



GEF-World Bank-UNDP supported

SUTP Events

As part of Individual Capacity Building under Component 1 of GEF-World Bank-UNDP supported Sustainable Urban Transport Project a few initiatives have been undertaken. Two of these are mentioned below:

1. The Leaders In Urban Transport Planning Program

Transport Planning is an important aspect of Land Use Planning affecting the mobility of people. Good transport planning focuses on the mobility needs of people by a variety of modes and should reduce congestion. In order to enhance the capabilities of the leaders in urban transportation planning a training program was organised by the LTA Academy at Singapore from 15<sup>th</sup> to 21<sup>st</sup> January 2012.



For participation in the Leaders Program in Urban Transport Planning organized jointly by LTA and World Bank in January 2012, 13 officials from city and state governments were sponsored by MoUD under the capacity building component of SUTP. Subsequently a debriefing meeting with officials was hosted by the MoUD under the chairmanship of Secretary (UD), MoUD on 15<sup>th</sup> February 2012 and positive feedback was received on the training. The same training programme is proposed to be launched in India by CEPT, Ahmedabad this year to develop capacity of the Urban Transport practitioners in the sector.

The training programme provided a holistic approach to achieve the desired results. First part of this programme was of about 5-6 week's self-study which consisted of 24 learning modules with easy to use and simple language reading material. As part of the self study the participants became familiar with planning requirement for different modes of public

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transport, transport terminology, governance and various types of procurement, operational and management issues.

The second phase of this programme included interesting case studies, describing the real life situation from different cities around the world. The aspects covered included parking policy, non-motorised transport, Intelligent Transport System, social, environmental issues, financing and energy efficiency utilisation issues. Three site visits were also planned:

- One on urban planning and educational transport,
- Second on multi-modal planning and
- Third on traffic management

Participants were grouped into six groups and each group was given a city to look at, study and come up with suggestions as to what the city should do to deal with its urban transport problem. The participants also formed their own agenda to deal with other important issues. Group working with proper mix of skills has proven beneficial.

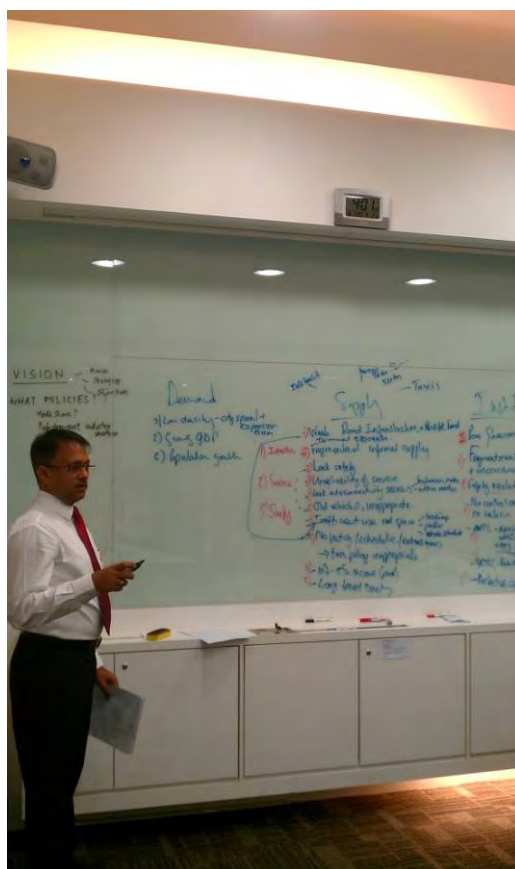
The resource persons for the programme included

- Prof Jose Gomez Ibanez, Kennedy School of Government, Harvard University, US
- Prof Gopinath Menon, Nanyang Technological University, Singapore
- Mr Mohinder Singh, LTA Academy, Singapore
- Mr Ajay Kumar, World Bank
- Mr O P Agarwal, World Bank
- Mr Samuel Zimmerman, World Bank
- Mr Loh Chow Kuang, LTA Academy, Singapore

The participants were required to present their personal agenda and feedback of the programme including items proposed to be included for such programmes in future. The request of reorganising such programmes has been received. In view of the success of this program MoUD will be nominating officials from various cities working in the transport sector to attend the training program being organised by CEPT, Ahmedabad.

Key learning's of the participants from State and City government included:

- Integration of various modes of transport for Safe, Convenient and Comfortable inter modal transfer of passengers.
- Discourage the use of personal vehicles through demand control measures, by timely providing good and reliable public transport and simultaneously introducing high parking charges, congestion charges, Electronic road pricing etc.
- Promotion of non motorised transport for mitigating GHG emissions and air pollutants
- Implementation of Intelligent Transport Systems technology for the benefit of road users and passengers. Avoid, reduce or shift the trips by planning mixed use development
- Outsourcing of management of Traffic Management Information & Control Centre
- Supply side measures not enough there is need to manage demand side measures
- Integrated and coordinated approach
- Integrated traffic management is essential for managing current transport issues being faced by various cities
- Need for alternative analysis. Cities and local bodies should test various alternatives rather than implementing usual methods to solve congestion issues – for example opting for usual flyover solution rather than assessing whether demand on the congested corridor can be managed
- Transit Oriented Development is important
- Minimize the number of passenger trips, and to achieve “best trip is no trip- concept”.
- Demand Control Measures needed
- Densification of certain areas like Central Business District
- Improved Governance
- Timely, planned city transport services



The following feedback was received from the participants:

- Good combination of lectures, case studies, exposure visits and group exercise.
- Duration was just enough for learning and interaction.
- The programme was very well structured
- Provided an opportunity to discuss in depth analysis of various issues in urban transport planning.
- More detail on the public-private partnership issues was requested
- More young officers all over India may be trained
- Exposure to the problems and arriving at solutions may be encouraged.
- To organise Capacity Building programs for Policy decision makers
- Group working session with right combination of participants belonging to a good mix of skills very effective

\*Photographs: Shri. C.G. Anand, BMTC

## 2. Procurement Workshop

Shri I. C. Sharma, National Project Manager, PMU-SUTP initiated the workshop with a welcome address and introduction to the workshop. Ms. Nupur Gupta, Task Team Leader, World Bank started the first session with an 'Overview of World Bank procurement policies' and Bank's assessment of procurement activities in SUTP. Shri Debrata Chakraborty, the Procurement expert of the World Bank explained in detail, the Guidelines of the World Bank for Procurement of consultancy services.

An outline covering all aspects relating to preparation of estimates, various selection methods and types of consulting contracts was presented by Shri J. Sarup, Procurement Expert, Project Management Consultant (PMC). The next presentation, Shri Surendra Nath, Procurement Expert, PMC explained step by step, the processes involved in procurement of 'Consultancy



Services’ and stages of prior review by the PMU and the World Bank. This was accompanied by a detailed presentation on Preparation of TOR, Advertisement, EOI and Short listing by Ms. Surabhi Kureel, Transport Planner, PMC.

The afternoon session started with a presentation by Shri J. Sarup, on the subject of ‘Preparation of RFP for Procurement of Consultancy Services’. This was followed by a lively discussion on the subject of ‘Opening and Evaluation’ of Proposals (Technical, Financial, Combined), Negotiations and award of contract. An interactive session with the participants followed the technical sessions, aimed at a deeper understanding of the difficulties faced by the PIUs in procurement, and to resolve their queries and problems. The workshop concluded with closing remarks from Shri Rajendra Nath Team Leader, PMC



Procurement Workshop

### **First Construction Safety Award 2011-12 at International Fair CONSTRO 12 received by Shirke for Design and Construction of Flyover and ROB at Nashik Junction on Old Mumbai-Pune (NH-4) including Bridge on River Pawana**

The project “Design and Construction of Flyover and ROB at Nashik Junction on Old Mumbai-Pune (NH-4) including Bridge on River Pawana” being done under World Bank-GEF-UNDP funded SUTP, won the Gold Trophy as “First Construction Safety Award 2011-12” on 12th January 2012 at “International Fair CONSTRO 2012”.



Photo of Golden Trophy for First Construction Safety Award 2011-12 for our Nashik Junction Flyover for PCMC, Pune under Infrastructure category and Photo of ‘Certificate of Merit’

CONSTRO 2012 is the country's biggest international exhibition on Construction Machinery, Materials, Methods and Projects organized by Pune Construction Engineering Research Foundation (P.C.E.R.F.) at Pune. The CONSTRO'12 exhibition included a variety of activities which included a series of symposiums on various aspects of construction, to highlight the trends for the future. Safety was one such area. To enhance Safety awareness and foster a much needed safety culture in the Indian Construction Sector, PCERF & CONSTRO'12 have given the Construction Safety Award for the first time this year. The main aim of this activity was to educate, counsel and promote safety in construction sector. The Safety Award assessment was done by the Jury, comprising,

- Prof. Mujtaba Lokhandawala - Convener Safety Sub Committee, CONSTRO'12
- Mr. R. D. Nagarkar - Advisory Committee member, PCERF



- Mr. Dilip Summanwar – A Safety Expert, PCERF
- Mr. Satish Nair – A Safety Expert, PCERF

The award has been introduced for the following categories in regard to safety in construction:

- Best Project (Trophy & Certificate of Merit for each Category- Residential / Industrial / Infrastructure)
- Best Safety Management Team – Certificate of Appreciation

The jury carried out an announced visit in August 2011 and followed it up with surprise visits in October 2011 and December 2011.

The first visit which was announced was for the study of the Safety Management System and documentation on site. The second and third visits were surprise site visits to assess the actual implementation of safety measures and the site team preparedness of the Safety Systems. The project site has successfully gone through two rigorous and detailed visits and implemented the suggestions for improvement. During both surprise visits, the site was inspected by the Jury for continual improvement and implementation of their suggestions on site. They also commented that B. G. Shirke Construction Technology Private Limited (BGSTPL) is the first company which has considered the significance of safety with a good approach and implemented the Jury's suggestions on site. The Jury was impressed with the provision of Permanent Electrical distribution boxes, free supply of basic needs to the labour camp, long term association of the sub-contractors, health camp and crèches provided at labour camp.



Award winning celebration by BGSTPL Project Team at Nashik Junction Flyover Site

Various construction companies having National & International backgrounds participated in this competition. BGSTPL won the award in the infrastructure category, Mr. Vikram V. Shenvi, Sr. Engineer- Environment & Safety was awarded a special "Certificate of Appreciation" for the Best Safety Management Team"



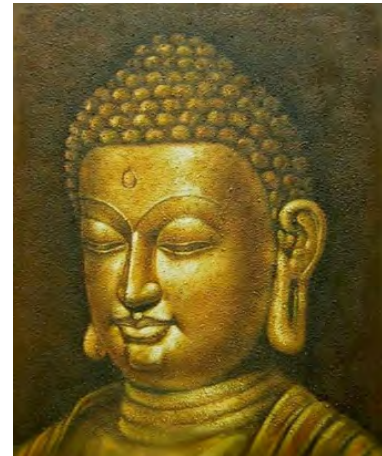
*All information, data and the article have been assimilated & written by Shri. N.M.Kadam. He is working as Dy. General Manager with M/s B G Shrike Const. Tech. P. Ltd, Pune, Maharashtra (India) since 1988. He has executed various mega Infrastructure, industrial, commercial & residential Projects.*

## Buddha Jumps over the Wall

By L. K. Panigrahi

It was a season of festivals in Singapore in January 2012, when we arrived to attend the training programme sponsored by Government of India under the GEF-UNDP-World Bank assisted Sustainable Urban Transport Project (SUTP), India. The programme ‘Building Leaders in Urban Transport Planning’ was superbly organised by Land Transport Authority Academy, Singapore and attended by 66 delegates from 13 countries including India, Saudi Arabia, South Africa, Philippines, Vietnam, China and Mexico. While “Little India” still exhibited evidence of celebration of a joyful Pongal, the entire island was vibrant in welcoming the festival of Chinese New Year. The Business organisations, were hosting dinners to their employees and offering gifts to their better performing employees in banquet halls specially decorated for the occasion. The Singaporean were enjoying dinners with their friends and relatives. Every multi-cuisine restaurant offered ‘**Buddha Jumps over the Wall**’ absolutely free with the dinner in the banquet hall.

We, the delegates from the Land of Buddha, were much intrigued to even think as to why heavenly placid “Enlighten One” would like to jump that too, over a wall. A little internet search helped me to find that ‘Buddha Jumps Over The Wall’ or fó tiào qiáng, is an exotic shark fin soup in Cantonese and Fujian cuisine with several ingredients of non vegetable origin and herbs that takes one to two full days for preparation. It is so delicious with mesmerizing aroma that even Buddha, believed to be a firm vegetarian, would jump over the wall from next door to enjoy a large portion of soup, hence the name.



The Seven day's (15th – 21st January 2012) intensive programme at LTA Academy was innovative and well structured as it was based on “learning-by-doing” approach rather than “lecture – style”. It was preceded by a five week self-learning phase, from participants’ work locations, on course material which comprised of 7 Clusters, 24 Modules, and 7 Case Studies on different aspects of urban transport provided to the participants. The training was “hands on” learning by analysis and discussion on case studies, group exercise and site visits. The panel of trainers consisted of experts such as Mr. O.P. Agarwal, Senior Transport Specialist, World Bank, Mr. Sam Zimmerman, Consultant and Ex. Transport Adviser, Dr. Mahinder Singh, Dean, LTA Academy, Professor Jose’ A-Gomez-iba’n’ez of Kennedy School of Government, Harvard University, Mr. Ajay Kumar, Lead Transport Economist, World Bank and many more experts who have expertise in all aspects of the urban transport Planning.

Singaporeans are a methodical and disciplined community who have also transformed the habits of people migrating from several Asian countries. No driver in Singapore thinks of jumping a traffic signal or a road lane. No pedestrian needs to jump over the medians of the roads or the fencing of a public space for a shortcut. This is simply because safe and efficient shortcuts have already been provided, well maintained and monitored by the city planners and transport authorities. It is amazing to see how holistic and comprehensive planning, determined political will, efficient government and self-discipline of a community can catapult a group of fishing villages with visibly no economic means into a global city with dynamic economy offering high quality of living to 5.1 million people just in four decades.

A question comes to the mind. Who are the magicians playing major roles in such meta transformation in such a short spell of time? During the training programme, we learned that Urban Re-development Authority (URA) and Land Transport Authority (LTA) are two major actors who constantly concoct and inject the elixir of regeneration to this land-scarce city nation. URA is Singapore’s National Land Use Planning Authority, responsible for town





planning, sales of government land and implementation of major urban growth areas. LTA, a statutory board under the Ministry of Transport, is responsible for integrating transport planning with the Land Use Planning and Development, making policies, engineering, regulating and managing all modes and aspects of land transportation covering both private and public transportation as well as road and rail systems.

While waiting for our flight to Singapore at Indira Gandhi International Airport, New Delhi, my conversation with co-participant from my organisation Mr. M. D. Kaware, a senior administrative officer of State Cadre, often came back to the topic of city management of Singapore. I insisted that only a strong and efficient policing can achieve an efficient city system. But to my surprise, even with a roving eye, I failed to locate any uniformed police officer during our stay.

The city has one of the most advanced public transport system in the world. A rail based, Rapid Transit System complemented by Automated Light Rapid Transit and efficient Bus Transport



Singapore, <http://challengefuture.org/news/110>

System provides fluid mobility to its masses. By 2020 it is poised to operate metro rails, on 278 km at rail density of 51 km per million populations. A contact less smart card with through-ticketing system facilitates, hassle free transfers. There would be a metro station within average distance of 400 m by 2020, which would mean on access within Ten minutes walk. The city has pioneered in adopting innovative practices of demand management and congestion pricing schemes to manage smooth traffic flows on roads and optimum use of public parking.

These include the Vehicle Quota System which controls the growth of motorised personal vehicles and Unique Electronic Road pricing system (ERP) assisted by Intelligent Transport System (ITS). ERP is "pay as you use" system you pay if you choose to

drive on a congested road. It ensures smooth flowing traffic and quality living environment. If you don't want to pay, park your car change to public transport mode. You still want to use your personal vehicle and don't want to pay higher charges you can choose a route or time to pay lesser charge or no charge at all. Island-wide, ITS is managed by LTA. It is a 24/7 system. It has several applications such as Traffic Information Displays, Travel Time Displays, Traffic Sign Displays, Express Way Monitoring and Advisory Systems (EMAS). Most interesting systems are Junction Electronic Eyes (J-Eyes), Electronic Regulatory Signs (ERS) and Green Link Determining System (GLIDE). The GLIDE system controls all traffic and pedestrian signals (more than 2000 in number) and manages traffic along the arterial roads automatically. The fire stations in the city can alert the GLIDE systems in an emergency to give priority to fire engines. J-Eyes act as remote eyes for operation staff to spot and rectify causes of traffic congestion. It also deters illegal parking and loading/unloading along major roads.

Singapore is about Ten times bigger in area and population than Naya Raipur, a green field city being developed by the Government of Chhattisgarh, India. In land-starved development area efficient management of space is vital. Yet, in the second most densely populated city of the World, ambience of a garden-city environment prevails. It is because of the integrated urban development that is transit oriented and judicious mixed land use. Singapore is really Walker's Paradise. Barrier-free pedestrian walkways and Public spaces are well lit, well paved and inter woven with the transit routes to Business areas, transport terminals and residential areas. Nupur (Ms. Nupur Gupta Senior Transport Specialist, the World Bank and Task Team Manager, The World Bank) loved to walk even with her trolley from Academy to hotel and for shopping that motivated many lazy bones like me to walk.

Singapore is proud of its heritage and preserves more than 1900 buildings and monuments. The campaign started in 1963, the National Preservation of Monuments Board was established in 1971. In 1986, URA notified its Conservation Master Plan and has systematically implemented it. 'Little India' and 'China Town' are the testaments to its continuing efforts to conserve its past. It was a festive environment all over the island and particularly in China town. But why was it that I felt something amiss? This could be because either I belong to a land where people visibly share their fervour, enthusiasm and sentiments not only with relatives and friends but with strangers as well, making the environment more livid; or because automated and built-in urban environment of ultramodern city is grinding away the inherent emotional intelligence of its inhabitants. Nevertheless, Singapore is still a dream land where Buddha from any country would love to jump over the wall, to live in.



*All information, data and the article have been assimilated & written by Shri. L.K. Panigrahi, Chief Engineer (Projects) Naya Raipur Development Authority, Project Manager, SUTP Naya Raipur*

## Project Update

The progress made on various components and sub-components of Sustainable Urban Transport Project since January 2012, is as follows:

### Component 1A: Capacity Building of Institutions and Individuals:

#### Training and Skill Development:

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

The Consultant submitted revised outline modules on 13 February 2012 based on changes suggested during 31 January 2012 meeting. Monthly Progress Note and Revised contents were submitted on 12 April 2012. Currently the framework for preparing modules is being developed;

#### Develop Toolkits:

##### **Consultancy for preparation of toolkits (PC3):**

The toolkits are being prepared by the Urban Transport Centres of Excellence (COE). A day-long presentation based on the Inception Reports submitted by COEs was organised on 6 February 2012. A Meeting was held with IUT and various COEs on the status of PC3 (Preparation of Toolkits) on 12 March 2012.

The toolkits under preparation are on Land Use Transport Integration and Density of Urban Growth, ITS and Traffic Management, Public Transport and Pedestrian Accessibility, Urban Travel Demand Modelling, Financing and Financial Analysis, Traffic Analysis and Performance Measurement, Environmental Analysis, Transport Demand Management, Road Safety and Safety Audits, Urban Road Capacity and LOS Analysis, Driving Code and Social Impact Analysis.

### Sub Component 4 - Dissemination activities:

- A Procurement Workshop for SUTP demonstration cities was held on 6 March 2012. The purpose of this meet was to share the experiences of participating cities regarding current on-going procurement and to build Capacity of the Implementing Agencies in procurement.
- Six issues of GEF-SUTP Newsletter have been published and distributed to all stakeholders.
- Website ([www.sutpindia.com](http://www.sutpindia.com)) is being maintained and updated regularly.





## **Component 1B: Technical Assistance to the MoUD for improving the National, State and Local Capacity to implement National Urban Transport Policy.**

Request for Proposal (RFPs) for following three consultancies have been issued to the bidders and proposal submission date is 11 June 2012:

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

The proposal for the following consultancy has been submitted and is under evaluation:

- Consultancy to develop Urban Transport Research Program in India

Expression of Interest (EOI) for following consultancy is under evaluation:

- Consultancy Services for Estimation of Green House Gas Emission and Energy Consumption for SUTP demonstration cities.

## **Component 2: Implementation of Demonstration Projects in Selected Cities.**

### **Naya Raipur**

- Detailed Project Report for the Bus Rapid Transit System (BRTS) is being revised by NRDA.
- Under SUTP, NRDA plans to build bikeways and footpaths in Naya Raipur. The contract for the 'Detailed Project Report for development of cycle tracks and pedestrian walkways' has been signed with M/s. Innovative Transport Solutions Pvt Ltd, S.G. Architects and UMTC Pvt Ltd. The draft Non Motorised Transport (NMT) DPR was submitted in March 2012
- The consultant for 'designing the bus terminals, bus depots, bus shelters & ancillary facilities has been appointed. The concept plans submitted have been approved and work on final designs have begun.
- The draft contract for Transit Oriented Development has been prepared and is under review.
- No objection from World Bank on the TER for consultancy for Monitoring and Evaluation' has been received.
- The shortlist and RFP for consultancy for Project Management Consultant (PMC) for Intelligent Transport System has been approved by World Bank and RFPs have been issued to the shortlisted bidders.

### **Pimpri-Chinchwad**

- The progress of the project "Design and Construction of Flyover and ROB at Nashik Phata on Old Mumbai Pune NH-4, including Bridge over the River Pawana" upto the end of March 2012 is about 61%



- The financial progress of the project 'Design and construction of Bridge on Pawana River, Flyover and ROB with Approaches & Ramps on Kalewadi Phata to Dehu Alandi Road' upto March 2012 end is about 8% complete.
- RFP for Monitoring & Evaluation (M&E) work has been shared with the shortlisted bidders and their proposals have been received and are being evaluated by PCMC.
- RFP for Consultancy for Promotion and Outreach Program (POP) for BRT & Non Motorized Transport (NMT) Systems in Pimpri-Chinchwad has been shared with the shortlisted bidders and their proposals are expected on 22 May 2012.
- EOs have been received for two consultancies under the Technical Assistance programme and evaluation is underway
  - Consultancy for Preparation of Parking Policy and Master Plan in Pimpri Chinchwad
  - Consultancy for Access Plan to Bus Rapid Transit System by Pedestrian and Non Motorized Modes for Pimpri Chinchwad BRT Corridors

#### Indore

- EOs have been published for two consultancies to be taken up under the Technical Assistance programme and evaluation is in progress
  - Consultancy for Developing an Accessibility Plan to the BRT Corridor in Indore
  - Consultancy for Communications and Outreach Program for Bus Rapid Transport (BRT) System in the city of Indore

#### Mysore

- Consultant for Monitoring and Evaluation is on board and M&E work has started in Mysore
- The EOs for Comprehensive Service and Operations Analysis (CSOA) work are under evaluation.
- ITS on buses is expected to be launched by June/July 2012

### World Bank Technical Mission

The World Bank Technical Mission visited Pimpri-Chinchwad, Bangalore (to discuss Mysore & Hubli-Dharwad), Naya Raipur and Indore from 12th to 19th March 2012. The main objective of this Mission was to review overall implementation progress and effectiveness of implementation arrangements.

### Upcoming Events

- Dissemination workshop in Naya Raipur
- The next World Bank Implementation Support Mission is scheduled from 11<sup>th</sup> to 20<sup>th</sup> June 2012.

For upcoming events/workshops please visit [www.sutpindia.com](http://www.sutpindia.com) & <http://www.iutindia.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.

The Brundtland Commission, 1987