

INDIA: GEF-World Bank-UNDP: Sustainable Urban Transport Program (SUTP)

Ninth Implementation Support Mission and Mid Term Review (June 10 – June 28, 2013)

Aide Memoire

I. Introduction

1. A World Bank mission¹ visited the coordinating Ministry and state and city officials of participating cities and held discussions on the Project to conduct the Mid-Term Review for the project. The Mission met with the Project Management Unit (PMU) within the MoUD and Project Management Consultants (PMC) and visited Pimpri-Chinchwad, Mysore, Hubli-Dharwad, Naya Raipur and Indore and held discussions with officials of Directorate of Urban Land Transport (regarding Mysore and Hubli-Dharwad) in Bangalore. During the meetings, the mission had an opportunity to interact with the city Project Implementing Units (PIU) as well as various consultants, contractors and NGO's assisting the PIUs with project preparation and implementation. A one-day Mid Term Review Workshop was organized by MoUD on 21 June 2013, to which all stakeholders were invited and presentations and discussions held on the relevance, impact and implementation progress of the Project. The mission would like to express its appreciation for the hospitality extended, the useful discussions arranged and for the excellent arrangements made for the field visits.

2. The purpose of the Mid-Term Review mission is to take stock of the Project, reassess the relevance of the project development objectives, evaluate its development impact, outcomes and outputs, assess the likelihood of achieving them and make the necessary mid-course adjustment to ensure timely completion of the project activities and achievement of the PDO. The main mission objectives will therefore be the following:

- Review the Results Framework set out for the Project and status of indicators
- Review implementation progress in demonstration cities under the project and likely completion dates
- Assess the implementation progress under Component 1B
- Review outputs of GHG emissions report
- Review progress on land acquisition and R&R aspects of the projects; experience and lesson learned so far
- Review the environmental management aspects of the projects
- Review DPR, implementation arrangements, financial management and other pre appraisal requirements for the public bike sharing project in Mysore proposed for inclusion in GEF-SUTP
- Update the Procurement Plan and discuss progress in key procurement activities
- Review FM aspects
- Review of Project costs and savings and need for Project Restructuring

¹The mission consisted of Nupur Gupta (Task Team Leader), Shigeyuki Sakaki (Urban Transport Specialist), I.U.B. Reddy (Social Specialist), Gaurav Joshi (Environment Specialist), Rohit Gawri (Information Analyst), Debabrata Chakraborti (Procurement Specialist), Neha Dhoundiyal (Financial Management Analyst), Gerhard Menckhoff (Public Transport Specialist – Consultant), N. S. Srinivas (Operations Analyst), Debbie Wie Mullin (Junior Professional Associate) and Neetu Sharda (Program Assistant).

- Review Project learnings and lessons with counterparts and stakeholders in the Mid-Term Review Workshop

3. The mission shared the key findings of the Mission during the Mid Term Review Workshop on June 21, 2013, in the presence of the National Project Director, Mr. S.K. Lohia (OSD, Urban Transport, MoUD), National Project Manager, Mr. I.C. Sharma, the city officials and the Project Management Consultants. The Mission also debriefed Ms. Aparna Bhatia, Director, DEA, on July 24, 2013. The summary of Mission highlights includes the following:

- The Project continues to be highly relevant. The activities being undertaken under the Project are expected to help develop much needed capacity in sustainable urban transport planning and implementation and the City Demonstration Projects are expected to have a demonstration impact on other cities in the country. Therefore, it is highly likely that the Project Development Objectives will be achieved.
- With the cancellation of Pune and coming on board of Hubli-Dharwad the implementation progress for the Project was upgraded to ‘Moderately Satisfactory’ during the last mission. There has been progress on the key items highlighted by the Mission since last mission, and therefore the progress is retained as ‘Moderately Satisfactory’.
- Based on current estimates all activities are expected to be substantially completed within the revised Project closing timelines of November 30, 2015.
- Revised cost estimates suggest minor variations on the IBRD funded components. However, the variations are larger for the GEF funded components, and there will be need for reallocation of unutilized funds towards activities requiring additional funding as well as new activities/ projects.
- Pimpri-Chinchwad – There has been progress on BRT station and ITS procurements. Issues of Empire estate contract, land acquisition and resettlement and service plan readiness need close attention;
- Naya Raipur – Procurement of public transport infrastructure has advanced and there is now urgency to initiate procurement of NMT package and finalise contractor for Public Transport infrastructure; PIU strengthening
- Hubli-Dharwad – HDBRTS has made reasonable progress but will need to strengthen project communications and consultations with key stakeholders and project affected to address concerns being raised, complete JMC, analyze, document and disclose alternatives, and update RAP and EIA/EMP on priority; traffic safety issues on the corridor also need attention;
- Indore has launched its BRT and must now expedite finalization of bid documents and initiation of procurement; further strengthening of PIU should be addressed.

II. Key Project Data

Key Project Data		Current Ratings and Flags		
			<i>Previous</i>	<i>Current</i>
Board Date	Dec 08, 2009			
Effectiveness Date	May 5, 2010	Development Objectives	S	S
Closing Date	November 30, 2015	Implementation Progress	MS	MS
GEF Grant	US\$ 20.33 mn	Project Management	MS	MS
IBRD	US\$ 105.23 mn	Safeguards	MS	MS
		Procurement	MS	MS
		Financial Management	MS	MS
Disbursed Amount GEF	US\$ 3.8 mn	Problem Flags	Nil	Nil
IBRD	US\$ 22 mn			

HS=Highly Satisfactory; **S**=Satisfactory; **MS**=Moderately Satisfactory; **MU**=Moderately Unsatisfactory; **U**=Unsatisfactory; **HU**=Highly Unsatisfactory; **NA**=Not Applicable; **NR**=Not Rated

III. Key Agreed Actions

4. The following actions have been discussed and agreed:

Actions to be Completed	By when	By whom	Status
SUTP Restructuring completed - submission of counter signed amendments to loan/ grant agreements	Mar 15	DEA	Pending
Finalize proposal for any restructuring of funds	August 30	PMU	
Procurement plan of the cities and MoUD.	August 15	PMU and Cities	
List of contracts (separate for Works, goods and consultancies)	August 15	PMU	
Submit SUTP Mid Term Review Report	June 30	MoUD/ PMU/ PIUs	Submitted
Expedite procurement of Component 1B activities:			
PC1B 3 contract signed and inception report submitted	August 30, 2013	PMU	
Draft Report for Research Facility	August 30, 2013		
Submit GHG methodology and estimates Report	Sept 15, 2013		
PC1B9 – Issue RFP / Draft Contract	July 30/August 30, 2013		
Submit Inception Report for PC1B 7	August 15, 2013		
Submit TER for PC1B 8	July 30, 2013		
Finalise remaining TA Activities / Submit ToRs	July 30 / August 30, 2013		
Submit status update on key agreed actions	July 19/ August 19 / September 19	PMU	
Strengthen PMU/ PMC Resourcing	August 30	PMU/PMC	
Progress on agreements reached with Empire Estate Contractor	Continuous	Pimpri-Chinchwad	
Submit Monthly Progress Report on Empire Estate Contract	Continuous		
Submit updated BRT Implementation Schedules for Corridors 1-4	July 31, 2013		
Submit draft initialled contract for BRT Access & Parking Policy Study/Inception Report	June 15, 2013 / August 15, 2013		CER completed.
Submission of revised TER/Contract signing for Promotion & Outreach program consultants -	June 30/August 5, 2013		
Submission of Baseline Survey Report for Monitoring & Evaluation Consultants	August 15, 2013		Delayed
Submit Draft Safety Audit Report	July 31, 2013		
Submit list of TA activities to be undertaken / Draft ToRs	July 5 / July 31, 2013		
ITS - Completion of Tendering process including contract award.	September 30, 2013		Delayed
Finalise Functional Designs for Terminals / Detailed Designs & Tenders issues	June 30 / August 30, 2013		
Finalize contract award for BRT stations	July 15, 2013		Delayed
Finalise modalities of hiring BRT Advisor	July 5 2013		Delayed
Submit Final Service Plan copy	June 30		
Substantial completion of pending land acquisition	Aug. 31, 2013		Delayed (since June 2013)

Actions to be Completed	By when	By whom	Status
Resettlement of squatter families to new houses	Sept. 30, 2013		Delayed (since Sept. 2012)
Allotment of alternative EWS houses	Sept. 30, 2013		Delayed (since Sept. 2012)
Complete payment of compensation and handover the MIDC land to the contactors.	Dec. 31, 2013		
Confirmation on the status of tree plantation in Package 5/ Corridor 4	July 31, 2013		
Submit final Project DPR for BRT component complete with financial and economic analysis	June 30, 2013	Naya Raipur	Delayed
Submit updated DPR for NMT Component (including EIA) / submit BOQs and Draft Bidding documents / Initiate Bidding	June 30 / July 10 / July 31, 2013		Submitted/Delayed
Submit Bid Evaluation Report for BRT Infrastructure (Depot, pick-up points and shelters) / Award Contract	June 30 / August 15, 2013		Submitted
TOR & EOI for Consultancy for detailed service plan for BRT lite launch – TOR & EOI	Sept. 15, 2013		
TOD study – final report submission	July 15, 2013		Delayed
PIU Strengthening – NRDA staffing to be completed.	August 30, 2013		
Construction Supervision Consultancy (CSC) – Draft initialled contract	June 30, 2013		Delayed
Submit draft bid documents and initiate tendering for ITS	July 5 / August 12, 2013	Indore	Submitted
Submit revised RFP for BRT Accessibility Study/ Submit TER –	July 15/ Sept 30		Submitted
Finalise post Project M&E arrangements/ Submit ToR	July 15 / July 31, 2013		
Proposal on the list of TA activities	June 30, 2013		
Complete AICTSL strengthening	August 30, 2013		
Rectify pending issues and have a fully functional Automatic Vehicle Location (AVL) system	Sept. 15, 2013	Mysore KSRTC	
Submit CSOA study Inception Report	August 30, 2013		
Submit Proposal for additional Funding	July 15, 2013		Pending
Submit M&E survey report	July 15, 2013		Submitted
Preparation of bid document for packages 9 & 10	July 31	Hubli-Dharwad	
Prepare Plan for tree plantation	July 15, 2013		Prepared
Submission of updated EIA/EMP for Bank review / including Alternative Analysis documentation	August 31 / September 15, 2013		
Updation of RAP	September 30, 2013		
Environment officer and Team Leader on Board in PMC for road contract	June 30, 2013		
Traffic Management improved on road corridor	August 14, 2013		
Completion of JMC	August 15, 2013		
Strengthening communications at HDBRTSCO-PIC, Communications Consultants on board, website operational, PRO in place	August 5, 2013		
Submit proposal for additional funds	July 31, 2013		

Actions to be Completed	By when	By whom	Status
Contact award of PMC for ITS Contract award of PMC for BRTS	Sept. 30, 2013 July 15, 2013		Draft contract negotiated
Submit revised DPR for Mysore PBS Submit note on implementation arrangements	July 31 July 10		Delayed
Complete FM & Procurement Assessment Questionnaire	Aug 5		

IV. Project Development Objectives

5. The project's development objective (PDO) is to promote environmentally sustainable urban transport in India and to improve the usage of environment-friendly transport modes through demonstration projects in selected cities. The Project aims to achieve this objective by supporting the implementation of India National Urban Transport Policy (NUTP), particularly those aspects of the policy that emphasize, (i) priority to the use of public transport; (ii) priority to non-motorized transport; and (iii) capacity building for developing and implementing sustainable transport systems (at both national and local levels). The key overall indicators to measure performance in achieving the project development objective are:

- The number of cities that develop an identifiable urban transport planning process (i.e., managed by professional units of government, following certain procedures and guidance, and involving various level of analytical work) increases.
- Mode shares in Pimpri-Chinchwad, Hubli-Dharwad and Naya Raipur become more sustainable by project end.
- A significant amount of co-benefits are achieved as forecast transport CO2 emissions in the demonstration cities are lower than their "business-as-usual" or "without-project" forecasts.

Indicator/City	Base-line	MTR Target	MTR Progress	End of Project Target	
Project Outcome Indicators					
At least six cities develop an identifiable urban transport planning process, in line with international good practices, is established and operated	Demo Cities	N/A	N/A	5 Demo cities have initiated several studies and activities which are considered best practices in urban transport planning	TA activities satisfactorily completed and integrated into planning processes
	India-wide/Overall Project (Component 1B)	N/A	N/A	Leaders in UTP launched and 31 officials across 20 institutions in 14 cities have benefited through hands on mentoring support on live projects;	Capacity built and improvement in quality of projects prepared and implemented; improved urban transport planning practices
				TAs for assistance with UT reforms to cities initiated	Assistance provided to cities; and Guidelines developed and adopted

Forecast transport CO2 emissions over ten years in the cities participating in Component 2 are at least 128,000 tons lower than their "business-as-usual" forecasts	Overall Methodology	N/A	Baseline to be developed based on GHG M&E Methodology	Baseline developed based on GHG M&E Methodology; preliminary forecast estimated for Component 2 cities is 325,306 tons. <u>Pimpri-Chinchwad:</u> 64,515 <u>Naya Raipur:</u> 8,527 <u>Hubli-Dharwad:</u> 133,733 <u>Indore:</u> 17,439 <u>Mysore:</u> 101,092	At least 128,000 tons
Pimpri-Chinchwad Mode Share becomes more sustainable	Modal share by public transport increases	4.20%	N/A		8%
Naya Raipur Mode Share becomes more sustainable	Public transport trip mode share between Raipur and Naya Raipur increases	0%	N/A	Public transport passenger trip mode share at 40% owing to recently launched interim bus service	50%
Hubli-Dharwad Mode Share becomes more sustainable	Modal share by public transport increases	30% within city; 70% on corridor	N/A		

A detailed status update on the results framework is provided in **Annex 8**.

6. The Leaders in Urban Transport Planning training, under Component IB, introduced in CEPT University as well as those taking place in Singapore and Seoul, are ensuring exposure to urban transport officials and decision makers to the complexities and multi-faceted nature of the issues. The mentoring support being offered by CEPT helps officials refine their live projects in work life under guidance of experts. The highly positive feedback on the course suggests that it is having the intended capacity development impact on the urban transport fraternity. The first batch undergoing training at CEPT University covered 31 officials from 20 organizations in 14 cities. Roughly 90-100 officials are expected to be trained over the coming year. The recently initiated technical assistance activities in regard to assistance with implementation of reforms such as creating and implementing Unified Metropolitan Transit Agency's (UMTA), urban transport funds, national public transport helplines, transit oriented development in cities in India, and development of a Research Facility within MoUD, are expected to contribute towards capacity building efforts for Indian cities and promote sustainable urban transport practices.

7. Among the city demonstration projects, the Mysore ITS project implementation has been completed and appears to be performing reasonably well. Its performance is being closely

monitored. This is a first of its kind ITS project in India and KSRTC has already won several awards both nationally and internationally. KSRTC has been awarded additional funds from MoRTH for scaling up the pilot from 500 buses to its entire fleet of 4000 buses. In addition, other cities/ STUs in Karnataka are visiting the Mysore project to learn from the experience and replicate in their cities and STUs.

8. The other cities, Pimpri-Chinchwad, Naya Raipur, Hubli-Dharwad and Indore are in various stages of project implementation and are in the process of implementing various best practices that if implemented well would not only ensure project sustainability but also sustainability of future urban transport interventions if adopted and streamlined into institutional processes. These include creation of BRT Cell in PCMC, safety audits of BRT corridors, BRT Accessibility Plan and Parking Masterplans in Pimpri-Chinchwad; constitution of UMTA, implementation of intermodal integration, review of Transit oriented Development approaches and development of Regional Mobility Plans at Raipur/ Naya Raipur; creation of BRT SPV, integrated land use and transportation planning and initiation of communication and outreach activities in Hubli Dharwad; BRT Accessibility Plan and promotion and outreach activities in Indore. In view of the above interventions that have been initiated, it is felt that there is a reasonable likelihood that these cities shall develop improved planning and implementation processes by close of Project.

For the above reasons, there appears to be a reasonable likelihood of achievement of PDO.

9. The Mission noted that the PDO indicators in regard to more sustainable city mode shares appeared somewhat ambitious since such changes are not instantaneous and unlikely to be evident immediately following Project launch. These become apparent only in the mid to longer term. It was agreed that this aspect would be reviewed further and changes made if required.

V. Current Implementation Progress

10. **Overall Status:** The Mission rates the overall project progress as *Moderately Satisfactory*. The project restructuring involving mainly cancellation of funds from Pune and their allocation to Hubli-Dharwad was completed early this year. As regards the signing of legal agreements, the signing has been completed by the respective states/ cities and the amendments to loan and grant agreements are pending with the Department of Economic Affairs for their signatures. There has been reasonable progress in the actions identified during the last mission.

11. The progress on Component 1B has picked up since the last mission. Out of the 9 activities proposed under this component, five have been awarded and the remaining are in advance stages of procurement. Preparations for the next round of the training program "Leaders in Urban Transport Planning" scheduled in August 2013 with CEPT University Ahmedabad and in September / October 2013 in Seoul, are currently underway.

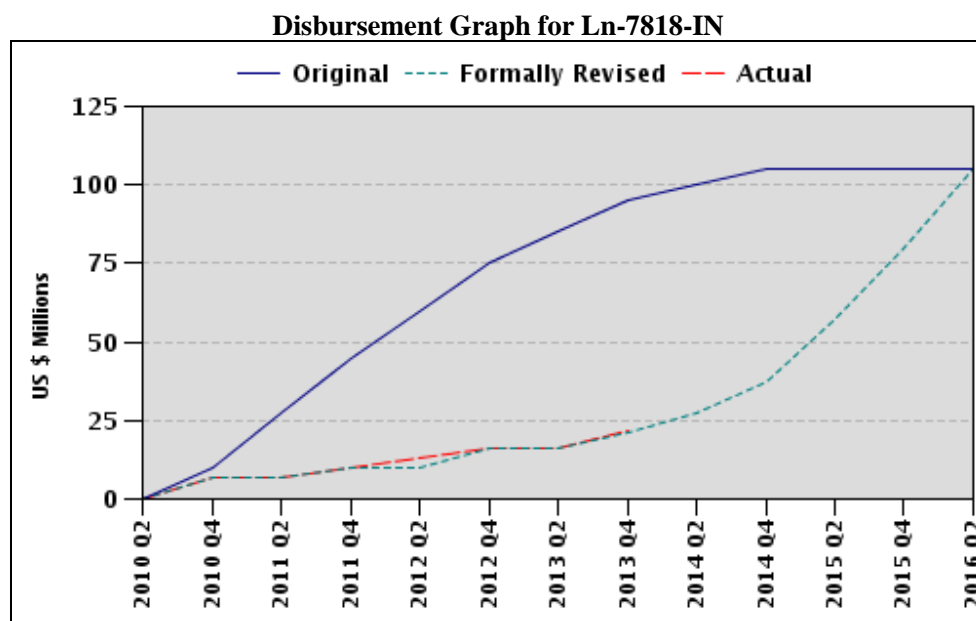
12. As regards the second component on the City Demonstration Projects, each city has made progress since the last mission. In the case of Pimpri-Chinchwad, the progress on civil work of the slow moving Empire Estate contract appears to be picking up as also land acquisition. In Naya Raipur, the bid evaluation for BRT Infrastructure contract is underway and the long pending DPR for NMT infrastructure has been submitted. The BRT has been launched in Indore albeit without the ITS systems. However, there has been progress with regard to the ITS procurement with the bid documents now in advanced stages of finalization and a full time CEO appointed for AICTSL. Procurement has been initiated for works contracts for Depot facilities and technical assistance activities are in advanced stages of contract award in Hubli-Dharwad. Mysore has already concluded ITS project implementation.

13. While project disbursements are just over 20 percent after three years of implementation, this is primarily on account of the non-performance of Pune. The disbursement schedule has been revised as part of the restructuring and now takes cognizance of the slow initial progress. So far, the project disbursements are on track and the Mission review suggests that the Project subcomponents can be substantially completed within the revised Project Closing date of November 30, 2015.

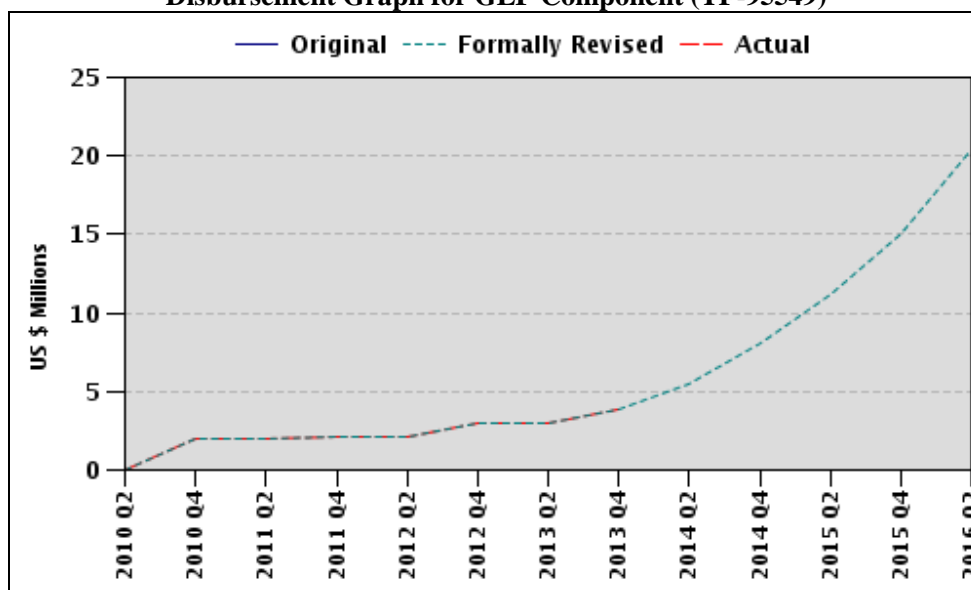
14. The city-wise status of disbursement under the loan and grant is provided below. Please note that while the GEF Agency Fee of US\$1.88 million was disbursed at the start of the project, its not reflected in the system. The disbursement percentage for GEF has been indicated factoring this in.

City	(US\$ million)			
	Amount Disbursed (Loan)	% disbursed	Amount Disbursed (GEF)	% disbursed
Component 1B	N. A.	-	1.03	15%
Pimpri-Chinchwad	21.84	73%	0.49	26%
Naya Raipur	0.00	0	0.46	24%
Indore	N. A.	-	0.52	28%
Mysore	N. A.	-	1.31	69%
Hubli-Dharwad	0.00	0	0.00	0
TOTAL	21.84	21%	3.81	21%

The graphical representation of the disbursement status for the loan and the GEF Grant is provided below:



Disbursement Graph for GEF Component (TF-95549)



Component 1B

Implementation Progress: **Moderately Satisfactory**

15. The mission reviewed the progress on the capacity building component and the updated status is tabulated below:

Status of Activities under Component 1B

SI No.	Activity	Committed Amount (Rs. Million.)	Status Update
1	Development of a structure and an operations manual for UMTA; Business Plan for Urban Transport Fund	24,150,000	Inception report submitted
2	Development of a standard architecture and plan for ITS and Traffic Management Center	20,070,000	Inception and state-of-art review report submitted
3	Development of a model NMT action plan, bike sharing plan and TOD Guidelines	27,830,000	Approval by MOUD for contract award awaited.
4	Development of a Research Program	5,530,000	Research Review Report submitted by Consultants
5	GHG Emissions reduction assessment	28,650,000	Inception report submitted.
6	Leaders Program	55,000,000	Second round of training proposed at CEPT in August 2013
7	Impact Evaluation Study for the Bus Procurement under JnNURM	33,300,000	Combined Evaluation Report submitted
8	Model Contract Agreements with Private Bus Operators & Guidelines for City Bus Services	5,400,000	Proposals received and technical evaluation currently underway.

9	Preparation of GEF5 Project	11,230,000	EOI received.
10	National Campaign on Sustainable Urban Transport		ToR under preparation
11	Workshops	30,000,000	
Committed funds - Sub-Total		241,160,000	
	Contingency	24,116,000	
Total Committed funds		265,276,000	
Original GEF Grant		338,400,000	
Balance Uncommitted funds		73,124,000	

16. **Study on GHG emission reductions:** The consultants hired for the GHG emission reduction study presented progress at the cities' meet. They also provided some preliminary estimates of potential reductions and described their approach to the projection of the emissions under various scenarios being conceived. The mission advised that the study should take into account the emissions directly attributable to project activities during the construction phase. The consultant team agreed that these emissions would be estimated since they can be fairly substantial compared to the reductions envisaged due to the improvements. The mission also advised that the guidance issued by the STAP of the GEF for the estimation of GHG emissions from transport projects should be followed for the assignment.

Component IA

17. Activities under this component are supported / funded by UNDP. The mid-term review was separately undertaken by UNDP and the report identifying achievements and key areas of concern has been circulated for comment.

18. The report rightly indicates that the capacity development activities initiated under this component is highly relevant in the current and emerging scenario for urban transport in the country. As part of the capacity building agenda several key initiatives have been taking place at the Institute of Urban Transport (IUT), business planning for IUT, development of Knowledge Management Centre (KMC), development of manuals and toolkits. Twenty Toolkits and Manuals related to urban transport planning and implementation are being developed which are now close to finalization and in the process of being tested.

19. While the activities initiated and achievements under this component are noteworthy, there are some grey areas that need some serious thinking on the part of IUT and MOUD. One of the key areas of concern remains the sustainability of IUT as an institution beyond the project period. Currently, the mandate of IUT and how it is to be implemented, its revenue model and relationship vis-à-vis MoUD, remains unknown and unless this is clarified the sustainability of the institution will remain at risk. It is therefore imperative that an early decision regarding strengthening the capacity of IUT be taken. The training of Trainers and government officials (national/ state/ city) working in the area of urban transport is yet another extremely significant aspect for ensuring much needed capacity building in the sector. However, the quality and delivery method have been an area of concern. It therefore warrants priority attention by IUT to ensure adequate quality of the documents prepared and trainings initiated.

20. The disbursement for the Component, both GEF and counterpart share, are at a low level and the report raises questions about the utilization of the funds within Project timelines.

21. The lack of implementation arrangements to ensure effective coordination between the two components and multilateral agencies is indeed a serious gap in the design of the Project highlighted by the Report. The report recommends inclusion of a representative from the Bank

and UNDP in the Standing Committee for regular dialogue and for exploring avenues for involving IUT in the work done at the city level.

Component 2: City Demonstration Projects

Implementation Progress: **Moderately Satisfactory**

Project Rating: Implementation Progress	
Pimpri	MS
Naya Raipur	MS
Hubli-Dharwad	S
Mysore	S
Indore	MS
Overall Project	MS

(i) *Pimpri-Chinchwad:* The two major civil works contract are at different stages of progress. While the physical progress achieved on the flyover and road work on corridor 3 i.e. interchange section at Nashik-Phata stands at 85% and 75%, the work on corridor 4 i.e. interchange at Empire Estate is progressing very slowly. The progress achieved on the Empire Estate flyover and the road work is about 27% and 34% respectively. The Contractor for Empire Estate interchange appears to be fully mobilized now. The delays are largely owing to pending land acquisition issues. The procurements for BRT stations and ITS are in advanced stages. The long pending issue of the service plan for Corridor 3 and 4 has gained momentum and surveys are expected to commence shortly. The TA activities funded under GEF and otherwise are progressing with some of the activities awarded and other in advanced stages of award.

(ii) *Naya Raipur:* The long pending issue regarding a pick-up point at the Raipur Railway Station has been resolved. NRDA and the Indian Railways have agreed upon a mutually acceptable concept design which will now be detailed out. The bids for procurement of contractor for BRT infrastructure are currently under evaluation. On the TA activities, ITS consultants are on board while the procurement for hiring of Project Management Consultants during Construction and consultants for preparation of the Regional Mobility Plan is in advanced stages. Meanwhile, the Transit-Oriented-Development study recommendations are being finalized, after incorporating the comments / suggestions received during the Charette workshop. The finalization of the detailed designs and DPR for the NMT infrastructure has now been submitted.

(iii) *Mysore:* The ITS project in Mysore is operational and is reportedly performing well. The contract for consultancy on Comprehensive Services and Operations Analysis (CSOA) is expected to be signed soon.

(iv) *Indore:* The BRTS has been launched in Indore and is now fully operational, albeit without the supporting ITS systems. The preparation of the bid documents are in the final stages and are expected to be issued following receipt of market feedback from prospective bidders. The mission was pleased to note that AICTSL, as an organization, is now slowly stabilizing with a full time CEO now on board. However, the support staff capacity remains very limited and enhancing this capacity is very critical for efficient operation of the BRTS as well as for managing the ITS system. AICTSL also needs to focus on the efficient utilization of the remaining funds under the Technical Assistance component. It was agreed that AICTSL would reinstate the agreed activities of BRT Accessibility Plan and M&E.

(v) *Hubli-Dharwad*: Procurement of depot works and key consultancy services under the project are in advanced stages. Tenders for the construction of depots at Hubli and Dharwad and Divisional workshop at Hubli have been invited. The packages for Hubli OCBS and BRT stations are expected to be submitted shortly. Consultants for communications and outreach program and the monitoring and evaluation consultants for social safeguards and PMC for works supervision are in advanced stages of contract award. The consultancy services for PMC for ITS is at the EoI shortlist and draft RFP stage. The land acquisition process for the Hubli-Dharwad BRTS component is delayed.

Details of the discussions with each of these cities are provided in Annex 2-6.

V. Key Implementation Issues, Risks and Priority Actions

The key issues that need careful attention and close monitoring are:

22. *Land Acquisition and resettlement impacts in Pimpri-Chinchwad*: Land acquisition and resettlement impacts continue to remain an area of concern as they are adversely impacting the progress of works on the two BRTS corridors. So far a progress of around 60% has been made and the remaining is delayed owing to lack of clarity with respect to the finalization of the compensation awards, prolonged court cases challenging the proposed alignments and legal validity of construction of structures on the land reserved for Development Plan purposes. PCMC has initiated a dialogue with the District Collector to speed up the land acquisition and expect to see results over the next few months.

23. The allotment of houses to both who have opted for EWS houses and those residing in transit houses is also considerably delayed, even though the alternative houses are ready for allotment, the statutory clearances such as "consent to operate" and "occupation certificates" are not available. The mission was informed that PCMC is following up on these issues and expects resolution soon.

24. *Pimpri-Chinchwad - Flyover contract on Corridor 4 (Kalewadi Phata-Dehu Alandi Road)*: After about 25 months of contract award having elapsed, the physical progress achieved on the Empire Estate Flyover is only about 28%. The delay has been largely on account of contractor non-performance as well as availability of encumbrance free work fronts. Through continuous efforts of PMU and MoUD, agreements have been reached between PCMC and the Contractor to ensure timebound completion of works. The Mission noted that while progress since the last mission in February 2013 continued to be slack owing to shortage in construction supplies i.e. steel, the machinery had been fully mobilized and manpower resourcing ramped up. The number of segments cast had also gone up to 6 per week. PCMC agreed that if they continued at this rate and increased the pace to 12-14 per week this could be completed over the next 10 months. PCMC and PMU agreed to closely monitor progress.

25. *Pimpri-Chinchwad – Coordination among key stakeholders*: The Mission was concerned to note that the Service Plan for Corridor 1 was still not available despite the Corridor being now quiet close to launch. The status of the express services which would result in significant reduction in travel time for commuters from Pimpri-Chinchwad and have lower rolling stock requirement was also not known to PCMC. During discussions with PMPML, the city bus operator, these issues were discussed, and it was agreed that the available service plan would be shared with PCMC and the Bank immediately. PMPML also confirmed that they would not be initiating express services on the BRT Corridor. Finally, the agreement to constitute a BRT Cell within PMPML to give priority attention to BRT services has not been met. The Mission was

informed that the service operator was in deep losses and did not have the necessary human or financial resources available to focus on BRT issues. PCMC offered to provide technical support under the GEF grant to PMPML, and the areas discussed included consultants and experts to man the BRT Cell in PMPML; a comprehensive business planning exercise for the operator for identifying future plans and concurrent resource gaps; and a fare rationalization exercise to ensure that the final liability of users did not increase following the implementation of the trunk and feeder system.

26. *Naya Raipur - NMT Infrastructure and BRT Infrastructure:* The finalization of the detailed designs and the DPR for the Non-Motorized Infrastructure has been delayed. The same has since been submitted to the Bank for review. NRDA has agreed to submit the final designs and bid documents for NMT infrastructure by July 10, 2013. Similarly, the procurement process for engaging a contractor for development of the BRT Infrastructure is also moving at a slow pace and NRDA has been advised to expedite the same.

27. *Indore ITS Procurement:* The BRTS has been launched by AICTSL and is fully operational now. Reasonable progress has been seen with regard to the preparation of bid documents for the ITS system. The bid document is in the final stages and is expected to be issued soon. Owing to the complexity of the tender and the failed bid process in the past, it has been agreed with AICTSL to undertake a market check to ensure that the document structure and conditions are attractive and will attract a good response. Meanwhile, the issue of funding from MoUD is unresolved and AICTSL proposes to use loan funds in case this does not materialise.

28. *Hubli-Dharwad – Land Acquisition:* The land acquisition process is delayed by more than six months from the time-line stipulated in the RAP. HDBRTS need to speed-up this process for timely implementation of the proposed BRTS. A joint measurement survey is currently underway following which the final impacts would be known and the existing RAP will either be updated or a supplementary RAP prepared for the additional impacts identified in the survey. These are expected to be completed by July end. Meanwhile, representations have been received from affected persons expressing concerns with land acquisition and resettlement and proposing a variety of alternatives to reduce impacts. While many of these have already been evaluated at the DPR stage, some others are being reviewed and being documented so they are easily accessible to those concerned. The Mission has also advised DULT and HDBRTSCO to scale up their communications and consultations so information is easily available and affected persons are fully aware of the project and impacts and adequate opportunities exist for addressing concerns in a timely manner.

29. *Hubli-Dharwad – Environment Impacts – Tree Cutting:* An Environment NGO has represented to the Bank in regard to the cutting of 1800 old trees along the BRT corridor on account of the two to four laning of the highway and need for enhanced mitigation measures and adequate oversight of the plantation process. In response, DULT and HDBRTSCO have outlined a tree plantation plan for 18,000 trees along the corridor and in other places and constituted a Green BRTS Committee with representatives from environment groups. The Mission also noted that, in addition to the 1800 trees cut on account of the 2-4 laning, there will be additional trees cut as a result of the 4-8 laning on account of the BRT. The number of additional trees to be cut on private land will only be known following the joint measurement survey and requisite mitigation measures including transplantation developed. These will need to be documented in a supplementary EIA/EMP. Here again, the mission has advised the PIA to share all key information on the Project website. The Consultancy Contract for Communication and Outreach is also agreed to be expedited to help improve project communications.

30. *Hubli-Dharwad – BRT Implementation and Infrastructure:* Procurement of civil works has been somewhat delayed. Bids for the construction of depots at the Hubli and Dharwad and divisional workshop at Hubli have been invited. Bid documents for terminals and depots are being finalized for submission. Revised timelines for these have been agreed so that the overall implementation can be completed within project timelines. The consultancies associated with BRTS are progressing well.

VII. Safeguards – Environment and Social Management

Safeguards Rating: **Moderately Satisfactory**

Project Rating: Safeguards	Social	Env
Pimpri	MS	MS
Naya Raipur	S	S
Hubli-Dharwad	MS	MS
Mysore	-	
Indore	-	
Overall Project	MS	

Environment Management

31. The performance on environmental aspects requires improvement in the project and while it is currently being rated moderately satisfactory it would be downgraded if adequate progress is not observed in the next mission in regard to (i) resolution of the tree plantation matter along the BRT corridor in Pimpri-Chinchwad and (ii) improvement in the traffic management issue on the BRT corridor in Hubli-Dharwad.

32. In Pimpri-Chinchwad issues with the environmental management by the Contractor assigned for the Empire Estate Flyover are festering despite previous agreements on their resolution. The continued blockage of the Pavana River bed, even though it was agreed that the removal of temporary material would be complete in advance of the rainy season, is an example of such persisting deficiencies. This was reported as done in end June 2013. In addition, the issue of difference between (i) the plantation strategy agreed as part of the EA and in obtaining the Tree Authority permission and (ii) actual site observations along Package 5 of Kalewadi Phata to Dehu Alandi road corridor where the trees plantation is not uniformly spaced, needs to be reviewed by PCMC and suitable remedial actions be presented to the Tree Authority and agree with the Bank on how these will be implemented. The plantation plan in the Annexure VB shows about 2000 trees to be planted along the corridor while the current plan shared is different showing about 1400 trees. The Mission advised PCMC to confirm with Tree Authority that this change is acceptable to their plans for the corridor as this was the basis of their clearance and your confirmation to the Bank. It was agreed that this matter would be tended to by 31st July 2013.

33. In Naya Raipur, the EA for the Non-Motorized Transport component does not reflect the previous discussions in which it was already identified that the key issues will be safety of pedestrians across junctions, removal and disposal of roadway material, etc. A revised report has since been shared with the Bank for its review.

34. In Hubli-Dharwad, the Bank team met with the NGO group that had requested a meeting to discuss way forward on issues raised about the tree cutting, which is almost complete for the 2 to 4 lane widening, tree plantation, implementation arrangements for the same, etc. Another

meeting with all NGOs, including others who have been working with the HDBRTS Company on the tree plantation was also organized. HDBRTS Company presented its vision of the Green BRTS for Hubli-Dharwad to all the NGOs. It confirmed that the process of forming a committee with representation from a wide range of stakeholders including members of NGOs, academia, Forest Department, etc. to support the HDBRTS Company with its proposed plantation activity is underway². It was also confirmed that the draft plantation plan for the project, which is currently envisaging plantation of more than 18000 saplings, is being prepared, and would be shared with the committee for its views and inputs before finalization and then put on the project website.

35. It was further discussed that the impacts on trees on private lands, still to be cut, for which a joint measurement survey is currently underway, and on-going parallel discussions on other design changes and options HDBRTS Company will prepare an update to the EIA and EMP for Bank review by August 31, 2013. This document should confirm the extent of impacts of the revisions, with changes to magnitude of impacts, as well as additional management measures where required, being considered such tree transplantation where feasible.

36. The mission also discussed progress on the ongoing road widening being undertaken through KRDC and emphasized the urgent need for improved safety – for road users and for workers. It noted that the team leader and environmental officer positions were not in place though it was assured that both posts would be manned by 30th June 2013.

37. For Mysore, the mission advised that the M&E consultants should also estimate/measure the energy consumed in maintaining the ITS infrastructure deployed in the city bus stations, and in the KSRTC control room, to ensure that the emission reduction generated can be estimated more robustly. For the public bike sharing scheme proposed for support under the project, the mission was informed that the road improvements listed in the draft DPR are likely to be done irrespective of the decision on the project and would be completed independent of the scheme being operationalized. The mission requested that photographic records of each of the about 50 docking stations for bicycles in and around Mysore to confirm that there will be no tree cutting or displacement of any people/businesses involved in their installation.

Social Management

38. The Mission visited Pimpri-Chinchwad and Hubli- Dharwad and held discussions with the concerned officials and also undertook field visits.

Pimpri-Chinchwad BRTS

39. *Land acquisition and resettlement impacts.* The total land acquisition involved in the two BRT sections is 53.67 hectares, which was started in 2007-08. The progress to date is 32. Hectares i.e. 60%.

40. The land acquisition and resettlement continue to be slow and is affecting the progress of works. The PCMC has initiated a dialogue with the District Collector to speed up the land acquisition but this process has been affected due to pending court cases. The mission was assured that all pending land acquisition cases except those subject to court hearings will be completed by August, 2013. The mission was also informed that PCMC, MIDC and the lease holders on MIDC land have signed a tripartite agreement recently and the land in 50 meters will now be available by December, 2013. As on date, 21.35 hectares of land acquisition is pending out of total of about 54 hectares. The road length that is yet to be handing over to the contractor

² The 1st meeting of the committee has been held on 24th June 2013 and proceedings of the same will be shared with the World Bank team after finalization.

stood at 3.56 Kms of total length of 18.53 Kms in both the BRT corridors (19.20%). Similarly, the road length to be handed over in Bank financed sections stood at 21% of 2.52 Kms. The delay in handing over of these stretches varies between 20-44 months.

41. The allotment of houses to both who have opted for EWS houses and those residing in transit houses is also considerably delayed, even though the alternative houses are ready for allotment, the statutory clearances such as "consent to operate" and "occupation certificates" are delayed. The mission was informed that PCMC is following up on these issues and expects resolution soon. The mission was informed that some of the PAPs who are yet to be allotted houses or whose court cases are not yet resolved have refused to accept the R&R assistance until their pending cases are resolved.

42. *Implementation of remedial measures for displaced shopkeepers.* This remedial action plan is substantially implemented, as the R&R assistance is paid to those available people and also issued letters assuring them alternative shops in the adjacent Kundam shopping complex. The mission was informed that the developer is pursuing various approvals for commencement of construction of the proposed shopping complex at Kundan Nagar.

43. *Progress in LA and R&R activities since last mission in February, 2013:* The key progress since last mission includes, additional payment of R&R assistance, resolving the issue of MIDC land and issue of letters of assurance on allotment of alternative shops in Kundan Nagar. However, the allotment of houses to displaced families has considerably delayed due to non-availability of statutory clearances. The details are provided in **Annex 2-A**.

Hubli-Dharwad BRTS

44. The magnitude of land acquisition in this proposed BRT is 73 acres including 13 acres of Government land and will affect about 900 structures including 237 major impacts losing houses/shops or livelihoods including a large proportion of tenant shopkeepers.

45. Since last supervision mission in February, 2013, the key activities completed includes: (i) completion of issue of preliminary land acquisition notices to all 862 affected land owners; (ii) commencement of R&R implementation support by NGO; (iii) constitution of Grievance redress committee with independent members; (iv) commencement of Joint Measurement survey, which is so far completed in 3 out of 9 villages/Towns; (v) Environment and Social Development Cell is established within HDBRTSCO, with two specialist from social side; (vi) Decision taken to reduce proposed ROW width to 35 meters in city limits, avoiding impact to Dharga (Mazar) and construction of flyover on BRT lanes instead of Vehicle Under Pass, as a result of outcome suggestions and concerns expressed by the affected and local people during the public consultations.

46. *Concerns of Project affected people on BRT designs.* The Bank has received petitions from couple of affected people on impacts due to proposed BRTS, especially from the owners of business establishments and also group of people met during the mission who expressed their serious concerns over loss of business / jobs and urged to look into the design of BRTS and explore various options to BRTS and also minimize the impacts on houses and businesses. In this context, the implementing agency need to strengthen their communication and information dissemination on detail of project, the need for BRTS, design options considered and the land acquisition and resettlement mitigation measures and grievance redress mechanism in place. In addition, the completion of Joint measurement survey need to be expedited so that the final impacts in terms of land acquisition and resettlement can be assessed and mitigation measures be initiated.

47. The Social Safeguards Management rating has been retained as **‘Moderately Satisfactory’**. The rating will be reviewed once there is progress in allotment of alternative houses to those living in the transit site and other eligible PAPs to EWS schemes in Pimpri-Chinchwad.

48. *Lessons learned so far.* As part of mid-term review of the project, the mission captured some of the lessons learned in land acquisition and resettlement implementation so far, mainly from the implementation of BRT in Pimpri-Chinchwad and are summarized below.

- a) *Social safeguards readiness.* The progress in land acquisition and resettlement implementation should be synchronized with civil work bidding process. The key activities to be completed prior to issue of bids and prior to start of works schedule be identified and monitored to ensure the land is available to the contractor at the time of commencement of the works to avoid time and cost overruns. The time over runs in Pimpri-Chinchwad BRTS is to the extent of about 3- 4 years due to non-availability land for works.
- b) *Importance of public consultations.* Lack of adequate public consultations may lead to court cases which will seriously affect the project implementation. Due to inadequate public consultations in Pimpri –Chinchwad, affected people have challenged the alignments and Development Plan provisions in acquisitions of private lands. These issues could have been sorted out had there been adequate consultations before finalizing the alignments. On the other hand, public consultations on project impacts during preparation of the project has helped Hubli-Dharwad BRTS to incorporate the suggestions in project design and avoid impacts to religious structure and also resolve the process to be followed for relocation of religious structures.
- c) *Alignment of Government programs to Project resettlement may not work always.* In Pimpri-Chinchwad, PCMC has decided to resettle the affected squatter families through Government sponsored resettlement program. However, it is not possible to make all project displaced families eligible for this program due to different eligibility criteria and other requirements. As a result of this, alternative option need to be explored to some of the displaced families who are not eligible for houses under this Government program to make them eligible or seek exceptions to make them avail houses under the this Government sponsored program.

The detailed social safeguards impacts and agreed dated action plan is provided in **Annex 6**.

VIII. Procurement, Expenditures and Disbursement Plans

49. **Procurement:** Mission requested for updating for all procurement plan of the cities and of MoUD reflecting the status at MTR and submission by end July 2013. Mission will carry out exclusive contract review meetings involving all stakeholders during future missions and requested for list of contracts (separate for Works, goods and consultancies) with the following information by end August 2013:

- Package No
- Description
- Contract No & Date and WBR no
- Name of the contractor
- Value of Contract
- 6) scheduled date of completion, actual/ anticipated
- Progress as on date (updated for each mission)
- Reasons for delays

50. The procurement plan (4th version) of HDBRTS was received in first week of June 2013. The Plan is generally in order. However, the prior review threshold will have to be increased to US\$ 5 Million for civil works as envisaged in the current business model agreed with DEA. The review threshold, in general, for the project will stand revised at under

Civil works:	US\$ 5 Million
Goods and IT procurement:	US\$ 2 Million
Consultancy:	US\$ 300,000

51. UT and PMC may incorporate the revisions of prior review threshold in the OM and other procurement related documents and also inform to the cities. This will be applied to all procurement initiated after July 1, 2013. Based on Bank's assessment of the capacity of the cities or complexities of procurement, Bank may however carry out prior review in select procurement although below the threshold indicated above.

52. The consultancy procurement by MOUD and cities are generally complete who now have to concentrate on contract management of the consultancies. Mission advised one day review meeting to be organized exclusively for contract management issues of consultancies covering MOUD, cities and the consultants.

53. The procurement of infrastructure is now being undertaken by NRDA and HDBRTS. On reviewing a recent case of NRDA for BRT Infrastructure, and similar works of other projects, Mission brought out that a strict comparison with pre-bid estimate will not reflect the complexities of procurements which include electro-mechanical works like air conditioning, firefighting etc. and risks covered in the bidding documents of the Bank. Every rebid decision being taken solely on the basis of cost cannot guarantee a lower price and is not supported by procedures of procurement unless an objective assessment is provided by rate analysis and more robust competitive situation is created. With regard to IT procurement with rapidly changing technology, Mission had advised IA (Indore) to run through the specifications with prospective bidders for appropriate solutions. Rebid decisions will be the last resort for procurement cases.

54. Mission once again requested adequate support should be provided to the cities by being proactive with regular and timely advice. Responses to even simple clarifications sought during review from PMU and cities takes several weeks. This is resulting in delays in procurement decisions. .

Project Rating: Procurement	
Pimpri	MS
Naya Raipur	MS
Hubli-Dharwad	MS
Mysore	MS
Indore	MS
PMU-MoUD	MS
Overall Project	MS

55. **Financial Management:** The financial management arrangements of this project have been reviewed during the mission. The implementing agencies are adequately staffed and are maintaining financial records for the expenditures incurred. They are also regular in submission of interim financial reports and audit reports to the Bank. The budget process is now instituted by the implementing agencies but the mission team has noted that the financial estimates are not

realistic (significant gap exists between budget estimates and actual expenditures) and needs improvement (refer Annex). Additionally, due to the low disbursements in NRDA and Indore, the overall financial management systems are yet to be unleashed. The mission team has appraised the project to share the audit report of FY 2012-13 before the due date of September 30, 2013. Based on the discussions and the findings during the mission, the FM rating is retained as **Moderately Satisfactory**. The detailed FM status and actions agreed are provided in **Annex 7**.

Project rating : Financial Management	
Pimpri	MS
Naya Raipur	MS
Hubli	MS
Mysore	S
Indore	MS
PMU – MoUD	MS
Overall Project	MS

IX. Project Management

56. *Project Management:* The issue of strengthening project management and hand holding support to cities has been continuously raised with PMU and PIUs. One of the main constraints to effective support and early reviews and clearances has been the poor resourcing of the PMC. In the last two missions the Bank had noted improvement in its safeguards resourcing and interaction with PIUs on RAP and EIA/EMP submissions. Since the last mission the Bank has noted some improvements in the Procurement resourcing and responsiveness. The Mission advised PMU to further improve this so that cities could receive timely support and review of documents could be expedited. The issue of overall project resourcing and responsiveness on Technical matters continues to be a serious one. Apart from delays and poor quality of reviews, the Mission was particularly concerned to note the incomplete and poor quality of submission of the MTR Report and level of preparedness for the Mission despite several rounds of discussions on the expectations with regard to the MTR. PMU informed the Mission that they are in discussion with PMC on the matter.

57. *Mid Term Review Workshop.* A Mid Term Review Workshop was organized by the PMU and MoUD in Delhi. All key stakeholder and project PIUs were invited for this workshop. During the workshop presentations on some of the recently launched BRTS operations in India viz; Rajkot, Surat, Indore were also shared which provided insights to the demonstration cities on the possible challenges in the implementation of BRTS and the approaches adopted to overcome them. The presentations made and the experiences shared during the workshop re-emphasized the need to have an efficiently managed public transport system in order to meet the growing challenges in the urban areas.

58. *City to City Peering Program.* The Mission was pleased to note the progress with Peering activities on the Project. A ToD Workshop had been organized for the SUTP cities on April 27 (?) to discuss the latest thinking on ToD around the world and the initiatives of SUTP cities in this area as well as those by Delhi, one of the most advanced cities in this area in the country. The International Study Tour around the theme of ToD took place between 11-24 May 2013. The same was led by Mr. S.K. Lohia and included PIU and state officials. The delegation visited the cities of Rio, Sao Paulo and Curitiba in Brazil, Bogota and Medellin in Colombia and Vancouver and Toronto in Canada to review best practices in ToD, BRT and NMT.

59. *Allocation of Unallocated GEF Grant of \$1.9mn to Mysore PBS.* The SUTP Steering Committee had approved the induction of Mysore the city for a Public Bike Sharing Project and

the allocation of the uncommitted grant of \$1.9 mn. The second draft of the DPR for the project was discussed with the Project Authorities and comments provided. This is broadly in good shape and can be finalized after this round. The FM, Procurement and implementation arrangements were discussed and the city shall be inducted into the Project upon completion of appraisal formalities including finalization of the DPR, implementation arrangements and FM and Procurement Assessment. It was agreed with DULT that the draft DPR and note on implementation arrangements would be submitted for Banks review by July 31, 2013.

60. *Project Costs – Savings and Overruns.* The Mission reviewed the costs of the two main components and the individual demo projects to assess whether there might be savings or requirements for additional funds. Broadly, the variations are minor in the case of IBRD funds and any changes can be deferred until such time as there is greater clarity on the Costs. The contracts have yet to be awarded in the case of NRDA, which is likely to face a small funding gap.

61. There is room for some reallocation in the case of GEF Funds. Some cities, particularly Mysore and Hubli-Dharwad would benefit from additional funds while some others have excess funds either owing to a depreciating rupee or uncommitted and potentially unutilised funds. The Mission also noted that the disbursement ratios for the GEF grant funds especially Pimpri-Chinchwad would require some revisiting as there seemed to be errors in the estimation. The summary of the variations are provided below:

Savings/ Overruns on IBRD

	On account of contractual obligation	Exchange fluctuations	Net
PCMC (Maharashtra)	-0.03	1.83	1.80
NRDA (Chattisgarh)	-2.88	1.59	-1.29
Hubli Dharwad (Karnataka)	-	0.53	0.53
Total	-2.91	3.95	1.04

Savings/ Overruns on GEF

	On account of contractual obligation	Exchange fluctuations	Net
PCMC (Maharashtra)	0.00	0.00	0.00
NRDA (Chattisgarh)	-0.17	0.17	0.00
Hubli Dharwad	-0.35	0.00	-0.35
Indore (Madhya Pradesh)	-0.26	0.26	0.00
KSRTC (Karnataka)	-0.65	0.27	-0.38
MoUD	0	0.67	0.67
Total	-1.98	1.37	-0.61

The Bank and PMU shall engage further with the cities to finalize the need for adjustments, if any.

X. Next Mission for Bank's Implementation support

The next mission is proposed to take place between 23 September to 4 October 2013.

Annex 1

INDIA: GEF-World Bank-UNDP: Sustainable Urban Transport Program (SUTP)

List of Officials Met

1. Mr. S. K. Lohia, Joint Secretary (UT), MoUD
2. Mr. I. C. Sharma, National Project Manager, SUTP Project Management Unit, MoUD
3. Ms. Rana Amani, Deputy Project Manager, SUTP PMU, MoUD

4. Ms. Aparna Bhatia, Director (MI), Department of Economic Affairs (DEA), MoF

5. Dr. Shirkar Pardehsi, Commissioner, Pimpri Chinchwad Municipal Corporation
6. Mr. Rajni Patil, Joint City Engineer, Pimpri Chinchwad Municipal Corporation
7. Mr. Shrikant Savane, Executive Engineer, Pimpri Chinchwad Municipal Corporation

8. Mr. Manjunatha Prasad, Managing Director, KSRTC,

9. Mr. Rajesh Munat, Hon'ble Minister for Urban Development House, Environment & Transport, Government of Chattisgarh
10. Mr. N. Bajendra Kumar, Chairman, NRDA, Principal Secretary to Chief Minister, Housing & Environment and Commerce & Industry
11. Mr. S. S. Bajaj, Vice-Chairman, NRDA
12. Mr. Amit Kataria, Chief Executive Officer, NRDA
13. Mr. Alex Paul Menon, Deputy CEO, NRDA
14. Mr. Salil Srivastava, Chief Engineer, NRDA

15. Mr. K. M. Moghe, Hon'ble Mayor of Indore
16. Mr. Rakesh Singh, Commissioner, Indore Municipal Corporation and Managing Director, AICTSL
17. Mr. Sanjay Gupta, Divisional Commissioner, Indore
18. Mr. Akash Tripathi, Collector, Indore
19. Mr. Sandeep Soni, CEO, AICTSL

20. Ms. V. Manjula, Commissioner, Directorate of Urban Land Transport, Govt. of Karnataka
21. Mr. C. M. Noormansoor, Managing Director BRTS
22. Mr. Manoj Jain, Managing Director, NWKRTC, Hubli

23. Mr. S. K. Vashistha, Team Leader, Project Management Consultants, Mott MacDonald Pvt. Ltd.
24. Ms. Surabhi Kureel, Transport Planner, Project Management Consultants, Mott MacDonald

Annex 2

INDIA: GEF-World Bank-UNDP: Sustainable Urban Transport Program (SUTP)

Pimpri-Chinchwad

1. A World Bank mission visited Pimpri-Chinchwad Municipal Corporation (PCMC) on June 11-12, 2013, to discuss the implementation of the Pimpri-Chinchwad component of SUTP. It met with the Commissioner of PCMC, Dr. Shrikar Pardeshi, Joint City Engineer, Mr. Rajni Patil, his staff and their consultants; also present were staff of ITDP which is assisting PCMC with the BRT Project. A meeting was also held with Mr. Joshi, CMD, PMPML and officers from PMPML, the bus company on June 11, 2013.

Proposed BRT Program in Pimpri-Chinchwad:

2. The following four BRT corridors are being established in the first phase:

- (i) Old NH-4 (Mumbai-Pune road),
- (ii) Aundh-Rawet road,
- (ii) Nashik Phata to Wakad,
- (iv) Kalewadi to Dehu-Alandi road,

3. The first two corridors have been initially sanctioned by JnNURM. All expenditures for the old NH-4 are complete, and the majority of construction of the Aundh-Rawet Road is also completed.

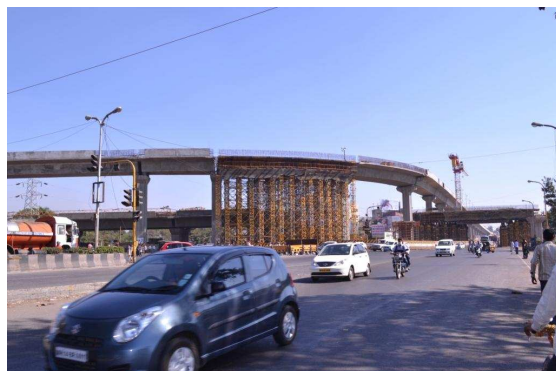
World Bank supported Project

4. **Flyover and Road Packages:** The mission reviewed the implementation progress of the contracts along alignments of Corridors 3 and 4 and visited the two Bank-funded packages. Corridor 3 is approximately 85% complete in terms of financial progress while Corridor 4 is behind at 29%.

- **Corridor 3 Interchange at Nashik Phata:** The Mission noted good progress on the Nashik Phata Interchange which is 83% complete, and the flyover is expected to be substantially complete by November 2013.



Nashik Phata Junction - 1st Tier



Nashik Phata Junction - 2nd Tier

The total expenditure incurred till date under the on-going civil works on Corridor 3 and 4 is provided below:

Contract Package on Corridor 3 & 4	Contract Value (Rs. Crore)	Revised Contract Value as of June 2013	Expenditure as of Jan-13 (Rs. Crore)	Expenditure as of June-13 (Rs. Crore)	Financial Progress on revised contract value (%)
Corridor 3-1 Nashik Phata Grade Separator	98.81	123.13	87.45	100.57	82%
3-2 –Nashik Phata to Kasptewasti	57.11	71.39	34.83	51.69	72%
3-3 –Kasptewasti to Wakad	28.87	36.09	33.47	41.17	114%
4-1 –Kalewadi Phata to Chinchwadgaon bridge Phata	24.1	28.92	23.15	24.2	84%
4-2 – Chinchwadgaon bridge Phata to Pawana River	19.88	23.86	0.99	0.99	4%
Corridor 4-3 Empire Estate Grade Separator	99.42	125.01	20.67	28.92	23%
4-4 –Pawana River to KSB Chowk	37.29	43	-	1.86	4%
4-5 –KSB Chowk to Dehu Alandi Road	37.07	44.48	27.2	31.5	71%

*Total road corridor length of 4-1, 4-2, 4-4 and 4-5.

NOTE: Corridor 3-1 & 4-3 are the sections funded by the Bank.

5. **Corridor 4 Interchange at Empire Estate:** The mission team expressed concerns over the slow progress on the Empire Estate Interchange on Corridor 4, which is now approximately 29% complete in terms of expenditures and the work is 110 days behind schedule. The mission team visited the Empire Estate worksite and met with the new Project Manager of the contractor, Gammon, to discuss issues with slow construction of the interchange. The contractor cited issues with acquiring the appropriate construction supplies i.e. CRS Steel, which had held up the progress. According to the contractor and the PMC, the plant and machinery for segment casting is fully mobilized, the skilled manpower strength has been doubled from 35 to 75 and work during night shift has also commenced. As a result, they have been able to cast 6 segments in the past week and the plan is to increase that to 12-14 per week. The construction is expected to speed up when these supplies arrive, which has been scheduled. The contractor expects a progress of 3-3.5% per month and to complete casting the segments in 10 months' time. The mission team emphasized the need for expediting the construction of this flyover for timely launch of the BRTS, which is scheduled to be completed by August 2014. The mission team advised PCMC and PMU to continue to closely monitor package progress.

6. **Road Packages.** 75% of road work is completed on Corridor 3. Road work delay is primarily caused by land acquisition issues. Road works on Corridor 4 on package 2 and 4 is in initial stages owing to land acquisition and resettlement issues.

7. **BRT Stations:** Bus station design was approved on October 19, 2012, and Third Wave Designer was appointed as Project Management Consultant for Bus Station Works on November 1, 2012. Tenders were invited on January 26, 2013, following preparation of detailed design and drawings. Bids were received by May 30, 2013 and evaluation and acceptance of tender is now in progress. The tenders are for BRT stations on all four corridors.

8. **BRT Terminal:** PCMC presented the drawings for the terminals and interchanges for Corridor 1 and 2 which the Mission commented on. ITDP also shared suggestions on improving the designs. The Mission advised PCMC to ensure that PMPML was fully on board in regard to the designs to avoid any future delays. Once the designs are approved they will be detailed and tendered out.

9. **TMS for BRT in Pune and Pimpri-Chinchwad:** UMTC/ILFS was appointed as Project Management Consultant for ITS work on September 12, 2012. The PMC prepared a Detailed Project Report, Technical specification & Request for proposal based on the Bank's feedback. Tenders for the ITS consultant were invited on March 4, 2013. The submission of the tender was extended up through June 14th, 2013. ITS work is proposed to be completed on or before August 2014.

ITS scope at Pimpri-Chinchwad includes following:

1. Automatic Fare Collection System (AFCS)
2. Passenger Information System (PIS)
3. GPS based AVL or Automatic Vehicle location (AVL)
4. Finance management System (FMS)
5. Different Management systems to manage the BRT operation for example Depot management (DMS), Bus Terminal Management System (BTMS), Incident management (IMS), Vehicle dispatch and scheduling system (VDSS) etc
6. Enterprise Management system (EMS)
7. Business Intelligence (BI)

10. To host all the above applications there is a plan to setup a Data Center and Disaster Recovery center. Both the centers will be geographically spread in both the municipalities (i.e. main data center will be in one municipality area and disaster recovery site will be in other municipality area) but will not operate in active-active mode.

11. PMPML expressed concern over the delay in sanctioning of the ITS component under JnNURM funding from MoUD. Of the total estimated cost of Rs. 167 crores, 50% of the costs are expected as grant funds under NURM. Of this, Rs. 78 crores is the estimate for the BRT corridors in the initial phase. The Mission advised, PMPML to proceed with the evaluation process and in case the NURM funding was not forthcoming to finalise the contract for the initial phase alone. PCMC agreed that this would be practical way of moving forward and that they were willing to share their contribution of Rs.20 crores from their own budget.

12. **Corridor 1 and 2:** The first two corridors funded by JnNURM are nearly complete. For Corridor 1, road and underpass work is completed, and 16 BRT bus stations are under construction on a PPP basis (14 of which are completed; 2 remaining in progress), remaining 20 buses will be completed by December 2013 under the tender which is likely to be awarded

shortly. Once all bus stations are completed, ITS equipment is installed and terminals are ready, BRT service could be launched by December 2014.

13. **BRT Service Plan for Corridors 3 & 4:** Previous drafts of the BRT service plan did not include any bus services for Corridors 3 and 4. As these are new road connections, there are no existing bus routes that could be restructured, and thus transport demand data (including origins and destination) are needed. PCMC contracted a firm, from its own resources, to conduct surveys and prepare service plans for the two corridors. The Inception Report was shared with the Bank in April 2013 and was also presented during the current mission.

14. The Bank sent its comments on April 26, expressing its view that the methodology chosen was that for a macro-level comprehensive transport study rather than a detailed analysis of public transport demand in northern Pimpri Chinchwad. The consultants formally responded to the Bank's comments with a few suggestions having been accepted, such as eliminating a commodity movement survey. However, they insist on using the macro-level transport model developed previously for the Pune Metro study. Demand assignments were proposed for corridors 3 and 4, as if they were metro lines. The mission pointed out that BRT lines on these corridors would likely connect turn off onto Corridors 1 and 2, and that it expects that the study would give guidance on the optimal route combinations as a basis for defining the overall BRT route system in Pimpri-Chinchwad.

15. The surveys are delayed by about 2 months and were scheduled to begin in late June. The mission suggested that the survey data be shared with the Monitoring and Evaluation Study that IBI is commencing. Moreover, as the principal results of the service plan study are to give guidance on future BRT cum feeder bus routes, the mission suggested the PMPML should be involved in following its progress.

16. **BRT Service Plan for Corridor 1:** Previous missions were advised of the Government's decision that the segregated busways would be exclusive for BRT routes (i.e. the system would be "closed" and other buses would not be allowed to enter the busway) and that BRT operations along National Highway 4 should get started as soon as possible. Much preparatory work has been carried out, and some BRT stations along NH-4 have been partly built. It was agreed that further planning will be required, and physical works built, to achieve BRT operations on NH-4. When the previous mission met at the offices of PMPML, ITDP made a powerpoint presentation on the proposed BRT service plan. It subsequently expanded on its previous work and in January submitted a comprehensive BRT development plan. The current mission noted with concern that PMPML appears to have largely discarded the results of that work, especially the concept of express services along NH-4. The following paragraphs (three bullets) are quotes from the January 2013 aide-memoire which, in this mission's view, are still relevant,

- *Express BRT Services along NH-4:* The proposed BRT services will run in the two one-way roads flanking the high-speed central roadway. Between its two end points which are about 12 km apart, it will have 18 stopping locations on each side, i.e. 36 stations. The preliminary peak demand estimate is for about 5000 passengers per hour per direction in 2012, or 6000 in 2014 (equivalent to 60 or 75 fully loaded 12-meter buses, respectively). This would require an average frequency of a bus every 48 seconds, which exceeds the capacity of a one-lane busway and would lead to severe bunching and a low service quality during peak hours. To overcome this problem, ITDP had submitted a technical note in July 2012 in which it proposed to run express BRT buses along this corridor, in addition to the standard all-stop BRT buses; not only would the express services avoid the bunching risk, but they would also substantially reduce the travel time (8 minutes for express routes vs. 20 minutes for all-stop BRT routes between Nashik Phata and Nigadi) and thereby reduce the number of buses

needed. The express buses would run on the central lanes of NH-4 and connect to the service roads via existing slip ramps, with combined express / local bus stations at very few locations such as Nashik Phata, Pimpri and the terminus at Nigadi.

While there is general agreement among PCMC officials on the benefits of express services, this concept still needs to be reviewed and agreed with the bus operator, PMPML. ITDP's technical note (July 2012) on the proposed express bus services describes their operating characteristics and infrastructure implications such as locations and layouts of BRT express stations, the need for passing opportunities at some BRT stations, and definition of NH-4 slip ramps to be used by express buses. The mission recommends that PCMC and PMPML, in collaboration with ITDP, hold frequent meetings and/or workshops to achieve a full agreement among all the partners on the BRT operations in Pimpri-Chinchwad.

- *Transfer Terminals at Nigadi and Bhosari:* Transfer terminals are proposed at Nigadi and Bhosari, and these must be functioning as soon as the BRT starts operations. The Mission discussed the conceptual drawings. The agreement on the layouts, the final designs, and construction of these terminals are now on the critical path and are now likely to be the main constraint to launch of the BRT on corridor 1.
- *Additional Works Required:* Some details of the physical segregation of the BRT busway and the mixed-traffic lanes are yet to be established. The optimal design solution (full segregation) may be complicated by such issues as (a) the expected high number of peak hour buses and the need to avoid bunching and congestion on a segregated busway, (b) the incorporation of BRT express services in the corridor, (c) the allowance required for mixed-traffic slip ramps between the high-speed NH-4 highway and the service roads on either side, and (d) the best way to handle the conflict between the BRT bus movements and the high right-turning and U-turning volumes at some roundabouts and other major intersections along the corridor. Up to now, the mission has not seen a technical analysis of which are the best options for these neuralgic points, and recommends that this issue be properly studied by a competent traffic engineer. The traffic signal controls at the roundabouts need to be restructured – possibly with additional signal phases for BRT buses. The Mission was informed that the tender for physical segregation had been awarded. This is of some concern as without the above analysis it is not clear where the segregation would be installed.

17. The current mission expressed its desire to be informed about the service plan for Corridor 1. In a meeting of June 11, the Managing Director of PMPML informed the mission that his company had prepared such a service plan (in Marathi) and that he would be pleased to share it with PCMC and others involved in the project. The mission recommends that a translated version be sent to the Bank as soon as possible, for its information.

18. **Studies, other technical assistance (TA) and capacity building:** The mission discussed the final revised costs for the four TA initiatives covered under the GEF component and MoUD counterpart funding (each funding 50% of TA costs): M&E consultancy, BRT Access Plan, Parking Policy & Masterplan and Promotion & Outreach. PCMC has submitted a proposal for the counterpart funding of the proposed studies.

19. The total amount for these studies, however, is still below the total GEF funding amount of US\$1.9 million.

Sr. No	Technical Study	Accepted Offer in Cr.	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
1	M & E	5.05	2.53	0.5	0.76	1,26
2	BRT Access Plan	1.65	1.65			
3	Parking Policy	0.63	0.63			
4	Promotion & Outreach	1.01	1.01			
	Total	8.34	5.82	0.5	0.76	1.26

- (a) *Parking Policy and Master Plan:* CER is submitted & draft initial contract is prepared and will be shared with WB by 15th June 2013.
- (b) *Promotion & Outreach Plan for BRT:* TER is prepared and submitted to MoUD June 7, 2013 for review and onward submission to WB for No Objection. The scope of the contract only covers preparation of a Promotion & Outreach Plan for BRT, and does not cover implementation of the plan (i.e. physically printing out of banners). The mission advised that the cost of implementing this plan can also be covered under GEF.
- (c) *Passenger Access to BRT.* The queries on CER raised by MoUD will be complied by 15th June 2013.
- (d) *Monitoring and Evaluation:* The M&E consultant has been brought on board and an inception report was submitted on May 9, 2013. The mission met with the M&E consultant who presented the inception report to the mission team. The consultants plan to initiate the baseline survey in June following the close of summer vacations. The Mission recommended that the consultants to submit a preliminary report consisting of key M&E indicators by mid-August for purposes of the MTR.

20. **BRT Advisor:** The mission has been strongly advising PCMC to hire an experienced BRT Advisor who can help ensure that all the key elements i.e. infrastructure and service are in place for launch of the BRT. The continued delays in regard to service planning, terminals, stations, ITS, signal improvements, passenger access etc. can be better addressed through an Advisor who can guide PCMC in this complex process. The Mission again emphasized the importance of having the BRT specialist in place well before the proposed BRT launch date. The mission was informed that PCMC is still pursuing the matter with CEPT, Ahmedabad, to come on board as advisor to PCMC on BRT operationalisation. The CEPT Team was expected on 15 June for discussions with key stakeholders i.e. Pune, Pimpri and PMPML. It has been agreed that they will visit again in July for further discussions. The Mission advised PCMC to conclude the discussions and contract CEPT without further delay.

21. **Road Safety Audits.** The Mission was informed that IIT, Mumbai, had been hired to undertake Road Safety Audit for Corridor No 1. The Bank was pleased with this positive though very delayed development. The audit is ongoing and the draft report is expected by July 2013. The mission discussed the need to expedite the Passenger Access Plan to BRT as well as the Road Safety Audit prior to the BRT launch.

Project Management

22. **Special Purpose Unit for BRT:** The operation of a BRT implies a continuous control of bus schedules and a generally closer supervision of service quality than is common with conventional bus services. It was confirmed during the September 2012 mission that a BRT Cell

(or Special Purpose Unit) should be established PMPML to perform these tasks, as had been discussed during previous missions; ITDP had, before September, prepared a report which outlines the functions and composition of that BRT Cell. The mission repeats its earlier recommendation that PCMC and PMPML, in coordination with the Pune authorities, review that report and send their comments to the PMU, and then the World Bank. Another, probably more effective option would be to create a separate Special Purpose Vehicle (SPV), controlled by the municipal corporations of Pune and Pimpri-Chinchwad, which would be responsible for all aspects of BRT management, including the contracting of bus services to PMPML and perhaps other companies.

23. BRT Cell in PCMC: Since the previous mission in February, 2013, a BRT Cell has been constituted within PCMC to oversee coordination with PMPML. A team of two officials Assistant Commissioner PCMC and Executive Engineer have been assigned the Transportation Wing. The Mission commented on the choice of officials designated for the task as the Assistant Commissioner PCMC is the former Joint Managing Director PMPML.

Environment Management

24. The mission visited work sites of the two interchanges supported with World Bank funding and parts of the Kalewadi Phata to Dehu Alandi road corridor to understand the extent of work related EMP implementation. It visited the Durga Tekri site with the Garden Department officials in-charge of all the plantation within the city, including the 5000 saplings for the project, to understand their approach to plantation maintenance and its reporting.

25. During the site visit for the Empire Estate flyover, close to the Pavana River, it was observed that despite previous explicit agreement to remove the temporary training works to allow free flow, the material used to channelize the river still remained in the river. This is a serious issue and non-compliance with agreed EMP provisions. The mission urged PCMC officials to ensure that this is removed as soon as possible. This was reported as completed along with pictures of the bridge site in end June 2013. The mission also noted that the filling up of the approach for gantry installation was resulting in blockage of drainage path for nearby resident colonies and causing flooding. It has been agreed that the Contractor would be required to take urgent temporary measures such as periodic pumping of the water when such situations arise during the entire rainy season.

26. Following agreement between PCMC and MIDC, Package 4 in the Kalewadi Phata to Dehu Alandi road corridor has been recently awarded and work would begin for service roads at the Empire Estate, in line with demands of the residents. The mission advised the PCMC to ensure that improved safety arrangements are in place to allow unhindered movement of residents, and to ensure that the both the contractor teams work in that relatively congested area without unduly increasing risk to safety of other users.

27. Tree plantation in Package 5 of the same corridor has been carried out only on one side – RTO side – since the other side has utilities running very close to the wall of the factory premises. This appears to be different from the agreed plantation plan, and the submission to the Tree Authority, whose permission formed the basis to cut the trees that lined the original road. The mission requested that PCMC urgently review the current situation and confirm the extent to which it differs from the original plan. Once this is established, it must come up with alternative approaches to obtain concurrence of Tree Authority and Bank on any shortfall due to changes to design. It was agreed that the PCMC would complete this by July 31, 2013.

28. Discussion with the Garden Department officials confirmed again that the tree plantation in Durga Tekri premises will accommodate the required 5000 saplings easily. The officials also shared the current procedure for reporting on survival of plantation already carried out. Mission requested the PCMC to confirm the number on a regular basis. The mission was informed that for plantation on military land close to BRTS Corridor 3 and 1, PCMC has contracted Forest Development Corporation of Maharashtra with a target of 100,000 saplings, including requirement of maintenance of the same for 3 years.

Project Costs

29. Overall project costs were also revised during the mission based on actual contract values and expenditures. Additionally, four project cost items surrendered Bank funding as they will now be covered by PMPML, namely: ITS (GPS for Buses), Bus Terminals (3Nos) & Parking Spaces, Passenger Access on other 2 BRT Corridors, and Bridge at Dange Chowk.

Key Agreed Actions:

- Close monitoring of the Empire Estate Contractor work progress – *Continuous*.
- Submit Monthly Progress Report on Empire Estate Contract
- Submit updated BRT Implementation Schedules for Corridors 1-4 – July 31
- Submit draft initialled contract for BRT Access & Parking Policy Study/Inception Report – *June 15, 2013/August 15, 2013*
- Submission of revised TER/ Contract signing for Promotion & Outreach program consultants – *June 30 / August 5, 2013*
- Submission of Baseline Survey Report for Monitoring & Evaluation Consultants – *August 15, 2013*
- Finalise modalities of hiring BRT Advisor – *July 5, 2013*
- Submit Draft Safety Audit Report – July 31
- Submit list of TA activities to be undertaken / Draft ToRs – July 5 / July 31
- Submit Final Service Plan copy – June 30
- Completion of Tendering process including contract award for ITS – *Sept 30, 2013*
- Finalize contract award for BRT Stations – *July 15, 2013*
- Finalise Functional Designs for Terminals / Detailed Designs & Tenders issues – June 30 / August 30
- Substantial Completion of pending land acquisition – *August 31, 2013*
- Resettlement of squatter families to new houses – *September 30, 2013*.
- Allotment of alternative EWS houses – *September 30, 2013*.
- Complete payment of compensation and handover the MIDC land to the contractors – *December 31, 2013*
- Confirmation on the status of tree plantation in Package 5/ Corridor 4 – *July 31, 2013*

Social Management

Pimpri-Chinchwad BRT

1. This Annex describes the progress in implementation of land acquisition and RAP and other related activities.

Pimpri-Chinchwad BRT

2. **Land acquisition Progress.** The total land acquisition required for the two corridors (No 3 and 4) is 53.67 hectares. Out of this, 60% has been acquired including those opted for TDR/FSI. Another 17% of area was taken through advance possession from the willing land owners pending the land acquisition process or issue of TDR/FSI. Thus 77% of the area is available for construction purposes. The remaining land is not available due to pending land acquisition, transfer of MIDC and litigations due to court cases. However, payment of compensation is held up due to want of ownership documents and other supporting documents. The mission was informed PCMC is constant dialogue with District administration for speed up the process and it is now expected that all land acquisition except those involved with court cases will be completed by August, 2013. In response to preliminary notification, 181 applications were received on the land acquisition. These queries relate to the width of ROW, compensation rates, Joint Measurement process, etc. The summary of land acquisition details and progress is presented below.

No	Land acquisition Impacts	Nasikphata-Wakad Road	Kalewadi-Dehu-Alandi Road	Total
Land acquisition process				
1	Land acquisition (in Ha)	28.57 (100%)	25.10 (100%)	53.67 (100 %)
2	Land acquisition completed	18.83 (65.90%)	13.49 (53.74%)	32.32 (60.22%)
3	<i>Land acquisition held up due to court cases (in Ha)</i>	<i>1.02 (3.57%)</i>	<i>1.54 (6.14%)</i>	<i>2.56 (4.77%)</i>
4	Area where land owners given consent but LA is yet to be completed	5.66 (19.81)	3.39 (13.51%)	9.05 (16.86%)
5	Area under acquisition process (Not available for Work)	<i>3.06 (10.71%)</i>	<i>6.68 (26.61%)</i>	<i>9.74 (18.15%)</i>
Compensation Payment				
6	No. of land owners as per LA compensation Award	1,423 (100.0%)	514 (100.0%)	
7	No of land owners received compensation	57 (4.00%)	249 (48.44%)	
8	No. of land owners received TDR/FSI so far	138	47	

3. The mission noted discrepancies in the numbers related to Land Acquisition and the related compensation, particularly in the case of the Nasik Phata-Wakad Road section since the last mission. PCMC needs to ensure that these numbers for both the corridors viz; Nasik Phata – Wakad road and Kalewadi-Dehu Alandi Road, are updated accurately to reflect the actual picture on the ground and send the updated final list to the Bank.

4. **Entitlements to different Impact groups.** There is good progress in payment of cash allowances to eligible people since last supervision mission in February, 2013. The details of payment of cash allowance as of May 31, 2013 are summarized below.

No	Type of assistance	Target	Progress	Remarks
1	Transportation allowance	282	184 (62.25%)	
2	Assistance for Vulnerable Families	76	53(69.74%)	
3	Payment of subsistence allowance	68	34(50.00%)	
4	Subsistence allowance for Non-title holders	72	5 (06.94%)	
5	Allotment of EWS Houses	257	00	
6	Allotment of alternative houses to affected squatter families	144	00	Part of supplementary RAP
7	Payment of Vulnerability assistance to Squatter families	93	79 (84.95%)	Part of supplementary RAP
8	Payment of additional subsistence allowance to shopkeepers	34	26 (76.47%)	Part of supplementary RAP
9	Payment of R&R assistance to affected shopkeepers	32	25 (78.12%)	Part of supplementary RAP
10	Issuing letters for shop allotment	32	22 (68.75%)	Shops will allotted as and when ready

5. **Supplementary RAP for Nashik-Phata Bridge Portion.** There is also good progress in implementation of this RAP, especially on payment of various cash allowances and also issuing the letters of eligibility for allotment of shops in a future shopping complex as per the options provided by the affected shop keepers. However, the allotment of alternative houses to those living in transit is considerably delayed due to complexities involved with the process of making the people eligible for Government financed resettlement scheme. This mission clarified that all those shifted to transit will be eligible since these are project affected people. PCMC will be reviewing this and take an appropriate steps to make them eligible.

6. **Encumbrance Removal Plan.** An updated encumbrance removal plan has been shared by PCMC with the mission. There is no further progress since last mission in February, 2013 since most of the remaining encumbrances are either related to court cases or land acquisition matters. As of now .56 Kms (19%) is not available to hand-over to the contractors in both corridor 3 and 4 due to various encumbrances. In case of World Bank financed packages, 538 meters out of 2680 meters is yet to be handed over. There is a delay of 20-44 months in handing over of these stretches to the contractors as per contract time schedules and this will have major cost and time implications. The major reasons identified for this delay are delayed land acquisition, court cases and transfer of lands from other Government agencies.

Status of Handover of Encumbrance-free stretches to contractors*

No	Headings	Nasikhata-Wakad Road	Kalewadi-Dehu-Alandi Road	Total	Remarks
1	Length of road under BRT	8.09 Km	10.02 Kms	18.11 Kms	WB is financing 2.68 Kms
2	Length of road handed over to contractors	6.07 Kms (75.00%)	8.48 Kms (84.63%)	15.08 Kms (81.38%)	

3	Length of road not available for handing over to the contract due to encumbrances	2.02 Kms (25.00%)	1.54 Kms (15.37%)	4.41 Kms (18.62%)	538 meters out of 2680 meters (19%) is not available in WB financed packages
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7. **Grievances.** The grievances in respect of 4 PAPs have appealed to grievance on their grievances related to subsistence allowances and eligibility for R&R cash assistance and allotment shop is yet to be resolved. It was informed that sufficient supporting documentation is not available to deal with the grievances. It is now agreed that these will be called and discussed in person to move forward in resolving the grievances by August, 2013.

8. **NGO services.** The mission is surprised to know that the NGO services are now not available as the NGO services are no extended contrary to what was agreed during the last mission. The mission once again emphasized the need for such service since lot of activities on relocation of affected people is pending.

9. **Dated Action Plan.** The mission discussed the following key target dates for the remaining activities.

No	Actions	Responsibility	Target Date	Remarks
1	Substantial completion of pending land acquisition	PCMC/District Administration	31-Aug-13	Pending since June-13
2	Resettlement of squatter families to new houses	PCMC	30-Sep-13	Pending since September 2012
3	Allotment of alternative houses to who have opted for alternative EWS houses	PCMC	30-Sept-13	Pending since September, 2012
4	Complete payment of compensation and handover the MIDC land to the contactors.	PCMC/MIDC	31-Dec-13	

Annex 3

INDIA: GEF-World Bank-UNDP: Sustainable Urban Transport Program (SUTP)

Naya Raipur

1. A World Bank mission visited Raipur on June 17-18, 2013, to discuss with the Naya Raipur Development Authority (NRDA) the implementation of the Naya Raipur component of the Sustainable Urban Transport Program (SUTP). The mission met with Mr. S. S. Bajaj, Vice-Chairman and ex-CEO, NRDA, Mr. Amit Kataria, CEO, NRDA and other officials during the mission. Also present were representatives of PMU, PMC and consultants working with NRDA on various activities and EMBARQ. A Dissemination Workshop was also organised by MoUD and NRDA on 18 June 2013. The Workshop was attended by Mr. Rajesh Munat, Hon'ble Minister for Urban Development Housing, Environment & Transport, Government of Chattisgarh, Mr. N. Baijendra Kumar, Chairman, NRDA, Principal Secretary to Chief Minister, Housing & Environment and Commerce & Industry, Mr. S.K. Lohia, OSD (UT), MoUD, and other officials and media.,

Non-Motorized Transport (NMT)

2. During the Missions visit to Raipur, NRDA shared a copy of the much delayed NMT DPR. The Mission expressed concerns over the long delays in complying with agreed actions. It was agreed that draft bid documents for the construction of 31.6km of pedestrian and cycling track in Naya Raipur would be submitted for review to PMU by July 10, 2013, and bid out no later than July 31, 2013.

3. In addition to the basic plan of NMT facilities, which will be tendered in the very near future, previous missions had some observation on other aspects of NMT provision. With agreement recently reached between NRDA and the consultants on a small contract revision, these aspects can now be addressed and described in a report (due on June 27, 2013).

4. **Access to Capital Complex:** A long boulevard has been built to connect the Capital Complex with the main north-south axis of Naya Raipur. It provides segregated bikeways at the outer edges of the boulevard, whereas footpaths are being built adjacent to the wide median. It is not clear how the bikeways and footpaths will connect with (a) the NMT-ways along the main axis and (b) the NMT facilities within the Capital Complex. It had been agreed during the September 2012 mission that the NMT consultants would make a proposal to NRDA on how these connections should be achieved in a way that is safe and convenient for pedestrians and bicycles users.

5. At present, the only access to the Capital Complex is from the west, via the long boulevard mentioned in the preceding paragraph. At the same time, a large residential development is coming up just south of the Capital Complex, in Blocks 26 and 27, which will be served by a dense network of NMT-ways funded under this project. It is expected that many of the future residents living in these blocks will work in the Capital Complex. A direct access from the south – for pedestrians and bicycles only – would reduce the travel distance by more than 1 km and make the administrative buildings much more accessible for non-motorized commuters from the south. The September 2012 mission had recommended that NRDA give consideration to providing a 3 to 5 meter wide path, accessible only for NMT, between Blocks 26 and 27 and the center of the Capital Complex.

6. *NMT Connections to Residential Streets of Block 27:* It had been noted that a ditch separates the main arterial from the residential area which, in effect, would be accessible only from a few select locations. While this arrangement may have the positive effect of minimizing motorized traffic in narrow residential streets, it would be quite awkward for pedestrians and cyclists who are much more sensitive to long detours than users of motorized vehicles. It had been suggested that the NMT consultants examine the possibility of providing more connections between the residential area and the main arterial; these would likely be relatively narrow paths and be restricted to pedestrians and bicycles, which may imply the installation of chicanes to prevent motorcycles from using those paths. The September 2012 mission recommended that the specific proposals be made for Block 27, and standards proposed for the planning and design of exclusive NMT-paths at similar locations, which would be useful for the future development of Naya Raipur.

7. *General Footpath Standards:* A concern raised by previous missions is the issue of providing pedestrian facilities along the many new roads that are being developed in Naya Raipur (other than those specifically covered in the NMT plan). Some roads have already been built with narrow sidewalks; many of these are used to place street light poles which are usually located right in the middle, thereby blocking the path for pedestrians who then have to walk on the carriageway. The mission repeats its previous recommendations that the NMT consultants address this and similar issues and suggest a standard on how to appropriately design and manage sidewalks in Naya Raipur

8. **Bus Rapid Transit (BRT) Lite**

Three BRT corridors are planned:

Corridor 1: Naipur Railway Station – NH6 – Capitol Complex in Naya Raipur (24.7 km)

Corridor 2: Kabir Nagar (Raipur) – NH43 – Capitol Complex in Naya Raipur (37.5 km)

Corridor 3: On the main east-west axis of Naya Raipur, between NH43 and NH6 (17.8 km).

9. **BRT Infrastructure.** The bids for development of BRT Infrastructure including BRT stations, Depot and pick up point at Central Secretariat were received and opened on May 29, 2013. These are presently under evaluation. It was agreed that NRDA would submit the Bid Evaluation Report (BER) by June 30, 2013.

10. **Bus Service Plan:** During the last mission the service plan aspect was deliberated upon in detail. The mission had recommended that NRDA should examine the various service plan options being considered for the Phase I of Naya Raipur development and describe the results in the next update of the DPR. However, not much progress has been made in this regard as the service plan is yet to be prepared. The mission was informed that the service plan will be prepared once a demand pattern is established which is likely to happen as and when the new office complex constructed in Naya Raipur becomes fully functional. The mission emphasized that this is an important activity for efficient operation of the proposed BRT. In view of this, NRDA should speed up the procurement process for hiring of consultant for this assignment. It was agreed that the TOR for this study will be finalized and the EOI will be issued latest by September 30, 2013.

11. **BRT Pick-up point at Raipur Railway Station:** In the presence of a representative of Indian railways (IR), a new proposal was reviewed for the important pick-up station of the BRT line to Naya Raipur. The layout which had been proposed by IR includes a platform for 3 BRT buses at the outer edge of the railway station plaza, between the existing garden and the avenue leading to Teleghani Naka Chowk. Downstream from the proposed BRT station was a narrow

divider between the car park and the space reserved for city buses. After some discussion, it was agreed that the divider should be widened to about 4 meters so it could serve passengers waiting for and boarding city bus services (the proposed widening is yet to be confirmed by IR). It was also agreed that the divider would be extended to the edge of the existing garden, and that a clearly demarcated crosswalk (probably tabletop) would connect the BRT platform with the city platform and the railway station entrance. The resulting layout is shown on the attached sketch. The next steps would include the following:

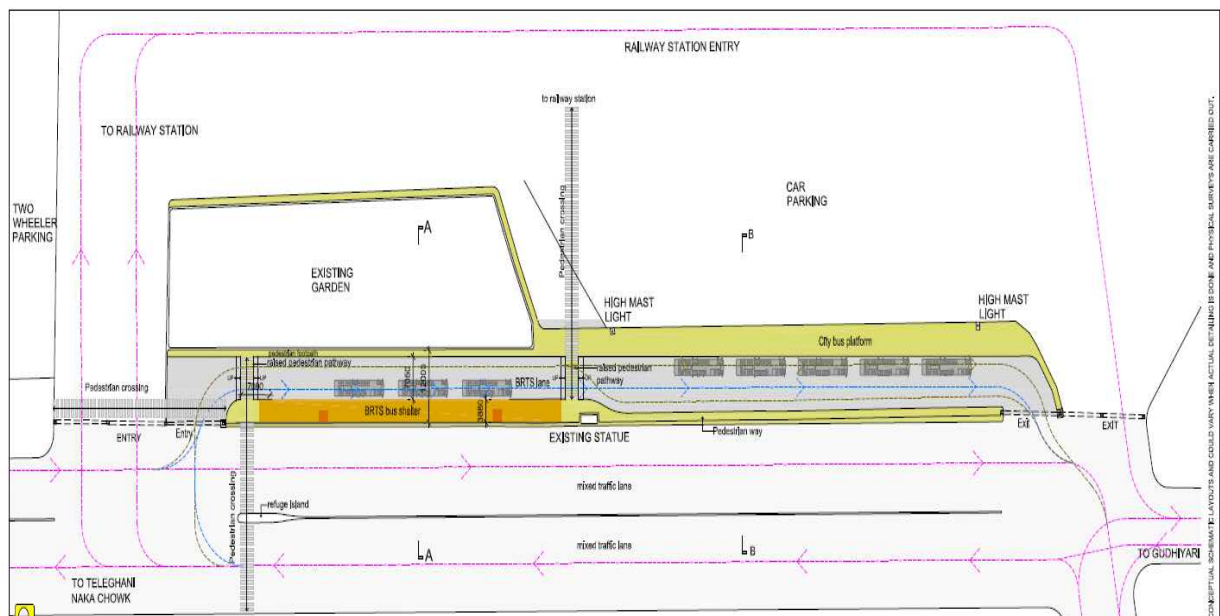
- IR will confirm the proposed new layout
- Arya Architects will prepare the design for the BRT pick-up point
- NRDA will coordinate with Raipur municipality the establishment of a safe pedestrian crossing of the Teleghani Naka Chowk Avenue, including a central refuge island.

12. **Location of BRT stations in Naya Raipur:** At the ToD charette held in April, doubts were raised about the location of some BRT stations, the construction of which has already been tendered.

13. Several options were discussed to shift the BRT station serving the future Central Business District (CBD) to be closer to the station of the suburban railway considered along the western boundary of Naya Raipur. It was agreed that this issue should take account of the expected railway passenger demand and the timing when suburban rail services would start operating. In the meantime the BRT station serving the CBD should remain at the previously considered location.

14. It was also agreed that the proposed stations 07 and 08 should be shifted northward to better serve the proposed new hospital and the nearby residential areas.

15. In the first phase of the BRT, Station 03 on Naya Raipur's main boulevard would be somewhat isolated from the likely bus services. The question whether and when that station is built should be revisited once the BRT service plan is available.



16. **Interim Bus Services:** During the last mission, NRDA had informed that an MOU has been signed with the Raipur Nagar Nigam Transport Limited for catering to this need of interim bus service between Raipur and the Capital Complex (new state administration building) in Naya Raipur. The mission was informed that 40 buses ply between the two cities during peak hours and the fleet operates with a 30 minute frequency during off-peak periods. The mission was also informed that the operator has equipped the buses with camera, GPS and GPRS enabled ticketing systems with RFID and card reader facility. NRDA further informed that based on the actual demand the fleet size would be appropriately increased. The mission commended the efforts of NRDA for providing this useful service to the public and facilitating the travel commute between the two cities.

17. **Rolling Stock.** NRDA informed the mission that it proposes to apply for buses under the JnNURM second phase of funding for running the BRT Lite services.

18. **Updated DPR for BRT:** The mission expressed its concern over the delays in the completion of the DPR for the proposed BRT service. During the last mission it was agreed that the final DPR with the financial and economic analysis would be submitted to the Bank by March 31, 2013. However, not much progress has been made in this regard. The mission was informed that the final DPR with the revised / updated financial and economic analysis will be submitted latest by June 30, 2013. The mission once again urged that this task needs to be expedited on priority without any further delay as this has been pending for long now.

Technical Assistance and Capacity Building

19. **TA on Transit Oriented Development (ToD):** As part of this Technical Assistance initiative, a charette workshop was organized in the month of April 2013, which was well received and attended by participants. The workshop comprised of international and local experts who provided valuable insights and suggestions for the improvement in the TOD being proposed for the city of Naya Raipur. This workshop was followed by an international study tour to Rio, Curitiba, Bogota and Vancouver. The objective of this study tour was to provide the participants an exposure to the prevailing successful and not so successful practices internationally and benefit from these learning while implementing similar projects in their respective cities. The mission was informed that the study tour was an enriching experience for all the participants.

20. As regards the reports of this study is concerned, the mission was informed that the comments from the Bank on the draft final report are being incorporated and the report is expected to be finalized and submitted by July 15, 2013. The mission informed that it is imperative to finalize the report at the earliest as this would have a major impact in the preparation of the city's development strategy. Overall the mission was satisfied with the progress being made on this component.

21. **Regional Mobility Plan.** The consultancy service for this activity is in advanced stages of procurement. The technical proposals have been evaluated and the financial bids were to be opened by June 18, 2013. At this rate of progress, the contract is expected to be awarded soon.

22. **Project Management Consultants for ITS.** The mission was pleased to note that the procurement for the PMC for ITS has been completed and the consultants have mobilized. NRDA is also keen to access NURM grant funding for the ITS to supplement resources as they expect to be short owing to higher costs for the BRT infrastructure and NMT packages.

23. **Monitoring & Evaluation Study.** The mission met with the M&E Consultants, DIMTS, who presented the baseline M&E report. There appeared to be several errors in the estimation of

indicators. These estimates and the methodology to assess them, however, need to be more closely reviewed by NRDA and the Bank for verification.

24. **Project Management Consultants for Depot, Terminals and Shelters.** The mission expressed concern over the delay in procuring of this consultancy service. It was agreed that NRDA would submit the draft contract to the PMU/PMC and to the Bank latest by June 30, 2013, for review and no objection.

25. **Establishment of UMTA.** The Bank through the Australian Aid Trust Fund provided grant funding to the state of Chhattisgarh for assistance in structuring an UMTA for the Greater Raipur Area. The Mission was informed that the UMTA Approach Paper and Legal draft had been finally cleared by the Transport Department and was now with Legal Department for whetting and clearance. Once this was cleared the UMTA for the Greater Raipur Authority would be constituted through an Executive Order ahead of its legislation which would require Cabinet approval which would take time. This is indeed a significant development and the Mission expressed its appreciation of this.

26. **Project Implementation Unit Strengthening.** NRDA informed the Mission that their Project Management Consultants LEA Associates would be providing a senior Transport Planner for support to the Project. In addition, they propose to hire a Chief Project Manager and a mid-to-junior Transport Planner into the PIU.

Environment Management

27. The mission reviewed the EA documentation for the NMT component and was surprised to see that the discussions on the issue so far have not been reflected in it. On the sidelines of the cities' annual meet, it provided a printed copy with notes and comments to the NRDA officials for their discussions with the consultant team working on the assignment. Key issues that need to be handled include the rationale for the widened section, which was originally to be retained as current width, safety considerations in junction improvements, disposal of any pavement/road surface removed etc. A revised report has since been shared with the Bank.

28. **Dissemination workshop:** As part of the information sharing and public communication initiative of the project every demonstration city is expected to organize a dissemination workshop during the preparation and implementation stage of the project. NRDA organized this workshop during the mid-term review mission. The workshop was attended by the Hon'ble State Minister for Urban Development and other senior bureaucrats. During the workshop, NRDA shared with the stakeholders some of the key milestones achieved under the project and also provided a brief status of the project components. Presentations on the ongoing TOD study, NMT and surveys being conducted under the monitoring & evaluation component of the project were made by the respective consultants. During the workshop it was witnessed that the senior bureaucrats running the state of Naya Raipur were fully supportive of the urban transport initiatives being undertaken in the city.

Project Costs

29. Overall project costs were also revised during the mission based on actual contract values and expenditures.

Key Agreed Actions:

- Submit final Project DPR for BRT component complete with financial and economic analysis – *June 30, 2013*
- Submit updated DPR for NMT Component (including EIA) / submit BOQs and Draft Bidding documents / Initiate Bidding – *June 30 / July 10 / July 31*
- Submit Bid Evaluation Report for BRT Infrastructure (Depot, pick-up points and shelters) / Award contract – *June 30, 2013 / August 15*
- TOR & EOI for Consultancy for detailed service plan for BRT lite launch – *Sept 15*
- Submit final report of TOD study – *July 15, 2013*
- NRDA PIU staff strengthening to be completed – *August 30, 2013*
- Draft initialled contract to be submitted for the Construction Supervision Consultancy (CSC) – *June 30, 2013*

Annex 4

INDIA: GEF-World Bank-UNDP: Sustainable Urban Transport Program (SUTP)

Indore

1. A World Bank mission met with AICTSL officials on June 19, 2013 to discuss and assess the project's Mid-Term Review in regard to the Indore component of the GEF-Sustainable Urban Transport Program (SUTP). The mission met with Mr. Rakesh Singh, Commissioner, Indore Municipal Corporation and Managing Director, AICTSL, Mr. Akash Tripathi, Collector, Indore and Mr. Sandeep Soni, CEO, AICTSL, along with other team members of AICTSL and consultants supporting AICTSL on project components, representatives of PMU and PMC and EMBARQ. Mr. S. K. Lohia, Joint Secretary (UT), MoUD, also attended the day of meetings to discuss the project's progress and further key actions to expedite Indore's ITS component under SUTP.

BRT Corridor

2. During the visit the mission team visited the newly launched BRT corridor which became operational on April 19, 2013. The mission was pleased with the progress of the BRT corridor development, though the ITS component funded by the Bank is still very behind schedule, and must be expedited to complement this newly launch service, and to ensure that committed program funds will be utilized before project completion.

3. Currently 11.5 km of BRT is operational, and land acquisition for the whole corridor is complete. Currently a round trip takes 90 minutes (40-45 minutes each way, plus time to turn around). The corridor currently under operation has 25 openings for pedestrians, and 24 openings for traffic. During the first month of service, AICTSL offered free service along the corridor, where the peak number of daily passengers reached over 35,000. After AICTSL began to charge passengers, the number has decreased to approximately 15,000 per day on the BRTS. The mission was pleased to note that AICTSL is making efforts through their on-going communication and outreach programs to reach out to public and market the benefits of the BRTS. AICTSL confirmed that due to their continued efforts through these programs there has been a positive shift in the overall perception of the public towards BRTS and AICTSL. However, the mission noted that passenger access needed to be improved and safety aspects improved.

ITS Component

4. As recommended during the previous mission, AICTSL has worked with the Program Management Consultant (IBI group) to revise the ITS RFP document, which was discussed during the mission. The bid document now includes 1) setting up of communication network, 2) Automatic Vehicle location (AVL) and 3) Passenger Information System (PIS) under existing Scope of Work (SOW). It has been revised based on a CAPEX-OPEX model, where only a maximum of 40% of the contract amount could be spent on capital expenditures (which could be claimed within the first six months of the contract), the rest of which must be allocated to operating expenditures over the course of the contract (6 years). Operational expenditures will be reimbursed on a quarterly basis. The Qualification and Evaluation criteria have been modified for a more effective bidding process. The RFP document now also includes provisions for revenue collection agency (man power to collect the fare) within the SOW of RFP document.

Under the scope of this project following five ITS sub components are planned:

1. Automatic Fare Collection System (AFCS)
2. Passenger Information System (PIS)
3. GPS based AVL or Automatic Vehicle location (AVL)
4. Monitoring center to track and monitor bus movement at BRT corridor
5. Fiber Optics Communication network

It was agreed that IBI Group would incorporate the comments provided and the RFP will be finalized by July 5, 2013.

5. The mission suggested that given the limited expertise available on ITS within the country and the failed tender last year AICTSL should host a bidder conference to discuss the bid documents with potential bidders, including the ones who were shortlisted in the earlier round of invitations ahead of initiating the procurement. The mission also suggested that AICTSL could approach Mysore and seek names of prospective bidders and invite them for this proposed pre-bid conference. Such an approach would help AICTSL to receive market feedback and gauge the response that is likely to be received once the bids are issued and be able to take appropriate corrective actions, as needed, to ensure a good response.

6. **ITS Counterpart Funding:** Based on the revised RFP, AICTSL shared an updated project cost table with the mission team. The revised cost table now includes a line item for “Utilities (power back-up)” and “Transit Mgmt. System (CAD/AVL)”. These proposed project costs have been submitted for approval under JnNURM. The state government has already agreed to extend concessional loan funds to the Project in case the NURM grant funds are not available.

7. **Technical Assistance Activities.** Unfortunately there still has been no progress on the TA activities agreed with the Bank. The mission suggested that with the successful launching of BRT, AICTSL should now be shifting their focus on the TA activities together with the implementation of the ITS component. The TA activities envisaged under the project for Indore include – (i) preparation of BRT Accessibility Plan, including pedestrian access; (ii) Monitoring & Evaluation Study; other activities that could be considered include (i) Development of a Master Plan for TOD; (ii) Development of a Parking Master Plan; (iii) preparation of a business plan for AICTSL etc. Out of the above, procurement had been initiated for the BRT Accessibility Plan but stalled midway. While the PMC consultant for ITS has completed the baseline survey for the M&E Study, AICTSL needs to procure consultants for undertaking the after Project M&E including user satisfaction survey. It was agreed that AICTSL would finalize the list of TA activities and send a proposal to the Bank latest by June 30, 2013. The following actions remain pending:

8. **PIU strengthening.** The mission reiterated the lack of sufficient PIU staffing to support AICTSL’s ambitious work load. This remains a primary concern for not only the effective implementation of the ITS component but also sustainable operation of the Bus Company. During the previous missions, AICTSL had committed to hiring a Transport Planner and ITS Specialist, but no progress has been made in securing either of these professionals. Both positions and any other additional contracted support needed, maybe hired with GEF funds.

9. The Bank was informed that AICTSL’s first batch of recruitment for these positions did not materialise owing to reluctance on the part of candidates to relocate to Indore and the level of remuneration offered. AICTSL was advised to offer salaries at market rates on a contract basis, and also consider hiring experienced professionals on a part time basis. The Bank confirmed that

an UMTA could also be funded with GEF funds. AICTSL staff also inquired about the possibility of PIU staff going on a study tour to study international best practices in BRT systems.

Project Costs

10. Overall project costs were also revised during the mission based on actual contract values and expenditures.

11. Implementation **Progress Rating.** The IP Rating for the project is upgraded to *Moderately Satisfactory* owing to the positive developments in terms of the counterpart funding issue, finalisation of bid document and appointment of full time CEO.

Key Agreed Actions:

- Submit draft final bid documents and initiate the tendering process for ITS – *July 5/ Aug 12*
- Submit revised RFP for BRT Accessibility Study/ Submit TER – *July 15/ Sept 30*
- Finalise post Project M&E arrangements/ Submit ToR – *July 15/ Jul 30*
- Finalize the list of TA activities and send a proposal to the Bank - *June 30, 2013*
- Complete AICTSL strengthening – August 30

Annex 5

INDIA: GEF-World Bank-UNDP: Sustainable Urban Transport Program (SUTP)

Mysore

1. A World Bank mission met with KSRTC officials on June 13, 2013 to discuss and assess the project's Mid-Term Review in regard to the Mysore component of the GEF-Sustainable Urban Transport Program (SUTP). The mission met Mr. Manjunatha Prasad, Managing Director, KSRTC, along with other team members of KSRTC to discuss the project's progress as well as the additional Public Bike Sharing Project proposed to be included under SUTP with remaining GEF funds. Also present in the meeting were representatives from PMU and PMC. The mission was pleased with the progress of the ITS component funded by the Bank which is near completion.

GEF-SUTP Funded Project

2. Intelligent Transport System (ITS) was implemented and launched in November 2012, and has following sub components:

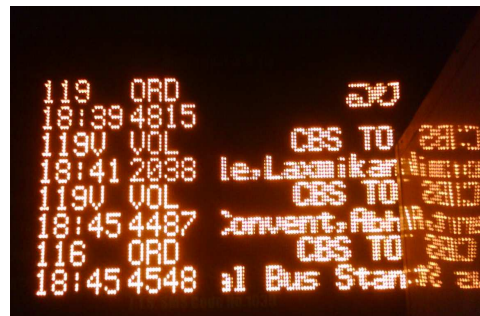
- Passenger Information System (PIS)
- GPS based Automatic Vehicle location (AVL) System
- Monitoring center to track and monitor bus movement through GPRS based devices

3. **Passenger Information System (PIS)** : Mysore city has more than 2400+ bus stops in entire district. Under the scope of this project, KSRTC has selected 167 bus stops (which has proper structure to install the PIS equipment's) to install the display boards. These display boards are of three different sizes, and size of the display board at particular bus stop depends on the number of bus routes through that particular bus stop. Display board display information related to arrival of next city bus (for example route number, bus route number, bus type (ordinary or Volvo), expected time of arrival etc.) with daily commuters. Communication between display boards at bus stand and PIS server at monitoring center is through SMS. Theoretically display board should refresh after every 10 seconds but during field visit mission member found that some of the display board taking 1-2 minutes to refresh the information.



1.

Display board at city bus stop



Display board at city bus stop



LED Display board at central bus stand



In-bus display board

4. **Automatic Vehicle location (AVL)** : Under the scope of his project, System Integrator has installed Vehicle Mounting Unit (VMU's) and Global Positioning System (GPS) in 500 city buses. Through these devices KSRTC can monitor all the city buses from monitoring center. VMU unit has a SIM card, through which bus driver can communicate with the traffic dispatcher at monitoring center and configured for two way communication with following features

- Sends automatic alerts to monitoring center whenever a) driver applies sudden break or accelerate b) If bus is not running on scheduled bus route c) If driver has skipped any bus stop or has stopped the bus before or after the bus stop designated area etc.
- Driver can send manual SMS alerts related to a) bus break down b) traffic jam c) ambulance d) fire alert etc.
- There is a plan to provide headset to each bus driver. Once done, traffic dispatcher at monitoring center and bus driver can talk to each other.

5. Mission was informed that AVL system is still not stable as failure rate of VMU's is very high (close to 20% a month). System Integrator has identified the source of problem, they have successfully implemented the solution in few VMU's. It will take another 2-3 months to resolve the remaining issues.

6. **Monitoring center to monitor:** Monitoring center has been setup to monitor the entire city bus operations. Monitoring center has eight dedicated workstations to monitor the entire bus operations through web based GIS application.



Monitoring center



Web Based GIS application

7. Data center infrastructure has been setup to host hardware and various ITS applications (i.e. PIS display board application, GIS, Communication server, SMS / IVRS application etc). Project has also developed a web portal (<http://mitra.ksrtc.in>) to disseminate the information with the daily commuters and other stakeholders.

8. **Recommendations on ITS Project:** Project has developed a very good application, now focus should be on a) resolve pending issues and stabilize the application and b) train KSRTC own staff to utilize the application to its full potential. It will be good if project will develop a interface or Mobile Application to track the city bus through mobile device.

9. **Monitoring and Evaluation:** The M&E consultant, ICT, made a presentation on their initial baseline report, as well as the initial findings since the project's launch in September 12, 2012. While the initial results point to improvements in bus ridership and satisfaction (6 months after the ITS project launch), the mission team noted that it was hard to disaggregate how much of these improvements were caused directly by the ITS component itself. The mission team advised ICT to conduct a deeper analysis to better understand riders' use of the new ITS services, and how it has impacted their ridership and satisfaction.

Environment Management

10. The mission reviewed the proposed bike sharing scheme which envisages 350 bicycles to be made available for public use. It visited 2 of the about 51 locations that will eventually be used for cycle docking stations in and around Mysore. The mission was informed that since there was flexibility on locating the docking stations, and their size is relatively small, it has been decided that the particular site in each location would be so selected that there is no tree cutting required. The mission suggested that the site photographs of each particular site be selected be archived before the construction begins to confirm this aspect. Some of the road improvements discussed in the current draft of the DPR may already be underway or in any case not be associated with the bike share project directly. The next iteration on the DPR would provide clarity on these issues.

11. The mission also participated in the review of the ongoing KSRTC component. As part of the M&E energy use for the new system is being reported on. The mission advised that the consultant reports should also document the change in energy use, including the increase due to use of additional electricity for displays on bus stops and stations, servers and other facilities being used as part of the ITS infrastructure supported under the project to dispel any perception that the additional energy consumption was being ignored. It was agreed that the M&E report will include this information from the next reporting period

Project Costs

12. Overall project costs were also reviewed during the mission based on actual contract values and expenditures.

Key Agreed Actions:

- Rectify pending issues and have a fully functional Automatic Vehicle Location (AVL) system – *September 15, 2013*
- Submit M&E survey report – *July 15, 2013*
- Submit CSOA study Inception Report – *August 30, 2013*
- Submit Proposal for additional Funding – *July 15, 2013*

Annex 5-A

INDIA: GEF-World Bank-UNDP: Sustainable Urban Transport Program (SUTP)

Mysore – Proposed Public Bike Sharing Project (PBS)

1. The Mission visited Mysore on 13 June and Bangalore on 14 June to discuss the proposed Public Bike Sharing Project with Mysore Deputy Commissioner and DULT.
2. **Bike Sharing Proposal:** A detailed presentation on the proposed Mysore Public Bike Sharing project was shared with the mission team. The proposed bike sharing component included 350 bikes across 52 bike docking stations, clustered in the center of the city, and has been linked to public transport and tourist destinations.
3. The draft detailed project report (DPR) for the PBS has been prepared and shared with the Bank which has been reviewed and comments provided. While most of the comments have been addressed / incorporated, there are still some gaps in the DPR that needs to be filled in. For instance there is uncertainty about - (i) the financial viability of the scheme and (ii) the Business Model to be used. On the recommended business model, as of now it appears that complete ownership of the project will rest on the local body. In such a case, the grant amount should cover the capital costs only and the local body/State government should cover the operating expenditure for a greater sense of responsibility and ownership for the project. The local body may consider opening up avenues for controlled advertisement in and around the tourist spots for giving a push to the advertisement potential of the project. The mission reiterates that more systematic presentation on the experiences of the different PBS models operating across the world needs to be provided and also provide more clarity on the business model to be adopted.
4. The proposed program's budget, cash flow, and financing plan were shared with the mission team. The proposed project is estimated to cost Rs.565.73 lakhs in terms of capital expenditure, and subsequent operation expenditures are expected to exceed current forecasted revenues resulting in a need for financial support to the Project, especially in the initial years. The proposal is for setting up of a Fund for Rs. 10 crore from the GEF grant to be used towards capital costs and subsequent support during operations for at least a period of 5 years. The mission advised that GEF funds, if allocated to the bike sharing project, should be used towards capital costs and technical assistance. The Mission suggested that there would also be need for various technical assistance activities such as Project Management Consultants, M&E, communications and outreach consultant etc. and the Project proposal must include these. The mission team also visited one of the proposed bike docking station sites.
5. The mission team also discussed in great deal the PBS's plan to use fixed gear bicycles in order to significantly decrease the maintenance cost of the bikes. The mission however advised that this could deter users as they are more difficult to ride, even for users who plan to ride on flat routes. The mission advised a study be carried out to assess potential user preferences before committing to either type of bicycle. International experience would also be useful in determining this aspect.
6. **Implementation Arrangements:** In regard to implementation arrangements, the Mission was informed that the Project was proposed to be implemented by the UMTA constituted for Mysore city and headed by the Deputy Commissioner. The Technical Unit would be responsible for the procurement and other aspects of implementation. It was felt that in this way the Project would enjoy greater ownership of the local agencies. The Mission expressed reservations about the procurement capacity, fund flow arrangements, delegation of powers which were important

criteria to be considered. It was suggested that DULT could be the agency responsible for the procurement and financial management and the UMTA could lead the overall project.

7. **Financial Management:** It was agreed that detailed implementation arrangements including aspects relating to financial management mainly related to budgeting, funds flow, accounting and financial reporting auditing etc. for executing the PBS program will be shared with the Bank. On receipt this information, the team will carry out necessary assessments to make certain that these aspects meet the requisite fiduciary requirements of the Bank.

Key Agreed Actions:

- Submission of revised DPR – *July 31, 2013*
- Submission of note on implementation arrangement for Public Bike Sharing (PBS) project– *July 10, 2013*
- Submit complete FM Assessment and Procurement Assessment questionnaires – *August 5, 2013*

Annex 6

**INDIA: GEF-World Bank-UNDP: Sustainable Urban Transport Program (SUTP)
Hubli-Dharwad**

1. A field visit was made to Hubli-Dharwad on June 15, 2013 to discuss implementation progress in of the Hubli-Dharwad BRT project, discuss baseline measures, and to address concerns regarding tree cutting and land acquisition. The meeting was attended by Ms. V. Manjula, Commissioner, DULT, Mr. C. M. Noormansoor, Managing Director, HDBRTS Company (HDBRTSCO) and other team members of HDBRTSCO. The meeting was also attended by representatives from PMU and PMC. The restructuring process was completed by the Bank prior to the previous mission in February, 2013, the restructuring has yet be finalized by the letters of agreement, countersigned by DEA and the demonstrating cities, which is to be received by the Bank.

2. **BRT Project:** for the HDBRTS Project involves improving bus services in the Hubli and Dharwad twin cities including the implementation of a 22.3 km BRT line, consisting of the 11.8 km long corridor between the two cities, and extensions into the central districts of the two cities. BRT operations are scheduled to commence from January, 2015. Proposed project components include:

- Segregated central bus lanes with median bus stops.
- Trunk and Feeder services; Off-board ticket collection system, with integrated ticketing with trunk and feeder services.
- Level boarding & alighting.
- ITS for BRTS and ATCS for traffic management along the corridor.
- Bus fleet will include 12m, 900 mm standard buses and articulated buses.
- Comprehensive development of the city transport infrastructure including depots, workshops, terminals both for BRT and feeder buses; ITS for BRT and traffic management; and last-mile connectivity.
- Interchange facilities between sub-urban and city service.

3. **Cost Estimates & Funding.** Cost estimates and funding have remained the same since the Bank's previous mission in January, 2013.

No	Particulars	Cost Rs. crores	GOK	World Bank	GEF	Financing %
1	Trunk corridor : (Hosur cross to Hubli CBT & Jubilee circle to Dharwad CBT)	18.45		18.45		100%
2	VUP	13.00	13.00			0%
3	Foot over bridges	24.50		24.50		100%
4	Bus stations	23.45		23.45		100%
5	Terminals & Depots (BRT)	31.42		31.42		100%
6	Interchanges	8.80		8.80		100%
7	BRTS Corridor (Hosur Cross to Jubilee circle)	72.00	72.00			0%
8	Lighting of corridor	8.00	8.00			0%
9	ITS Applications (CBT to CBT)	30.05		30.05		100%

10	ATCS	7.00		7.00		100%
11	Terminals and Depots (Feeder services)	62.28		62.28		100%
12	NMT facilities	9.00		9.00		100%
13	Rolling stock - Standard Buses	39.10	39.10			0%
	Rolling stock - Articulated Buses	46.00		46		100%
14	Technical assistance				9.98	
15	Total Base Cost	393.05	132.1	260.95	0	
16	Total with 15% contingencies	452.01	160.91	291.10		
17	Land acquisition & Rehabilitation cost	240.00	240.00			
18	Total with Land Acquisition & Rehabilitation cost	692.01	400.91	291.10	9.98	
19	Total in USD, Million	131.81	76.36	55.45	1.90	

4. **BRT Stations:** Besides the buses, stations are the most visible symbol of a BRT system and can contribute greatly to the image of the new system (or detract from it). The Hubli-Dharwad station shown to the mission is unusual, consisting of a suspended roof over medium high (about 1.45 m) metal walls and moving doors. In the view of the mission, the architectural concept is highly attractive and avoids the box-like appearance of the stations commonly seen in other BRT systems. It hopes that night-time security concerns can be overcome and a decision be made in favor of this design (about five stations of the Lima (Peru) BRT also have a low-wall design, and no security problems are known in that case).

5. About 16 stations are planned to have ramp access on one side, and stairs on the other – that side would thus be less convenient to walk, especially for elderly passengers and persons depending on crutches or wheelchairs. The mission recommends that ramp access be provided on both sides of the station, except in the few cases where there may be space limitations.

6. The station construction would be funded in part from the World Bank loan. As part of its due-diligence function, the World Bank team will need to review all technical reports and drawings (in addition to the administrative texts) before issuing the no-objection to the tender documents. In order to avoid delays when those documents are officially submitted the PMU and the World Bank, it was suggested that design plans become available quickly after being completed. The mission recommends that technical reports and designs be sent to the PMU and the World Bank as soon as they are prepared and checked, so there is time to review them before the overall no-objection request is submitted.

7. **Mixed-traffic Roadway:** The outer lanes and sidewalks will be built by the same contractor that is currently building the central four lanes. On the Governments behalf, CEPT is preparing construction details to be implemented by the contractor. Many of these details concern aspects of pedestrian safety and convenience, such as widening the mixed traffic / busway dividers to 1 meter at pedestrian crossing locations, mid-block pedestrian crossings and accesses to the BRT stations. During the technical discussions with the CEPT representative, the following points were suggested:

- Crossings of the outer-roadway cum busway should be at the level of the roadway and, on the outer roadway, we protected by speed breakers placed upstream (the earlier design envisaged table-top crosswalks, which implied short downward ramps to the at-grade crossings of the busway – a possible hazard for wheelchairs and infirm persons).
- Wheelchair ramps at side streets should have triangular flanges, so people walking on the sidewalk do not trip over the step that a two-dimensional ramp design would create.
- Mid-block pedestrian crossings should be staggered, involving a 10-20 meter walkway along the 4-m wide median.

8. **Public space planning along built-up areas of BRT corridor:** CEPT has carried out much valuable work in designing the BRT and mixed-traffic roadways of the corridor. The detailed interface with the existing buildings, side streets and alleys in the built-up areas of Hubli and Dharwad is another important element that should be added to the work plan – similar to the “last-mile connectivity” component that is considered near the final stations of the BRTS. This would also present a good opportunity to involve the owners and occupants of the buildings lining the BRT corridor. Following their visit to Hubli-Dharwad, the Bank team had some internal discussions about the subject and suggests that the following activities be considered:

- Carry out a block by block inventory of streets, alleys and other public space within 30-50 m wide strips along both sides of the corridor
- Develop an improvement plan (physical and operational), to (a) enhance the quality of life in the affected area, (b) provide convenient pedestrian access to the nearest BRT station, and (c) shift the parking or standing of vehicles from the main corridor to the side streets and alleys.
- Neighborhood groups could be invited to participate in the planning process, which would (a) improve the product of the improvement plans, and (b) involve the community at large in the implementation of the BRT.

9. **BRT Depot and workshop:** Tenders have been called for construction of BRT Depots at Hubli and Dharwad and for a divisional workshop at Hubli. Preparation of Bid Documents for other infrastructure including Hubli OCBS, BRT Stations, NMT which are behind schedule are under progress.

10. **Implementation Arrangements.** A special purpose vehicle Hubli-Dharwad BRTS Company Limited was set up for implementation of the BRTS project. An organizational structure of the SPV was shared with the mission, which included a board of directors including the Commissioner DULT, Deputy Commissioner, Police Commissioner, KRDC, NWKRTC, PWD, Transport Dept, HDMC, HDUDA. Hubli-Dharwad BRTS Company is registered and authorized to a capital share of Rs. 20 crores. Government of Karnataka’s capital share is 70%, and other Stakeholders (HDMC, HDUDA, NWKRTC) is 30%. NWKRTC is responsible for BRT bus operations. All recruitment and training of staff for the BRT has been completed.

11. **Technical Assistance.** DULT informed the Mission on the status of the Consultancy Services and training agreed to be taken up as part of the GEF project:

- i. Consultancy for M&E for BRTS (to be combined with ongoing work on benchmarking)
- ii. Consultancy for M&E of Social Safeguards/ Implementation Support
- iii. Project Management Consultancy for ITS
- iv. Consultancy for Communication & Outreach
- v. Project Management Consultants for BRTS
- vi. Consultancy for Land Use and Transport Integration Plan
- vii. Parking Action Plan for Hubli-Dharwad (to be deferred until later)
- viii. Training and Capacity Building

12. The Mission appreciated the good progress on consultancy procurement. Consultancy for M&E of Social Safeguards, Communications and Outreach and PMC for BRTS are in advanced stages of contract award. The PMC for ITS is under procurement and the ToR for Land Use and Transport Planning Consultancy has been shared for review.

13. The Mission feels that there are additional activities that would benefit the Project. These include:

- (i) Public Space Planning Study that would be quiet critical for ensuring a smooth implementation of the BRT system in built up areas;
- (ii) Parking Policy and Masterplan to support the public transport system being developed; and
- (iii) Landscaping Architect for the Project etc.

14. Since the GEF grant is already exhausted and several of the activities are being funded by DULT/ HDBRTSCO, the Mission recommends additional allocation of GEF funds to the Project.

15. **Social Safeguards:** The mission visited Hubli-Dharwad and held discussions with SPV Team, and NGO and also undertook field visit to road widening stretches where the construction is in progress. The summary of discussions and field visit observations are summarized below.

16. **Land Acquisition.** The land acquisition is delayed by more than six months from the date proposed in the RAP. The preliminary notices are issued for all affected land owners and the Joint Measurement Survey is in progress. The assessment so far indicates that there will be net additional increase of about 10% from the originally envisaged private land acquisition of 63 acres. The mission clarified that once the Joint Measurement survey is completed either the RAP needs to be updated or supplementary RAP need to be prepared for additional impacts identified in the survey. During the field visit some of the affected businessmen also expressed concerns over the structural stability of remaining property. The implementing agency clarified that this aspect will be looked into by the structural specialist at the time of structure valuation and accordingly the need for full acquisition of such affected properties will be considered.

17. **R&R Impacts.** The R&R implementation support consultants are now in place since February, 2013. They have now re-verified the impacts on the ground and made adjustment in the nature of impacts from those identified in the RAP. As a result the net impact on non-title holder is now increased to 33 from 13. The consultants have also commenced discussions with specific focus groups and are also assisting HDBRTSCO during the joint measurement survey. It was clarified that once the JMC is completed the impacts on structures need to be re-visited and as appropriate a supplementary RAP needs to be prepared or RAP updated taking into account the additional impacts

18. **Consultations with the affected people.** The mission met a group of 5 affected people from Dharwad, who have written to the Bank prior to the mission. In addition, a group of people from Hubli also met the mission. All these people have expressed concerns over the loss of business and jobs and the various alternative options to minimize the impact need to be explored and also sought the details of width of the road to be considered at different locations. The group from Dharwad also showed the impacts to their properties and suggested a one way option in Dharwad between NTT Circle and Jubilee Circle. The mission discussed with the implementing agency and they will be looking at this option, its feasibility and additional impacts before considering the viability of such a suggestion. The mission clarified to these people who met during the mission that they should wait until the joint measurement survey is completed to know the exact impacts and also additional impacts and then re-visit for any further efforts to minimize the impacts.

19. **Strengthening communication and consultations.** In view of apprehensions about the nature of impacts and lack of details of the project, the mission suggests the strengthening of the communication and consultations with the affected and local people to disseminate the entitlements and other support available to the affected people and also the project related information. It is recorded that a Public Information center (PIC) needs to be established in the project premises to make available the details of the project, LA progress R&R benefits etc. The

project implementing agency is in the process of setting up their web site, where the above details will be made available to the visitors.

20. **Dated Action Plan.** The mission discussed the following key target dates for the activities to be completed in the next few months. .

No	Actions	Responsibility	Target Date
1	Complete the selection process for R&R-M&E consultants (contract signing)	HDBRTSCO	30-Jun-13
2	Pay R&R assistance to those already displaced Non-title holders	HDBRTSCO	30-Jun-13
3	Complete JMC and issue final LA notification U/S 19 of KSHA.	KRDCL/ HDBRTSCO	31-Aug-13
4	Update RAP or Supplementary RAP for additional impacts	HDBRTSCO	30-Sep-13
5	Consent Award negotiations and Compensation Award announcement	KRDCL/HDB RTSCO	31-Oct-13

Environment Audit:

21. The mission had meetings with the DULT in Bengaluru and with HDBRTS Company officials and project affected persons as well as environmental NGOs, including the members of the group that had requested a meeting with the Bank team, in HDBRTS Company offices. It also visited the corridor being upgraded under the project.

22. The meeting with the NGOs began with the presentation by the HDBRTS Company on how it envisages the Hubli-Dharwad BRTS as a Green BRTS. It provided an overview of the project and rationale for selection of particular project interventions with key data. It acknowledged tree cutting, including the impending cutting of private trees as an inevitable impact, but reiterated its commitment to making sure that compensatory measures are implemented in line with the EIA and EMP. Work is underway on preparation of a plan for plantation of over 18000 saplings over the project life, including as 4000 as avenue plantation and about 1200 in the BRTS facilities after construction along the corridor is complete. 8000 saplings are proposed to be planted at various locations in the twin cities during the current rainy season. The Green BRTS committee with MD, HDBRTS Company chairing it, to support the plantation activity in the cities has been constituted and their first meeting held. It includes representatives of local NGOs from Hubli and Dharwad, including the one that had sought the meeting with the Bank team, academics from the University of Agricultural Sciences, Dharwad, Forest Department, GoK, as well as other stakeholders. This committee would also review and provide inputs to the plantation plan which is expected to be ready by July 15, 2013.

23. In addition to the 1750 tree cut following permission of the Forest Department for the 4-laning, joint measurement certificate survey completed until now in 3 of the 10 revenue villages indicates that about 300 trees will be cut on private land. The final number will be confirmed after the remaining 7, which includes the urban area of the two cities at the ends of the corridor, are fully surveyed. The meeting also discussed other issues like selection of species, the adequacy of space for plantation, alternative approaches like transplantation where feasible. It was agreed that the Green BRTS committee would meet very soon to discuss all these issues³. In light of these discussions, and given the timing of the other design options under deliberation – such as the change in the location of the Rail Over Bridge at Navalur, it was agreed that an update to the EIA

³ The 1st meeting of members of the committee has been held on 24th June 2013 and proceedings of the same will be shared with the World Bank team after finalization.

and EMP would be available for Bank review by August 31, 2013. This would confirm the extent of the actual impacts now anticipated, and also additional/alternative management measures such as transplantation of trees that are currently being considered.

24. The mission also visited the corridor where 4-laning works have already advanced. It noted that while not many areas were currently being worked due to the rainy season, there are real concerns relating to the safety of road users that need to be urgently addressed. These include the improvement to signages such as diversion, provision of clear edge delineation where there are level differences, use of markers visible at night, etc. The mission was informed that the Environmental Officer and Team Leader were not currently deployed on site and would be available by 30th June 2013. This is an important matter and the mission urged HDBRTS company to ensure that responsibility is clearly fixed and clear instructions given to the contractor for maintaining high levels of safety for road users, workers, and members of public close to their camps in line with the EMP for Roads.

25. **Complaints and Representations.** The Mission discussed the complaints and representations received by the Bank with DULT and HDBRTSCO. The Mission advised the PIU to take these seriously to avoid problems going forward.

26. *Communications & Consultations:* The Mission felt that going forward DULT and SPV would need to quickly strengthen their communications capacity and responsiveness to queries and concerns being raised. Timely response and information was important, since in the absence of information the concerns could quickly escalate. The Mission discussed the following action items to be taken up:

- Expedite hiring of Communications Consultant
- Setting up of a Public Information Centre at the SPV office with requisite Project information especially in terms of land acquisition and resettlement impacts
- Disclose and upload on DULT website all minutes of consultations with affected people and environment groups
- Expedite launch of the HDBRTS website
- Regular Press Briefings on the Project to avoid misinformation
- Documentation/ dissemination and disclosure of alternatives already analysed and analysis of new alternatives that come up
- Extensive consultations so affected persons are fully aware of the Project and the alternatives that have been reviewed.

27. *Alternatives Analysis.* In regard to alternatives being raised by communities and affected people, many have already been evaluated and are known to be unviable. The mission discussed with DULT the need for proper documentation of these and their disclosure in subsequent consultations and websites etc. Several groups raised the issue of developing the existing rail link between the two cities instead of the BRT. While this is not feasible for various reasons it needs to be properly documented for the consumption of interested parties. The Dharwad Group also raised the possibility of a one way option in the city. This should be evaluated to assess its feasibility from a technical, social and environment impact perspective. Similarly, we understand that several alternatives such as flyover instead of VUP, realignment to avoid the Dargah in Bairidevakoppa etc. have been suggested. These and other alternatives that emerge from subsequent consultations should be evaluated, documented and disseminated. These would need to be documented in the EIA/EMP, RAP and DPR as well as in FAQ which is easy to access and read.

Key Agreed Actions

- Preparation of bid document for Package 9 & 10/ BRT Stations – *July 31 / August 31, 2013*
- Prepare plan for tree plantation – *July 15, 2013*
- Submission of updated EIA / EMP for Bank review / including Alternatives Analysis documentation – *August 31 / September 15, 2013*
- *Updation of RAP – September 30, 2013*
- Environment officer and Team Leader on board in PMC for road contract – *June 30, 2013*
- Traffic Management improved on road corridor – *August 14, 2013*
- Completion of JMC – *August 15, 2013*
- Strengthening communications at HDBRTSCO – PIC, Communications consultants on board, website operational, PRO in place – *August 5, 2013*
- Contract award of PMC for ITS – *September 30, 2013*
- Contract award of PMC for BRTS – *July 15, 2013*
- Submit proposal for additional funds – *July 31, 2013*

Annex 7

Financial Management

1. The mission visited Bangalore and held discussions with the FM counterpart at KSRTC, Hubli and PMU. The mission reviewed the adequacy of existing financial management arrangements and held discussion on the financial projections for the project. The broad discussions held are highlighted below:

- a) Budgeting: The budgetary estimates for FY 13-14 have been duly provided in the state budget for all PIU's. The details to the same as shared by PIU's are stated below. PMU is requested to compile and forward a copy of respective state budget of PIU's to Bank by July 31 2013. Highlighted is the budget utilization details for FY 12-13 as shared by PIU's. The mission team re iterated the need for credible mechanism for mapping the procurement plan with the estimated fund flow requirement for ensuring realistic budgets.

INR/ Million				
PIU	BE: FY 12 13	Project exp FY 12-13	% utilization	BE: FY13-14
NRDA	584.00	19.81	3.39%	400.00
KSRTC	307.60	54.13	17.60%	70.00
AICTSL	269.60	48.34	17.93%	361.80
PCMC	2,470.00	1,075.92	43.56%	1491.80
MoUD	114.30	8.63	7.55%	94.75
Hubli	-	-		442.20

- b) Accounting: The accounts for the project are maintained in TALLY software in all PIU's (except KSRTC where it is maintained in Oracle). At Hubli PIU, TALLY software stands procured and a training was held at KSRTC office to familiarize the key FM personnel with the agreed FM parameters. Discussions were also held on the chart of accounts to ensure that the reporting formats are aligned to the existing accounting system. The workshop also provided an opportunity to HDBRTS FM staff to gain from the experiences of KSRTC personnel on the issues confronted by them and its resolution.
- c) Internal Audit: The internal audit function is operational with the reports being deliberated at the Steering committee. The internal audit stands completed for the period March 31 2013 and the reports are under finalization. The executive summary as well as the minutes of previous audit committee meeting are requested to be furnished to Bank no later than July 31 2013.
- d) External Audit: As per the discussions held, all PIU's have finalized their books of accounts and below is the tentative schedule for each PIU to submit their PFS to the respective state AG for audit. The timelines will be closely monitored for ensuring reasonable likelihood of timely audit and submission of audit report to Bank by September 30 2013. It was also emphasized that in case delay is anticipated in submitting the project's audited financial statements to the Bank by September 30 2013, PMU is requested to advise Bank soon as possible so that the matter may be discussed and requisite assistance may be provided, wherever possible.

As regards the previous audit paras, audit observations have been made in case of PCMC (INR 0.216 million) for the financial year 2012-13. The replies to the same (copies provided to Bank) along with request for dropping paras have been furnished to the office of AG. This issue is being pursued and will be taken up by AG during the present year

audit. A timeline of September 30 2013 has been agreed for resolution on these outstanding paras.

PIU	Status of accounts finalization	Tentative schedule-PFS to AG
NRDA	Finalized	Sent to AG
KSRTC	Finalized	Sent to AG
AICTSL	Finalized	To be send : July 2013
PCMC	Finalized	Sent to AG
MoUD	Finalized	To be send : July 2013

- e) Reporting: The submission of IUFRR is timely. The IUFRR for quarter ended March 2013 stands disbursed. It has also been agreed that an attempt will be made for transitioning the IUFRR from a half year to quarterly cycle. Necessary instructions have been issued for ensuring that timely records are received by PMU from all PIU's to facilitate compilation and furnishing the IUFRR for quarter ending June 30 2013 by August 14 2013.
- f) Staffing: The FM staffing at all PIU's is adequate now. Considerable handholding is being provided to HDBRTS staff (DGM and accounts assistant) for ensuring understanding and adherence of agreed FM arrangements. The accounts assistant position is vacant in view of KSRTC expressing their inability to depute a finance manager to HDBRTS due to its own shortage in manpower.
- g) Financial progress: The financial progress of IBRD and GEF excluding DA advance stands at 14.35% and 9.80% respectively. The respective financial position on the basis of project related receipts is summarized below (workings as per **Appendix 1**).

USD Million					
GEF PIA's	Allocation	Disbursement		Disbursement %	
		Reimbursement	Advance	Excl Advance	Incl Advance
PCMC	1.9	0.03	0.46	1.65%	25.86%
NRDA	1.9	0.23	0.23	11.90%	24.01%
Hubli Dharwad	1.9	0	0.00	0.00%	0.00%
AICTSL	1.9	0.29	0.23	15.40%	27.51%
KSRTC	1.9	1.08	0.23	56.84%	68.84%
MoUD	7.05	0.18	0.85	2.52%	14.61%
Unallocated	1.9	0	0	0.00%	0.00%
Total	18.45	1.81	2.00	9.80%	20.64%
% Overall Disbursed including DA			20.64%		
% Overall Disbursed excluding DA			9.80%		

USD Million					
IBRD PIA's	Allocation	Disbursement		Disbursement %	
		Reimbursement	Advance	Excl Advance	Incl Advance
PCMC *	35.58	15.10	7.00	42.43%	62.11%
NRDA	13.90	0.00	0.00	0.00%	0.00%
Hubli Dharwad **	55.45	0.00	0.00	0.00%	0.00%
Total incl frontend fees	105.23	15.10	7.00	14.35%	21.00%
% Overall Disbursed including DA			21.00%		
% Overall Disbursed excluding DA			14.35%		
* Unallocated category of USD 5.699					
** Under restructuring					

PIA	NRDA	PCMC	KSRTC	AICTSL	MoUD
Funding Progress⁴ %	16.61%	44.27%	54.06%	15.68%	13.64%

Overall rating:

Project rating : Financial Management	
Pimpri	MS
Naya Raipur	MS
Hubli	MS
Mysore	S
Indore	MS
PMU – MoUD	MS
Overall Project	MS

Action points	By whom	By when
Copy of State budget provisioning PIU's share for FY 13-14	PMU	July 31 2013
Copy of response from PCMC to AG on para raised in audit report for FY 12-13	PMU	September 30 2013
Copy of internal audit minutes meeting	PMU	July 31 2013

⁴ Includes initial advance to the PIA's

APPENDIX 1

Position of total cost, receipts and expenditure till date

Amount in INR/ Million

Funding Agency	Karnataka - Mysore			Chattisgarh - Naya Raipur			Madhya Pradesh - Indore			Maharastra - PimpriChinchwad			MoUD- PMU		
	Total cost	Receipts	Exp. till Mar 13	Total cost	Receipts	Exp. till Mar 13	Total cost	Receipts	Exp. till Mar 13	Total cost	Receipts	Exp. till Mar 13	Total cost	Receipts	Exp. till Mar 13
Gol	124.77	76.45	43.27	344.00	1.54	5.36	292.80	-	5.37	1749.00	1059.05	862.48	33.60	2.34	0.97
State Govt.	21.50	11.04	18.84	37.00	10.41	-	27.50	26.50	31.42	852.10	517.11	431.23		-	-
PIA	65.87	9.09	-	650.73	264.01	266.26	67.70	22.02	6.13	2273.98	511.93	601.26		-	-
IBRD (Loan)	-	-	-	669.00	-	-	-	-	1.15	2097.70	1016.06	781.79		-	-
GEF (Grant)	91.20	67.41	57.89	91.20	21.74	11.92	91.20	26.63	15.78	91.20	23.24	1.53	340.80	48.71	9.82
Total	303.34	163.99	120.00	1791.93	297.70	283.54	479.20	75.15	59.84	7063.98	3127.39	2678.29	374.40	51.05	10.79
Exp. progress			39.56%			15.82%			12.49%			37.91%			2.88%
Funding progress			54.06%			16.61%			15.68%			44.27%			13.64%

* Expenditure reported is net of retention money and includes the mobilization advance to contractor.

* Receipts include disbursements made by Bank on the basis of IUFR for the quarter ended March 2013.

Annex 8

Results Monitoring Framework

Indicator/City	Base-line	MTR Target	MTR Progress	End of Project Target	
Project Outcome Indicators					
<p>At least six cities develop an identifiable urban transport planning process, in line with international good practices, is established and operated. -Best practices adopted in urban transport planning and implementation processes -Support of urban transport reforms -Improved monitoring and evaluation -Improved capacity of urban transport planning and implementation authorities (i.e. creation of specialized units, training and enhanced staffing)</p>	Pimpri-Chinchwad	N/A	N/A	BRT Cell set up within PCMC and staff assigned for PCMC and PMPML coordination	BRT Cell established and functional with sufficient staff
				Awarded contracts for Parking Policy & Master Plan for sustainability of BRT; Road Safety Audit along BRT Corridor initiated; M&E activities initiated; BRT Promotion and Outreach under procurement; BRT Access Plan to be developed	TA activities satisfactorily completed and integrated into planning processes
	Naya Raipur	N/A	N/A	In process of finalizing Transport-Oriented Development (TOD) study; initiated M&E Activities	Recommendations of TOD study implemented and guidelines implemented; M&E incorporated into NRDA's transport planning processes
				Greater Raipur Area Unified Metropolitan Transport Authority (UMTA) constitution in final stages of approval	UMTA functional and effectively guiding coordinated urban transport planning efforts
				Study on Greater Raipur Area Mobility Plan in final stages of award	Regional Mobility Plan developed and guiding future investments
	Hubli-Dharwad	N/A	N/A	Special purpose vehicle established for implementation and operation of BRTS Project	BRTS Company Limited strengthened and effectively launches and runs BRTS

Indicator/City		Base-line	MTR Target	MTR Progress	End of Project Target
				Communications and outreach activities initiated; TA on Integrated land use and transport planning to be launched	TA activities are completed and integrated into planning processes
Indore	N/A	N/A	Communication and outreach activities launched; BRT Accessibility Plan procurement to be initiated; M&E initiated	TA activities completed and integrated into planning processes	
			In process of recruitment for AICTSL strengthening	Key staff (i.e. transport planner, BRTS Advisor, ITS expert) are hired to support BRTS and ITS implementation and operation	
Mysore	N/A	N/A	Monitoring center established; MIS Reports from Passenger Information System and Automatic Vehicle Location systems available; ITS project being scaled up and best practices in bid documents etc. being adopted; Comprehensive Service Operations Planning Study underway; Scheduling & Crew Management software being implemented	Effective utilization of ITS through proper integration with systems and procedures; adoption of best practices into transport planning processes	
India-wide/Overall Project (Component 1B)	N/A	N/A	Leaders in UTP launched and 31 officials across 20 institutions in 14 cities have benefited through hands on mentoring support on live projects;	Capacity built and improvement in quality of projects prepared and implemented; improved urban transport planning practices	
			TAs for assistance with UT reforms to cities initiated	Assistance provided to cities; and Guidelines developed and adopted	

Indicator/City		Base-line	MTR Target	MTR Progress	End of Project Target
Forecast transport CO2 emissions over ten years in the cities participating in Component 2 are at least 128,000 tons lower than their "business-as-usual" forecasts	Overall Methodology	N/A	Baseline to be developed based on GHG M&E Methodology	Baseline developed based on GHG M&E Methodology; preliminary forecast estimated for Component 2 cities is 325,306 tons. <u>Pimpri-Chinchwad</u> : 64,515 <u>Naya Raipur</u> : 8,527 <u>Hubli-Dharwad</u> : 133,733 <u>Indore</u> : 17,439 <u>Mysore</u> : 101,092	At least 128,000 tons
Pimpri-Chinchwad Mode Share becomes more sustainable	Modal share by public transport increases	4.20%	N/A	M&E Consultants on board	8%
Naya Raipur Mode Share becomes more sustainable	Public transport trip mode share between Raipur and Naya Raipur increases	0%	N/A	Public transport passenger trip mode share at 40% owing to recently launched interim bus service	50%
Hubli-Dharwad Mode Share becomes more sustainable	Modal share by public transport increases	30% within city; 70% on corridor	N/A		
Intermediate Outcome Indicators					
More states and cities develop strategies for implementing the urban transport reforms	Pimpri-Chinchwad	UTF; CMP	N/A	Parking Policy and Master Plan consultancy in advanced stages of contract award	
	Naya Raipur	N/A	N/A	Unified Metropolitan Transport Authority (UMTA) constitution in advanced stages	

Indicator/City		Base-line	MTR Target	MTR Progress	End of Project Target
				In process of finalizing Transport-Oriented Development (TOD) study	
				NRDA has constituted and maintained Dedicated Urban Transport Fund	
				In process of preparing a regional mobility plan for Greater Raipur area	
	Hubli-Dharwad	CMP	N/A	Integrated land use and transport planning to be undertaken	
	Indore	N/A	N/A	UTF under advanced stages of approval; Corridor advertising revenue assigned to AICTSL; Parking Policy under review; UMTA under constitution	
India-wide/Overall Project (Component 1B)		N/A	N/A	Capacity Building for Leaders in Urban Transport Planning: 2 cities supported for reform design	
				institutions in 14 cities have benefited;	
				"Model TORs" (Parking Policy, and Advertising Policy) prepared and shared with cities	
				Following TAs supporting reforms initiated: -Developing Operations Documents for UMTA and UTF -Operations Documents for TMICC & NPTH -Guidance Documents for NMT, Bike Sharing and TOD	

Indicator/City		Base-line	MTR Target	MTR Progress	End of Project Target
MoUD partners with states/cities to identify local issues and develop sustainable local solutions		80% TA grant available	N/A	Study on for configuration of Urban Transport Research Program in India; TA's initiated on local solutions for reforms, private operations in city bus services, Bus Funding Scheme Evaluation	TA's successfully completed and local solutions available
Pimpri-Chinchwad	Two BRT corridors in operation and carrying at least 75% of projected ridership	0	N/A	4 BRT corridors currently under construction; <u>Corridor 1 & 2 (non Bank-funded):</u> Corridor construction complete; stations under construction, BRT service will launch by 3/2014; <u>Corridors 3 & 4 (Bank-funded):</u> Corridor currently under construction; BRT service will launch by 12/14	75% of projected ridership
Naya Raipur	At least 2 public transport corridors are established and in operation in between Naya Raipur and Raipur	0	1 public corridor established	Public transport services launched on 2 corridors, one each on NH6 and NH43	2 public transport corridors have been established
	Safe sidewalks and cycle tracks are provided on main roads of Naya Raipur	0 km	10 km of sidewalks and cycle tracks developed	5.4 km of sidewalks and cycle tracks already developed in Naya Raipur; Final NMT designs developed and to be contracted for additional 31.6 km	36km of sidewalks and cycle tracks developed
Hubli-Dharward	BRT corridors in operation and carrying at least 75% of projected ridership	0	N/A	BRT corridor currently under development	75% of projected ridership

Indicator/City		Base-line	MTR Target	MTR Progress	End of Project Target
	Safe pedestrian access to BRT	0	N/A	Pedestrian access designs are under preparation	
Indore	ITS systems and units are installed, functioning, and utilized for at least 80% of their intended of revenue vehicle kilometers of service by project end	0	N/A	0; ITS bid is being finalized for tendering	Installation completed; at least 80% of revenue bus vehicle kilometers designed to be covered under ITS system are so covered
Mysore	ITS systems and units are installed, functioning, and utilized for at least 80% of their intended of revenue vehicle kilometers of service by project end	0	N/A	Installation completed; Currently 88% of all buses (373 buses) have functioning ITS	Installation completed; at least 80% of revenue bus vehicle kilometers designed to be covered under ITS system are so covered