

MONTHLY REPORT NO. 6

TA No. 4814-IND

TA Cluster for
Project Processing & Capacity Development

Design & Project Management Support for the Proposed
North Eastern State Roads Investment Program

Reporting Period
December 2007



SMEC International Pty Ltd

in Sub-consultancy with

SMEC India Pvt Ltd and Vic Roads International



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Project number: **TA 4814-IND**

ADB Contract Number: **COSO 70-125**

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Abbreviations and Acronyms

ADB	Asian Development Bank
Crore	Ten million
DEA	Department of Economic Affairs
DPMC	Design and Project Management Consultant
DPR	Detailed Project Report
EA	Executing Agency
EIA	Environmental Impact Assessment
EMP	Environmental Management Plan
GOI	Government of India
HE	Highway Engineer
IA	Implementing Agency
IEE	Initial Environmental Examination
IPDP	Indigenous People Development Plan
IPSA	Initial Poverty and Social Analysis
IRC	Indian Roads Congress
km	Kilometre
Lakh	One hundred thousand
PWD	Public Works Department
MDONER	Ministry of Development of the North Eastern Region
MDR	Major District Road
Mil	Million
MOSRTH	Ministry of Shipping Road Transport and Highways
NER	North East Region
NESRIP	North Eastern States Road Improvement Program
NH	National Highway
NHAI	National Highways Authority of India
PPTA	Project Preparatory Technical Assistance
PQ	Prequalification
PWD	Public Works Department
RFP	Request for Proposal
RP	Resettlement Plan
Rs	Indian Rupee
TA	Technical Assistance
The Consultant	SMEC International Pty Ltd in sub-consultancy with SMEC India Pvt Ltd Vic Roads International
The Sub-Consultant	Consultants employed by SMEC to carry out certain project tasks
TOC	Table of Contents
TOR	Terms of Reference as provided in Consultant's Contract
US\$	United States Dollars

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1. INTRODUCTION

1.1 General

The North-Eastern Region (NER) of India comprises eight states – Arunachal Pradesh, Assam, Manipur, Meghalaya, Mizoram, Nagaland, Sikkim and Tripura, covering 262,000 sq. km, or about 8% of India's total land area and with 4% of the nation's population. Over 90% of inter and intra-regional trade and personal travel depends on the road network, which is constrained by low capacity roads, comprising mainly sub-standard single and intermediate lane roads. The state roads have deteriorated over the years due to heavy rains and floods in some areas of the state, failure of sub-grade and sub-base courses under increasing traffic load and paucity of maintenance funds and resources for the timely and adequate maintenance of such roads.

Development in the region is therefore hindered by the low quality of existing transport infrastructure, unreliable services, restriction on transit traffic through Bangladesh, and the largely hilly and rolling terrain. Coupled with this is the relatively low level technical ability of both the contracting industry and the PWDs labour force.

1.2 ADB TA 4814 – The DPMC TA

The Asian Development Bank (ADB) is assisting the Government of India (GOI) in addressing the issues related to the condition of these roads through a program of works called the North Eastern State Roads Investment Program (NESRIP). This is currently under preparation and aims to (i) improve about 1,300 km of priority road sections in the eight states in the NER of India, and (ii) provide capacity building support to the executing agency of NESRIP; the Ministry of Development of North Eastern Region (MDONER); and to the implementing agencies (IAs), the state public works department (PWD) or its equivalent in each of the eight states. This capacity building will assist in for implementing road improvement; as well as developing a capability in road management, road safety, and environmental and social assessment. The main objectives of NESRIP are to:

- increase access within the NER states;
- increase access between the NER states and the rest of India and other countries;
- provide capacity building support to improve management and institutional strengthening;
- improve road management systems;
- improve road safety; and
- improve environmental and social impact assessments and management practices.

NESRIP will be a 100% centrally sponsored scheme. ADB will finance up to 70% of the project costs. While the central government will finance the costs of capital investment, the state governments will bear the expenses towards land acquisition, resettlement and rehabilitation, environmental and mitigation measures and road maintenance for 5 years after the end of the construction contracts (part of the construction contracts). The total estimated cost of NESRIP is US\$ 428.7 million of which ADB proposes to finance up to US\$ 300 million. The modality for NESRIP will be a series of loans (not one – probably one for each Tranche). The ADB component of these funds will be passed on to MDONER that will in turn disburse the same to state IAs.

A feasibility study carried out under a project preparatory technical assistance (PPTA) for NESRIP identified about 1,100 km of key state road sections for improvement, and developed implementation arrangements for the road improvement as well as the capacity building support.

To facilitate further preparation of NESRIP, technical assistance (TA) for design and project management support has been initiated by the ADB, prior to effectiveness of the NESRIP, as a component of the Technical Assistance Cluster (TAC) for project processing and capacity development. The TAC is identified as ADB TA 4814-IND.

An ADB Contract (Number: COSO 70-125) was signed on 14 June 2007 to SMEC International Pty Ltd in Sub-consultancy with SMEC India Pvt Ltd and Vic Roads International. Details of this Contract are shown below:

Table 1.1: DPMC Contract Details

Item	Detail
Contract Name	ADB TA 4814-IND: TA Cluster for Project Processing and Capacity Development – Design and Project Management Support for the Proposed North Eastern Roads Investment Program
Contract Number	COSO 70-125
Name of Consultant	SMEC International Pty Ltd in Sub-consultancy with SMEC India Pvt Ltd and Vic Roads International.
Date of Award	14 June 2007
Date of Completion	31 March 2008
Date of Completion (Current as of VO No 8)	30 June 2008
Value (Original)	US\$ 2,300,000
Value (Current)	US\$ 2,300,000
Professional Staff Inputs – Foreign (Original)	4 people – 16 person months
Professional Staff Inputs – Foreign (Current)	4 people – 16 person months
Professional Staff Inputs – Domestic (Original)	44 person - 241 person months
Professional Staff Inputs – Domestic (Current)	40 person - 205 person months
Contract Variation Requests Submitted	1 to 9
Contract Variation Requests Replied to by ADB	1 to 3

This component TA will support MDONER and the state PWDs in project preparation during the period between the substantial completion of the preceding PPTA and the full mobilisation of the loan-financed consultants.

This TA further develops the work undertaken under the PPTA and is called the Design and Project Management Consultant (DPMC). SMEC International Pty Ltd in sub-consultancy with SMEC India Pvt Ltd and Vic Roads International (hereinafter called the Consultant) has been engaged as the DPMC. The TA's primary objectives are to (i) carry out detailed design and safeguard documentation, and preparation of bidding documents for all identified roads (about 1,100 km); (ii) assist the EA and the state IAs in preconstruction activities for Tranche 1 civil works (about 330 km in four states); and (iii) conduct a feasibility study for additional sub-projects (outside the identified 1,100 km roads) for inclusion in NESRIP.

The executing agency for this TA is the Department of Economic Affairs (DEA) of the Ministry of Finance (MOF). For the purposes of this component TA, MDONER and the state PWDs will be the implementing agencies. The Joint Secretary of MDONER will be the TA director at the national level. The nodal officers nominated from the state PWDs for preparation of NESRIP will serve as TA directors at the state level. A coordination committee, consisting of the TA directors, representatives of related central ministries/agencies and ADB representatives, and chaired by the Joint Secretary of MDONER will meet regularly to discuss outstanding issues and actions to be taken to address those issues.

1.3 Roads Included Under TA 4814

The feasibility study carried out under the PPTA for NESRIP identified about 1,100 km of key state road sections for improvement, divided into a three phase program called Tranche 1, 2 and 3. Some minor adjustment of the roads selected has occurred subsequent to the completion of the PPTA resulting in a final selection of roads to be designed and studied by the DPMC. These lists, including location, approximate length, cost and Tranche is shown in Table 1.1, Table 1.2 and Table 1.3. Since preparation of the original list by the PPTA, there has been some changes recommended by the DPMC. These recommendations are also shown.

Table 1.2: List of Project Roads including Bridges

State	No.	From	To	Tranche	Length (km)
Arunachal Pradesh	AR06	Pasighat (intersection with NH52)	Pangin (along Yingkiong BRTF Road)	1	81.0
		Total			81.0
Assam	AS01	Barama	Tamulpur	2	20.8
	AS02	Tamulpur	Paneri	2	48.0
	AS03	Paneri	Udalgiri	2	26.4
	AS04	Udalgiri	Rowta (NH52)	3	8.6
	AS08	Tinsukia (junction of NH38)	Jaipur (recommended for deletion)	2	44.6
	AS11	Futkibari	Bilasipara (NH31)	1	17.6
	AS15	Dudhnoi (NH37)	Tikrikilla (border with Meghalaya) (recommended to be reduced to Goalpara)	3	97.9
	AS17	Hahim, border with Meghalaya	Boko (NH37)	3	15.0
	AS22	Neelam Bazar (NH44)	Fakirbazar (border with Bangladesh) (recommended for deletion)	3	20.6
	AS23/1	Goroimari	Jania (taken up under other funds and deleted from this project)	1	8.1
	AS37a	Bongaigaon (NH31)	North Saimara (NH31B)	3	15.6
	AS37b	North Saimara (NH31B)	Jania (recommended for deletion)	3	27.7
	AS37c	Jania	Kalitakuchi	1	72.8
		Total			423.7
Manipur	MN06	Tupul (NH53)	Kasom - Khullen Village via Bishnupur & Thoubal (NH39)	2	123.3
		Total			123.3
Meghalaya	ML01	Mawngap (NH44E)	Umpung (Umpung River Bridge)	3	77.0
	MLN1	Garobadha	Dalu (NH51)	1	98.5
	MLN2	Mawshynrut	Hahim, border with Assam	3	37.3
		Total			212.8
Mizoram	MZ01	Champhai (New Champhai-Zote Junction)	Khawbung	2	72.0
	MZ02	Serchhip (NH54, Sailiankawn Junction)	Buarpui	3	64.0
		Total			136.0
Nagaland	NL01	(Dimapur-) Changpang	Tizit (Exact location of road not yet agreed to. PWD has nominated a 100 km section for consideration)		Approx. 100.0
		Total			100.0

State	No.	From	To	Tranche	Length (km)
Sikkim	SK01	Melli (NH31A, Melli Check Post Junction)	Nayabazar (edge of town)	1	26.5
	SK02	Nayabazar (Akar Bridge)	Namchi (19 km point)	1	19.0
	SK03	Rumtek (Intersection with NH31A)	Sang	3	25.0
		Total			70.5
Tripura	TR01	Khowai, border with Bangladesh	Teliamura (NH44)	3	35.6
	TR02	Udaipur (NH44)	Melaghar	2	27.1
		Total			62.7
		Grand Total			1,210

Table 1.2: PPTA Cost of Road Packages
Tranche 1

State	Road No.	From	To	Length (Km)	Cost per PPTA Report (Rs. Crore)	Forecast Cost at 8/1/08 (Rs Crore)
Arunachal Pradesh	AR 06	Pasighat (intersection with NH52)	Pangin (along Yingkiong BRTF Road)	81.0	48.57	80.6
Assam	AS11	Futkibari	Bilasipara (NH31)	17.6	17.6	18.6
	AS23/1	Goroimari	Jania	8.1	6.13	0
	AS 37C	Jania	Kalitakuchi	72.8 (reduced 62 km)	87.04	84.4
Meghalaya	MLN1	Garobadha	Dalu (NH51)	98.5	91.91	95.2
Sikkim	SK01	Melli (NH31 A, Melli Check Post Junction)	Nayabazar (edge of town)	26.5	33.12	30.4
	SK02	Nayabazar (Akar Bridge)	Namchi (19 km point)	19.0	19.42	19.7

Tranche 2

State	Road No.	From	To	Length (Km)	Cost per PPTA Report (Rs. Crore)	Forecast Cost at 8/1/08 (Rs Crore)
Assam	AS01	Barama	Tamulpur	20.8	17.28	33.6
	AS02	Tamulpur	Paneri	48.0	64.93	69.6
	AS03	Paneri	Udalgiri	26.4	41.99	36.5
	AS08	Tinsukia (junction of NH38)	Jaipur	44.6	48.93	
Manipur	MN06	Tupul (NH53)	Kasom-Khullen Village via Bishnupur & Thoubal (NH39)	123.3	117.48	240.6
Mizoram	MZ01	Champhai (New Champhai-Zote Junction)	Khawbung	72.0	65.86	75.5
Tripura	TR02	Udaipur(NH44)	Melaghar	27.1	26.63	25.6

Tranche 3

State	Road No.	From	To	Length (Km)	Cost per PPTA Report (Rs. Crore)	Forecast Cost at 8/1/08 (Rs Crore)
Assam	AS04	Udalgiri	Rowta (NH52)	8.6	10.33	14.3
	AS15	Dudhnoi (NH37)	Tikrikilla (border with Meghalaya) (reduced to Goalpara)	97.9 (reduced to 32.9)	58.92	42.6
	AS17	Hahim, border with Meghalaya	Boko (NH37)	15.0	15.00	19.1

State	Road No.	From	To	Length (Km)	Cost per PPTA Report (Rs. Crore)	Forecast Cost at 8/1/08 (Rs Crore)
	AS22	Neelam Bazar (NH44)	Fakirbazar (border with Bangladesh)	20.6	12.48	0
	AS37A	Bongaigaon (NH31)	North Saimara (NH31B)	15.6	16.25	22.0
	AS37B	North Saimara (NH31B)	Jania	27.7	12.78	0
Meghalaya	ML01	Mawngap (NH44E)	Umpung (Umpung River Bridge)	77.0	51.00	73.1
	MLN2	Mawshynrut	Hahim, border with Assam	37.3	24.62	35.2
Mizoram	MZ02	Serchhip (NH54, Salliankawn Junction)	Buarpui	64.0	62.00	70.8
Sikkim	SK03	Rumtek (Intersection at NH31A)	Sang	25.0	24.64	26.9
Tripura	TR01	Khowai, border with Bangladesh	Teliamura (NH44)	35.6	38.83	35.6
Nagaland	NL01			100		130

Bridges – All Tranche 1

State	Bridge No.	Description	Length (m)	Cost per PPTA Report (Rs. Crore)	Forecast Cost at 8/1/08 (Rs Crore)
Assam	MB1	AS01, Pagladiya R	50	0	4.4
	MB2	AS02, Bar Nadi R	300	13.4	26.6
	MB 3	AS02, Shuklia R	250	11.2	22.2
	MB 4	AS 02, Karla Nonoi R	250	11.2	22.2
	MB 5	AS 03, Borla Nadi R	150	0	13.3
Manipur	MB 6	MN06, Yagoi Karong	100	4.7	6.3

Total

Tranche/Bridges	Cost per PPTA Report (Rs. Crore)	Forecast DPMC Cost at 8/1/08 (Rs Crore)
Total Tranche 1	303.8	328.9
Total Tranche 2	383.1	481.4
Total Tranche 3	326.8	469.6
Total Major Bridges	88.3	95.0
Grand Total	1102.0	1374.9

As can be seen the current estimate of Rs 1374.9 exceeds the original PPTA estimate. As the ADB has indicated there will be no increase in the loan amount of US \$300 million, further reductions in lengths of road to be taken up under this project may have to be made.

Also because of the appreciation of the Indian Rupee and possible escalation of rates from the time of the PPTA, there may be a need for a further reduction as the amount of loan funds available is fixed. Considering all of the above, it is important therefore to further examine and refine the rates early within this TA. Action in this regard is already in hand and a clearer picture regarding cost estimates shall be available by the end of January'2008 with the finalisation of Draft DPR's for Tranche-1 roads.

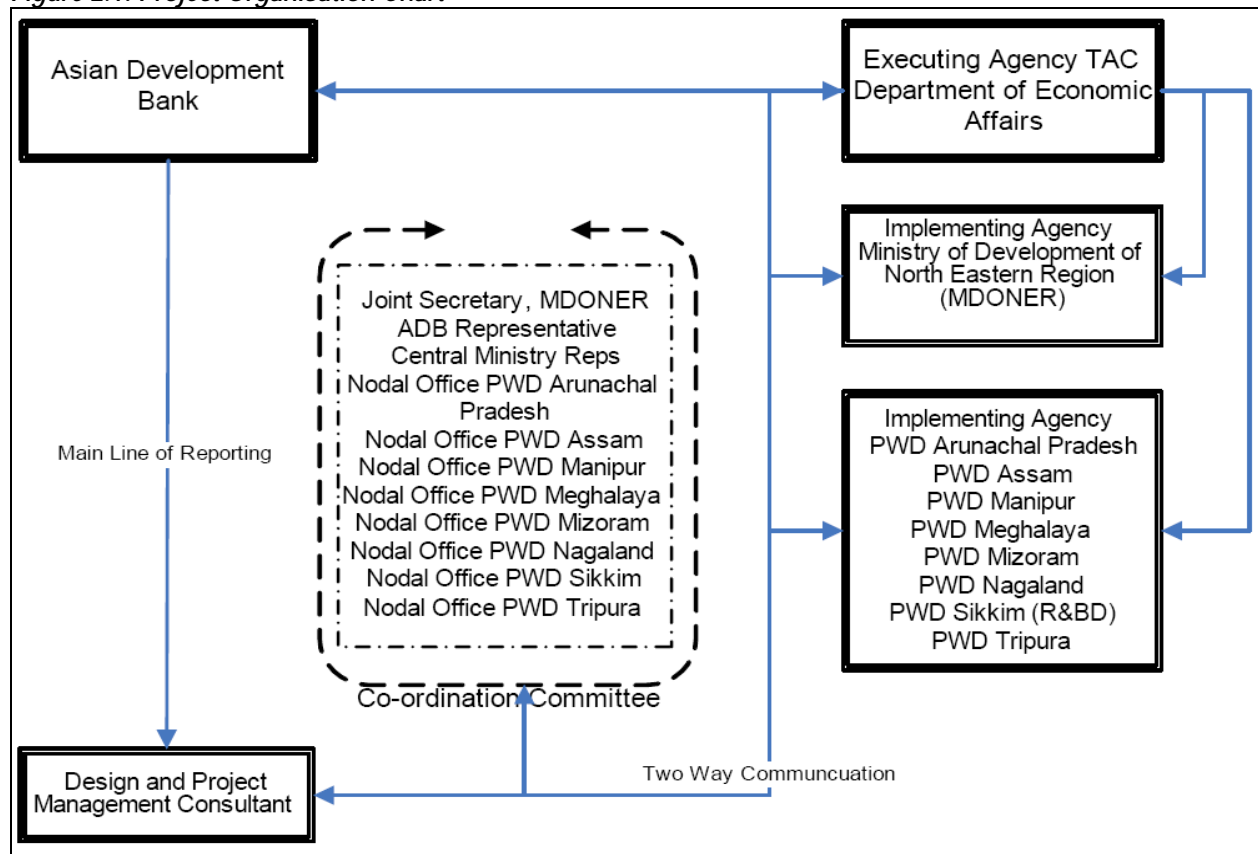
2. THE DPMC ORGANISATION

2.1 Organisation Structure

For this pre-loan phase of the project, the executing agency of the Technical Assistance Cluster (TAC) is the Department of Economic Affairs (DEA) of the Ministry of Finance. For the purposes of this component Technical Assistance (TA), MDONER and the state PWDs will be the implementing agencies. The Joint Secretary of MDONER will be the TA director at the national level. The nodal officers nominated from the state PWDs for preparation of NESRIP will serve as TA directors at the state level. A Coordination Committee, consisting of the TA directors, representatives of related central ministries/agencies and ADB representatives, and chaired by the Joint Secretary of MDONER will meet regularly to discuss outstanding issues and actions to be taken to address those issues. These meetings will often be held concurrently with ADB loan processing missions, and workshops to be held under the component TA. This structure will change after the loan is implemented. In particular, MDONER will take over the role of EA at this stage.

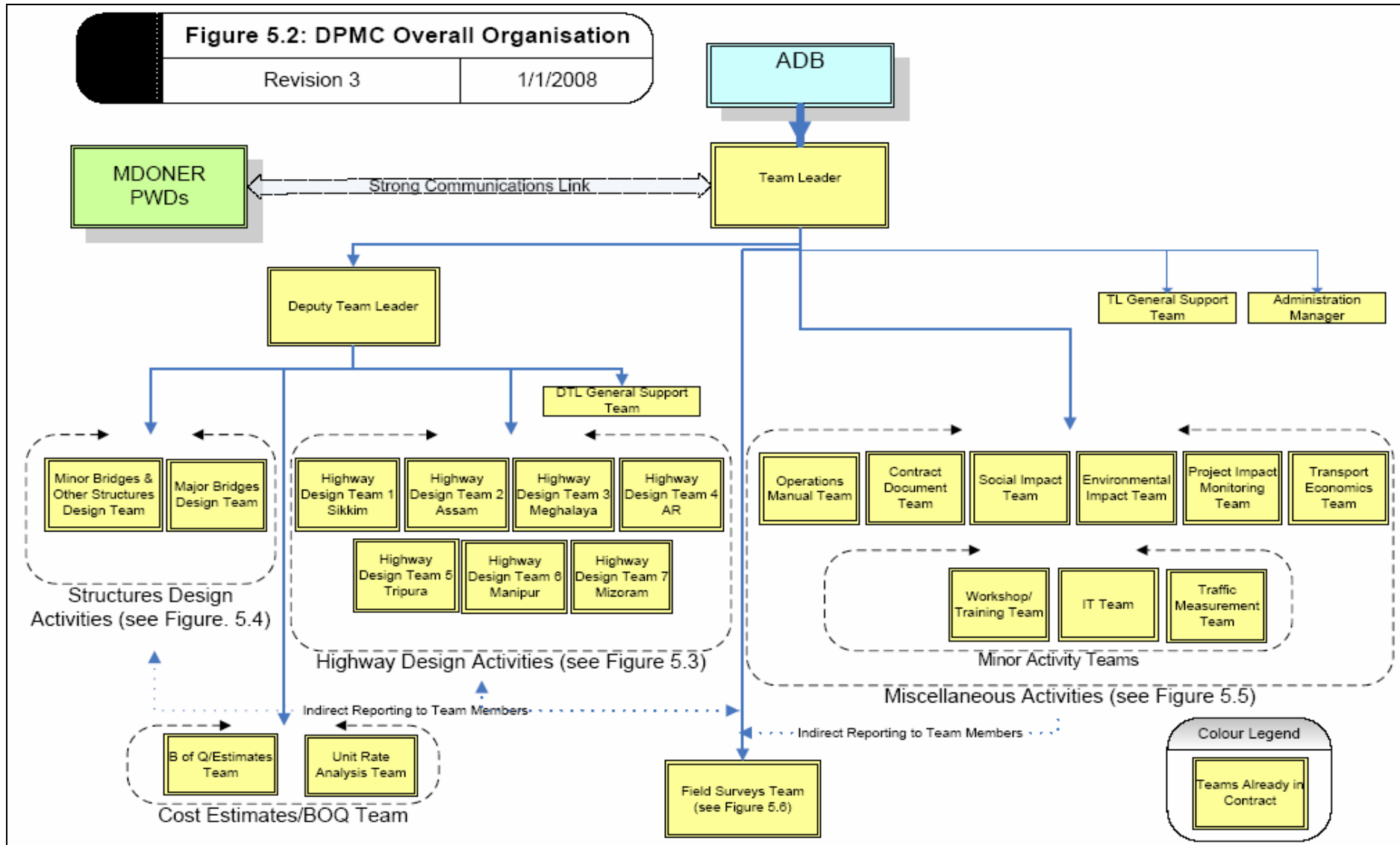
The DPMC will be employed by the ADB however it will still need to report to MDONER and the eight PWDs. The Co-ordination Committee will also need to work closely with DPMC. The organisation and reporting chart for the project is shown in figure 5.1.

Figure 2.1: Project Organisation Chart



The DPMC's organisation is shown in Figure 2.2. The DPMC teams will be divided into sub teams and each sub team will have sub team leaders responsible for the outputs of that team.

Figure 2.2: DPMC Organisation Chart



2.2 DPMC Contact Details

The DPMC will maintain its primary office in Assam at the following address:

Ward Street, Uzanbazar
Guwahati, Assam – 781001
Telephone: 0361-2633661

This office has been fully established.

The DPMC will maintain its secondary highway and bridge design office in Gurgaon near New Delhi at the following address:

5th Floor, Tower C, Building No. 8
DLF Cyber City, Phase II
Gurgaon – 122002 (Haryana) India
Telephone (91) 124-4380042, 4501100
Facsimile (91) 124-4380043

This office has been fully established.

The design work and documentation of the reports is being carried out in this office to avail of the design and management support base infrastructure.

The Team Leader, Mr. Gavin Strid, shall be the first point of contact. His contact details are as follows:

Mobile: (91) 9864016496
Email: gavin.strid@smec.com.au

The Deputy Team Leader, L R Dua should be contacted for all DPR related matters. His contact details are as follow:

Mobile: (91) 9868078859
Email: kcpaul@smecindia.com

3. DPMC INPUT DETAILS

Expert name	Position	FIELD SERVICES (in person-months) ^{3f}			HOME OFFICE SERVICES (in person-months) ^{4f}		
		Total Contract Provision ^{5f}	Input for this Period	Cumulative Inputs at Period End	Total Contract Provision ^{5f}	Input for this Period	Cumulative Inputs at Period End
International Consultant							
Gavin Strid	Project Management Specialist/Senior Highway Engineer/Team Leader	9	0.700	5.367			
James Dent/T Winn Replacement requested VO#5 on 9/12/07	Transport Economist	2	0	0.000			
Alan Ross/M Dagnall Replacement requested VO#5 on 9/12/07	Project Impact Monitoring Specialist	2	0	0.000			
Robin Schonfeld	Contract Procurement Specialist	3	0	1.100			
Domestic Consultant							
L R Dua	Senior Highway Engineer (Deputy Team Leader)				9	1	4.549
Rajanish Kumar/G.R.Madhav Replacement submitted VO#3 on 14/9/07. Approved 23/10/07	Highway Engineer – 1				7	1	2.881
Rakesh Nayak	Highway Engineer – 2				8	0.494	3.253
Manoj Patro	Highway Engineer – 3				8	0.972	3.972
Raghu Yadav/N P Singh submitted VO#7 on 19/12/07	Highway Engineer – 4				6	0.256	0.256
Piyush Kumar Saxena Deletion Submitted VO#3 on 14/9/07. Approved	Pavement Specialist – 1				0		0
Prashant Joshi	Pavement Specialist – 2				5		0
Vivek Kumar Gupta	Pavement Specialist – 3				5	0.92	0.92
Ramesh Kumar Patra	Pavement Specialist – 4				5	0.358	0.358
R Pandey/Lokesh Kumar Tyagi Approved by email on VO#2 on 23/8/07	Bridge Engineer – 1				6	0.946	3.568
SK Datta/Prakash Chandra Khatri Replacement approved by email on VO#2 on 27/8/07	Bridge Engineer – 2				6	0.767	3.464
M K Jain/V N Mishra Replacement requested VO#4 on 18/11/07	Bridge Engineer – 3				6	0.511	2.2614
Vishal Khullar	Bridge Engineer – 4				6	0.767	3.579
Md. Moiuddin	Material Engineer – 1				4		0
Jasti Srinivas Submitted VO#3 on 14/9/07	Material Engineer – 2				0		0
Ashok Sachdeva/Arvind Kumar Mishra Approved on VO#1 by letter on 23/8/07	Material Engineer – 3				4		0.205

Expert name	Position	FIELD SERVICES (in person-months) ^{3/}			HOME OFFICE SERVICES (in person-months) ^{4/}		
		Total Contract Provision ^{5/}	Input for this Period	Cumulative Inputs at Period End	Total Contract Provision ^{5/}	Input for this Period	Cumulative Inputs at Period End
Bijay Kumar	Material Engineer – 4				4		0
Brind Pal	Geotechnical Engineer - 1				4	0.69	3.028
L.V. Laxmipati Rao	Geotechnical Engineer – 2				4		0
Beera Giridhar Deletion submitted VO#3 on 14/9/07. Approved 23/10/07	Geotechnical Engineer – 3						0
Alok Kumar/M K Singh Replacement requested VO#4 on 18/11/07	Geotechnical Engineer – 4				4	1.445	1.445
D P Chakraborty/Jagbir Singh Dangi Replacement approved on VO#1 by letter on 23/8/07 and deletion submitted VO#3 on 14/9/07. Approved 23/10/07.	Senior Survey Engineer – 1				0		0
Chandan Chakraborty/Arun Kumar Replacement approved on VO#1 by letter on 23/8/07 and deletion submitted VO#3 on 14/9/07. Approved 23/10/07	Senior Survey Engineer – 2				0		0
Sanjay Kumar Panda deletion submitted VO#3 on 14/9/07. Approved 23/10/07	Senior Survey Engineer – 3				0		0
Anil Kushwaha/Mirdul Kumar Saikia Approved by email on VO#2 on 27/8/07	Senior Survey Engineer – 4				6	1	3.6232
M Vanshidhar	Quantity Surveyor/ Documentation Expert - 1				6		0
C Muralidhar	Quantity Surveyor/ Documentation Expert – 2				6		0
Rakesh Arora/Prashanti Singhi Replacement requested VO#7 on 19/12/07	Quantity Surveyor/ Documentation Expert – 3				6	0.409	0.409
Shrestha Replacement requested VO#4 on 18/11/07 - Rejected by email	Quantity Surveyor/ Documentation Expert - 4				6		1.409
Arun Herur Deletion submitted VO#3 on 14/9/07. Approved 23/10/07	Road Safety Specialist				0		0

Expert name	Position	FIELD SERVICES (in person-months) ^{3/}			HOME OFFICE SERVICES (in person-months) ^{4/}		
		Total Contract Provision ^{5/}	Input for this Period	Cumulative Inputs at Period End	Total Contract Provision ^{5/}	Input for this Period	Cumulative Inputs at Period End
S P Ahuja Deletion submitted VO#3 on 14/9/07. Approved 23/10/07	Contract Procurement Specialist - 1				0		0
D S Karve /Solanki Replacement Submitted VO#3 on 14/9/07	Contract Procurement Specialist- 2				6	0.997	3.889
Rajeev Roy	Traffic Engineer - 1				4		0
A C Srivastava Deletion Submitted VO#3 on 14/9/07. Approved 23/10/07	Traffic Engineer - 2				0		0
M Bhoominathan	Transport Economist				4		0
Susanta Latua	Environment Specialist - 1				3	0	0.355
Nilesh	Environment Specialist – 2				3	0.358	1.055
Dr D Bhattacharya/Arup Khan Approved by email on VO#2 on 27/8/07	Social Development Specialist - 1				4		0
Nishith Srivastava	Social Development Specialist – 2				4	0.256	2.05168
Madhusudan Reduction in Inputs Submitted in VO#3 on 14/9. Approved 23/10/07	Resettlement and Rehabilitation Specialist – 1				2	0	0.133
Ms Bhashmati	Resettlement and Rehabilitation Specialist – 2				5		0
Dr. Arati Nandi Reduction in Inputs Submitted in VO#3 on 14/9. Approved 23/10/07	Resettlement and Rehabilitation Specialist – 3				3		0
Pranay Kumar	Resettlement and Rehabilitation Specialist – 4				5		0
S. Nayani	Information Technology Specialist				6	1	3
N S Babu Deletion submitted VO#3 on 14/9/07	GIS Specialist						0
Raj Nath Kumar	Training Specialist				6	0.767	3.633
Sonu Kumar New Position Submitted VO#3 on 14/9/07. Approved 23/10/07	Highway Engineer – 5				7	1	1.972
Jagdeep Singh New Position submitted VO#3 on 14/9/07. Approved 23/10/07	Hydrology Specialist				4		0.858
G Indra Sena Reddy New Position submitted VO#7 on 19/12/07	Bridge Engineer - 7				8	0.716	0.716
	Total	16	0.7	6.5	205	16.6	56.8

4. DPMC MILESTONE PROGRESS

All months dates are measured from 1 July 2007 i.e. Month 1 is July 2007. An extension of time of 3 months has been applied for. If agreed to by ADB, this will mean all delivery dates except Items 1 and 2 can be extended by 3 months.

Table 4.1: Milestone Progress

No.	Title	Draft Final Reports Due	Date Final Reports Due	Current Progress
1	Inception Report	Within 3 weeks	Within 6 weeks	1. Draft Inception Report submitted on 10.08.2007. 2. Final Inception Report submitted on 18.09.2007.
2	Standard Bidding Document (contract conditions and technical specifications for maintenance component)	Month 2	Month 4 (after Workshop 1)	1. Draft Standard Biding Document issued during Workshop 1 at Guwahati on 13.10.2007 to the Nodal Officers of all State PWD's, ADB & the MDONER for their comments and feedback. Comments and feedback still awaited.
3.1	DPRs and Bidding Documents for Tranche 1 subprojects	Month 4	Month 5	1. Topographic surveys completed. 2. Other surveys and investigations in progress. 3. Data collection for Analysis of Rates and Material completed. 4. Design in progress.
3.2	DPRs and Bidding Documents for Tranche 2 subprojects	Month 6	Month 7	1. Field reconnaissance studies in progress 2. Data collection is in progress.
3.3	DPRs and Bidding Documents for Tranche 3 subprojects	Month 7	Month 8	1. Field reconnaissance studies in progress 2. Data collection is in progress.
4	IEE/EIA reports	Concurrently with Draft DPR	Concurrently with DPR	Extensive environmental issues relating to Tranche-2 road in Manipur, with special reference to Loktak lake and forests assessed for suitability of the project and report submitted to the A.D.B.
5	Environment Management Plans	Concurrently with Draft DPR	Concurrently with DPR	Draft has been submitted. Final plans will be prepared once limit of impact designs are completed.
6	Updated RPs for assessed subprojects	Concurrently with Draft DPR	Concurrently with DPR	Assessment & Preparation for work programme for field visits and surveys
7.1	IPSA, IR Checklist and IP Checklist for unassessed subprojects	Concurrently with Draft DPR	Concurrently with DPR	This can only commence once the limit of impacts are known. These are expected to commence in late January 2008.
7.2	RPs, and IPDPs, if required, for unassessed subprojects	1 month after submission of Draft DPRs	1 month after submission of DPRs	This can only commence once the limit of impacts are known. These are expected to commence in late January 2008.

No.	Title	Draft Final Reports Due	Date Final Reports Due	Current Progress
8	NESRIP Operations Manual	Month 3	Month 5	Issued to all State PWD's, ADB & the MODNER during Workshop 1 on 13.10.2007 at Guwahati.
9	Bid evaluation report for Tranche 1 civil works contracts	As required	As required	The bidding process is not expected to occur within the timeframe of our consultancy and as such this is not expected to be required.
10	RFP for CSC	Month 5	Month 6	These are under preparation
11	Technical Evaluation Reports on CSC Proposals	As required	As required	The bidding process is not expected to occur within the timeframe of our consultancy and as such this is not expected to be required.
12	Performance Monitoring System (PMS)	Month 3	Month 7	This is under preparation
13	Baseline Survey Report for Tranche 1 subprojects	Month 5	Month 7	This will be undertaken once the PMS is approved
14	Feasibility Study Report on Additional Subprojects	Month 8 (draft Feasibility Study Report)	Month 9	Reconnaissance survey of the possible alignments carried out in consultation with the State PWD Engineers. Report submitted to the ADB. Further field work on the identified alignment taken up.
15	TA Progress Reports		Monthly	1. This report represents the sixth monthly report.

5. DPMC CONTRACT ISSUES

The main issues affecting this consultant together with associated risks and solutions are shown in the following risk matrix.

Table 5.1: Issue and Concerns Risk Matrix

No.	Issue	Risk	Solution	Current Status
1	Slow Approvals from ADB, MDONER and PWDs	Slow approvals will delay the consultant.	It will be necessary for each of the listed organisations to facilitate rapid approvals.	This is now becoming an issue. A large number of issues remain unanswered by ADB. We have received no comments for the draft Bid Documents and Operations Manual from any of the three organisations
3	Change of Scope of Work	Some of the roads selected as part of this contract may have to be changed	It will be necessary to modify the contract based on the impact of the changes	A thorough assessment has been made and a preliminary report submitted to the ADB. This is yet to be approved.
4	Shortage of Survey Consultants/Slow response times and poor performance by Sub-consultants	This will delay the survey and investigation work.	Sub-consultants are being outsourced from other areas	This has delayed the DPMC and a claim for 3 months extension of time has been submitted to ADB
5.	Security situation	Security concern	Security problems are something where the DPMC can do little.	Security situation in the north east continues to remain a major concern in mobilization. Some team members are reluctant to work in the north east area.
6	Budget for Survey	Budgetary provisions need to be raised	Increase size of DPMC Contract	The budget for survey in DPMC contract against provisional sums is \$300000. This will be insufficient and the actual cost may be about \$1,200,000. ADB will need to increase the size of DPMC contract. Two variations have been submitted but to date we have received no response

5.1 Delays to DPMC

Data collection always need to occur before designs can be undertaken. The most important type of survey works affecting the design are the topographic surveys. These must always precede the design.

There have been a number of delays in data collection and these have impacted on our consultancy in two ways:

1. too early mobilisation of our survey management team
2. too early mobilisation of our design team

As noted in our proposal, data collection is a critical path activity for this consultancy and any delay in survey will delay the design. The delivery of the topographic surveys have been delayed by 3 months on average and this will now delay designs by the same period. Completion of the DPR for Tranche 1 will be delayed by 3 months which will then flow on to Tranche 2 and subsequently to Tranche 3.

As such the final delivery dates for the project will now become 30th June 2007 which is 3 months later than the date shown in the Contract of 31 March 2008.

A formal request for extension of times and associated costs has been submitted on the 2nd January 2008. This is in accordance with Clause 4, Paragraph 3 of the Minutes of Negotiations.

5.2 Contract Variations

The DPMC has issued a number of requests for modification to contract. Responses received to date are shown in Table 5.1.

Table 5.1: Contractual Issues

Item No	Description	Date Correspondence Sent to ADB	Date of Response
C1	Variation no 1	2/8/07: Variation Request Letter to Higuchi	23/8/07: Formal approval of variation
C2	Variation No 2	23/8/07: Variation Request Letter to Higuchi	27/8/07: email from Iwasaki approving replacements
C3	Variation No 3	14/9/07: Variation Letter to Higuchi 8/11/07: Letter to ADB Objecting to ADB Determination	23/10/07: Approval of variation with modifications 26./1207: Response to SMEC letter of 8/11/07
C4	Variation No 4: Staff Replacements	18/11/07: Letter to Higuchi	19/11/07: preliminary advice provided by Iwasaki. No approval to date
C5	Variation No 5: Changes to Expat Staff	9/12/07: Letter to Higuchi 12/12/07: Email to Iwasaki explaining need for Dangal	12/12/07: Email asking for additional information. No approval to date
C6	Variation No 6 – Survey Cost Increase	10/12/07: Variation Letter to Higuchi	None
C7	Variation No 7 – Change to Staffing	19/12/07: Variation Letter to Higuchi	None
C8	Variation Request No. 8 – EOT and Costs	2/1/08: Letter to Higuchi	None
C9	Procurement of 3 Notebook Computers for Survey Management Activities	3/1/08; Letter to Higuchi	None
C10	Assessment for Package G-7, Topographic Surveys for Assam Tranche 2 and 3	6/1/08; Letter to Higuchi	10/1/08: Email fro Iwasaki – Recommendation from DPMC approved
C11	Draft Contract Variation No 9 for increase in Provisional sum for surveys	6/1/08; Letter to Higuchi	None

6. PROGRAMME OF ACTIVITIES

The current work plan for this project is shown in Appendix 1. This reflects the 30 June 2008 completion date which was requested as part of Variation Request No 8.

6.1 Activities during the Month

The following activities were carried out by the DPMC during the month.

1. Reconnaissance surveys by Highway Engineers and Bridge Engineers were carried out in Assam, Meghalaya and Mizoram;
2. Topographic surveys in Arunachal Pradesh, Assam, Sikkim and Meghalaya Tranche-1 roads were completed;
3. Road and culvert inventory and condition survey for all Tranche-1 roads completed;
4. Bridge inventory and condition survey of Tranche-1 road in Meghalaya and Assam were completed;
5. Geotechnical surveys in Meghalaya commenced;
6. Social / Environmental screening is in progress;
7. Reconnaissance of Project roads and interaction with concerned PWD officials by the Team Leader was undertaken in Nagaland for feasibility study;
8. Meeting and interaction with Sikkim PWD engineers for Tranche-1 roads in Sikkim undertaken by Deputy Team Leader;
9. Initial work for IEE review of Tranche-1 roads continued;
10. Initial work for the preparation of Final t EMP of Tranche-1, Tranche-2 and Tranche-3 continued;
11. Assessment of critical sections/locations in Tranche-1 roads in Sikkim was made;
12. Preparation of RFPs for topographic survey in Mizoram and Tripura and bid were invited;
13. Preparation of RFPs for environmental survey work for Tranche-2 and Tranche-3 were completed;
14. Interaction occurred with Assam PWD officers to review the scope of work/project roads in Assam;
15. Reconnaissance of Tranche-2 and Tranche-3 roads in Assam made by the Team Leader; and
16. Meetings held with ADB and MDONER.

6.2 Progress of DPMC

The contract for DPMC was awarded on 14 October 2007. The original completion date for the contract as given in this contract was 21 March 2007.

This is a design contract. The design requires data that is collected from field studies. These field studies are undertaken by Sub-Consultants and paid for out of a provisional sum within the contract (Item 1400).

Because of delays in commencement of the survey sub-consultants, the inability of the sub-consultants to work in the wet season and poor performance of the sub-consultants, a three month delay has been experienced by the DPMC. A variation request has been submitted to ADB to address this delay.

The current program for implementation of the contract is shown in Appendix 1. The progress to date and estimated progress to the end of the contract period is shown in Figure 6.1 for the DPRs and Figure 6.2 for the overall project.

Figure 6.1: DPMC - DPR Estimated Progress to Completion

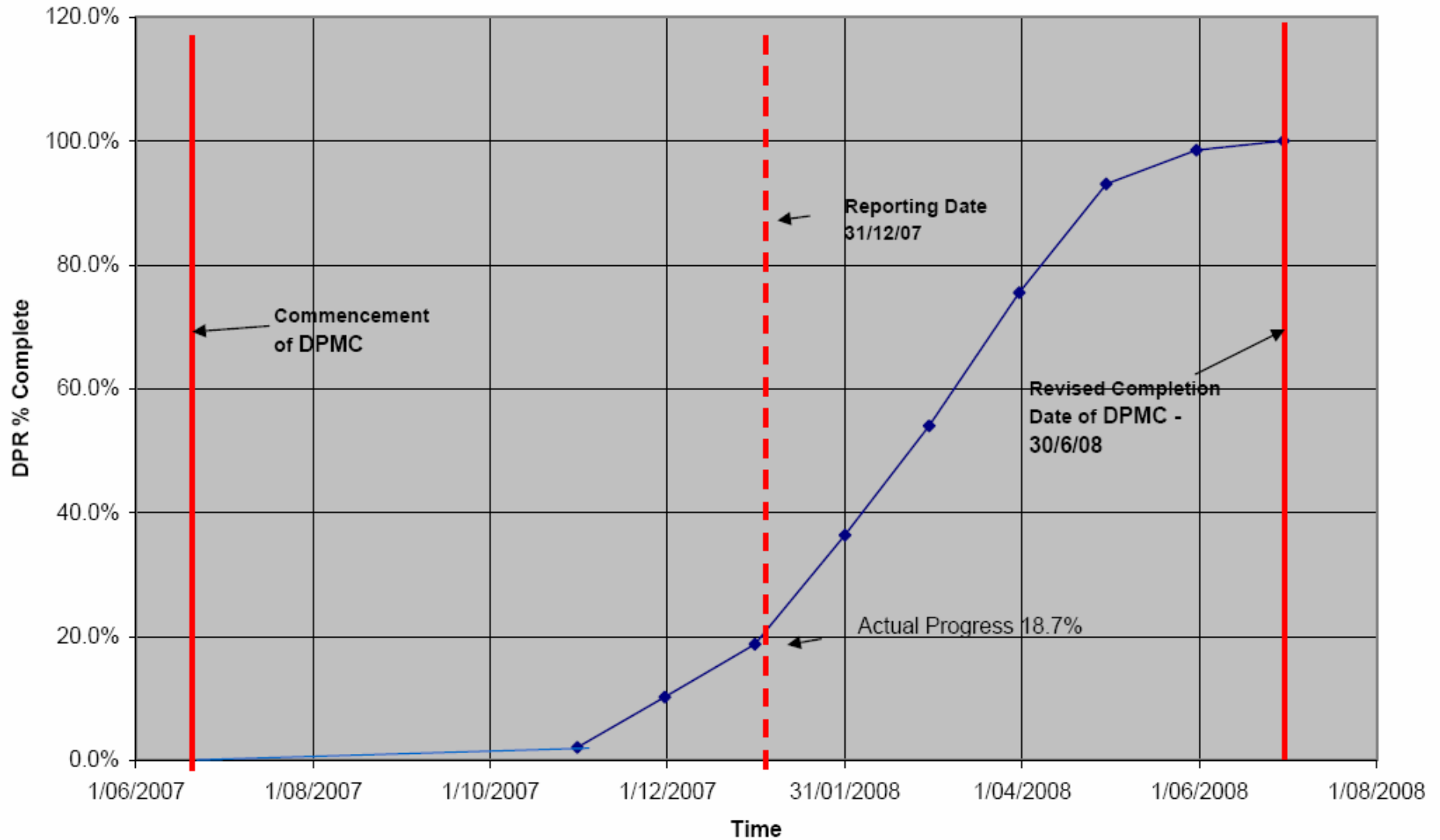
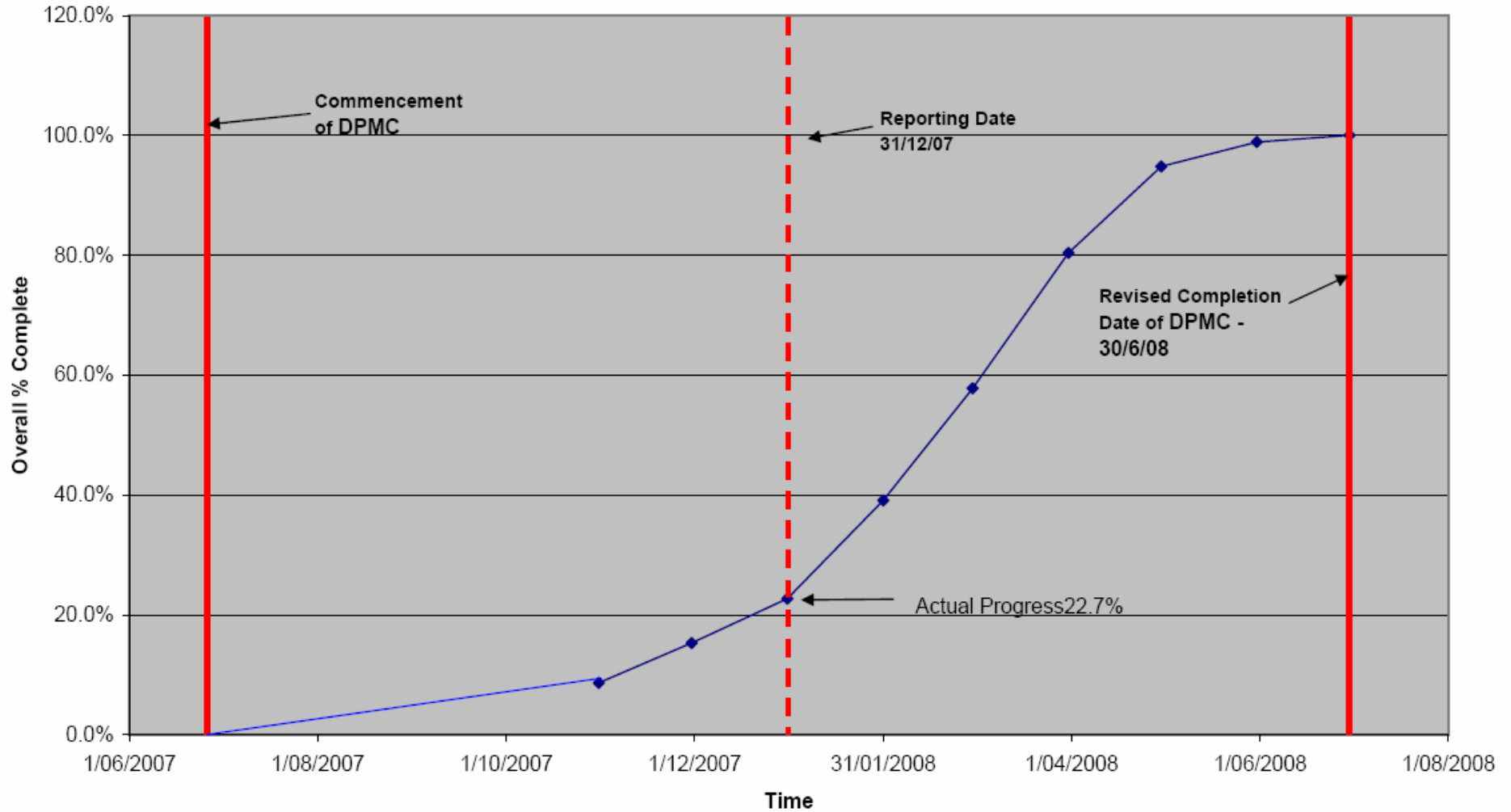


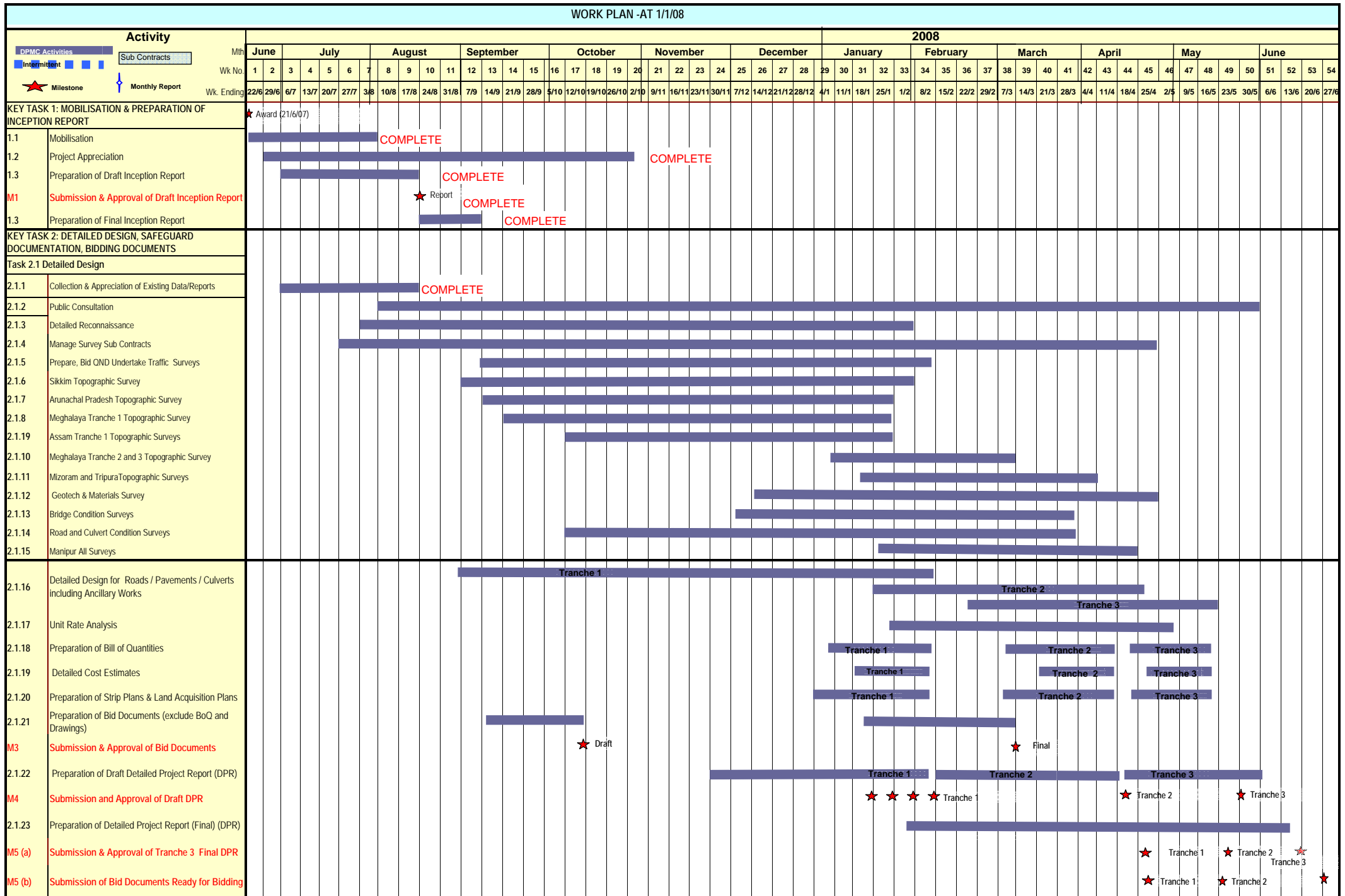
Figure 6.2: DPMC Overall Estimated Progress


6.3 Highlights

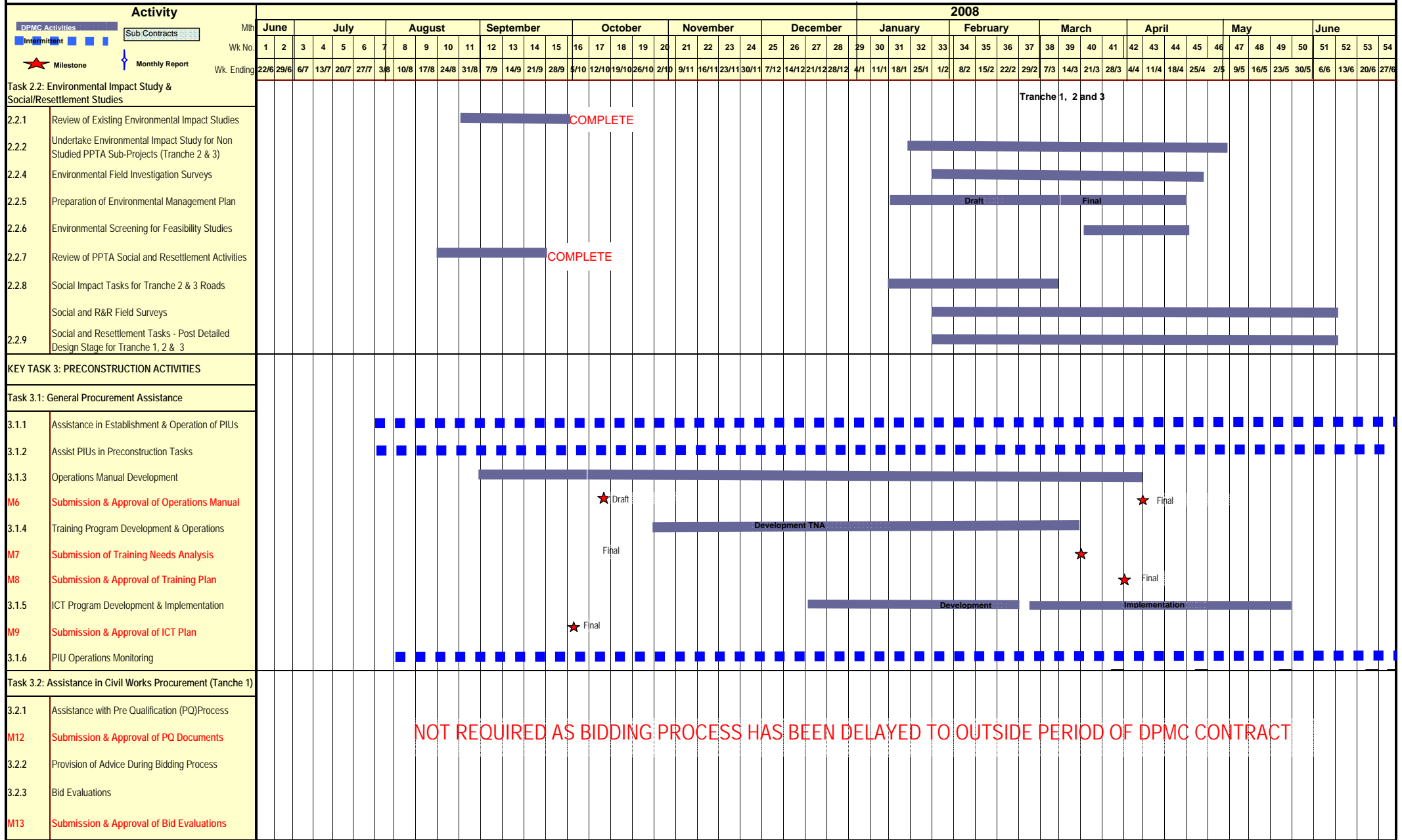
The project has witnessed a number of highlights to date which demonstrate the success of the works being undertaken by the DPMC. These include:

1. Delivery of Inception Report;
2. Topographic surveys in Assam, Arunachal Pradesh, Sikkim and Meghalaya (Tranche-1 roads) completed;
3. Geotech investigations on Meghalaya Tranche-1 road completed;
4. Bridge inventory and condition survey of bridges in Assam and Meghalaya Tranche-1 roads completed;
5. Reconnaissance survey, Road & Culvert Inventory in all Tranche-1 roads completed;
6. Critical assessment of engineering issues in Manipur road, Sikkim roads (Tranche-1) and Tranche-1 roads in Assam, Meghalaya and Arunachal Pradesh completed;
7. Assessment of scope of services, as per TOR, and that can be accomplished within the loan amount and reporting to the ADB with special reference to scenario in Assam carried out and report submitted to the ADB. The position discussed with Assam State PWD Secretary and Chief Engineer;
8. Workshop 1 held;
9. Reconnaissance for feasibility study for project roads in Nagaland carried out and report submitted to the ADB. Team of Engineers put on further studies and data collection. Preliminary report submitted to the ADB for its comments if any;
10. Draft Operations Manual Submitted; and
11. Draft civil works Bid Document submitted.

APPENDIX 1 – PROGRAMME FOR IMPLEMENTATION OF DPMC



WORK PLAN - AT 1/1/08



WORK PLAN - AT 1/1/08

