February 25, 2015

Mr. Anthony J.C. de Sa
Chief Secretary
Government of Madhya Pradesh
Vallabh Bhawan
Mantralaya
Bhopal 462004, Madhya Pradesh
India

Dear Mr. de Sa:

Re: Sustainable Urban Transport Project
GEF Grant No.TF095549-IN
Amendment to the Project Agreement
and Performance Monitoring Indicators Letter

We refer to the: (i) Global Environment Facility (GEF) Grant Agreement dated February 5, 2010 between India (the Recipient) and the International Bank for Reconstruction and Development, acting as an implementing agency of the GEF (the Bank) (the GEF Grant Agreement); (ii) Project Agreement of the same date between the Bank and the State of Madhya Pradesh (Project Agreement); and (iii) letter of same date from Madhya Pradesh to the Bank regarding performance monitoring indicators, agreed further to the Project Agreement, all for the above-referenced project (the Project). We also refer to the letters dated June 2, 2014 and November 24, 2014 from the Recipient, requesting a restructuring of the Project.

We are pleased to inform you that the Bank concurs with the requests, and the Project Agreement is amended as set forth below subsequent to the requests. We also note that, due to an oversight, the GEF Agency Fee in the amount of one million eighty eight thousand Dollars ($1,880,000) was inadvertently included in the amount of the Grant. Accordingly, to address this oversight and provide clarity on the total amount of the Grant, the Project Agreement is amended as set forth below:

1. The “whereas” consideration in the second paragraph of the Project Agreement is amended to read as follows (emphasis added):

   “Whereas, by a GEF grant agreement of even date herewith between India (the Recipient) and the Bank (the “GEF Grant Agreement”), the Bank has agreed to extend to the Recipient, a grant in an amount equal to eighteen million four hundred and fifty thousand Dollars ($18,450,000) (“Grant”) on the terms and conditions set forth in the GEF Grant Agreement, but only on condition that Madhya Pradesh agrees to undertake such obligations toward the Bank as are set forth in the GEF Grant Agreement and in this Agreement relating to activities to be carried out in Madhya Pradesh with respect to Part 2 of the Project.”
2. Section I.D.1(i) of the Schedule to the Project Agreement is amended to read as follows (emphasis added):

“intelligent transport systems for improving public transport in the city of Indore including passenger information system, automatic vehicle location system, and automatic fare collection; and”

The attachment to the supplemental letter regarding the performance monitoring indicators agreed further to Section II.A.1 of the Schedule to the Project Agreement is amended to read as set forth in the Attachment hereto.

All other provisions of the Project Agreement, except as amended herein, remain unchanged.

Please confirm your agreement to the foregoing by signing the form of confirmation set forth below, and returning one fully executed original of this amendment letter to us and retaining one original for your records. This amendment letter shall become effective as of the date of the last countersignature of the five amendment letters (including this one) prepared further to the above-mentioned requests, upon receipt by the Bank of: (a) a duly countersigned original of this amendment letter; and (b) the duly countersigned originals of the amendment letters to the GEF Grant Agreement, as well as Karnataka’s, Maharashtra’s and Chhattisgarh’s respective Project Agreements (including the update to the performance monitoring indicators).

Sincerely,

INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT
as an Implementing Agency of the GEF

Onno Ruhl
Country Director, India
South Asia Region

AGREED
STATE OF MADHYA PRADESH

By: (VIVEK AGGARWAL)

Name: VIVEK AGGARWAL

Title: Commissioner

Date: 17/1/2015
Mr. Anthony J.C. de Sa

February 25, 2015

cc:

Mr. Subhash Chandra Garg, Executive Director (India), World Bank, Washington.
Mr. L. K. Atheeq, Sr. Advisor to Executive Director (India), World Bank, Washington.
Mr. Tarun Bajaj, Joint Secretary, DEA, Ministry of Finance, New Delhi
Mr. Bhaskar Dasgupta, Director, DEA, Ministry of Finance, New Delhi
Mr. Maninder Singh, Joint Secretary, Ministry of Environment & Forests, New Delhi
Mr. Mukund Kumar Sinha, OSD (Urban Transport), Ministry of Urban Development, New Delhi
Mr. I.C. Sharma, National Project Manager SUTP, MoUD, New Delhi
Mr. S. N. Mishra, Principal Secretary, Government of Madhya Pradesh, Urban Development and Administration Department, Bhopal
Mr. Sandeep Soni, CEO, Indore City Transport Services Ltd., Indore
### REVISED PERFORMANCE MONITORING INDICATORS

**Project Development Objective (PDO):**
The project’s development objective (PDO) is to promote environmentally sustainable urban transport in India and to improve the usage of environment-friendly transport modes through demonstration projects in selected cities.

<table>
<thead>
<tr>
<th>PDO Level Results Indicators*</th>
<th>Core</th>
<th>D=Dropped</th>
<th>C=Continue</th>
<th>N= New</th>
<th>R=Revised</th>
<th>Unit of Measure</th>
<th>Baseline</th>
<th>Cumulative Target Values**</th>
<th>Frequency</th>
<th>Data Source/Methodology</th>
<th>Responsibility for Data Collection</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Indicator One:</strong></td>
<td></td>
<td>Continue</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>Action Plans developed in four cities</td>
<td>YR 1</td>
<td>Annual Reports</td>
<td>Monitoring of progress with NUTP implementation in NURM</td>
</tr>
<tr>
<td>At least in six cities: an urban transport planning process, in line with international good practices, is established and operated</td>
<td></td>
<td>Continue</td>
<td></td>
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<td></td>
<td>New Investment program / projects prepared through the new planning process in six cities</td>
<td>YR 2</td>
<td>Traffic Surveys</td>
<td>PIU</td>
</tr>
<tr>
<td><strong>Indicator Two:</strong></td>
<td></td>
<td>Continue</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>GHG M&amp;E methodology to be finalised</td>
<td>YR 3</td>
<td>Household Survey – on sample basis</td>
<td>PIU</td>
</tr>
<tr>
<td>Forecast CO2 emissions over 10 years in the cities participating in Component 2 are at least 128,000 tons lower than BAU forecasts</td>
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<td>Continue</td>
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<td></td>
<td>Baseline being finalized</td>
<td>YR 4</td>
<td>Household Survey – on sample basis</td>
<td>PIU</td>
</tr>
<tr>
<td><strong>Indicator Three:</strong></td>
<td></td>
<td>Continue</td>
<td>Percent</td>
<td>4.2%</td>
<td></td>
<td></td>
<td></td>
<td>8.5% 8%</td>
<td>Ex-post evaluation</td>
<td>Household Survey – on sample basis</td>
<td>PIU</td>
</tr>
<tr>
<td>Pimpri Chinchwad: Modal share by public transport increases</td>
<td></td>
<td>Continue</td>
<td>Percent</td>
<td>0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Ex-post evaluation</td>
<td>Household Survey – on sample basis</td>
<td>PIU</td>
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<tr>
<td><strong>Indicator Four:</strong></td>
<td></td>
<td>Continue</td>
<td>Percent</td>
<td>0%</td>
<td></td>
<td></td>
<td></td>
<td>11% 50%</td>
<td>Ex-post evaluation</td>
<td>Household Survey – on sample basis</td>
<td>PIU</td>
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</tbody>
</table>
| Indicator Five:  
Hubli-Dharwad:  
Modal share by public transport increases. | Continue | 30% |

**Global Environmental Objective Indicators**

| Indicator One:  
The number of cities that develop an identifiable urban transport planning process (i.e., managed by professional units/institutions of government, following certain procedures and guidance, and inv | Continue | Number | 0 | Action Plans developed in four cities | 5 Demo cities have initiated several studies and activities which are considered best practices in urban transport planning | New Investment program / projects prepared through the new planning process in six cities | PMU |

| Indicator Two:  
Forecast CO2 emissions over 10 years in the cities participating in Component 2 are at least 128,000 tons lower than BAU forecasts | Continue | Number | 0 | GHG M&E methodology to be finalized | Baseline to be develope based on GHG M&E methodology | Baseline being finalized | 128000 | Annual activity reporting | Primary Surveys | PMU |

**INTERMEDIATE RESULTS**

**Intermediate Result (Component One):**

**Revised Intermediate Result (Component One):**

| Intermediate Result indicator One:  
More states and cities develop strategies for | Continue | Number | 0 | 1 Naya Raipur has created the Greater Raipur | 2 At least two strategies implemented | Annual activity reporting | PMU activity report | PMU |
implementing the urban transport reforms

<table>
<thead>
<tr>
<th>Intermediate Result indicator Two: MOUD partners with states / cities to identify local issues and develop sustainable local solutions</th>
<th></th>
<th></th>
<th></th>
<th>10 studies completed and disseminated</th>
<th>20 studies completed and disseminated</th>
<th>Annual activity reporting</th>
<th>PMU activity report</th>
<th>PMU</th>
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<tbody>
<tr>
<td>Intermediate Result (Component Two):</td>
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<td>Revised Intermediate Result (Component Two):</td>
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<td>Intermediate Result indicator One: Pimpri: At project end, the BRT corridors developed in Pimpri will carry at least 75 percent of their anticipated ridership for that year</td>
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<td>Intermediate Result indicator Two: Naya Raipur – At least two Public Transport corridors are established and in operation between Naya Raipur and Raipur</td>
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<td>Intermediate Result indicator Three: Naya Raipur – Safe sidewalks and cycle tracks are provided on the main roads of</td>
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<tr>
<td>Naya Raipur</td>
<td>Intermediate Result indicator Four: Hubli Dharwad – One BRT corridor in operation and carrying 75% of project ridership.</td>
<td>Continue</td>
<td>Percentage</td>
<td></td>
<td>Before and after reports</td>
<td>Primary Surveys</td>
<td>PIU</td>
<td></td>
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<tr>
<td>Intermediate Result indicator Five: Hubli Dharwad – Safe pedestrian access to BRT</td>
<td>Continue</td>
<td>Percentage</td>
<td>0</td>
<td>88</td>
<td>80</td>
<td>Monthly</td>
<td>Progress reports</td>
<td>PIU</td>
</tr>
<tr>
<td>Intermediate Result indicator Six: Mysore - ITS systems and units are installed, functioning, and utilized at Mysore for at least 80% of their intended of revenue vehicle kilometers of service by project end.</td>
<td>Continue</td>
<td>Percentage</td>
<td>0</td>
<td>80</td>
<td>80</td>
<td>Monthly</td>
<td>Progress reports</td>
<td>PIU</td>
</tr>
<tr>
<td>Intermediate Result indicator Seven: Indore - ITS systems and units are installed, functioning, and utilized at Indore for at least 80% of their intended of revenue vehicle kilometers of service by project end.</td>
<td>Continue</td>
<td>Percentage</td>
<td>0</td>
<td>80</td>
<td>80</td>
<td>Monthly</td>
<td>Progress reports</td>
<td>PIU</td>
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<tr>
<td>Intermediate Result indicator Eight: Roads constructed, non-rural</td>
<td>Continue</td>
<td>Kilometer s</td>
<td>0</td>
<td>0.9</td>
<td>2.5</td>
<td>Before and after reports</td>
<td>Site inspection and technical audit</td>
<td>PIU</td>
</tr>
<tr>
<td>Intermediate Result indicator Nine: Mysore - PBS system</td>
<td>New</td>
<td>0</td>
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