GEF–SUTP (India) Newsletter Quarterly

GEF-World Bank-UNDP supported

Sustainable Urban Transport Project (SUTP)

The **SUTP** is funded by GEF, World Bank, UNDP and the Government of India. The main objective of **SUTP** is to strengthen capacity of Govt of India and participating states and cities in planning, financing, implementing, operating and managing sustainable urban transport systems; and to assist states and cities in preparing and implementing certain demonstration "Green Transport" projects towards reduction of green house gases in the urban environment. The aim of the Project is to achieve the above objectives by supporting the implementation of the National Urban Transport Policy (NUTP) of India, particularly those aspects of the policy that emphasise priority to the use of public transport, priority to non-motorised transport; and capacity building at both national and local levels.

Events

SUTP - 2nd Annual Meet

Annual Meet of the Sustainable Urban Transport Project (SUTP) is organized every year with the aim of sharing the experience of officials engaged in implementing the 'demonstration projects' in various cities and discussing the problems encountered during execution to arrive at consensus solutions. A Project Annual Meet – 2nd in the series was organized on 22nd November, 2012 at The Claridges, Aurangzeb Road, New Delhi. The meet was inaugurated by Dr. Sudhir Krishna, Secretary, Ministry of Urban Development.

Some of the milestones achieved this year that were showcased in the Annual meet are:

Leaders program

MoUD as part of its capacity building program under SUTP aims at improving the capacities of the government officials and decision makers in the urban transport sector to appreciate urban transport in all its dimensions and develop the skills for undertaking urban transport planning and management in a holistic and comprehensive manner.

MoUD will be funding a total of 200 officials for training under this program.33 government officials have undergone training in CEPT, Ahmedabad,13 & 8 officials have attended LTA, Singapore / Seoul training program respectively

Launch of Leaders Forum and SUTP Booklet

A discussion group on SUTP Website (www.sutpindia.com) has been created and was formally launched by Secretary (UD) during SUTP 2nd Annual Meet. The main objective of creating this forum is for the free exchange of ideas and thoughts from the participants of various training programs under the Leaders Program of SUTP. It will provide an opportunity for participating government officials to post questions and get the answer from transport

Contents:

experts/ professionals and discuss with fellow participants. A booklet on SUTP "Introduction to Sustainable Urban Transport Project" was released by Secretary (UD) and distributed to all the participants.

Mysore ITS

Mysore is one of the five cities selected for implementing the demonstration projects under SUTP with the support of GEF and World Bank. Implementation of Intelligent Transport Systems is a pioneering effort by KSRTC in providing dynamic information of bus routes to the passengers which in turn will improve bus operations and provide the commuters with 'on line' information. The project will help in improving efficiency, safety, cost effectiveness and reliability of public transport, contributing in saving the environment from heavy vehicle pollution and ease congestion on city roads.

KSRTC launched Intelligent Transport System Project in Mysore on 17th November, 2012 which is first of its kind in India. This will help in addressing the critical issue of road congestion by offering state-of-art technologies and attractive, convenient, comfortable, value added services to encourage the usage of bus services against individual personal vehicles.

Mysore ITS makes public transport more efficient and transparent by providing the following:
- Automatic Vehicle Location (AVL) information to track all city buses in real-time.
- Passenger Information System (PIS) at 167 locations.
- In bus-display and automated voice announcement system on all city buses.
- Central Control Station with video wall, servers, workstations and software etc.
- MIS reports on fleet management providing performance of bus system and drivers.

One can get information regarding buses by either of the following:
- 167 LED display boards and 26 LFD boards at terminals, stops and other strategic locations.
- Interactive Voice Response System (IVRS) through code number 155220.
- SMS to 155221 to get bus arrivals and departures in real time at all bus stops in the city.
- Log in to **http://mitra.ksrtc.in** for real-time bus location map.

The following presentations were made during the Meet:
- Project updates by all SUTP demonstration cities
- Presentation on Component 1A: Modules & Toolkits development by Shri. B.I Singal (DG-IUT)
- Presentation on Component 1B: Progress on consultancies and benefits by Ms. Aditi Singh & Surabhi Kureel
- Presentation on G – Autos: Brief description of the project and problems encountered, solutions offered by Shri. Nirmal Kumar.
- Presentation on TOD: Transit Oriented Development: Detail on what TOD is, Brief description of NRDA project and results of state of art review by Shri. S.S Bajaj (CEO,NRDA) and Team
- Presentation on Road safety: Need and various aspects by Shri. David Cunliffe
- Presentation on ITS: Mysore ITS Implementation: Challenges and Lessons learnt by Shri .Manjunatha Prasad (MD,KSRTC)
- Presentation on Leaders Programme in Urban Transport Planning & Management: Address by CEPT
- Way forward GEF 5 by Ms. Rana Amani

About 80 participants attended the event.

SUTP –Team during the 2nd Annual Meet organized on 22nd November, 2012 at The Claridges, Aurangzeb Road, New Delhi

Urban Mobility India (UMI) 2012

The Urban Mobility India (UMI) Conference and Expo 2012 was organised from 5th to 8th December 2012.The annual event with the overarching theme which runs across all the aspects of 'Smart Mobility' and was hosted by the Institute of Urban Transport (India) under the aegis of Ministry of Urban Development, Government of India. The objective of UMI was to bring together urban transport professionals and officials in the country as well as international experts to enable them to share views and to share their experiences.

The conference was marked by interactions and discussions around case studies to assist the cities, whose officials attend the conference, in keeping themselves up to date with best urban transport practices and to carry home ideas to develop their urban transport along a sustainable path. Around 1200 participants including delegates, speakers, invitees, delegates from EST forum, young Student Fellows, organizers, research symposium participants, exhibitors, and sponsors participated in the event. The Exhibition witnessed participation from 32 organizations.

SUTP project team also set up its stall to project the initiatives it has taken in the field of green transportation. A video to promote the use of public transport and NMT was displayed at the stall. The SUTP stall was visited by the Hon'ble Minister for Urban Development, Shri Kamal Nath, the Secretary (UD) Dr Sudhir Krishna and Shri S.K. Lohia OSD (UT) & Ex-officio JS.

Experiencing Public Transport - Pune Bus Day

Introduction

The movement called "Pune Bus Day" was launched by Pune Municipal Corporation (PMC), Pimpri Chinchwad Municipal Corporation (PCMC) Pune Mahanagar Parivahan Mahamandal Ltd. (PMPML) in collaboration with Sakal Media Group and Institute of Transportation and Development Policy (ITDP) **for exploring sustainable transportation solution for the city**. The event which was conducted for a day on 1 November 2012, has laid the foundation for providing better transportation system for the citizens. The day has encouraged the citizens to use public transport for daily transit. To instil confidence in the citizens towards the authorities, 'Pune Bus day' was one such event for provision of efficient public transport and citizens to use the system.

बैठकीसाठी महापौर पीएमपीनेच

On normal days, 1,350 PMPML buses ply on the streets of PMR every day, carrying 11 lakh passengers. Out of the 330 routes and few shuttles that PMPML operates, most have low frequencies, resulting in long waiting times for passengers. Frequent breakdowns due to poor maintenance result in further degradation of service.

The media group 'Sakal' took the initiative to plan the "Pune Bus Day" to highlight and publicise the need for the better bus service, bring together a wide array of stakeholders to support the effort and run almost twice the number of buses on 1 November 2012. The entire planning in terms of existing route frequencies, communication strategy and fleet management were carried out by various stakeholders.

Planning for Bus Day

On Pune Bus Day, private operators supplied fleet of 300 and the Maharashtra State Road Transport Corporation supplied fleet of 700 to serve additional passenger demand. In addition, PMPML ensured that many buses normally off the road for repairs were available for operations. It was expected that 2,500 buses would be able to accommodate approximately 20 lakh boarding over the course of the day. On PBD, 1638 buses from PMPML, 699 buses from ST and 280 buses belonging to private bus owners were in operations. A total fleet of 2,617 buses operated on Pune Bus Day.

ITDP, which has conducted a detailed study of travel patterns in the Pune metropolitan region, worked with PMPML to develop a detailed service plan for Pune Bus Day. The planning process included, Routes plying on major corridors strengthened to improve frequencies and accommodate additional passenger demand.

Efficient fleet management played crucial role.12 Depot managers, supervisors, and mechanics at multiple workshops planned breakdown strategy. Out of total 1,575 buses in the PMPML fleet, 1,471 buses were in operations. Eighteen maintenance centres located at various locations in the region repaired buses on short notice to keep the services running smoothly. Buses were cleaned with the help from newly recruited staff and private companies.

Drivers were provided by private bus operators and ST bus operators whereas conductors on all buses were from PMPML staff. 110% of additional man hours were utilised for Pune Bus Day whereas daily man hours of PMPML includes 19856 driver hours and 19856 conductor hours.

Promotion & Outreach for Bus Day

Communications played a pivotal role in the success of Pune Bus Day. **Organizers promoted the event through Print media, Television, Website, Social media, Call centre, Outdoor advertisements and banners, Mailings.**

The Sakal media team held a marathon of meetings with different stakeholders in the city and asked for their support for the cause. **The team visited schools, colleges, professional bodies, IT firms, resident welfare associations, and societies among others to encourage them to participate.** In addition, eminent city personalities pledged to travel by buses on Pune Bus Day and encouraged their fans to participate. On Bus Day, volunteers from various backgrounds and Institutions provided information about routes and frequencies.

Sakal media group developed a unique brand for Pune Bus Day. A logo and consistent colour scheme were employed across multiple communications media, including advertisements, banners, flags, and badges. Sakal times – an English daily newspaper of Sakal group covered entire pre bus day and post bus day activities with special info graphics.

Pune Bus Day was a road safety success with zero accidents involving any public transport buses or passengers. The Pune Traffic Police managed major intersections to ensure a seamless flow of PMPML buses. Critical areas, such as Pune railway station, Swargate, and Pune Municipal Corporation, were managed effectively to avoid bottlenecks due to the heavy volumes of PMPML buses.

Surveys were conducted at ten different locations on 31st October and again on 1 st November to help gauge the impact of the expansion of bus services on Pune Bus Day. ITDP trained staff of PMPML, and students and volunteers of various organisations to conduct the surveys.

PMPML earned approximately Rs 1.46 crore from ticket sales on Pune Bus Day. Assuming an average ticket price of Rs 11, ticketed passengers accounted for approximately 13.2 lakh boardings on Pune Bus Day. In addition, there are 3 lakh daily boardings by pass holders on normal days. Thus, the total number of passengers on Pune Bus Day was around 16.2 lakh—a **48 per cent increase over normal weekday boarding**. Such increase in passenger boarding is highly encouraging.

Higher volumes of bus passengers were observed throughout PMR on Pune Bus Day. Initial findings indicate that personal vehicle use fell dramatically on some of the roads in PMR. Out of 20,913 PMPML passengers who were interviewed on Pune Bus Day, 13 per cent reported that they normally travel by two wheelers and 4 per cent travel by car. Another 17 per cent shifted from other modes, such as private buses, rickshaw, cycle, and walking.

An additional benefit of the reduction in personal vehicle traffic was a significant fall in the level of air pollution and noise pollution level .The petrol consumption was estimated to fall by 34 per cent (8.25 lakh litre on 31 Oct to 5.45 lakh litre on Pune Bus Day) and diesel, by 20 per cent (6.31 lakh l on 31 Oct to 5.70 lakh l on Pune Bus Day).

With the effective management and strategy to overcome breakdowns, PMPML succeeded in providing efficient services to citizens on Pune bus day. Improved frequencies on Pune Bus Day meant that passengers did not have to wait long for the bus. 24 per cent of passengers interviewed on Pune Bus Day reported that they saved up to 5 minutes of waiting time, and 20 per cent of passengers saved over 5 minutes. It also depicted that passengers were also more willing to make transfers. 13 per cent of

passengers transferred on Pune Bus Day, compared to 10 per cent on a typical day. PMPML also introduced express services that skip minor stops on Pune Bus Day. **An overwhelming majority of passengers - 82 per cent - called for PMPML to introduce express services as part of the normal service plan. Eighty three per cent of surveyed passengers are willing to use the PMPML services provided that the service is easy to understand, punctual, reliable, and comfortable**.

Effective teamwork among multiple stakeholders—PMPML, PMC, PCMC, Corporators, Traffic Police, NGOs, and the media—were critical to the success of Pune Bus Day at raising awareness about the need to augment public transport services in Pune.

Findings and Way Forward

Citizens of Pune and Pimpri-Chinchwad are ready to use public transport if PMPML improves service quality by reducing wait times and improving bus speeds. An expanded bus fleet will allow PMPML to capture personal vehicle trips and Effective marketing about public transport services is critical to expand ridership.

PMPML will build on the success of Pune Bus Day by completing the planned route rationalisation of the PMR bus network to improve efficiency and reliability and make the network easy to understand for passengers. This will help reduce PMPML's budget deficit and will facilitate more efficient use of the fleet. Further to the route rationalization, a long-term strategy will be prepared, which would include institutional aspects, operational planning, fleet management, information technology systems, and communications.

Author: PIU-JnNURM-PMC Team

Pune Municipal Corporation (PMC)

Pune Mahanagar Parivahan Mahamandal Ltd. (PMPML)

Pimpri-Chinchwad Municipal Corporation (PCMC)

Improving the efficiency of bus services in large metropolitan cities: From Destination-oriented to Direction-oriented Network Design

Almost all urban bus services in India, and indeed around the world, are organised in a **'destination-oriented'** manner. This is where each bus route acts as a direct connection between two given destinations, most often between a residential area and the city centre. The popularity of the 'destination-oriented' model of bus network design is easy to understand. Public transport users, seeking to maximise convenience, prefer a system that provides a direct connection between their origin and their destination. However, as cities become larger and larger, bus systems based on the destination-oriented model become more and more inefficient. The number of routes in the system tends to increase exponentially, increasing complexity, and the service quality on individual routes tends to suffer. Is there a better way to organise bus networks in large metropolitan cities?

An alternative system of organisation for city bus services is what is increasingly being called the **'direction-oriented'** model. In this model a given destination, instead of being directly connected to the city centre by a specific route, is connected to an intermediate transfer point from where the user transfers to another service that continues in the direction of his or her travel. For example, a route will connect a destination to the nearest major arterial or main road. At this point the user transfers to another route that travels on the arterial road only. This route may take the user to their final destination, or they may transfer to another route.

The superiority of the direction-oriented model over the destination-oriented model boils down to two main aspects: **Simplicity and Service Quality**.

First, simplicity: Consider the following abstracted model of a city. Let us suppose there are three major destinations in the city centre. These could be, for example, the central business district, the main city market and a transportation hub. Let us also suppose there are 3 residential neighbourhoods, each at a moderate distance away from an arterial road leading away from the city centre. In the destination-oriented model, each of these neighbourhoods would require a direct bus service to each of the three destinations in the city centre. That is, each neighbourhood is served by three routes. The destination-oriented route network therefore consists of 9 routes.
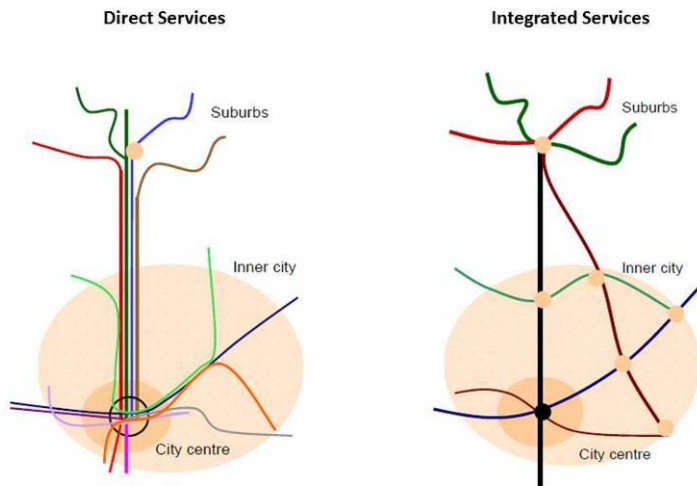

Image copy right: Gustav Nielsen, Public Transport Network Design

Consider now the case of the direction-oriented system. In this case, each neighbourhood is connected only to the nearest arterial road. That adds up to 3 routes. The arterial road itself, however, is served by three routes - one to each major destination in the city centre. So, by making one transfer, users can reach any of the three central destinations from their individual neighbourhood. In total this system has 6 routes – 3 routes connecting the neighbourhoods to the arterial and 3 routes on the arterial itself. In this case the direction-oriented model provides the same level of coverage with 3 fewer routes than the destination-oriented model. A difference of 3 routes may not seem like a lot, but this difference grows rapidly as the number of neighbourhoods along the arterial increases. Say the city grows in size, and the arterial road now has 6 neighbourhoods that lie along it. In the destination-oriented model we now have 18 routes – 3 routes from each of 6 neighbourhoods. In the direction-oriented model, by contrast, we only need 9 routes – 6 routes from the neighbourhoods to the arterial road but still only 3 routes on the arterial itself. That's a difference of 9 routes. If the city expands even further to the point where 50 distinct destinations lie along the arterial, the direction-oriented model has 53 routes while the destination-oriented model has a whopping 150.
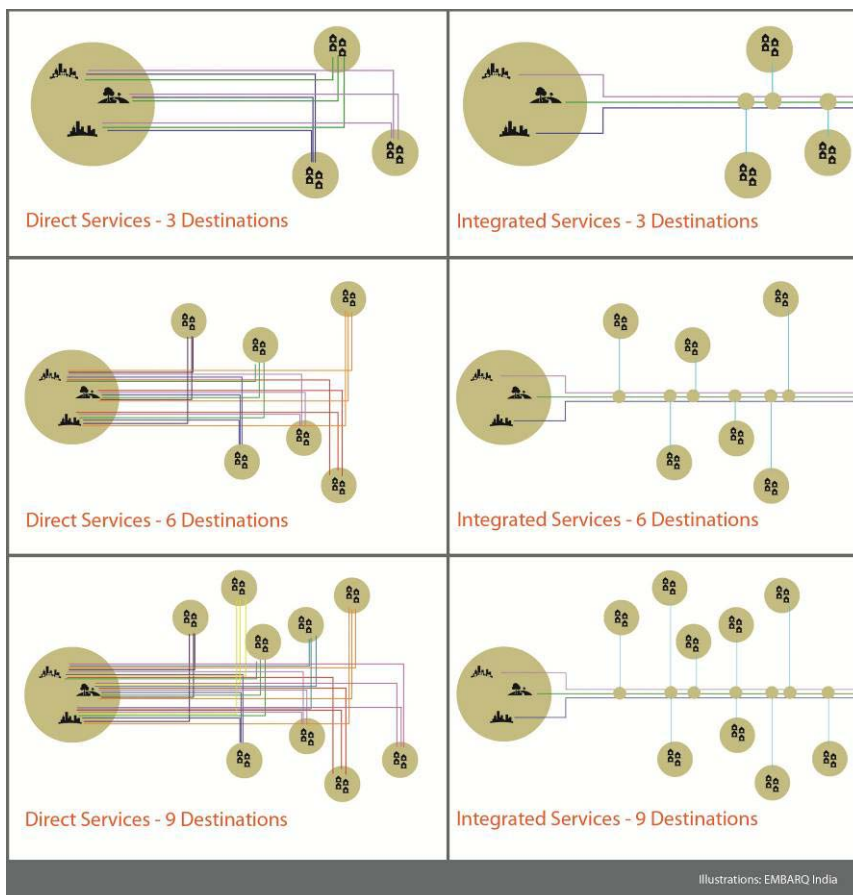
But why is simplicity in a bus service network to be desired? The obvious reason is that simple systems are easier to use. The large number of routes resulting from a 'destination-oriented' model often results in an excessively complex system that is difficult to navigate for users, especially when they need to make a trip pattern that differs from their normal daily routine. Excessive complexity also raises many barriers to entry for new users – which is a major concern given the aim of many cities to increase the modal share of public transport. When a system has a very high number of routes, creating good user information systems such as maps at bus stops or online journey planners is almost impossible. More often than not the creation of these supportive elements is ignored. In the absence of such information, then, a new user would have to rely on the knowledge of fellow bus users, which in itself may or may not be reliable, or undertake a significant amount of trial-and-error before identifying the solution that best works for them.

More significant than simplicity, however, is the issue of service quality. When we talk about service quality, we're talking mainly of two things: frequency and reliability. Direction-oriented systems do better on both counts. The major weakness of the destination-oriented model is that as the number of destinations requiring bus services increase, the number of routes increases even faster. And since these new destinations are farther and farther away, their route lengths also steadily increase. But, especially in India, limited resources mean that fleet sizes are not able to keep up. Over time, a slowly increasing number of buses are spread more and more thinly over a rapidly increasing number of routes. So what you ultimately end up with is a system that has a large number of routes where only one or two buses serve a route length of 35-40km or more. This means that you can only achieve a service frequency of 1 bus every

2 or 3 hours. A frequency, in other words, that fails to make public transport a preferable alternative to private vehicles. In the integrated system, by contrast, route lengths are usually on the order of 6-10km or so – enough to connect to the closest arterial. This means that, even with only one or two buses, you can provide a frequency of 15-20 minutes. And once the user is at the arterial road, high frequency services can arrive in as little as 2 minutes.

The modular nature of integrated services also has a major positive effect on reliability. In destination-oriented services, the arrival of the 'next bus' at any given bus stop, especially on arterial roads, is highly unpredictable. This is because of the large number of routes and the large spread in their route lengths. The same stop may serve some buses that have a route 10km long, some that are 15, some 35, and any length in between. This means that the next bus may arrive in 2 minutes, 6 minutes, or 20 minutes. In the direction-oriented model, however, there will not only be a significantly reduced number of routes but most of these will also be of similar lengths. And, more significantly, the user can take almost any bus that arrives as long as it is going in the right direction. Thus the variation in the time till next bus arrival will be far lower, and much more predictable, leading to a more reliable service. Thus direction-oriented services are simpler to use, can provide more appropriate frequencies and can be more reliable than destination-oriented services – ultimately resulting in a bus service that is more convenient to use. So what's the catch? There are a few, but these are by no means deal breakers. First is the issue of transfers. Direction-oriented services, by nature of their design, are dependent on users making transfers. And it is generally assumed that users are highly resistant to making transfers. But are transfers really so painful and inconvenient as to negate all the advantages of a direction-oriented system?

Direct Services - 3 Destinations

Integrated Services - 3 Destinations

Direct Services - 6 Destinations

Integrated Services - 6 Destinations

Direct Services - 9 Destinations

Integrated Services - 9 Destinations

Illustrations: EMBARQ India

There are several reasons to suggest that the general perception about the inconvenience of transfers is overblown. The main complaint about transfers is that waiting time for the following bus is very high. This, ironically, is a by-product of the direct services model itself (due to its tendency to result in low frequencies on connecting routes). When frequencies on connecting services are high and waiting times low, much of the reluctance to transfer disappears. Another major reason users generally dislike transfers is that the physical experience of making a transfer is often uncomfortable. Having to wait at inadequately-designed bus stops, often while being exposed to the weather and not having a place to sit, understandably results in negative associations with the act of transferring. The key lesson here is that the resistance towards transferring is due to the inconvenience of the process itself rather than any inherent dislike of the concept. Providing comfortable, all-weather bus stops with a few basic amenities put another large dent in the reluctance to transfer. A useful analogy to draw here is with metro systems. The use of transfers on metro systems is much more prevalent and the people who make them complain much less. This is largely because metro stations are enclosed and comfortable and users know their next train is going to come pretty soon.

Another reason to doubt predictions of mass user dissatisfaction if a transfer-based system is introduced is the fact that most people using city bus services make transfers anyway. It's just that these transfers are from other modes. In other words, many people reach the bus stop by rickshaw, or are dropped off by two-wheelers or other private vehicles and then transfer to the bus. A recent survey conducted by EMBARQ India at several bus stops along a major arterial road in Bangalore found that the majority of people accessed the bus stop through motorized modes other than the bus, even when they came from areas that have a bus service. The poor frequency of the first bus meant they had to find other means to reach the bus stop.

To make a transfer based system work, then, you need to develop a large network of well-designed bus stops. This in turn, will require a certain sum of money. But this amount will certainly be very modest compared to other common investments like flyovers or underpasses. Making transfer based systems truly convenient also requires seamless ticketing. This is a technology fix and smart card based solutions, though tricky, have been tried and tested the world over. Cleverly designed 'analogue' systems can also work. Fares will also need to be reformed to encourage transfers, but as long as the new system remains at least cost neutral to the user this should not be an insurmountable problem. User education is another challenge. Changing long established patterns of how things work is bound to generate some resistance, especially in something that plays as large a role in people's lives as public transport. But experiences from several cities around the world – Bogota, Sao Paulo, Seoul, to name just a few – show that such whole scale changes are not only possible but that the pain is temporary and quickly replaced with praise if the new systems works better. In summary, while transitioning to transfer-based direction-oriented bus services is not without costs, these are relatively minor and are far outweighed by the benefits.

Ultimately every city is different and the 'best' network design for a given city will be highly contextual. Smaller cities may very well find that the direct services model is perfect for their needs. But as cities grow bigger and bigger, the benefits that accrue to transfer-based direction-oriented systems grow more and more significant. And, of course, every well designed and comprehensive bus service network will always be a hybrid of transfer based routes and high-demand direct services. But if cities want a truly high quality bus-based public transport network that provides convenient services and wide coverage then they, especially the bigger ones, will have to make direction-oriented services the foundation of their system.

All information, data and the article have been assimilated & written by Amit Bhatt (Strategy Head - Urban Transport EMBARQ India) and Ashwin Prabhu (Associate Urban Transport in EMBARQ India).

Project Update

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

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

Interviews were held for the recruitment of junior training officer and Accounts Manager for which results are not declared yet.

Meeting were organised for the review of the Request for proposal (RFP) and the advertisement has now been placed in the newspaper on 31-01-2013. Last date for bid submission is 15-03-2013.

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 are being prepared by a consortium of UMTC, EMBARQ and GIZ. Total of 6 final draft subject modules (Volume I) of contracting, institutional development, Traffic

Engineering and Traffic Management, Urban Transport Planning, Public Transport Modal Integration and Environment and 9 out of 10 final draft modules (Volume II) has been submitted to IUT.

National Workshop for validation of Draft Modules - The National Workshops for the validation of modules have commenced from 8 January 2013 and are expected to be completed by March 2013. Each validation workshop would be scheduled for 2 days. For validation various government officials and experts have been invited.

Selection of Training Institutes for future trainings – This component also involves training of 1000 officials. In this regards letters were sent to 32 institutes. Based on regional spread, accessibility, infrastructure and facilities available for training, 6 institutes have finally been selected and approved by the Standing Committee.

Selection of Trainers - The modules are developed are to be used for training of 100 trainers, who could further impart training. 80 candidates shortlisted for training of trainers and letter from competent authority have been sent to all candidates along with undertakings for indicating their willingness to join the programme.

Develop Toolkits:

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

As part of the sub component 2 of Component 1A, 11 subject toolkits are being prepared by various Centre of excellence. Out of which 8 draft toolkits and one state of art report has been submitted to IUT

- The toolkits discussed in detail on 28 September 2012 and agreed to follow the contractual requirements as follows:
  - o Volume 1   -Instruction kit to impart training skills
  - o Volume 2 - Lecture material, case studies & exercises and executive summary of reference material, abbreviations, terminology etc
  - o Volume 3 – Reference material (Subject modules as at present)
- Contractual Completion Date – March 2013 and is expected to be completed on time

The toolkits are being prepared by the Urban Transport Centres of Excellence (COE).The toolkits under preparation are on Land use transport, ITS for Traffic Management, Demand management, Finance and financial analysis, Environmental Analysis, transport demand management, road safety and safety audits , PT accessibility& social impact assessment and R & R plan for urban transport projects (state of art). A joint international review session of all 11 toolkits is expected to be held from **2nd to 5th April 2013.**

Sub Component 4 - Dissemination activities:

- Nine issues of GEF-SUTP Newsletter have been published and distributed to all stakeholders.
- Website (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.

Draft contract for following 3 consultancies have been signed and submitted for approval of competent authority:

- 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

Final contract has been signed between CEPT and MoUD and inception report is being prepared for the following consultancy:

- Consultancy to develop Urban Transport Research Program in India

Financial Bid for the following consultancy has been opened and combined evaluation report prepared:

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

Under the Capacity Building for Leaders in Urban Transport Planning:
- Mentors have been assigned by the CEPT and all 31 participants have confirmed with total of 31 projects.
- 9 officials who were approved by Secretary UD attended the capacity building programme at Singapore during 27 Jan 2013 to 2 Feb 2013.
- Discussion group ''Leaders forum'' (**http://leadersforum.sutpindia.com**) formally launched at Annual meet on 22 Nov 2012 and 21 Members have so far registered

RFP and Shortlist have been approved and is in progress of issue for the following consultancy:
- Consultancy Services for Program Evaluation Study of Deployment of Buses by Cities under JnNURM.

EOIs have been received and are being shortlisted for the following consultancy:
- Consultancy Services for Preparing Guidelines & Model Contract for City Bus Private Operations

Component 2: Implementation of Demonstration Projects in Selected Cities.

Naya Raipur
- WB approved the draft bid documents for depot, pick-up points and shelters for BRTS.
- The Technical Proposals received from the short listed consultants for Supervision of Cycle Track & pedestrian walk way and at Bus Depot, shelters, pick up point are being evaluated
- TOD Study Recommendations have been submitted
- NRDA has proposed to organize the International Study Tour (Toronto, Brasilia, Curitiba and Rio de Janerio) on TOD between 15 to 30 April 2013. All SUTP PIUs are invited to participate in this study tour.
- The Consultant has submitted the list of experts and estimated budget to NRDA for TOD Charette workshops to be held in the first week of April 2013, NRDA reviewing the same
- The Technical Proposals received from the short listed consultants for Regional Mobility Plan are being evaluated
- Post of one transport planner and three Project Managers has been advertised to Strengthen PIU

Pimpri-Chinchwad
- BRT Corridor 1, 2, 3, 4 Implementation Plan submitted. PCMC to incorporate the comments from WB.
- Contract for Monitoring and Evaluation is being finalised with IBI Group
- PCMC issued RFP to the bidders for P&O and pre-proposal conference was held
- CER for Access Plan to BRTS by pedestrian & NMT is being prepared by PCMC
- TER for Parking Policy & Master plan for Parking is being prepared by PCMC.
- Invitation of tenders is in process for ITS
- Hiring of consultant for Corridor 3&4 Service Plan is awaiting Standing Committee approval
- Design Finalised and Tender is being floated for BRT Stations

Indore
- Bid document for ITS tender has been prepared and is being finalised by AICTSL.

Mysore
- Mysore ITS project was successfully inaugurated on **17 November 2012**
- Baseline report has been prepared as part of Monitoring and Evaluation consultancy
- TER Comprehensive Services and operations analysis (CSOA) is being prepared

Hubli-Dharwad
- MoU between KRDCL, DULT and SPV has been Signed
- RFP was issued to bidders for Monitoring and Evaluation and pre bid queries have been received
- RFP was issued to bidders for Communication Outreach, Submission date has been extended to 15 Feb 2013
- RFP was issued to bidders for PMC
- MD & DGM Finance on board and undergone five day orientation course at CEPT
- Draft Agreements with NWKSRTC and DULT is ready for signing

World Bank Mission

The World Bank Mission visited Pimpri-Chinchwad, Naya Raipur, Indore, Hubli-Dharwad and met with officials from 28th January to 9th February 2013. The main objective of this Mission was to review overall implementation progress and effectiveness of implementation arrangements.

Upcoming Events

- International Study Tour under Capacity Building Programme under study tour for TOD for Naya Raipur.
- National workshops for validation /finalization of subject modules and training toolkits on Urban Transport will be held from 8th January to 15th April 2013.

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

Achievements

Karnataka State Road Transport Corporation bags Apollo-CV award

Karnataka State Road Transport Corporation (KSRTC) bagged the **Apollo-CV awards** as the **best public fleet operator of the year 2012** for its innovative project of Intelligence Transport System (ITS) implemented at Mysore recently. KSRTC competed with 500 participants to win the award. KSRTC Intelligent Transport System (ITS) is the **country's first ITS,** implemented at an estimated cost of **Rs 20.13 crore.** This system covers 500 buses, 105 Bus Stops, 6 Bus Terminals and 45 platforms with the support of Ministry of Urban Development, Government of India, GEF and World

Bank. **It provides real time information about bus arrival and departure, real time PIS data through SMS and website, reduction in waiting time, traffic congestion and improves efficiency of traffic operations.**

Mr.N.Manjunatha Prasad IAS, Managing director KSRTC receiving the award from Mr.Rajive Saharia, Executive Director Ashok Leyland

This award was given out by Nextgen CV, a very popular magazine in the automobile industry. This was touted as the first event of this nature in the country where fleet owners with excellent track record received a nationwide recognition.Shri.N Manjunatha Prasad, Managing director KSRTC received the award from Rajive Saharia, Executive Director of Ashok Leyland.

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