/06	Work Completed
WB/PSRSP/PM/3/NCB	Periodic Maintenance of Longowal-Sunam, Badbar Longowal Road	₹ 33,743,221	₹ 33,743,221	0.74	NCB	Prior	27/Jul/06	Work Completed
	Pakhokey-Tappa Road	₹ 30,573,404	₹ 30,573,404	0.67	NCB		27/Jul/06	Work Completed
WB/PSRSP/PM/4/NCB	Periodic Maintenance of Khanna-Samrala-Nawanshahar-Garhshankar road	₹ 128,590,060	₹ 128,590,060	2.82	NCB	Post	1/Dec/06	Work Completed
WB/PSRSP/PM/5/NCB	Periodic Maintenance of Kapurthala-Tashpur, Sultanpur Dalla & Dadwindi-Sultanpur road	₹ 52,227,571	₹ 52,227,571	1.14	NCB	Prior	2/Nov/06	Work Completed
WB/PSRSP/PM/6/NCB	Periodic Maintenance of Sitogana-Dabwali road	₹ 34,494,279	₹ 34,494,279	0.76	NCB	Prior	17/Aug/06	Work Completed
WB/PSRSP/PM/7/NCB	Periodic Maintenance of Faridkot to Ferozepur road	₹ 44,175,882	₹ 44,175,882	0.97	NCB	Prior	22/Aug/06	Work Completed
WB/PSRSP/PM/10/NCB	Periodic Maintenance of Bagha Purana-Bhagta Bhucho road	₹ 73,470,745	₹ 73,470,745	1.61	NCB	Prior	31/Jul/06	Work Completed
WB/PSRSP/PM/11/NCB	Periodic Maintenance of Sri Hargobindpur-Batala-Dera Baba Nanak Road	₹ 79,000,148	₹ 79,000,148	1.73	NCB	Prior	14/Aug/06	Work Completed
	Total Periodic Maintenance	₹ 625,853,170	₹ 625,853,170	13.71				
	Total Phase I	₹ 6,915,159,021	₹ 6,980,324,507	152.94				
PHASE II								

Ref. No.	Contract Description (length)	Contract Price	Modified Price	Contract/ Bid Price (USD million)	Procurement Method	Review by Bank (Prior/ Post)	Bid- Opening Date	Comments
Output and Performance based Road Contract for Improvement, Rehabilitation, Resurfacing & Routine Maintenance Works of Roads of-								
WB/PSRSP/OPBC/ICB	Sangrur-Mansa-Bathinda Contract Area with approx. length of 204.0 km	₹ 5,963,614,900	₹ 5,963,614,900	91.75	ICB	Prior	26/Apr/12	Contract Agreement signed with M/s Patel Infrastructure Pvt Ltd on Dec 10, 2012 and the work is under progress.
	Total (OPRC)	₹ 5,963,614,900	₹ 5,963,614,900	91.75				
Additional Crust for Increasing the Structural Adequacy of Pavement Structure on UG-1								
WB/PSRSP/2014/1/NCB	The work for increasing the structural adequacy of pavement structure on UG/1	₹ 183,400,000	₹ 183,400,000	2.82	NCB	Post	19/Feb/14	Work Completed
	Total (Structural Adequacy)	₹ 183,400,000	₹ 183,400,000	2.82				
Road Safety Enhancement and Black Spot Improvements								
WB/PSRSP/RS/1/NCB	Road Safety Measures on Phase-I roads	₹ 66,677,670	₹ 99,249,448	1.53	NCB	Prior		Work Completed
WB/PSRSP/RS/2/NCB	Road safety enhancements and Black Spot Improvements on PSRSP core road network	₹ 700,000,000	-	10.77	NCB	Prior	29/Dec/15	World Bank's NO to the Bidding Document issued on Oct 29, 2015. The IFB stands published in the newspapers on Nov 13, 2015.
WB/PSRSP/RS/3/NCB	Program of road safety enhancements on all State highways (excluding National Highways and BoT roads)	₹ 500,000,000	-	7.69	NCB	Prior	01-Feb-2016 (indicative)	The works for Road Safety Enhancement will be undertaken based upon the comprehensive Safety assessment on all State Highways as per scope.

Ref. No.	Contract Description (length)	Contract Price	Modified Price	Contract/ Bid Price (USD million)	Procurement Method	Review by Bank (Prior/ Post)	Bid- Opening Date	Comments
WB/PSRSP/RS/4/NCB	Construction of 4-lane ROB at Level crossing at Maur on OPRC Network	Total cost ₹ 30,00,00,000 (₹ 15,00,00,000)	-	4.62	NCB	Post	01-Jan-2016 (indicative)	The Railway Authorities have agreed in-principle for ROB at Mansa on cost sharing basis.
--	Widening of seven (7) nos 2-lane bridges to 4-lane to avoid accidents on the OPRC Network	₹ 150,000,000	-	2.31	NCB	Post	15-Jan-2016 (indicative)	This work may be procured as a variation to the existing OPRC contract or alternatively can be procured as a new NCB Contract.
	Total (Road Safety)	₹ 1,716,677,670		26.91				
Construction of Dehlon By Pass [Ludhiana Malerkotla Sangrur Road] (UG/2)								
WB/PSRSP/UG2/BP/NCB	Construction of Dehlon By Pass [Ludhiana Malerkotla Sangrur Road] (UG/2)	₹ 250,000,000	-	3.85	NCB	Post	01-Aug-2016 (indicative)	Upon failure of private negotiations, the land is now being acquired under the new Land Acquisition Act 2013. Notification under Section IV has been issued for commencement of Social Impact Assessment.
	Total (Dehlon Bypass)	₹ 250,000,000		3.85				
Computerization of PWD (B&R)								
PSRSP/WB/ICT/1/ICB	Procurement of Contract for Computerization of PWD (B&R), Punjab	₹ 200,000,000	-	3.08	ICB	Prior	7-Jan-2016 (indicative)	World Bank's NO to the Bidding Document issued on Oct 2, 2015. The Bidding Document is

Ref. No.	Contract Description (length)	Contract Price	Modified Price	Contract/ Bid Price (USD million)	Procurement Method	Review by Bank (Prior/ Post)	Bid- Opening Date	Comments
								currently under the review of Punjab Government.
	Total (Computerization)	₹ 200,000,000		3.08				
	Total Phase II	₹ 8,313,692,570		128.40				
	Grand Total Phase I + Phase II	₹ 15,228,851,591		281.35				

Updated Procurement Plan (Goods)

Ref. No.	Contract Description	Contract Price (USD million)	Procurement Method	Prequalification (yes/no)	Domestic Preference (Yes/No)	Review by Bank (Yes / No)	Bid-Opening Date	Comments
1	Asset Management Equipment (Profilometer and falling weight deflectometer etc.)	0.5	ICB	No	No	Prior	Jan-09	ROMDAS (Profilometer) has been procured under the Project. No further Procurement under this package is required.
2	Road Safety Goods (including procurement of GPS); several packages but no individual package to exceed 50,000 USD.	0.25	No road safety goods are to be procured. The Procurement of hand held GPS and LCD projectors has already been done using the Shopping method of procurement.					
2 a)	Procurement of GPS (400 units)	0.042	Shopping	No	No	Post	24 Feb 2009 (GPS Units)	GPS units received on 8th July 09.
2 b)	Procurement of LCD projectors (7 nos)	0.005	Shopping	No	No	Post	23/Jun/08	LCD projectors received on 24th Oct 09.
2 c)	Procurement of DVD players, projection screens, amplifier & speakers		Shopping				26/Aug/09	Dropped
3	HIV/AIDS – Dispensing Machines		Shopping	No	No	Post	-	Dropped
4	Procurement of Digital maps, Satellite Images	0.08	Direct Contacting	No	No	Post	Sep-07	All (366) Digital toposheets received from Survey of India
5	Procurement of equipment for GIS	0.03	Shopping/ NCB	No	No	Post	Jan-09	Dropped
	Total	0.88						

Updated Procurement Plan (Services)

Ref. No.	Contract Description	Estimated Bid / Contract Price (USD million)	Procurement Method	Review by Bank (Yes / No)	EOI received Date	WB NO to RFP	RFP issued	Date of Receipt of Proposals	WB NO to the award of Contract	Date of Award of Contract	Date of Start of Assignment	Completion Date	Status
Phase I													
Package 1 Part A	Feasibility, environmental and social studies for 1698 km of prioritized roads with the option of assigning technical advisory services for the overall project implementation.	0.47	QCBS	Prior	30-Jun-04	2-Nov-04	11-Nov-04	6-Jan-05	9-May-05	12-May-05	10-Jun-05	21-Aug-07	Services Completed
Package 1 Part B	Technical Advisory Services for overall project implementation.										Not Assigned		
Package 2	Detailed Project Report for rehabilitation of 205 km with the option of assigning quality assurance and technical support services during construction	0.25	QCBS	Prior	30-Sep-04	8-Feb-05	15-Feb-05	1-Apr-05	18-Jul-05	22-Jul-05	29-Jul-05	30-Nov-06	Services Completed
Package 2 Part B	Quality assurance and Technical Support Services during Construction.(TAC)	0.22									The Consultant M/s Bceom provided the TAC services as a variation to Package 3 services.		
			1-Jul-08	30-Jun-09									

Ref. No.	Contract Description	Estimated Bid / Contract Price (USD million)	Procurement Method	Review by Bank (Yes / No)	EOI received Date	WB NO to RFP	RFP issued	Date of Receipt of Proposals	WB NO to the award of Contract	Date of Award of Contract	Date of Start of Assignment	Completion Date	Status
Package 3	Preparation of detailed Project Reports for upgradation of 152 km length & Construction supervision services	0.60	QCBS	Prior	18-Oct-04	2-Mar-05	11-Apr-05	5/2/2005	9-Sep-05	16-Sep-05	16-Sep-05	15-Jun-06	Services Completed
Package 3 Part B	Construction Supervision Services (CSC) for Upgradation works during construction.	1.34									23-Jul-07	30-Jun-09	Services of Consultant discontinued on 31st March 2011.
Package 4	Institutional development studies and development of appropriate action plan.	0.47	QCBS	Prior	5-Sep-04	8-Nov-05	14-Nov-05	29-Dec-05	28-Mar-06	10-Apr-06	17-Apr-06	30-Nov-07	Services Completed
Package 5	Independent review of the environment and social assessments	0.04	CQS	Post	-	-	-	20-Feb-06	13-Apr-06	21-Apr-06	21-Apr-06	19-Sep-06	Services Completed
Package 6	Implementation of RAPs on Phase I works	0.13	QCBS	Post	31-Jul-06	21-Aug-06	25-Aug-06	28-Sep-06	Post Review	11-Dec-06	13-Dec-06	31-May-09	Services Completed
Total Phase I		3.52											
Phase II													

Ref. No.	Contract Description	Estimated Bid / Contract Price (USD million)	Procurement Method	Review by Bank (Yes / No)	EOI received Date	WB NO to RFP	RFP issued	Date of Receipt of Proposals	WB NO to the award of Contract	Date of Award of Contract	Date of Start of Assignment	Completion Date	Status
Package 1	Preparation of detailed Project Reports for rehabilitation & upgradation of 258 km length, including construction supervision as the case may be.	Consultancy called off											
Package 2	Devising a program for Output and Performance based contracts for Road Network of about 600 Km	1.39	QBS	Prior	30/Aug/07	16/Nov/07	16/Nov/07	8/Feb/08	10-Jul-08	24-Jul-08	7-Aug-08	22-Nov-09	Services Completed
Package 3	HIV/AIDS Awareness	0.262	QCBS	Post	19-Feb-07	Post Review	11-Apr-07	23-May-07	9-Nov-07	19-Nov-07	18-Dec-07	18-Nov-11	Services Completed
Package 4	Reclassification of Road Network	Consultancy called off. To be done through PWD											
Package 5	Preparation of GIS maps for Road Network in Punjab		Single Source	Post	-	-	-	-	-	25-Jul-07	25-Jul-07	24-Jan-08	Services completed

Ref. No.	Contract Description	Estimated Bid / Contract Price (USD million)	Procurement Method	Review by Bank (Yes / No)	EOI received Date	WB NO to RFP	RFP issued	Date of Receipt of Proposals	WB NO to the award of Contract	Date of Award of Contract	Date of Start of Assignment	Completion Date	Status
	Collection of field data for major highways and bridges [Supplementary Contract Agreement]		Single Source	Post	-	-	-	-	-	12-Oct-09	12-Oct-09	11-Apr-10	
Package 6	Integrated Transport Policy and Strategy and Strategic Investment Plans Study	0.93	QBS	Prior	22-Apr-08	19-Jul-08	22-Jul-08	6-Oct-08	20-Jul-09	11-Aug-09	25-Aug-09	30/Jun/11	Services Completed
Package 7	Development of Road Safety Strategy and Generating Awareness on Traffic and Road Safety.	0.30	QCBS	Prior	17-Apr-09	10-Nov-09	26-Nov-09	26-Mar-10	5-Oct-10	18-Oct-10	1-Nov-10	1-May-12	Ongoing
Package 8	Setting up of Road Fund Secretariat		QBS	-	-	-	-	-	-	-	-	-	This Consultancy has been dropped in the restructured Loan Agreement.
	b) Procurement of Experts(s) & support staff for guidance on RMF Secretariat establishment		SS	-	-	-	-	-	-	-	-	-	
Package 9	Asset Management Software development and training	0.30	QCBS	Post	-	-	-	-	-	-	-	-	Dropped

Ref. No.	Contract Description	Estimated Bid / Contract Price (USD million)	Procurement Method	Review by Bank (Yes / No)	EOI received Date	WB NO to RFP	RFP issued	Date of Receipt of Proposals	WB NO to the award of Contract	Date of Award of Contract	Date of Start of Assignment	Completion Date	Status
Package 10	Training (IT, Contract management, Quality Control & Procurement) ; several packages	0.75	CQ/SS	Post	-	-	-	-	-	-	-	-	Services Completed
Package 11	Environment Management Plan Training and Pollution Monitoring	0.16	CQS	Post	22-Aug-07	Post Review	2-Nov-07	4-Jan-08	Post Review	29-May-08	6-Jun-08	28-May-12	Services Completed
Package 12	Training (Financial Management); several packages	0.30	CQ/SS	Post	-	-	-	-	-	-	-	-	Services Completed
Package 13	Road Safety Database, training etc.(several packages, but no package to exceed 0.05 USD million)												Services Completed
	Consultancy Services for creation of online road safety database management system	0.01	SS	Post	-	-	-	-	Post	17-Oct-08	17-Oct-08	16-Jan-09	
Package 14	a) Road User Satisfaction Survey	0.16	CQS	Post	16-Oct-07	Post Review	26-Dec-07	31-Jan-08	Post Review	10-Oct-08	17-Oct-08	16-Apr-12	Services Completed

Ref. No.	Contract Description	Estimated Bid / Contract Price (USD million)	Procurement Method	Review by Bank (Yes / No)	EOI received Date	WB NO to RFP	RFP issued	Date of Receipt of Proposals	WB NO to the award of Contract	Date of Award of Contract	Date of Start of Assignment	Completion Date	Status
	b) Surveys (Average network speed, vehicle operating cost, road roughness and road condition survey)	0.60	QCBS	Prior	9-Jul-09	4-Jul-10	4-Dec-09	24-May-10	6-Jan-11	17-Jan-11	24-Jan-11	15-Sep-14	Services Completed
Package 15	Feasibility studies & advisory services for Preparation of PPP	Not to be undertaken											
Package 16	Appointment of Project Management Consultant for Assistance in Procurement of Main Computerization Consultancy Services	0.11	QCBS	Prior	5-Nov-08	20-Jul-09	23-Jul-09	5-Oct-09	19-May-10	20-Sep-10	4-Oct-10	3-Jan-13	Services in progress.
Package 17	Computerization of PWD B&R	It is an IT Package and is being procured using the Bid Document for IT Works.											
	DPR Consultancy for Rehabilitation of affected reaches of PM/6	Consultancy called off											
Package 18	Services of Internal Auditor for PSRSP (several packages but no package to exceed 0.05 USD million)												

Ref. No.	Contract Description	Estimated Bid / Contract Price (USD million)	Procurement Method	Review by Bank (Yes / No)	EOI received Date	WB NO to RFP	RFP issued	Date of Receipt of Proposals	WB NO to the award of Contract	Date of Award of Contract	Date of Start of Assignment	Completion Date	Status
	1) Internal Auditor for Financial Year 2007-08	0.002	CQS	Post	-	-	-	11-Apr-07	Post	13-Sep-07	13-Sep-07	12-Sep-08	Services completed.
	2) Internal Auditor for year 2008-09	0.005	SS	Post	-	-	-	29-Sep-08	Post	24-Feb-09	24-Feb-09	24-Nov-09	Services completed.
	3) Internal Auditor for 2009-12	0.014	CQS	Post	30-Dec-09	-	12-Mar-10	13-Apr-10	Post	28-Jul-10	9-Aug-10	8-Feb-13	Services Completed
Package 19	External Evaluation of Implementation of Resettlement Action Plan	0.029	SS	Post	-	Post Review	-	7-Oct-08	Post	14-Nov-08	14-Nov-08	01-07-2011 (End Term Evaluation)	Services completed.
Package 20	External Evaluation of HIV/AIDS awareness		CQS	Not to be undertaken									

Ref. No.	Contract Description	Estimated Bid / Contract Price (USD million)	Procurement Method	Review by Bank (Yes / No)	EOI received Date	WB NO to RFP	RFP issued	Date of Receipt of Proposals	WB NO to the award of Contract	Date of Award of Contract	Date of Start of Assignment	Completion Date	Status
Package 21	Monitoring consultant for the Output and Performance based Road Contracts of 'Sangrur-Mansa- Bathinda' network in Punjab	3.52	QCBS	Prior	10-Jul-12	8-Aug-13	23-Aug-13	2-Dec-13	13-Aug-14	1-Sep-14	6-Oct-14	5-Oct-19	Ongoing
Package 22	Baseline Environmental Data for EIA report for Dehlon Bypass	0.03	SS	Post	-	-	-	-	Post	24-Jan-14	21-Jan-14	21-Feb-14	Services completed.
Package 23	Undertaking Surveys to determine various Project Indicators in Year 2017 on approx. 1,700 km roads, and comparing results with the Baseline Values.	0.83	QCBS	Prior	2-Mar-15	-	-	-	-	02-Dec-2015 (indicative)	-	-	The World Bank's No Objection to the RFP document has been received on Nov 5, 2015. The RFP is likely to be issued on Nov 20, 2015.

Ref. No.	Contract Description	Estimated Bid / Contract Price (USD million)	Procurement Method	Review by Bank (Yes / No)	EOI received Date	WB NO to RFP	RFP issued	Date of Receipt of Proposals	WB NO to the award of Contract	Date of Award of Contract	Date of Start of Assignment	Completion Date	Status
Package 24	Engaging of a Road Safety Expert/ Consultant for comprehensive road safety assessment on all Highways (excluding NH and Core Road Network)	0.05	Ind. Consultant	Prior	-	-	-	-	-	15-Oct-2015 (indicative)	-	-	The Client has shortlisted a CV of a Road Safety Expert following the procedures indicated in 'Selection of Individual Consultants'. The Contract Agreement is likely to be signed in the third week of November after the Financial Negotiations with the shortlisted expert.
Total Phase II		9.45											
Grand Total Phase I + Phase II		12.97											