

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

Twelfth Implementation Support Mission (August 11-28, 2014)

Aide Memoire

I. Introduction

1. A World Bank mission¹ visited the Ministry of Urban Development, state and city officials of participating cities and held discussions on the Project to review overall project progress and performance. The Mission met with the Project Management Unit (PMU) within the MoUD and visited Naya Raipur, Pimpri-Chinchwad and Hubli-Dharwad, and held discussions with officials from Mysore KSRTC/ MCC and Indore through Audio/ Video conferencing. 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. 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 main mission objectives included the following:

- Review implementation progress in demonstration cities under the project
 - **Hubli-Dharwad** - Review progress in regard to (i) implementation of awarded works packages; (ii) land acquisition and R&R; (iii) Implementation Schedule; (iv) communications strategy and consultations; (v) RAP and EIA/EMP update; (vi) progress on TAs;
 - **Pimpri-Chinchwad** - Review overall project progress in regard to (i) BRT implementation schedule; (ii) Service Plan - Corr 1 & 2; Corr 3 & 4; (iii) implementation of Empire Estate Flyover and balance BRT corridor packages; (iv) safeguard issues (v) and TA activities;
 - **Naya Raipur** - Review project progress with regard to (i) BRT Infrastructure and NMT contract; (ii) BRT Lite implementation schedule, (iii) Railway Station pick up point; (iv) TOD Study and other consultancies
 - **Indore** - Review project progress including (i) procurement of ITS; (ii) TAs
 - **Mysore ITS** - Review progress on ITS project;
 - **Mysore PBS** – Review Progress on preparation; implementation plan
- Assess the implementation progress under Component 1B

3. The mission shared the key findings of the Mission with the National Project Manager, Mr. I.C. Sharma and his team on September 1, 2014. The Mission will debrief Mr. Bhaskar Dasgupta, Director, DEA, on September 4, 2014. The summary of Mission highlights includes the following:

- **Overall Project** - Project progress is improving with procurement and contract award in both Naya Raipur and Hubli-Dharwad gaining momentum. Roughly 75 percent of the

¹The mission consisted of Nupur Gupta (Task Team Leader), Ke Fang (Urban Transport Specialist), I.U.B. Reddy (Social Specialist), Gaurav Joshi (Environment Specialist), Rohit Gawri (Information Analyst), Debabrata Chakraborti and Satyanatayan Panda (Procurement Specialist), S. Krishnamurthy (Financial Management Analyst), Sona Thakur (Communications Specialist), Gerhard Menckhoff (Public Transport Specialist – Consultant), Ishita Chauhan (Research Analyst), Asha Bhagat (Consultant - FM) and Neetu Sharda (Program Assistant).

IBRD funds have now been committed compared to about 50 percent in January 2014. The pace needs to pick up further so that all procurement are concluded by December, 2014, and there is necessary focus on implementation progress of awarded contracts for actual improvements in the disbursements to become more visible. The implementation progress is rated *Moderately Satisfactory*.

- **Pimpri-Chinchwad** – The slow progress on land acquisition and resettlement activities remains a major area of concern for Corridors 3 and 4. The process of allotment of EWS housing to affected people continues at a slow pace and resettlement of those in transit housing remains unresolved as such Moderately Unsatisfactory rating for social safeguards retained and for environment also downgraded to MU; PCMC needs to refocus on timebound launch of BRT corridors 1, 2 and 3, and this will require early resolution of issues around ITS procurement, terminals, stations and signals; there is improvement in progress on Empire Estate package;
- **Naya Raipur** – ITS procurement has been launched and detailed designs for the Railway Station pick up point are ready. Meanwhile, implementation progress on both major works packages for public transport infrastructure and NMT is slow; NRDA needs to strengthen its project management and begin to equip the SPV to ensure a timebound launch of its BRT Lite project;
- **Hubli-Dharwad** – HDBRTS has completed procurement and award of six packages, procurement of 1 package is ongoing, but that of 3 packages is yet to be initiated. There has been progress in land acquisition, though mainly public lands, and process of award for private lands needs to be expedited. Meanwhile, there is need for attention to implementation progress of awarded packages;
- **Indore** - In Indore procurement of the ITS system and other consultancies is being reinitiated and implementation progress rating is downgraded to MU. The final judgement on the PIL against the BRT is still awaited.
- **Mysore ITS** – The hardware issues have been reduced and based on recommendation of the PMC KSRTC is considering conditional operational acceptance of the system.
- **Mysore PBS** – DULT and MCC are working on the bid documents for the PBS procurement and these are on the critical path.
- **GEF Grant Restructuring** - For the GEF funded components, DEA request for (i) change in the disbursement ratio for Pimpri Chinchwad, has been received. However, MoUD request for the following changes (i) allocation of US\$1.6 million to Mysore for implementation of Public Bike Sharing Project, (ii) allocation of \$0.6 million towards technical assistance to HDBRTS, (iii) allocation of \$0.6 million to Mysore KSRTC towards technical assistance support in implementation, is still pending. The restructuring will be taken up once all requests are in place.

II. Key Project Data

Key Project Data		Current Ratings and Flags		
			Previous	Current
Board Date	Dec 08, 2009			
Effectiveness Date	May 5, 2010	Development Objectives	MS	MS
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	MU	MU
		Procurement	MS	MS
		Financial Management	MS	MS
Disbursed Amount	GEF US\$ 5.73 mn	Problem Flags	One	One
	IBRD US\$ 31.05 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
Finalize proposal for restructuring of GEF allocations and submit to DEA	Aug 30	PMU	Delayed
Ensure recertification of audit objection amount in PCMC	Sep 30	PCMC	
Complete regular updation of Procurement Plans/ contract packages	Nov 01	PMU/ PIUs	
Submit status update on key agreed actions/ works contract progress	Sept 10/ Oct 10/ Nov 10	PMU	
Component 1B activities: -Select cities and Finalise city specific plans and Guidelines for PC1B1,2 and 3 -Finalise National Research Program Design and implementation	Nov 30 Sep 30	PMU	
Preparation of revised BRT Implementation schedule	Aug 30	Pimpri-Chinchwad	
Close monitoring of the Empire Estate Contractor work progress	Continuous		
Submit Progress Report on Empire Estate Contract	Monthly		
Process EoT for Gammon India	Sep 15		
Inclusion of Corridor 3 and 4 in ITMS design and costing and initiate ITS tender	Aug 30		
Award BRT Stn contract – Corr 3/4	Aug 30		
Initiate tender for Nigdi Terminal	Aug 30		
Award contract for footover bridge at Nashik Phata interchange	Aug 30		
Traffic engineering study and traffic signal designs for Corridor 1	Sep 30		
Submit designs of six platform extensions for the BRT express stations	Sep 30		
Analyze options for access gates to BRT stations, to avoid passenger bunching	Sep 30		
Submit draft Service Plan for Corr 3&4	Sep 30		
Submit Media Analysis Report	Sep 30		
Removal of blockage across Pavana River / Improve labor facilities	Aug 30		
Engagement of NGO services on R&R activity	Immediate		
Resolve issue regarding resettlement of Transit Housing PAPs	Oct 31		
Complete all Resettlement / Land acquisition	Dec 31		
BRT Civil works Package – Old Mantralaya handover to Contractor	Aug 28	Naya Raipur	
Railway Station pick up point site handover	Sep 1		

Actions to be Completed	By when	By whom	Status
Close monitoring of works packages Revised cross section for NMT lane – Submit revised note with updated costs/ Handover detailed design to contractor Review requirement for integration of smart card by RNNTL and NRDA Submit ITS BER Submission of revised M&E report Updated BRT Implementation Plan Finalize proposal for Bus Service Plan SPV strengthening	Continuous Aug 28 Sep 30 Sep 1 Nov 15 Sep 25 Sep 7 Sep 1 31 Oct		
Submit Request for change in Project Description Initiate procurement/ Submit ITS BER BRT Accessibility Study – Submit TER Initiate EoI for Business Plan Study Submit updated procurement plan Complete hiring of ITS and Transport Expert	Aug 31 Sep 15 / Nov 30 Sep 30 Sep 15 Sep 15 Sep 30	Indore	
Submission of Monthly M&E Report including a review of performance of entire system Submission of agreed Action Plan for proposed Cure Period Submit Action Plan by KSRTC to address operational issues affecting performance of ETA etc	Continuous Sep 30 Sep 30	Mysore	
Provision of encumbrance free sites to contractors Close monitoring of contract progress Options analysis and findings report for Station at Jubilee circle Proposed layout of Elevated Section over Jubilee Circle & BRT Terminal at CBT Dharwad Busway segregation between Hubli Railway Station and Hosur Cross Traffic engineering study and design of traffic signal layouts Engage specialist to carryout traffic safety audit Submit ITMS DPR Submit bid documents for ITMS, FoB and Dharwad corridor section/ Submit BER Complete bid evaluation of Package 1 Addendum to EIA/EMP and RAP Submit Plan for improving survival rate of tree plantation / Improve labor facilities Complete R&R payments of Tenants	Aug 30 Continuous Sep 30 Sep 30 Sep 30 Nov 30 Nov 30 Aug 20 Sep 15/ Nov 30 Sep 30 Sep 15 Sep 30 Nov31	Hubli-Dharwad	Delayed

Actions to be Completed	By when	By whom	Status
Complete reconstruction assistance of religious structures	Dec 31		
Complete all R&R and LA	Dec 31		
Send the Project Form for grant assistance to MOUD/PMU	Aug 30	DULT/MCC	
Submit revised DPR	Sep 7	DULT/MCC	
Submit revised Procurement Plan	Sep 7	DULT/MCC	
Submit draft bid documents	Sep 7	DULT/MCC	

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 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.

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 target is to train roughly 200 officials from across the country by the end of the Project. The technical assistance activities in regard to assistance with implementation of reforms, and development of a Research Facility within MoUD, are ongoing and 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 its performance is being closely monitored. 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 ensure project sustainability. In Naya Raipur, the launch of the interim bus service along with the State Secretariat in the new state capital has ensured a reasonable public transport mode share.

8. However, the mission noted that the new land acquisition Act had created some uncertainty and therefore delays were likely in completing acquisition in both Pimpri and Hubli Dharwad. This would adversely affect contract implementation. Already, on some awarded packages the implementation progress has been slow. In view of these, there is a likelihood of the projects not getting completed within current Project Closing timelines. Therefore, while there are good reasons to believe that PDO could be achieved, there also emerging uncertainties around completion timelines and the rating is modified to Moderately Satisfactory.

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 as necessary.

V. Current Implementation Progress

10. **Overall Status:** The Mission rates the overall project progress as *Moderately Satisfactory*. There has been reasonable progress in completing project procurements and some progress in land acquisition.

11. Component 1B has progressed. Out of the 10 activities proposed, 9 are ongoing and 1 is being prepared. The third round of training program “Leaders in Urban Transport Planning” at CEPT University of Ahmedabad has commenced.

12. As regards the Component 2 on the City Demonstration Projects, there has been progress since the last mission, although issues remain. In the case of Pimpri-Chinchwad, the Empire Estate Flyover contract progress has improved; bus station contracts for Corridor 3 and 4 awarded and under implementation; however, issues on land acquisition and resettlement need to be expedited. In Naya Raipur and Hubli-Dharwad procurements are considerably advanced, however, there is need for close contract monitoring to ensure timely delivery of the infrastructure. In Indore the procurement of ITS has to be relaunched following the cancellation of the last bid process. There has been progress in resolving the issues on the ITS system in **Mysore** and operational acceptance is expected shortly.

13. The project disbursements are currently at 30 percent. The progress on procurements has picked up and the status of commitment of funds is now about 75 percent and expected to be substantially committed by December 2014.

Status of Contract Award and Procurement in Numbers and Value in US\$m for IBRD

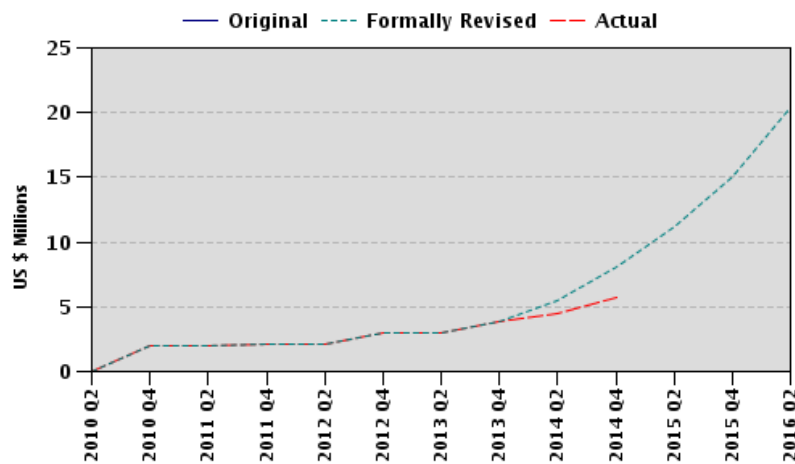
	Awarded		Under Procurement		To be initiated		Total	
	#	\$	#	\$	#	\$	#	\$
PCMC	2	35	0	0	0	0	2	35
NRDA	2	13	1	1	0	0	3	14
HDBRTS	6	33	1	6	4	18	11	56
Total	10	80	2	7	4	18	16	105
%	76%		7%		17%		100%	

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

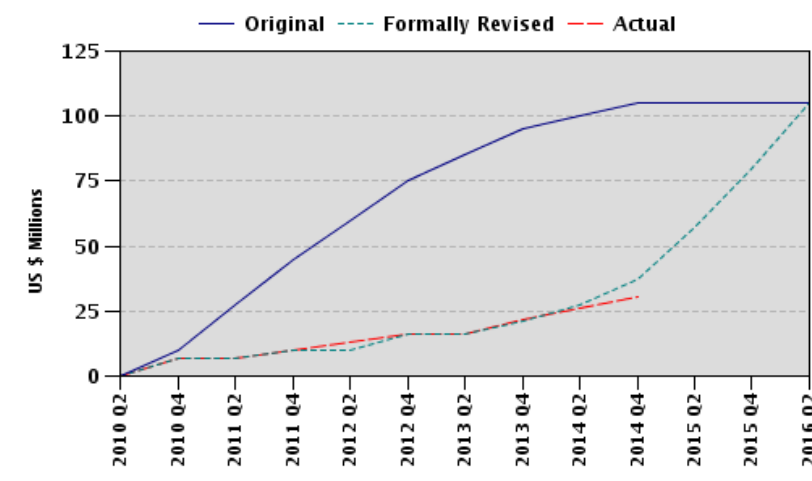
Disbursement Status (US\$ million)

City	Amount Disbursed (Loan)	% disbursed	Amount Disbursed (GEF)	% disbursed
Component 1B	-	-	1.869	26.52%
Pimpri-Chinchwad	26.21	87.73%	0.495	26.03%
Naya Raipur	1.65	11.84%	0.719	37.86%
Indore	-	-	0.636	33.50%
Mysore	-	-	1.792	94.32%
Hubli-Dharwad	2.93	5.28%	0.227	11.95%
TOTAL	31.05	29.51%	5.74	31.11%

GEF



IBRD



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

Sl 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	Draft legislation and Guidelines developed. City specific documents under preparation. Increasing the number of cities from 3 to 8 under consideration.
2	Development of a standard architecture and plan for ITS and Traffic Management Center	20,070,000	Draft Guidance document developed. City specific reports under revision.
3	Development of a model NMT action plan, bike sharing plan	27,830,000	City selection to be finalized by MoUD. Draft Guidance document to

	and TOD Guidelines		be submitted.
4	Development of a Research Program	5,530,000	Research Design Report presented to Committee constituted by MoUD and approval pending.
5	GHG Emissions reduction assessment	28,650,000	Methodology developed, surveys completed and draft Baseline / 1 st GHG Emission Report submitted
6	Leaders Program	55,000,000+ 40,000,000	Third round of training initiated at CEPT in August 2014
7	Impact Evaluation Study for the Bus Procurement under JnNURM	33,300,000	Data collection ongoing.
8	Model Contract Agreements with Private Bus Operators & Guidelines for City Bus Services	5,400,000	Inception Report completed and State of the Art Report to be submitted.
9	Preparation of GEF5 Project	11,230,000	Ongoing
10	National Campaign on Sustainable Urban Transport		Scope to be discussed and finalised
11	Guidelines for Barrier Free Access		Draft ToR prepared
12	Workshops	30,000,000	
Committed funds - Sub-Total		281,160,000	
	Contingency	24,116,000	
Total Committed funds		305,276,000	
Original GEF Grant		338,400,000	
Balance Uncommitted funds		33,124,000	

Component IA

16. Activities under this component are supported / funded by UNDP. These mainly include:

- Business Plan for IUT
- 10 Urban Transport Planning Manuals
- 10 Training Toolkits
- Dissemination Activity
- Development of the National Urban Transport Knowledge Management Centre

17. The Toolkits and Training Modules have been prepared and training is ongoing. The procurement of the balance activity, urban transport Knowledge Management Centre, is in its final stages.

Component 2: City Demonstration Projects

Implementation Progress: **Moderately Satisfactory**

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

(i) *Pimpri-Chinchwad:* The flyover on Corridor 3 i.e. interchange section at Nashik-Phata is substantially complete and opened to traffic. The entire corridor is 78% complete and expected to be substantially complete by December 2014. Meanwhile, the work on corridor 4 is progressing slowly and is 45% complete. The interchange at Empire Estate, is at only 42% financial progress. The pace of the Contractor for Empire Estate interchange appears to be picking up but will take time to complete. In addition, land acquisition needs to be completed in several pockets and resettlement expedited for works to be completed on Corridor 4. BRT station contract packages are ongoing on both corridors. If the ITS funding for corridors 3 and 4 can be quickly resolved, Corridor 3 could be targeted for launch of BRT by late 2015. Completion of land acquisition and R&R actions requires a more focused approach.

(ii) *Naya Raipur:* The two major works package on BRT and NMT infrastructure are ongoing albeit with slow progress. The tender for ITS has been issued. The approval for the pick-up point at the Raipur Railway Station is in place and detailed designs prepared. On the TA activities, there is in general good progress. Many of the recommendations of the ToD Study have been approved by the NRDA Board and proposed to the state government for approval.

(iii) *Mysore:* Many of the problems encountered by the ITS system for Mysore city bus have now been addressed. Operational acceptance is expected soon. Comprehensive Services and Operations Analysis (CSOA) study to improve bus operations is ongoing.

(iv) *Indore:* The procurement of ITS had to be cancelled owing to non-compliance with Bank procurement guidelines. AICTSL will be relaunching the bid process after incorporating feedback of vendors. The procurement of consultants for BRT Accessibility Plan has also similarly been relaunched. The implementation progress of this demonstration project is rated '*Moderately Unsatisfactory*' owing to continuing delays and lack of progress on the Project. This will be considered for upgrade upon satisfactory completion of procurement of the ITS system.

(v) *Hubli-Dharwad:* Procurement of depot, terminal, NMT and BRT station works and key consultancy services under the project have been concluded. Procurement for the construction of BRT road package in Hubli is ongoing. The packages for foot-over-bridges, road works in Dharwad, and ITMS are being finalized and will be invited shortly. The procurement of 4-8 laning roadworks on the main BRT corridor by DULT/HDBRTS/KRDCL is in advanced stages. The land acquisition process for the Hubli-Dharwad BRTS component, in particular award of private land needs to be expedited.

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

VI. Key Implementation Issues, Risks and Priority Actions

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

18. *Land Acquisition and resettlement impacts in Pimpri-Chinchwad:* While there is some progress in land acquisition and resettlement implementation, it continues to remain an area of serious concern as it continues to delay the completion and launch of the BRT. The land not available to the contractors is found to be 1.360 meters in Kalewad-Dehu-Alandi road and 320 meters in Nashik Phata-Wakad road (10% of 18 Km). At the same time, the pending resettlement of those likely to be displaced and those living in transit housing requires urgent action.

19. In case of EWS housing, there has been some progress as verification has been completed for 108 out of 257 mailers (42%) and 4 families were given possession of new houses. Any delay in allotment of houses in EWS scheme will have cascading effect on land acquisition and handing over of land to the contractors, as land currently occupied will be processed only when the people are shifted to the new housing or vacated.

20. There is no resolution on payment of beneficiary contribution in case of those living in transit housing and this is now becoming increasingly uncertain. The target date of January 31, 2014 indicated by MoUD to the bank for shifting these people to new housing is missed by several months. This is of serious concern and the rating for safeguard management is retained as “Moderately Unsatisfactory” and will be downgraded if this issue is not resolved by next supervision mission. The beneficiaries expressed their inability to pay contribution as they cannot afford and also due to the fact they are staying in the transit for very long time. PCMC shall submit a commitment plan to complete the implementation of above pending actions in a time bound manner before January, 2015, the date set by DEA for completion of all land acquisition and resettlement related issues during the recent portfolio review meeting.

21. *Pimpri-Chinchwad - Flyover contract on Corridor 4 (Kalewadi Phata-Dehu Alandi Road):* Progress of this contract is highly unsatisfactory. Until July 2014, only 29.7% progress (in financial terms) has been made in 132% of the original contract period elapsed. It's understood that the Payment Schedule is little back-loaded, and thus, the actual progress may be assumed to be somewhat higher. PCMC has held high level discussions with the Contractor and the performance is reportedly improving. The progress of the contract works fell abysmally low from March 2014 reportedly due to shortage of Labour. The Contractor started increasing its Labour force from last week of June 2014. The progress was only 1.25% in July 2014, quite unsatisfactory but higher than earlier four months. However, the progress had improved to 1.8% in the first 20 days of August. The Contractor has also mobilized one 300 MT Crane. Considering the recent mobilization, the progress might be higher in coming months. PCMC must ensure a minimum of 3-4% progress per month in order to achieve completion by late 2015. All worksites are available and there are no pending issues with Railways, as such it must be ensured that the Contractor observes good construction planning and management for working concurrently at various locations with necessary labour forces to achieve 3-4% progress per month. PCMC should also agree to the Request for Extension of Time (EoT). Meanwhile, it was noted that the EMP was not being adhered to on the contract and the river bad had not been cleared nor labor facilities improved despite previous agreements. The environment safeguards rating is accordingly downgraded to MU.

22. *Pimpri-Chinchwad – BRT Launch and Coordination among key stakeholders:* The launch of the BRT corridors 1 and 2 are now likely to slip to September 2015 from September-October 2014. This is also the timeline in which Corridor 3 is likely to be ready for launch. The revised BRT implementation Schedule, identifying the key activities leading up to the launch suggest that the interchange terminal at Nigdi will only be ready by March 2015. Similarly, the proper design of traffic signals for Corridor 1 has not been addressed and may delay the launch timelines, especially in view of the serious road safety hazards on Corridor 1. Finally, the earlier sanctioned funding for ITS was withdrawn by MoUD resulting in further delays in the procurement of this critical item. ITS procurement had been initiated last year by PMPML on behalf of PCMC and PMC but had to be truncated as PMC preferred to secure GoI grant funding for the same. This was eventually sanctioned only for PCMC after long delays. The tender could not be launched as PMC's funding was still to be finalized, however, in the meantime, PCMC's sanctioned funding was also cancelled. These developments have delayed the procurement of ITS by over a year. PCMC has been advised to proceed with the ITS project as it will only further delay the launch of the BRT. The Standing Committee of PCMC has since approved the funding for ITS for Corridor 1 and 2. If the procurement can be initiated ahead of the imminent code of conduct in

Maharashtra valuable time would be saved and contract awarded by early 2015. It has been agreed with PCMC that they will ensure funding of ITS for Corridors 3 and 4, whether through own funds or external sources, as per the undertaking given at the time of cancellation of loan funds by PCMC. Also, since launch of Corridors 1 and 2 are likely to coincide with that of Corridor 3 and soon after Corridor 4, the ITS for these corridors also should be incorporated in the current tender. They have agreed to provision for Corridor 3 and 4 within the existing tender so that further time is not lost in procuring for them separately. Meanwhile, PMPML at its end will need to expedite the procurement of ITS and also finalise the bus procurement for BRT.

23. *Naya Raipur – Works Contracts Progress:* The Mission was informed that the progress on the BRT Infrastructure contract, signed in December 2013 was about 9% in more than 50% of the contract life, and of the NMT Infrastructure package signed in March 2014 was just 1%. The delays were on account of non-availability of encumbrance free sites i.e. old Central Secretariat, and good for construction drawings and changes in designs. Given the already long delays on the Naya Raipur project in the past, and the tight timelines to Project closing in November 2015, the Mission strongly advised NRDA to resolve pending issues and expedite contract execution.

24. *Indore BRT ITS Delays:* The ITS for the Indore BRT remains to be procured even after 4 years and the process is to be launched for the third time. The last procurement had to be cancelled as received bids were not opened as per the Bank procurement guidelines. AICTSL extended the bid opening after receiving the bids as the modal code was ongoing. Further, only a single bid was received contrary to expectation and despite a fairly elaborate process of consultation being followed. AICTSL has returned the bid unopened and cancelled the tender. Several rounds of discussions have been organized with potential bidders to understand the reasons for not submitting a bid and the bid documents are being revised accordingly. The process is expected to be relaunched in September and concluded by December 2014. The ongoing procurement of BRT Accessibility Plan Study has also run into similar problems. AICTSL has returned the received proposal unopened and invited all shortlisted consultants to submit proposals. Meanwhile, mixed traffic continues to ply on the lanes reserved for the BRT, and the case of Public Interest Litigation (PIL) has still not been disposed despite the Technical Committee appointed by the High Court reporting in favor of the BRT in March 2014. The implementation progress has accordingly been downgraded to '*Moderately Unsatisfactory*'.

25. *Mysore ITS Project operational acceptance.* The ITS system for Mysore city bus, rolled out gradually since November 2012 had encountered initial system troubles viz. estimated time of arrival data is not generated, transmitted and collected at the central server. The vendor and project management consultant had developed a remedial action plan and many of the problems have now been addressed ie. VMU hardware and communication issues. The ETA performance needs to improve further and while vendor needs to work on resolving the remaining technical issues, KSRTC needs to ensure better training of staff to ensure proper utilization of the system. The PMC has recommended Operational acceptance with a cure period of 2 months in which to complete pending issues.

26. *Hubli-Dharwad – Land Acquisition:* The land acquisition process is delayed by more than 18 months from the time-line stipulated in the RAP (April, 2013) and now expected to be completed by December, 2014. Since last supervision mission in March, 2014, there is some good progress in terms of award of 20 acres of Government land (60%), payment of R&R assistance to 70 families (80%) and completion of compensation negotiations in 5 out of 9 villages/Towns. So far 9 land owners have received the compensation. The issues that need attention includes: (i) Ownership of some of the affected people in Hubli Town who are residing on village lands prior to their transfer of the village into corporation limits. This issue is being pursued with the Government on the direction to be followed in these cases; (ii) Transfer of HDMC land (about 15 acres) which is to be handed over by the people who were supposed to be

handed over for road margins at the time of approval of their layouts. The mission was informed the impacts associated with these lands are being dealt as appropriate in line with the policy provisions; and, (iii) close follow-up of relocation of affected religious structures. While there is an agreed actions for all affected structures the relocation of Dargah is yet to be resolved and the consultations are continuing.

27. *Hubli-Dharwad – Works Contract implementation progress:* The progress on the awarded works packages is slow and a matter of concern. Package 10 awarded in November 2013 involving depot and terminal at Hosur recorded a progress of only 5% is progressing slowly owing to delays in availability of (i) good for construction drawings, (ii) encumbrance free land. The other two contracts package 8 and 9 are similarly delayed. At present the main sections requiring an early decision on the final alternative include (i) the RoB at Navalur, which is pending approval of the Railways (ii) the BRT in the final section of Dharwad including terminal, (iii) Dargah. It is imperative to finalise the alternatives and initiate remaining procurements at the earliest in order to ensure timely completion of the BRTS Project within Project timelines.

28. *Weak Project Implementation Units.* The Mission again expressed concern over the weak PIUs and their inadequate staffing which was resulting in continuing project delays. Although NRDA has hired a full time Chief Project Manager and a Transport Planner, the project progress continues to suffer from delays and inadequate oversight. It was suggested to now transition the PIU into the newly created SPV and to man it appropriately. In Indore, while there has been continuity of the new CEO, AICTSL, he continues to be a part time resource and the strengthening of the organization through induction of operations staff continues to be delayed. In Pimpri too, the staffing of the BRT Cell within PMPML has been delayed. However, with the hiring of the BRT Advisor by PCMC one expects coordination to improve.

VII. Safeguards – Environment and Social Management

Safeguards Rating: **Moderately Unsatisfactory**

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

Environment Management

29. The mission noted with concern non-adherence to EMP requirements across cities, and in particular Pimpri-Chinchwad, that has resulted in the current performance on environmental safeguards being rated as marginally unsatisfactory. The prolonged delays in implementation of previously agreed actions, and inadequate facilities for laborers – quarters for stay and safety considerations are key issues that require continued attention as implementation accelerates across cities. City specific issues are summarized below and details are provided in Annex 8

30. *Pimpri Chinchwad:* The mission was concerned to note that despite previous agreements to removal material from the river bed for width identified, the flow at the Pavana bridge continued to be blocked. It has been agreed that this would be removed before 31 August 2014 and reported to the Bank. There continue to be shortcomings on the facilities for workers for the Empire Estate Contract on safety and lodging facilities compared to the EMP requirements. As

the contractor is now planning to accelerate works, the mission urged PCMC to ensure that the EMP requirements are not compromised. It was agreed that update on improvements made would be shared with the Bank in the QPR of 30 September 2014 with necessary photographs and other suitable supporting documents. The mission also visited the transit camp site where the facilities provided are now in the 3rd year compared to the original plan for only about 2 years. Moreover, their maintenance is not proper. The mission urged PCMC to ensure adequate availability of water supply, timely cleaning up of sanitation facilities like toilets, and removal of solid waste for this site. It has been agreed that the PCMC officials in charge of these facilities for the ward will be directed to ensure that this is done regularly and reported on in the QPR of 30 September 2014.

31. *Hubli Dharwad:* The key issues that HDBRTS Co and the PMC need to focus on is the facilities for laborers working in the depot and workshop sites – for personal safety and camp amenities. These are currently not in line with the EMP requirements, which are integrated with the contract for these works. It has been agreed that these would be regularly monitored, and reported on. The mission noted that there has been a conscious endeavor to draw the contractors' attention to this issue but urged more caution and clarified that if this is not improved, project performance would be downgraded. The survival rate for 8000 saplings is only 53% compared to the target of 80%, with most striking numbers for damages appearing for plantation in government offices' premises. The mission agreed with the revision of the plantation strategy, which will now have more participation from the Forest Department during site selection and post plantation care, as well as bulk plantation for the 3000 saplings for the current rainy season. It also had the occasion of meeting with some members of the Green BRTS Committee and discussed various options for additional resource mobilization, which are identified. It requested that the deliberations and decision on this very important aspect be communicated to the Bank in the QPR of September 30, 2014. The mission also welcomed the augmentation of the HDBRTS Co team with the induction of a person to look after the plantation and green aspects. Bank comments on the Addendum to the EA documents were discussed in detail and it was agreed that these would need to be finalized at the soonest addressing the comments.

32. *Naya Raipur:* The recent proposal for NRDA to reconfigure the NMT infrastructure along existing roads will require borrowing of material and not cutting. The mission urged the NRDA team and their PMC to ensure that the borrowing is done in line with EMP requirements, especially for drainage and safety. The PMC's safety officer's is now endeavoring to put in place a system for measures (to be) taken for ensuring that the EHS requirements are followed. It suggested that this build on the EMP and discussion during the previous mission so that there is no duplication of work. The proposal for changes to the Mantralaya lay-out was also discussed for which more detailed plan is awaited.

33. *Mysore:* The mission had a short meeting with the Mysore PBS team. The need to accurately describe the currently proposed interventions and their impacts so that the expectations of readers of the project documentation are properly calibrated was reiterated. It would also be useful to revise the DPR and its annexures as well as check them thoroughly for consistency and comprehensiveness since the current impression they create about the project is that it is a much more encompassing set of activities than installation of bicycle stands at clearly identified locations which are not environmentally or socially sensitive. The next revision of the DPR should be available by 31 August 2014.

Social Management

34. The Mission visited Pimpri-Chinchwad, Hubli- Dharwad and Nay Raipur and held discussions with the concerned officials and also undertook field visits. The following is the summary of the outcome of discussions on the implementation of social safeguards.

35. *Land Acquisition and resettlement impacts in Pimpri-Chinchwad:* The mission noted some progress in both land acquisition and resettlement implementation. In case of land acquisition few cases are resolved through negotiates for TDR in lieu of compensation and court rulings. In case of Nashik-Phata flyover, the land acquisition for ramp has been avoided by modifying the alignment to accommodate within ROW. In one of the court case the court has ruled that compensation has to be paid in line with new LARR act and also ruled to pay compensation for the affected structure since Municipal corporation has not taken any action to remove the unauthorized structure for more than 30 years. The mission was informed that the compensation for this court case has been deposited and the land was taken over. However, the status of payment of compensation to the land owners is not available. In terms of land not available to the contractors is found to be 1.3600 meters in Khalewad-Dehu-Alandi road and 320 meters in NashikPhata-Walkhad road (10% of 18 Kms) In case of Bank assisted sections (1.78 kms) , the entire land is now available and handed over to the contractors. However, the pending resettlement of those living in transit housing is directly related to Bank financed sections in Nashik- Phata- Wakad section.

36. In case of EWS housing, there has been some progress as verification has been completed e for 108 out of 257 mailers (42%) and 4 families were given possession of new houses. Any delay in allotment of houses in EWS scheme will have cascading effect on land acquisition and handing over of land to the contractors, as land currently occupied will be process only when the people are shifted to the new housing or vacated.

37. There is no resolution on payment of beneficiary contribution in case of those living in transit housing and this is now becoming increasingly uncertain. The target date of January 31, 2014 indicated by MoUD to the bank for shifting these people to new housing is missed by several months. Since shifting of people in transit housing is becoming uncertain due to beneficiary contribution, the mission expressed its serious concern. The rating for safeguard management retained as “Moderately Unsatisfactory” and will be downgraded if this issue is not resolved by next supervision mission. The beneficiaries expressed their inability to pay contribution as they cannot afford and also due to the fact they are staying in the transit for very long time. The Bank Team discussed with the Commissioner during the closing meeting that they need to submit to the Bank a commitment plan to complete the Implementation of above pending actions in a time board manner before January, 2015, the date set by DEA for completion of all land acquisition and resettlement related issues during the recent portfolio review meeting. The Bank has written to seek this commitment from PCMC. The satisfactory implementation of commitment plan will be used to upgrade the safeguard rating in the future supervision missions. The details are provided in Annex 2A.

38. *Hubli-Dharwad – Land Acquisition:* The land acquisition process is delayed by more than 18 months from the time-line stipulated in the RAP (April, 2013) and now expected to be completed by December, 2014. Since last supervision mission in March, 2014, there is some good progress in terms of award of 20 acres of Government land (60%), payment of R&R assistance to 70 families (80%) and completion of compensation negotiations in 5 out of 9 villages/Towns. So far 9 land owners have received the compensation. The mission was informed that the compensation will be negotiated as per KSHA Act provisions and will be compared with the compensation due in accordance with the new LARR Act and the difference if any will be paid separately. The mission provided guidance on how to determine the compensation under new Act. The land acquisition and resettlement impacts for Dharwad and Navalur will be assessed separately and mitigation measures will be proposed through addendum to RAP since the elevated flyover is being under consideration in Dharwad Town in response to the request of local people and the designs for Navalur ROB is just finalized.

39. The other issues that need attention includes: (i) Ownership of some of the people in Hubli Town who are residing on village lands prior to their transfer of the village into corporation limits. This issue is being pursued with the Government on the direction to be followed in these cases; (ii) Transfer of HDMC land (about 15 acres) which is to be handed over by the people who were supposed to be handed over for road margins at the time approval of their layouts. The mission was informed the impacts associated with these lands are being dealt as appropriate in line with the policy provisions; and,(iii) close follow-up of relocation of affected religious structures. While there is an agreed actions for all affected structures the relocation of Dharga is yet to be resolved and the consultations are continuing.. Since there are no known non-compliance with implementation of land acquisition and resettlement impacts, the social safeguards rating is retained as “Satisfactory”. The details of social safeguards impacts and agreed dated action plan are provided in Annex 6A.

40. *Naya Raipur BRTS*. There are no known social safeguard issues in this city since the land required for the BRT infrastructure such as depots and workshops, etc; was acquired as part of new city development. During the discussions, the issue of transfer of Government land for Mantralaya pick-up point has come up and the project is pursuing with the Government for land transfer. The mission was confirmed that the Environment and Social Assessment for Railway land for pick-up point at Railway station is now disclosed in the website. The mission visited the contractor site for the Bus depot/workshop and inquired about the unskilled jobs provided to the local people. The mission provided guidance on how to track the employment data. The available data indicates that 36% of 915 man days of employment created in the month of July are local and out of these local people 75% were women.

VIII. Procurement, Expenditures and Disbursement Plans

41. **Procurement:** In the last mission the concern was expressed over the long delays in updating of Procurement Plan. However it is noted now that revised procurement plans from two units are received though the information furnished in one PP i.e from AICTSL Indore is incomplete. It is requested that the PMU/PMC may monitor and review this information regularly and arrange for sending the revised procurement plans from balance three places such as Mysore, Pimpri and Naya Raipur at the earliest.

42. For Naya Raipur, the bid document for ITS component is already cleared by Bank. The project officials are to process it further expeditiously for bid opening and finally contract award. Further, the project at Naya Raipur has made variation to the existing contract for development of pick up point at Raipur Rly station.

43. For PCMC, the proposal for appointment of BRTS technical adviser has been finalized with clearance from the Bank.

44. KSRTC has processed for upgradation of ITS system by processing variation to contract with CMC. Further for Mysore city, the DULT has proposed for public Bike Sharing Project(PBS) at a total estimated cost of INR 6.5 cr. Bank has requested for revised procurement plan after inclusion of this activity as one item. The project is requested for submitting the revised procurement plan at the earliest.

45. AICTSL has processed for procurement of ITS for Indore city and submitted the draft bid document. They are provided with the Naya Raipur document for reference with advice to go through the same and incorporate similar qualification criteria in their draft document wherever it is felt suitable. After incorporation the draft document may be submitted to Bank for clearance.

46. Prima facie, most of the consultancy contracts are delayed. The reason for delays may be documented. Though there is some progress made in procurement activities as compared with that in last mission, the overall progress is slow, hence the procurement rating of last mission is retained as MS

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

47. **Financial Management:** FM arrangements were reviewed during the mission and visit was made to PIUs in PCMC and Raipur. Implementing agencies are adequately staffed. PIUs are submitting timely IUFs and IUF till Apr-June quarter has been submitted to the Bank. Statutory audit for FY 2013-14 has been completed in 4 PIUs (MoUD, PCMC, KSRTC and AICTSL). The PIU in HDBRTS has referred the issue of audit by the state AG to the UD, Karnataka and the UD has to issue a G.O. for audit to be taken up by the state AG. HDBRTS and PMU should follow up with the UD to ensure timely completion of audit for FY 2013-14. The mission was informed that the issue of audit disallowance of INR 21.1 million in the audit report of FY 2012-13 of PCMC was reviewed by the state AG during the audit of FY 2013-14 and report is awaited. Internal Audit for all the PIUs has been completed till March 2014. However, the mission noted delay in receipt of quarterly audit reports in the 2 PIUs (PCMC and NRDA). Audit Committee meeting has not taken place since November 2013 and should be conducted in September and regularly thereafter. New internal auditors should be appointed by September end. The mission recommends that a workshop for FM should be conducted with the PIUs to review the status of PIU-wise allocation and estimated expenditure and identify any bottlenecks in smooth implementation.

48. The project has requested Mysore city corporation (MCC) to be included as a PIU under the GEF grant. FM assessment has been completed for MCC and satisfactory FM systems are in place. However, two key issues needs to be addressed by the state: one, GOK would receive the funds from GOI but needs to make adequate budgetary provision and also assign a budget code for transfer of funds to the MCC. This could be done through the DULT, as DULT can withdraw the amount and transfer the money to the MCC. The second issue is regarding audit of the project. MCC is audited by State Accounts Department and the audit is in arrears from 2009-10. So, in line with the audit arrangements for other project entities, the state would entrust AG (Karnataka) to carry out the project audit.

Project Rating: Financial Management

PIU	Rating
Pimpri	MS
Naya Raipur	MS
Hubli	MS
Mysore	S
Indore	MS
PMU – MoUD	MS
Overall Project	MS

IX. Key Actions

S.No.	Actions	By Whom	By When
1.	Entrustment of statutory audit of PIU in HDBRTS to the state AG	UD, Karnataka	Immediately
2.	Submission of statutory audit report for FY 2013-14 for all PIAs, including MoUD to the Bank	PMU	September 30 2014
3.	Submission of responses/recertification by statutory auditors for PCMC for FY 2012-13 to the Bank	PMU and PCMC	September 30 2014
4.	Internal Audit a) Appointment of internal auditors b) Internal audit reports to be received by the PIUs	MoUD PMU	30 September 2014 Within 1 months of end of each quarter
5.	Quarterly Audit Committee meetings and sharing of minutes with the Bank and the PIUs	PMU	Continuous
6.	FM workshop with PIUs	PMU and PIUs	October 10, 2014
7.	<i>Mysore PBS</i> : DULT to finalize funds flow arrangements and inform MoUD and the Bank	DULT	20 September 2014

X. Project Restructuring

49. The scope of the proposed Project Restructuring for GEF Grant discussed in detail with the PMU and PIUs, remains pending from MoUD. It was agreed that this will be done latest by early September 2014:

- *Mysore Public Bike Sharing Project* (\$1.6 million): The DPR for the Project is ready and it has been informed that the Project would be implemented through Mysore City Corporation. Both DULT and MCC shall be responsible for the expenditures during the operations phase of the Project given the tight timelines for Project Closing. Bid Documents for Equipment Supply, Installation and O&M shall be prepared and tendering initiated immediately following the national elections. Roughly INR 70 million will be required for the upfront capital expenditure in the Project and about INR 10 million for Promotion and Outreach activities around the Project.
- *Mysore ITS Technical Assistance* (\$0.6 million): KSRTC has requested additional technical assistance funds to support the implementation of the ITS project including project management support and marketing and branding activities.
- *Hubli Dharwad BRTS Technical Assistance* (\$0.6 million): HDBRTSCO and DULT have requested additional technical assistance funds as existing funds are substantially committed and falling short. The TA funds will be for supporting Project Implementation including for activities such as landscaping for the Green BRTS, environmental audit, urban designing etc.
- *Indore Change in project description*. The Traffic Signal Priority earlier proposed to be implemented under ITS was not found to be feasible for the BRT and instead AICTSL is undertaking PIS/ AVLS.

The total allocation of \$2.8 million is expected to be met out of the unallocated GEF Grant of the amount of \$1.9 mn and balance from Component IB where excess funds are available especially owing to depreciation in the Rupee.

50. *Change in Disbursement Ratio for GEF funds for Pimpri Chinchwad.* The request for this has been received from DEA and the Bank will process this along with the pending GEF restructuring discussed above.

XI. Project Management

51. *Project Management:* The Mission was informed that the process of rehiring the Project Management Consultant (PMC) was close to completion. The Project has been without a PMC since June 2014. The PMC was unable to participate in the Mission.

XII. Next Mission for Bank's Implementation support

52. The next mission is proposed to take place between **17-28 November 2014.**

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

List of Officials Met

1. Mr. C. K. Khaitan, 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. Mr. Bhaskar Dasgupta, Director (MI), Department of Economic Affairs (DEA), MoF

5. Mr. Rajeev Jadhav, 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. Gururaj, KSRTC
9. Mr. Ramesh, MCTD, KSRTC

10. Mr. S. S. Bajaj, Vice-Chairman, NRDA
11. Mr. L.K. Panigrahi, Chief Project Manager, NRDA
12. Mr. Salil Srivastava, Chief Engineer, NRDA

13. Mr. Sandeep Soni, CEO, AICTSL

14. Ms. V. Manjula, Commissioner, Directorate of Urban Land Transport, Govt. of Karnataka
15. Mr. C. M. Noormansoor, Managing Director BRTS
16. Ms. Samhita Rajashekhar, Project Officer Mysore PBS, DULT
17. Mr. Ravi Shankar, Project Officer, Mysore City Corporation

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

Pimpri-Chinchwad

1. A World Bank Mission visited Pimpri-Chinchwad Municipal Corporation (PCMC) on August 20-21, 2014 to discuss the implementation of the Pimpri-Chinchwad component of SUTP. It met the Commissioner of PCMC, Mr. Rajeev Jadhav; Joint City Engineer, Mr. Rajan Patil; and their staff and consultants; also present were staff of the PMU and ITDP which is providing assistance with the BRT Project. On August 21, a meeting was held at the offices of PMPML, attended by Ms. Mayura Shindekar, CEO, to discuss several aspects of the proposed BRT, in particular the ITS component.

Proposed BRT Program in Pimpri-Chinchwad:

2. The following four BRT corridors are being implemented:

- (1) Old NH-4 (Mumbai-Pune road),
- (2) Aundh-Rawet road,
- (3) Nashik Phata to Wakad road,
- (4) Kalewadi to Dehu-Alandi road,

3. The first two corridors were sanctioned initially by JnNURM, and road construction has been completed since some time. However, construction of a bus terminal is yet to begin, and work remains to build some stations and BRT separators. On other key elements, such as traffic engineering and signals, professional planning and design is yet to begin. PCMC estimates that BRT operations may start in August 2015 along Corridors, 1, 2 and 3 and by February 2016 along Corridor 4.

World Bank Supported Project

4. **Corridor 3:** This exclusive BRT Corridor of about 8 km length is being constructed under 7 works contracts, out of which only Contract I (costing about 47% of the exclusive BRT corridor length cost) is being financed by the Bank. The Table in Annex 2-B presents the overall status of the 7 contracts in this corridor. Overall physical progress in the exclusive BRT corridor length is about 78% in financial terms. The BRT Corridor is expected to be complete for plying of buses by December 2014, except for a length of 260 m under Contract III. Besides, the Pedestrian Facilities, Bus Stops and the Dedication (Railing for physically separating BRT Corridor from all other traffic) works will overflow to the year 2015.

5. **Contract I: Interchange at Nashik Phata:** Progress of this contract has been satisfactory. Construction of the Loop was completed as scheduled in May 2014. All works except the Ramp 2 are complete. Because of non-availability of additional land required for construction of Ramp 2, an alternative arrangement has been prepared with 6.6 m wide Ramp (excluding the walkway) instead of 9.6 m wide designed earlier. An alternative arrangement for pedestrian movement through facilities to be constructed through a separate contract (mentioned hereafter) has been prepared. The General Arrangement Drawing (GAD) and the Extension of Time (EoT) for the modified Ramp 2 are currently under review and approval by the PCMC. Detailed drawings are being prepared by the Contractor. It's presently planned to complete construction of the re-designed Ramp 2 by August 2015. It's understood that the Dispute Review

Board (DRB) required to be established from the beginning of the contract, has not been established yet. It's reported that the Contractor has made some Claims towards Compensation for Delays beyond its control (such as, delay in getting encumbrance-free land) and Additional Works. PCMC and the Contractor should resolve the matters through establishment of DRB and/or Arbitration.

6. *Contract II:* Remaining Land for 500 m length is now available since 4th July 2014. All works are now expected to be completed by 31st December 2014.

7. *Contract III:* All works have been completed for the 2.28 km long exclusive BRT Corridor, except for one side of 260 m length for which land is not available as yet.

8. *Pedestrian Facilities for crossing of BRT Corridor 1 along Mumbai-Pune National Highway 4 (NH4) as well as for travel between ground level on NH4 and Corridor 3 at higher level:* Unless these are constructed, both Corridor 1 and Corridor 3 BRT cannot be satisfactorily utilized by the public. PCMC has received only one Bid for these works (estimated cost INR 104.3 million, with 6 months time for completion), which is 14.4% above the estimated cost. PCMC invited the Bidder on 25th July 2014 for negotiation. The mission advised that since Corridor 3 could be available for launch relatively soon, efforts must be made to complete this activity by August 2015.

9. *Construction of Bus Stops:* One of the two contracts for this Corridor for 8 Bus Stops has started on 5th March 2014 and presently ongoing. Bids for the other one for 7 Bus Stops have been received on 19th August 2014. Both have 6 months time for completion.

10. *Dedication of Corridor:* The contractor for erecting Railing-type Separator to create completely physically separated exclusive BRT Corridor disallowing any pedestrian to cross or walk through the BRT Corridor, has been selected, but the contract has not started yet. This contract will have 9 months time for completion.

11. **Corridor 4:** This exclusive BRT Corridor of about 8 km length is being constructed in 8 works contracts, out of which only Contract III (costing about 43% of the whole corridor) is being financed by the Bank. The Table in Annex 2-B presents the overall status of the 8 contracts in this corridor. Overall physical progress in this corridor is about 45% in financial terms. There is a likelihood of the full length of the BRT Corridor being available for plying of Buses before the end of 2015, provided all land are available in time.

12. *Contract I:* This contract is fully complete except a length of 60 m because of non-availability of land. Following court order on the land, it's currently expected that the remaining works can be completed by the same contractor by end of 2014.

13. *Contract II:* Land is not available for this contract, and therefore no work has been carried out. Presently, it's expected that the Land might be available in October 2014, and the works can be completed by the selected Contractor in about 12 months thereafter.

14. *Contract III: Empire Estate Grade Separator:* Progress of this contract is highly unsatisfactory. Until July 2014, only 29.7% progress (in financial terms) has been made in 132% of the original contract period elapsed. It's understood that the Payment Schedule is little back-loaded, and thus, the actual progress may be assumed to be somewhat higher. It was suggested that in terms of concrete works 22,000 cum of 43,000cum worth of works had been completed. Even considering the delays caused due to changes in general arrangement made by PCMC and in handing over encumbrance-free lands to the Contractor, the progress by the Contractor has been very low. Reportedly, the slow progress was mainly due to inadequate financial inflow for

execution of works. The Contractor was suffering from financial problems since the start of the contract. PCMC has taken some steps to improve the cash flow of the Contractor, such as, reducing the minimum billing amount, allowing secured advance for materials brought to site. Because of the shortage of fund, the Contractor was unable to utilize its resources to its potential. Although apparently the Contractor has adequate resources in terms of Machinery and Technical Manpower, non-availability of required Labour and Materials was slowing down the progress. The Contractor has from time-to-time attempted to improve its mobilization of machinery and manpower, but never could make a progress higher than 1.5% in any month until now.

15. The progress of the contract works fell abysmally low from March 2014 reportedly due to shortage of Labour. The Contractor started increasing its Labour force from last week of June 2014. The progress was only 1.25% in July 2014, quite unsatisfactory but higher than earlier four months. However, the progress had improved to 1.8% in the first 20 days of August. The Contractor has also mobilized one 300 MT Crane from 30th July 2014. Considering the recent mobilization, the progress might be higher in coming months. In order to complete the cast-in-situ spans for the Bridge across River Pawana in Part 1 prior to onset of next monsoon in June 2015, the Contractor requires two sets of Staging and Shuttering.

16. The Contractor's Project Manager (PM) informed that all payments including for labour and local materials are now paid directly from its HQ and they did not expect a finance problem any further.

17. Following the Dispute Adjudication Board (DAB)'s award dated 3rd December 2013, PCMC has deposited the payment to the Railways on 25th June 2014. This positive movement will facilitate the Contractor to proceed with clearance of designs and work methods from the Railways followed by construction works within the Railway land. Since then, the Railways have approved all drawings. In addition, the agreement between PCMC and the Railways has been submitted for ratification by Railways.

18. The original contract period elapsed in October 2013. PCMC has not formally agreed to the long-pending Extension of Time (EoT) of the works contract until 31st August 2014. However, it asked the Contractor to submit a revised Program, which the Contractor submitted in 3rd week of June 2014 showing the contract works completion in April 2015. The Mission advised **PCMC to expedite the EoT**.

19. Although the Contractor has submitted a Program of completing the contract works by April 2015, this does not appear very realistic. The Mission assesses that, in a most optimistic scenario, the earliest Completion could be end-2015 with sustained good performance of at least 3-4% progress in each month. Equipment and Technical Manpower resources are reportedly reasonable. The Contractor is required to have good construction planning and management for working concurrently at various locations and necessary labour forces (and, without any cash flow problem) to achieve 3-4% progress per month.

20. *Contract IV:* Works are ongoing. Land is available except for 60 m of private land, which is expected to be available shortly.

21. *Contract V:* 1.45 km of exclusive BRT corridor (out of the total contract length of 3.79 km) is fully complete. Land is not available for lengths of 50 m and 300 m in the remaining length.

22. *Supervision Consultant's Services:* Reporting by the Supervision Consultant for the above Five contracts is not up-to-the mark. The Consultant is required to present a Report

containing all important information and data, to facilitate review of the performance of the contracts. This has been discussed by the successive Bank Missions.

23. *Construction of Bus Stops:* One of the two contracts covering the whole Corridor are presently ongoing (7 bus station foundations completed out of 19).

24. *Dedication of Corridor:* This contract of erecting Railing-type Separator to create completely physically separated exclusive BRT Corridor disallowing any pedestrian to cross or walk through the BRT Corridor, is presently ongoing.

Corridor 1 - Old NH 4 (Mumbai-Pune Road)

25. This corridor will be emblematic for the BRT concept in Pimpri-Chinchwad. It is the most visible thoroughfare in the Corporation area, has by far the highest public transport demand, and thus is already served by many bus lines which will become BRT services in the future. It is therefore crucial that all elements be well planned and executed in order to result in a successful BRT operation. PMPML's decisions to operate express services and to establish off-board fare control have been very positive steps to ensure efficient and attractive BRT services.

26. *BRT Terminals:* PCMC advised that significant progress has been achieved regarding the two transfer terminals serving Corridor 1. Based on information collected during the current and previous visits, the situation is understood to be as follows:

- a. At **Bhakti Shakti**, tenders to build a terminal on public land adjacent to the corridor had been on hold for lack of Government approval, as the area was thought to fall under the Red Zone where there are building restrictions. This issue has now been resolved, and it is expected that terminal construction can be tendered before end August 2014 and completed before August 2015. The architect contracted by PCMC to design the terminals presented a proposed layout for Bhakti Shakti which, in the mission's view, is adequate for this location.
- b. At **Bhosari**, a design had been developed consisting of a turnaround BRT platform underneath an existing road flyover, with space for about 5 BRT-bus and 6 feeder-bus bays. BRT and feeder buses would stop at opposite sides of the same platform. The previous mission recommended that a traffic engineering and road safety analysis be carried out to ensure that buses and mixed traffic flow efficiently, and that passengers and other pedestrians cross safely between the bus platform and the edges of the street. PCMC told the current mission that a traffic management plan has been developed and sent to the Traffic Police for their review. It was agreed that PCMC would send a copy of that plan to the PMU and World Bank for their information, *no later than September 15, 2014.*

27. *BRT Express Services and Station Designs:* Express buses will run on the grade-separated central lanes of NH 4 and move at selected locations to the service road to stop at a BRT station. These stations (Pimpri, Kasarwadi and Dapodi) will serve more buses (express and regular) and more passengers (locals and transfers express/regular) and thus require a modified design from the standard bus station:

- a. They should have more bus bays (3 rather than 2)
- b. They should thus be longer (about 50 m, rather than 29 m) and permit buses to pull in and out of each individual bay.
- c. Desirably, a passing lane should be provided so buses can overtake each other before or after docking at the stop.

28. The aide-memoire of the March 2014 mission noted that “*these modified elements should be incorporated in the station designs, and ongoing construction may have to be halted at those locations until the new designs are available*”. The March 2014 mission recommended “*that the revised designs (including the station, the passing lane, and passenger access) be completed by April 30, 2014 for the affected locations. Each design would need to be elaborated case by case at a 1:500 scale, which may require field verification of the street dimensions.*”

29. However, the construction of bus stations has proceeded without taking account of the special needs for express stations. PCMC and the mission discussed this issue at length; PCMC noted that new contracts will have to be processed to extend the station platforms, as it is now too late to modify the contracts of the still ongoing construction works. These new contracts could not be signed before October 2014 when the Code of Conduct period has expired. The mission recommends that, in the meantime, designs be prepared for six platform extensions, for the Pune-bound and Mumbai-bound stations at (a) Dapodi, (b) Kasarwadi and (c) Pimpri, and ***be sent to the PMU and the World Bank by September 30, 2014.*** Where it is not possible to add passing lanes, the designs should indicate where no busway segregation should be placed (or be removed if already built) so buses are able to pass each other using the adjacent mixed-traffic lane. Special attention should also be given to the location and design of cross walks to the platforms to ensure convenient and safe passenger access.

30. ***Access to BRT platforms:*** The current layouts of the stations envisage a single access point, on one side of the station building. The consultants preparing the Access Plan for the BRT System pointed out that, in general, platform access should be provided from both sides of the station. The mission concurs, at least at those stations with a relatively high passenger demand. PCMC agreed to a maximum of 3 stations where access can be provided from both the ends. With regard to the access gates, the ITS consultants propose two one-directional flap gates (one IN and one OUT) at each station; because of the limited platform width, and the current design with the gates being placed at a right angle to the station walls, there would not be enough space for additional access gates. In the view of the mission, this kind of arrangement may create unnecessary bunching of passengers trying to get in or out of the station. The mission thus recommends that PCMC consider the following alternatives:

- a. Use turnstiles rather than flap gates (which require more space)
- b. Arrange the gates at an angle or staggered, which would make it possible to have more gates.
- c. Specify two-directional access gates, which would give the operator more flexibility to deal with surges of passenger demand.
- d. Provide a second access to some station platforms,

The mission recommends that PCMC consider these alternatives in an analytical manner and ***advise the PMU and the Bank of its findings, by September 30, 2014.*** If it is concluded to provide a second access to some station platforms (see below under the heading of “Studies, Technical Assistance and Capacity Building – BRT Passenger Access), the necessary works could be included in the additional station contracts mentioned two paragraphs above.

31. ***Traffic Engineering and Signal Control:*** Representatives of the PCMC Electrical Department joined two of the meetings and told the mission that about 20 intersections are currently signalized along Corridor 1. In addition new pedestrian signals will be needed at the passenger access points to the BRT stations.

32. During the field visit of the corridor, the March 2014 mission noted that the signals of most major intersections operate in four phases, requiring rather long signal cycles (120 seconds or more). As it was decided to build the busway segregation all the way up to the intersections, additional signal phases will be required – unless right turning mixed-traffic movements can be

eliminated. With the current signal phasing approach, this would require yet longer signal cycles, resulting in excessive delays for both public transport and mixed traffic; it would also contribute to bunching of BRT buses – which must be avoided at all cost. As was the case with the New Delhi busway, severe criticism may then be leveled against the BRT and the agencies responsible for implementing it. This could be avoided if modern traffic control approaches were applied. The previous mission therefore recommended “*that a proper traffic engineering study be carried out by competent specialists in this field for the entire corridor from Dapodi to Bhakti Shakti. They should consider such options as green-phase actuation for BRT bus movements and changes in the geometric layout of major junctions, aiming at signal cycles of no more than 90 seconds*”. Unfortunately PCMC did not take any actions in this regard. The current mission thus strongly recommends that traffic engineering experts be engaged (possibly by adding this function to the current contract with MVA who expressed their willingness to take on that extra work) to prepare a report as rapidly as possible, but ***not later than September 30, 2014***, describing the solutions envisaged. Their report should include a strip map of the entire corridor, indicating the locations and type of signal control proposed, including those station accesses where pedestrian signals are proposed. Upon consultation with PCMC and the traffic police, final designs and tender documents would be prepared subsequently. This work is extremely urgent and should be initiated immediately.

33. ***Busway Segregation and Management of Bus Breakdowns:*** It was decided to completely fence off the one-lane busway from mixed-traffic lanes, and solid yellow fences have already been built on long sections of Corridor 1. While this will prevent the entry of pedestrians or vehicles into the busway, it may also generate operational problems should a BRT bus break down in this confined space. The mission was told that PMPML agreed to assign two tow-trucks to Pimpri-Chinchwad so broken-down buses can be pulled out from the busway. Still, considerable time may elapse before those tow-trucks arrive at the scene and back up the busway until reaching the broken-down bus. Considering the expected frequency of a bus every two minutes during the peak hour, long lines of buses could accumulate behind the broken-down bus and be unable to get off the busway. It might be possible for the second bus to push the broken down bus until the next opening in the fence; this would be faster than the tow-truck procedure, but presumes that (a) bus motors are strong enough and (b) the front and rear bumpers of each bus permit this procedure. The mission repeats its previous recommendation that PCMC and PMPML analyze options and devise contingency plans for the case of bus breakdowns. Possibly, the best option would involve a gap in the fence every 200 meters or so, with a busway segregation mountable by buses or tow-trucks – if so, the fence-building program should incorporate these gaps. It recommends that PCMC advise the PMU and the World Bank ***no later than September 30, 2014*** of the conclusions reached.

34. ***BRT Spur to Bhosari:*** As indicated above, a transfer terminal will be built at Bhosari, with a 90 cm high platform for the right-hand doors of BRT buses. Between Nashik Phata and Bhosari, buses would operate in mixed traffic and have low entry stops at the curb, compatible with the left-hand doors of BRT buses. While this section would not be a BRT as such (although it is fact the continuation of BRT Corridor 3), it would be desirable from the operational and image viewpoints, if these stops have at least a simple shelter and a paved platform; this had been agreed in principle with PCMC. It is thought that there will be eight such stops (four on each side of the road) in this section. The mission repeats its previous recommendation that plans be prepared to upgrade the current informal stops accordingly. This may involve coordination with PMPML. It further recommends that PCMC ***advise the PMU and the World Bank by September 30, 2014*** of the proposed bus-stop improvements.

ITMS for BRT: UMTC/ILFS had been appointed as Project Management Consultant for ITS work in September 2012. It prepared a Detailed Project Report, technical specifications & Request for Proposal. Tenders for the ITS were originally invited in March 2013, but no tenders

were received. In its meeting of June 5, 2014, CSMC withdrew the approval of the DPR, and the tendering process was stopped. Depending on the progress of other elements, BRT services may therefore have to be initiated without an operational ITMS system. This would also delay the fare collection element (proposed to be on the basis of smart cards and paper tickets; the option of fare tokens has been discarded). During the discussion, the PMU expressed the opinion that the ITMS cost estimates were on the high side and should be double-checked by the consultants. Also, the ITMS costs for Corridors 3 and 4 should be estimated (so far, the costs have only been calculated for Corridors 1 and 2). For ticketing, tokens must be avoided and instead provision must be made only for smart card and paper tickets. In order to avoid any further delays in implementation, the mission advised that tenders must be floated before the period for modal code of conduct begins in Maharashtra state. Accordingly, bid documents must be prepared by the Consultant as soon as possible. The Consultants agreed to submit the RFP which would include Corridor 3 and 4 by August 23, 2014.

35. **Traffic Safety Audit:** Shortly before arriving in Pimpri, the March 2014 mission received the consultant's report dated January 2014. The subject matter had been discussed during the Bank team's earlier visit to Pimpri. Regretfully, neither the new text nor the illustrations reflect the eight recommendations of the November 2013 aide-memoire. They were:

- a) Consider weaving movement at slip ramps between main roadway and service road, which would imply a shortening of the busway segregation
- b) Examine the safety aspects of express BRT services
- c) Reconsider intersection design at (five) underpasses to achieve 2-phase rather than 3-phase signal control
- d) Carry out traffic engineering and safety designs for eight intersections.
- e) Identify locations of "futurlux" pedestrian crossings
- f) Give attention to placing pedestrian refuge islands
- g) No tabletop crossings across the busway
- h) Analysis of safety features related to two-wheeler traffic.

36. The Bank's submitted its comments on the report several months ago. For lack of time, and because the traffic safety consultants were not present in the latest meetings, the results of the traffic safety audit were not discussed during the current visit. The Bank commented on the traffic safety report on March 6, 2014, but did not receive a reply from PCMC. The current mission repeats its comments made in the aide-memoire of the March 2014 mission, i.e. that "*it does not think that the recommendations of the traffic safety report are very useful for the BRT project along the NH 4 corridor*". It recommended in March "*that PCMC request the consultant to submit a revised report and that any work orders that have been issued based on the safety audit be reconsidered*". It now respectfully requests that PCMC *inform the PMU and the World Bank no later than September 15, 2014*, which of the Bank's recommendations have been taken into account and, if not, why they were disregarded.

Studies, Technical Assistance (TA) and Capacity Building:

37. Presentations were made of various studies under implementation, financed under the GEF grant.

- a) **BRT Passenger Access:** The consultants, MVA Systra, made an interesting presentation on various aspects of accessible transport. Their Analysis Report had been submitted on which the Bank provided its comments on July 8; the mission recommends that the consultants' reply **be sent by September 15, 2014**. One of the key recommendations for the Corridor 1 BRT is to provide passenger access on both sides of the station, a criterion with which the mission tends to agree. However, all stations have been or are being built with a passenger access on only one side. The mission is of the opinion that double-access may be required

at some (but not all) station locations and recommends that the consultants propose *by September 15*, where a second access should be provided. To which PCMC officials proposed upto 3 stations where passenger access can be provided as it will involve additional civil works at the stations in question, which could be incorporated in the additional works contract already mentioned above (in the section on “Access to BRT Platforms”). The next report (Concept Plan) is scheduled to be delivered by end September 2014. For the meantime, it was agreed to fast-track the submission of designs and report elements, so the consultants would get quickly the comments from PCMC, PMPML, PMU, ITDP and the World Bank. In addition, the Consultants also agreed to carry out a traffic engineering study along Corridor 1 (Dhapodi to Bhakti Shakti) as an additional scope of work.

- b) *Promotion & Outreach Plan for BRT:* The selected consultants, IBI Group / CEE presented a status report on their work which has progressed satisfactorily. The contract is scheduled to come to a close by October/November 2014, which raises the question how the outreach program is going to continue until the BRT operations start (expected for the second semester of 2015) and thereafter. The consultants made a presentation about the impact of promotions and outreach initiatives taken so far. (i) In response to the BRT bus branding presentation the mission advised the consultants to work on more options which may include several other colour options for the bus (other than red). This matter is up to PCMC which may seek a waiver on a mandatory red colour of the bus. The mission recommends that the consultants rework on the bus branding aspect after seeking approval from PCMC on the finalized colour. Alternatively, the consultants must suggest options for the red bus color background in case PCMC/PMPML so decide. (ii) Additionally, the Consultants were advised to immediately make available project related information (FAQs, brochure etc) developed so far on the existing PCMC website and not wait until the new PMPML website is in place, as it was extremely critical for such information to be easily accessible to various stakeholders. (iii) Issues must be tabulated based on queries from all stakeholders regarding the project and a feedback process must be devised to address all these issues. The mission was informed that PMPML had a phonenumber available for receiving suggestions/ complaints etc. but no mechanism had been devised by the Consultants to evaluate the kinds of concerns being received in regard to the BRT. It was agreed that the BRT advisor now on board could play a role in directing the concerns at the relevant agency. The mission felt that the analysis of issues from media reports needed far greater evaluation and the strategy should be built around that. The Consultants agreed to submit a detailed media analysis report by September 30, 2014. The Mission advised PCMC to organize an exposure trip to Ahmedabad for some of the key media persons and stakeholders. They must also present a detailed action plan in their final report, and that PCMC advise the PMU and the World Bank *by September 30, 2014*, how it plans to continue this activity.
- c) *Parking Policy and Master Plan:* The contract was signed with UMTC in October 2013, the study commenced in November, and the Inception Report had been submitted and commented on by the Bank. No further documents have been submitted to the Bank since.
- d) *TOD Policy:* It was previously agreed that Detailed Development Plans be developed as pilots to demonstrate the Policy. The ToR for this activity is yet to be finalized and the mission recommends that this be sent to the PMU and the World Bank *as soon as possible*.

38. *BRT Service Plans 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 therefore transport demand data (including

origins and destination) were needed. PCMC thus contracted M/s Aakar Abhinav, from its own resources, to conduct surveys and prepare service plans for the two corridors. The consultants made a presentation on the status of data collection and analysis. They also explained that PMPML had expressed a preference to not go for short feeders but rather continue with longer cross cutting routes. The Mission advised the consultants to rework on the analysis and try to build up alternative scenarios based on modal shift patterns and estimate the demand for the various possible scenarios. Representative data is already available from the bus services plying on Corridor 3 where there has been a good response and the Consultants agreed to revisit their analysis based on comments received.

BRT Advisor

39. Previous missions had recommended that PCMC hire an experienced BRT Advisor who can help ensure that all the key elements of infrastructure and service are in place for launch and initial operation of the BRT. The current mission was pleased to learn that PCMC has engaged Mr. Pratik Dave who has experience with BRT projects, particularly in Gujarat. Although his contract will start only on September 1, 2014, Mr. Dave visited Pimpri to participate in the discussions with the PMU and World Bank.

Environment Management

40. The mission visited the Corridor 4, which includes the Empire Estate Fly-over, and the transit campsite close to Corridor 3, adjacent to the Nashik-Phata fly-over. It met with the Project Manager and his team, as well as other officers of the PCMC to review progress on actions agreed during the last mission. The mission is downgrading the performance on environmental aspects to marginally unsatisfactory due to the continued delays in implementing the agreed actions for removal of debris from the Pavana, limitations in provision of safety for workers, and deficiencies in facilities in the transit camps. These need to be attended to urgently for the project rating to be raised again.

41. Pavana River: The mission was concerned to note that despite previous agreements to removal material from the river bed for width identified, parts of the channel at the bridge along Corridor 3, across the River Pavana, continued to be blocked. This being the 3rd rainy season for the contractor, and it has been consistently insisted that the waterway be kept unimpeded in monsoon, this continued delay raises doubts whether environmental aspects are being considered seriously. The mission strongly urged PCMC to ensure that the blockage is removed before 31 August 2014 and reported to the Bank.

42. Facilities for workers: The Pavana bridge is also used to house about 25-30 laborers where even the basic facilities are not in line with EMP requirements in terms of availability of toilets, quality of housing material, etc. As the contractor is now planning to accelerate works, the mission urged PCMC to ensure that the EMP requirements are not compromised. It was agreed that update on improvements made would be shared with the Bank in the QPR of 30 September 2014 with necessary photographs and other suitable supporting documents. The mission also noted systematic deficiency in the use of Personal Protective Equipment among laborers. Since the contractor's management systems are certified to international standards, the mission was surprised that even shoes were not compulsory when working in dangerous areas. This is a consistent short-coming of the contractor and needs to be addressed through proper contractual measures.

43. Basic services at Transit Camp: The mission also visited the transit camp site where the facilities provided are now in the 3rd year compared to the original plan for only about 2 years. Moreover, their maintenance is not proper. The short interaction with the residents, who have

been affected by the project, indicated that there was little attention to common municipal services to the site. Damage to common facilities like water taps, toilets for community use, and persistent delays in removal of solid waste were noted as chief complaints of the residents. The mission urged PCMC to ensure adequate availability of water supply, timely cleaning up of sanitation facilities like toilets, and removal of solid waste for this site. It has been agreed that the PCMC officials in charge of these facilities for the ward will be directed to ensure that this is done regularly and reported on in the QPR of 30 September 2014.

44. **Key Agreed Actions**

- Close monitoring of Empire Estate contract - Continuous
- Preparation of revised implementation schedule - Immediate
- Send traffic management plan for Bhosari Terminal (already submitted to the Traffic Police) – September 15, 2014.
- Send designs of six platform extensions for the BRT express stations at Dapodi, Kasarwadi and Pimpri – September 30, 2014
- Analyze options for access gates to BRT stations, to avoid passenger bunching – September 30, 2014
- Traffic engineering study and traffic signal designs for Corridor 1 – September 30, 2014
- Analyze options and devise contingency plans for the case of bus breakdowns within the segregated busway – September 2014
- Bus stop improvements along BRT spur to Bhosari – September 30, 2014
- Initiate RFP for appointment of implementation agency for ITS on all four Corridors – August 25, 2014
- Reply on World Bank comments on Traffic Safety Audit – September 15, 2014
- Award contract for footover bridge at Nashik Phata – 30 August 2014
- Award contract for BRT stations on Corridor 3 and 4 – 30 August, 2014
- Award contract for Terminal at Bhakti Shakti – August 30, 2014
- Identification of BRT stations that should have two access points by MVA Systra– September 15, 2014
- Proposal for extension of promotional and outreach activities consultancy – September 30, 2014
- Existing promotional material(brochures/maps/FAQs etc) to be published on the existing PCMC website by Communications Consultants - Immediate
- Submit Media Analysis Report – September 30, 2014
- Submit Detailed Design Report by BRT Accessibility Plan Consultants – October 1
- Submit Parking Policy and Masterplan Report – September 15
- Submit Corridor 3&4 Service Plan Report – September 30
- Removal of blockage across Pavana River/ – August 31, 2014
- Improve Labor Facilities/ Transit Camp facilities – September 30
- Engagement of NGO services on R&R activity – Immediate
- Expedite the EoT for Gammon India – September 15, 2014
- Send TOR for TOD Policy study – September 30, 2014
- Resolve issues around resettlement of PAPs in Transit Camps – October 31
- Complete all R&R and land acquisition – December 31

Social Management

Pimpri-Chinchwad BRT

1. *Land acquisition Progress.* The total land acquisition required for two corridors (No 3 and 4) is about 50 hectares private land and another 10 hectares of Government land. Out of this, about 86% of private and 95% of Government land is available. The remaining land acquisition is delayed due to pending court cases or due to encumbrances on the site earmarked for acquisition. In addition, the transfer of MIDC land is also involved. The mission was informed that the compensation for the remaining private land acquisition is assessed in line with the provisions of the new LARR Act. The review of land acquisition status reveals that there are 6 pending land acquisition cases. These include: (i) two cases in Nashik-Phata Wakad road involving delayed land acquisition and pending court case. In both cases PCMC is trying to resolve through out of court settlement by offering TDR in lieu of compensation ; and (ii) the remaining four cases are in Kaelwadi-Dehu Alai road consisting of : (a) transfer of MIDC land, (b) re-measurement of affected portion as per court directives, (c) involving a court case where the Divisional Commissioner has approved the land acquisition proposal which will be processed as soon as court vacates the case ; and ,(d) a complex land acquisition case where the land acquisition can be progressed only after the land owners vacates the currently occupied land since the land acquisition cannot proceed with encumbrances. PCMC is pursuing all these cases and hopes to resolve by December, 2014. The mission was informed that in case of MIDC, there is now an understanding on the compensation and a tripartite agreement among PCMC, MIDC and affected persons will be executed soon and this will be submitted to the court and subsequently the affected people will vacate and hand over the site to PCMC. The summary of land acquisition details and progress is presented below.

No	Land acquisition Impacts	Kalewadi-Dehu-Alandi Road	Nashki Phat Flyover	Nasikphata-Wakad Road	Total
(i) Private Land					
1	Land acquisition (in Ha)	20.90 (100%)	1.09 (100.0%)	27.30 (100.0%)	49.29 (100 %)
2	Land acquisition completed	15.39 (73.64%)	1.09 (100.0%)	26.25 (96.15%)	42.73 (86.69%)
(ii) Government Land Transfer					
3	Land Transfer (in Ha)	8.29 (100.00%)	00	1.43 (100.0%)	9.97 (100.00%)
4	Land transfer completed (in ha)	8.07 (97.34%)	00	1.43 (100.0%)	9.50 (95.28%)
(iii) Compensation payment					
5	Award Amount (INR/Millions)	54.31	74.26	55.75	459.75
6	No. of land owners as per LA compensation Award	NA	NA	NA	NA
7	No of land owners received compensation	NA	NA	NA	NA

8	No. of People opted for FSI/TDR	46 (100.0%)	02	149 (100.0%)	197 (100.0%)
9	No. of people received FSI/TDR	42 (91.30%)	00 (0.00%)	143 (95.97%)	185 93.90%)

2. *Entitlements to different Impact groups.* The payment of R&R assistance has been paid all those who came forward and a notice was published in the local newspaper in case of those who could not avail this opportunity. The progress to date is as follows.

No	Type of assistance	Target	Progress	Remarks
1	Transportation allowance	282	187 (66.31%)	
2	Assistance for Vulnerable Families	76	54(71.05%)	
3	Payment of subsistence allowance	68	35(51.47%)	
4	Subsistence allowance for Non-title holders	72	5 (06.94%)	
5	Allotment of EWS Houses (handover of house keys)	257	04 (2.0%)	50 families are identified as eligible and out of these so far 4 have possess of houses
6	Allotment of alternative houses to affected squatter families	144	00	Part of supplementary RAP. 84 are identified as eligible
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 (81.12%)	Part of supplementary RAP
10	MOUs with shopkeepers	32	26 (81.25%)	Shops will allotted as and when ready

3. *Encumbrance Removal Plan.* An updated encumbrance removal plan has been shared by PCMC with the mission and the mission noted that there is progress in the recent past to resolve certain cases through offering TDR or court verdicts. As a result the land not available for construction is come down to 1.68 Kms (9%). In case of World Bank financed packages, the entire land is now handed over to the contractors. The status of land handed over and not yet handed over for both the corridors No 3 and 4 is summarized below.

Status of Handover of Encumbrance-free stretches to contractors

No	Headings	Nasikphata-Wakad Road	Kalewadi-Dehu-Alandi Road	Total	Remarks
1	Length of road under BRT	7.88 Km	9.90 Kms	17.78 (100.0%)	WB is financing 1.70 Kms
2	Length of road handed over to contractors	7.56 Kms (96.00%)	8.54 Kms (86.00%)	16.10 (90.55%)	
3	Length of road not available for handing over to the contract due to encumbrances	0.32 Kms (4.00%)	1.36 Kms* (14.00%)	1.68 Kms (9.45%)	The entire section of WB financed is handed over to the contractors

4. *NGO services.* The non-availability of NGO services to support PCMC in the implementation of RAP is seriously affecting the mobilization of PAPs for their shifting and assists them in preparing various documentation for availing the alternative houses. In the assessment of mission, PCMC is unlikely to engage any NGOs as they are not keen to availing these services. However, they are trying to utilize the services of Community Development workers from their own Community Development department

5. *EWS Housing.* These houses are being constructed as part of JNURM program to provide housing to the low income urban population. Under this scheme people get houses of 500 sf.ft at highly subsidized rates. PCMC has offered preferential allotment to those affected by BRT schemes. There is some progress in allotment of the EWS houses. Out of the 257 identified families in BRT 3 and 4 routes, so far 193 have applied and the verification of eligibility is completed for 108 and 4 people have received possession. PCMC has agreed to the mission's suggestion of sending a final notice with 30 days of time for these who have not yet come forward to express their interest in the scheme (60 people). The completion of determining the eligibility and allotment of houses and ensuring peaceful vacation of those who are not eligible is at critical path, since the land acquisition can proceed only when these people vacates this land .

6. *Resettlement of those residing in the Transit camps.* It is more than 3 years six months since 144 affected non-title holders have shifted to Transit site in January, 2011. These families are support to be shifted to houses built under Basic Services for Urban Poor program. Though the houses are now available more than 6 months ago for allotment, the allotment is delayed due to non- resolution on the beneficiary contribution of Rs. 10,000, as most of the people have expressed their inability to pay this amount because of their non-affordability. The Commissioner also met these people recently, but there is no resolution. The mission expressed their serious concerns as this issue now become a source of uncertain and amounts to serious non-compliance as these people and vulnerable continue to remain in the transit site for a very prolonged period. The target date provided by MoUD to the Bank for shifting of these people by January, 2014 is also not met. In view of this, the Bank has written to PCMC seeking a firm commitment to resolve this and other pending issues in a timely manner prior to January,2014, the date set by DEA for all pre-construction activities during the recent Portfolio review.

7. *Associated Facilities.* The mission visited Hosur inter-change, Divisional Workshop and BRTS Depot. All these facilities require about 9 hectares of land which is fully available within the existing premises belonging to NW KSRTC. In case of Hour interchange, the demolition of staff quarters and other office buildings is progressing slowly. In case of proposed ROBs, some of the ROBs are dropped to involvement of private land acquisition.

8. *Dated Action Plan.* The mission reviewed the previously agreed action plan and noted that it is progressing slowly and some action is uncertain. The state and revised dates are described below.

No	Actions	Responsibility	Current Status	Remarks
1	Completion of Verification of affected PAPs for determining the eligibility to EWS houses	PCMC	Delayed and continuing	Pending since April, 2014)
2	Resolve the issue of beneficiary contribution to allotment of BSUP houses	PCMC	Delayed and Uncertain	Pending since April, 2014

	to those residing in Transit housing.			
3	PCMC should submit its affidavit to the court on the compensation issue on the valuation of affected d MIDC properties.	PCMC	In Progress	Pending since April, 2014
4	Engaging NGO services for support to implementation of R&R activities	PCMC	Delayed. Unlikely	Pending since April, 2014)
5	Resettlement of squatter families to new houses (handover of house keys)	PCMC	Uncertain	Pending since September 2012
6	Allotment of EWS housing to eligible households including those 60 displaced families (handover of house keys)	PCMC	In Progress	Pending since Sept-15-2013 (4 families received possession of new houses)
7	Substantial completion of pending land acquisition	PCMC/District Administration	In progress	Pending since June-13 and the.

Status of the Works Contracts in Pimpri Chinchwad

Contract	Description	Length (km) of exclusive BRT corridor	Original Contract Amount (million INR)	Revised Contract Amount (million INR)	Start Date	Original Completion Date	Extended Completion Date	Approximate Value of Works Done (million INR)	Physical Progress (in financial terms)	Remarks
Corridor 3										
3-1	Interchange at Nashik Phata	0.9075	988.1	975.1	12 Jul 2010	13 Jan 2013	20 May 2014, except for Ramp 2	890.4	91.3%	Extension up to 31 Aug 2015 for Ramp 2 is currently under process
3-2	Nashik Phata to Kasptewasti	4.85	571.1		25 Aug 2009	24 Feb 2011	31 Dec 2014	464.2	81.3%	
3-3	Kasptewasti to Wakad	2.28	288.7	400.1 (0.9 km length added, which is not an exclusive BRT corridor)	25 Aug 2009	24 Feb 2011	31 Aug 2013	365.0	91.2% (100% of 2.28 km exclusive BRT corridor, except for one side of 260 m length for which land is not available)	One side land not available for 260 m length of exclusive BRT corridor
	Pedestrian Facilities		119 (approx.)		Single bid received, currently under negotiation.					
	Construction of 8 Bus Stops		37.9		05 Mar 2014	04 Sep 2014		8.5	22.4%	Ongoing
	Construction of 7 Bus Stops	Bids scheduled to be received on 19 th Aug 2014								
	Dedication of Corridor	Contractor selected. Contract with Nine months completion period not started yet.								

Contract	Description	Length (km) of exclusive BRT corridor	Original Contract Amount (million INR)	Revised Contract Amount (million INR)	Start Date	Original Completion Date	Extended Completion Date	Approximate Value of Works Done (million INR)	Physical Progress (in financial terms)	Remarks
Corridor 4										
4-1	Kalewadi Phata to Chinchwadgaon Bridge Phata	1.600	241		25 Aug 2009	24 Feb 2011	30 Sep 2013	235.6	97.8%	Land not available for 60 m length
4-2	Chinchwadgaon Bridge Phata to Pawana River Bridge Approach	1.400	198.9		14 Dec 2010	13 Jun 2012	31 Mar 2014	0.0	0%	Land not available for the full length
4-3	Empire Estate Grade Separator	1.600	994.1	1002.6	06 Apr 2011	10 Oct 2013		297.8	29.7%	Extension of Time (EoT) to be agreed
4-4	Pawana River to KSB Chowk	2.080	372.9		28 Feb 2013	31 May 2014		215.7	57.8%	Works ongoing. Land not available for 60 m length.
4-5	KSB Chowk to Dehu Alandi Road	1.450 (total length of contract 3.795 km)	370.7		25 Aug 2009	24 Feb 2011	31 Dec 2013	281.5	75.9%	Exclusive BRT corridor length 1.45 km fully completed
	Construction of 10 Bus Stops		48.6		05 Mar 2014	04 Sep 2014		10	20.6%	Ongoing
	Construction of 10 Bus Stops		48.6		05 Mar 2014	04 Sep 2014		6.6	13.6%	Ongoing
	Dedication of Corridor		49.6		05 Mar 2014	04 Dec 2014		04	08%	Ongoing

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

Naya Raipur

1. A World Bank mission met Naya Raipur Development Authority (NRDA) officials on August 22, 2014, to discuss the implementation of the Naya Raipur component of the Sustainable Urban Transport Program (SUTP). The meetings were chaired by Mr. S. S. Bajaj, Vice-Chairman and ex-CEO, NRDA, Mr. L.K. Panigrahi, Chief Project Manager (SUTP), NRDA and his team, and representatives of the PMU and the consultants working with NRDA on various activities.

Non-Motorized Transport (NMT)

2. **Construction of Cycle Tracks and Walkways:** The scope of the contract comprises construction of Cycle Tracks, Walkways / Foot Paths, Cross-drainage Structures, Signages and Landscaping. The contract of INR 416.5 million with 15 months completion period started on 28th March 2014. Physical progress until end-July 2014 has been 1% (in financial terms) in about 28% of the contract period elapsed. NRDA is presently taking actions for removal of encumbrances like utilities and trees as required.

3. Contractor's mobilization has been slow. It's presently in the process of establishing its Camp. A Concrete Batching Plant and a Wet Mix Macadam Plant are being installed. Besides Two Excavators, One Grader and One Soil Compactor already mobilized, it has planned to mobilize another Soil Compactor and a Kerb Casting Machine shortly. The Contractor also informed that it would mobilize a Hot Mix Plant later. Foundation works completed and Substructures ongoing in three of the Six Minor Bridges to be constructed. Out of the 23 Pipe Culverts to be constructed, six are mostly complete and six are in progress. Works for One Box Culvert has just started.

4. On receiving the road levels from NRDA in later part of May 2014, the Contractor had commenced excavation for construction of Cycle Tracks and Walkways. However, the works were stopped after excavation in about 700 m length, because NRDA started review of the proposed Road Cross-Section. So, about INR 348 million worth of works (84% of the contract works) cannot be proceeded. NRDA discussed its proposal for a modification of the proposed cross section to simplify the overall drainage system during the mission and the mission has no objection to this proposal which, it understands, has also been endorsed by the NMT design consultants.

5. Assuming that the final cross-section is communicated to the Contractor by September 2014, the Contractor assured the Mission that all works under the contract can be completed within the scheduled completion in June 2015. The Contractor will require strengthening its manpower. NRDA assured the mission that the detailed designs would be furnished to the contractor within the month and no later than September 30, 2014, and for this the Design Consultants had agreed to post a member of their team at Raipur. The resident PMC indicated that it would be possible for the contractor to complete milestones 1 and 2 by December 2014.

Bus Rapid Transit (BRT) Lite

6. Three BRT corridors are planned:
- Corridor 1: Naipur Railway Station – NH6 – Capital Complex in Naya Raipur (24.7 km)

- Corridor 2: Kabir Nagar (Raipur) – NH43 – Capital Complex in Naya Raipur (37.5 km)
- Corridor 3: Along the main east-west axis of Naya Raipur, between NH43 and NH6 (17.8 km).

7. **Construction of Bus Depot and Control Centre, Bus Shelters, and Pick-up Points:** The scope of the contract comprises construction of Bus Depot and Control Centre, Eight Bus Shelters, and a Pick-up Point near Old Mantralaya. The contract of INR 298.9 million with 15 months completion period started on 12th December 2013. Physical progress until end-July 2014 has been 9.3% (in financial terms) in 51% of the contract period elapsed.

Status of the Works Contracts in Naya Raipur

Contract Description	Original Contract Amount (million INR)	Likely Revised Contract Amount (million INR)	Contract Start Date	Scheduled Completion Date	Approximate Value of Works Done (million INR)	Physical Progress (in financial terms)
Bus Depot and Control Centre, Bus Shelters, and Pick-up Points	298.9	307 (approx)	12 Dec 2013	11 Mar 2015	27.8	9.3%
Cycle Tracks and Walkways	416.5		28 Mar 2014	27 Jun 2015	4	1%

8. The Contractor has been slow in mobilization. In addition, there have been delays in providing final Drawings to the Contractor. Some were provided in January and February 2014. The Contractor received the drawings for Workshop and Bus Shelters and for Control Centre in April and May 2014 respectively. The unlocked drawings for Control Centre, to facilitate preparation of fabrication details, were received by the Contractor on 18th July 2014. Although the Contractor had provided the necessary equipment details in April 2014, the Design Consultant has not provided the drawings for the DG Set Room and Substation yet.

9. The Director, Revenue Department, has verbally authorized NRDA on 16th July 2014, to start works for construction of Pick-up Point near Old Mantralaya, although the Land has not been formally handed to NRDA. NRDA is required to hand over encumbrance-free site to the Contractor as well as finalize the Levels, for the Contractor to start setting out. NRDA needs to make arrangements for relocating the present Car Parking and a Transformer as well as close one Road from entry of vehicular traffic into the Site. NRDA agreed to handover the encumbrance free site to the contractor no later than September 1, 2014.

10. At the Bus Depot and Control Centre site, major part of the Compound Wall is done, Underground Water Tank is mostly complete, Foundation works for Washing Ramps and Inspection Pits mostly complete, Dry Lean Concrete (DLC) over the Granular Sub Base (GSB) is complete in the pavement area, and works up to plinth level of Workshop and Control Centre are mostly complete. Foundation works are mostly done for Seven Bus Shelters. The Contractor is presently fabricating the Structural Steel works (required for Workshop and Bus Shelters) at site. It needs to place order for the Steel Sections required for Control Centre.

11. For the Bus Depot and Control Centre Complex, the design includes installation of Percolation Wells (perforated pipes) down to second layer of aquifer for drainage of surface water. However, reportedly, the rock layer is very deep down and the second layer of aquifer cannot be reached. In such situation, NRDA is now considering to install the Wells through the

soil for about 20 feet down to the top of rock layer. Then, major part of the surface water will flow over the surface from the Front of the Complex on South towards the Drain to be laid along the Northern periphery of the Complex and discharged through a natural Nullah nearby. The finished ground levels of the complex may need to be reviewed for efficient surface water flow from South towards the Drain in the North.

12. Although progress of works is much lagging, the Contractor expressed its confidence in completing all works (except the Control Centre) including the Pick-up Point at the Railway Station within the scheduled completion by March 2015, provided the Site and Drawings for both Pick-up Points are handed to the Contractor by early September 2014. It assured to complete the Control Centre by May 2015. The updated Program submitted by the Contractor on 16th July 2014 shows completion of the contract by 31st May 2015. The Contractor needs to scale up its mobilization including skilled manpower and progress simultaneously at various sites.

13. **Fuelling Station.** NRDA is presently considering Establishment of Fuel Filling Station outside the Bus Depot Complex instead of within the Complex planned. The matter is yet to be finalized. The Mission advised NRDA to discuss this issue with a Bus Operations Expert prior to finalizing as they need to factor in their growing Bus fleet requirements. The PMU and the Bank agreed to organise a discussion on this matter.

14. **Bus Service Plan:** The Bank had commented on the TOR for this activity in November 2013. The March 2014 mission was informed that 12 Expressions of Interest had been received, and that the contract award for this consultancy was expected to be completed by August / September 2014. This is now very delayed. Considering that NRDA intends to have BRT Lite operations started in late 2015, the design of the service plan is now clearly on the critical path. To gain time, NRDA proposed to add this activity to ongoing contracts, either (i) the Monitoring and Evaluation study or (ii) the Regional Mobility Plan, where a large amount of data has already been collected. The mission recommends that NRDA finalize its proposal and sent to the PMU and the World Bank *no later than September 1, 2014*.

15. **BRT Pick-up point at Raipur Railway Station:** The Mission was reported that the Railways have handed to NRDA the Land for Construction of Pick-up Point at Raipur Railway Station, and the Railways have cleared the General Arrangement Drawing (GAD). Detailed drawings, already received by NRDA from the Design Consultant, have been submitted to the Railways for their clearance. NRDA and the Contractor have agreed to include Construction of Pick-up Point at Raipur Railway Station as a variation, which is cleared with the Bank. The Contractor can start the works only after the Land is handed and Drawings are issued to it. NRDA agreed to issue the work order *by September 1, 2014*.

16. **Supply, Installation and Operation of the IT Systems:** NRDA has received Bank's clearance on the bid document and the tender has been issued. Pre bid meeting is scheduled for September 9 and bid submission by October 8, 2014. Assuming a bare minimum of 4 months for selection of Contractor under International Competitive Bidding and 9 months for Implementation, full IT systems cannot be operational prior to October 2015. NRDA proposes to finalise the Adjudicator by the pre-bid date. The other issue that came to light and requires attention is that the Raipur Bus Company is also in the process of launching a smart card facility. The Mission advised NRDA and their consultant to look into the matter and ensure that an integrated solution be followed to avoid downstream integration issues.

17. **Project implementation schedule for the BRT:** Based on observations in the previous Mission in March, the PIU had developed a project implementation schedule / plan for the BRT Lite. According to the plan, the BRT infrastructure and NMT Infrastructure contracts would be completed by June-July 2015; the Bus tender has been awarded and delivery of (12, 12, 16) buses is expected between May to July 2015; the ITS system integrator is proposed to be finalised by

December 2014 and would be able to complete installation over 9 months so be October 2015; the Bus Operator is proposed to be brought on board by October 2015. The mission noted that several factors affecting the BRT implementation such as preparation of service plan, hiring of a fare collection agent, manning of SPV and financial feasibility, fare setting; hiring of traffic wardens, branding and communications, trial runs etc. have not been factored into the implementation plan. The mission, therefore, advised NRDA to carefully review the implementation schedule and revise it appropriately to come up with a more realistic schedule of implementation. NRDA agreed to submit the revised schedule by 7 September 2014. The Mission noted that the launch of BRT Lite by October 2015, was a feasible target and NRDA must target delivery as per this timeline. The mission also advised NRDA management to make the BRT implementation schedule the centre point of their future review meetings.

18. **Financial Viability of Operations, Marketing and Branding:** The Mission advised that ahead of the BRT launch, NRDA must ensure that along with the comprehensive operations and service plan for the BRT Lite NRDA must have the financial viability of operations assessed to better understand the funding requirements of the SPV once operations commence. In this regard, the fare mechanism also needs to be devised and the need for subsidy to sustain operations. In addition to this, NRDA must start planning a detailed marketing and branding strategy and must hire a consultant to do so. To this NRDA agreed to hire a local agency for marketing and branding purpose and accordingly prepare a ToR for the same. NRDA shall revert on these matters and communicate the same to the World Bank by *September 1, 2014*.

Technical Assistance and Capacity Building

19. **TA on Transit Oriented Development (ToD):** The Board of Directors of NRDA has approved the proposed amendments to the Development Code and the Chapter proposed to be added to the Naya Raipur Development Plan 2031. At three locations, land use would be changed from green space to commercial and residential uses as per the study's recommendation on pilot basis. The draft for amendment in the Development Plan has been submitted after a successful workshop earlier in the month of July. This is now with the state government for approval.

20. **Regional Mobility Plan.** In February 2014, the consultants (LEA Associates) delivered the Inception Report; the previous mission commented extensively on it in the March aide-memoire. In July the consultants submitted a revised version which was subject to further comments by the World Bank. During the current mission, they made an interesting presentation on the survey findings. The study is now 2-3 months behind schedule, in part because of the summer vacations when some surveys could not be carried out. It is expected that the Interim Report will be submitted by *October 15, 2014*. The Mission urged NRDA to convene discussions on the RMP study in the newly constituted UMTA.

21. The consultants gave the mission a detailed summary responding to the Bank's March and July comments. In general, this response is satisfactory and provides a good prospect that the final study report, expected for the first semester of 2015, will address Raipur's mobility issues well. With regard to the Immediate Action Program, the mission would like to stress again that public transport priorities at intersections should be an important criterion when designing traffic engineering improvements at 18 locations.

22. **Monitoring & Evaluation Study.** In early August 2014, the consultants (DIMTS) submitted their first half-yearly report. It presents a wealth of data collected in June and July 2014, and compares them to the base-line survey carried out in March 2013. It reports that 13,378 trips/day are now made by all modes to the Capital Complex in Naya Raipur, and that the

public transport modal share between Raipur and the Capital Complex has increased from 41% to 46%. It notes the competition of IPT vehicles which ply on the same routes as the buses, but with lower fares. It also notes the low people's awareness of the future BRTS, with 73% of Raipur residents not knowing about it. It recommends that IPTs should charge meter-based fares, that BRTS awareness campaigns should be conducted, that the branding of BRT should be developed, that a BRT cell should be set up in NRDA to coordinate and promote the services, and that a BRT implementation road map be defined in accordance with the development of Naya Raipur.

23. It also notes a high passenger demand at Ghadi Chowk and Pachpadinaka and recommends that passenger pick-up points be established at these locations. The NRDA representative observed that the terminal at the Old Secretariat, now under construction, will serve most of the demand of Ghadi Chowk. Pachpadinaka is located on Route 2 (standard buses connecting Raipur and Naya Raipur via NH 34), and NRDA seemed to agree that the buses should stop at that location.

24. The consultants presented the survey findings to NRDA, the Bank mission, the PMU and the other persons present. An important comment regarding the presentation of the consultants' recommendations was that most of the recommendations appeared generic and often unrelated to the survey findings. More work was required in analyzing the outcome of the survey. The Mission advised the consultants to use the collected data to highlight key issues and insights relevant for Naya Raipur public transport and NMT so that the same may be taken up by NRDA in planning their recommendations and necessary actions. It was agreed that the consultants should strengthen the conclusions and recommendations to provide a logical linkage between the results of the data collection and the recommendations. It was also agreed that the consultants would submit a revised report version *by September 25, 2014*. Below are some further comments by the mission, which should also be considered in the revised report:

- a) It was noted that for NMT special emphasis should be placed on locations within Naya Raipur. The number of traffic count locations for NMT needed to be increased and spread along the entire Corridor 3 as opposed the current structure where only half the corridor has been covered.
- b) The discrepancy in mode share for public transport data for baseline needs to be resolved and the final number shared. Last year the numbers indicated were 1.3% initially and then 40% subsequently, this year the presentation indicated that the baseline mode share had been around 10%.
- c) Section 5.1.12 reports on the satisfaction level of bus passengers, showing a deterioration over the last year, with 42% of bus passengers now considering the bus experience only fair or even unsatisfactory (up from 15% in 2013). The text mentions that the "main reason cited for unsatisfactory is due to overcrowding on buses". This should be of great concern and, in the mission's view, the consultants' recommendations (i.e. Chapter 9) should address this issue.
- d) The same section describes the results of passengers' views on how the transit image could be improved. The survey questionnaire gave three options: (i) AC services, (ii) express services, and (iii) special services. Surely there are additional ways on how to improve the bus services, such as less crowding, cleaner buses, more polite drivers, better frequency and reliability, better stations etc. The mission recommends that future passenger surveys consider these characteristics.
- e) The report mentions, correctly so, the competition from "IPT modes" and presents data on them. It would be useful to define (and quantify if possible) what "IPT" means, such as auto-rickshaws, tempos, shared taxis, other 4-wheeled small vehicles, etc. It would also be useful to define the difference between minibuses and buses. On this, the text and the tables could be clearer whether the numbers refer to the "official" 4 bus lines, or also to other buses / minibuses.

- f) Tables 4-25 and 4-26 show the schedule adherence of the bus services. The entries are not quite clear, e.g. *14.8% of buses to the Capital Complex leave the railway station at >5 min & <15 min; 11.1% at <-15 min & > -5 min* [does this mean they leave ahead of schedule?], *100% adhere to < 15 min*. Difficult to understand the meaning of this – should be presented more clearly. More worrisome is the generally poor schedule adherence, even for bus departures from the terminals at the railway station, airport, Capital Complex and Navagaon. The mission recommends that this aspect be further analyzed, and recommendations be made in Chapter 9 to improve schedule adherence.
- g) Table 4-27 gives an interesting summary of bus operating and maintenance costs. It shows that the wages of the 180 drivers and conductors amounts to 800 Rupees per bus per day, and the cost the 6 administrative staff amounts to 600 Rupees per bus per day. It is not surprising that administrative staff are paid more than drivers – but by that much?? Please re-check.

SPV/ PIU Staffing

25. NRDA informed the Mission that an SPV had been constituted for the public transport operations. Considering that there is only a year now for the BRT Lite launch and services are already plying between Raipur and Naya Raipur, the Mission strongly recommended that the SPV should be appropriately staffed and begin to take over the Project responsibilities. Ideally, the SPV should become the PIU to the Project. NRDA agreed with this suggestion and proposed to begin the transition by October 2014.

Environment Management

26. The mission visited the workshop-cum-depot site and the locations where the NMT infrastructure contractor has started preparation for works soon after the rainy season ends. It discussed the way forward for both sites with the PMC team deployed by NRDA. The overall performance remains moderately satisfactory.

27. *NMT Infrastructure:* The mission was informed that the NMT infrastructure proposal now being discussed for modification will require borrowing material and extending the embankment by filling rather than the disposal of cut material. Since these activities will create issues related to safety and local drainage, the mission urged the NRDA and PMC team to ensure that the borrowing is done safely and that the local flooding / erosion are avoided. The mission also requested that the EMP procedures used by the contractor for working in the widening of bridges be also strengthened and shared with the Bank as part of the QPR of 30 September 2014 so that their implementation can be confirmed during the next mission.

28. *Safety Concerns:* The PMC's safety officer's is now putting in place a system for measures (to be) taken to ensure that the EHS requirements are followed. It suggested that this build on the EMP and discussion during the previous mission so that there is no duplication of work. The mission suggested that the site should prominently display the number of days since there have been no major accidents in the work area to focus the attention of workers and supervisors on the importance of safety.

29. *Proposal for changes at Mantralaya:* The mission was informed that it is now proposed that the Mantralaya parking area will be modified with the access to passengers from the main road rather than the buses having to come inside. The details are awaited so that it can be confirmed that no other issues relating to environment or safety are unaddressed

30. **Social.** There are no know social safeguard issues in this city since the land required for the BRT infrastructure such as depots and workshops, etc; was acquired as part of new city

development. During the discussions, the issue of transfer of Government land for Mantralaya pick-up point has come up and the project is pursuing with the Government for land transfer. The mission was confirmed that the Environment and Social Assessment for Railway land for pick-up point at Railway station is now disclosed in the website. The mission visited the contractor site for the Bus depot/workshop and inquired about the unskilled jobs provided to the local people. The mission provided guidance on how to track the employment data. The available data indicates that 36% of 915 man days of employment created in the month of July are local and out of these local people 75% were women.

31. **Key Agreed Actions**

- BRT Civil works Package – Old Mantralaya; handover to Contractor by August 28, 2014
- Railway Station site handover for pick up point development – September 1, 2014
- Discussion and final decision on Location of fuel station - September 15, 2014
- Submit Revised cross section for NMT lane – revised report to be submitted with updated costs – August 28, 2014
- Provision of detailed design to the NMT contractor – September 30, 2014
- Submit ITS BER – November 15, 2015
- Review requirement for integration of smart card by RNNTL and NRDA – September 1
- Submission of revised M&E report - September 25, 2014
- Submission of interim report on RMP – October 15, 2014
- Proposal for preparation of service plan, financial feasibility plan – September 1, 2014
- Updated BRT Implementation Plan – September 7, 2014
- SPV strengthening/transition of project activities to SPV – October 2014
- Revised EMP procedures used by the contractor for working in the widening of bridges to be shared with the Bank as part of the QPR - 30 September 2014
- Launch of BRT Lite – October 2015

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

Indore

1. The World Bank mission, along with PMU and PMC, held discussions with AICTSL on the project progress in regard to the Indore component through audio conference on August 26, 2014.

BRT Corridor

2. **Recent Issues with the BRTS corridor:** AICTSL updated the mission on the on the state high court order to allow other two and four wheelers in the BRT corridor in response to a PIL. There has been no progress on this despite the Technical Committee's recommendation in favor of the BRTS which was formally submitted to the Court sometime in March, 2014.

3. **BRT Bus Fleet.** In response to the concerns regarding the shortfall in the fleet to be operated on the corridor, AICTSL has now increased the number of buses to 40 and the daily passenger traffic was recorded at 46,000.

4. AICTSL also informed that they had received an additional section of 199 buses under NURM2 of which 100 were AC buses and 75 midi buses.

ITS Component

5. The progress on the ITS component is highly worrisome. ITS procurement was initiated in September 2013, the pre-bid conference held in November 2013 and clarification and amendments issued in January 2014 with bid submission date of February 28, 2014. The mission was informed that based on the requests received from bidders as well as additional queries being raised the bid submission date has been further extended to May 15, 2014. The Bank had advised AICTSL to make sure whether they are able to open bids during the modal code of conduct. However, AICTSL proceeded to receive bids without opening them in non-compliance with the laid down process per Bank guidelines. In addition, only one bid was received contrary to expectations and following the elaborate consultation process followed with potential bidders. The bid process has been cancelled and the single bid returned unopened.

6. Discussions have been held with several potential bidders to understand the reasons for non-submission of bids and need for improvements to the bid document. A revised bid document has been submitted and the process shall be re-launched once necessary clearances are in place.

7. **Revised Project Description.** The Indore city project description originally included Traffic Signal Priority (TSP) and Automatic Fare Collection Systems. The Mission advised AICTSL to formally request a change in the project description to include 'CAD/AVL' and cancel TSP which was not under consideration at present owing to its potentially lower impact and therefore priority. They should write to MoUD and DEA explaining the rationale so allocated funds can be used towards CAD/AVL instead. No progress was observed on this item. The Mission requested PMU/ PMC to help with this.

8. **Technical Assistance Activities.** The Mission reviewed the status of the proposed TA activities.

(i) *Preparation of BRT Accessibility Plan, including pedestrian access:* The pre-bid meeting was scheduled on November 22 and the proposal submission date was March 24, 2014. Despite being

advised to seek clarification on the matter regarding opening of bids during modal code of conduct AICTSL in this instance too proceeded to receive proposals without opening them. In this case too only a single bid was received. As per Bank advice, the proposal has been returned unopened and proposal submission date extended to August 30, 2014, for all consultants. AICTSL confirmed that they had been in able to contact all the consultants and talk to them except one;

(ii) *Monitoring & Evaluation Study*. A revised ToR has been submitted for review by AICTSL..

(iii) *Preparation of a business plan for AICTSL*. AICTSL has submitted a revised draft ToR for review.

9. **PIU strengthening.** The mission was again informed that AICTSL is in the process of finalizing the appointment of the ITS/ Transport Expert by September 30, 2014. AICTSL has not been able to find a suitable candidate for the Transport Planner position. One of the reasons for this is unwillingness of candidates to move to Indore. The mission again urged AICTSL to hire a Transport Expert on a part time basis instead as that would at least ensure greater support to the organisation. The mission expressed concern over the long delays in completing these actions which were ongoing for over 2 years.

10. **Key Agreed Actions:**

- Submit Request for change in Project Description – August 31, 2014
- Initiate procurement/ Submit ITS BER – September 15/ November 30, 2014
- BRT Accessibility Study – Submit TER – September 30, 2014
- Initiate EoI for Business Plan Study – September 15, 2014
- Update and submit final procurement plan – September 15, 2014
- Complete hiring of ITS and Transport Expert – September 30

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

Mysore

1. A World Bank mission held discussions with KSRTC officials through video-conference on August 26, 2014, to review and discuss the Mysore component of the GEF-Sustainable Urban Transport Program (SUTP). The mission met, KSRTC, along with other team members of KSRTC and their vendor and consultants to discuss the project's progress. Also present in the meeting were representatives from PMU and PMC.

GEF-SUTP Funded Project

2. **Intelligent Transport Systems.** 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. The Bank has been expressing concern over the long delays in rectifying the system performance issues and completing operational acceptance. During the November 2013 mission the Bank Team had held detailed discussions with KSRTC and their team of consultants and vendor on the issues facing the ITS system (hardware failures, communication issues etc.) and their plans to rectify the issues and achieve operation acceptance. A remedial action plan was subsequently developed including replacement of all 458 vehicle mounted units (VMU), change of service provider for communications, reinstalling the announcement files etc.

4. The Bank Team was informed that Expected Time of Arrival (ETA) performance continued to be deficient with only 48% (32%) functionality in August 2014 (July 2014) based on a survey by the M&E consultants with a sample of 120. The reasons cited for this performance are the following:

- No schedule List in VMU (15%)
- Route change/Route Deviation (6)
- Trip not started (No proper closing and starting of any trip) (45%)
- VMU related issues (34%).

5. It was noted that several of the issues related to operational streamlining and proper training of KSRTC staff and were less on account of the ITS system. For example, timely submission of schedules in the system should be made mandatory. Similarly, drivers should be trained in stopping at the right location for the system to read start and close of trips. The VMU related issues still seemed to be on the high side and KSRTC/ CMC/ ICT were requested to separate out the hardware and software related issues from other issues. It was also observed that the quality of M&E reports needed to be improved for them to be useful to the client.

6. Of the 167 PIS boards installed only 91 were in working condition. The largest number (48) were affected by power supply not being available which is an issue to be resolved by KSRTC.

7. Operational testing of the equipment and support systems were conducted and the PMC has recommended conditional operational acceptance to KSRTC subject to a 2 month cure period

when the remaining issues are to be resolved. The Mission advised KSRTC to agree to an action plan with the vendor and its consultants on what are the actions required to be taken over the two month period for addressing the remaining issues. Once available this should be shared with PMU and the Bank. Bank team also recommended KSRTC to urgently arrange / resolved issues related to a) arrange refresher training to staff at three depots as well staff at monitoring centre b) provide electricity at bus shelter where there is no electricity or electricity was disconnected because of non-payment of bill.

8. **Comprehensive Services and Operational Analysis (CSOA) study:** The objective of this study is to review and improve KSRTC's internal efficiencies and effectiveness of its operations at Mysore. The activities include: Review KSRTC Mysore operations; Develop a fully allocated Operations and Maintenance Cost Model; Study the operations and evolve Key Performance Indicators for route evaluation; Route analysis; Analysis of Key Business Processes, Commuter Facilities, Competitive Fare Structure; Characteristics of Demand and Supply balance, KSRTC constraints for Scheduling; Develop the Public Transport Network Model for existing and proposed network and cost estimates; Evolve a list of recommendations along with priorities and assist the implementation.

9. The Bank team had reviewed and provided comments on the fully allocated cost model developed under the study. Most of the comments have been addressed however, one important area needs attention.

10. The use of the model for route performance measurement was the only area that was not addressed. During our conference call, we discussed the need to show that one of the main uses of the model is to assess the profitability of individual bus routes. This helps the planner identify unprofitable routes for detailed analysis as part of the COA analysis process. We discussed in our call that this use could be discussed in the report by presenting a bar graph that showed the profitability of all routes operated out a depot. Drawing a line at breakeven (revenues = costs) would graphically identify unprofitable routes (routes falling below the line).

11. The model also is used to estimate the costs of individual service improvements. As an example, it would be good to show the cost impacts (increases or reductions) of proposed change in service on Route X.

12. In summary, the good effort was made to respond to our comments. However, since the study is a demonstration of the COA process, the comments regarding the use of the model for individual route analysis should be addressed. It was felt that the route wise profitability was not be analysed despite repeated discussions in this regard.

13. **Additional GEF Grant.** PMU is expected to submit the restructuring request for additional TA grant to KSRTC by end August.

14. **Key Agreed Actions:**

- Submission of Monthly M&E Report including a review of performance of entire system – Continuous
- Submission of agreed Action Plan for proposed Cure Period – September 30, 2014
- Submit Action Plan by KSRTC to address operational issues affecting performance of ETA etc. – September 30, 2014

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

Mysore – Proposed Public Bike Sharing Project (PBS)

1. The mission held discussions with the Mysore PBS team through a video conference on August 26, 2014. The discussions were held with both DULT and MCC representatives and included the PMU/ PMC.
2. The Mission was happy to see the representative of the Mysore City Corporation (MCC) participate in the review meeting. MCC has agreed to be the implementing agency for this activity with a committee for managing the overall administration of the project. The proposed committee will be headed by the Deputy Commissioner, Mysore. The total project capital cost and operating cost for one year is estimated to be roughly Rs.75-80 million and after budgeting an additional amount for technical assistance and capacity building a total GEF grant amount of \$1.6 million have been recommended by the Bank for allocation to the Project.
3. The mission reiterated its earlier request for submission of the updated DPR for the proposed bike sharing project without any suggested civil works improvements which were not presently envisaged and were not part of the scope of the Project. DULT agreed to submit the final version by September 7.
4. The Mission reviewed the shared ‘Scope of Work’ for the Developer cum Operator and agreed with the approach. Main observations shared includes:
 - Will the Service Provider be paid on a reimbursable basis, or will the contract be lump-sum (in tranches)? If the latter, all technical items must be defined in great detail or the winning contractor may be tempted to skimp on the physical and software elements of the project.
 - Another risk is the question whether the PBS will attract sufficient users. To address that risk, the Service Provider will "carry out marketing activities to promote the use of the PBS system" (page 5). Will the Service Provider be paid for the marketing services on (i) a reimbursable basis as and when they are carried out, or (ii) are they part of a lumpsum for all physical and management aspects of the PBS. If it were to be (ii), and considering that the Service Provider carries no revenue risk, he/she may consider the marketing elements secondary and mount a just a low-cost promotional strategy to comply with the contract but without worrying too much whether that strategy is effective in attracting users to the PBS.
 - How will the installation and initial operation of the Mysore PBS be supervised? By consultants hired under GEF Grant? Some of the elements are IT intensive and DULT is advised to hire necessary expertise for ensuring quality implementation.
 - Page 6 says that "The Contract ... for the installation and operation of the PBS system ... is granted for 6 years, including "the time required for mobilization and system installation not exceeding one year from the date of awarding the contract. Does this mean that the PBS might not start operating until the latter part of 2015. This would contradict the statement in the second paragraph that the PBS scheme is scheduled to open in May 2013.
 - Specifications of the control center, registration center, and towing vehicles
 - Control Center: where will this be located? Who will own the space? will MCC facilitate? Are there any size limitations for the control centre? Some clarity will be useful

- Towing vehicle: What kind of vehicle is one going to provide? if not the technical specifications, atleast the bicycle carrying capacity of the towing vehicle maybe specified.
- Registration centers: who will provide the space for registration centres?
- On page 4, toeing vehicles should be changed to towing vehicles
- Also: "bear all the expenses ... through the entire period" would better be "bear all the expenses ... through the entire contract period"

5. The mission was informed that the proposed PBS is likely to be contracted out to a private developer on a design, supply, install and operate model. The bid documents are under preparation and an initial draft would be submitted to the Bank by September 7. The Mission advised the team to expedite the process as all procurements are to be completed by December 2014.

6. DULT was advised to send to PMU the standard form duly filled out for proposing the Project to DEA under SUTP.

7. **Environment Management.** The mission had a meeting with the Mysore PBS team. It shared its comments following the review of the DPR and its annexes shared by DULT in advance of the meeting. The DPR still indicates that there are proposals for widening of the roads and/or bikeways along key routes. If this is to be done, there may be impacts on roadside environmental and social assets that are not figuring in the document. The need to accurately describe the currently proposed interventions and their impacts so that the expectations of readers of the project documentation are properly calibrated was reiterated. It would also be useful to revise the DPR and its annexures as well as check them thoroughly for consistency and comprehensiveness since the current impression they create about the project is that it is a much more encompassing set of activities than installation of bicycle stands at clearly identified locations which are not environmentally or socially sensitive. The removal of detailed plans from the annexes is not a solution as there is no way to find out what actually will happen at each site. It was agreed that next revision of the DPR, addressing these comments, will be shared with the Bank by 31 August 2014.

8. Key agreed actions included:

- DULT/MCC to send the Project Form for grant assistance to MOUD/PMU by August30, 2014
- DULT/MCC to submit revised DPR by September 7, 2014
- DULT/ MCC to submit revised Procurement Plan by September 7, 2014
- DULT/ MCC to submit draft bid documents by September 7, 2014

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

1. A World Bank mission visited Hubli-Dharwad on August 18 and 19, 2014, to discuss the implementation of the Hubli-Dharwad BRT project. The meetings were attended by Ms. V. Manjula, Commissioner, DULT and her team and consultants; Mr. P.K. Basavaraj, Deputy General Manager, HDBRTS Company and his team; and Mr. I.C Sharma, National Project Manager of SUTP.

2. **BRT Project:** The HDBRTS Project aims at 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 their central districts. BRT operations are expected to commence in 2015. Proposed project components include:

- Segregated central bus lanes with median bus stops.
- Trunk and feeder services; off-board fare collection system, with integrated ticketing of trunk and feeder services.
- The trunk fleet will initially consist of 110 standard (12m) and 30 articulated buses, with a floor height of 900 mm above ground level.
- Level boarding and alighting.
- ITS for BRTS and ATCS for traffic management along the corridor.
- 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 the BRT and suburban & city services.

Technical Discussions

3. **BRT Alternatives in Dharwad:** The preferred solution now appears to be to build the busway on elevated structure between NTTF and the Dharwad CBT; while minimizing land acquisition, this solution will require an additional construction budget which is yet to be established. The elevated structure would be about 1.4 km long and include stations at NTTF, Court, maybe Jubilee Circle (see further comments on possibly deleting that station), and the elevated terminal station at Dharwad CBT.

4. **Elevated Stations in Dharwad:** Three basic options were considered for the elevated BRT stations. In addition to staircases, lifts will be required to provide access for passengers with disabilities.

- a) *pedestrian access via elevated concourse underneath platform*; vertical distance to busway: 9.2 m; three lifts required.
- b) *pedestrian accesses from the sidewalks straight to the busway level* - passengers would have to cross the busway to reach the platform; vertical distance to busway: 7.2 m; two lifts required.
- c) *pedestrian access from street median straight to the BRT platform* - passengers would cross mixed-traffic lanes to reach the median from where stairs / lift provide connections to the BRT platform; vertical distance to busway: 7.2 m; one lift required.

On June 30, the World Bank commented that the third option would be preferable, both for cost and operational reasons. The mission understands that the third solution has indeed been selected for implementation.

5. **Should there be a Station at Jubilee Circle?** The daily passenger volumes (boarding and alighting) originally estimated for these stations were (a) 11,000 at NTTF, (b) 17,000 at Court, (c) 9,000 at Jubilee Circle, and 67,000 at CBT. In other words, the passenger demand at Jubilee Circle would be fairly low. The preferred location of Court Station is fairly close to Jubilee Circle (about 400 m). Most passenger-generating activity is south of the Circle, while north of it (where a Jubilee Circle BRT station would be located), there are parks and other low-density uses. Thus, many of the potential BRT users would prefer to walk to the nearby Court Station, rather than having to cross the heavy traffic at Jubilee Circle. Moreover, there are several monuments north of Jubilee Circle, which may have some historical significance. Placing a relatively bulky (18 m wide) BRT station just there would affect the aesthetics of the area more than a "simple" elevated busway (7-8 meters wide). The mission therefore recommends to consider the deletion of an elevated station at Jubilee Circle – unless a careful analysis demonstrates that a BRT station at Jubilee Circle is really needed. It recommends that the BRT consultants analyze this option and report their finding by **September 30, 2014**.

6. **BRT Terminal at CBT Dharwad:** The current concept envisages an elevated loop for BRT buses, with the feeder bus station located at ground level. The two levels would be connected by stairs, elevators and perhaps escalators. This concept is attractive, but the layout needs to be defined in much greater detail; this should also include a ramp connection off the busway to the Dharwad BRT bus depot, and a safe and convenient pedestrian link with the nearby Dharwad local-bus terminal. The mission recommends that the BRT consultants prepare options and a proposed functional layout as quickly as possible, but not later than **September 30, 2014**. From a critical-path viewpoint, this work is now probably the most urgent activity to implement the physical elements of the Hubli-Dharwad BRT.

7. **Construction of BRT Corridor between Hubli CBT and Hosur Cross:** Tenders for this important part of the BRT system have been floated earlier in 2014, taking account of the Bank's recommendations. In the meantime, the PWD has repaved this 2.8 km long section of the BRT corridor. To avoid duplication of effort, it was decided to postpone the BRT-related works in this section, except for the proposed BRT stations at Hubli Railway Station, HDMC and Rani Chinnema. Between these stations, BRT buses would operate in mixed traffic. The mission inspected most of this section (between Hubli Railway Station and Hosur Cross) together with staff of the BRT consultants and confirmed its view (expressed during the office discussions) that at least a simple physical segregation should be installed between the busway and mixed-traffic lanes, in the following sections:

- BRT station near Hubli Railway Station to BRT station at HDMC (both directions)
- BRT station at HDMC to Rani Chinnema Circle (both directions)
- Rani Chinnema Circle to Rani Chinnema Station, including turnaround for BRT buses
- Rani Chinnema Station to Chainage 20+383 along Glasshouse Street extension
- Rani Chinnema Station to Chainage 24+200 along Swimming Pool Complex Street extension
- Busway segregation at the Glasshouse Street approach to Hosur Cross, so BRT buses can queue-jump the mixed traffic vehicles that are waiting for a green signal.

8. In most of these situations, the busway segregation can be installed adjacent to existing medians. In the section between Hubli Railway Station and Chinnema Circle, it may be necessary to reduce sidewalk widths by about 1 meter to assure two mixed-traffic lanes (per direction) in addition to the busway. In the mission's view, providing a segregated busway

between the BRT stations is vital for the very BRT concept; it could be achieved at relatively low cost. The mission recommends that the BRT consultants prepare the necessary plans so the busway segregation can be incorporated in the forthcoming road construction, **by September 30, 2014.**

9. **Mixed Traffic Flow and Traffic Signals:** While the objective of this project is to improve public transport (and NMT) conditions, it is important that the new facilities do not become the cause of severe mixed-traffic congestion, an effect which could create serious opposition from much of the travelling public – as had been the case in New Delhi some years ago. CEPT had carried out some traffic simulations of individual road stretches, which resulted in higher traffic speeds for all modes, including private vehicles, similar analyses had not yet been carried out for the intersections – the neuralgic points and potential bottlenecks of any urban street system. The mission therefore repeats its earlier recommendation that signal layouts and phasings be defined and capacity analyses carried out for all intersections along the BRT corridor. This work should be carried out by trained traffic engineers with experience in BRT planning (and not by ITS specialists, unless they have training in traffic engineering). The mission thus recommends that the BRT consultants prepare traffic signal designs and phasings for the entire corridor **by November 30, 2014.**

10. **Traffic Safety Audit:** The introduction of BRT services is associated with major changes in the mobility pattern, such as mixed-traffic right turns across the BRT busway, and passengers crossing mixed-traffic lanes to reach the BRT platforms. In principle, these aspects would have been considered during the design of the new road. However, with the many changes that have occurred since the original BRT proposals, it is advisable to carry out an independent traffic safety audit. This is now doubly important with the proposed “temporary” corridor construction between Hubli Railway Station and Hosur Cross (see above). The mission therefore recommends that DULT engage an independent specialist to carry out a traffic safety audit, **by November 2014.**

11. **ITMS:** The consultants presented the concept design for HDBRTS which is proposed to include PIS/ AVLS, AFCS, MIS (DMS), TSP and O&M. The mission felt that an analysis of the technology options and their costs should be prepared for educated decisions to be taken by the SPV. For example, is it preferable to use standard off the shelf software or have it custom made? The Mission noted that the consultants had proposed aerial OFC in some sections and strongly advised against this as it would increase the risk perception for potential bidders. The manner in which operations including fare collection is to be done, whether inhouse or through agents or the ITMS contract should also be carefully evaluated.

Implementation Progress

12. **Procurement Progress.** Six packages are now awarded or in various stages of award. The mission was informed that the award for the three bus station contracts had been cleared by the HDBRTS Board and contract signing would be completed by August end. The trunk corridor package 1 procurement is ongoing and bids are expected on 2 Sept 2014. Balance three packages (i) ITMS, (ii) Foot over Bridges; and (iii) Corridor Package in Dharwad section, are yet to be initiated. It was agreed that all three packages would be initiated in Sept 2014 so all procurement can be concluded by December 2014 as per the agreements of the DEA Portfolio Review on August 6, 2014. The possibility of using a design-build approach for the Dharwad section could be explored by HDBRTS given that CEPT maynot be available for detailed designing of the package.

13. *Works Contracts implementation progress (Bank funded).* The mission reviewed the progress of the ongoing works packages #8, 9 and 10 and also conducted site visits. The Mission noted with concern the progress on the three packages.

- In Hosur Depot and Terminal (pkg#10) it was informed that the delays were on account of (i) GFCs not being available for Terminal site which had undergone a design change, (ii) slow demolition of buildings by NWKRTC without prioritisation of work sites. For example, the store room on the depot site where work has commenced is constraining progress; (iii) delays in removal of electric poles and trees. The financial progress is less than 5%.
- In BRT Depot & Workshop (pkg#8) the progress is slow, with a financial progress of about 6%, owing to inadequate mobilization of the contractor ie. supply of concrete and labor was found to be deficient at the Divisional Workshop site. The contractor has recently mobilized a 25MT plant but this is insufficient to service the needs. The contractor confirmed that they would be completing the Milestone #1 at both the workshop and Hubli BRT depot site by November 2014.
- In Dharwad OCBS (pkg#9) dismantling of existing structures is yet to be completed.

DULT took up these issues with NWKRTC, who agreed to provide the entire site encumbrance free to the contractor by August 26, 2014.

14. *RoB at Navlur.* The RoB GAD has been submitted to the Railways for their concurrence and comments received. A joint inspection was scheduled with the Railways at the time of Mission. The construction of the RoB could become a delay factor in the launch of the BRT.

15. *Road Package for 4-8 laning.* The mission was informed that the tender for 4-8 laning of the BRT corridor is in final stages and financial bids have been opened. The contract award would be finalized by September end. The implementation period is 18 months and should be sufficient for completing construction. In addition, contracts for flyovers at three locations i.e. Unkal Cross, Unkal Lake and Navanagar, are being finalized.

16. *Buses.* Contract for standard buses has been issued on 25 March 2014. Negotiations are ongoing for the articulated buses.

Environment

17. The mission visited the construction sites for depots and workshop and noted that for the project corridor, the ongoing work on the corridor was laying of kerb. It also visited some sites chosen for plantation during the current rainy season and met with couple of members of the Green HDBRTS Committee to understand their view on the ways to make the Green BRTS Plan more effective. While the current performance is continued to be rated as moderately satisfactory, there is a chance of downgrade if there further slippage in performance as described below.

18. *Issues relating to Safety and facilities for laborers:* For work sites, key issues that HDBRTS Co and the PMC need to focus on is the facilities for laborers working in the depot and workshop sites – for personal safety and camp amenities. These are currently not in line with the EMP requirements, with women's safety not being accorded the same priority as the men. The mission pointed out that this was a requirement of the contract for these works. The mission noted that there has been a conscious endeavor to draw the contractors' attention to this issue but urged more caution. It has been agreed that these would be regularly monitored, and reported on. The mission clarified that if the situation does not improve, project performance would be downgraded.

19. *Progress on Tree Plantation:* The survival rate for 8000 saplings planted during the last monsoon is only 53% compared to the target of 80%, with most striking numbers for damages appearing for plantation in government offices' premises. For example, if the plantation in just

NWKRTC premises had achieved the target survival rate, the overall project number would have increased by about 5%. In light of the far from satisfactory survival rate, the mission agreed with the review of the plantation strategy, which will now have more participation from the Forest Department during site selection and post plantation care, as well as bulk plantation for the 3000 saplings for the current rainy season. The mission noted the augmentation of the HDBRTS Co team with the induction of a person to look after the plantation and green aspects. The proposed changes should be deliberated on in the Green BRTS committee and the finally agreed way forward should be shared with the Bank. The mission visited two locations proposed for plantation of the 3000 saplings during this current rainy season. It met with some members of the Green BRTS Committee and discussed various options for additional resource mobilization, which would be required to ensure the survival of saplings planted – including provision of piped water, fencing to reduce damage, or a combination of such measures. It requested that the deliberations and decision on this very important aspect be communicated to the Bank in the QPR of September 30, 2014.

20. *EA Addendum Documentation:* Since several changes to design – provision of fly-overs, reconfiguration of Rail Over Bridge at Navalur, possibility of elevated corridor in Dharwad, etc. have been made since the original EA documents were completed, an Addendum on the EA was shared with the Bank in advance of the mission. The mission again discussed its comments on the Addendum to the EA documents in detail and it was agreed that these would need to be finalized at the soonest addressing the comments. This is important because there may be additional measures, like provision of noise barriers on elevated sections in populated areas, safety of road users in case of existing roads being used as diversion, greening of edges of FoBs, etc. that need to be included in the bidding documents for the respective works. HDBRTS Co also confirmed that it would undertake an exercise to minimize tree cutting by trying to save trees at the extreme edges of the corridor RoW. The mission also advised that the EA should clearly describe the rationale for not deepening the Rayapur tank, and the alternative proposal for providing for the volume lost in the Navalur lake, with the proposal from Minor Irrigation Department.

21. **Landscape Plan:** The mission noted that the proposed locations of Foot over Bridges (FoBs) are excluded from the current Terms of Reference for the Landscaping Plan consultancy which will commence soon. The mission suggested that HDBRTS Co review the design to make these FoBs ‘green’ and more attractive for pedestrian users and pleasing to look at for road users below. The mission also visited the site for the proposed Tree Park and requested the HDBRTS Co to ensure that the elements proposed under the Plan can add to the experience of the Park rather than any infrastructure facilities.

Social

22. The mission held discussions with HDBRTS Company, NGO and Monitoring consultants on the implementation and the outcome is summarized below.

23. **Land Acquisition.** The mission noted that the land acquisition process is now streamlined with the appointment of Special Land Acquisition Officer at KRDCCL focusing exclusively for this project and the delegated powers to the Commissioner, DULT-GoK on the matters of land acquisition including the compensation award approvals. In order to track the progress, the mission suggested to keep the land acquisition progress by key milestones such as : Section 15 (1), Joint Measurement Survey, , issue of Section 17(1) and 3, Price negotiations, Government Approval, Award announcement , payment of compensation and payment of differential compensation in comparison with New Act.

24. **R&R Impacts.** There is some good progress in implementation of offering R&R assistance. The NGO is continuing to provide good support to HBDRTS in implementation of RAP. The cash allowances are now adjusted to inflation for the year 2014-15 and the new rates are being applied. The NGOs have assisted PAPs in submitting the applications to various Government departments in extending the support to various shames such as old age, widow pensions, and loans from the Banks, etc. The mission suggests following on the outcome submission of the applications for assistance. The mission also noted that a health camp has organized recently and 178 PAPs have availed this facility. The M&E consultants are providing concurrent monitoring of implementation and observed that some of the land owners are objecting in extending assistance to tenants without providing compensation to the land owners. It is now planned to support them at the same time as compensation paid to the land owners, so that they can continue to stay in the affected units until the owner receives the compensation. The implementation progress in land acquisition and R&R assistance is summarized below.

Progress in Land acquisition and Resettlement Implementation

(as of July 31, 2014)

No	Details	Original Target	Revised Target	Progress (In %)	Remarks
1	Private land acquisition (in acres)	59.51	22.79	0.32 (1.40%)	Excludes Navlur and Dharwad Impacts
2	Transfer of Government land (in acres)	13.55	33.41	20.14 (60.28%)	Excludes Navlur and Dharwad Impacts
3	Compensation paid (in INR/Millions)	1,683.62	NA	39.42 (2.33%)	
4	No. of non-title holders received all R&R assistance	49	87	70 (80.45%)	
5	No. of Tenants received assistance	87	267	62 (23.22%)	Excludes Dharwad and Navlur
6	No. of title holder received compensation	101	601	09 (1.50%)	Excludes Dharwad and Navlur
7	No. of Religious structures first Installment payment	8	17	06 (35.29%)	
	No. of Religious structures where all assistance provided and affixed structures removed	8	17	00	
	LA and R&R Expenditure	1,965.32	NA	44.00 (2.25%)	

25. **Impact on Religious Structures** As many as 17 religious structures will be affected either fully or partially. The mission was informed that there is an agreement with all affected religious structures, except Dargah, where the negotiations are continuing to find a satisfactory resolution. In order to track the progress in each of the temple, the mission suggested to track progress by key milestone such as Agreement, Identify of alternative site, resettlement of first installment and final installment, payment of compensation wherever applicable, Idol shifting and demolition of affected structures. The total agreed cost for reconstruction of the 15 affected structures is INR 8.5 million.

26. **Addendum to RAP** In view of changes in land acquisition and R&R impacts, an Addendum to RAP is under preparation. The mission advised to finalize this draft by including

the missing details such as: revised time table and budget, Impact of layout conditions and how those impacts are addressed, description of how the new LARR act provisions will be applied in determination of compensation, streamlining the attachments on the details of affected PAPs by different categories, outcome of consultations, etc. The mission clarified that this Addendum should go through same approval process as followed for RAP. Once the Addendum is approved by the Government, it will be disclosed in the HDBRTS website and other public places. Another addendum will be prepared for the impacts related to Dharwad and Navalur once the impacts are known taking into account final designs for the proposed elevated sections in Dharwad and ROB at Navalur.

27. **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	Revised Target Date	Remarks
1	Addendum to RAP to record additional LA and R&R Impacts and Final list of PAPs	HDBRTSCO	15-Sep-14	Pending since 31-Jan-14
	Completion of transfer of HDMC land	HDMC	31-Oct-14	
2	Completion of payment of R&R assistance to Tenants	HDBRTSCO	30-Nov-14	Original Target date 31-Aug-13
3	Assistance to reconstruction of affected religious structures and affected portion is removed t	HDBRTSCO	31-Dec-14	Original Target date: 31-Jul-14
4	Compensation Award and payment of compensation to all villages/Towns	KRDCL /HDBRTSCO	31-Dec-14	Original Target date April, 2013

The mission was informed that the ‘Black Buck’ has been finalized as part of the Logo, although the name and actual design are yet to be finalized.

28. **Branding and Communications:** The communications plan for the project has been finalized and initial activities started. The consultants have strong domain-specific communications knowledge and have already set into motion activities that will help lay the ground for the subsequent launch campaign. Major initiatives for targeted stakeholder outreach undertaken until August 2014 include three group workshops (including one with the association of local engineers); two study tours for local media to the BRTS in Ahmedabad; a preliminary meeting with elected representatives as well as several outreach events in schools and colleges. Various communication collateral products aimed at disseminating basic information about the project are also ready. Discrete activities aimed at helping HDBRTS Co build visibility within the twin cities are also underway, such as holding health camps, participating in Road Safety Week events etc. The Project Information Center at the office is also well equipped, including with a touchscreen installation that helps the information-seeker easily access information about any specific aspect.

29. *Strategic Stakeholder Outreach:* Given the complex political economy of the proposed project, it is suggested that the communications team focus more on reaching out to specific stakeholder groups whose support will be critical to the implementation of the BRTS program. In this context, it was stressed again by the mission that outreach to city corporators needs to be increased; the planned meeting and study tour of Ahmedabad BRTS that were suggested in the last mission have yet to take place and it would be good if those take place on an urgent basis. Similarly, the consultants are encouraged to increase communication coordination among the three agencies key to the implementation of the project – HDBRTSCo, NWKSTRC and KRDCL. Some media reports indicate that there may be a lack of consistent messaging emanating from

KRDCL and HDBRTSCo vis a vis the BRTS project. A Messaging Workshop for the management cadre of the various agencies involved could help harmonise project messaging and increase ownership. For the rank-and-file staff of the various agencies, various tools such as newsletters as well as activities around the branding exercise could help increase coordination.

30. *Branding Activities:* The mission was informed that the 'Black Buck' has been finalized as part of the Logo, although the name and actual design are yet to be finalized. Given that construction works have already begun in the city, it would be advisable to start using the finalized logo over signage at site locations for the purpose of branding and awareness. It might be useful to consider some sort of competition activity around the name/tagline etc in order to create a wider sense of participation.

31. *Website/Multimedia:* The website needs to be updated regularly and it will be useful to set in place a content management process within HDBRTSCo that allows for monthly updating. It was also suggested that the consultants assist HDBRTSCo in building capacity for managing its social media profile (Facebook/Twitter) once the project is closer to completion. The mission also suggested that a multimedia virtual walkthrough product be developed that could enhance the general public's understanding of how the BRTS system would work. DULT we understand is developing such a product for Bangalore city and suggested that a similar one be developed for HDBRTS. The Deshpande Foundation of Dharwad has done a lot of innovative ICT work and it was suggested that discussions with them be initiated to explore some innovations around developing relevant applications.

32. *Media:* HDBRTSCo needs to find a suitable project milestone around which to update the local media about the revised project schedule. This needs to be messaged carefully in order to ensure that the revised schedule is not projected as delays in project implementation. Media analysis also needs to be done on a quarterly basis and shared with decision-makers accordingly.

33. *Communication Plan:* The communication action plan needs to be revised in order to reflect the new project schedule. This is a critical activity that needs to be done immediately so that there is no mismatch between the campaign planned and activities on the ground. Also, in order to get a more strategic focus on targeting stakeholders, it will be useful to slice the comprehensive Action Plan in bi-monthly capsules that capture which stakeholder groups will be the focus of outreach activities at what point. This should be shared with all key decision-makers and a copy also shared with the World Bank

34. **Fuel Efficiency Pilot** The ESMAP approach of targeted maintenance of buses and driver training for the worst performing has been launched with NWKRTC during 6-7 August, 2014.

35. **Key Agreed Actions**

- Provision of encumbrance free sites to contractors – August 30, 2014
- Close monitoring of contract progress - Continuous
- Options analysis and findings report for Station at Jubilee circle — September 30, 2014
- Proposed layout of elevated section over Jubilee Circle and BRT Terminal at CBT Dharwad – September 30, 2014
- Develop plans for incorporation of Busway segregation between Hubli Railway Station and Hosur Cross – September 30, 2014
- Traffic engineering study and design of traffic signal layouts – November 30, 2014
- Engage specialist to carry out traffic safety audit – November 30, 2014
- Submit ITMS DPR with options clearly evaluated – August 20
- Submit bid documents for ITMS, FoB and Dharwad corridor section by September 15; Submit BER by November 30
- Complete bid evaluation of Package 1 by September 30

- Submit draft RFP for City Plan for HD – September 30
- Submit Media Analysis Report – September 30
- Submit Addendum to RAP and EIA/EMP by September 15
- Plan for improving survival rate for tree plantation to be communicated to the Bank in upcoming QPR – September 30, 2014
- Improve labor facilities in works contract packages – September 30
- Completion of transfer of HDMC land – October 31, 2014
- Completion of payment of R&R assistance to Tenants – November 30, 2014
- Assistance to reconstruction of affected religious structures and affected portion is removed t – December 31, 2014
- Compensation Award and payment of compensation to all villages/Towns - December 31, 2014

Financial Management

The mission visited PIUs in PCMC and Raipur and held discussions with PMU to review adequacy of existing financial management arrangements. Key areas of discussion are summarized below.

1. Budget & Expenditure

FY 2013-14: Total expenditure in FY 2013-14 was Rs. 1240.63 million. The following table shows low level of expenditure in FY 2013-14, as expenditure till March 2014 was only around 57% of revised estimates (RE) and 43.4% of BE or original estimates. Expenditure against RE was highest in PCMC (68%) and lowest (10.2%) in AICTSL.

FY 2014-15: Proposed budget for FY 2014-15 is Rs. 4200.43 million. Expenditure for 1st quarter is Rs. 130.31 million (3.1%).

Table: SUTP PIU-wise expenditure against Budget in FY 2013-14 and Budget for FY 2014-15

INR/ Million ²								
PIU	BE FY13- 14	RE FY 13- 14	Actual expenditure till March 31, 2014	% utilization of BE	% utilization of RE	Proposed BE FY 14-15	Actual expenditure till June 30, 2014	% utilization of BE 14- 15
	A	B	(C)	D= (C/A)	E = (C/B)	F	G	H = G/F
NRDA	400.00	105.73	71.14	17.79%	67.28%	600.00	26.98	4.50%
KSRTC	70.00	85.96	35.43	50.61%	41.22%	33.54	5.58	16.64%
AICTSL	361.80	81.63	8.30	2.29%	10.17%	5.70	20.51	359.79%
PCMC*	1491.80	616.50	929.35	62.30%	67.69%	585.00	48.88	8.36%
MoUD	94.75	88.28	52.02	54.90%	58.93%	138.99	9.27	6.67%
HDBRTS	442.20	442.20	144.39	32.65%	32.65%	2,837.20	19.09	0.67%
TOTAL	2860.55	1420.30	1240.63	43.37%	56.99%	4200.43	130.31	3.10%

*Only includes estimates related to Bank funded components. The entire project budget is sought from PCMC.

* In case of PCMC, PIA has provided estimates related to bank funded components only. Budget estimate is calculated on basis of total expenditure and revised estimate is calculated on basis on bank funded portion only

² Figures provided by PMU

2. **External Audit:** Audit reports for all PIU's, including MoUD, for FY 2014-15 will be due for submission by September 30 2014. The current status of audit is summarized in the following table:

PIU	Status of Audit 2013-14
KSRTC	Report Received by the PIU
MoUD	Field Audit completed. Report Awaited.
PCMC	Field Audit completed. Report Awaited.
AICTSL	Field Audit completed. Report Awaited.
NRDA	PIU has written to the AG. Audit is expected to be completed in September 2014.
HDBRTS	PIU has referred the case to UD, Karnataka. UD will issue a government order for audit to be conducted by the state AG.

The mission was informed that for PIUs in PCMC, NRDA and AICTSL, coordination at PIU level has improved for getting the audit completed in time.

HDBRTS: In case of HDBRTS, this will be the first year of audit and will cover all expenditures incurred on the project since the commencement of retroactive period. The PIU must follow up with the UD and the state AG for timely submission of the audit report to the Bank by 30 September.

If the PIAs/ PMU anticipate any delay in submission of project audited financial statements to the Bank by September 30 2014, they should inform the Bank as soon as possible, so that the Bank staff can assist in the matter, wherever possible.

3. **Disallowances in PCMC in FY 2012-13:** The auditors (AG, Maharashtra) held an amount of INR 211.39 million under objection under IBRD 7818. The mission was informed that the issue of disallowance was reviewed by the auditors during audit of FY 2013-14 and report is awaited. The uncertified amounts will be declared ineligible and will be deducted from future claims, if the matter is not resolved by 30 September. The PIU is requested to follow up with the AG, so that the report can be submitted to the Bank by 30 September.
4. **Internal Auditors:** The mission was informed that the process of appointment of internal auditors was underway and would be completed by end of September 2014.
5. **Internal Audit:** As informed by the PMU, internal audit has been conducted for all the PIUs till quarter ending March 2014. The mission observed some delay in receipt of audit reports by the PIUs. NRDA had not received reports for Oct-Dec and Jan-March quarters and PCMC had not received report for Jan-March quarter. The PMU must coordinate with the internal auditors to ensure that all the PIUs receive reports within one month of the end of each quarter.
6. **Audit Committee:** The mission is concerned to note that there is no change in status of audit committee since the last mission. The last meeting of the audit committee was conducted for period upto March 2013 in November 2013. The mission was informed that the next meeting would be held in September 2014. It was agreed in the Audit Committee meeting in November 2013 that meetings should be conducted on a quarterly basis within 90 days of the

end of each quarter. The PMU must ensure that regular meetings are conducted and minutes shared with the Bank and the PIUs.

7. **FM Staffing and Training:** The mission recommends that a workshop be organized by the PMU for FM staff and heads of PIUs. The workshop can be used to discuss PIU-wise status of allocation, balance available, likely expenditure till end of the project and any bottlenecks in flow of funds and payments. It will also be an opportunity to review the funds flow situation and whether the PIUs are regularly submitting claims to the state government and receiving timely state share.
8. **FM Assessment for Mysore PBS:** The project has requested Mysore city corporation (MCC) to be included as a PIU under the GEF grant. FM assessment has been completed for MCC and satisfactory FM systems are in place. However, two key issues need to be addressed by the state: one, GOK would receive the funds from GOI but needs to make adequate budgetary provision and also assign a budget code for transfer of funds to the MCC. This could be done through the DULT, as DULT can withdraw the amount and transfer the money to the MCC. The second issue is regarding audit of the project. MCC is audited by State Accounts Department and the audit is in arrears from 2009-10. So, in line with the audit arrangements for other project entities, the state would entrust AG (Karnataka) to carry out the project audit.
9. **IUFRs:** IUFRs have been submitted on time and IUFR for Apr-June 2014 quarter has been submitted.
10. **PCMC - Disbursement Rate for GEF Grant:** The Bank received a request from the DEA by letter dated 2 June 2014 for change in disbursement rate for GEF grant for PCMC from 50% to 89%. The Bank has conveyed to the PMU that the change will be done retrospectively as part of amendment in the Grant Agreement i.e. the change in disbursement ratio for PCMC will be effective from 2 June 2014. In the meantime, PCMC can release payments to consultants and claim 50% of the payments made to consultants in the IUFR. The balance 39% can be claimed after the signing of the amendment to the Grant Agreement.
11. **Status of Disbursement:** The financial progress of IBRD and GEF excluding DA advance stands at 20% and 20.2% respectively. The respective financial position of IBRD and GEF is summarized below. Please refer to Annexure 1 for detailed workings.
12. IUFR for the period Apr 2014 to June 2014 has been received which will result in an additional disbursement for IBRD of INR 57.11 mn (approx. USD 0.94 mn) and for GEF INR 22.29 mn (approx. USD 0.37 mn)³.

³ Conversion rate of INR 60.53 = 1 USD on 25.8.14

In million USD

IBRD – Status of Disbursement		
Financing source	Allocation	Disbursement
IBRD	105.23	21.05
DA Advance	-	10.00
Total	105.23	31.05*
% Disbursed inc DA		29.51%
% Disbursed excl. DA		20%
*Includes front end fees of US\$ 0.26 mn		

GEF – Status of Disbursement		
Financing source	Allocation*	Disbursement
GEF	18.45	3.73
DA Advance	-	2.00
Total	18.45	5.73
% Disbursed inc. DA		31.06 %
% Disbursed excl. DA		20.2 %
*Excluding agency fees of US\$ 1.88 mn		

Project Rating: Financial Management

PIU	Rating
Pimpri	MS
Naya Raipur	MS
Hubli	MS
Mysore	S
Indore	MS
PMU – MoUD	MS
Overall Project	MS

Summary of PIU-wise Allocation and Disbursement

IBRD- PIU-wise Disbursement -Aug 2014						
PIU's	PCMC	Naya Raipur	HDBRTS	Unallocated	Front end fees	Total inc front end fees
IBRD allocation *	29.88	13.94	55.45	5.70	0.26	105.23
Designated advance	7	1	2			10.00
Reimbursements	19.21	0.65	0.93	0.00	0.00	21.05
Total Disbursements	26.21	1.65	2.93	0.00	0.26	31.05
% Disbursed inc DA	87.73%	11.84%	5.28%	0.00%	0.00%	29.51%
% Disbursed exc DA	64.30%	4.66%	1.67%	0.00%	0.00%	20.00%
* Incl the front end fees of USD 0.263 mn						

GEF- PIU-wise Disbursement -August 2014								
PIU's	PCMC	Naya Raipur	Indore	KSRTC	MoUD	HDBRTS	Unallocated	Total
GEF allocation *	1.9	1.9	1.9	1.9	7.05	1.9	1.9	18.45
Designated advance	0.46	0.23	0.23	0.23	0.85	0	0	2.00
Reimbursements	0.035	0.489	0.406	1.562	1.019	0.227	0.000	3.74
Total Disbursements	0.495	0.719	0.636	1.792	1.869	0.227	0.000	5.74
% Disbursed inc DA	26.03%	37.86%	33.50%	94.32%	26.52%	11.95%	0.00%	31.11%
% Disbursed exc DA	1.82%	25.75%	21.39%	82.21%	14.46%	11.95%	0.00%	20.27%
* Excluding the GEF agency fees of USD 1.88 mn								