



GEF-World Bank-UNDP supported

Happy New Year to all our readers!

Sustainable Urban Transport Project (SUTP)

The **SUTP** funded by GEF, World Bank, UNDP and the Government of India, aimed at strengthening capacity in the Government, participating states and cities in planning, financing, implementing, operating and managing Sustainable Urban Transport Systems; also to assist states and cities in preparing and implementing select demonstration "Green Transport" projects for reduction of greenhouse gases in urban environment. The Project objectives support implementation of the National Urban Transport Policy (NUTP), particularly the aspects that emphasise priority to public transport usage and to non-motorised transport.



Project Update

Reflections

SUTP has completed its third year of implementation. Out of forty consultancies, thirty were awarded in 2013, three were completed and eight consultancies are in various stages of procurement. Of the twenty Goods & Works procurements, four were awarded during the year, one was completed and six are in various stages of procurement

Each of the five demonstration cities made progress, although issues regarding safeguard remained a cause for concern. In Pimpri-Chinchwad, the civil work of Nashik Phata Flyover is substantially complete; the Empire Estate Flyover contract progress continued to be slow although indications are that it will now improve; In Naya Raipur, Hubli-Dharwad and Indore, procurement of major contract packages is underway. The ITS system in Mysore has been implemented. Teething troubles are in the process of getting remedied. As part of Capacity Building, 1732 participants were trained under SUTP in various workshops & training programs on urban transport.

Welcome Shri Chittaranjan Kumar Khaitan and Fare well to Shri Sanjeev Kumar Lohia

Shri Chittaranjan Kumar Khaitan (IAS), Joint Secretary (Urban Transport), Ministry of Urban Development assumed charge of SUTP and the post of National Project Director (NPD). He assured full support and guidance for achieving the project growth. In addition to his responsibilities of SUTP, he supervises the Central Public Works Department (CPWD), Urban Transport sector and the Metro Rail projects in Kolkata, Chennai, Kochi and Jaipur. He is also facilitating development of new Multi-Modal Transport Systems in Lucknow, Ahmedabad, Chandigarh, Pune, Nagpur, Nasik, Indore, Bhopal, Patna and Guwahati.



Shri Sanjeev Kumar Lohia, Officer on Special Duty (Urban Transport) and Ex officio Joint Secretary, Ministry of Urban Transport, Government of India acted as National Project Director for Sustainable Urban Transport Project since the project inception to November 2013. He provided his valuable support to bringing the project to a stage where the project development objectives started materialising. He not only guided but also provided this multi organisation project, along with the help of GoI, World Bank and UNDP a direction to follow and helped in progressing in right direction. His commitment and guidance will always be valued and will remain integral part of the project. SUTP Team wishing him all success in his future endeavors.

Looking Forward

Important training programmes and workshops lined up include the Leaders in Urban Transport Planning (LUTP) under Project Component 1B. A training programme for city officials under component 1A, PC2 is also chalked.

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Events

Planning Future Indian Cities:

National workshop on consultancy services for developing operations documents for urban Metropolitan Transport Authority (UMTA) and Urban Transport Fund (UTF)

The National Urban Transport Policy (NUTP, 2006) envisages setting up a Unified Metropolitan Transport Authority (UMTA) in all million plus cities and recommends setting up of an Urban Transport Fund (UTF) with dedicated revenue sources. Deloitte Touche Tohmatsu India and Voyants Solutions have been assisting the Ministry of Urban Development (MoUD) in the development of operations documents to assist cities interested in setting up UMTA and UTF. The assignment requires the Consultants to review existing and on-going initiatives in selected Indian cities, states and selected international cities for experience that would be relevant to the Indian Context. The Consultants suggested a set of options for the design of UMTA and UTF. These were presented and discussed with participating city officials at national level workshops on 6 and 7 September 2013. These workshops were an excellent forum for representatives from different regions and from different agencies involved in urban transport to deliberate on the functional, legal, institutional, and financial aspects. Indian and international cities analysed and discussed were as under.

The workshops were chaired by a four-member panel comprising Shri S.K. Lohia, OSD Urban Transport, Shri I.C Sharma, National Project Manager, PMU, Shri R.K Singh, Director (UT-I), MoUD and Ms Nupur Gupta, Task Team Leader, World Bank. The workshops were attended by more than sixty senior officials from government departments, state agencies and municipal corporations from various States and Union Territories.

The workshops, followed by discussions with cities, the World Bank and the MoUD have culminated in the selection of three cities (one each of Metro, medium and small city categories) for development of city specific documents and demonstration of the concepts. A draft bill for legislation has also been produced and is under review.

In all about 40 officials from different disciplines (Administrators, Traffic Experts, Police, Municipal Corporations, Financiers, Bus Operators and legal profession) participated. There was vigorous discussion on the functional scope of UMTA. Unlike Singapore, participants did not favour a hand over all the transport functions to UMTA. A mixed approach was advocated where in UMTA would be given many of the urban transport responsibilities especially preparation of multi-modal transport plans, preparation of city specific urban transport standards and guidelines in accordance with the national policies and consolidation of a detailed multi-year programme for urban transport activities. However, in regard to operations and management, it was generally agreed that UMTA should only monitor intended projects and ensure conformity with the official transport plans, programmes, standards and guidelines. UMTA would not build or maintain major infrastructure, operate buses, trains or other forms of public transport, license or register vehicles or drivers, enforce traffic laws, or manage traffic.

There was general consensus that UMTAs need have power to legally enforce functions; participants also favoured adopting an evolving approach for UMTA so that fare fixation and the role of being an approving agency would come to UMTA with the passage of time. On legal, governance and organisational provisions, participants agreed that the UMTA should be a statutory authority, with its own staff and there should be mix of public and private sector experts on the governing board. The preference was for UMTA to be a separate legal entity responsible directly to the state Government. The workshops were aimed to help officials across states understand and own the reforms that UMTA and UTF will usher in.



Four-member panel comprising Shri S.K. Lohia, OSD Urban Transport, Shri I.C Sharma, National Project Manager, PMU, Shri R.K Singh, Director (UT-I), MoUD and Ms Nupur Gupta, Task Team Leader, World Bank on dias



Participants during discussion



Planning Future Indian Cities:

National Workshop on State of the Art Review for NMT, PBS and TOD. December 2-3, 2013

Ministry of Urban Development (MoUD) and SUTP organized a two-day workshop on “Developing Guidance Documents for Non-Motorized Transport (NMT), Public Bike Sharing (PBS) and Transit Oriented Development (TOD)” at the India Habitat Centre in New Delhi, with the assistance from IBI Group. The workshop was very exciting with more than 130 participants representing a diverse set of stakeholders including elected leaders, planning officials, transit agency representatives, real estate developers, NGOs and students, government officials, urban development specialists, planners, transport and enforcement agencies showing keen interest in the potential of implementing these concepts in Indian cities. The participants exchanged spirited discussions on the benefits, need, challenges and opportunities for integrating these concepts within the current policy and development framework in India.



Dr.Sudhir Krishna, Secy (UD) addressing the gathering

Dr. Sudhir Krishna, Secretary, MoUD and Shri Dipti Vilas, Additional Secretary, Urban Development led the workshop. Dr. Sudhir Krishna invited all the cities to take advantage of the various support programs MoUD is offering to implement these sustainable concepts in their respective cities. Shri Lohia, erstwhile OSD(UT)& E.O.J.S, MoUD, underlined that future transit projects would require that accessibility aspects are mandated in transit and land use planning.

Presentations on the state of the art review by the IBI Group Team encompassed a diverse set of cases from New York, Hong Kong and Singapore’s experience in the role of the transit agency serving as the master planner, real estate developer and property manager for TOD projects, initiatives in creating public spaces. International best practices discussed included Curitiba’s BRT-based TODs, Tokyo’s FAR-based incentives, Copenhagen’s regional TOD planning, Bogota’s segregated bikeways and Netherlands’ bicycle superhighways. Indian context included Naya Raipur TOD Study, Madhya Pradesh State-wide TOD Study currently underway presented by Shri. Ritesh Patil from the State Urban Development Department, TOD for the Delhi Master Plan presented by Shri. Kshirsagar, Chief Planner, TCPO, Hubli-Dharwad TOD Study and Bangalore’s metro’s Indiranagar Station Accessibility Plan presented by Shri. Sanjay Sridhar, EMBARQ.

NMT and PBS sessions focussed on grassroots initiatives. Presentations also included PBS initiatives presented by Shri. Srinivas Ramesh, Kerberon Automations Pvt. Ltd, and PBS in Gujarat presented by Shri. Anuj Malhotra, Centre of Green Mobility.

To bring the envisioned change successfully, experts and participants agreed it was crucial to forge consensus between many individuals, organizations and institutions at all levels and the workshop was successful in initiating this dialogue. The dissemination workshop served to increase the involvement and commitment of the participants. As part of this project, MoUD will select two cities each for the three concepts and prepare City Specific Plans as pilot studies to demonstrate the application of the Guidance Documents.



Glimpses from the Workshop to facilitate a peer review process to create Guidance Documents for Non-Motorized Transport (NMT), Public Bike Sharing (PBS) and Transit Oriented Development (TOD)

Articles and Interviews

Interview with Shri S.K Lohia, Ex OSD (UT) & E.O J.S , Ministry of Urban Development, India

Shri Sanjeev Kumar Lohia former Officer on Special Duty (Urban Transport) and Ex officio Joint Secretary, Ministry of Urban Transport, Government of India. His field of work includes policy and reforms relating to urban transport, development of metro rail services and BRTS in the country. He is the architect of India's highly successful bus transport story under the Jawaharlal Nehru National Urban Renewal Mission.

During his tenure in the Urban Transport Ministry in the last eight years, he has made non-motorised transport a vital element of the country's transport policy. An officer of the 1986 batch of the Indian Railway Service of Engineers, he has more than two decades of experience in the field of transportation systems. He has a Bachelor's Degree in civil engineering from the Indian Institute of Technology (IIT), Delhi and a Master's degree in System and Management, also from IIT, Delhi.

In this interview with “walkabilityasia” he spelt our vision for the Non-Motorised Transport in India focussing on National Urban Transport policy:

1. India has a large share of nearly 40 per cent users of non-motorised transport (NMT). In this background, how can the infrastructure for pedestrians and cyclists be provided in the country?

The issue is not of money. Had the money been an issue, we would not have been able to build roads and fly-overs. The issue is more of understanding and awareness. So the focus has to be right. At present, unfortunately, the focus has still to move from vehicles to people though the National Urban Transport Policy (NUTP) envisages that. Through various actions like the comprehensive mobility plan, the parameters for national mission on sustainable habitat, advisories, tool kits and training programmes, we have been trying to raise awareness on NMT.



2. The National Urban Transport Policy spells out that cities should be designed for people, not for vehicles, yet funds for transport projects go to car-friendly infrastructure and mass transport like metros rather than for last mile connectivity or footpaths. How can we realize NUTP's vision for cities designed for people?



The NUTP also talks of prioritizing investment in public transport and NMT. It doesn't say we should forget about non-motorised transport. We take up most of the projects like the Metro, which are all for public transport. The issue is of first mile and last mile connectivity. Hence forth all SHRITS and DPRs will be multi-model to include feeder buses, public bike sharing and pedestrianisation. The cost of all this will be included in the main project so that the issue of funding doesn't come up at a later stage of the project.

3. You have been a visionary. You have initiated projects under JNNURM. What is your vision for non-motorised transport in India? How do you see India achieving high standards for NMT in the short- and long-term?

All I can say is the mindset presently is vehicle-oriented. And in order to remove congestion, we are encroaching upon pedestrian and cycling paths. The service-level benchmark, which the Ministry of Urban Transport has brought out, for the first time in the world, one of it is for NMT facilities. The cities are yet to adopt and do the rating. So the ministry has taken this as a research project for 12 pilot cities. We hope other cities will also start the project. We are working through tool kits and training



All Municipal Corporations in India will have separate budget head for NMT and an NMT Cell in future says Lohia



modules on where to focus on NMT. We have advised all municipal corporations in the country to have a separate budget head for NMT and have a separate NMT Cell. We are hopeful that all efforts the ministry has been taking in this direction will be able to translate into visible outcomes in this field.

4. What are your goals for Walkability? Do you see technology, like Walkability Apps, helping in this direction?

The tool developed by Clean Air Asia is a very good tool. I have suggested more improvement in it. The tool can be of great advantage is basically the youth are quite tech savvy and with the feedback from the public through this apparatus it can draw the attention of the authorities concerned. I hope it can help improve NMT facilities and awareness.

5. How will the government ensure that training on NMT to officials associated with transport, such as the traffic police, emphasizes the welfare of pedestrians and cyclists?

We have training programmes, which are attended by officials from several fields, including traffic police officers and planners. We have already conducted three training programmes and more are in the offing.

6. How do you think can we make society more sensitive towards pedestrians, the elderly, the children, people with disabilities, and cyclists on the country's streets?

It is through awareness at each level, right from schools, which might be by undertaking painting competitions and awareness through television programmes, up to officials and even elected people's representatives. It is only through awareness that we can make the society more sensitive.

7. Is there a National Non-Motorised Transport Policy in the offing? If so, what are the salient features of the policy?

The National Urban Transport Policy covers that. It may not be desirable to have a policy for each.

8. What are your future plans?

We have to bring the focus on NMT. The steps like the creation of a separate budget head are all made in that direction. In fact, in the Third Phase of Delhi Metro, launching a public bike sharing system has been made a condition. We promote NMT and advocate the best NMT facilities at the national level. The implementation rests with the cities. We can only suggest, we can't go beyond our role.

Raahgiri Day sparks a new future for Gurgaon

Raahgiri Day, the first of its kind in India, has become a weekly street event on every Sunday in the buzzing industrial hub and a software city Gurgaon. Citizens come together and use the street for recreation on Sundays and all forms of motorized transport are off limits on the otherwise very busy traffic artery, a 100 feet wide road in the city centre. It is modelled after Ciclovía, an event that began in Bogotá, Colombia in 1976, which closed streets to cars and opened them for the exclusive use of people for running, cycling, skating, or other recreational routines. This concept has gone on to inspire several cities around the world to promote sustainable transport, and facilitate social integration while highlighting environmental issues.



www.raahgiriday.com/



Shri R.K Singh Dir (UT) MoUD with raahgiri team

“Raahgiri” is a term that brings together two ideas. Raah refers to a path or journey towards a final goal, and GandhiGiri is about taking charge of our own lives. Catalyzed by Embarq India, The Heritage School, I Am Gurgaon, Duplays Gurgaon, & Pedal Yatri Group and supported by various public agencies / departments in Gurgaon, **Raahgiri Day is a citizen led movement** and is a milestone for Gurgaon to achieve a shared vision of an active and car-free lifestyle. It is an important step forward towards making Gurgaon a more sustainable,

environmentally friendly, and forward-thinking city – a city alive with active citizens who take part in shaping its future.

What do Sundays in Gurgaon look like?

With support from the local administration in Gurgaon, four stretches of roads opposite Vyapar Kendra and Galleria Market, DLF Phase IV, are cordoned off from 7am to noon on the Raahgiri Day, and are made available to people for the simple pleasures of walking and cycling. A lot of other events are organized to make the atmosphere festive and upbeat. This includes, runs organized for people and races for kids within the age groups of 11 and 18 years, cycle and skating rallies for both adults and kids, distributing frisbees, footballs and cricket kits, and other activities like band performances, street plays, fitness exercises like Zumba, aerobics, yoga and body combat. For people who'd like to cycle but don't have one, cycle on rent service is also made available.

The inaugural of Raahgiri on 17 Nov, witnessed about 10,000 residents of Gurgaon out of their houses to enjoy the street meant for them but otherwise used mainly by cars and other motorized transport. Shri Alok Mittal, the Police Commissioner of Gurgaon, flagged off the cycle rally and called it a “historic day for the city which will help in commissioning permanent pedestrian, bicycle, and other liveability improvements”.



Ms. Nisha Singh, one of the local government councillors, while sharing her experience about the day said that it was a wonderful event. “Now I want to cycle all the way to 'Raahgiri' circuit, instead of stuffing my cycle in the back of my car and getting dropped there”, she said.

Day 2 was a bit more relaxed. With all the apprehensions of the inaugural moment being put at ease, people turned up this time around to have a good time. One of the highlights of the day was the diversified participation that we saw there. People from different age groups ranging from 6 years to 83 years braved the elements and jumped out of their homes to spend a day with their community. Crossing all barriers, both the rich and poor of Gurgaon shared equitable space. This not only gave an opportunity to the urban poor to participate in their city's transformation, but played a major role in changing the image of bicycle from being the 'poor man's vehicle'.

Way forward

Raahgiri is not an end but a means toward an end, which is sustainable development. Data from Bogota shows Ciclovía was to be one of the seeds planted in the Colombian city to prioritize people, not cars. “The concept flourished more than a decade ago with the construction of permanent bikeways (now a 320km network), sidewalks (all over the city) and public transport (TransMilenio BRTS system, now 104km of busway and moving 2 million people a day)” says Dario Hidalgo, Director Research and Practice, Embarq. A lot of problems are yet to be solved; sustainable mobility is still a big concern and a lot needs to be done, but they have experienced huge advances and a lot is catalyzed due to Ciclovía.

Raahgiri Day is therefore a new uprising in Gurgaon which will not only sensitize people towards the need of sustainable transport, but will also mark the beginning of laying proper cycle tracks and footpaths in the city while developing better infrastructure for public transport. “I hope what Ciclovía did for Bogota, Raahgiri will do the same for Gurgaon”, says Amit Bhatt, Strategy Head of Transport, Embarq India



All information, data and the article have been assimilated & written by Sarika Panda Bhatt, consultant with EMBARQ India and is one of the core team members involved in planning, designing and organizing the Raahgiri Day in Gurgaon.



**“Leaders in Urban Transport Planning (LUTP)”- A Capacity Building Program
(Held at Seoul, South Korea during 13th March to 19th October 2013)**

As part of capacity building initiatives under Sustainable Urban Transport Project (SUTP), the World Bank has been conducting Program (LUTP) in Urban Transport Planning jointly with the Centre for Environment Planning and Technology (CEPT), Ahmedabad; Land Transport Authority Academy (LTA), Singapore and The Korea Transport Institute (KOTI), Seoul since 2011. By now 116 government officials from Central/State Governments and Cities have participated under six different programmes (2 at LTA Academy, Singapore; 2 at KOTI, Seoul and 2 at CEPT, Ahmedabad). Presently an eight months long integrated programme is undergoing at Ahmedabad in CEPT since July 2013. With the completion of this on-going programme a total of 160 officials thus will be trained as Leaders in urban transport planning. Sixteen officials from different states/ cities attended the LUTP program in KOTI, Seoul during 13th October to 19th October 2013. This was the 4th batch of officials sent by MoUD to become leaders in urban transport planning process by gaining the knowledge of integrated strategic planning and management process and appreciate the experience of an integrated green transportation system which has been achieved by adopting an environmentally and economically sustainable urban transport policy.



Group photograph of participants and speakers from KOTI and the World Bank team of Seoul 2013 Capacity Building Programme under LUTP

The programme was preceded by a month self-study phase which involved self-paced learning on land use and transport planning to environmental and social issues in urban transport planning followed by one week long workshop in Seoul to bring all the elements of urban transport together through various case studies and group discussion/ exercise. The workshop covered various aspects such as identifying the problems being faced by a city, corridor management, role of government agencies, systematic approach to integrated mobility planning, public transport planning, alternative analysis, financing and PPP.



People walking on Footpaths

The first view of Seoul city, its environment, landscape was enthralling. Roads and footpaths are quite wide with wider footpaths as compared with any Indian city. Footpaths are slightly higher than the road but were merge perfectly with the road by a slope to enable elderly and differently abled people to manoeuvre. There are long wooden benches at fixed intervals and the footpaths have shops of all sorts on one side. Most of the intersections were also guarded by a traffic police official.

During the course of study two half day trips were undertaken. One trip was to see Korea Smart Card Company, TOPIS and Cheonggyecheon. Firstly we visited Korean Smart Card Company, where a representative of the company explained how the T-money card works and the money is transferred to different stakeholders' account via common collection centre. He further explained how it has benefitted the life of commuters who don't have to worry and waste time in buying tickets and collecting money. The smart card can be recharged at all the metro/subway stations and even at government general stores.



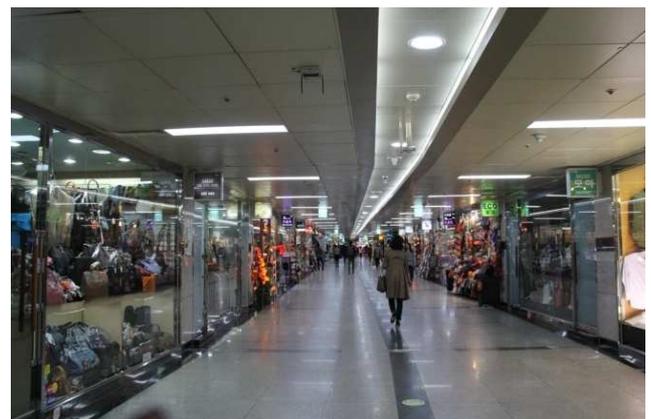
People standing in queue at Bus stop

The group visited TOPIS, a comprehensive traffic management centre that operates/manages the overall traffic situation of Seoul city by collecting traffic information from related organizations such as the bus management system, transportation card system, unmanned visual surveillance system, traffic broadcasting, national police agency, and Korea Expressway Corporation, etc. Visits included Cheonggyecheon, a thriving stretch of green public space in the middle of the city. It is a stream that runs through the center of Seoul dividing the city into North and South. The stream was formed during the Joseon Dynasty in order to provide drainage for the city. It lasted for hundreds of years until the 1940s, when a town grew up around the stream due to increase in population. The stream was gradually covered over with concrete, and by 1976 a 5.6 km elevated highway was built on top of it, which was considered as an example of 'successful industrialization and modernization'. The highway remained there until 2003, when as part of urban renewal mission, city planners demolished it to rejuvenate the area and the stream was recovered along with a beautiful 5.8 km urban park.



Cheonggyecheon Stream, a public space

Visits to Seoul Metropolitan Rapid Transit Corporation (SMRT), which was established in 1994 for smooth operation and management of the Seoul subway lines gave new insights. The metro train of Seoul is known as Seoul Metropolitan Subway. The corporation operates a total of 201 subway trains at 148 stations. The operating intervals are between 2.5–5 minutes during peak hours and 5–10 minutes during off peak hours. The combined daily ridership of subway is about 20 lakhs.



Metro Station with Commercial spaces

Each platform on every station operated by the SMRT is equipped with a Platform Screen Door (PSD), which help prevent accidents/ suicide and prevent dust particles created by trains running in the tunnels. Each station's platform is also equipped with many large LCD television screens that are parallel to the Platform Screen Doors which displays the information on the trains locations, live news, and video instructions in case of an emergency. Seoul has one of the busiest subway systems in the world. In addition to this, there are three different kinds of bus services: regular, express and shuttle bus being operated to provide seamless and integrated travel to the commuters.



The safety measures of commuters have also been taken very efficiently by the Korean Government. The underground subways connecting roads contained markets selling a variety of products and the metro stations also have underground markets at G -1 level and stations at G -2 level. Some of these markets remained open till late at night or early morning.

The seven days training programme was fruitful and valuable of implementation of various green transport systems. Participants have benefitted by having first hand exposure to advanced systems and technology adopted by a well developed city on a multi-disciplinary and multi-faceted approach. The group work/ discussions helped to know about different aspects adopted in different countries/ cities with frank interacting sessions.



View of Seoul from 63 Building, a Skyscraper in Seoul



All information, data and the article have been assimilated & written by Rana A. Amani, Urban Transport Planner working as Deputy Project Manager, Project Management Unit, Sustainable Urban Transport Project (India). She has done M. Plan in Transport Planning from School of Planning and Architecture, New Delhi and has been providing technical assistance to MoUD for various Urban Transport Projects.

A New face in Project Management Unit

Ms.Sonal Agrawal, an Architect –Infra-structure Planner with Masters from CEPT, Ahmedabad, has joined PMU from December 2013 as Transport Planner. Her main areas of interests are Non Motorized Transport, Public Transport, Policy and Planning.



Progress on components and sub-components of SUTP till December 2013:

Component 1A : Capacity Building of Institutions and Individuals:

Subcomponent 1 - Strengthening Institute of Urban Transport (India)

Strengthening of IUT

As part of this, the training programme for IUT staff has been organised for to enhance knowledge on BRT operations and integration of systems. A software training program on VISSUM was also conducted by PTV vision.

Training and Skill Development

Consultancy for Individual capacity development through training of trainers and training professionals (PC2):

Development of Modules and Training Kits –

As part of the sub component 2 of Component 1A, 10 subject modules and training kits have been prepared by a consortium of UMTC, EMBARQ and GIZ. Modules include Financing and Cost Benefit analysis, Transport Planning, Procurement and Contracting, Institutional Development, Demand Assessment, Environment, Traffic engineering and management, Public Transport, Sensitization and Integrated infrastructure Planning.

Training of Trainers and Training of City Officials

- As part of Training of city officials, out 1000 officials to be trained a total of 395 officials have been trained.

The tentative schedule for training of city officials in 2014 is as under:

S.No.	City	Schedule
1.	Kolkata	15 – 18 January, 2013
2.	Guwahati	28 – 31 January, 2014
3.	Ranchi	4 – 7 February 2014
4.	Chandigarh	11-14 February 2014
5.	Lucknow	24 – 27 February, 2014

Developing Toolkits

Consultancy for preparation of toolkits (PC3):

10 toolkits have been prepared namely, ITS for Traffic Management, Environment Impact Assessment and SEA, Transport Demand Management, Urban Road Safety & Safety Audits, Urban Travel Demand Modelling, Financing and Financial, Public Transport Accessibility, Landuse Transport Integration, Social impact assessment and R&R plan for urban transport projects. 4 additional toolkits are taken up under sub component PC3 which are Revision of CMP guidelines, Planning of Multi-Modal Transport Cum Road Network, Urban Freight Management and National Urban Transport Authority bill.

- National workshops for Dissemination of Toolkits is as follows:

S.No.	Subject	Venue	Dates
1	Planning	IUT Delhi	10 - 12 March 2014
2	Traffic Management	IUT Delhi	12 - 14 May 2014

Dissemination activities (PC 4):

- Twelve issues of GEF-SUTP Newsletter have been distributed to all stakeholders.
- Website (www.sutpindia.com) is updated regularly. The website has scored 23749 hits.

Component 1B: Technical Assistance to the MoUD for capacity enhancement at National, State and Local level for to implementation of National Urban Transport Policy

Inception report for following consultancies has been submitted:

- Program Evaluation Study of Deployment of Buses by Cities under JnNURM

State of the Art -report for following consultancy has been submitted:

- Guidance Documents for Non Motorised Transport (NMT) Plan, Bike Sharing Scheme and Transit Oriented Development, Developing Operations Documents for Urban Metropolitan Transport Authority (UMTA) and Urban Transport Fund (UTF) & Develop Operations Documents for Traffic Management and Information Control Centre and National Public Transport Helpline

Draft contract for following consultancy has been signed and submitted for approval of competent authority:

- Consultancy Services for Preparing Guidelines & Model Contract for City Bus Private Operations

Under the Capacity Building for Leaders in Urban Transport Planning:

- For CEPT second batch leaders program, seven days workshop was held at CEPT, Ahmedabad during 4 to 11 August 2013. For CEPT second batch of leaders program out of 39 officials three best researches/presenters have been selected for attending TRB conference at Washington D.C. in January 2014. **CEPT 3rd batch leaders programme will start from April 2014.** At LUTP programme 15 senior level officials from Central/State government, Metro Rail Corporation, Police departments etc. are going for training in LTA Singapore in January 2014. Total officials trained under Leader's Program – 116. For further details please visit our website.



RFP has been shared with the bidder for:

- Consultancy for "Project Preparatory Consultants for GEF 5"

Component 2: Implementation of Demonstration Projects in Selected Cities

Naya Raipur-BRTS

- The procurement of the two major works contractor for BRT infrastructure and NMT infrastructure have made good progress, with one awarded and the other in advanced stages of procurement. The ITS design is being finalized and the package is expected to be tendered out by January 2014. On the TA activities, the Project Management Consultants for Construction Supervision is expected to be on board soon. Meanwhile, the Transit-Oriented-Development study report is being finalized.

Pimpri-Chinchwad-BRTS

- The two major civil works contract are at different stages of progress. While the physical progress achieved on the flyover on corridor 3 i.e. interchange section at Nashik-Phata stands at 97%, the work on corridor 4 i.e. interchange at Empire Estate is progressing slowly and is at about 28%. Procurement activities of consultancies for four Technical Assistance activities have been completed and work is ongoing.



PCMC BRTS on implementation

Indore-ITS

- ITS bid document was published on 20 Sept 13. ITS pre bid meeting held on 18.11.13. Bid Due date is extended
- For the Accessibility plan Revised RFP has been shared with bidders on 24 Sept 13 and pre bid queries are being replied to

Mysore-ITS

- KSRTC launched Intelligent Transport System Project in Mysore on 17th November, 2012 which is first of its kind in India. The project implementation covers 500 Buses, 105 Bus Stops, and 6 Bus Terminals on 45 Platforms. The ITS vendor is currently operating the system is operating and maintaining the system for three years.
- Comprehensive Services and Operations Analysis (CSOA) study has been initiated to further improve the business operation of Mysore city bus service.



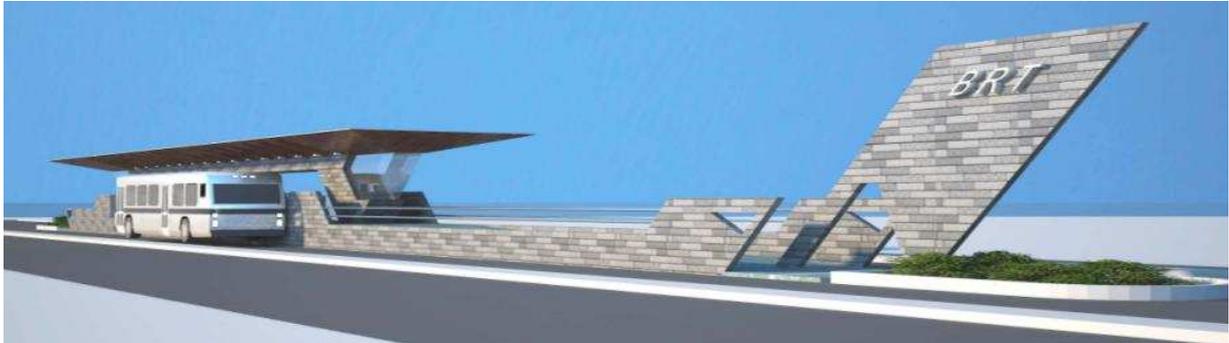
Mysore ITS -PIS inside the bus

- For M&E monthly report shared on 26 December 13 by KSRTC

“A Developed country is not a place where the poor have cars; it’s where the rich uses public transportation”
 Mayor of Bogotta

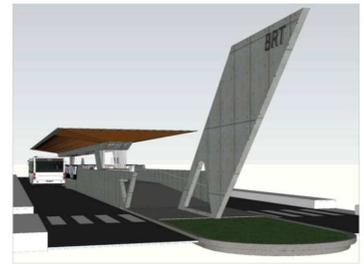
Hubli-Dharwad-BRTS

- Out of five three technical studies have been finalised and procurement for two is ongoing. There are eleven packages for Infrastructure works under loan component. Out of eleven packages procurement is on going for three components and bid documents are being prepared for remaining eight.



3D visualisation - BRTS Bus Stop, HDBRTS

- Agreement concluded for Consultancy for Communication Outreach with IBI Group. Consultant Lea associates onboard for PMC for BRTS. And for M&E safeguards with Centre for Management and Social Research.



3D Visualisation-BRTS Bus stop Entrance, HDBRTS

Upcoming Events

- CEPT Leaders Program in Urban Transport Planning and Management (Batch-3) from April 2014
 - GEF 5 World Bank mission 28th Jan – 10th Feb 14 Bhopal, Mira Bhayander, Jaipur, Chandigarh,
- For upcoming events/workshops please visit www.sutpindia.com & <http://www.iutindia.org>. Also visit <http://leadersforum.sutpindia.com/> & <http://www.kmciutindia.org/>

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“Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs”