



GEF-World Bank-UNDP supported

Project Update

Sustainable Urban Transport Project has been making regular progress since the project inception.

Current Status

Component 1A: Capacity Building of Institutions and Individuals:

Sub Component 1- Institutional Capacity Building: Consultancy for Strengthening of IUT (PC1): The contract has been signed with M/s Deloitte Touche Tohmatsu India Private Limited. Inception report has been submitted by the consultant and the Business Plan is under preparation;

Sub Component 2 – Training and Skill Development:

Consultancy for Individual capacity development through training of trainers and training professionals (PC2): In response to the Request for Proposal (RFP) bids have been received and are in final stages of evaluation,

Two training programs completed under this sub component (Details given on page 2);

Sub Component 3 - Develop Toolkits: Consultancy for Preparation of Toolkits (PC3): In response to RFP, bids have been received on 13th July 2011. These are currently being evaluated.

Sub Component 4 - Dissemination activities:

Three issues of GEF-SUTP Newsletter have been published and distributed to all stakeholders.

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

Expression of Interest (EOIs) for following three consultancies have been published in July '11 and submission date is 1 August 2011:

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

Component 2: Implementation of Demonstration Projects in Selected Cities.

Naya Raipur

- Consultant for design of Bus terminal, shelter and depots has been appointed.
- Terms of references (TORs) for technical activities have been prepared.
- Transport Planner has been appointed from 1 July '11.

Pimpri-Chinchwad

- The work of Nashik Phata flyover has achieved 37% overall physical progress by June 2011
- Contract has been awarded for Empire State Building Flyover.
- Expression of Interest (EOI) for Monitoring & Evaluation (M&E) has been published and the proposals received are under evaluation.
- The Terms of Reference (TOR) for Technical Activities finalised and procurement action will start soon.

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Indore

- Contract Agreement for ‘Design of detailed Median Bus Stations for BRTS’ has been signed with CEPT.
- TORs for Technical Activities have been prepared and EOs approved. Procurement action will start soon.

Mysore

- The procurement action for the Intelligent Transport System (ITS) has been concluded and contract has been awarded to M/s CMC Ltd.
- Evaluation for hiring of Project Management Consultants (PMC) for ITS is in final stages.
- Evaluation for hiring of Project Management Consultants (PMC) for M&E is on going.

SUTP Events

Training programmes / Workshops

As part of Individual training exercise under Component 1 of GEF-World Bank-UNDP supported Sustainable Urban Transport Project, two programs have been completed:

1. Bus Operations Training Programme

A 3-day training program on “Bus Operations” was conducted by the Institute of Urban Transport (India) from 18-20 April 2011 in Goa.

This training programme is the first in the series of individual capacity building exercise. The objective of this program was to improve awareness of the role of buses in a sustainable urban transport system and to develop the technical skills necessary to improve the quality of city bus services. Participants included transport professionals from city and state transport agencies as well as municipal corporation officials from 23 cities. The program design contained two aspects – technical sessions and presentations on the various aspects of bus operations, and a field exercise wherein delegates applied some of the newly learned techniques of demand estimation, route and fleet planning in the city of Panaji, Goa. The training program had a positive response from the delegates, both, on the content and the manner in which it was conducted. 90% of the delegates rated the programme as ‘Excellent’ or ‘Good’.

Majority of the delegates felt that the training was not only useful to their immediate jobs but would also be useful for any future positions in urban transport that they were likely to hold. At the end of the program the participants suggested that there should be more interactive sessions. They also felt that in the case of urban transport, a lot was discussed in the context of Indian cities like Ahmedabad, Indore and Bangalore and felt that one would benefit immensely if one got an opportunity to have training at these places.

2. Public Transport Training Programme

A 5-day workshop on “Public Transport” was held on 11-15 July 2011 in Goa. The main objective of this workshop was to spread awareness about the importance of public transport in the city’s transport sector. The workshop also aimed at providing participants exposure to aspects related the importance of public transport in lowering the emission of green house gases, facilities for NMVs, etc. The workshop was organized by Institute of Urban Transport (India) in association with GIZ.

The program was attended by 30 participants from 19 different cities belonging to state transport agencies as well as municipal corporations. Various professional from Embarq, Veolia Transport Ltd., Rites, IDFC, GIZ, CSE, UITP, EVI shared their experience in the field of Public Transport and contributed to the workshop program. The program was designed to contain two aspects – technical sessions and presentations on the various aspects on public transport and



simple tutorial exercises wherein delegates applied some of the newly learned techniques of demand estimation, route and fleet planning, GHG emissions etc.

The program received positive feedback from the participants. Majority of the participants felt that the program was comprehensive and all the topics were covered in an elaborate manner. Most of them found the content useful and felt that there was a need for such workshops to be conducted at regular intervals.



Thought for the quarter...

In current climatic conditions, transport problems and changing lifestyle, cycling seems to be the most viable solution for all issues, as it is beneficial for health and environment and also economical for an individual and the country.

We all should include a bit of cycling in our lifestyle like going to the nearest grocery store to start with, rather than using our two wheelers or cars.

Mr S. K Lohia, OSD (UT) & ex-officio JS (in picture) has set an example by cycling to work. He is an inspiration to the general public and more so to senior officials.

Fazilka Ecocabs - Towards Sustainable Transport Solutions

Consolidated by Navdeep Kumar Asija, Eco cabs

Fazilka Ecocab Invention is going to give benefit to more than half a million rickshaw families in Punjab and Haryana State

Mahatma Gandhi once quoted “I would prize every invention of science made for the benefit of all.” and embracing upon Mahatma’s idea of “doing more, for less, for more”, Fazilka, the town of god-fearing and hopeful people have given something innovative to this world by following the legacy of great Gandhian Engineering named “Ecocabs”. Low cost solutions under the concept of democratize technology as a Para transit mode of public transport solution to the already existed Indian Rickshaw operation in the India for the world’s poorest citizens, while aiming to creating profit for them and making it improvising traditional rickshaw and overall well managed operations to benefit each stakeholder.



Project Fazilka Ecocabs - a Social Reformer

Ecocabs are the name given to Traditional Indian Rickshaw operation by adding it with facilities like *dial-a-rickshaw* through *organized network* first time in the world at Fazilka. Fazilka is an Indian Border town in Punjab state with population less than hundred thousand.

Fazilka Project Ecocab

On 20th June 2008 dial a rickshaw (Ecocab) facility was launched in Fazilka. In the project Ecocab city was divided into five zones mainly north, south, east, west and central. Each centre is provided with 6 digits easy to remember phone number and same has been publicized in the

concerned locality which comprised mainly 1500 household units. Strategically these Ecocab call centre locations have been selected, so as Ecocab can reach within five minutes after receiving call to the destination point. This concept is providing easy access to public in the form of intermediate public transport system, followed by reducing their **Vehicle out Time (VoT)**. This has been taken as welcoming step toward for the promotion of intermediate public transport in small cities followed by discouragement to use personal motorized mode of transport by individual. One key reason behind the success of **Project Ecocab in Fazilka is as the average trip length in Fazilka is less than 3km, which is good to promote any cycle based mode of public transport.**

Under the project ecocabs needs of all the three key stakeholders mainly traction men, rickshaw and society at large is being taken care. Ecocab model is based on the generation of additional revenue for traction men through advertisement, fleet booking etc. Other than increased revenue various other welfare schemes are already been conceptualized and implemented at Fazilka are; free winter wears & woollens, free medical consultation by 10 leading private hospitals and doctors with different area of



specialty, medicine by the three authorized medical stores and laboratory for discounted medicines and free required laboratory tests, free legal aid by four leading lawyers, permanent Ecocab stands by Municipal Council Fazilka in various zones of Fazilka and computer education for few educated traction men by two computer centres in Fazilka. Additional incentive with project ecocabs also increase the daily income of traction men, their social security, better healthcare facilities, organized structure and free quality education for them and their dependent family members.

At present more than 500 traction men are working within Fazilka urban limits. Benefits given to them by Graduates Welfare Association Fazilka (GWAFA) are includes rupees 50,000/- free accidental insurance, free education, digital identity card, free medical consultation in all leading private hospitals in Fazilka, free legal help cell to handle their day to day problems, better rickshaw stand facility with office and free dress. Under phase II of the project Ecocab, after improving the accessibility to the residents better ergonomically designed low cost light weight Ecocabs were introduced under different models. Ecocab is one of the most environment friendly projects being initiated at Fazilka which saves about 900 litre of fuel and 14500kg of fresh air to get polluted on daily basis along with better law and order, as the movement of traction men indirectly keep city alert and alive.

The Success Story

With the order of honourable Punjab & Haryana High Court, the concept which originated at Fazilka two year back has been fully adopted by both the Punjab and Haryana Government. Twice by taking suo-motu on a news item appeared in Indian Express vide their civil writ petition number CWP 7500 of 2010 and CWP 18399 of 2010 issued notices to subsequent Punjab and Haryana Governments, asking “if such eco friendly rickshaws can be implemented in Fazilka why not in the rest of the both states”. Recent order of Haryana Government to their Local body department has made this possible. Now more than 5 lakh rickshaw families are



going to get the benefit of the same. The small initiative is adding to the big results. To make it further popular GWAFF has made a dedicated website for the ecocabs, which will contain all technical information on ecocabs and also on how to start Ecocab-Dial-a-Rickshaw scheme in your town and cities (<http://www.ecocabs.org>). Letters from Principal Secretary and Financial commissioner of Haryana has been received to provide the technical know how of "Fazilka Ecocabs" so that the same shall be implemented in Haryana as well at the Earliest.

It is important to note here that Punjab Government through Punjab Heritage and Tourism Promotion Board and District Administration Amritsar has already implemented Ecocabs in the holy city of Amritsar and subsequently in Patiala by Local NGO "The Patiala Foundation" under name "Patiala Green Cabs". This year Punjab state exhibited "Ecocabs" as a sustainable mode of transport in their Pavilion during International Trade Fair, 2010 held in the month of November at Pragati Maidan Delhi and overall Punjab Pavilion bags Silver Medal for the same. It is estimated that more than 6.5lakh traction men are going to get benefit out of it. The Patiala foundation has also taken up the task of training Ecocabs operators as tourism guide with the help of Punjab Tourism to facility tourist visiting Patiala.

Telecom Partner BSNL- Bridging the gap

Fazilka "Dial-a-Rickshaw" concept is the best example as how modern intelligence systems can be retrofit on existing para transit mode of transportation modes like rickshaws which exists each node and corner of this country.

Under an agreement with GWAFF, Bharat Sanchar Nigam Ltd. (BSNL) has decided to provide free pre-paid mobile connections to the Ecocab operators in Fazilka These ecocabs operators would be able to talk to each other on these mobile numbers free of cost. Nine hundred pre paid mobile connections would be provided here under the Close User Group (CUG).

Under this plan, a free SIM with lifetime validity will be given to Ecocab operators and a special tariff under "Saral Anant" plan of 1 paisa per second calling rate to any landline/mobile phone across the country. In Fazilka, zone wise all ecocabs operators have been registered and given 3 digit registration numbers, another beauty of this plan is that each Ecocab operator shall have last three digit of their mobile number same as their Ecocab registration number. Apart from that all Ecocab operators will enjoy free calling amongst the network of 900 Ecocab operators under CUG. BSNL has waived off Rs.60 monthly tariff on CUG also along with providing them free SIM.

Albert Ching, a researcher, Masters of city planning at Massachusetts Institute of Technology (MIT), USA hoped that since intelligence infrastructure is developed ahead of transport infrastructure in places like India (700+ million cell phones vs. 13 million cars) this intelligence can help places like Fazilka leapfrog the traditional car-centric development patterns that have handicapped many places like Beijing and Bangalore and set example for the rest of the world as well.

Next Generation Ecocabs

On 15th April during his one day visit to Fazilka, Chief Secretary Punjab Mr S.C. Aggarwal Inaugurated "Fazilka Femto", a next generation model in the Ecocab series. This is the third model being launched in the same series by Graduates Welfare Association Fazilka (GWAFF). Last year on the occasion of Fazilka Heritage Festival, Ecocab model "Fazilka Nano" was launched.

"Fazilka Femto" is a further modified version of "Fazilka Nano" including certain additional features like detachable canopy, modified suspension system and canvas based sitting area made it suitable for rural roads.

Way Ahead

In engineering terms Rickshaw occupies less than half of the road space per passenger than a car and produces no pollution at all. Imagine what an environmental and social disaster it would be if all these rickshaw trips changed into motorized trips. Governments of developing countries are doing away cycle rickshaws in the false belief that rickshaws portray the image of being under developed. Cycle rickshaws are fast losing patronage as inefficient and unsafe. There is total absence of proper road infrastructure for the efficient use of cycle rickshaws.

Ecocab project has not given voice to green and sustainable transportation across the globe and forced concerned authorities to create better physical and social infrastructure for them but also helping Ecocab operators (traction men) for getting their deserving place in our society through organized structure, better health facilities and other incentives. After all this is India's metro but on rubber tires.



All information, data, image, photographs have been assimilated by Navdeep Kumar Asija, Secretary (Admin), Graduates Welfare Association Fazilka (GWAFF)

Strengthening Public Transport through, Unified Metropolitan Transport Authority (UMTA)

Consolidated by Kamal Nagar, OSD (Transport), UADD, GoMP

Roads like the veins and the Public Transport System like the blood circulatory system in the body, play a vital role in the well being, growth and efficiency of a city. Access to various urban facilities, liveability index of the city, growth in business and the economics all are affected strongly by the nature, type, quality, extent of adequacy and the overall management of the system.

With the ever increasing demand as well as the supply of private vehicles in the current scenario, the public transport still share a large percentage of the total transport facility in the city and looking into the environmental considerations, fuel efficiency, limited scope of expansion of intra-city roads, congestion & safety issues, public transport has even a larger potential in catering to the transport needs of the city.

Now affirming to the need to encourage, develop, innovate and maintain the public transport system; calls for a well structured, dedicated, equipped, empowered and a resourceful body that could be entrusted authority and held responsible for controlling the overall managerial and operational functions of the public transport in specific and the overall transport system in general.

The magnitude of the task, poor financial allocation and its management, lack of subject matter specialists in the team, either overburdened, untrained, less efficient or the typical mindset officials/staff leading to the performance gap, multiplicity of agencies with almost no coordination among them and thus lack of a single accountable agency, all create a strong platform for constituting a capable, competent, committed, umbrella structure namely Unified Metropolitan Transport Authority (UMTA) enriched with the required human and financial resources.

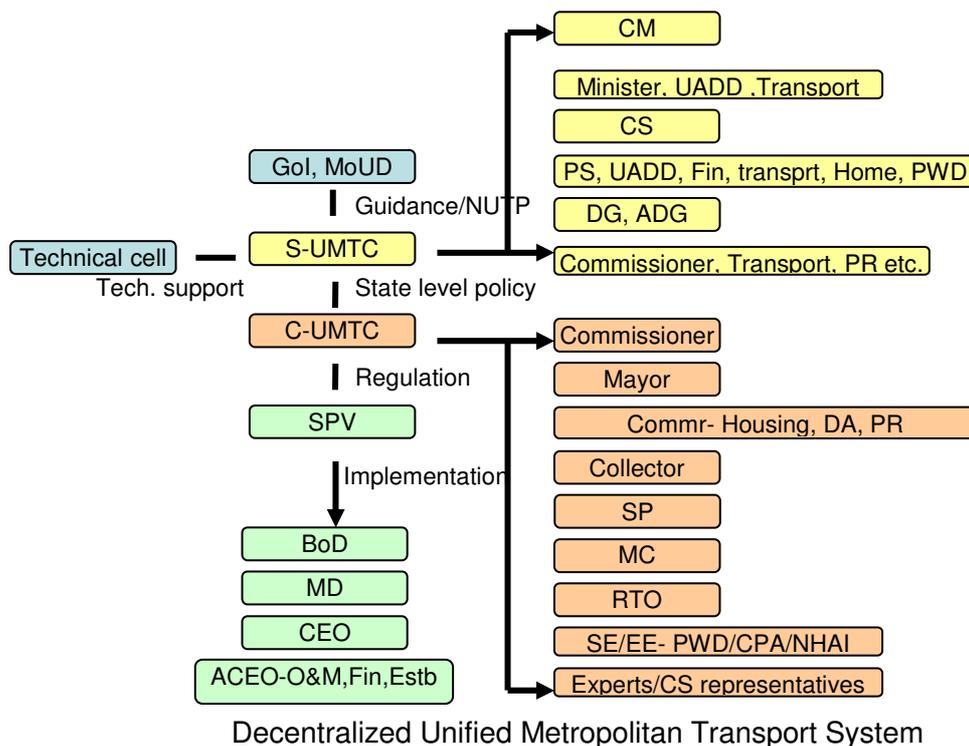
The encouraging global and the national experiences such as from the pioneers- Singapore, London, Bogota etc. also advocates for institutionalizing such nodal body for public transport; wherein the revenue, O&M and quality of services have incredibly improved, diverting a large population towards public transport thereby reducing the congestion and the pollution levels in



the cities. New Delhi, Bangalore, Hyderabad have already established such systems whereas other JnNURM1 cities of country are also on their way to establishing such system.

The constitution of UMTA in the above context, with reference to the National Urban Transport Policy (NUTP) and Public Transport Reforms expected by Government of India (GoI) as per the Urban Bus Procurement Guidelines could be done either by Act or by Executive Order. The former option, though being rather substantial (as it will form an Authority) is more time consuming since it will require amendments in various Central and State Acts such as Motor Vehicle Act, Motor Vehicle Rules, Advertisement Byelaws, Parking Byelaws etc. The unified agency may be constituted by Executive Order also which appears to be an easier and time efficient option. The agency formed so will be the Unified Metropolitan Transport Council (UMTC)

The UMTA/UMTC could either be centralized or decentralized. For instance, Mumbai, Delhi, Chennai, Kolkata are following the centralized approach with a single body, while for B-grade Non-capital cities or the ones with a population of 15-20 lacs, the decentralised approach with State level S-UMTC and City level C-UMTC could be better as both will have distinct and defined roles/responsibilities and together, these will serve to fulfil the transport needs of the city.



The S-UMTC will be for Policy formulation, Monitoring–Evaluation and Coordination among various stakeholders and C-UMTC for byelaws preparation, execution and regulation in the city. The C-UMTC will implement through Special Purpose Vehicles (SPVs). The multidisciplinary S-UMTC may comprise of Govt. officials and various transport experts and it will be headed by Hon’ble. Chief Minister. Similarly C-UMTC will be comprised of Govt. and public representatives along with subject experts etc. and the Divisional Commissioner will be the chairperson.

To meet the financial requirements for enhancement of public transport and ensuring its sustainable operation and management, a separate fund needs to be established. The revenue

¹ JnNURM – Jawaharlal Nehru Urban Renewal Mission

sources for the City level Dedicated Urban Transport Fund (C-DUTF) will include Central grant, Planning Commission grant, State seed money, O& M grant under Planned Budget etc. Provision may also be made to specifically earmark funds out of total development fund of the city or from 10% of the Octroi compensation etc.

A proper planning, monitoring & follow up of activities and regular review & reporting system will further strength the overall system and will facilitate it to evolve as an Outcome based Cost effective system. The Public Private Partnership, as exercised through the agency of SPV will categorically prove to be a value addition bringing into its corporate style management and the professional competence.

Thus realizing the importance and the urgency to address the public transport issue with a win-win approach from the point of view of both the service providers and the service consumers, the UMTA/UMTC seems to be a perfect contemporary solution to tackle the unorganized structure prevailing currently. The only constraint being the political will and the procedural delays which must be brought into favour for the successful accomplishment of the cause.



All information, data, image, graphs have been assimilated by Kamal Nagar, OSD (Transport), UADD, Government of Madhya Pradesh

World Bank Interim Mission

World Bank Interim Mission was scheduled from 23 June – 6 July 2011. The main objective of the mission was to meet the representatives from cities under GEF-SUTP and review the progress made by the cities to date and discuss progress made by PMU / PMC on Component 1B. Officials of the World Bank along with officials of PMU and PMC held meetings with the city officials on the following subjects:

- Meeting on Safeguards with Pimpri-Chinchwad Municipal Corporation 23rd & 24 June 11
- Meeting with Naya Raipur regarding Project update, DPR; ITS in New Delhi on 27 June 11
- BRT Implementation, ITS Project Cost and options, counterpart funding with AICTSL in New Delhi on 28 Jun 11
- Discussion on DPR, Institutional Options, safeguards with DULT in Hubli on 29 June 11
- Meeting with ITS vendor CMC, KSRTC and progress review on 30 June 11 in Bangalore
- Discussion on Progress, BRT Implementation Plan, Service Plan, Passenger Access Designs, Proposal for funds utilization with PCMC on 1 July 11 in Pimpri-Chinchwad
- The World Bank Mission Wrap up meeting with NPD was held on 6 July 11 at New Delhi

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

Contact details:

Shri S.K. Lohia, National Project Director / OSD(UT) / Ex-Officio JS	Shri I.C. Sharma, National Project Manager	Shri Sumit Chatterjee, Deputy Secretary	Shri Rajendra Nath, Team Leader
Ministry of Urban Development	PMU, GEF-SUTP	Ministry of Urban Development	Mott MacDonald Pvt. Ltd.
Tel: +91-011-23061114	Tel: +91-011-23062615	Tel: +91-11-23062387	Tel: +91-120-254 3582
Email: sk.lohia@nic.in	Email: iutindia.sutp@gmail.com	Email: sumit_d6@yahoo.com	Email: sutp@mottmac.com

Newsletter coordinated by: Ms. Surabhi Kureel, Transport Planner, Mott MacDonald

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Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

The Brundtland Commission, 1987