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## GEF-World Bank-UNDP supported

## Sustainable Urban Transport Project (SUTP)

The **SUTP** is 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 green house 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.

## **Events**

## SUTP 3<sup>rd</sup> Annual meet

With a view to take stock of the progress, discuss innovations and achievements by the cities/agencies implementing the project and share lessons learnt, the third Annual Meet of the Sustainable Urban Transport Project (SUTP) was organized on **21 June 2013** at Hotel Shangri-La, New Delhi. Another objective of this meet was to avail of the opportunity to carry out midterm review of the project components, have in depth analysis of project management and implementation effectiveness and review Project Development Objectives (PDO). This was also an opportune time to fine tune project indicators to improve implementation of balance works under SUTP project.

The inaugural address of 3rd Annual Meet was made by Shri S. K. Lohia, OSD (UT) & Ex-Officio J.S. MoUD and National Project Director, GEF-SUTP. Key note Address was given by Shri R. K. Singh, Dir (UT), MoUD. Presentations and briefs were given by Shri. I. C. Sharma, National Project Manager GEF-SUTP, Ms Nupur Gupta, Task Team Leader-World Bank, Shri Sandeep Garg, Program Specialist, Energy & Environment Unit, UNDP and Ms Nayanika Singh, Consultant, Ministry of Environment and Forests. Presentations from the Project Implementing Units (PIU) of project demonstration cities were made by Shri Manjunatha Prasad, MD KSRTC on Mysore ITS, Shri Shailendra Singh, Special Officer, DULT on Mysore Public Bike Sharing, Shri Noor Mansur, MD, HDBRTS on BRTS project in Hubli-Dharwad, Shri Alex Paul Menon, Additional CEO, NRDA on BRTS project in NRDA, Shri Sandeep Soni, CEO, AICTSL on ITS of Indore BRTS and Shri S. Savane, City Engineer, PCMC on BRTS project in PCMC.



Participants of the 3rd Annual meet of Sustainable Urban Transport Project (SUTP)

Detailed presentation by PMC Mott MacDonald and PMU-Finance was made at the meet. Shri Sivanand Swamy, CEPT briefed on Surat BRTS, Shri Deepak Darda & Ms Bahvana Gulati, IBI on Naya Raipur TOD, Shri Vijay, Ex. Executive Engineer presented on Rajkot BRTS and Shri Vinay Bansal, Emergent Ventures briefed on Green House Gases Emission. During the meet briefing on Leaders programme forum and detailed midterm review was also done.

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## Panel discussions

During an open session cum panel discussions participants made suggestion for effective implementation of project components on three aspects (1) Staffing of Project Implementation Units (2) Continued Support to Urban Transport issues (3) safeguard management and implementation. Owing to multiple agencies in cities, institutional coordination is essential in urban transport project implementation. Training of BRTS and city bus drivers is vital. It was appreciated by all that communication and outreach should start from the beginning of the project, information dissemination should also be done on all agency websites to involve all stake holders and bring about awareness of positive outcomes of Public Transport.

## **Dissemination Workshop at Naya Raipur**

Naya Raipur is a demonstration city selected under SUTP for implementation of the BRTS with basic ITS

and non-motorised transport. For raising awareness, and of benefits and impacts of the project, a dissemination workshop was organised at **Raipur on 18 June 2013** with assistance from Ministry of Urban Development, Project Management Unit (PMU) and PMC (Mott MacDonald).

Stakeholders from different sectors and senior representatives of print and electronic media were invited. Officers of Raipur Municipal Corporation, Raipur Development Authority, Town & Country Planning, Housing Board, Urban Administration & Development Department, State Urban



ex-officio JS of MoUD, Govt. of India, Shri. I.C.Sharma, National Project Manager/PMU, Ms. Nupur Gupta, Transport Specialist and Task Team Leader, World Bank, Shri. Gerhard Menckhoff, Consultant to World Bank, Shri. S. S. Bajaj, Vice Chairman, NRDA and Dr. Rohit Yadav, Joint Secretary to the Hon'ble Chief Minister and Commissioner, Urban Administration & Development Department also joined in the auspicious ceremeny lighting the lamp.

Shri.S.S.Bajaj welcomed all dignitaries and participants, described the objectives of the workshop and contours of



Shri.Rajesh Munat, Hon'ble Minister, Housing & Environment, Industries and Transportation, Government of Chhattisgarh delivering the valedictory remarks during the Dissemination Workshop

Development Agency, South East Central Railway – Raipur Division, bus operators, city bus operator, Airport Authority of India – Raipur section, Traffic Police, Transport Commissioner's office, NGOs, PWD, National Highway, representatives of villages of Naya Raipur also participated.

Traditional lamp was lit by Shri. N. Baijendra Kumar, Principal Secretary to Hon'ble Chief Minister, Housing & Environment and Industry Department, Government of Chhattisgarh and Chairman, Naya Raipur Development Authority.Shri.S.K.Lohia,OSD(UT) and the



Naya Raipur projects. He stressed that a bus based transport service was essential for the new city to remain green and curtail use of personal vehicles and other modes of para transit to the minimum, also reduce congestion, and pollution.



Shri.I.C. Sharma presentated the status of projects taken up by different cities under SUTP. Ms. Nupur Gupta from the World Bank addressed the participants and explained the role of the GEF, UNDP and the Bank. She expressed urgency to enhance modal share in public bus transportation system and commended Naya Raipur for its focus on promotion of NMT from the very beginning of the development of the new city. Safe and dedicated tracks for the NMT users and pedestrians is a concept for all cities to emulate. She appreciated the organisation efforts for the workshop and commended the service level of the interim bus service.

The key note address was delivered by Shri.S.K. Lohia on the objectives of the NUTP and directives from the Government of India in providing the technical and financial assistance to States for addressing problems of mobility in urban areas. He emphasized that the idea **move people rather than move the** 



**vehicles**. Bus Rapid Transit System is a new concept for Indian cities; Shri Lohia stressed that such initiatives need be nurtured and that projects would succeed only if formulated, implemented and operated with active support of the people. He appreciated the initiative taken by the Naya Raipur Development Authority in developing facilities from the very beginning of the new city.

Shri.N. Baijendra Kumar shared his personal experience how the placid system of low mobility got marginalised by high speed vehicles. He mentioned that people would adopt mass public transportation only if they perceived that system provides comfort, convenience, savings in time

and passengers get regarded as individual users rather than a crowd. He opined that this was possible through careful planning, design and policy, complemented by learnings from successful models of other

countries and above all with the active participation of stake holders and users.

Shri Alex Paul Menon, Additional Chief Executive Officer, NRDA made a detailed presentation on the SUTP-Naya Raipur projects consult, architecture and design. He complimented the IBI Group, consultants for the study of Naya Raipur. Shri Bankim Kalra, Anvita Arora, Team Leader of the consultants for preparation of DPR for NMT made presentations on their area of studies. Ms. Reieeth Matthew from Embarg explained their concept of TOD at sector level development for which Embarg is assisting NRDA.



In his valedictory address Shri Rajesh Munat, Hon'ble Minister, Housing & Environment, Industries and Transportation, Government of Chhattisgarh appreciated the timely intervention of Government of India in channeling the GEF-UNDP-World Bank support. He reaffirmed the commitment of the State Government to develop a modern public transport system for Naya Raipur to adopt the best practices and reforms in urban transport sector. As urban transport was complex problem, the State Government was keen to adopt solutions like BRTS. He further mentioned that one of the important factors for sustainability of the urban transport solution was communications with the urban mass. He appreciated the efforts of NRDA for interacting with all stake holders in planning, design and management of Naya Raipur.

The program was compered by Shri.L. K.Panigrahi, Chief Engineer (Projects) and Project Manager, PIU, SUTP-Naya Raipur . A vote of thanks was given by Shri.Amit Kataria, Chief Executive Officer, NRDA to conclude the Dissemination workshop.

"You are not stuck in traffic. You are traffic"

Tom Tom satnav advertisement (2010)

## Charette at Naya Raipur-23rd to 25th April 2013

NRDA hosted a Charette 23<sup>rd</sup> to 25<sup>th</sup> April 2013 for a Transit Orientated Design (TOD) at Naya Raipur.

Attendees at the workshop included Shri. Bajaj and Shri. Panigrahi from NRDA and staff from IBI (NRDA's TOD consultant). Representatives from the World Bank, SUTP PMU, SUTP PMC (Mott MacDonald), iTRANS, EMBARQ and UMTC were in attendance as well as the invited national and international experts. The Charette spread over three one day sessions; one for understanding the context, second towards a transit supportive Naya Raipur - Station Area Planning Framework third was towards a transit supportive NayaRaipur - Station Area Implementation Framework.



On the final day the members also witnessed Indian and International presentations, with interactive sessions dealing with implementation and the findings over the last three days.

The following presentations where given by the national and international experts:

- Vision of Transit Orientated Development (TOD) and Introduction to TOD Policy by Romi Roy of UTTIPEC
- Transit Orientated Development by Dr Sujata Govada
- TOD in Curitiba: how BRT may reshape a city by Fabio Durate
- Development Catalysts by Guarav Wahijll of Jones Lang LaSalle







Participants during the Charette

The charette was attended by participants, from planning, urban design, transport professionals. It was regrettable that although several esate had been invited, none attended. Developers are key influencers in the development of a city and in realisation of its mission.

During the interactive session on station planning, participants recognised the need of mixed land use and promotion of high densities. It was also recognised that high density development would not commence until much later in the life cycle of the city and therefore such development would have to be phased, given the real estate issues of attracting that type of development. NRDA is currently trying to attract developers for sectors and an anchor for development other than the government. Considerable thought was given different transport modes integration and accessibility. Making streets such that encourage sustainable transport usage and promote a safe environment.



## Workshop on State of Art review on TMICC and NPTH - 9th to 12th July 2013

DIMTS, on behalf of the Ministry of Urban Development (MoUD) and SUTP organized a National Workshop on Traffic Management Information Control Centres (TMICC) and Travel Information Systems through National Public Transport Helpline (NPTH) at India International Centre, New Delhi. Workshops were conducted in two batches, one on 9 & 10 July and second on 11 & 12 July. Participants also visited the DIMTS Operational Control Centre at Kashmere Gate that showcased the TMICC and NPTH concepts implemented there. Questionnaires had been shared with the participants 45 days before the workshop, to enable them understand the objective of the study and



provide inputs for arriving at candidate city selection, which was the primary objective of the workshop.

MoUD had invited Principal Secretaries – Urban Transport and Urban Development, Municipal Commissioners, Heads of various STUs, senior officials from telecom and Police Department to attend the workshop. All senior officials from the Transport Department of all states and Union Teritorries. The Workshop disseminated information on selected cities with evolved Intelligent Transport systems on Traffic Management and Public Transport Helpline and shared learning with other cities.

The NUTP lays stress on the promotion of Intelligent Transport Systems (ITS) and cleaner fuel and vehicle technologies for cities. Information Communication Technology (ICT) enabled that transport management

systems, optimize operational efficiency from improved data collection and analytics and associated development were discussed. These new changes do come with a set of challenges and there is an urgency creating awareness and capacity building in this sector.

### Intelligent Transport Systems

ITS offer a variety of engineering and technological solutions for an efficient, dependable and green transportation and traffic management methods. Apart from dynamic updates, vehicle locations, the use of data for managing fleet, crew, fuel and traffic



diversions, the ITS can extend to security systems also. The efforts of connected professional from transportation, IT, finance, e-commerce and automobile manufacture have to be coordinated for ITS solutions. Architecture and System Engineering of ITS have two essential components; the TMICC and NPTH

## Traffic Management and Information Control Centre (TMICC)

TMICC is the hub for ITS applications. The Centre collates data captured in real time from various sources, analyses it and unites it with processes and control mechanisms to manage the transportation network. Data is sent over electronic media including sensors, cameras, GPS devices and wireless communication, from commercial traffic reporting and from information sent by commuters. TMICC is typically a 24x7

operations and functions in partnership with government agencies and service providers.. Agencies like the Police, Fire Brigade, Ambulance Service, State Emergency Services, State Transit Authority and the Local Government Authorities have to be associated.

#### National Public Transport Helpline (NPTH)

One irritant that people face in public transport is the scarcity of information about routes and timings. NPTH provides commuters with dynamic information on various options of public transport and their



availability, thus helping them make an informed choice. It also gives information on the condition of roads and incidents.

A nation-wide short code '155220' has been allotted by Department of Telecommunication for Call charges are local. A value added number "155221" is also available, It has been proposed that the helpline number is extended to all public transport systems, i.e. all city bus services, Bus Rapid Transit Systems, Metro, Airport Link bus services, Inter-City bus services, and also intermediate public transport services.

This workshop was a review of best practices in select cities across the globe and with special emphasis on Indian Cities. MoUD has to shortlist two model cities, for each concept, and the interaction during the workshop formed basis for the selection and next steps of our endeavour in this engagement.

## Articles

## Indore iBus: Eliminating travail from travel in Indore

Indore is the largest city of Madhya Pradesh and its and commercial capital. Recent years have seen increasing congestion, travel delays, accidents, and environmental degradation. As a growing city that houses more than two million people, Indore needed a modern and efficient public transit system. The iBus system has 21 median stations, and is expected to serve 50,000 passengers daily with the full fleet of 50 buses. The 11.35-kilometer segregated stretch on the city's arterial AB Road marks the corridor's first phase of the project. The entire project will be an 88.4-kilometer bus rapid transit network, to be completed in second and third phases.

#### iBus - India's second full BRT system.

The Atal Indore City Transport Services Limited (AICTSL), Indore's city transit agency, launched the BRT corridor, starting with free trial run in May 2013 with six custom-made air-conditioned BRT buses running 6 hours a day. The positive public response led AICTSL to scale up to full-day (16 hour) operation with eight buses in just 2 weeks of the start of the trial run. After a full month in operation, fare-collection was introduced in June 2013.

The three month old iBus (Indore BRT) reached



daily ridership of 22,701 pax/day over its 11.35km BRT corridor with a fleet of 15 buses. This is a 90% increase in ridership over the 12,000 figure for the city bus prior to the implementation of the project. At full fleet strength, the iBus will increase the overall city bus fleet of Indore from 110 to 160, still away from the target of 450 buses as recommended by the Comprehensive Mobility Plan (2012).

#### **Solar Powered Signals**

As part of the BRT project, AICTSL is operationalizing state-of-the-art solar powered wireless vehicle-actuated traffic signal systems. Expected to be functional in the two months, these would ease flow for all traffic along the corridor.

AICTSL is also in process of procuring Integrated Transit Management Systems that include automatic fare collection, vehicle tracking, passenger information systems, operations monitoring and scheduling systems, etc. This project is being





implemented with financial support from the Sustainable Urban Transport project..

The system, when fully operational, is expected to increase the public transport mode share of the city by 50%,.The iBus is a shining example of what can be achieved with strong leadership that works with multiple agencies.



## Partnership Approach

Since early 2008, AICTSL has partnered with EMBARQ India for providing technical support to the iBus project and EMBARQ is working closely on various aspects of the BRTS project. AICTSL has also partnered with CEPT University, Ahmedabad for re-designing of the corridor with median-island bus stations.

## BRT systems at a tipping point in India

With Indore, the number of cities in India with bus corridors and BRT systems now stands at 7 (Indore, Pune, New Delhi, Ahmedabad, Jaipur, Rajkot and Visakhapatnam). Three additional cities, Bhopal, Surat and Pimpri-Chinchwad, are expected to launch their own advanced bus systems later this year. Another five cities have BRT lines under construction, and five more have announced plans to build such systems. Though slow to begin investing in BRT Systems, India is witnessing a 'tipping point as Bus Rapid Transit takes shape.



The information, data and article have been assimilated and written by Amit Bhatt, Strategy Head, Integrated Urban Transport and Prashanth Bachu, Project Manager, Urban Transport, EMBARQ India. Since 2008, EMBARQ India has supported AICTSL with technical expertise for BRTS planning and implementation in Indore



## **Concept of Transport Interchanges**

Effective interconnection among passenger transport networks is necessary to cope with the urban sprawl and growth of the cities. In this context, transport interchanges are critical component of the Public Transport System, since they are the key-element for a seamless travel chain. In spite of obvious benefits of inter modality, which include all inclusive, cheaper, comfortable, greener and safer journeys, transport interchanges are necessary to coordinate local, regional, national and international levels of the transport system.

People interchange when there is no direct, convenient through service or route for the journey they wish to make; or if interchanging offers the superior speed, comfort or convenience of a particular mode of transport for part of the journey. Interchanges are therefore both an inconvenience inflicted on passengers, and an opportunity which passengers willingly use in order to reduce their travel costs/ times. In a city with public transport network comprising different modes, transport interchanges provide





"We must become the change we want to see."

the opportunity to move between modes. There is usually a hierarchy between the modes ranging from

intercity rail travel – offering fast services with few stops and therefore operating at some distance from many destinations – to local bus services offering a finely grained pattern of stops at a reduced speed. Interchange does not however have to take place at purpose built facilities, such as train or bus stations, but can also take place at informal interchanges, for example where two bus stops are close to each other on the street. *Transport Interchanges are therefore, the physical spaces where passenger interchanges occur. Thus Transport Interchange is an important key element in modern transport network and also a part of* 



*infrastructure which involves multi-modal activities.* Multi–modal transport system relates to single trip consisting of combination of modes i.e. vehicle modes (bus, metro, car, tram, etc.) Or service modes (private/public) between which the traveller has to make a transfer and thus transfer is an essential part of multi– modal trip and traveller has to change modes at transfer nodes/interchanges and seamless travel has become a necessity of urban transport system.

### **Challenges to Creating Transport interchanges**

There are many opportunities improve the planning and design of existing and potential Interchanges. For example, even station areas could significantly improve their attractiveness to transit users through more seamless interfaces between modes, greater convenience to riders, walkers and bicyclists, and better connections to their catchment areas. However, the greatest challenges are found at where many well located potential interchanges in the suburban areas are undeveloped or seemingly stalled in their ability to achieve the desired mixed



use development and intensity. In addition to this, the associated modal splits and several important destinations lack higher-order transit services. Even with the high levels of population and employment growth projected, not all developing centres or higher-order transit stations can readily become fully contributing to transport interchanges. Development, employment and lifestyle location decisions cannot be forced; they must be attracted by a compelling mobility package. The real test of transit is the ability to compete with the car. The most successful transport interchanges will be those served by all day, higher order transit of sufficient service quality to determine individual and corporate location decisions.

Overall, a step change in the frequency, speed, convenience and comfort of the transit system across the city region or at least in a larger number of travel corridors will be necessary to change movement behaviour to the extent that it changes land use decisions. All public institutions must, in turn, contribute to the creation of transport interchanges when deciding where to locate major facilities. An analysis of the percentage of people who use transit (known as the transit-modal split') shows the mobility implications of transforming from the old to the new regional urban structure. Table shows the level of transit service that is, as a consequence, economically possible. More



alarmingly, only one per cent use transit to travel between the outer regions, which will become an increasing share of the total trip demand. The move to a system based on effective mobility hubs therefore requires a comprehensive approach that addresses the relationship between transportation, land use and environmental planning.



## Way forward

Transport Interchanges are significant to increase passenger comfort, better connectivity, cover greater distance with less time, seamless travel, less environmental pollution along with the increase in revenue, increase in the employment opportunities, increase in land price and commercial activities along the location of the transport interchanges and there by improving the public transport of a city. Transport interchanges also changes the network pattern of a city, modes of travel and the distance covered by passengers. *Hence more focus should be given to improve the total journey experience of the passengers and the seamless behaviour of travel get affected especially focusing on Transport Interchanges.* 



All information, data and the article have been assimilated & written by Shri. Jinson J Koottungal, Transport Planner, Project Management Unit, SUTP. He has done an extensive study on Transport Interchanges for his Thesis titled "Planning for Integrated seamless travel at Transport Interchanges". The Author has done B.Arch and M.Plan in Transport Planning from School of Planning and Architecture, New Delhi.

## Project Update



**Shri.Sudesh Kumar** joined as Team Leader of PMC w.e.f. 8 July 2013. He is an expereinced Electrical Engineer with over 38 years expereinces in the Indian Railways' network (IR). He has had rich frontline operations and asset management experience in most arduous sectors of IR, in business of passenger, freight and urban transport on electric train operation. In a rewarding career with Indian Railways he super annuated as Member of the Railway Board and ex-officio Secretary to the Government of India, in June 2011. He had also been contributing in Technical Advisory capacity, in the ambitious national projects of the Dedicated Freight Corridor Corporation (DFCCIL, a public sector

udertaking (PSU) of IR), the Urban transport project "Metrolink Express Gandhinagar Ahmedabad" (MEGA, a PSU of government of Gujarat, India) and M/s Leap Infraastructure limited (LIPL) who are a design and procurement consultancy body.

Shri.S K Vasishta acted as Team Leader of PMC 1 October 2012 to 5 July 2013. He led and provided guidance to the PMC team and inspired a cohesive working atmosphere. He was a mentor to his team members, and encouraged healthy discussions within the team. We wish him luck in his future endeavours.



## Progress on components and sub-components of SUTP in the Q.E. June 2013:

Component 1A : Capacity Building of Institutions and Individuals: Subcomponent 1 - Strengthening IUT

Setting up of Knowledge Management Centre

Revised RFP floated by UNDP in February 2013 (PCI). Proposals are under evaluation by UNDP.

Appoinment of Software / Hardware Engineer:

Staffing done for a Software engineer, responsible for the Knowledge Management and Data Base Centre.

Training and Skill Development

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

**Development of Modules and Training Kits** - 10 subject modules and training kits are in advance stage. Consortium of UMTC, EBARQ and GIZ is undertaking the work. 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. National level workshops to validate the documents

held from January-March 2013. The final documents incorporating the comments received and discussed on 13th June 2013. All modules will be reviewed internally within the consortium. The modules will then be examined by UNDP/IUT/TMAC and then sent for proof reading, lay out and print.

## Training of Trainers

- Training of Trainers (ToT) comprises Subject Training & 2 Training Skill Development
- Subject Training has been completed. Training skill development program was conducted in two batches, 8th to 10th April, 2013 (25 trainers) and 16th to 18th April 2013 (16 trainers)
- First regular 5 day training program was held in Shimla from June 27th May-31st May, 2013. All 10 subject modules were covered by 10 trainers, one for each module. 48 officials from 12 departments underwent training.
- Second regular training program was held in Chennai from 24th to 28th June 2013. 93 officials from 15 departments underwent training.
- The third program was held in Bangalore from 22nd to 26th July 2013. 110 officials from various departments across the state underwent training.

## Developing Toolkits

## Consultancy for preparation of toolkits (PC3):

- 10 toolkits have been prepared by various centres of excelle. 7 finalised toolkits have been received by IUT, for ITS for Traffic Management, Environment Impact Assessment and SEA, Transport Demand Management, Urban Road Safety & Safety Audit, Demand Modelling, Urban Road Traffic Systems, Public Transport Accessibility. Balance 3 are in advanced stage of finalisation.
- The validation workshop for Urban Road Traffic Systems and Social Impact assessment is scheduled on 26th-27th August, 2013 in Goa.

## **Dissemination activities (PC 4):**

- Eleven issues of GEF-SUTP Newsletter have been distributed to all stakeholders.
- Website (www.sutpindia.com) is updated regularly. Viewers were recorded as 20563.
- NRDA dissemination workshop was held on 18 June 2013
- SUTP Annual Meet was organised on 23 June 2013

# 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:

• Estimation of GHG emission and Energy Consumption for SUTP demonstration cities.

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

- 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
- Urban Transport Research Program in India

Final contract for following consultancy has been signed

 Consultancy Services to Develop Guidance Documents for Non Motorised Transport (NMT) Plan, Bike Sharing Scheme and Transit Oriented Development.

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

 Consultancy Services for Program Evaluation Study of Deployment of Buses by Cities under JnNURM

Under the Capacity Building for Leaders in Urban Transport Planning:

- 45 participants of Batch 2 of the above mentioned Capacity Building Program are undergoing self study and will be attending the workshop at CEPT, Ahmadabad from 4<sup>th</sup> to 10<sup>th</sup> of August 2013.
- Discussion group "Leaders forum" (http://leadersforum.sutpindia.com) formally launched at Annual meet on 22 Nov 2012 for the active discussion on Urban Transport have been registered with a total of 62 members so far.

Proposals were received from six consultants and are under evaluation for the following consultancy: Consultancy Services for Preparing Guidelines & Model Contract for City Bus Private Operations

EOIs have been received from 10 consultancies and are under evaluation for the following consultancy:

Consultancy for "Project Preparatory Consultants for GEF 5"



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

- Revised BRTS DPR submitted by NRDA. Modified economic and financial analysis to be submitted by NRDA.
- WB conveyed their No objection on 20 June 2013 for the Bid Evaluation Report for BRT infrastructure (Depot, pick-up points and shelters).
- NRDA has signed draft initialed contract agreement for the PMC for Cycle Track & pedestrian walk way and Bus Depot, shelters, pick up points.
- iTrans shared revised DPR for NMT component (including EIA) on 16 July 2013
- Contract for PMC for ITS has been signed with Delhi Integrated Multi-Model Transit System Ltd. and work has begun.
- TER for Regional Mobility Plan and financial proposals were opened on 18 June 2013

#### **Pimpri-Chinchwad**

- Contract for Monitoring and Evaluation is being finalised with IBI Group and inception report has been submitted.
- The TER for Promotions & Outreach plan has been approved by WB on 16 July 2013.
- Draft contract for Access Plan to BRTS by pedestrian & NMT was approved by WB on 8 August 2013
- Draft contract for consultancy services for Parking Policy & Master plan has been approved by WB on 24 July 2013.

#### Indore

- Draft Bid document for ITS tender has been prepared by AICTSL and for comments on the same a vendor conference on 19 Aug 2013 was organised in Indore.
- Accessibility plan procurement is in process

## Mysore

#### Intelligent Transport System

 M/s Lumiplan ITS India Private Limited, India has been appointed as consultant for preparation of Comprehensive Services and Operations Analysis (CSOA)

#### **Public Bike Sharing**

 Draft DPR for Public Bike Sharing ITS Control Scheme is being revised based on suggestions received during WB mission in June 2013





ITS Control Centre, KSRTC, Mysore

#### Hubli-Dharwad

- Agreement concluded for Consultancy for Communication Outreach
- Agreement concluded for Consultancy for Monitoring and Evaluation of social safeguard on 01 July 2013
- Evaluation of proposals for Safeguard monitoring & evaluation is under process
- Grievance Redress Committee has been constituted
- Procurement in process for PMC

## **Upcoming Events**

- National workshop on Urban Metropolitan Transport Authority (UMTA) & Urban Transport Fund (UTF) on 6<sup>th</sup> and 7<sup>th</sup> September 2013
- 2<sup>nd</sup> Batch of International Study Tour to Seoul from 13 September 2013 to 19 October 2013

For upcoming events/workshops please visit <u>www.sutpindia.com</u> & <u>http://www.iutindia.org</u>. Also visit <u>http://leadersforum.sutpindia.com/</u>

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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"