

Himachal Pradesh Road and Infrastructure Development Corporation Limited (HPRIDCL)

A Success Story in Infrastructure Development

Introduction and Establishment

1. Introduction

The Himachal Pradesh Road and Infrastructure Development Corporation Limited (HPRIDCL) was established in 1990 as a Special Purpose Vehicle (SPV) to mobilize resources from internal and external funding agencies for developing state road networks and infrastructure. Over the years, HPRIDCL has emerged as a key organization driving innovation and excellence in road infrastructure development in Himachal Pradesh.

2. Objective and Vision

- Mobilize financial resources from multilateral institutions.
- Implement sustainable, inclusive, and efficient road infrastructure projects in the state.

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3. Early Challenges

The organization faced initial challenges, including the limited preparedness of staff deputed from HPPWD for managing high-end projects, which delayed the completion of the first World Bank-supported project, the **HP State Road Project (HPSRP)**.

Key Achievements and Lessons Learned

1. HP State Road Project (HPSRP)

- **Funding:** USD 281 million (World Bank-supported).
- **Outcome:** Upgradation of 10 roads (~400 km) from single lane to intermediate/double lane.
- **Innovative Practices Introduced:**
 - Long Term Output and Performance-Based Maintenance Contracts (LTOPBMC).
 - Bioengineering solutions for slope stabilization.

- Road Accident Data Management System (RADMS).
- Capacity building of HPPWD and HPRIDCL staff through global training.

2. Challenges and Delays

- Delayed completion due to staff inexperience, resulting in a 4-year time overrun (completed in 2017 instead of 2013).
- Two major road packages remained incomplete.

3. Lessons Learned (World Bank Report ICCR0047):

The independent evaluation group recommended:

- Reforming HPRIDCL with experienced professionals and independent staffing.
- Scaling future projects to manageable sizes (USD 100 million, 4-5 roads).
- Reforms across HPRIDCL, HPPWD, and HPDoT.

Transformation and Current Initiatives

1. HP State Road Transformation Project (HPSRTP)

- **Sanctioned:** 2020.
- **Funding:** USD 112 million (USD 82 million loan from the World Bank).
- **Scope:** Upgradation of 4 roads under a multi-tranche approach (650 km targeted).
- **Disbursement Linked Indicators (DLIs):** USD 27 million allocated as an incentive for implementing institutional reforms.
- **Timeline:** October 2020 to June 2026.

2. Innovative Practices under HPSRTP

- Use of **cement-treated sub-base**, bioengineering solutions, and modern slope stabilization techniques.
- Restoration of traditional water bodies and rehabilitation of muck dumping sites.
- Inclusion of footpaths with solar lighting, noise and dust barriers, and crash barriers.
- Stakeholder consultations and gender-inclusive employment programs.

3. Progress So Far

- 4 of the 6 project packages have been completed.
- Remaining 2 packages are on track for completion by December 2025.

Social and Environmental Impact

1. Community-Centric Solutions

- Rehabilitation of damaged paths, including areas beyond the Corridor of Impact (CoI).
- Public amenities such as toilets, bus stops, and rain shelters designed for differently-abled persons.
- Adequate compensation for Project-Affected Persons (PAPs) and livelihood training programs through NGOs.

2. Sustainability and Environment-Friendly Practices

- Bioengineering for slope stabilization and muck rehabilitation.
- Roadside plantation and restoration of water bodies to ensure ecological balance.

3. Public and Stakeholder Engagement

- Regular road user satisfaction surveys.
- Knowledge-sharing initiatives with other state agencies, showcasing HPRIDCL as a model of success.

Recognition and Future Vision

1. Recognition and Knowledge Sharing

- The World Bank has recognized HPRIDCL's innovative approaches and social inclusion efforts.
- A documentary, prepared under the guidance of the World Bank, highlights the project's success and is being showcased on various platforms.
- HPRIDCL has hosted several knowledge-sharing visits from other state agencies implementing similar projects.

2. Future Vision

- Successfully complete HPSRTP by June 2026, ensuring timely delivery of the remaining packages.
- Expand the use of global best practices in all future projects.
- Build on the reforms implemented to establish HPRIDCL as a leading agency in infrastructure development.

3. Conclusion

The transformation of HPRIDCL is a testament to its commitment to excellence, innovation, and inclusivity. With continued support from the Government of Himachal Pradesh and international partners like the World Bank, HPRIDCL is poised to drive sustainable infrastructure development for the state's future.

Glimpse of Works under taken on Baddi – Sai road in Solan District



Figure 1 Installation of Spring post at Km. 12+940 near School

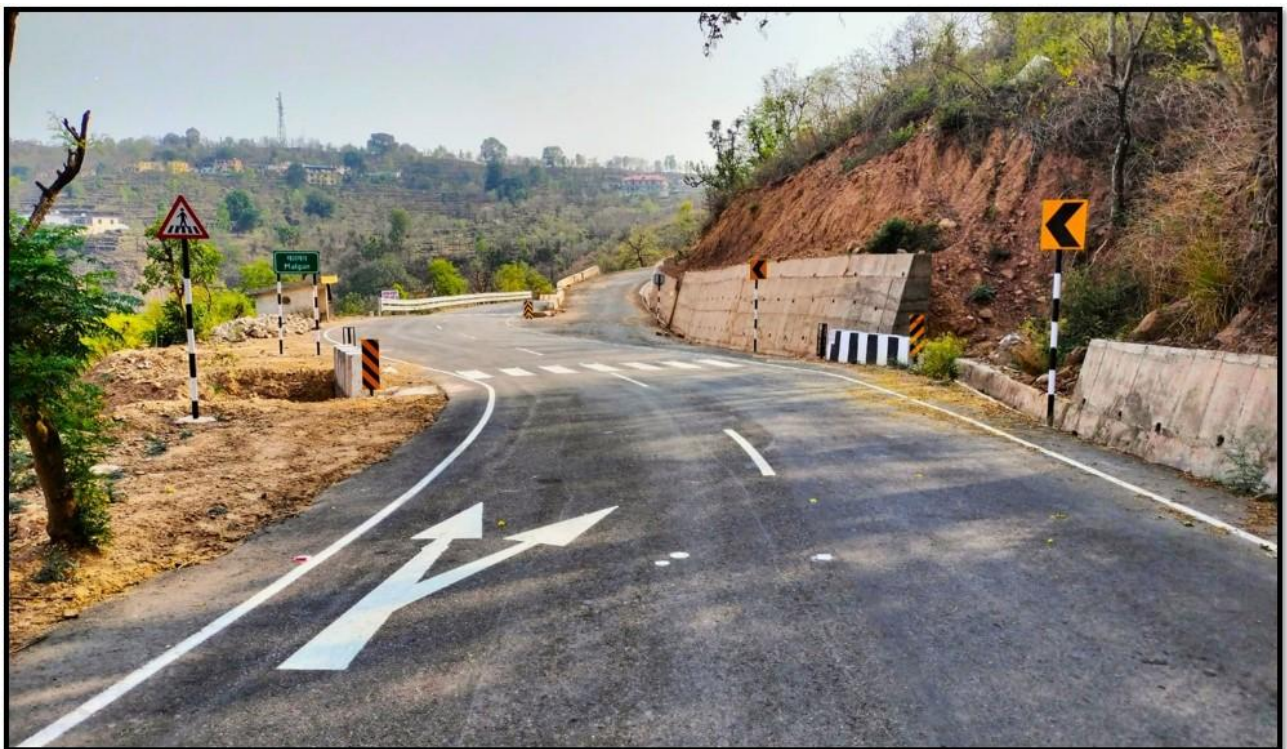


Figure 2 Marking & Sign boards at Km. 17+440 (LHS)



Figure 3 Slope stabilization and rehabilitation work with bioengineering practices like Bamboo Crib Wall, Hedge Brush Layer and Jute netting at Dumping Area Km. 16+500 (RHS)

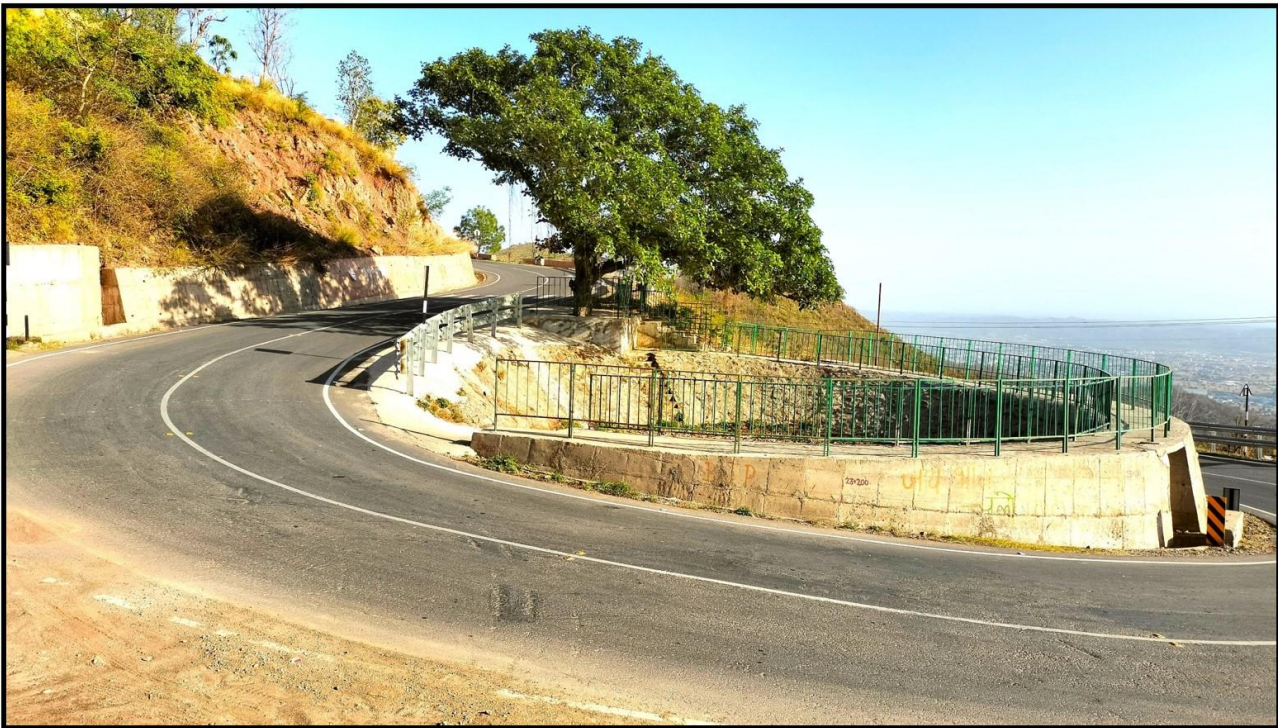


Figure 4 Enhancement of Pond at Km. 23+200 (RHS)



Figure 5 Slope stabilization work with bioengineering practices Jute netting at Km. 18+440 (LHS)



Figure 6 Bus Shelter and High Mast Light at Km. 27+100 (LHS)



Figure 7 Bus shelter at Km. 35+040 (LHS)



Figure 8 Slope stabilization by Jute netting work at Km. 17+250 (RHS)



Figure 9 Enhancement of Pond at Km. 43+760 (RHS)



Figure 10 Ramshahar Junction Km. 44+733

Junction Development at 11+600 in (PKG-I)

