

India : Bangalore Metro Rail Project - Line R6

1. Project Information

Project ID:	P000038	Instrument ID:	L0038A
Member:	India	Region:	Southern Asia
Sector:	Transport	Sub-sector:	Urban transport
Instrument type:	☒ Loan: 335.00 US Dollar million ☐ Guarantee	Lead Co-financier (s):	European Investment Bank
ES category:	A	Borrowing Entity:	Ministry of Finance, India
Implementing Entity:	Bangalore Metro Rail Corporation Limited		
Project Team Leader:	Pilar Lopez Camacho		
Responsible DG:	Rajat Misra		
Responsible Department:	PSC1		
Project Team Members:	Susrutha Goonasekera, SFD - Environment & Social Development Specialist; Chitambala Sikazwe, SFD - Procurement Specialist; Yogesh Malla, SFD - Financial Management Specialist; Andres Pizarro, Team Member; Pilar Lopez Camacho, Team Member; Kezia Paladina, Project Counsel; Christopher Damandl, Alternate Counsel; Chang Tian, Project admin		
Completed Site Visits by AIIB:	Oct, 2019 Implementation support mission by AIIB task team. Feb, 2021 Semi-annual monitoring visit/mission during February 22-24, 2021 by AIIB-hired local consultant Aug, 2021 Virtual meeting with BMRCL to discuss the issue related to the demolished school of deaf and dumb students. Feb, 2022 Joint project review meeting with EIB and BMRCL. Mar, 2022 Special virtual meeting to discuss the resolution of TTCD student issue. Jun, 2022 Field mission by AIIB's E&S Specialist and AIIB-hired local consultant Oct, 2022 Semi-annual virtual mission joint with EIB Oct, 2023		

	Physical Implementation Supervision Mission in October Feb, 2024 1-day visit to BMRL in February 26, 2024. Jan, 2025 Physical Implementation Supervision Mission from January 21 to 23
Planned Site Visits by AIIB:	Jul, 2025 ADB-AIIB team have planned a supervision mission for July 2025.
Current Red Flags Assigned:	0
Current Monitoring Regime:	Regular Monitoring
Previous Red Flags Assigned:	0
Previous Red Flags Assigned Date:	2024/10

2. Project Summary and Objectives

The objective of the project is to provide efficient and high-capacity north-south connectivity through the center of Bangalore by expanding the city's metro system.

The proposed activities include: (i) Construction of 7.5 km of elevated viaduct and six elevated stations; (ii) Construction of 14.5 km of underground tunnels and twelve underground stations; (iii) Construction of a depot; and (iv) Installation of a tunnel ventilation and environment control system. The primary beneficiaries will be commuters, who will experience faster and safer travel along the corridor. Secondary beneficiaries include residents and commercial establishments along the corridor, who are expected to benefit from reduced vehicle emissions, noise, and traffic accidents and increased business activities.

The Project is estimated to cost USD 1,785 million, co-financed by AIIB and the EIB. The financing plan comprises (i) a sovereign-backed loan of USD 335 million from AIIB, (ii) a sovereign-backed loan of €500 million from the EIB, (iii) USD 255 million from the Government of India, and (iv) USD 612 million from the Government of Karnataka. The objective of the project is to provide efficient and high-capacity north-south connectivity through the center of Bangalore by expanding the city's metro system.

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3. Key Dates

Approval:	Dec. 08, 2017	Signing:	Jun. 04, 2019
Effective:	Sep. 02, 2019	Restructured (if any):	
Orig. Closing:	Jun. 30, 2024	Rev. Closing (if any):	Dec. 31, 2025; Dec. 31, 2024;

4. Disbursement Summary (USD million)

Contract Awarded:	1,443.65	Cancellation (if any):	0.00
Disbursed:	290.18	Latest disbursement (amount/date):	22.70/Aug. 08, 2024
Undisbursed:	44.82	Disbursement Ratio (%) ¹ :	86.62

5. Project Implementation Update

Project Implementation continues to advance rapidly, with civil works now at an advanced stage. As of April 2025, the physical progress of the EIB-AIIB-financed components of the Project is 91%, up 11 percentage points since August 2024. The priority section of Line R6 (the viaduct section of 7.5 km) is on schedule to open to the public in December 2025. Track works (component not financed by EIB-AIIB) are underway at full pace. The balance section (the underground section of 14.5 km) is expected to commence operations in December 2026. Given that the project experienced several delays during the first years of implementation, the closing date of the loan agreement has been extended for a second time from December 31, 2024, to December 31, 2025.

Components	Physical Progress	Environmental & Social Compliance	Procurement
Component 1: Construction of Elevated Viaduct & Stations	As of April 2025, the physical progress of the construction of the elevated section is 90%. The civil works of the elevated viaduct and elevated stations are almost completed.	Some E&S concerns were observed during the last mission (January 2025). The mission had a meeting with the Managing Director of BMRC to raise each of the issues, who accepted the lapses and took responsibility to rectify immediately. Several of the E&S issues raised were addressed within 2 days. AIIB's local consultant was advised to undertake regular field visits to ensure compliance.	The original contract was terminated in January 2021. Contract of the balance work was signed and construction resumed in August 2021.

¹ Disbursement Ratio is defined as the volume (e.g. the dollar amount) of total disbursed amount as a percentage of the net committed volume.

Component 2: Construction of Underground Section Tunnel & Stations	As of April 2025, the overall progress of Component 2 is 94% (progress of 10 points between August 2024 and January 2025). Tunneling works are completed, and work has been handed over to the track contractor. Civil works at the underground stations are progressing steadily, with a physical progress of around 85-90%. The civil works on the underground section are expected to be completed by Q2 2025.	Same as Component 1.	Completed
Component 3: Depot	As of April 2025, the physical progress on the construction of the depot is about 74% (progress of 15 points between August 2024 and April 2025). Since the elevated sections are expected to be opened for operations by end of 2025, the depot tracks and other facilities are being executed in a phased manner to accommodate phased opening.	Same as component 1	Completed
Component 4: Tunnel Ventilation System & Environmental Control system	As of January 2025, the progress of Tunnel Ventilation System & Environmental Control system -01 is 33% (progress of 18 points between August 2024 and January 2025) and the progress of ECVS-02 is 13% (progress of 3 points). The works are expected to be	N/A	Completed.

	completed by 2025.		
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Financial Management:

BCMRL submitted the project audit report for the year ended March 31, 2024, before the end of September 2024. The Bank team found that the audited financial statements and the auditor's opinions as acceptable. BRMCL has submitted 1st Semester IUFR (April to Sep 2024) and it was found acceptable. The 2nd Semester IUFR (Oct 2024 to March 2025) is due on May 15, 2025. The project audit report for FY 2024/25 shall be due on September 30, 2025.

6. Status of the Grievance Redress Mechanism (GRM)

BMRCL has a functional grievance redress mechanism in place. 683 Grievances have been received, of which 681 are resolved and 02 grievances are being attended to as of December 2024.

BMRCL has established a Grievance Redress Committee under the chairmanship of the Director (Project & Planning) and consists of the Executive Director (Civil -1), Chief Public Relation Officer, General Manager (Finance), Chief Engineer (Planning and Design) and General Manager (Land Acquisition & Environment). Most of the grievances received are resolved at the level of the General Manager (land acquisition) and the Director (Projects and Planning). Property ownership issues are addressed by Karnataka Industrial Area Development Board, Competent Authority. Grievances received at the Corporate Office are sorted according to the subject matter. They are directed from the Managing Directors' office to the Land Office.

7. Results Monitoring

Following the extension of the Loan Closing Date and the update of the operation start of the Line R6, the Results Monitoring Framework has been revised in agreement with BRMCL.

Project Objective:
Project Objective Indicators
Monitoring end year : 2029

Indicator Name	Unit of Measure	Baseline	Actual (Previous)	Actual (Current)	Current Target	End Target
No. of passengers carried	People million	0			0	0.331
Average trip length	Kilometers	0				10
Number of direct employment generated during operation	Number	0				450 - 620

Comments:

Intermediate Result Indicators

Monitoring end year : 2026

Indicator Name	Unit of Measure	Baseline	Actual (Previous)	Actual (Current)	Current Target	End Target
Construction of metro line	Kilometers	0		2	2	22
Construction of a depot	Number	0	0	0	0	1
Installation of TVS and ECS	Number	0	1	4	4	12

Comments:

Remarks: