

Project Update

The progress made on various components and sub-components of Sustainable Urban Transport Project since July 2011, is as follows:

Component 1A: Capacity Building of Institutions and Individuals:

Sub Component 1- Institutional Capacity Building:

Consultancy for Strengthening of IUT (**PC1**): The draft Business Plan has been prepared by the appointed consultant and a presentation of the business plan is to be done before the Technical Monitoring and Advisory Committee (TMAC) for the approval of the same;

Sub Component 2 – Training and Skill Development:

Sub Component 2 – Training and Skill Development: Consultancy for Individual capacity development through training of trainers and training professionals (**PC2**): The Consultant has been selected and the contract is under finalisation.

Four training programs have been completed under this sub-component (details of third training program may be seen on page 5);

Sub Component 3 - Develop Toolkits:

Consultancy for Preparation of Toolkits (PC3): In response to RFP, bids have been received. These are currently under evaluation.

Sub Component 4 - Dissemination activities:

- Dissemination workshop on the ITS project currently under execution at Mysore was held on 21 Sep 11 and was a grand success. (Details of the workshop are provided on page 3); The Pilot ITS corridor was also commissioned on the same day.
- Four 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 to improve the National, State and Local Capacity to implement National Urban Transport Policy.

Expressions of Interest (EOIs) for following three consultancies are under evaluation:

- 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 NMT Plan, Bike Sharing Scheme and Transit Oriented Development

An Expression of Interest (EOI) for the following consultancy has been published:

- 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 (DPR) for BRTS has been revised.
- Contract has been signed with Ms. Innovative Transport Solutions Pvt Ltd, S.G. Architects and UMTC Pvt. Ltd. for preparation of 'Detailed Project Report for

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development of cycle tracks and pedestrian walkways’.

- The ‘Design Consultant’ appointed for designing the setting up of Bus Terminals, Bus Depots, Bus Shelters & Ancillary Facilities has submitted the Inception Report and is now preparing the concept plans.
- The bids for the Transit Oriented Development (TOD) Study were received on 10 Oct 2011 and are now under evaluation.
- EOIs for ‘Project Management Consultancy for Monitoring and Evaluation’ were received on 23 Aug 11. These are being evaluated.
- Procurement process for ‘Project Management Consultancy for Intelligent Transport System’ has been initiated.

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 on River Pawana’ on the Flyover and ROB upto September 2011 end is about 47%
- The project ‘Design and construction of Bridge on Pawana River, Flyover and ROB with Approaches & Ramps on Kalewadi Phata to Dehu Alandi Road’ has now set up camp office and the design work is in progress.
- Expression of Interest (EOI) for Monitoring & Evaluation (M&E) has been published and the proposals received are under evaluation.
- EOIs have been published for three consultancies to be taken up under Technical Assistance. The bid submission dates for following three consultancies was 27 Sep 11 and these are now under evaluation.
 - Consultancy for Parking Policy and Parking Management in PCMC Area
 - Consultancy for Promotion & Outreach program for BRTS & NMT in PCMC Area
 - Consultancy for Monitoring & Evaluation for BRTS in PCMC Area



Nashik Phata, photo taken in Feb 2011

Indore

- EOIs have been published for two consultancies to be taken up under Technical Assistance. The bid submission date for these is 14 November 11.
 - 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

- Contract Agreement has been signed between KSRTC and M/s. CMC Limited, ITS implementing Vendor for ‘Design, Development, Supply, installation, testing, commissioning, training, operation and Management of Intelligent Transport System for KSRTC, Mysore. The vendor to date has carried out site visits and information gathering for Systems Study and assisted in the launch of the Pilot corridor.
- IBI have been appointed as Project Management Consulting Agency for supervising the work of Intelligent Transport Systems at Mysore.
- Evaluation is underway for procuring a Monitoring and Evaluation Consultant for this work.
- Procurement action is to start soon for Mysore Comprehensive Service and Operations Analysis (CSOA).



SUTP Events

Training programmes / Workshops

As part of Individual capacity building under Component 1 of GEF-World Bank-UNDP supported Sustainable Urban Transport Project, few initiatives have been undertaken. Detailed description of two of the programs is as follows:

1. Mysore Dissemination Workshop on ITS Project

Karnataka State Road Transport Corporation (KSRTC) jointly with the Ministry of Urban Development, Govt. of India organized a Dissemination Workshop on Intelligent Transport System (ITS) on 21-09-2011 at Hotel Regalis, Mysore City funded under UNDP component 1. The objective of the workshop was to disseminate the information regarding the Sustainable Urban Transport Project (SUTP), the Govt. of India initiative in general and about Intelligent Transport Project (ITS) being implemented by KSRTC at Mysore City in particular involving all the stakeholders of the project.

The participants comprised citizens of Mysore City, NGOs & Associations, Media, Students, Public Representatives (Ministers, MLAs, Corporators etc.), Representatives of Mysore City Administration, KSRTC project stakeholders (Management, Drivers, Controllers, Conductors, Mechanics etc.), Representatives of Project Management Unit, Govt. of India, Govt. of Karnataka Representatives (KUIDFC, Dept. of Urban Development), Project Consultants, Project Implementation Agency etc.. The stakeholders were explained how they would benefit from the implementation of this project. The presentations were well received and highly applauded.



Lighting of lamp by dignitaries

Shri. R. Ashoka, Hon'ble Minister for Home & Transport, Govt. of Karnataka delivered the inaugural address and briefed the audience about the merits of introducing Intelligent Transport Systems on the city buses. He explained that it would make real time information about running of buses available to the commuters and KSRTC management. Shri. A.Ramadas, Hon'ble Minister for Medical Education, Govt. of Karnataka in his presidential address thanked KSRTC for taking such a public friendly initiative in the city of Mysore.

A map of Mysore City incorporating the KSRTC operational details was released on the occasion. The Managing Director, KSRTC informed the gathering that this route map of Mysore city was unique and the first of its kind in India. ITS pilot project commenced the same day on two routes, five bus shelters and ten buses.

Shri. A.K.Jain, Advisor- SUTP made a presentation on Government of India's National Urban Transport Policy (NUTP) and Sustainable Urban Transport Project (SUTP) bringing out their objectives, project overview, management details, uniqueness of scope and funding pattern.

Shri. Gaurav Gupta, Managing Director, KSRTC in his presentation dealt with KSRTC initiatives on Sustainable Urban Transportation and gave an overview of the Intelligent Transport Systems project being undertaken.

Shri. Karthi Madhavan, Delivery Centre Head, M/s CMC Limited presented a short video film focusing on ITS to demonstrate how it would meet the transport related problems in the city. He also made power point presentation detailing the project scope, key technologies, implementation phases, the benefits that would flow out of this of ITS project.



Interactive Open House Question and Answer Session

An open house session of questions and answers was held thereafter with officials of KSRTC, MoUD, the contractors M/s CMC and the Project Management Consultants Mott MacDonald Private Limited taking on questions from the audience. A wide range of questions spanning - ITS objectives, ITS technology, ITS implementation, commuter expectations, infrastructure, project outcomes, cost, funding arrangements, etc. were asked and were replied to the satisfaction of the participants.

The Workshop ended with a lunch for all participants.



PMU representatives at the Central Control, Mysore City Bus Station & Infosys (Right)

The workshop received a positive response from the Citizens and Local Representatives. They were happy at Mysore being selected for implementing this demonstration project. They were



also convinced that KSRTC will effectively implement ITS programme and the city will benefit by way of a more punctual and efficient public bus service.



Mysore city route map being released



Press coverage



All information, data and the article have been assimilated & written by C.G. Anand & team, KSRTC

2. Marketing & Communications for Public Transportation Projects Training Programme

A 2-day workshop program on "Marketing & Communications for Public Transportation Projects" was conducted by the Institute of Urban Transport (India) on 25th and 26th August, 2011 in Jaipur with a view to raise the understanding amongst various stakeholders including senior officials from various agencies which included transit agencies, municipal authorities, development authorities that work on public / mass transport projects. The workshop was organized by the Institute of Urban Transport (India) in association with EMBARQ.

The objective of the workshop was to spread awareness regarding the subject of Marketing and Communications for Public Transportation Projects, which currently is not taken up as a key task while implementing various public transport projects such as Metro, BRTS etc. Need was felt for creating a positive environment and awareness for the public who can realise the benefits and importance of the project being implemented.

Around 25 officials from various state road transport agencies, municipal corporations, development authorities and metro rail corporations attended the workshop. Eminent speakers from Indian Railways, IUT (India), EMBARQ, Janmarg (Ahmedabad), Lowe Lintas, Torque Communications shared their views and provided an insight to the vast subject of Marketing and Communications and its importance for the field of Transport.

One small exercise was also conducted in which the participants were given certain topics and were told to suggest small marketing measures with the help of which they can introduce these aspects into the current system. The presentations were highly appreciated as was evident from the active participation of the participants in the discussions.



All information, data and the article have been assimilated & written by Pawan Dwivedi, Transport Planner, IUT.



The world must learn to work together, or finally it will not work at all

General Eisenhower

Bus do Kadam

By L. K. Panigrahi

I enjoyed walking with my great grandfather (Buba) in early childhood, simply because he would not ask any question even remotely related to classroom lessons, instead he would tell me stories from great epics of Ramayan, Mahabharat or Panchtantra. During school holidays he would cajole me to accompany him for social visits to nearby villages. Often I would get tired and ask how far we have to walk to our destination and Buba would smile and casually tell me in Hindi "Bus do Kadam" (only two steps) and he would soon launch one of my favorite episodes of "The Three Musketeers" or "Ali Baba Chalis Chor". I could never fathom the meaning of "do kadam" then. It was déjà vu at Bagota, Columbia, where we walked several stretches of "75 meters" accompanying Dario and many a times, never realized that the 75 m more often than not, was along the Pythagorean diagonals of varying heights and lengths!

It is always a pleasure to talk to Dario Hidalgo, PhD, Senior Transport Engineer and Director, Research and Practices EMBARQ, the World Resource Centre for Sustainable Transport. Dario, a dedicated BRTist is a globally recognised expert in the field of Sustainable Transport. He would open up a box of problems and perspectives of urban transport and talk about possible solutions during such walks.

Mahatma Gandhi (Bapu) was an avid walker. He walked for freedom of India through out its length and breadth and the mass peacefully followed him to achieve the goal. For Bapu, walking was "Kasaraton ki Rani" (queen of physical exercises). From dawn to breakfast time, one can find city parks and play grounds crowded with morning walkers in Indian cities. They walk for exercise. Walking for exercise is good but walking for business is an issue which is getting complicated day by day.

Roads, which were once meant for pedestrians and non motorised modes of transport, are now dominated by fast moving motorised vehicles. Two nation-wide traffic studies carried out in 1994 and 2007 by the Ministry of Urban Development (MoUD), Government of India (GoI); reveal that there is clear decline in the share of walking upon which majority of the economically weaker section depend. For example, passenger kilometers travelled by walking had declined from 40% of the total in 1985 to around 20% in 2005. It is projected to reach as low as 10% by 2030.

Walking still remains the dominant from of commuting in tier II, III cities and towns. But while designing and developing city roads there is hardly any consideration made for pedestrian movement for smooth and safe crossing at road junctions or travel to local shopping area or to nearest transit stop from home. Sidewalks exist mainly in upper-income neighbourhoods in large cities but are either non continuous or broken or taken over by unauthorized activities or unauthorized use for residential parking. In smaller cities more often, they are not a part of functional design but are considered only as a dressing (as in any salad!). A recent survey carried out by MoUD found that less than 30% of urban roads are provided with footpaths for pedestrians. Elderly people, women with kids and differently-abled people find it extremely difficult to walk for any distance in fear of accidents or being run over. In absence of proper road crossings even active pedestrians find it difficult and dangerous to cross city roads in heavy traffic. Traffic injuries are increasing day by day. A pedestrian has to walk on the city roads at his own risk and cost. A report published by the Centre for Science and the Environment reveals that thirty-three percent of commuters in Delhi walk to work in conditions that could be described as hazardous to health. Pedestrians account for 47% of traffic fatalities in Delhi. According to the report "Road Safety in India: Challenges and Opportunities," by Mohan, Tsimhoni, Sivak and Flannigan (January 2009, University of Michigan's Transportation Research Institute), 105,725 people were killed and 452,922 people





were injured in road traffic crashes in India in 2006, and the fatalities can be expected to grow to 260,000 in 2030, unless new policies are implemented. The report also reveals that

pedestrians, bicyclists and other non-motorized users are the worst affected, and account for up to 60% of the fatalities in urban areas. The World Health Organization (WHO) estimates that globally, 120 lacs persons are killed and 500 lacs persons are injured in road accidents annually. WHO warns that traffic injuries will be the fifth leading cause of death by 2030. In road accidents, the most vulnerable users are pedestrians, cyclists and motorcyclists. They account for 46% of global road traffic deaths. In March 2010, the U.N. General Assembly proclaimed 2011-2020 as the "Decade of Action for Road Safety".

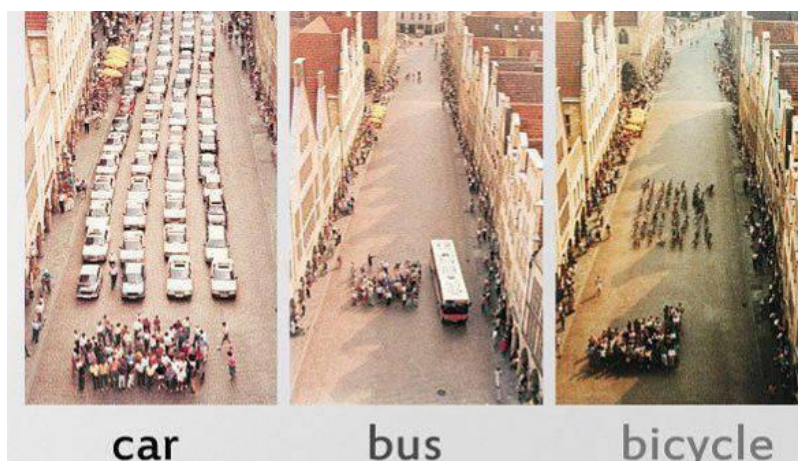
The perils of pedestrians call for empathy and co-operation of politicians, implementing agencies, urban planners and city managers. Sam Zimmerman, Senior Transport Specialist and consultant to the World Bank, in a presentation made in February 2011 took us through various concerns of pedestrians in an urban built - in environment. He showed us, how the planners and developers restrict the access severely by creating barriers and increase the walking distance from apartments to nearby roads. By showing practical examples from some American Cities, the advantages of transit oriented development were explained during the presentation. Sam emphasizes that the walking distance from any area to the transport corridor should be between 400-600m and that the road crossings should be safe, pedestrian walkways should be unbroken, free from obstructions, well lit, well paved and the level difference should be manoeuvrable by easy slopes and not by sudden level drops.

Walking is the ultimate clean energy mode of movement. It also helps in improving health and fitness. "Feet on the ground" has rightly been adopted as punch line by EMBARQ for promoting walking as a mode of short distance transit. Now, I am able to combine and comprehend the meaning of "Bus do kadam", "75 m" and "400-600m" which collectively signifies that Bus should be available within do kadam (two steps) i.e. within a walking distance.

(My sincere thanks to Dr. Dario Hidalgo and Sam Zimmerman for opening the World of urban transport to many of us)



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



Thought for the quarter...

Bicycle: 72 people are transported on 72 bikes, which require 90 square meters. **Car:** Based on an average occupancy of 1.2 people per car, 60 cars are needed to transport 72 people, which takes 1,000 square meters. **Bus:** 72 people can be transported on 1 bus, which only requires 30 square meters of space and no permanent parking space, since it can be parked elsewhere.

Source: <http://www.geo.sunysb.edu/bicycle-uenster/index.html>

Source: "Program fahrradfreundliche Stadt Muenster"

G-Auto

Written by Nirmal Kumar

Nirmal Foundation is organizing auto rickshaws drivers under a social umbrella brand called '**G Auto**'. We already have group of 10000 auto rickshaws in Ahmedabad, Gandhinagar and Vadodara and will grow to at least 50000 under this brand in Gujarat by 2012. We have plans to replicate the concept across major cities of India to serve as many as more than 10, 00,000 members by 2020. '**G Auto**' concept has brought revolution in para-transit system in term of safety & comfort to passengers, income and job satisfaction to '**G Pilots**'.



www.thegauto.com

Redg No: E18658/Ahmedabad

Objectives of G Auto:

- To insure safety and transparency in para-transit system
- To insure social and financial inclusion of auto drivers
- To make auto rickshaw a passenger friendly and pleasant transport system
- To make auto drivers aware and responsible citizen

Welfare to G-Pilots:

- 1) Free **life insurance** against death (any type) of Rs.200,000/-
- 2) Pension facility / Retirement plan for the members
- 3) **Finance facility with subsidy** to purchase auto rickshaw
- 4) **PCO sets** to generate additional revenue
- 5) **Bank Account (Zero Balance)** to encourage saving
- 6) **Engine oil at discounted rate**
- 7) Children of auto drivers get educational allowance every month
- 8) Retailing of Newspaper and magazine for additional source of revenue

Passengers' convenience:

Any Time Rickshaw (ATR):

G-Auto has added one more feather in its cap- **Any Time Rickshaw (ATR)**. It's a concept wherein people can get auto rickshaw round the clock at their door step just by dialling our **call centre number 927 444 4444 in Ahmedabad and Vadodara**. The project is very much helpful for tourist, women, handicaps, senior citizen, children, business executives, etc. The service is getting enormous response from public. As of today, we are catering to more than three hundred people everyday. We expect the number to go as high as 5000 everyday.

Special Features of ATR service:

- 1) Trained rickshaw drivers (G-pilots)
- 2) Booking facility 24X7 basis
- 3) Free of cost Newspaper and magazine to read while travelling
- 4) Every ATR has city map with list of important places
- 5) Feedback book is available on rickshaws
- 6) Bill book is available with G-Pilot
- 7) Complain and suggestion number is displayed on G-Auto

G-Auto patronizers:

- 1) Adani group
- 2) Bank of India
- 3) Bank of Baroda



4) BPCL

- 5) Chitralkha
- 6) Government of Gujarat
- 7) IOCL
- 8) LIC (India)
- 9) Nirmal Gujarat
- 10) Reliance (ADA Grp)
- 11) Sandesh – Gujarati Daily
- 12) State Bank of India
- 13) Swarnim Gujarat
- 14) UCO BANK

Airport Express:

- It is joint effort of Govt. of Gujarat, AAI and Nirmal Foundation
- G-Auto has been allotted the parking facility along with booking counter
- G-Auto will provide exclusive and Dedicated team of auto at airport
- It is 24/7 service

USP of Airport Express:

- Passenger can book the G-Auto directly from the booking counter at airport
- Passenger can also book the G-Auto on Telephone at 927 444 4444
- Fare is charged as per Govt. norms
- Trained G-Pilots
- G-Pilots will be in uniform
- Bill book will be available with G-Pilots
- Free newspaper and magazine will be available on G-Auto for passenger to read during travelling

Future Plan:

- To expand the project to all 'A' class city of Gujarat
- Make it as successful as 108 service
- To take the brand G-Auto across country
- To reach to more than 1lac auto rickshaw drivers by 2012
- To provide special stand for G-Auto on the places like ST stand, Railway station, etc
- To provide feeder service for BRTS and metro
- To provide affordable meal for G-Pilots

Challenges:

- Reach to public is less
- Reach to auto rickshaw drivers is less
- Revenue – expenses imbalance
- Expenses are fixed – 90 %
- Revenue is variable – 100 %



All information, data and the article have been assimilated & written by Mr. Nirmal Kumar, an IIM Ahmedabad graduate is the founder cum managing trustee of Nirmal Foundation. Nirmal Foundation is a public charitable trust registered under Mumbai trust act of Govt. of India.



World Bank Technical Mission

The World Bank Technical Mission visited Hubli-Dharwad and Pimpri-Chinchwad 23-27 September 2011 to review the preparation and implementation progress respectively in the two cities, specifically on the technical and social safeguards aspects, ahead of the full supervision mission planned in November 2011. The specific areas reviewed included:

- Pimpri-Chinchwad: Progress on awarded contracts; status of other BRT components and BRT implementation schedule; BRT service plan; status of TA activities; land acquisition status and social issues
- Hubli-Dharwad: Project DPR and design aspects; social impact survey results and preparation of entitlement matrix and RAP

Upcoming Events

- **SUTP Annual Meet 11.11.11**
Annual Meet of the Sustainable Urban Transport Project (SUTP) is being organized on 11th November 2011 with the aim of knowledge sharing amongst the SUTP cities and holding a meet with the officials of all the cities that are engaged in the implementation of the ‘Demonstration Projects’ being undertaken under SUTP. The aim is not only to review the progress of work but also to discuss their problems with them and arrive at a consensus solution.
- Next World Bank Implementation Support Mission is scheduled from 8 – 21 November 2011
- Pimpri-Chinchwad Dissemination Workshop is scheduled on 19 November 2011
- Leaders program in Urban Transport Planning this is a capacity building program organized jointly by the World Bank and the Land Transport Authority Academy of Singapore. The objective is to help build capacity for holistic and comprehensive planning at leadership levels. The first of this series is a 7 day learning event that is being held in Singapore from 15 – 21 January.

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

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www.sutpindia.com

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