


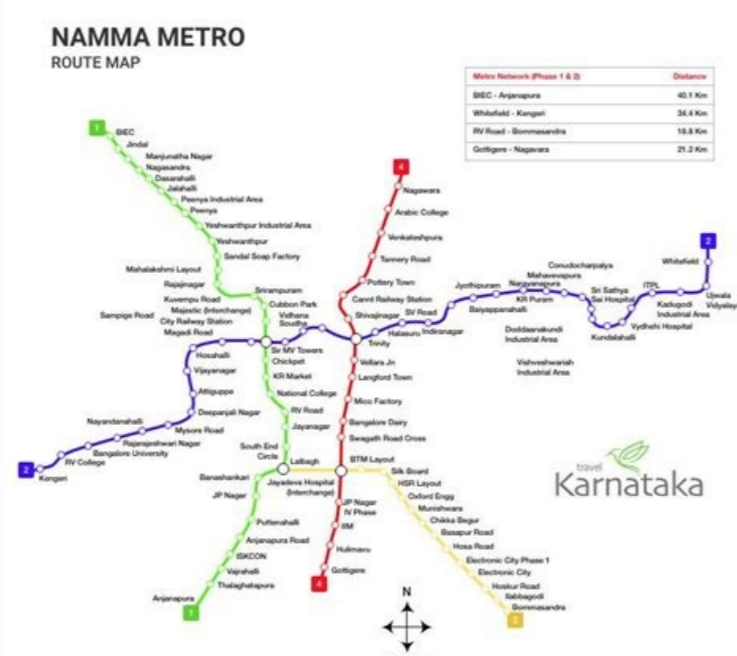
I'm not robot  reCAPTCHA

**I am not robot!**

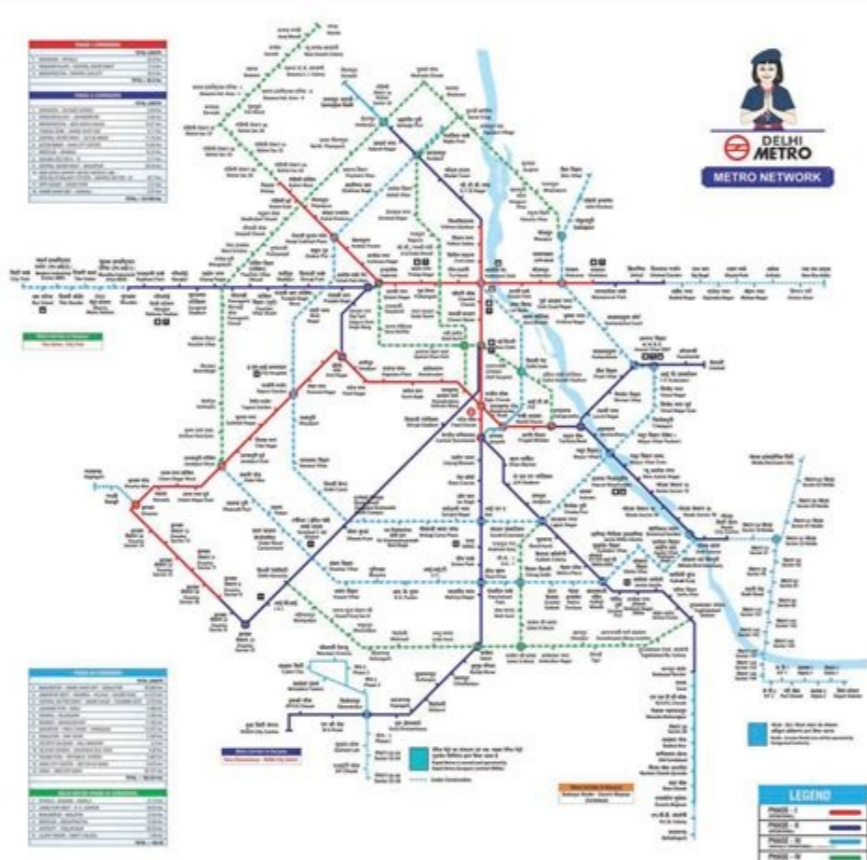
## Bangalore metro map - phase 3 pdf

**Bangalore metro phase 2 completion date. How many metro stations in bangalore. Bangalore metro phase 2 timeline. Bangalore metro phase 3 start date. Bangalore metro phase 3 completion date.**

The project will support the Government of India in expanding the metro railway network in Bengaluru City by financing two new metro corridors totaling 56 kilometers (km) in length. The project will also support the preparation of urban development plans and implementation frameworks based on the principles of transit-oriented development (TOD) and multimodal integration (MMI). In addition, the project will improve the institutional capacity of relevant state government agencies and stakeholders at all levels for the delivery of sustainable and comprehensive urban mobility solutions and planning, designing, and managing TOD-based urban development schemes and programs. The project will improve mobility, livability, and the urban environment in Bengaluru by supporting provision of an efficient, safe, and inclusive transport system for all commuters that caters to the needs of elderly, women, children, and differently abled persons. Project Name Bengaluru Metro Rail Project Project Number 53326-001 Country / Economy India Project Status Active Project Type / Modality of Assistance Loan Technical Assistance Source of Funding / Amount Loan 4036-IND: Bengaluru Metro Rail Project Ordinary capital resources US\$ 500.00 million Loan: Bengaluru Metro Rail Project Japan International Cooperation Agency US\$ 330.42 million TA 6659-IND: Support for Integrated and Sustainable Urban Development along Mass Rapid Transit Corridors in Bengaluru Technical Assistance Special Fund US\$ 2.00 million Operational Priorities OP1: Addressing remaining poverty and reducing inequalities OP2: Accelerating progress in gender equality OP3: Tackling climate change, building climate and disaster resilience, and enhancing environmental sustainability OP4: Making cities more livable Sector / Subsector Transport / Urban public transport Gender Effective gender mainstreaming Description The project will support the Government of India in expanding the metro railway network in Bengaluru City by financing two new metro corridors totaling 56 kilometers (km) in length.



Project Name Bengaluru Metro Rail Project Project Number 53326-001 Country / Economy India Project Status Active Project Type / Modality of Assistance Loan Technical Assistance Source of Funding / Amount Loan 4036-IND: Bengaluru Metro Rail Project Ordinary capital resources US\$ 500.00 million Loan: Bengaluru Metro Rail Project Japan International Cooperation Agency US\$ 330.42 million TA 6659-IND: Support for Integrated and Sustainable Urban Development along Mass Rapid Transit Corridors in Bengaluru Technical Assistance Special Fund US\$ 2.00 million Operational Priorities OP1: Addressing remaining poverty and reducing inequalities OP2: Accelerating progress in gender equality OP3: Tackling climate change, building climate and disaster resilience, and enhancing environmental sustainability OP4: Making cities more livable Sector / Subsector Transport / Urban public transport Gender Effective gender mainstreaming Description The project will support the Government of India in expanding the metro railway network in Bengaluru City by financing two new metro corridors totaling 56 kilometers (km) in length. The project will also support the preparation of urban development plans and implementation frameworks based on the principles of transit-oriented development (TOD) and multimodal integration (MMI). In addition, the project will improve the institutional capacity of relevant state government agencies and stakeholders at all levels for the delivery of sustainable and comprehensive urban mobility solutions and planning, designing, and managing TOD-based urban development schemes and programs. The project will improve mobility, livability, and the urban environment in Bengaluru by supporting provision of an efficient, safe, and inclusive transport system for all commuters that caters to the needs of elderly, women, children, and differently abled persons. Project Rationale and Linkage to Country/Regional Strategy The population of Bengaluru grew by 49% from 2000 to 2018. Migration from other areas in Karnataka and elsewhere, driven by work opportunities, has accounted for about 30% of that growth. It is expected that the population of Bengaluru city will reach 16.2 million by 2030, from about 11.4 million in 2018. The rapid pace of urbanization has not been without problems, which include urban sprawl, unplanned and/or sporadic development, and inadequate infrastructure. This has resulted in congestion, declining mobility for people and goods, high land prices, deteriorating infrastructure, and environmental degradation. These impacts reduce productivity, inhibit economic efficiency, and negatively affect quality of life. Although the coronavirus disease 2019 (COVID-19) has slowed economic activity in the city, the trend of population growth and urbanization is expected to continue. Rapid population growth and urbanization, a lack of integrated urban planning, and lagging transport network development have contributed to Bengaluru being one of the most congested cities in the world. Peak hour traffic congestion in the city is worse than in other major cities in India, including Delhi and Mumbai, and the cost of congestion in the city is estimated at \$6 billion per year. Vast urban sprawl is lengthening the average travel distance and time for commuters, especially for those travelling by private vehicle, while average travel speeds have been steadily declining. Metro rail is the newest form of public transport in the city.



The project will improve mobility, livability, and the urban environment in Bengaluru by supporting provision of an efficient, safe, and inclusive transport system for all commuters that caters to the needs of elderly, women, children, and differently abled persons. Project Name Bengaluru Metro Rail Project Project Number 53326-001 Country / Economy India Project Status Active Project Type / Modality of Assistance Loan Technical Assistance Source of Funding / Amount Loan 4036-IND: Bengaluru Metro Rail Project Ordinary capital resources US\$ 500.00 million Loan: Bengaluru Metro Rail Project Japan International Cooperation Agency US\$ 330.42 million TA 6659-IND: Support for Integrated and Sustainable Urban Development along Mass Rapid Transit Corridors in Bengaluru Technical Assistance Special Fund US\$ 2.00 million Operational Priorities OP1: Addressing remaining poverty and reducing inequalities OP2: Accelerating progress in gender equality OP3: Tackling climate change, building climate and disaster resilience, and enhancing environmental sustainability OP4: Making cities more livable Sector / Subsector Transport / Urban public transport Gender Effective gender mainstreaming Description The project will support the Government of India in expanding the metro railway network in Bengaluru City by financing two new metro corridors totaling 56 kilometers (km) in length. The project will also support the preparation of urban development plans and implementation frameworks based on the principles of transit-oriented development (TOD) and multimodal integration (MMI). In addition, the project will improve the institutional capacity of relevant state government agencies and stakeholders at all levels for the delivery of sustainable and comprehensive urban mobility solutions and planning, designing, and managing TOD-based urban development schemes and programs. The project will improve mobility, livability, and the urban environment in Bengaluru by supporting provision of an efficient, safe, and inclusive transport system for all commuters that caters to the needs of elderly, women, children, and differently abled persons. Project Rationale and Linkage to Country/Regional Strategy The population of Bengaluru grew by 49% from 2000 to 2018. Migration from other areas in Karnataka and elsewhere, driven by work opportunities, has accounted for about 30% of that growth. It is expected that the population of Bengaluru city will reach 16.2 million by 2030, from about 11.4 million in 2018. The rapid pace of urbanization has not been without problems, which include urban sprawl, unplanned and/or sporadic development, and inadequate infrastructure. This has resulted in congestion, declining mobility for people and goods, high land prices, deteriorating infrastructure, and environmental degradation. These impacts reduce productivity, inhibit economic efficiency, and negatively affect quality of life. Although the coronavirus disease 2019 (COVID-19) has slowed economic activity in the city, the trend of population growth and urbanization is expected to continue. Rapid population growth and urbanization, a lack of integrated urban planning, and lagging transport network development have contributed to Bengaluru being one of the most congested cities in the world. Peak hour traffic congestion in the city is worse than in other major cities in India, including Delhi and Mumbai, and the cost of congestion in the city is estimated at \$6 billion per year. Vast urban sprawl is lengthening the average travel distance and time for commuters, especially for those travelling by private vehicle, while average travel speeds have been steadily declining. Metro rail is the newest form of public transport in the city. Established in 2005 as a special purpose vehicle jointly held by the Government of India and the State Government of Karnataka, Bangalore Metro Rail Corporation Limited (BMRC) constructed and operates the Bengaluru Metro. Phase 1 of Bengaluru Metro, which is 42.3 km long, was completed and became fully operational in 2017. It comprises the East-West (Purple Line) and North-South (Green Line) lines. Phase 2 will extend the Purple and Green lines and construct two new corridors (Pink and Yellow lines) with a total length of 72.1 km. Phase 2 is being commissioned progressively, beginning in 2020, and will become fully operational by 2024. Phases 2A and 2B are new phases planned as another two new corridors (expressed in blue and light blue respectively in project map).



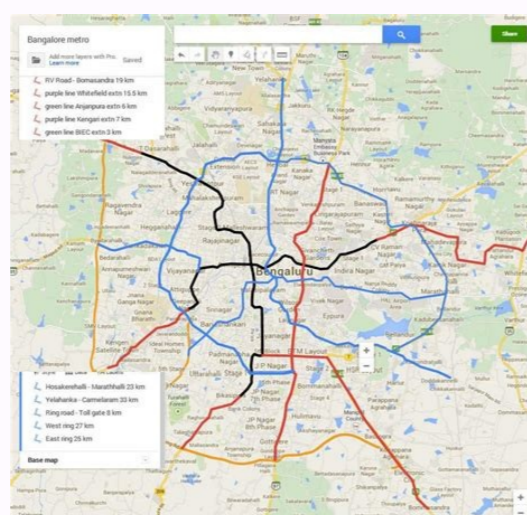


The project will also support the preparation of urban development plans and implementation frameworks based on the principles of transit-oriented development (TOD) and multimodal integration (MMI). In addition, the project will improve the institutional capacity of relevant state government agencies and stakeholders at all levels for the delivery of sustainable and comprehensive urban mobility solutions and planning, designing, and managing TOD-based urban development schemes and programs. The project will improve mobility, livability, and the urban environment in Bengaluru by supporting provision of an efficient, safe, and inclusive transport system for all commuters that caters to the needs of elderly, women, children, and differently abled persons. Project Name Bengaluru Metro Rail Project Project Number 53326-001 Country / Economy India Project Status Active Project Type / Modality of Assistance Loan/Technical Assistance Source of Funding / Amount Loan 4036-IND: Bengaluru Metro Rail Project Ordinary capital resources US\$ 500.00 million Loan: Bengaluru Metro Rail Project Japan International Cooperation Agency US\$ 330.42 million TA 6659-IND: Support for Integrated and Sustainable Urban Development along Mass Rapid Transit Corridors in Bengaluru Technical Assistance Special Fund US\$ 2.00 million Operational Priorities OP1: Addressing remaining poverty and reducing inequalitiesOP2: Accelerating progress in gender equalityOP3: Tackling climate change, building climate and disaster resilience, and enhancing environmental sustainabilityOP4: Making cities more livable Sector / Subsector Transport / Urban public transport Gender Effective gender mainstreaming Description The project will support the Government of India in expanding the metro railway network in Bengaluru City by financing two new metro corridors totaling 56 kilometers (km) in length. The project will also support the preparation of urban development plans and implementation frameworks based on the principles of transit-oriented development (TOD) and multimodal integration (MMI). In addition, the project will improve the institutional capacity of relevant state government agencies and stakeholders at all levels for the delivery of sustainable and comprehensive urban mobility solutions and planning, designing, and managing TOD-based urban development schemes and programs. The project will improve mobility, livability, and the urban environment in Bengaluru by supporting provision of an efficient, safe, and inclusive transport system for all commuters that caters to the needs of elderly, women, children, and differently abled persons. Project Rationale and Linkage to Country/Regional Strategy The population of Bengaluru grew by 49% from 2000 to 2018. Migration from other areas in Karnataka and elsewhere, driven by work opportunities, has accounted for about 30% of that growth. It is expected that the population of Bengaluru city will reach 16.2 million by 2030, from about 11.4 million in 2018. The rapid pace of urbanization has not been without problems, which include urban sprawl, unplanned and/or sporadic development, and inadequate infrastructure. This has resulted in congestion, declining mobility for people and goods, high land prices, deteriorating infrastructure, and environmental degradation. These impacts reduce productivity, inhibit economic efficiency, and negatively affect quality of life. Although the coronavirus disease 2019 (COVID-19) has slowed economic activity in the city, the trend of population growth and urbanization is expected to continue. Rapid population growth and urbanization, a lack of integrated urban planning, and lagging transport network development have contributed to Bengaluru being one of the most congested cities in the world. Peak hour traffic congestion in the city is worse than in other major cities in India, including Delhi and Mumbai, and the cost of congestion in the city is estimated at \$6 billion per year. Vast urban sprawl is lengthening the average travel distance and time for commuters, especially for those travelling by private vehicle, while average travel speeds have been steadily declining. Metro rail is the newest form of public transport in the city. Established in 2005 as a special purpose vehicle jointly held by the Government of India and the State Government of Karnataka, Bangalore Metro Rail Corporation Limited (BMRC) constructed and operates the Bengaluru Metro. Phase 1 of Bengaluru Metro, which is 42.3 km long, was completed and became fully operational in 2017. It comprises the East-West (Purple Line) and North-South (Green Line) lines. Phase 2 will extend the Purple and Green lines and construct two new corridors (Pink and Yellow lines) with a total length of 72.1 km. Phase 2 is being commissioned progressively, beginning in 2020, and will become fully operational by 2024. Phases 2A and 2B are new phases planned as another two new corridors (expressed in blue and light blue respectively in project map). Developing metro rail connectivity along the ORR and NH-44 toward KIA will significantly improve the public transport situation and reduce the number of private vehicles on the road. Population growth in Bengaluru city creates challenges related to urbanization, especially traffic congestion, decreased mobility, and poor quality of life. To become a livable and inclusive city that balances economic growth with environmental and social equality considerations, Bengaluru needs to adopt a multidimensional approach covering urban planning, urban development, and public transport development. To meet the development objectives of the city, the state government plans to (i) expand and improve public mass transit systems for the city, including metro rail, suburban rail, and bus transport; and (ii) pursue TOD, an urban development model to realign growth and densities along sustainably developed mass transit corridors to create higher density, compact, mixed use, mixed income, safe, and resource efficient neighborhoods. TOD aims to raise land values along these corridors, generating capital revenues for the state government to meet the city's long-term investment needs. Impact The project will be aligned with the following impact: Urban mobility in Bengaluru city improved. Project Outcome Description of Outcome Efficiency, safety, gender and social inclusiveness of urban rail mobility in Bengaluru increased Progress Toward Outcome Works are on track and targeted physical completion date of the project remains unchanged at December 2025. Implementation Progress Description of Project Outputs New metro lines completed Urban development plans and implementation frameworks based on transit-oriented development principles and multimodal integration plan developed for Bengaluru. Capacity of Bangalore Metro Rail Corporation Limited and relevant state line agencies improved in transit-oriented development and multimodal integration Status of Implementation Progress (Outputs, Activities, and Issues) Contracts for five civil works were awarded on 5 July 2021 (Phase 2A) and 15 December 2021 (Phase 2B). The last 2 packages, construction of depots, were advertised in September 2022. Geographical Location Bengaluru Safeguard Categories Environment A Involuntary Resettlement A Indigenous Peoples C Summary of Environmental and Social Aspects Environmental Aspects Phase 2A passes through more developed parts of the city, but proposed designs for this line have adopted a site-specific design approach that will greatly reduce environmental and social impacts.

The immediate corridor is mostly lined with commercial establishments, with some portions of Phase 2B passing through open government lands and large residential areas occupying several segments of the 300-meter assessment corridor for both lines. Stations of Phase 2B mostly fall within open grounds. BMRC prepared environmental impact assessments and contract package-specific environmental management plans (EMP), in accordance with ADB's Safeguard Policy Statement, which were disclosed on ADB website on 15 June 2020. The EMPs include measures for communicable disease prevention with particular attention to COVID-19 and the safety, health, and environment guidelines for metro projects in India. Involuntary Resettlement Land acquisition and resettlement for lines 2A and 2B will affect private assets, mainly land and structures that are being acquired under the project. BMRC prepared resettlement plans, including due diligence for land that had already been acquired. The resettlement plans outline entitlements consistent with national and ADB safeguard requirements, summarize public consultations and information disclosure, describe the grievance redress mechanism, and stipulate institutional arrangements to ensure that the plans are implemented accordingly. Indigenous Peoples The project will not affect indigenous communities, as defined under ADB's Safeguard Policy Statement.



The project will support the Government of India in expanding the metro railway network in Bengaluru City by financing two new metro corridors totaling 56 kilometers (km) in length. The project will also support the preparation of urban development plans and implementation frameworks based on the principles of transit-oriented development (TOD) and multimodal integration (MMI). In addition, the project will improve the institutional capacity of relevant state government agencies and stakeholders at all levels for the delivery of sustainable and comprehensive urban mobility solutions and planning, designing, and managing TOD-based urban development schemes and programs. The project will improve mobility, livability, and the urban environment in Bengaluru by supporting provision of an efficient, safe, and inclusive transport system for all commuters that caters to the needs of elderly, women, children, and differently abled persons. Project Name Bengaluru Metro Rail Project Project Number 53326-001 Country / Economy India Project Status Active Project Type / Modality of Assistance Loan/Technical Assistance Source of Funding / Amount Loan 4036-IND: Bengaluru Metro Rail Project Ordinary capital resources US\$ 500.00 million Loan: Bengaluru Metro Rail Project Japan International Cooperation Agency US\$ 330.42 million TA 6659-IND: Support for Integrated and Sustainable Urban Development along Mass Rapid Transit Corridors in Bengaluru Technical Assistance Special Fund US\$ 2.00 million Operational Priorities OP1: Addressing remaining poverty and reducing inequalitiesOP2: Accelerating progress in gender equalityOP3: Tackling climate change, building climate and disaster resilience, and enhancing environmental sustainabilityOP4: Making cities more livable Sector / Subsector Transport / Urban public transport Gender Effective gender mainstreaming Description The project will support the Government of India in expanding the metro railway network in Bengaluru City by financing two new metro corridors totaling 56 kilometers (km) in length. The project will also support the preparation of urban development plans and implementation frameworks based on the principles of transit-oriented development (TOD) and multimodal integration (MMI). In addition, the project will improve the institutional capacity of relevant state government agencies and stakeholders at all levels for the delivery of sustainable and comprehensive urban mobility solutions and planning, designing, and managing TOD-based urban development schemes and programs. The project will improve mobility, livability, and the urban environment in Bengaluru by supporting provision of an efficient, safe, and inclusive transport system for all commuters that caters to the needs of elderly, women, children, and differently abled persons. Project Rationale and Linkage to Country/Regional Strategy The population of Bengaluru grew by 49% from 2000 to 2018. Migration from other areas in Karnataka and elsewhere, driven by work opportunities, has accounted for about 30% of that growth. It is expected that the population of Bengaluru city will reach 16.2 million by 2030, from about 11.4 million in 2018. The rapid pace of urbanization has not been without problems, which include urban sprawl, unplanned and/or sporadic development, and inadequate infrastructure. This has resulted in congestion, declining mobility for people and goods, high land prices, deteriorating infrastructure, and environmental degradation. These impacts reduce productivity, inhibit economic efficiency, and negatively affect quality of life. Although the coronavirus disease 2019 (COVID-19) has slowed economic activity in the city, the trend of population growth and urbanization is expected to continue. Rapid population growth and urbanization, a lack of integrated urban planning, and lagging transport network development have contributed to Bengaluru being one of the most congested cities in the world. Peak hour traffic congestion in the city is worse than in other major cities in India, including Delhi and Mumbai, and the cost of congestion in the city is estimated at \$6 billion per year.



The project will support the Government of India in expanding the metro railway network in Bengaluru City by financing two new metro corridors totaling 56 kilometers (km) in length. The project will also support the preparation of urban development plans and implementation frameworks based on the principles of transit-oriented development (TOD) and multimodal integration (MMI). In addition, the project will improve the institutional capacity of relevant state government agencies and stakeholders at all levels for the delivery of sustainable and comprehensive urban mobility solutions and planning, designing, and managing TOD-based urban development schemes and programs. The project will improve mobility, livability, and the urban environment in Bengaluru by supporting provision of an efficient, safe, and inclusive transport system for all commuters that caters to the needs of elderly, women, children, and differently abled persons. Project Name Bengaluru Metro Rail Project Project Number 53326-001 Country / Economy India Project Status Active Project Type / Modality of Assistance Loan/Technical Assistance Source of Funding / Amount Loan 4036-IND: Bengaluru Metro Rail Project Ordinary capital resources US\$ 500.00 million Loan: Bengaluru Metro Rail Project Japan International Cooperation Agency US\$ 330.42 million TA 6659-IND: Support for Integrated and Sustainable Urban Development along Mass Rapid Transit Corridors in Bengaluru Technical Assistance Special Fund US\$ 2.00 million Operational Priorities OP1: Addressing remaining poverty and reducing inequalitiesOP2: Accelerating progress in gender equalityOP3: Tackling climate change, building climate and disaster resilience, and enhancing environmental sustainabilityOP4: Making cities more livable Sector / Subsector Transport / Urban public transport Gender Effective gender mainstreaming Description The project will support the Government of India in expanding the metro railway network in Bengaluru City by financing two new metro corridors totaling 56 kilometers (km) in length. The project will also support the preparation of urban development plans and implementation frameworks based on the principles of transit-oriented development (TOD) and multimodal integration (MMI). In addition, the project will improve the institutional capacity of relevant state government agencies and stakeholders at all levels for the delivery of sustainable and comprehensive urban mobility solutions and planning, designing, and managing TOD-based urban development schemes and programs. The project will improve mobility, livability, and the urban environment in Bengaluru by supporting provision of an efficient, safe, and inclusive transport system for all commuters that caters to the needs of elderly, women, children, and differently abled persons. Project Rationale and Linkage to Country/Regional Strategy The population of Bengaluru grew by 49% from 2000 to 2018. Migration from other areas in Karnataka and elsewhere, driven by work opportunities, has accounted for about 30% of that growth. It is expected that the population of Bengaluru city will reach 16.2 million by 2030, from about 11.4 million in 2018. The rapid pace of urbanization has not been without problems, which include urban sprawl, unplanned and/or sporadic development, and inadequate infrastructure. This has resulted in congestion, declining mobility for people and goods, high land prices, deteriorating infrastructure, and environmental degradation. These impacts reduce productivity, inhibit economic efficiency, and negatively affect quality of life. Although the coronavirus disease 2019 (COVID-19) has slowed economic activity in the city, the trend of population growth and urbanization is expected to continue. Rapid population growth and urbanization, a lack of integrated urban planning, and lagging transport network development have contributed to Bengaluru being one of the most congested cities in the world. Peak hour traffic congestion in the city is worse than in other major cities in India, including Delhi and Mumbai, and the cost of congestion in the city is estimated at \$6 billion per year. Vast urban sprawl is lengthening the average travel distance and time for commuters, especially for those travelling by private vehicle, while average travel speeds have been steadily declining. Metro rail is the newest form of public transport in the city. Established in 2005 as a special purpose vehicle jointly held by the Government of India and the State Government of Karnataka, Bangalore Metro Rail Corporation Limited (BMRC) constructed and operates the Bengaluru Metro. Phase 1 of Bengaluru Metro, which is 42.3 km long, was completed and became fully operational in 2017. It comprises the East-West (Purple Line) and North-South (Green Line) lines. Phase 2 will extend the Purple and Green lines and construct two new corridors (Pink and Yellow lines) with a total length of 72.1 km. Phase 2 is being commissioned progressively, beginning in 2020, and will become fully operational by 2024. Phases 2A and 2B are new phases planned as another two new corridors (expressed in blue and light blue respectively in project map). Developing metro rail connectivity along the ORR and NH-44 toward KIA will significantly improve the public transport situation and reduce the number of private vehicles on the road. Population growth in Bengaluru city creates challenges related to urbanization, especially traffic congestion, decreased mobility, and poor quality of life. To become a livable and inclusive city that balances economic growth with environmental and social equality considerations, Bengaluru needs to adopt a multidimensional approach covering urban planning, urban development, and public transport development. To meet the development objectives of the city, the state government plans to (i) expand and improve public mass transit systems for the city, including metro rail, suburban rail, and bus transport; and (ii) pursue TOD, an urban development model to realign growth and densities along sustainably developed mass transit corridors to create higher density, compact, mixed use, mixed income, safe, and resource efficient neighborhoods. TOD aims to raise land values along these corridors, generating capital revenues for the state government to meet the city's long-term investment needs. Impact The project will be aligned with the following impact: Urban mobility in Bengaluru city improved. Project Outcome Description of Outcome Efficiency, safety, gender and social inclusiveness of urban rail mobility in Bengaluru increased Progress Toward Outcome Works are on track and targeted physical completion date of the project remains unchanged at December 2025. Implementation Progress Description of Project Outputs New metro lines completed Urban development plans and implementation frameworks based on transit-oriented development principles and multimodal integration plan developed for Bengaluru. Capacity of Bangalore Metro Rail Corporation Limited and relevant state line agencies improved in transit-oriented development and multimodal integration Status of Implementation Progress (Outputs, Activities, and Issues) Contracts for five civil works were awarded on 5 July 2021 (Phase 2A) and 15 December 2021 (Phase 2B). The last 2 packages, construction of depots, were advertised in September 2022. Geographical Location Bengaluru Safeguard Categories Environment A Involuntary Resettlement A Indigenous Peoples C Summary of Environmental and Social Aspects Environmental Aspects Phase 2A passes through more developed parts of the city, but proposed designs for this line have adopted a site-specific design approach that will greatly reduce environmental and social impacts.

The immediate corridor is mostly lined with commercial establishments, with some portions of Phase 2B passing through open government lands and large residential areas occupying several segments of the 300-meter assessment corridor for both lines. Stations of Phase 2B mostly fall within open grounds. BMRC prepared environmental impact assessments and contract package-specific environmental management plans (EMP), in accordance with ADB's Safeguard Policy Statement, which were disclosed on ADB website on 15 June 2020. The EMPs include measures for communicable disease prevention with particular attention to COVID-19 and the safety, health, and environment guidelines for metro projects in India. Involuntary Resettlement Land acquisition and resettlement for lines 2A and 2B will affect private assets, mainly land and structures that are being acquired under the project. BMRC prepared resettlement plans, including due diligence for land that had already been acquired. The resettlement plans outline entitlements consistent with national and ADB safeguard requirements, summarize public consultations and information disclosure, describe the grievance redress mechanism, and stipulate institutional arrangements to ensure that the plans are implemented accordingly. Indigenous Peoples The project will not affect indigenous communities, as defined under ADB's Safeguard Policy Statement. Stakeholder Communication, Participation, and Consultation During Project Design Consultations with affected communities and key stakeholders were held during project design preparation to gather inputs for the EMPs. During Project Implementation Regular consultation meetings will be held between the project management and the community during project implementation. A grievance redress mechanism has been established and will be made available online. Business Opportunities Consulting Services Advance contracting and retroactive financing will be undertaken for consulting services in conformity with ADB's Procurement Policy (2017, as amended from time to time) and Procurement Regulations for ADB Borrowers (2017, as amended from time to time). Bidding documents for civil works and consultants will be prepared by BMRC and approved by ADB. Procurement Advance contracting and retroactive financing will be undertaken for civil works in conformity with ADB's Procurement Policy (2017, as amended from time to time) and Procurement Regulations for ADB Borrowers (2017, as amended from time to time). Bidding documents for civil works and consultants will be prepared by BMRC and approved by ADB. Responsible ADB Officer Sorti, Mihir Responsible ADB Department South Asia Department Responsible ADB Division India Resident Mission (INRM) Executing Agencies Ministry of Housing and Urban Affairs Timetable Concept Clearance 06 Dec 2019 Fact Finding 26 May 2020 to 15 Jun 2020 MRM 14 Sep 2020 Approval 08 Dec 2020 Last Review Mission - Last PDS Update 28 Sep 2022 Milestones Approval Signing Date Effectivity Date Closing Original Revised Actual 08 Dec 2020 19 Aug 2021 24 Sep 2021 30 Jun 2027 - - Financing Plan Loan Utilization Total (Amount in US\$ million) Date ADB Others Net Percentage Project Cost 1,527.00 Cumulative Contract Awards ADB 500.00 03 Oct 2023 469.23 0.00 94% Counterpart 1,027.00 Cumulative Disbursements Cofinancing 0.00 03 Oct 2023 168.85 0.00 34% Status of Covenants Category Sector Safeguards Social Financial Economic Others Rating Satisfactory Satisfactory Satisfactory Satisfactory - Satisfactory Milestones Approval Signing Date Effectivity Date Closing Original Revised Actual 08 Dec 2020 24 Dec 2020 24 Dec 2020 30 Jun 2023 30 Jun 2024 - Financing Plan/TA Utilization Cumulative Disbursements Counterpart Total Date Amount Gov Beneficiaries Project Sponsor Others 2,000,000.00 0.00 0.00 0.00 0.00 2,000,000.00 03 Oct 2023 746,114.63 Status of Covenants Category Sector Safeguards Social Financial Economic Others Rating Satisfactory Satisfactory Satisfactory Satisfactory - Satisfactory Project Data Sheets (PDS) contain summary information on the project or program. Because the PDS is a work in progress, some information may not be included in its initial version but will be added as it becomes available. Information about proposed projects is tentative and indicative. The Access to Information Policy (AIP) recognizes that transparency and accountability are essential to development effectiveness.

It establishes the disclosure requirements for documents and information ADB produces or requires to be produced. The Accountability Mechanism provides a forum where people adversely affected by ADB-assisted projects can voice and seek solutions to their problems and report alleged noncompliance of ADB's operational policies and procedures. In preparing any country program or strategy, financing any project, or by making any designation of, or reference to, a particular territory or geographic area in this document, the Asian Development Bank does not intend to make any judgments as to the legal or other status of any territory or area. ADB's transport program in South Asia focuses on projects that synchronize inclusive industry growth with well-managed urbanization and environmental sustainability to expand the scope of economic development and improve access to high value-added employment opportunities, markets, and better services. Bengaluru, capital of the southern state of Karnataka, is India's fourth most populous and economically productive city. It is also the world's fourth largest technology cluster. The Asian Development Bank and the Government of India signed a \$500 million loan to expand the metro rail network in Bengaluru with the construction of two new metro lines totaling 56 kilometers in length. The Asian Development Bank has approved a \$500 million loan to construct new metro rail lines in Bengaluru, India. Contract Title Approval Number Contract Date Contractor | Address Executing Agency Total Contract Amount (US\$) Contract Amount Financed by ADB (US\$) Ph 2A Depot: Construction and remodelling of existing Baiyappanahalli Depot Loan 4036 22 May 2023 M/s J. Kumar Infraprojects Limited and M/s AIC Infrastructures Private Limited (JV) | 16 A, Andheri Industrial Estate, Veera Desai Road, Andheri West, Mumbai-400053 Ministry of Housing and Urban Affairs 30,221,759.59 30,154,104.39 Phase 2B Depot: Construction of Airport Depot for Bangalore Metro Rail Project Loan 4036 23 May 2023 M/s J. Kumar Infraprojects Limited and M/s AIC Infrastructures Private Limited (JV) | 16 A, Andheri Industrial Estate, Veera Desai Road, Andheri West, Mumbai-400053 Ministry of Housing and Urban Affairs 22,113,876.73 22,064,372.05 Construction of elevated structures (Viaduct & Stations) of length 15,011 km from Chainage 21500.000 m to 36511.000 m and two elevated metro stations viz. Bettahalsuru and Doddajala, including Road widening, Utility diversion and allied works. Loan 4036 15 Dec 2021 M/s NCC Ltd. | NCC House, Madhapur, Hyderabad-500081 (Telengana state) Ministry of Housing and Urban Affairs 91,367,568.30 91,367,568.30 Construction of elevated structures (Viaduct & Stations) of length 11,003 km (including 281.00 m of Viaduct beyond Phase 2A) from Chainage 0.000 m to 10072.000 m and eight elevated metro stations Loan 4036 15 Dec 2021 M/s NCC Ltd. | NCC House, Madhapur, Hyderabad-500081 (Telengana state) Ministry of Housing and Urban Affairs 99,269,651.81 99,269,651.81 Construction of elevated structures (Viaduct & Stations) of length 11,678 km from Chainage 10072.00 m to 21500.000 m and five elevated metro stations viz. Hebbal, Kogalige, Jakkur Cross, Yelahanka and Bagalur Cross. Loan 4036 15 Dec 2021 M/s NCC Ltd. | NCC House, Madhapur, Hyderabad-500081 (Telengana state) Ministry of Housing and Urban Affairs 100,472,800.30 100,472,800.30 PHASE 2A/P2/60(b). Construction of viaducts & stations, length 9.77km fr Chainage 9859m to 18236m and 7 elevated metrostations incl 1.097 km length link line to Baiyappanahalli, 0.3km length Pocket track Road Widening Utility diversion and allied works Loan 4036 30 Sep 2021 M/s Shankaranarayana Constructions Pvt. Ltd | No. 7 SNC House Residency Road OD No.9 Rajarammohan Roy Road Bengaluru-560 025 Ministry of Housing and Urban Affairs 84,498,454.74 83,106,707.80 PHASE 2A/P1/60(a). Construction of Viaduct & Stations of length 9.859km from Chainage 0m to 9859m and 6 elevated metro stations incl road widening Utility diversion and allied works and Construction at Central Silk Board junc of approx length of 2.84 km Loan 4036 30 Sep 2021 M/s AFCONS Infrastructure Ltd. | AFCONS House 16 Sh Industrial Estate Veera Desai Road Azad Nagar Andheri (W) Mumbai-400 053 Ministry of Housing and Urban Affairs 106,408,749.30 84,519,002.87 TRTA Technical Assistance 6659 10 Sep 2021 IBI Group India Private Limited | 415, Vipul Plaza, Suncity, Sector 54 Gurgaon, Haryana 122003 India Ministry of Housing and Urban Affairs 1,586,469.00 —