

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

### Seventh Implementation Support Mission (September 20 – October 5, 2012)

#### Aide Memoire

#### I. Introduction

1. A World Bank mission<sup>1</sup> met with the Project Management Unit (PMU) within the MoUD and Project Management Consultants (PMC) to review the overall progress of the project. The Mission visited Pimpri-Chinchwad and Naya Raipur and held discussions with officials of Indore and Hubli-Dharwad in Delhi. During the mission meetings, the mission had an opportunity to interact with the city Project Implementing Units (PIU), various consultants 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. The main objective of this Mission was to review overall implementation progress and effectiveness of implementation arrangements including:

- Review the progress on Component 1A and 1B
- **Pimpri-Chinchwad:** Review overall project progress especially in regard to (i) Safeguards (ii) Construction Progress (iii) BRT Implementation Plan and (iv) BRT Service Plan
- **Naya Raipur:** Review project progress particularly in regard to (i) Bid Documents for BRT Infrastructure, (ii) NMT Designs, (iii) safeguard documents, and (iv) Transit oriented Development Study and other TA's
- **Indore:** Review progress in regard to (i) NURM counterpart Funding, (ii) Bid Documents, (iii) Project Implementation Schedule (iv) M&E and TA's
- **Mysore** – Project update on ITS
- **Hubli-Dharwad** - Finalise restructuring contours and review (i) RAP and EIA/EMP, (ii) Procurement Assessment, (iv) Financial Assessment, (v) Staffing of SPV, and agree on implementation schedule (vi) ToRs for TA
- Review outstanding FM and Procurement matters.

2. The mission shared the key findings with the National Project Director, Mr. S.K. Lohia (OSD, Urban Transport, MoUD), National Project Manager, Mr. I.C. Sharma and the Project Management Consultants in a wrap meeting on October 3, 2012. The summary of Mission findings includes the following:

- DEA restructuring request received for cancellation of funds assigned to Pune Project and reallocation to Hubli-Dharwad and extension of Project Closing to November 30, 2015. Hubli-Dharwad appraisal largely concluded - DPR Finalised; Procurement and FM Assessment completed; Final drafts of RAP and EIA/EMP awaited.
- Implementation of Mysore ITS Project complete and the same to be formally launched shortly.
- Need for faster progress in Pimpri Chinchwad on pending Social safeguard actions i.e. disbursement of transitional allowance to displaced PAPs at Nashik Phata, land acquisition, and

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<sup>1</sup>The mission consisted of Nupur Gupta (Task Leader), O.P. Agarwal (Urban Transport Specialist), I.U.B. Reddy (Social Specialist), Gaurav Joshi (Environment Specialist), Debabrata Chakraborti (Procurement Specialist), Neha Dhoundiyal (Financial Management Analyst), Venkata Rao Bayana (Social Dev. Specialist – Consultant), Gerhard Menckhoff (Public Transport Specialist – Consultant) and Carylann Lobo (Junior Professional Associate).

actions identified in the jointly agreed BRT Implementation Schedule i.e. award of station construction contract, preparation of Terminal designs, review of express services.

- Procurement of BRT infrastructure to be initiated, concept designs for NMT infrastructure finalized and detailed designs to be initiated in Naya Raipur.
- Issue of counterpart funds in Indore unresolved, meanwhile, AICTSL proceeding with procurement of ITS services on PPP basis.
- Some progress on Component IB activities, need for faster pace.

## II. Key Project Data

Key Project Data		Current Ratings and Flags		
Board Date	Dec 08, 2009		<i>Previous</i>	<i>Current</i>
Effectiveness Date	May 5, 2010	Development Objectives	<b>S</b>	<b>S</b>
Closing Date	November 30, 2014	Implementation Progress	<b>MS</b>	<b>MU</b>
GEF Grant	US\$ 20.33 mn	Project Management	MS	MS
IBRD	US\$ 105.23 mn	Safeguards	U	U
		Procurement	MS	MS
		Financial Management	MS	MS
Disbursed Amount GEF	US\$ 2.98 mn	Problem Flags	One	One
IBRD	US\$ 16.38 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

3. The following actions have been discussed and agreed:

Actions to be Completed	By when	By whom	Status
SUTP Restructuring completed – cancellation of Pune funds and reallocation to Hubli-Dharwad	Dec 15	MoUD/ GoK/ DEA/ WB	Ongoing
Organise Procurement Workshop	Dec 1	PMU	
Submission of Internal Audit Report for Qtr ending March 2012 & Minutes of Audit Committee	Oct 31	PMU	Audit Report submitted, minutes awaited
SUTP Second Annual Event	Nov 30	MoUD/ PMU	
Expedite procurement of Component IB activities:			
- Submit draft initialled contract for PC1B 1, 2 and 3	Nov 30	PMU	
- Inception Report for Research Facility	Nov 30		
- Submit draft initialled contract for GHG emissions	Dec 31		
- Publish EoI PC1B9/ Submit EoI Shortlist	Oct 31/ Dec 31		Delayed
- Submit TER for PC1B 7 & 8	Jan 15/ 21		
Submit status update on key agreed actions	Nov 15/ Dec 15/ Jan 15	PMU	
Strengthen PMC Resourcing	Nov 30	PMU/PMC	
Preparation of Implementation Schedule for BRT Corr 2, 3 & 4	Oct 31	Pimpri- Chinchwad	Submitted
M&E Combined Eval Report/ Draft	Sept 29/ Oct 31		CER submitted



<b>Actions to be Completed</b>	<b>By when</b>	<b>By whom</b>	<b>Status</b>
- Transport Planner - ITS	Nov 30 Dec 31		
Launch of ITS project M&E Draft Report Comprehensive Services and Operations Analysis TER	Nov 30 Sept 30 Oct 31	Mysore	Submitted
Submit EIA – EMP / RAP Finalization and disclosure of EIA/EMP & RAP MoU Signed between KRDCCL, SPV, DULT Procurement & Implementation Plan EoI and TORs for PMC, M&E and Communications Outreach/ EoI Shortlist & draft RFP Draft Bidding Documents for CW– Ph 1 Key SPV Staff on board - MD & DGM Finance / Other key staff Draft Agreements with NWKRTC	Oct 5 / Oct 8 Nov. 30  Dec 7  Oct 1 Oct 5/ Dec 15  Dec 15 Oct 31/ Dec 31  Jan 31	Hubli-Dharwad	Submitted  Submitted Submitted

#### **IV. Project Development Objectives**

4. The project's development objective (PDO) is to promote environmentally sustainable urban transport in India and to improve the usage of environment-friendly transport modes through demonstration projects in selected cities. The Project aims to achieve this objective by supporting the implementation of India National Urban Transport Policy (NUTP), particularly those aspects of the policy that emphasize, (i) priority to the use of public transport; (ii) priority to non-motorized transport; and (iii) capacity building for developing and implementing sustainable transport systems (at both national and local levels). The project is under implementation and progressing slower than expected, however, given the quality of designs under preparation and implementation of sustainable urban transport projects in the project cities, intent and progress of cities in undertaking critical actions required for ensuring sustainability, the achievement of PDO is deemed satisfactory. The implementation of one of the demo projects has been completed (Mysore), implementation ongoing for one city (Pimpri-Chinchwad), designs finalized and procurement to be initiated in the remaining three cities including the newly inducted Hubli-Dharwad (Naya Raipur, Indore, Hubli-Dharwad). The recently launched and ongoing training program 'Leaders in Urban Transport Planning' is expected to build capacity among officials from across the country involved in urban transport policy, planning and project implementation and thereby directly contribute to the achievement of the PDO.

#### **V. Current Implementation Progress**

5. **Overall Status:** The Mission rates the overall project progress as *Moderately Unsatisfactory*.

6. The first component on capacity building component though delayed has seen some progress of late with the launch of the training program 'Leaders in Urban Transport Planning' – July 28 to August 4 2012 - in India and near finalization of the Consultancy on Research Facility in MoUD. The Technical Evaluation for three other activities has been cleared by the Bank.

7. In regard to Component 2 on the City Demonstration Projects, the implementation of the Mysore Demo Project on ITS has now been completed and expected to be launched shortly with a formal

inauguration. The implementation in Pimpri-Chinchwad is progressing but with delays in completing land acquisition and R&R. The bid documents for BRT infrastructure in Naya Raipur are somewhat delayed and NMT infrastructure concept designs have been approved. In Indore, the procurement of the initial phase of ITS has been initiated but without resolution of the counterpart funding issue and revised proposal for GEF funds utilization needs to be submitted. Finally, project restructuring has been initiated to bring on board Hubli-Dharwad and cancel Pune participation, paving the way for a more robust project performance going forward. However, there have been delays in completing the restructuring. Further improvements in project disbursements will only be possible with the award of works, especially in Hubli-Dharwad and Naya Raipur, and all efforts must be made to finalise bid documents and initiate procurements per agreed timelines.

The Implementation Progress rating is downgraded to ‘Moderately Unsatisfactory’ and would be considered for upgrading upon satisfactory completion of the restructuring to cancel Pune and bring on board Hubli Dharwad.

### **Component IB**

Implementation Progress: **Moderately Satisfactory**

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

#### **Status of Activities under Component IB**

<b>Sl No.</b>	<b>Activity</b>	<b>Tentative Amount (Rs)</b>	<b>Status – to be updated</b>
1	Development of a structure and an operations manual for UMTA; Business Plan for Urban Transport Fund	200,00,000	TER cleared by Bank
2	Development of a standard architecture and plan for ITS and Traffic Management Center	200,00,000	TER cleared by Bank
3	Development of a model NMT action plan, bike sharing plan and TOD Guidelines	100,00,000	TER cleared by Bank
4	Development of a Research Program	30,00,000 + 570,00,000	Contract Signing due
5	GHG Emissions reduction assessment	100,00,000	TER submitted
6	Leaders Program	550,00,000	Onsite training successfully launched July 29 to Aug 4 with CEPT University. Mentoring phase initiated.
7	Impact Evaluation Study for the Bus Procurement under JnNURM	-	EOI shortlist and draft RFP submitted for no objection
8	Model Contract Agreements with Private Bus Operators & Guidelines for City Bus Services	-	EOI shortlist and draft RFP submitted for no objection
9	Preparation of GEF5 Project	-	EoI publishing very delayed
10	National Campaign on	-	ToR under preparation

	Sustainable Urban Transport		
	Balance	18,50,00,000	
	TOTAL	36,00,00,000	

9. Apart from the above agreed items, the new activities under sub-component 1B that were discussed were the following:

- Traffic & Transportation Study for India – This is a comprehensive study reviewing the urban transportation patterns in India. Two studies have already been conducted, one in 1994 and the other in 2005 and a review is now due given the rapid changes being observed especially following the NURM program of GoI.
- Development of Guidelines on Parking Policies & Masterplans – Development of Parking Policy is one of the reforms identified under NURM funding. This is an important area which needs to be taken cognizance of in order to ensure sustainability of urban transport projects. While several cities have developed policies, their implementation continues to be a challenge and developing guidance documents on the preparation of Parking Masterplans would be helpful to Indian cities.
- Development of a city level urban transport database – this was felt useful as a first step towards a national data base as cities will have to be the building blocks for any national data base. A city level database is therefore an essential first step. Once a city level data base is functional and tested, up-scaling and collating to a national database is much easier.
- Accessibility assessment from transit stations in major cities – the objective was to assess how many jobs could be accessed within a 10 – 15 – 20 minute walking distances from major transit stations. This could be done for a selection of major transit stations in some of the larger cities.
- Citizens report card – User feedback and responsiveness in urban transport planning is a *sin qua non* for its successful implementation. This would involve a citizens satisfaction survey covering both users of public transport and also non-users. It would attempt to capture the non-users’ willingness to shift.

10. MoUD proposes to initiate these new activities once the financial bids for the first three activities are in place to have a better sense of the funds available. Given its importance, it was agreed that the Traffic & Transportation Study for India could be initiated and the ToR for the previous study would be submitted for review. The Mission has been continually raising the issue of delays in procurement of Component IB activities owing to the need for seeking approval from MoUD at every stage of procurement. While the Mission noted some progress in downstream activities it was still concerned with the almost three month delay in publishing of EoI for Preparation of GEF5 Project. It again urged the PMU to review the matter so a faster pace could be possible.

11. *The Leaders Program in Urban Transport Planning*, first launched in Singapore, and to which 13 government officials had been sponsored by MoUD, was formally launched in India, jointly through CEPT and the World Bank. This program aims to develop leadership capability in holistic and comprehensive urban transport planning. It is not intended as a technical program but as one that enables participants to understand urban transport in all its dimensions and thereby occupy leadership positions that require decision making on larger urban transport issues. Following a self study phase, 34 officials from across the country and representing organizations such as Municipal Corporation’s, Development Authorities, Metro and Bus Companies participated in the onsite training scheduled between 29 July and 4 August 2012. The training format during this phase was mainly case study discussions and group exercises in which there was enthusiastic participation. The officials discussed the live projects that they proposed to work on during the mentoring phase and 21 projects have been agreed with the officials and the mentoring phase initiated. Upon successful completion of mentoring the officials will be taken on an international exposure visit to Singapore and Seoul. Meanwhile, 8 officials are being sponsored to the same training program being organized in Seoul 7-14 October, 2012.

## Component IA

12. A meeting was organized between officials of IUT, PMU, UMTC, Embarq and World Bank on September 28, 2012 at the IUT office premises in Anand Vihar, New Delhi, to discuss the present status of Component 1A being executed by UNDP. The Mission focused on the Training Modules being developed under the component. After review of the Subject Modules submitted by the consultant, it has been suggested by the Bank to revise the modules to include the following points:

- i) Instruction Kit for the Trainer
- ii) Slides (Containing subject material)
- iii) Exercises (Case Study, Tutorials, etc)
- iv) Reference Material

13. It was agreed during the meeting to develop the Subject Modules to include the material for the Introductory, Detailed and Full Programs with specific instructions to the Trainer. The Introductory module will be for 1.5 days, Detailed for 3 days and full program for 5 days. Based on the instructions the Training Material can be extracted from the Subject Module for each program. The Validation Workshop and Training of Trainers is expected to commence in November & December respectively. The process is currently ongoing for short-listing of trainers and Training Institutes. Based on the discussion during this meeting, it was agreed that the consultants will submit a base paper on the next steps. First round of nominations for both have been received and the short-listing is underway.

## Component 2: City Demonstration Projects

Implementation Progress: **Moderately Unsatisfactory**

<b>Project Rating: Implementation Progress</b>	
Pimpri	MS
Naya Raipur	MS
Pune	U
Mysore	S
Indore	MU
<b>Overall Project</b>	<b>MU</b>

(i) *Pimpri-Chinchwad*: The two major works contracts are under implementation. The first contract for the Nashik-Phata Flyover which was awarded last year has achieved a financial progress of 77%. The contractor for the second major grade separator at Empire Estate along the Kalewadi to Dehu-Alandi Road BRT Corridor continues to move slowly, and made a progress of only 17%. There has been agreement with PCMC on an action plan for scaling up the work progress and this must be adhered to. Roughly 21% of road length of 18.53 Kms of two BRT corridor and 22% of 2.68 Kms of Bank financed sections is yet to be handed over to the contracts and this needs to be expedited to ensure timely completion of the Project. ITS Consultants are on board and station concept designs are under finalisation. The TA activity procurement under the GEF grant is progressing very slowly and would benefit from a faster pace.

(ii) *Naya Raipur*: The final DPR with the revised financial and economic analysis is awaited. The bidding documents for terminals/ pick up points, depot and bus shelters are under preparation and to be submitted for review shortly. The issues regarding pick-up point at the Raipur Railway Station is still

under discussion. The concept designs for NMT have been finalized and these are now to be detailed. Meanwhile, the Transit-oriented-Development study is progressing well and procurement of TA activities i.e. M&E is concluded and that for Regional Mobility Plan and ITS PMC, and supervision consultant are ongoing.

(iii) *Mysore*: The implementation of the ITS project has now been concluded and Project Launch to be scheduled. The Monitoring and Evaluation Consultants have submitted their baseline report and the procurement of the Comprehensive Operations Plan for Mysore is underway.

(iv) *Indore*: AICTSL submitted a technically sound and practicable phased implementation plan for the ITS component. The draft bid document for procurement in the initial phase was also prepared. However, the procurement of the ITS subcomponents i.e. automatic fare collection, automatic vehicle location system and passenger information systems and traffic signals, has now been launched through PPP route in order to avoid further delays. This has implications for the components to be funded through the GEF grant, and a revised proposal for the utilization of the GEF funds is awaited from AICTSL. The implementation progress for the project is retained at 'Moderately Unsatisfactory' until there is greater clarity on the sources of funding for the proposed investments and utilization of GEF funds.

(v) *Pune/ Hubli-Dharwad*: A DEA Request for cancellation of funds towards Pune Demo Project and their reallocation to Hubli-Dharwad has been received and restructuring initiated. The key requirements of project appraisal i.e. DPR, FM and Procurement Assessment, have been largely concluded with the final RAP, EIA/EMP and signed MoU are expected shortly. The project implementation schedule and procurement plan for the Project at Hubli-Dharwad have also been agreed and procurement of TA initiated. The detailed designs for the civil works component are under preparation. The restructuring must be completed at the earliest to bring SUTP back on track.

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

## **VI. Key Implementation Issues, Risks and Priority Actions**

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

- *Inordinate Delays in Land acquisition and implementation of Remedial measure for displaced shopkeepers*. The land acquisition for the Project is progressing very slowly due to complex issues such as multiple land owners of land parcels involving acquisition, inadequate revenue records, non-availability of ownership documents and measurement plans/property details, shortage of staff in land acquisition department, involvement of transfer of lands belonging to other Government departments, etc. In addition, the land acquisition is also delayed due to pending court cases challenging the alignment in some of the areas where the alignment is outside the proposed Development Plan areas. Still about 20 hectares of private land acquisition is pending even though the process has been initiated few years ago, including those who have given advance possession. As a result of this slow land acquisition process, still 21% of road length of 18.53 Kms of two BRT corridor and 22% of 2.68 Kms of Bank financed sections is yet to be handed over to the contractors. The delay in handing over of these stretches varies between 12-36 months.

About 30 shop-keepers along Nashik-Phata flyover who were displaced without providing notice and assistance in April, 2012 are yet to receive the remedial assistance. The remedial measures proposed to deal with this non-compliance situation included: additional subsistence allowance and allotment of alternative shops in addition to other eligible support as per the policy



provisions. These measures were suppose to be implemented by September 30, 2012, however, these have not been implemented, even though these measures were part of the approved RAP and signed MOUs with PAPs.

In view of the non- implementation of the remedial measures to the affected shopkeepers, the Safeguards Management rating is retained as '**Unsatisfactory**'. PCMC shall implement the remedial measures satisfactorily by November 30, 2012, and the PMU shall review and prepare a compliance report within one week of this date for the Bank..

- *Slow Progress on Flyover contract on Corridor 4 (Kalewadi Phata-Dehu Alandi Road) of Pimpri-Chinchwad.* The contractor for the flyover package at Empire Estate has completed only 17% of the works in 56% of the scheduled contract period. While there are some stretches unavailable owing to ongoing land acquisition, there is sufficient work front available in which to work. It is evident that efforts from both the contractor and PCMC are required to resolve the matter. PCMC supported by PMU has held discussions with the senior management on the issue and some agreements have been reached between the contractual parties on the way forward. However, these are yet to be implemented and PCMC shall ensure speedy resolution of pending issues including coordination with Railways on the pending GAD drawings clearances no later than December 1, 2012.
- *Inadequacy of Counterpart Funds in Indore.* The mission is concerned to note that the issue of NURM counterpart funds for Indore BRT ITS project has still not been resolved. The Mission has discussed with AICTSL and found technically sound a revised implementation schedule for the ITS component which allows for phased implementation of the sub-components. However, in view of the delays in resolution of MoUDs counterpart share towards the ITS subcomponents, AICTSL has gone ahead and initiated procurement through the PPP route. While this helps AICTSL expedite the implementation of the ITS components of the BRT, it still requires financial support and an early decision on the matter from MoUD would help the Project. Meanwhile, with this action, some of the GEF grant allocations will need to be revisited and AICTSL shall submit their revised proposal for the utilisation of GEF Grant funds no later than December 31, 2012. The implementation progress for Indore is retained as Moderately Unsatisfactory and will be upgraded once there is greater clarity on the utilization of GEF grant funds.
- *Delays in finalization of the Naya Raipur BRT Lite Pick Up Point at the Raipur Railway Station.* Since most of the travel flows will be between Raipur and Naya Raipur in the initial stages, two BRT Lite pick up points (terminals) have been identified at central locations in Raipur, one at the present Central Secretariat and the other at the Railway Station, under the Project. The pickup point at the Railway station will be a model for intermodal integration, integrating railway traffic, both intercity and suburban, with Raipur city bus services and Naya Raipur BRT Lite. However, while discussions have been ongoing on the matter, a positive response from the Railways is still awaited. The State Government as well as PMU/ PMC at MoUD propose to meet with the General Manager, Zonal Railway, to constructively conclude on the matter. Meanwhile, it is proposed to proceed with the procurement of the remaining BRT infrastructure so as not to delay the project. Accordingly, the procurement of BRT infrastructure works shall be initiated no later than December 15, 2012.
- *PIU/ PMU Capacity Strengthening.* The capacity of the cities in urban transport planning, safeguards, and procurement continues to be weak though improvements have been observed in the quality of submissions in some cases. The Mission observed that the primary reason for the

continuing delays was (i) understaffing in the PIUs, in particular, Pimpri, Indore and Naya Raipur; and (ii) continuing weak support and deficient staffing of PMC within the PMU despite repeated advice in earlier missions. This matter needs to be addressed immediately.

## VII. Safeguards – Environment and Social Management

Safeguards Rating: **Unsatisfactory**

<b>Project Rating: Safeguards</b>	Social	Env
Pimpri	U	MS
Naya Raipur	S	S
Pune/ Hubli-Dharwad	-	-
Mysore	-	
Indore	-	
<b>Overall Project</b>	<b>U</b>	

15. **Environment Management.** The mission held discussions on the environmental aspects with officials of NRDA, PCMC and DULT.

*Naya Raipur.* Following discussions covering the treatment of Bus facilities, railway station interchange, and other more recent issues like transplantation of trees near the Secretariat in Raipur, NRDA has agreed to submit the draft final EIA document for the BRT component by September 30, 2012. For the NMT component, the EIA would focus on sourcing of fill material, as well as proper managing of wastes. It was agreed that the same would be available by October 31, 2012. Following discussions during the mission, NRDA has agreed to include the position of Environmental Engineer as part of the PMC team. This will be communicated to bidders as part of the pre-bid meeting.

*Pimpri-Chinchwad.* The mission was surprised at the delay in implementation of measures agreed for the campsite and worksites of the contractor responsible for Empire Estate interchange. The road works sites, especially contractors' camps also need improvements in terms of the facilities for laborers. Tree cutting permission would be required for the recently confirmed stretch in the Kalewadi-Dehu Alandi road. It has been agreed that the potential for tree transplantation would be explored as it has been quite successful in the other stretches in the same corridor. The mission requested an update on all these issues on a regular basis now that the PCMC has designated an environmental engineer from its staff to work on this project by October 31, 2012.

*Hubli-Dharwad.* The mission discussed its comments on the EIA for Hubli-Dharwad BRTS with the DULT team, as well as their consultants. It has been agreed that the revised EIA addressing comments provided would be shared with the Bank team by 7<sup>th</sup> October 2012. In addition, the mission also advised that the revised contract for the PMC for the road improvement being funded by KRDCCL should include specific requirement for deployment of an environmental officer/specialist for the duration of the assignment. Similarly, for the PMC to be hired by the SPV, the position of an environmental officer/specialist also needs to be an integral part of the team.

In light of the foregoing, rating for Environmental Management for the project is retained as **Moderately Satisfactory**. Additional city specific information is included in Annex 2-6.

16. **Social Management.** The Mission visited Pimpri-Chinchwad, Naya Raipur and held discussions with GoK officials in Delhi regarding preparation of Hubli- Dharwad BRT Project.

17. *Pimpri-Chinchwad – Overall Progress on LA and R&R.* The mission noted that PCMC has initiated the process of payment of R&R assistance to the eligible PAPs in both BRT corridors (Nasik–Phata to Wakad and Kalewadi-Phata to Dehu Alandi road). So far about 20% of about 350 PAPs have received the assistance. The mission also noted that 320 meters of Defense land is now transferred in favor of PCMC and the land has been handed over to the contractor. In case of MIDC land (60 meters), it was informed that MIDC has now agreed to handover this land and PCMC is in touch with the affected industrial units regarding the payment of compensation. The land acquisition continues to suffer inordinate delays and is very much behind schedule as this process was started in 2007-08. A number of road stretches are currently not available due to pending land acquisition and court cases. The court cases mostly relate to challenging the proposed alignments and legal validity of construction of structures on the land reserved for DP purposes. *3.92 Kms out of 18.53 Kms (21%) is yet to be handed over to the contactors due to various encumbrances. In case of the World Bank financed packages, 598 meters out of 2680 meters (22%) is yet to be handed over.*

18. *Implementation of remedial measures for displaced shopkeepers.* During the last mission in June, 2012, remedial measures were agreed for those 32 displaced shopkeepers along Kasarwadi Railway Station impacted due to abrupt demolitions on April 20, 2012. Subsequently, PCMC has finalized the "Supplementary RAP" describing the remedial measures for these affected shopkeepers (additional subsistence allowance for the losses suffered in the demolitions and alternative rehabilitation measures in the form of allotment of alternative shops), which was endorsed by the Bank and approved and disclosed by PCMC in July, 2012. The MOU's were also executed with 17 of 32 affected shopkeepers outlining the payment of R&R assistance and allotment of alternative shops. The RAP proposed to implement the payment of R&R assistance by August 31, 2012 and allotment of shops by September 30, 2012. However, PCMC has withheld the payment of additional subsistence allowance under the pre-text that this was not part of policy provisions and the allotment of shops is not yet commenced. The R&R assistance as available under the policy provisions has been approved and expected to be paid shortly. While PCMC has confirmed that they will be paying the additional transition allowance, in view of non-implementation of key remedial measures to those already displaced shopkeepers, the safeguards management is retained as **"Unsatisfactory"**. The safeguard rating will be upgraded once the above remedial measures are implemented satisfactorily.

19. **Progress in LA and R&R activities since last mission in June, 2012:** Some of the outstanding LA and R&R activities completed since last mission in June, 2012 includes: (i) approval and disclosure of supplementary RAP; (ii) initiation of payment of R&R assistance to PAPs affected by two BRT corridors; and (iii) transfer of defence land (320 meters). Further, PCMC has also initiated transfer of MIDC land and are in consultation with the affected industrial units regarding payment of compensation. A Liasoning Officer (retired Revenue Officer) has been appointed to follow-up with the land acquisition departments to speed up the land acquisition process. PCMC has encountered additional land acquisition issue in Kalewadi phata-Dehu Alandi Road. An additional 1.08 hectares of private land is now needed for construction of ramp in the flyover portion financed by the Bank. As per the contract agreement this land was expected to be handed over in September, 2011, and is now delayed about a year and will have implications for time and cost overruns. The land owner has requested a land swap with the adjacent vacant land owned by PCMC, which is now being examined. There is likely to be considerable delay on this account since the land acquisition process is not yet initiated.

The details of social safeguards impacts and agreed dated action plan are provided in **Annex 2A**.

20. *Naya Raipur:* The submitted draft RAP was reviewed and detailed comments provided to NRDA. The final submission is expected by October 31, 2012. The Mission expressed displeasure at the long delays in finalizing the document.

21. *Hubli-Dharwad.* Since last supervision mission in June, 2012, the Bank and GoK are engaged in finalizing the RAP and consultancy contracts. The draft RAP has been reviewed by the Regional Safeguard Office and comments provided. These comments are now being addressed by GoK. Some of the concerns include relocation of affected religious structures on the Government lands and adequate R&R assistance to the affected PAPs especially to the non- title holders. GOK informed that none of the non title holders (squatters and encroachers) are affected by the project as they have now re-verified. The mission advised that this be clarified in the final RAP and there should be enabling provisions for this category of people as they may encounter such impacts during the implementation. In case of title holders, the R&R assistance will also be negotiated as per consent award subject to minimum thresholds proposed in the Entitlement Matrix. As regards relocation of affected religious places, it is proposed to hold consultations and draw proceedings on the agreements reached during those consultations and accordingly implement the agreed actions. The mission was also informed that the first notification for private land acquisition has been issued for 7 out of 10 villages and the process for selection of SPV staff including the Safeguard positions (R&R Manager and Social Development Officer) has began and the selected staff are expected to be in place by November/ December, 2012. The ToRs for two consultancy assignments (R&R Implementation Support and R&R Monitoring and Concurrent Evaluation consultant) are now ready and the process will be initiated shortly.

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

### **VIII. Procurement, Expenditures and Disbursement Plans**

22. **Procurement:** The lack of capacity at the implementing agencies calls for hand holding support by the PMC who could be more proactive in its approach. A regular (weekly) discussion by PMC with each PIA would be helpful for getting updates and removing bottlenecks in understanding of conceptual issues by the IAs. However, this aspect continues to be overlooked. In case of BRT Project of Hubli Dharwad, good capacity at PMC will be crucial for smooth execution as the procurement may involve large number of packages which are to be procured quickly. Mission also advises that PMC should develop a plan for building contract management capacity of the IAs with support from the Bank. The mission reiterated its long pending recommendation to increase the capacity of the procurement support within the PMC.

23. A Procurement Workshop on Works and ITS Procurement was organised on September 13, 2012, however owing to prior commitments and non availability of city officials it had to be cancelled. This should be rescheduled with sufficient notice to the cities.

24. The Procurement Assessment of Hubli-Dharwad was finalized in discussion with state officials. The Procurement Plan has been cleared and procurement of TA activities initiated.

<b>Project Rating: Procurement</b>	
Pimpri	MS
Naya Raipur	MS
Pune/ Hubli-Dharwad	-
Mysore	MS
Indore	MS
PMU-MoUD	MS
<b>Overall Project</b>	<b>MS</b>

25. **Financial Management:** Based on the discussions during the mission and review of the financial management systems across the project, the FM rating is pegged as Moderately Satisfactory (MS). While most of the PIA's are performing well in terms of financial management, issue of counterpart funding from GoI at Indore is affecting the project implementation. The FM Assessment for the new city Hubli-Dharwad has also been completed. The FM status and agreed actions for the project are summarized in the FM Annex 8.

<b>Project Rating: Financial Management</b>	
Pimpri	MS
Naya Raipur	MS
Pune	-
Mysore	S
Indore	MS
PMU – MoUD	MS
<b>Overall Project</b>	<b>MS</b>

26. The disbursement is slow at only 15% in over two years primarily owing to the non performance of Pune and slow progress in Naya Raipur. The disbursement projections shall be revised and finalized along with Project Restructuring.

## **IX. Project Management**

27. *Project Management:* In order to address the delays observed in finalization and processing of various documents and key actions identified, the PMU has been providing an update on a monthly basis (first week of each month) since last year on the status of the key agreed actions and this has been found to be extremely effective in tracking slippages and addressing them early on. Regarding the PMC, the Bank noted some improvement in its safeguards resourcing and interaction with PIUs on RAP and EIA/EMP submissions although these can be further improved. The issues of overall project resourcing and responsiveness including Procurement continued to be a serious issue. PMU has advised the Bank of two changes in the PMC resourcing (i) replacement of the Team Leader, and (ii) appointment of another Procurement staff on the team. On the matter of delays with regard to Component IB, the mission advised the PMU and MoUD officials to streamline arrangements further with regard to processing the procurement of the TA activities, which were running behind schedule.

28. *City to City Peering Program.* The Mission discussed with PMU further Peering events to be organized in the year. The SUTP Annual Event successfully organized last year is proposed in November 2012. The Mission also discussed possible participation of SUTP cities in December 2012 in the International Study Tour for T-o-D being organized under the ToD Study in Naya Raipur.

29. *Request for change to MoUD's Disbursement Ratio in GEF Agreement.* A request has been received from MoUD/ DEA for a change in the disbursement ratio against Component IB in the GEF Grant Agreement from 92% to 100% for reasons of processing ease. It has been explained that the small fund contribution from MoUD attracts various MoUD processing requirements in addition to Bank requirements leading to delays in procurement etc. It has been proposed to instead increase their contribution by the same amount to the Project Management Component therefore keeping their total Project contribution the same. The Bank will be addressing this request along with the other restructuring request.

30. *Allocation of Unallocated GEF Grant of \$1.9mn.* The Bank has been in discussion with MoUD on the remaining \$1.9 mn GEF grant which remained unutilized owing to non participation of Jalandhar city. MoUD is keen to demonstrate an NMT project i.e. public bike sharing, and proposals have been received for Mysore, Indore, Bhopal and Pune from the SUTP states. Based on an assessment of the Proposals by (i) demonstration impact potential, (ii) implementing agency capacity and ownership and (iii) readiness to implement, the Bank finds the proposals from Mysore and Bhopal worthy of consideration in that order of ranking.

**X. Next Mission for Bank's Implementation support**

31. The next mission is proposed between **4-14 February, 2012.**

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

**List of Officials Met**

1. Mr. S. K. Lohia, Joint Secretary (UT), MoUD
2. Mr. I. C. Sharma, National Project Manager, SUTP Project Management Unit, MoUD
3. Ms. Rana Amani, Asst Project Manager, SUTP PMU, MoUD
  
4. Mr. Nilaya Mitash, Director, Department of Economic Affairs (DEA), MoF
  
5. Dr. Shirkar Pardehsi, Commissioner, Pimpri Chinchwad Municipal Corporation
6. Mr. Mahavir Kamble, Joint City Engineer, Pimpri Chinchwad Municipal Corporation
7. Mr. Shrikant Savane, Executive Engineer, Pimpri Chinchwad Municipal Corporation
  
8. Mr. S.S. Bajaj, Chief Executive Officer, NRDA
9. Mr. L.K. Panigrahi, Chief Project Manager, SUTP, NRDA
10. Mr. Salil Srivastava, Chief Engineer, NRDA
  
11. Mr. Chandramouli Shukla, CEO, AICTSL
12. Mr. Rahul Shrotriya, Asst Manager, AICTSL
13. Mr. Prashanth Bachu, EMBARQ
  
14. Ms. V. Manjula, Commissioner, Directorate of Urban Land Transport, Govt. of Karnataka
15. Abhijit Lokre, Ass. Prof. CEPT University
  
16. Mr. Rajendra Nath, Team Leader, Project Management Consultants, PMC
17. Mr. David Cunliffe, Sr. Transport Specialist, PMC
18. Ms. Surabhi Kureel, Transport Planner, Project Management Consultants, PMC

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

### Pimpri-Chinchwad

1. A World Bank mission visited Pimpri-Chinchwad Municipal Corporation (PCMC) on September 24-25, 2012 to discuss the implementation of the Pimpri-Chinchwad component of the Sustainable Urban Transport Program (SUTP). It met the Commissioner of PCMC, Dr. Shrikar Pardeshi, his staff and their consultants; also present were staff of ITDP which is assisting PCMC with the BRT Project. On September 25, the mission joined a meeting at the offices of the bus company PMPML, which was chaired by CMD Mr. R.L Joshi, and joined by the Joint Managing Director of PMPML and some of their staff, PCMC and also ITDP.

#### Proposed BRT Program in Pimpri-Chinchwad:

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

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

3. The first two corridors have been initially sanctioned by JnNURM. Most of the civil works on the old NH-4 have been completed, and construction of the Aundh-Rawet Road is underway. Corridors 3 and 4 were sanctioned subsequently and have been included for financing under the SUTP project.

#### World Bank supported Project

4. Corridors 3 and 4 have a Right-of-Way of 45 meters, most of which is already owned by the PCMC and, with some significant exceptions, is largely free of existing structures. The typical cross section will include a segregated bus way in the middle, and two mixed-traffic lanes (plus a service road, footpath and a bikeway) on either side. Corridors 3 and 4 have a length of 8.0 km and 11.2 km, respectively. Each of them includes a major structure crossing a river, the railway and NH-4.

5. The World Bank loan will concentrate on these structures, while the remainder of the two corridors will be funded from national and local resources. However, both corridors in their entire length are part of the Project and are thus subject to the Bank's monitoring and safeguard rules, whereas procurement rules and financing apply to the structures only.

6. **Flyover and Road Packages:** The mission reviewed the implementation progress of the contracts along alignments of Corridors 3 and 4 and visited the two Bank-funded packages.

7. **Corridor 3 Interchange at Nashik Phata:** This Design-Build Lump Sum contract of Indian Rupees 988 million started in July 2010 with the scheduled completion in January 2013. The progress of this contract is satisfactory. The progress has been 77% in 86% of the contract period elapsed. PCMC has not been able to hand over to the Contractor as yet encumbrance-free land for construction of Ramp 2 and parts of Ramp 1, Loop 1 and Service Road. The Contractor informed that it would take about eight months to complete the works after getting those lands. The Contractor could not take up works in some



areas because of the presence of HT Cables of the Railways. Railways have completed the works for relocating HT Cables and the handover is imminent. The Contractor informed that it would take about eight months thereafter to complete the works in those areas, thus completing the whole contract not earlier than around mid-2013 or so. PCMC should expedite the handover of the remainder land acquisition.

<b>Contract Package on Corridor 3 &amp; 4</b>	<b>Contract Value Rs. Crore</b>	<b>Expenditure to date Rs. Crore June 2012</b>	<b>Expenditure to date Rs. Crore Sept 2012</b>	<b>Financial Progress %</b>
3-1 Nashik Phata Grade Separator	98.81	67	80.33	81%
3-2	57.11	22	28.60	50%
3-3	28.87	21	25.50	88%
4-1	24.10	19	21.29	88%
4-2	19.88	0.99	0.99	5%
4-3 Empire Estate Grade Separator	99.42	13.5	17.05	17%
4-4	-	-	-	-
4-5	37.07	17.7	23.24	63%

8. **Corridor 4 Interchange at Empire Estate:** This Design-Build Lump Sum contract of Indian Rupees 994 million started in April 2011 with the scheduled completion in October 2013. The progress of this contract is unsatisfactory at 17% in 56% of the contract period elapsed. The contract works are divided into seven parts. PCMC has not been able to hand over to the Contractor encumbrance-free land in Part 1 (about 200 m at the beginning) as well as in Part 7. However, considering the work sites available with the Contractor, its progress has been very slow. It is understood that there have been substantial delays in surveys and investigation as well as in finalizing detailed designs. The Contractor's mobilization is poor. Number of Transit Mixers and Concrete Pumps are grossly inadequate. The Contractor's procurement of Materials required for continuous satisfactory concrete production is also grossly inadequate. It's understood that the Contractor is not putting the funds required for satisfactory progress of works.

9. The Mission was informed that PCMC along with PMU, MoUD, had been in touch with the Senior Management of the Contractor recently and agreed to a workable plan of action from both sides to resolve the fund flow issue facing the contractor. The Contractor's Management participated in the Mission and promised early submission of their proposal to PCMC on the steps required to help ease the cashflow situation as well as the work environment to enable them to complete the works.

10. The High Tension (HT) Cables of the Railways are causing hindrances in small lengths in Part 2 and in Parts 4 and 7. Railways are presently in the process of procuring this work and it is expected to be concluded in October 2012. PCMC and the Contractor need to follow-up with the Railways for expediting these works.

11. The General Arrangement Drawing (GAD), Designs, and complete Casting and Erection Scheme for Part 3 (structure across Railways) are required to be approved from the Railways. It is understood that the current proposal is unlikely to be approved by the Railways and PCMC, their Supervision Consultant and the contractor are now agreed on the alternative approach to be adopted. Both PCMC and the contractor assured the Mission that they would be moving the Railways with their revised proposal and ensure early approvals.

12. The Mission noted some anomalies in the design of Parts 4, 5 and 6. Each of the main carriageways in Part 4 is only 5.5 meters wide (minimum recommended by the Indian Roads Congress). In addition, the carriageways in both Part 5 and Part 6 (Ramps) are only 4.15 meter wide. It was explained that these under-designs have been necessitated in order to fit in the structures/roads within the space available between the high rise Empire Estate Buildings on both sides.

13. After reviewing the designs, the September 2012 mission agrees that the current (under) designs of both the main carriageway and the ramps are contrary to good practice and could generate a safety hazard. It also raised doubts about including bikeways on the flyover across NH-4, because (a) most eastbound bicycles are expected to leave the road structure before reaching that flyover, using the off-ramp next to Empire Estate Buildings B and C in order to reach destinations along NH-4, (b) most westbound bicycles are expected to enter the main road via the on-ramp next to Empire Estate Buildings K and J, and (c) the few remaining bicycles would have to weave with ramp traffic at very narrow angles, and this is considered to be highly dangerous. Considering the space constraints, the mission recommends to delete the bikeway provision east of the ramps in question, which would “gain” about 4 meters – sufficient space to accommodate 7.00 meter wide carriageways and 4.50 meter wide ramps. It is recognized that this design modification would imply a structural redesign of the main flyover, but the possible delays and cost increases would be well-justified by the increase in traffic safety.

14. It had been suggested to delete the loop off-ramp just east of NH-4 in order to avoid the acquisition of a building at that location. The mission considers this off-ramp to be very important as it provides a vehicular connection from the western leg of the new road toward the southbound direction of NH-4 and recommends that it should be built, even if it requires land acquisition.

15. While reviewing the designs, the mission noted that footpaths be provided (correctly so) on the bridges across the Pawana River and the Railway. Pedestrians would reach those footpaths via staircases (8), without any ramped access for persons with physical disabilities. The mission recommends that the staircases be complemented or replaced by ramps – with chicanes at the entries to prevent motorcycle access.

16. **Road Packages.** In regard to the road packages, the mission noted that while there had been progress on most packages, implementation was held up in cases where land acquisition had not been completed or stalled on account of court cases. Package 4 on Corridor 4 could now be awarded in view of the resolution of the land acquisition issues with MIDC. Similarly, one can expect to see progress on the Nashik-Phata corridor road packages with the handover of the Defense land and expected resolution of the court case.

17. **BRT Stations:** The mission was informed that PCMC proposes to proceed with BRT stations with a width of 4 meters on Corridor 3 and 4. On Corridor 2 they would be 5m wide to cover the median vacated by transmission lines. Finally, on Corridor 1 they would be narrower as there would be two stations on either side, serving only one direction of buses.

18. It has been decided to use similar base designs for both the Pune and Pimpri BRT stations. However, the superstructure design is likely to differ for a distinctive local identity. The previous mission was informed that the Corridors 3 and 4 stations would be built by December 31, 2013. Because of delays in contracting the design architect, it now appears unlikely that these stations would be completed before 2014. PCMC expects to take a decision on the preferred conceptual design for the station by October 15, submit detailed designs by November 30 and float tenders by December 31, 2012, and have a contractor on board earliest by March 2013.

19. **ITS for BRT in Pune and Pimpri-Chinchwad:** The mission was given the good news that a Project Management Consultant was contracted on September 17, 2012 to assist in the implementation and supervision of a bus IT System in both municipalities. It is expected that the request for bids to supply and install IT equipment will be issued by December 15, 2012, following the finalization of the specifications and tender documents, that the supplier of the equipment will have been contracted by late March 2013, and that the installation of ITS equipment on buses and (available) stations will have been achieved in October-December 2013. The mission recommends that the DPR for the ITS system, which the Project Management Consultant is expected to submit on October 29, be sent to the Bank for its information and comments by *October 31, 2012*.

20. **Implementation Schedules for Corridors 2, 3 and 4:** It was agreed that PCMC will prepare implementation schedules for all aspects of Corridors 2, 3 and 4, no later than October 31, similar in content as the implementation schedule recently prepared with the help of ITDP for Corridor 1. The mission recommends that these implementation schedules be sent to the PMU and the World Bank by *November 7, 2012*.

21. **BRT Service Plan for Corridors 3 & 4:** The current draft of the BRT service plan does not include any bus services for Corridors 3 and 4. As these are new road connections, there are no existing bus routes that could be restructured, and thus transport demand data (including origins and destination) are needed. Taking account of the comments received from the Project Management Consultants and the World Bank on the ToR, PCMC invited proposals by publishing an all-India tender notice on June 8. Four of the seven proposals received were considered adequate, and it is expected that proposal acceptance will be completed by October 15. The mission recommends that the information on the finalization of the consultant, be sent to the PMU and the Bank for its information by *October 21, 2012* and target submission of the Inception Report by *November 15, 2012*.

22. **Studies, other technical assistance (TA) and capacity building:** The procurement of the four studies agreed so far with PCMC has been initiated. The following timelines were agreed:

- (a) *Parking Policy and Master Plan:* Two proposals were received on September 17. The mission recommends to expedite this matter and submit the Technical Evaluation Report to the PMU, and subsequently to the Bank, by *October 15, 2012*.
- (b) *Promotion & Outreach Plan for BRT:* Requests for Proposals (RFPs) were sent out in January, but only one proposal was received. Based on the feedback of consultants and advice from the World Bank, PCMC plans to reissue the RFP under the Fixed Budget Selection method. The mission recommends to expedite this matter and issue the revised RFPs *no later than October 5, 2012*, and submit the TER no later than November 30, 2012.
- (c) *Passenger Access to BRT:* Three proposals were received on September 17. The mission recommends to expedite this matter and submit the Technical Evaluation Report to the PMU, and subsequently to the Bank, by *October 5, 2012*.
- (d) *Monitoring and Evaluation:* The technical evaluation report has been cleared and financial bids have been opened. PCMC intends to finalize a Combined Evaluation Report by September 29, 2012. The mission repeated that, while the combined evaluation report is not subject to the Bank's prior review and no-objection, it does need to clear the negotiated and initialed draft contract before it is signed. The mission recommends that the initialed draft contract be sent to the PMU, and subsequently to the Bank, no later than *October 31, 2012*.

23. The original project description also includes funding for (i) the development of a BRT service plan, (ii) a fare structure and fare collection study, (iii) assistance to build up the proposed BRT cell, (iv) training, and (v) other technical assistance to PCMC and PMPML. Item (i) is being developed, for both

Pimpri-Chinchwad and Pune for Corridors 1 and 2, with the assistance of ITDP. With the recent intention of creating a special unit for the BRT system, item (iii) may become relevant in the near future. In addition, it was suggested during this mission to contract the services of an experienced BRT consultant (see next section) to assist with overall BRT implementation; this could be considered under item (v) of the original project description.

### **BRT Service Plan for Corridor 1**

24. The previous mission was advised of the Government's decision that the segregated busways would be exclusive for BRT routes (i.e. the system would be "closed" and other buses would not be allowed to enter the busway) and that BRT operations along National Highway 4 should get started as soon as possible. Much preparatory work has been carried out, and some BRT stations along NH-4 have been partly built. It was agreed that further planning will be required urgently, and physical works built, to achieve BRT operations on NH-4. During the September 25 meeting at PMPML, ITDP made a powerpoint presentation on the proposed BRT service plan. ITDP will expand on its previous work and **by October 6, 2012**, submit to PCMC a comprehensive BRT development plan. The mission recommends that PCMC prepare comments on that plan and send the plan with its comments to PMU and subsequently the World Bank, *no later than October 31, 2012*. This BRT development plan would include comments on the following aspects:

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

While there is now general agreement among PCMC officials on the benefits of express services, this concept still needs to be reviewed and agreed with the bus operator, PMPML. ITDP's technical note (July 2012) on the proposed express bus services describes their operating characteristics and infrastructure implications such as locations and layouts of BRT express stations, the need for passing opportunities at some BRT stations, and definition of NH-4 slip ramps to be used by express buses. This note, which also quantifies the expected benefits of express buses, would be incorporated in the October 6 report, mentioned above.

- ***Complementary Routes:*** It is expected that some complementary bus services would "peel off" from the NH4 busway between the Pune limits and the proposed northern terminal at Nigadi. Some of these routes would leave the BRT corridor at Nashik Phata and continue through mixed traffic until reaching a terminal at Bhosari, where passengers could transfer to feeder buses. The exact alignment of these complementary routes is yet to be confirmed, as well as operational parameters such as frequencies, commercial speeds and other parameters for bus scheduling both in the peak and off-peak. (This aspect would also be covered in the October 6 report).

- **Feeder Routes:** From the Nigadi and Bhosari terminals, feeder buses would converge from the surrounding areas, linked with the BRT trunk-line services of Corridor 1. In addition, there may be feeder routes connecting with other stations of the BRT corridor. The final service plan should indicate the alignment and operating parameters of those feeder routes. It should also make recommendations on the fare regime between the trunk and feeder services. (This aspect would also be covered in the October 6 report).
- **Transfer Terminals at Nigadi and Bhosari:** Functional sketches have been prepared of roadways and platform locations of the transfer terminal proposed at Nigadi, but that subproject has been on hold, awaiting approval for a higher Floor Area Ratio for the entire complex. However, the mission was informed that a decision was taken to initially build the roadways and platforms on the ground level (needed for efficient BRT operations) and building the upper floors at some later stage. It is also planned to build a terminal at Bhosari, for which no layouts exist yet. Since the BRT service cannot be launched on Corridor 1 without these terminals being in place, the mission emphasized the criticality of completing these in a timebound manner. While PMPML proposes to develop these on PPP basis, it was agreed with PCMC that since these constituted the original scope of the SUTP demo project PCMC shall fund the development of the two terminals. It was proposed during the mission that PCMC would contract a transport planner by October 31 to evaluate alternatives and prepare functional layouts for both terminals. Detailed designs and tender documents would then be prepared followed by tendering, with the objective of completing the construction of the two terminals by December 2013. This aspect is now on the critical path for implementing BRT services along NH-4, and the mission recommends that PCMC staff ensure preparation of functional designs by November 30 and detailed designs and bidding documents by December 31. ITDP's October 6 report would also address the operational requirements of the two terminals.
- **BRT Stations Along NH-4:** Corridor 1 will have a total of 36 stations; the construction of 16 has been contracted, and 4 additional ones are part of the Nashik Phata and Empire Estate interchange complexes. It was pointed out that all stations must have been completed to initiate BRT services, as a combination of new stations (on the right side of the roadway) and old stops (on the left side of the roadway) would render a bus service slow, inefficient and accident-prone. There was broad agreement that PCMC should initiate the process of designing and preparing tender documents for the 16 remaining BRT stations as a matter of urgency. During the mission it was agreed that PCMC will finalise the preferred concept design by October 15, 2012, submit final designs by November 30, 2012 and publish construction tenders by December 31, 2012, so that contractor can be in place by March 31, 2013. ITDP's October 6 report would cover this aspect and also address the question how BRT services would operate at Nashik Phata and Empire Estate while the interchange construction is still ongoing.
- **Additional Works Required:** Some details of the physical segregation of the BRT bus-way and the mixed-traffic lanes are yet to be established. The optimal design solution (full segregation) may be complicated by such issues as (a) the expected high number of peak hour buses and the need to avoid bunching and congestion on a segregated bus-way, (b) the incorporation of BRT express services in the corridor, (c) the allowance required for mixed-traffic slip ramps between the high-speed NH-4 highway and the service roads on either side, and (d) the best way to handle the conflict between the BRT bus movements and the high right-turning volumes at about 5 roundabouts and other major intersections along the corridor. ITDP's October 6 report would make recommendations on all aspects of the physical segregation of the bus-way and other (probably minor) physical works that may be required to implement the BRT along Corridor 1. The tenders for these works will also need to be issued by *December 1, 2012*.

25. **BRT Fare Collection:** With regard to fare collection/validation, previous missions had been informed that even for the BRT services in Pimpri-Chinchwad this function would be carried out on-board by conductors, taking account of the long stretches that each BRT line would have to travel in mixed traffic (in Pune). Moreover, PMPML's contract with their e-ticketing vendor runs until 2015. While full on-board fare collection may make sense initially with the BRT pilot line on NH-4, earlier missions already expressed the view that this type of operation would be suboptimal when the BRT services also operate on Corridors 3 and 4 and on Aundh-Ravet road. The previous mission was informed of the decision taken by PMC, PCMC and PMPML to aim for off-board fare collection on the BRT corridors. It is understood that this aspect is included in the work scope of the ITC Consultants contracted on September 17.

26. **BRT Private Operators:** PMPML advised that they have started contracting private bus operators on a gross cost contract basis for the BRT and city wide bus service. The mission reiterated its earlier suggestion to put emphasis on the definition of operating specifications, which will be different for the desired high-quality BRT services than for regular buses. PMPML had previously agreed to take account of the BRT operating contracts used in Ahmedabad, provided by ITDP, and review how best to ensure higher performance orientation on the BRT and also specialization in BRT operations among drivers. The Mission was informed that a private operator had been contracted for 100 buses and the same contractor was being considered for operating another 100 buses. They were also informed that the training of drivers in docking at the BRT stations had also been initiated. The Mission advised PMPML to ensure the timely completion of contracting of all buses and to ensure the training of the private bus operators in the docking of buses.

27. **Special Purpose Unit for BRT:** The operation of a BRT implies a continuous control of bus schedules and a generally closer supervision of service quality than is common with conventional bus services. It was confirmed that a BRT Cell (or Special Purpose Unit) should be established within PMPML to perform these tasks, as had been discussed during previous missions. PMPML also apprised the Mission of their ongoing plans to restructure and have separate business units for BRT and city wide services. ITDP has prepared a report, outlining the functions and composition of the BRT Cell. The mission recommends that PCMC and PMPML, in coordination with the Pune authorities, review that report and send their comments to the PMU, and then the World Bank, *by November 30, 2012*.

28. **BRT Consultant:** Much time can be lost, and many mistakes made when implementing a BRT in any city, considering the many aspects that are innovative in nature. The World Bank had positive experiences in South America, when it supported the contracting (by cities implementing a BRT) of consultants who had experience with similar systems elsewhere. The mission discussed this issue with PCMC, who agreed that the presence of such a consultant would be beneficial – probably from abroad as there are few available BRT specialists in India. The Commissioner requested the mission for the preparation of Terms of Reference for such a specialist who might possibly be hired with funding from the GEF grant. The mission agreed with that request and intends to provide the TOR *no later than October 31, 2012*. PCMC shall initiate procurement no later than November 30, 2012.

### **Project Management**

29. Earlier missions had expressed concern over the long response times of the PIU and delays in many action areas related to the project, including social and environment management. Nevertheless, the mission recommends that PCMC consider contracting a senior Project Manager who would be available *full-time* to coordinate and push along all aspects of the Bank-funded project and the implementation of BRT services in Pimpri-Chinchwad. The mission agrees with PCMC that additional staff/NGO should be hired/ assigned for supporting the PIU in Transport Planning, RAP implementation

and Environment management. The mission recommends completion of all staffing requirement within the PIU by December 31, 2012.

### **Environment Management**

30. **PIU Staffing:** The mission discussed the need for Environmental expertise available within PCMC PIU to ensure timely implementation of the agreed action. It was agreed that an environmental engineer from the Environment Department of PCMC would be given this responsibility. The identified individual was involved in the EIA preparation and could join the mission's site visits.

31. **Interchanges supported with Bank funding:** The mission visited both sites and discussed the progress on environmental management aspects since the last mission. It was noted that the Nashik Phata flyover site had removed the material from the river Pavana as agreed, while for the Empire Estate flyover, except for one pier, extraneous material had been removed and piled up on the river bank. The mission again advised In terms of the site safety, the mission noted that workers within the Contractors' camps were all wearing personal protective equipment. At the construction site, PPE use could not be confirmed due to absence of crew in the Empire Estate site. The mission also visited the crusher site which is source for this contractor and found that both suppliers have consents that are valid – one until March 2013, and the other till April 2015. The mission advised PCMC officials to ensure that the Contractor confirmed that their suppliers had consents valid for the duration of the project. The mission also pointed out the short-comings in the Contractors' campsite for the Empire Estate fly-over in terms of the pollution control facilities for the batching plant and workers' quarters. It was agreed that the site would be brought in line with the agreements during previous missions and EMP requirements with 1 month – by 31<sup>st</sup> October 2012.

32. **Roads Works:** Though not funded by the Bank, the mission visited the road portions that are currently under construction. It was noted that the construction has stopped due to court proceedings being underway close to the school which would need to be shifted. The mission urged the PCMC to ensure that the shifting of the school was completed before the final road construction at the edge came close to the school. It further urged PCMC to ensure that the facilities provided by the Contractors for the workers were adequate. It has been agreed that the regular reporting by PCMC would also cover environmental management aspects in the road contracts.

33. With agreement being reached on the MIDC land handover, the original alignment conceived by PCMC will be used for the stretch of road beyond Empire Estate towards Auto cluster. It was agreed that the application for the tree-cutting, including potential transplantation would be moved immediately in order to ensure the timely availability of the land for road construction with minimal adverse impacts and compensation for unavoidable tree cutting along edge of the current road beyond the factory compound wall.

### **Key Agreed Actions:**

- Progress on agreements reached with Empire Estate Contractor – Continuous
- Design issues with respect to Empire Estate Flyover addressed by Dec 1
- Submit Implementation Schedules for BRT Corridors 2, 3 & 4 by November 7
- ITDP to submit Corridor 1 BRT development plan by October 7; PCMC Comments by October 31
- Submit TER for BRT Access/Parking Policy study by October 5/ October 15
- Issue revised RFP for Promotion and Outreach Plan by October 5 / Submit TER by November 30
- Submit draft initialled contract with Monitoring and Evaluation consultants by Oct. 31

- Finalisation of consultants for BRT service plan study (Corridors 3&4) by Oct. 21 and submission of inception report by November 15.
- Share DPR for ITS component by Oct. 31; Detailed designs available and tenders issued by Dec. 15, 2012
- Hire Transport Planner for functional designs of terminals at Nigadi and Bhosari by Oct. 31;
- Preparation of functional Designs for terminals by Nov 30 and detailed designs and tenders by Dec. 31.
- Finalise concept designs for stations by Oct 15; Detailed designs by November 30 and construction tenders issued by December 31, 2012
- World Bank to provide TOR for BRT consultant by October 31; EoI published by Nov 30
- PCMC and PMPML to provide comments on ITDP's report on BRT cell by November 30
- PIU strengthening to be completed by December 31, 2012
- Payment of R&R assistance to PAPs by November 30
- Houses to be allotted to the PAPs by December 31.
- Supplementary RAP Implementation November 30
- All PAPs living in Transit Camps to be moved into housing by March-end.
- Improvements in camp sites and work sites – Empire Estate by November 30



## Social Management

### Pimpri-Chinchwad BRT

1. The scope of this sub- project includes Corridor 3 and 4 of BRT system and the Bank is financing the two packages (flyovers) in these two corridors. The RAP for the land acquisition and resettlement impacts in these two corridors has been prepared and is currently being implemented. This Annex describes the progress in implementation of RAP and other related activities.

2. **Land acquisition Progress.** The total land acquisition required for these two corridors is 54.69 hectares and out of this, so far only 61% of the land is acquired including those opted for TDR/FSI. Another 18% of area was taken through advance possession from the willing land owners pending the land acquisition process. Thus 79% of the area is available for construction purposes. The remaining land is not available due to pending land acquisition, transfer of MIDC and litigations due to court cases. The summary of land acquisition details and progress is presented below.

No	Land acquisition Impacts	Nasikphata-Wakad Road	Kalewadi-Dehu-Alandi Road	Total
<b>Land acquisition process</b>				
1	<b>Land acquisition ( in Ha)</b>	<b>28.51 ( 100.0)</b>	<b>26.18 ( 100.0)</b>	<b>54.69( 100.0)</b>
2	Land acquisition completed through Award ( in Ha)	3.63 (12.73%)	3.95(15.74%)	7.59 (13.87%)
3	Land acquisition completed through option of TDR/FSI ( in Ha)	14.51(50.89%)	11.08 ( 44.15%	25.59 (46.79%)
4	<i>Land acquisition held up due to court cases ( in Ha)</i>	<i>1.02 (3.57%)</i>	<i>0.22 (0.87%)</i>	<i>1.24 (2.27%)</i>
5	Area where land owners given consent but LA is yet to be completed	6.92 (28.26%)	3.39(13.50%)	10.37 (18.96% )
6	<i>Area under acquisition process ( Not available for Work)</i>	<i>2.43 (8.55)</i>	<i>7.54 (25.73%)</i>	<i>9.97 (18.23%)</i>
<b>Compensation Payment</b>				
	No. of land owners as per LA compensation Award	1,412	514	1,657
9	No of land owners served notice for receiving the compensation(Section12-2)	1,412 (100.0%)	514	1,657 (100.0%)
10	No of land owners received compensation	57 (4.03%)	248 (48.24%)	302 (18.22%)
11	No of land owners appealed for TDR/FSI so far	134	47	168
12	No. of land owners received TDR/FSI so far	133(99.25%)	47 (100.0%)	167 (99.40%)

3. **Entitlements to different Impact groups.** The payment of cash allowances to eligible people is hind schedule date of July, 2012. The details of payment of cash allowance e as of September, 24, are summarized below.

No	Type of assistance	Target	Progress	Remarks
1	Transpiration allowance	282	54 (19.25%)	
2	Assistance for Vulnerable Families	76	20(26.31%)	
3	Payment of subsistence allowance	68	3 (4.41%)	
4	Subsistence allowance for Non-title holders	72	3 (4.16%)	
5	Allotment of EWS Houses	257	00	
6	Allotment of alternative houses to affected squatter families	144	00	Part of supplementary RAP
7	Payment of Vulnerability assistance to Squatter families	45	00	
8	Payment of additional subsistence allowance to shopkeepers	32	00	Part of supplementary RAP
9	Payment of R&R assistance to affected shopkeepers	32	00	Part of supplementary RAP
10	Providing alternative shops to affected shopkeepers	32	00	Part of supplementary RAP

4. **Supplementary RAP for Nashik-Phata Bridge Portion.** PCMC has finalized, approved and disclosed the supplementary RAP in July, 2012. This plan consists of remedial measures for 32 displaced shopkeepers without notice and assistance and also resettlement of 144 affected squatter families who are currently living in the transit site. Its implementation of this plan is delayed as payment of additional transit allowance for losses suffered due to demolitions of shopkeepers is with held due to lack of understanding. The mission clarified that this additional support was proposed to off-set the losses suffered due to displacement without notice and payment of R&R assistance and compensation. As regards allotment of alternative shops either on rent or outright sale, PCMC has executed MOUs with 17 shopkeepers out of 32, however, this is yet to be implemented as none of them have been provided alternative shops so far. The mission suggested writing to those who have executed the MOUs to provide their choice of location for allotment of shops and accordingly allot the shops. In case of those who have not come forward to sign the MOU, PCMC should write to them seeking their willingness to come forward to sign the MOU for providing options for allotment shops for their rehabilitation.

5. **Encumbrance Removal Plan.** An updated encumbrance removal plan has been shared by PCMC with the mission. This plan shows that 3,916 meters length of road is not available to hand-over to the contractors in both corridor 3 and 4 due to various encumbrances. In case of World Bank financed packages, 598 meters out of 2680 meters is yet to be handed over. There is a delay of 12-36 months in handing over of these stretches to the contractors as per contract time schedules and this will have major cost and time implications. The major reasons identified for this delay are delayed land acquisition, court cases and transfer of lands from other Government agencies such as MIDC. Since last mission in June, 2012, 320 meters of defence land has been handed over to the contractor, but an additional length of 120 meters of encumbered land involving private land acquisition has been identified for construction of ramp in the flyover portion in Kalewadi Phata and Dehu Alandi road.

**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	8.09 Km	10.44 Kms	18.53 Kms	WB is financing 2.68 Kms
2	Length of road handed over to contractors	6.80 Kms (84.06%)	8.28 Kms (80.08%)	15.08 Kms (81.38%)	
3	Length of road not available for handing over to the contract due to encumbrances	1.29 Kms (15.94%)	2.08 Kms (19.92%)	4.41 Kms (18.62%)	598 meters out of 2680 meters (22.31%) is not available in WB financed packages

6. **Dated Action Plan.** The mission reviewed the previously agreed dated action plan and its current status is summarized below.

**Date Action Plan for Land Action and Resettlement Implementation in PCMC**

No	Actions	Responsibility	Target Date	Current Status ( as of Sept, 2012)	Remarks
1	Submit revised Supplementary RAP	PCMC	15-Jul-12	<b>DONE</b>	
2	Complete the process of Transfer for Defense Land	PCMC	15-Jul-12	<b>DONE</b>	
3	Complete payment of cash allowances as per Micro Plan and Supplementary RAP	PCMC	16-Aug-12	<b>PART DONE</b>	20% of 282 PAPs have received as per Micro plan. None of the 32 shopkeepers and 45 Vulnerable PAPs among Squatter families as per Supplementary RAP has been paid cash allowances.
4	Allotment of alternative houses to 163 families who have opted for alternative houses	PCMC	30-Sep-12	<b>NOT DONE</b>	
5	Allotment of shops to affected shopkeepers	PCMC	30-Sep-12	<b>NOT DONE</b>	MOUs executed with 17 out of 32 affected shopkeepers
6	Resettlement of squatter families to new houses	PCMC	31-Oct-12/ 31-Mar-13	<b>NOT YET DUE</b>	
7	Allotment of alternative houses to remaining 94 families who have opted alternative houses.	PCMC	31-Dec-12	<b>NOT YET DUE</b>	

7. **Quarterly Progress Reporting.** The mission advised PMC and PCMC to update the reporting format to take into account of various impacts and accordingly report in the future. A draft format provided in the **attachment to this Annex**. In addition to reporting the physical and financial progress, the updated Encumbrance removal plan and land acquisition progress need to be shared along with Quarterly progress reports.

**Pimpri-Chinchwad BRTS  
Implementation progress of Land Acquisition and Resettlement Impacts  
Quarterly Progress Reporting**

(as of XX, 2012)

No	Items	Original Target		Revised Target			Progress against revised Target			Remarks
		<i>NW Road</i>	<i>KDA Road</i>	<i>NW Road</i>	<i>KDA Road</i>	<i>Total</i>	<i>NW Road</i>	<i>KDA Road</i>	<i>Total</i>	
1	Land Acquisition( Ha)									
2	No. of land owners received compensation									
3	No. of landowners received FSI/TDR									
4	No of PAPs allotted EWS houses									
5	No. of Shopkeepers allotted alternative shops									Part of Supplementary RAP
6	No. of shopkeepers provided additional subsistence allowance									Part of Supplementary RAP
7	No. of PAPs paid R&R assistance									
8	No. of Squatter families provided alternative houses									Part of Supplementary RAP
9	Amount spent on Land acquisition ( in INR)									
10	Amount spent of R&R assistance ( in INR)									

NW: Nasikphata-Wakad Road: **KDA:** Kalewadi-Dehu-Alandi Road

**Note:** The figures in parentheses indicate percentage of progress against the revised Target

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

### Naya Raipur

1. A World Bank mission visited Raipur on September 20-21, 2012 to discuss with the Naya Raipur Development Authority (NRDA) the implementation of the Naya Raipur component of the Sustainable Urban Transport Program (SUTP). It met the Chief Executive Officer of NRDA, Mr. Shyam Sundar Bajaj, his staff and their consultants; also present were representatives of the PMU, PMC and Embarq which is assisting NRDA with the BRT and urban planning proposals. The Mission was also introduced to the newly appointed Deputy CEO, NRDA, Mr. Alex Paul Menon, also CEO, Raipur Development Authority.

### Non-Motorized Transport (NMT)

2. Under SUTP, NRDA plans to build bikeways and footpaths along main roads and BRT corridors in Naya Raipur as part of the SUTP, within an overall budget of Rs. 37 crores. The consultants presented the progress achieved to-date. Most significantly since the previous missions, their proposal has been scaled down to a mix of combined (footpath-cum-bikepath) and segregated (footpath separate from bikepath) NMT-ways, either on one or on both sides of the main carriageway:

- Both sides: segregated - 12.05 km / side
  - Both sides: combined - 13.0 km / side
  - One side: segregated - 5.24 km
  - One side: combined - 0.96 km
- TOTAL - 31.25 km

3. The total estimated cost amounts to Rs. 34.31 crores, i.e. an average of Rs. 1.1 crores per km, which is considerably less than previous estimates. On this basis, it is now proposed to build NMT-ways along 18.7 km of main thoroughfares, as depicted in Figure 1. The consultants indicated that they would be in a position to provide more robust cost estimates after completion of topographic surveys and detailed designs. It was agreed that once cost estimates were better known additional lengths could be considered for development of NMT infrastructure in line with the projected target of 36 km in the PAD. The mission recommends that the consultants proceed with the preparation of final designs and tender documents; it was agreed that these documents would be completed *by December 1, 2012*. It was also agreed that an updated version of the DPR be submitted to NRDA, and subsequently to the PMU and the World Bank, *no later than October 31, 2012*.

4. In addition to the basic plan of NMT facilities, several other aspects were observed and discussed in the office and during a field visit. These include:

5. **Intersection Designs:** The current version of the DPR anticipates the future construction of roundabouts at 25 major junctions in Naya Raipur. After lengthy discussions on their advantages and disadvantages, it was concluded that roundabouts facilitate fluid traffic flow under uncongested conditions, but are almost always inconvenient and sometimes dangerous for pedestrians and bicycles. It was agreed that the updated DPR should recommend standard cross intersections as a basic junction design, with a view of signaling them in a future phase when traffic volumes or safety concerns require it. It was also agreed that the crossings, many of which have already been built, maintain their basic layout with NMT-refuges on the triangular islands separating the left-turn slip roadways, and on the

medians of the main carriageways. All crosswalks would be raised to provide “table-top” crossings, thereby slowing down motorized traffic at the entries and exits from the intersection.

Figure 1: Plan of NMT facilities (Source: iTrans – UMTC – SGArchitects)



Figure 2: Residential street in Block 27 (photo by WB mission)



Figure 3: Lamp posts on footpath (photo by WB mission)



6. **Access to Capital Complex:** The mission inspected the long boulevard which is being built to connect the Capital Complex with the main east-west axis of Naya Raipur. Segregated bikeways are under construction at the outer edges of the boulevard, whereas footpaths are being built adjacent to the wide median. It is not clear how the bikeways and footpaths will connect with (a) the NMT-ways along the main axis and (b) the NMT facilities within the Capital Complex. It was agreed that the NMT consultants would make a proposal to NRDA on how these connections should be achieved in a way that is safe and convenient for pedestrians and bicycles. The mission recommends that this aspect be included in the update of the DPR.

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

8. **NMT connections to residential streets of Block 27:** During the field visit of the proposed segregated NMT-way adjacent to the residential Block 27, it was noted that a ditch separates the main arterial from the residential area (see Figure 2) which, in effect, would be accessible only from a few select locations. While this arrangement may have the positive effect of minimizing motorized traffic in narrow residential streets, it would be quite awkward for pedestrians and cyclists who are much more sensitive to long detours than users of motorized vehicles. The mission recommends that the NMT consultants examine the possibility of providing more connections between the residential area and the main arterial; these would likely be relatively narrow paths and be restricted to pedestrians and bicycles, which may imply the installation of chicanes to prevent motorcycles from using those paths. The mission recommends that the updated DPR will make specific proposals for Block 27, and also suggest standards for the planning and design of exclusive NMT-paths at similar locations, which would be useful for the future development of Naya Raipur.

9. **General Footpath Standards:** A concern raised by previous missions is the issue of providing pedestrian facilities are being provided on the many new roads that are being built in Naya Raipur (other than those specifically covered in the NMT plan). The mission observed that some roads have narrow sidewalks, many of which are used to place street light poles. Unfortunately, the street lights are usually located in the middle of the sidewalks, thereby blocking the path for pedestrians who then have to walk on the carriageway (see Figure 3). The mission recommends that the updated DPR address this issue and suggest a standard on how to better place poles on future streets in Naya Raipur

10. **Traffic Safety Audit:** Much of the NMT discussion reflected the concern about traffic safety. The Embarq representative reminded the mission that his organization is sponsoring a review of NRDA plans by an international traffic safety expert, focussing initially on the BRT component. The mission recommends that the expert also review the recommendations and designs prepared by the NMT consultants.



## **Bus Rapid Transit (BRT) Lite**

11. Three BRT corridors are planned:

- Corridor 1: Raipur Railway Station – NH6 – Capitol Complex in Naya Raipur (24.7 km)
- Corridor 2: Kabir Nagar (Raipur) – NH 43 – Capitol Complex in Naya Raipur (37.5 km)
- Corridor 3: Mostly in the median of the main east-west axis of Naya Raipur, between National Highway (NH) 43 and NH 6 (17.8 km).

12. Priority will be given to Corridor 1, aiming at a high quality of physical facilities and BRT service frequencies. Special emphasis will be placed on the good functional design and attractive public space development at and around the two major terminals in Raipur: (a) Raipur Railway Station and (b) the existing State Secretariat. Corridor 2 would initially be served during peak hours by a conventional bus route linking Raipur and Naya Raipur via NH 43.

13. It had been agreed in principle that during the first phase, an internal Naya Raipur public transit bus service connecting the Capitol Complex and various other built-up sectors should operate in Corridor 3. Naturally, frequencies would be commensurate with demand.

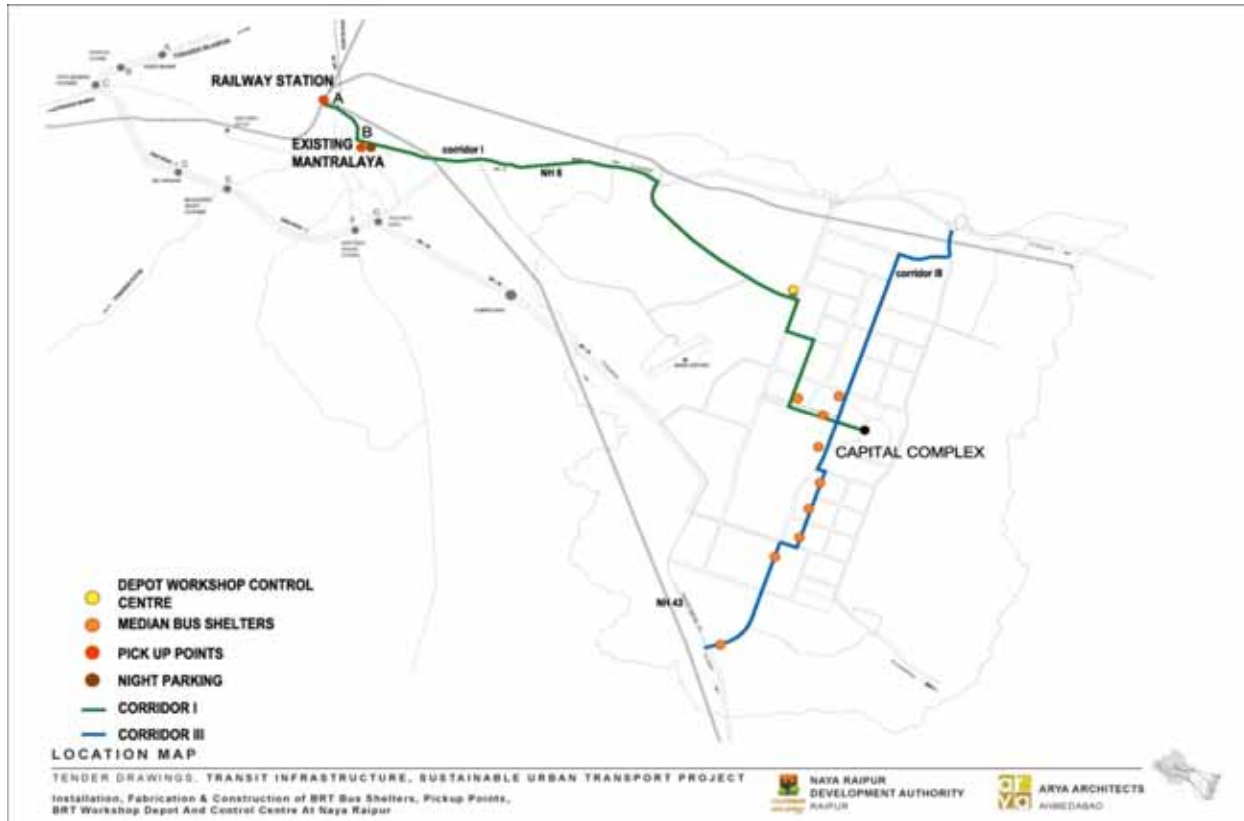
14. **Criteria for BRT Services between Raipur and Naya Raipur:** As noted in previous aide-memoires, it is important to achieve a high public transport quality lest travelers between Raipur and Naya Raipur and within Naya Raipur establish a pattern of using less sustainable alternative modes (cars, motor cycles, three-wheelers, tempos and other informal public transport services). Accordingly, the BRT services should aim to be:

- quick
- frequent
- reliable
- as direct as possible, requiring a minimum of transfers.

They should create and maintain a high-quality image, among other things by having distinct, well-maintained and clean vehicles, which are branded and easily identified, and with secure, attractive and easily accessible stations/pick-up points.

15. **Location of BRT Stations:** In Naya Raipur, the first BRT phase envisages seven BRT stations on Corridor 3, in addition to two on Corridor 1 and the terminal in the Capital Complex (see Figure 4). After a field visit of the junction with NH 43, it was agreed to omit the eastern turn-around station from the first BRT phase until a safer long-term solution has been devised in conjunction with the planned upgrading of NH 43. In the meantime, the Corridor 3 services could terminate at the previous bus station. It was also agreed that the Corridor 1 station on the 100 meter wide boulevard be shifted southward to be closer to expected passenger demand. Otherwise, the mission concurs with the station locations proposed by NRDA.

Figure 4: First phase of Naya Raipur BRT service as currently envisaged (Source: Arya Architects)



16. **Bus Service Plan:** There are several options on how vehicles and service plans should be integrated. Once services start, BRT buses will ply on Corridor 1 and a section of Corridor 3; they will have doors on both sides, one wide door on the right side enabling level boarding from high platform stations, and two standard doors on the left side with steps enabling boarding from low platform or curb stations. Most services will run on Corridor 1, serving the longest trips and going non-stop between high platform BRT stations in Naya Raipur, and the old secretariat and the Railway station (see more on the latter below). As seating capacity should be maximized for passenger convenience, a retractable (or removable) plate covering access stairs on the left side of vehicles should be provided to increase useable space inside the bus. On Corridor 3, services should ideally extend as far east as NH 43 to pick up passengers transferring from long-distance buses. But owing to the traffic safety issue, as an alternative, this connection could be provided by standard buses plying on Corridor 2. Similarly, it is not quite clear how passengers transferring from long-distance buses on NH 6 (at the western end of Corridor 3) would be served. The mission recommends that NRDA examine the various service plan options being considered for Phase 1 of Naya Raipur development and describe the results in the next update of the DPR.

17. **Design of BRT Stations in Naya Raipur:** There are two basic station designs, depending on the width of the median where the station will be located. Four stations will be single cabins located in 5-meter medians, with high-platform doors on both sides to serve BRT buses in opposing directions. Another four stations, to be located in wide medians, will consist of two separate cabins with high-platform doors on one side, connected by an enclosed passageway. With regard to the latter station type, the mission recommends that the ticket booths should be next to the turnstiles rather than on one side –

there will be plenty of space on the access ramps to accommodate possible queues of passengers wishing to buy or validate farecards.

18. **BRT Terminal at the Railway Station:** The mission was informed that the Railway authorities were reluctant to approve the proposal submitted by NRDA several months ago. The mission expressed concern at the continuing delay in this matter and reiterated its support to the layout proposed by Arya Architects, which was adequate to accommodate the required bays for 3 BRT and 8 city buses. As a fall-back position, a temporary facility could be erected in the existing station plaza, including a high-level platform and space for farecard sale and validation. The mission recommends that a preliminary design be urgently prepared for such a temporary facility, to assist in future discussions with railway representatives. The alternative of just parking the BRT buses on the station plaza, as city buses currently do, would severely jeopardize the quality and operation of a modern BRT service.

19. **Interim Bus Services:** It is expected that the BRT services would begin in 2014 at the earliest, upon completion of SUTP-financed facilities. However, parts of the State administration will shift to Naya Raipur in November 2012, requiring interim bus services to begin very soon. In the next two years at least, these bus services will connect the two cities along the alignments of both Corridors 1 and 2. NRDA informed the mission that two basic options are being considered: contract either (i) Raipur City Buses, which Raipur has recently received under JnNURM, or (ii) an independent bus operator. It is expected that a satisfactory decision on this important issue will be reached in October 2012.

20. **Detailed Designs for BRT Infrastructure:** Except for the Railway Station terminal, there is now broad agreement on the design of BRT infrastructure, including the depot, eight stations in Naya Raipur, and the terminal at the old secretariat. The mission recommends that the Bills of Quantity and other parts of the bidding documents be prepared and submitted to the PMU (and subsequently to the Bank) by *October 8*. Procurement for the works should be initiated no later than December 1, 2012.

21. **Updated DPR:** The next version of the DPR should incorporate the Banks comments on the economic and financial analysis. The mission recommends that the updated DPR for the proposed BRT system be submitted to the PMU (and subsequently to the World Bank) *not later than October 31*.

### **Technical Assistance and Capacity Building**

22. **TA on Transit Oriented Development (ToD):** One objective of ToD is to minimize motorized travel and promote public transport, walking and bicycle use. Another objective is to improve the overall quality of life for people living and working in areas adjacent to public transport facilities in terms of convenience (e.g., for working women), noise, local pollution, safety and security. A casual review of the proposed master plan for Naya Raipur suggests that there is room for improvement to make it more pedestrian, bicycle and public transport friendly.

23. The ToD consultants made a presentation of their Task 2 Draft Report which the mission considers to be of high quality. The consultants agreed to submit the final version by October 31, 2012, after detailed discussions with the NRDA Team. It is expected that charette workshops will be held in January 2013. In order to avoid a conflict with the first move of State employees to Naya Raipur in November, the study tour was postponed to the first half of December 2012. Visits are planned to Toronto, Brasilia and Curitiba, and it was agreed to expedite the logistical preparation for the tour (such as visas).

24. **Regional Mobility Plan.** NRDA is keen to develop a Regional Transportation Plan for the Greater Raipur Area including the urban centres of Raipur, Naya Raipur, Durg and Bhilai. The RFP has been issued to shortlisted consultants and TER should be submitted by December 15, 2012.

25. **Project Management Consultants for ITS.** NRDA plans to appoint consultants for assisting with the design, procurement and implementation of the public transport ITS. The proposals have been received and the TER is under review. The draft initialed contract should be submitted by November 30, 2012.

26. **Monitoring & Evaluation Study.** The procurement has been completed and NRDA must ensure that the first survey is undertaken within few days of the launch of the Capitol Complex. Inception Report should be submitted no later than November 30.

27. **Project Management Consultants for Depot, Terminals and Shelters.** As discussed during the mission, NRDA should provide for an Environment Engineer position among key personnel through a addenda issued prior to submission of proposals. The TER should be submitted by December 15, 2012.

28. **Establishment of UMTA:** A critical requirement for such situations is a suitable institution for overseeing the overall transport arrangements in the region. The state plans to create an Urban Mass Transit Agency (UMTA) for the Greater Raipur metropolitan area, including the cities of Raipur, Naya Raipur, Durg and Bhilai all of which are in close proximity with significant intercity trips and work on its detailing has started (under the Australian Trust Fund). An Approach Paper outlining the structure and powers of the Greater Raipur Area UMTA has consulted and finalised. The Mission has raised the issue of delays in the constitution of the UMTA in previous missions and how this is resulting in offline coordination by NRDA in integrating its services with Raipur, coordinating the terminal/ pick up point location within the Railway station and now the required coordination to contract buses from Raipur. In the previous mission, PS, Housing and Environment, had assured the Mission that a committee could be constituted to initiate the coordination under the Commissioner Raipur as an interim measure. While the mission did not get an opportunity to meet with PS, Housing and Environment, and seek an update on this, it noted with some interest that a deputy CEO, who is also the CEO Raipur Development Authority, had been appointed in NRDA. This should help improve the coordination issues between the two urban areas.

29. **Project Implementation Unit Strengthening.** During the last mission NRDA had agreed to appoint Chief Project Manager and Transport Planner for efficiently managing the project activities. During the mission, the project reviewed the advertisements of the positions outlining the scope of work and provided comments. The mission recommends expediting recruitment of these two positions by December 31, 2012.

### **Environment Management.**

30. **EIA for BRT:** The mission discussed the changes and improvements needed to complete the EA documentation which is pending for finalization with NRDA officials and NPMU consultants. It was agreed that the EA would reflect the final designs and specifications for the facilities – workshops, depots, and stations. It was also agreed that environmental management measures for the Railway station interchange would be outlined in the EA but details would be worked out after a final decision on the location is formalized. NRDA would prepare and duly disclose an addendum to the EIA document after formalities are completed. Within Naya Raipur, it was decided to eliminate the possibility of unsafe

crossing over for pedestrians from NH43 and shifting of the bus stop to the University campus gate. For the secretariat location in Raipur, which is going to be one of the pick-up points, it was agreed that the potential for transplantation of existing trees or compensatory plantation would be established and documented in the EIA. NRDA has agreed to submit the draft final EIA document by September 30, 2012.

31. **EIA for NMT:** While initially it was anticipated that the NMT component would not have substantial adverse environmental impacts, it is now anticipated that substantial quantities of fill material would be required for the proposed facilities. Some pavement removal may also be involved. It will be very important for the EA to analyze these aspects, and to prepare plans to mitigate such adverse impacts, both on-site in terms of drainage and safety, as well as off-site in terms of borrow area management. It was agreed that to the extent possible at this stage, the EA would quantify the impacts in terms of quantities of material involved, locations, possible haulage, etc. especially in light of the surveys that need still to be undertaken so that the implementation can be properly guided. It was agreed that the EIA for this component would be prepared in tandem with the design and the management plan would be integrated with the final design and this would be available for review by October 31, 2012.

32. **RFP for PMC:** The RFP document issued for the Project Management Consultant team does not currently have any environmental inputs. It was agreed that at the Pre-bid conference to be held on October 4, 2012, the requirement of position of Environmental Specialist would be added for the Project Management Consultant team for which proposals are being invited. This will be very useful since the implementation of management plans is also to be supervised and progress on implementation is also required to be reported as part of the regular feedback to NRDA.

### **Social Management.**

33. The submitted draft RAP was reviewed and detailed comments provided to NRDA.

34. Overall the report has improved in terms content and presentation, but needs minor revisions. Specific comments on the report have been provided to the NRDA. It has been agreed that the revised final report will be submitted to the Bank by September 30, 2012.

35. One of the sites identified for the bus terminal is located within the Railway station premises and belongs to the Railway department. This land has no encroachments. NRDA has formally requested the Railways for constructing the bus terminal at the identified site. Railway has yet to give its approval for the construction.

### **Key Agreed Actions: To be updated**

- Submit final Project DPR for BRT component complete with financial and economic analysis by October 31
- Submit updated DPR for NMT component (including EIA) by October 31; Submit BoQs and Draft Bidding Documents for NMT component by December 31.
- Submit Draft Bidding Documents for BRT infrastructure (Depot pick-up points and shelters) by October 8; Procurement initiated by December 15
- Decision on operation of Interim Service by Oct 5
- Submit final version of ToD Task 2 report by October 31 and draft Task 3 Report by November 10
- TOD Study Tour to Canada and Brazil during December 1-15 and ToD Charette in January 2013
- Submit EIA/ EMP by September 30

- Submit SIA/RAP by September 30
- Submit M&E Inception Report by Nov 30.
- Finalise draft initialled contract for PMC for ITS by Nov. 30
- Submit TER for Construction Supervision Consultancy (CSC)-RFP by Dec 31
- Submit Regional Mobility Plan TER by December 15
- Strengthen PIU – Chief Project Manager and Transport Planner by Dec 31
- PMC TER for Depot Terminals and shelters by Dec. 15.

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

### Indore

1. A World Bank mission met with AICTSL officials on October 4, 2012 in the World Bank office to discuss the project progress in regard to the Indore component of the GEF-Sustainable Urban Transport Program (SUTP). The mission met Mr. Chandramouli Shukla, the newly appointed CEO, AICTSL, AICTSL staff, EMBARQ and ITS Project management consultants IBI Group along with PMU and PMC.
2. **ITS Component.** Indore plans to use the GEF-SUTP funds for installing an ITS system on their BRTS. 3 BRT corridors were being built in the first phase covering a length of 36.7 kms. There would be a 2<sup>nd</sup> phase with another 3 corridors. A project management consultant (PMC) for ITS, IBI Group, has been appointed using project funds to develop detailed design, assist with vendor procurement and finally oversee the implementation of the ITS component including Automatic Fare Collection Systems and Traffic Signal Priority.
3. **Status of AB Road BRT Corridor.** The AB Road corridor is mostly complete. The Mission was also informed that the pending issue of land acquisition with respect to the 3 religious structures is almost resolved. All road civil works including railings, signage, road marking, etc is expected to be completed by –30 November 2012.
4. Construction of 21 BRT Stations has been contracted out to two contractors for speedy implementation and the mission was informed that all 21 bus stations are in advanced stages of completion. It is expected that the construction will take up to December 2012 to complete including installation of automatic sliding doors at all stations. The tender for bus station doors are proposed to be finalized in October 2012.
5. The schematic drawings for the Depot have been prepared and tenders floated. The contractor for the same is expected to be finalized over the next month or so.
6. Indore has 104 semi-low floor buses running in the city. AICTSL has been sanctioned 125 buses by the Government of India under the JnNURM. About 50 of these buses are for the BRTS and the contract for the same has been awarded. They propose to use high floor, both side door buses for the BRTS corridors. The BRT buses will be air conditioned. The prototype for the buses has been approved and 8 buses are to be delivered every month starting October 2012 and ending February 2013. The mission was informed that in-house branding activities for design of logo is already underway. Other Communication and Outreach activities are a priority with AICTSL and are expected to be underway soon.
7. AICTSL mentioned that all routes currently overlapping on the BRT corridor are being parceled off so that there is only a single operator on the BRT corridor. SERCO Global Services has been selected as the operator for the BRT corridor and the agreement for operations is expected to be signed on October 15, 2012.
8. On ITS final design is in place. During the last visit, AICTSL informed the mission that it was keen to include passenger information system (PIS) and automatic vehicle location system (AVLS) in addition to AFC and TSP, as their old system had limited functionality. A revised implementation plan for ITS had been submitted by AICTSL based on the Banks recommendation to prioritize the requirements of the BRT and develop a phased implementation plan which took cognizance of the

financial constraints and delays likely in regard to central funds. This had been found to be technically sound by the Bank.

9. During the discussions AICTSL informed the mission that in view of the long delays in finalizing the counterpart funds and readiness of physical infrastructure, the tenders for PIS/ AVLS, AFC and Traffic Signals have been issued on PPP basis and the pre-bid meetings held. The I PPP model adopted involves fixed or variable annuity payments for 10 years of the contract period. The ITS contractor will be responsible for Installation of hardware, O&M, etc.

10. The Mission informed AICTSL that GEF funds could not be used towards already initiated procurements as adherence to Bank Procurement Guidelines was essential. Several options were discussed for the utilization of GEF funds for the Project, including Optic Fiber Cable (OFC), Video Wall for the Control Centre, Traffic Signals in addition to the existing CCTV subcomponent which remains valid. Present allocation provides for \$0.4 mn towards CCTVs and \$0.5 mn towards Traffic Management Centre hardware and software. AICTSL has been requested to submit a revised proposal detailing the components to be funded through the GEF-SUTP funds. The bus company has been advised by the Bank and PMU to take up activities that would ease launch of operations in March 2013. The revised proposal is expected by December 31, 2012.

11. *Project Scheduling.* AICTSL plans to launch the BRT in January 2013. Given this tight timeline, the procurement of the ITS systems has been initiated. The initial operations will commence without full ITS functionality. In order to ensure smooth operations, AICTSL has planned the implementation of AFC in a phased manner:

- Phase I: Offboard paper ticketing – within 45 days
- Phase II: Paper ticketing with entry – exit barriers – 3 to 3.5 months
- Phase III: Installation & Operation of paper ticketing and smart cards – 6 months

12. The ITS project is expected to be implemented by June 2013. The Mission feels that this might be an optimistic expectation as once the vendor mobilizes, they will require some lead time for procuring the equipment and then completing its installation.

13. *Counterpart Funds under NURM.* It appears that only one of the three corridors has confirmed funding support and in advanced stages of implementation. The timelines for the other two corridors are unclear as also the sources of funding. Second, as the NURM funds are fully committed and there has been a delay in the submission of the ITS Project to MoUD there are concerns about its counterpart funding. Third, while the eligibility of Indore is for 50% NURM funding the project cost table erroneously provided for 80% NURM funding resulting in a need for a much higher share of counterpart funding from state and city governments. Discussions have been ongoing between MoUD and state / city officials on finding a reasonable solution since March 2011 and the mission urges the early resolution of the matter as the Project will still require funds to meet the funding commitments even under PPP modality.

14. While the ITS component is now moving the IP rating for the project is retained at '*Moderately Unsatisfactory*' as there are expected to be large funding deficits initially and this needs to be addressed. Also, a revised proposal for the GEF funds will need to be submitted.

15. **Procurement.** Discussions were also held with AICTSL on the progress of the consultancies and issues were clarified for the ICT procurement.

16. *Informal Sector.* The BRT corridor is currently being serviced by small Tata Magic vehicles. The mission was informed that it had been decided to re-assign these cabs to feeder routes so as not to cannibalise the BRT ridership. The mission cautioned that a more nuanced strategy should be followed by



the city administration as the designed capacity of the BRT could cater to only a part of the corridor ridership (roughly 30% of the total corridor ridership) and with the removal of the magic vehicles there might emerge an acute transport shortage resulting in opposition and backlash against the BRT from the users. Therefore, the matter should be properly studied and the strategy for relocation of the tata magic vehicles crafted accordingly. The Mission again cautioned the new CEO to develop and implement a well thought through strategy for dealing with the informal sector. The Mission offered and AICTSL agreed that the Bank could fund a short study on the matter to help better understand the situation.

17. *Financial Analysis.* AICTSL shared the latest financial analysis of the BRT operations which showed that the annual costs were expected to be Rs. 247 million and the company expects to break even by 2015. Fare levels for the BRT are proposed to be kept at the current fare levels, and with this there could be some deficit. The mission again recommends that AICTSL also undertake a sensitivity of the financial analysis to various parameters such as fare levels, ridership levels, cost escalations, to have a better understanding of the viability of operations and also have some arrangements in place to take care of possible deficits.

18. The Mission advised AICTSL to have greater clarity on funding sources for the deficits expected in the initial for both capital and operating expenditures. With a view of managing future deficits, the Mission was informed that all advertising rights along the BRT corridor have been transferred by Indore Municipal Corporation to AICTSL. AICTSL have also submitted a proposal to IMC to create and manage an Urban Transport Fund for the city. The bus company has also suggested YoY increase in fare prices. It is recommended that the Funding Plan and Financial Analysis note be submitted to PMU and the Bank by December 31, 2012.

19. *Monitoring & Evaluation.* The Mission was informed that the baseline M & E report is ready and has been submitted to the PMU. The report will be shared with the Bank shortly.

20. **Technical Assistance Activities.** The status of the TA activities agreed with the Bank was reviewed. The following actions were agreed and timelines for these are indicated below:

- The BRT station design and traffic intersections design consultancy is complete.
- It was decided during the Mission to expedite the procurement for the Communication & Outreach consultancy as this needed to be in place to support the imminent BRT launch. AICTSL have expressed their preference to hire a local agency to support the promotional activities. The outreach activities are already ongoing and AICTSL proposes to undertake these themselves. AICTSL will share an updated TOR for the activity by October 12, 2012, and it was agreed that given the proposed budget of about \$50,000 the selection could be on CQS basis. Draft initialed contract for promotion and outreach program to be submitted by November 15, 2012
- The TER for BRT accessibility plan would be submitted by 30 November, 2012.

21. **Implementation Arrangements.** The mission continues to express concern over the patchy staffing within AICTSL for the GEF Project as well as for bus operations. The Mission advised AICTSL to identify and appoint experienced experts, including Transport Planner by November 30, 2012, and an ITS Specialist by December 31, 2012, to support AICTSL.

**Key Agreed Actions:**

- AICTSL to submit revised proposal for GEF funds by December 31
- Finalise bid documents for proposed activities by December 31
- Submit proposed funding plan for ITS sub components and sensitivity analysis of the financial analysis by December 31
- Submit BRT Accessibility Plan TER by November 30

- Finalise arrangements for remaining M&E surveys & submit draft report by October 8
- Submit TOR for Promotion and Outreach by October 12; Finalise draft initialled contracts for Promotions & Outreach by November 15
- Ensure additional staff for AICTSL - Transport Planner by November 30 and ITS by December 31

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

**Mysore**

**GEF-SUTP Funded Project**

1. Project interventions in the city under GEF-SUTP are aimed at addressing the issues of slow movement of public transport due to heterogeneous traffic conditions and increase of private vehicle ownership. Proposed project components include the introduction of Intelligent Transport Systems including Automatic Vehicle Location Information System, Passenger information Systems and a Central Control Centre for improved bus tracking and real time user information.
2. Mysore city accounts for 417 bus fleet and it is acquiring new buses for fleet renewal through JnNURM funding including 30 new Volvo buses. The Project plans to cover 500 buses, 105 bus stops, 6 bus terminals and 45 platforms in Mysore.
3. *ITS Implementation.* The implementation of the ITS system was concluded in September 2012 and the Project Launch is expected by November 30.
4. **TA Activities under the Project.** The M&E Consultants have concluded the user satisfaction survey and other baseline surveys and a report has been submitted to PMU which is under review.
5. The proposals have been received and KSRTC shall submit the TER for the Comprehensive Operations Study by October 31.

**Key Agreed Actions:**

- Submit Comprehensive Services and Operations Analysis TER by October 31
- Submit ITS Performance Report within one month of Project Launch

## Hubli-Dharwad

1. A meeting was held on September 26, 2012, in the World Bank office to discuss the latest progress in the preparation of the Hubli-Dharwad BRT project to be incorporated in SUTP. The meeting was attended by the Commissioner of DULT, V. Manjula; DULT staff; CEPT; the PMU, the PMC and the World Bank.

2. **BRT Proposal:** The Directorate of Urban Land Transport, Government of Karnataka has submitted a proposal for improving bus services in the Hubli and Dharwad twin cities. The proposal includes the implementation of a 22.3 km BRT line, consisting of the 11.8 km long corridor between Hubli and Dharwad and extensions into the central districts of the two cities.

3. Given the geography of Hubli and Dharwad and the importance of their economic, health care, educational and social role in the surrounding region, it is clear that better public transport connections tying the twin cities together are in order. The volume of public transport passengers between the two cities is already enormous and a high capacity mass transit system could cater to the demand more effectively.

4. **Detailed Feasibility Report:** The Detailed Feasibility Report (DFR) for the project addresses design issues satisfactorily and has adequately covered Banks main comments on previous versions. Final comments provided on the economic and financial analysis have been addressed and the DPR can be treated as final.

5. **Cost Estimates & Funding .**

No	Particulars	Cost Rs. crores	GOK	World Bank	GEF	Financing %
1	Trunk corridor : (Hosur cross to Hubli CBT & Jubilee circle to Dharwad CBT)	18.45		18.45		100%
2	VUP	13.00	13.00			0%
3	Foot over bridges	24.50		24.50		100%
4	Bus stations	23.45		23.45		100%
5	Terminals & Depots (BRT)	31.42		31.42		100%
6	Interchanges	8.80		8.80		100%
7	BRTS Corridor (Hosur Cross to Jubilee circle)	72.00	72.00			0%
8	Lighting of corridor	8.00	8.00			0%
9	ITS Applications (CBT to CBT)	30.05		30.05		100%
10	ATCS	7.00		7.00		100%
11	Terminals and Depots (Feeder services)	62.28		62.28		100%
12	NMT facilities	9.00		9.00		100%
13	Rolling stock	85.10	85.10			0%
14	Technical assistance				9.98	
15	<b>Total Base Cost</b>	<b>393.05</b>	<b>178.1</b>	<b>214.95</b>		
16	<b>Total with 15% contingencies</b>	<b>452.01</b>	<b>204.82</b>	<b>247.19</b>		
17	<b>Total in USD, Million</b>	<b>(86.10)</b>	<b>(39.23)</b>	<b>(47.08)</b>	<b>(1.9)</b>	

18	Land acquisition & Rehabilitation cost	240.00	240.00		
19	<b>Total with Land Acquisition &amp; Rehabilitation cost</b>	<b>692.01</b>	<b>444.82</b>	<b>247.19</b>	<b>9.98</b>

6. The mission reiterated that the total loan amount available would be \$47.3 mn and a GEF grant of \$1.9 mn.

7. **Hubli-Dharwad BRT Co. Ltd and Staffing.** The mission was informed that the BRT SPV in the name of Hubli-Dharwad BRTS Company Ltd. had been registered under the Companies Act. The staffing of the SPV was discussed in detail. GoK has already interviewed several candidates for the SPV. The MD & DGM Finance is expected to be on board by October 31 and the Depot Manager has been appointed and will be in place by October 1. Interviews are pending for the Procurement Officer. All other key staff for SPV is expected to be appointed by December 31.

8. **HD SPV and Transit Oriented Development, TOD.** One of the advantages of having an SPV responsible for implementing and then overseeing BRT in Hubli Dharwad is the ability of the SPV to focus on more than just daily operations and service provision. In North American and European cities with rapid transit, it is normal for a special unit within the transit authority to be created for the explicit purpose of managing the authority's "surplus" real estate and promoting transit-oriented development around stations and terminals.

9. This promotion can take a number of forms. First, Authority-owned real estate could be developed by the authority alone or under a PPP arrangement with a private development company partner. Second, the unit within the Authority would take the lead in working with city planners and the development community to promote public and non-motorized oriented development around or even on top of stations and terminals as part of the master planning and site planning review processes.

10. With this in mind, it might be desirable for the City to provide its equity to the SPV in the form of land in lieu of cash. The advantage of such an approach is that the land could not only be used as right of way for the construction of infrastructure and facilities, but it could also be used in the ways noted above to produce an ongoing income stream. This would save money on construction and provide a dedicated source of funds for Authority activities.

11. **Agreements between SPV and NWKRTC.** The mission discussed the formalization of the relationship between the SPV and the bus company i.e. NWKRTC. DULT informed the mission that they propose to have two contracts, (i) operations contract (ii) infrastructure agreement between the two organizations. DULT was advised to refer to agreements in place elsewhere in the country for contracting bus operations in preparing the operations contract between the SPV and NWKRTC. It was agreed that the draft agreements could be deferred till around January 31, 2012, after key staff was on board the SPV.

12. **Technical Assistance.** DULT shared with the Mission the final list of Consultancy Services and training to be taken up as part of the GEF project:

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

13. Comments were shared on the draft ToRs for (ii), (iv) and (v). It was agreed that the procurement for (ii), (iv) and (v) would be initiated at the earliest and no later than October 5.

14. **Project Management Consultancy for BRTS .** It was proposed & agreed during the Mission to remove the Detailed Design and procurement from the scope of work for the Project Management Consultant as that would delay the entire Project. The need of an Environment Officer has been identified and it is proposed to include this in the TOR. Based on these recommendations the estimate needs to be reworked as well.

15. **Consultancy for Communication & Outreach.** A revised **ToR** draft has been shared with the Bank which seems to be broadly in order. After discussions between the PMC and the Communications team it has been agreed to source the consultant for the Communications & Outreach Program on a Fixed Budget Selection basis. A closed cost will help to invite a variety of proposals in the same cost and help select the best firm.

16. **M&E for Social Safeguards.** After detailed discussions it was agreed that the monitoring for environment safeguards was better handled through environment experts in the supervision consultant teams and did not warrant a separate monitoring arrangements. Therefore M&E for Safeguards would focus only on social safeguards.

17. **Project M&E.** DULT and CEPT presented the indicators proposed to be tracked for Project M&E under the MoUD benchmarking exercise. The Mission highlighted several additional items which would need to be surveyed and tracked in addition to the items envisaged under the benchmarking exercise, such as, customer satisfaction surveys, vehicle travel speeds (PT as well as personal transport) on the BRT corridor before and after the Project etc. It was agreed that a revised proposal would be submitted to the PMU and the Bank by November 30, 2012.

18. **Procurement.** Mission informed that the procurement plan for H-D BRTS corridor had been approved on September 12, 2012 with few comments with a request for a re-submission. The revised plan after modification of the planned activity dates will have to be disclosed after the plan is cleared. SPV raised the issue of engagement of CEPT, Ahmedabad, as PMC for ITS. Bank did not find engagement of CEPT on single source as PMC for ITS acceptable and had recommended for competitive selection. SPV felt this may require Bank's reconsideration as SPV finds many advantages for continuation of CEPT who is involved with the design of the system. The Mission and PMU/PMC explained the intricacies of the work of PMC for ITS which involves handling complex technical issues related to hardware and software which are not necessarily the core expertise of CEPT. Nevertheless, Mission agreed to review if additional justifications are provided.

19. Mission discussed the comments provided by SPV on the procurement capacity assessment particularly on using e procurement platform. SPV had already agreed to develop a complaint handling system and disclosure mechanism which is to be made known to the bidder. SPV clarified the yearly system integrity check using a third party will be done by GoK as SPV will be using the portal used by GoK. Bank clarified that role of the SPV will be to ensure the audit is done by GoK. Mission informed that it is going ahead with the disclosure of the procurement capacity assessment within Bank. The procurement capacity will be reassessed when the SPV is fully staffed and operational which is expected by January 2013.

20. The Mission discussed the TOR for the three consultancies (Communication & Outreach, M&E for Environmental and Social and PMC) and requested for a revision of the TORs. Mission also requested SPV for working out the estimates based on revised TOR. It was agreed that revised TOR along

with detailed cost estimates and EOI will be submitted by October 5, 2012, and the shortlist and draft RFP by December 15, 2012.

21. Bank has already provided comments for the three REOIs on September 20, 2012. The soft copy REOI may also be submitted for simultaneous publication in the Press and UNDB

22. While acknowledging receipt of model RFP for using the earlier version of SRFP, Mission requested that this may be first reviewed by PMC before submitting to the Bank.

23. SPV informed mission that first bidding document for civil works is expected to be submitted by early December, 2012. It confirmed that it is using e procurement enabled document approved by the Bank in KSHIP project.

24. Mission had been raising issues about proactive support by PMC at MOUD on procurement matters. This support will be very challenging and crucial for HDBRTS who has to procure many works, goods and consultancies in a very short time. While SPV plans to get its staff trained in Bank funded procurement, this alone may not be adequate. Day to day support will be called upon from the PMC. Mission has its doubt if PMC will be able to provide such support with existing staffing and past record.

25. **Project Implementation Schedule.** The Mission discussed the next set of actions based on the implementation schedule prepared for the BRT. Based on the schedule, the project was expected to be completed in three years with the BRT launch proposed in the Oct-Nov 2014, and the final bus terminal works expected to be completed by mid 2015. The contract for road works on the BRT corridor has already been awarded. Once the land acquisition on the corridor is completed, the corridor is proposed to be expanded to 8 lanes between the two cities and outside city limits. DULT and the consultants shared with the Mission their plans to prepare BoQs and tender documents for the roads works, terminals and depots by December 15, 2012, and initiate the procurement following necessary approvals. Meanwhile, the EoI for technical consultancies is proposed to be launched shortly.

26. **Environment Management. Draft EIA:** The mission discussed its most important comments on the draft EIA, since detailed comments were already shared in a marked up copy in advance of the mission, for the Hubli Dharwad BRT component into the project. It was agreed that issues of:

- i) Facilities for Buses – workshops, stations, depots and their environmental implications
- ii) Tree-cutting and compensation, including locations, modalities, etc.
- iii) Provision of Noise barriers – whether green barriers would suffice
- iv) Extent of impact on the lake and its compensation
- v) Alternative analysis for locations/configuration of bus-stops/shelters

would be reviewed, revised and augmented as appropriate, and the draft EIA would be available for review by October 8, 2012.

27. **Implementation Arrangements.** The mission was informed that the interviews for staffing the SPV created for the project is underway and expected to be completed by October 31, 2012. This should include an engineer who will be responsible for oversight of environmental aspects within the SPV, liaison with the DULT, NPMU and Bank teams.

28. For the road component already under implementation through KRDCCL, the mission highlighted the need for continuous environmental supervision in line with the EMP prepared using KSHIP 2 documentation. It also highlighted the need for ensuring safe construction – for workers, other road users, and general public. It was discussed and agreed that the consultant team assisting the KRDCCL would be strengthened and an environmental engineer would included for the rest of the execution of this

component. It was agreed that the DULT will inform the Bank about this as soon as the revision of the contract is made.

For the PMC to be hired for the works to be supported with Bank funding, the consultant team would include a full-time environmental engineer. It would also be useful to have explicit recognition of the safety management function and its proper provision in the contract for this assignment.

29. **Social Safeguards.** Since the last supervision mission in June, 2012, the Bank and GoK are engaged in finalizing the RAP and consultancy contracts. The draft RAP has been reviewed by the Regional Safeguard Office and comments have been provided. These comments are now being addressed by GoK. Some of the concerns include relocation of affected religious structures on the Government lands and adequate R&R assistance to the affected PAPs especially to the non- title holders. The GOK informed that none of the non title holders (squatters and encroachers) are affected by the project as they have now re-verified. The mission informed that this should be clarified in the final RAP and there should be enabling provisions for this category of people as they may encounter such impacts during the implementation. In case of title holders, the R&R assistance will also be negotiated as per of consent award subject to minimum thresholds proposed in the Entitlement Matrix. As regards to relocation of affected religious structures, it is proposed to hold consultations and draw proceedings on the agreements reached during those consultations and accordingly implement the agreed actions. The mission also informed that the first notification for private land acquisition has been issued for 7 out of 10 villages and the process for selection of SPV staff including the Safeguard positions (R&R Manger and Social Development Officer) has began and the selected staff are expected to be in place by November/ December, 2012. The ToRs for two consultancy assignments( R&R Implementation Support and R&R Monitoring and Concurrent Evaluation consultant) are now ready and the process will be initiated shortly.

30. The revised RAP will be submitted on October 8 2012.

31. **Financial Management:** The discussions for FM Assessment were concluded. Details are in Annex 8.

32. **Government Processing.** The endorsement for the restructuring has been received from DEA. The Bank has initiated the internal process for the restructuring. The Mission emphasized that while the FM and Procurement Assessments have been concluded the two other important items for concluding the processing of the restructuring i.e. approved and disclosed RAP and EIA/EMP, would need to be concluded in a time bound manner.

### **Key Agreed Actions – to be updated**

- Submit revised EIA, EMP and RAP by October 8 ;
- Finalization and disclosure of EIA/EMP & RAP by November 30
- Signing of MoU between KRDC, SPV and DULT by December 7
- Submit Procurement & Implementation Plan by October 1
- Submit revised TORs and EoI for PMC, M&E and Communications Outreach by October 5, 2012; EoI Shortlist & draft RFP submitted by Dec 15
- Finalise Bidding Documents for Civil Works and Road Works by December 15, 2012
- Draft Agreements between SPV and NWRKTC by January 31, 2013
- Staffing for SPV to be completed by December 31



### Financial Management

A review of adequacy of existing financial management arrangements was made for the project on September 20-25, 2012. This involved visit to Pimpri Chinchwad (PCMC) PIU and Karnataka for upcoming Hubli Dharwad PIU and discussions with the FM counterpart at PMU. The Mission concluded that the improvements in FM arrangements are progressing well however close monitoring and oversight needs to be maintained by PMU to avoid any slippages. The overall assessment on different contours with detailed assessment on Hubli Dharwad is detailed below.

1. **Budgeting:** It has been informed that budget provisioning has been made by all PIU's in their respective state budget. However, except PCMC all other PIU's are yet to submit a copy of their state budget for FY 12-13 to PMU. The same needs to be compiled and provided to Bank not later than October 31 2012.
2. **Internal Audit:** The internal audit for the quarter ending June 2012 has been completed. A copy of the internal audit reports was shared with the Bank during the mission. During the last mission, Bank had raised concerns over the extent of coverage by internal auditors suggesting that opinion may also be expressed towards adequacy of internal control mechanism existent in the project and recommendation (if any) on improvement of those. The preliminary assessment of reports for quarter ending June 2012 suggests that aspects of contract management, physical progress of works and related aspects have been covered by the auditor. The detailed review of these reports will be undertaken and communicated to project in due course of time.
3. **External Audit:** The external audit reports for all the PIU's (PCMC, MoUD, KSRTC for GEF and Naya Raipur and PCMC for both IBRD and GEF) have been submitted to the Bank as on September 26 2012. However it is noted that the audit reports for MoUD have not been issued on the letter head of the auditors. MoUD has been requested take this up on an urgent basis with the office of AG. The other reports are under review and the Bank will provide its detailed comments by way of review letter by October 31 2012.
4. **Staffing:** The FM staffing at all PIU's is adequate. However in PCMC due to superannuation of accounts officer And transfer of deputy accountant and head clerk , there has been a complete change in the FM staff involved with the maintenance of project related accounts. The PMU needs to ensure adequate handholding and support to the present staff to ensure the continuity of FM arrangements in place. Kindly refer paragraph on PCMC for further details.
5. **Accounting:** The accounts for the project are maintained in TALLY software (except KSRTC where it is maintained in Oracle). Requisite training has already been provided by PMU to the respective PIU's. It was apprised that there is a need for capacity building and handholding at Naya Raipur. The PMU has in particular made an attempt to facilitate the PIU during IUFRR preparation. The progress will be monitored during next mission.
6. **Financial progress:** Since the disbursements are based on half yearly reimbursement, the position on this remains as of the previous mission in June 2012. The next IUFRR (basis which reimbursement is made) is due for submission to Bank by November 15 2012.

PIA	NRDA	PCMC	KSRTC	AICTSL	MoUD
Financial Progress %	14.71%	22.68%	21.75%	2.40%	0.58%

Disbursement: As on September 25, 2012, against IBRD an amount of USD 16.148 million (15.35 %) (including Designated Advance of USD 7 million) stands disbursed. For GEF, an amount of USD 2.948 million (14.50 %)(including designated advance of USD 2 million) stands disbursed. Given that this is the second year of project, the disbursements are yet to gain momentum and are an area of concern. With a proposal for inducting Hubli , as one of the implementing agency it is expected that the disbursements will improve in the next FY. It is also

expected that in Naya Raipur the pace of disbursements will improve as the procurement of major works will be finalized in FY 12-13. For Indore PIU, the counterpart funding remains to be an area of concern.

7. **Reporting:** The submission of IUFRR is timely. The half yearly IUFRR for March 2012 stands disbursed. The next IUFRR submission for the half year ended September 2012 is due by November 15 2012.

**Discussion on PCMC and Hubli Dharwad:**

A) **PCMC:** The mission visited the PIU and held discussions on the existing FM arrangements of the project. The specific discussions held are documented below:

a) **Staffing:** Discussions were held with Mr. Jagdale, who has been recently deputed as accounts officer, position which felt vacant due to superannuation of staff member. The broad FM modalities of the project wrt budgeting, fund flow, FM manual, audit etc were explained to him .It was also noted that due to transfer of deputy accountant and head clerk involved with maintenance of project related accounts, the entire team now made responsible for upkeep of records and related matters is new and would need handholding support from PMU. The matter was also highlighted during wrap up to Commissioner and the Bank team was assured that necessary manpower and resources will be made available to ensure that FM arrangements are sustained.

b) **Slow progress wrt contract on Empire Estate Flyover to M/S Gammon:** As has also been highlighted by the internal auditors, the contractor as mentioned has reported a physical progress of merely 17% in 18 months over a contract of 30 months. It has also been reported that the contractor has not deployed necessary resources due to inadequacy of funds. From Banks perspective, in line with contractual obligation an amount of INR 49.708 million has been released as mobilization advance (in may 2011) against Bank guarantee. No recovery has yet been made from the interim payment certificate (IPC's) since the overall payment is less than 30%. The concern on slow progress has already been raised by PCMC with the contractor and the task team is looking into the matter to help resolve it. The PIU needs to closely monitor this contract and if no progress in physical work is observed, then necessary action needs to be initiated as per the contractual terms to adjust the mobilization advance.

B) **Hubli Dharwad:** The discussions were held with the Chairman of Hubli Dharwad bus rapid transport system company (HDBRTSCO) on the FM related aspects and below is the summary of discussion held.

a) The Bank is in receipt of proposal for inclusion of Hubli-Dharwad as a part of SUTP project. The proposal requires restructuring of the project by allocation of an amount of USD 47 million (IBRD) and USD 1.9 million (GEF grant) which is available due to withdrawal of Pune city from the project. The FM assessment of the HDBRTSCO is being made in backdrop of the restructuring explained above.

b) **Institutional arrangements:** The Government of Karnataka (GoK) had provided in principle approval for the bus rapid transport system (BRTS) project<sup>2</sup> between Hubli and Dharwad cities. HDBRTSCO a special purpose vehicle (SPV) under Companies Act 1956 has been set up for project implementation of the project with an Authorized share capital of INR 200 million, 70% of which will be contributed by GoK and balance shared between Hubli Dharwad Municipal Corporation (HDMC), Hubli Dharwad Urban Development Authority (HDUDA), and North West Karnataka Road Transport Corporation (NWKRTC). The Board

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<sup>2</sup> vide its proceedings held on January 20 2012

- of Directors will be headed by Commissioner, Directorate of Urban Land Transport (DULT) and organizational structure of Company has been specified.
- c) The authorized share capital of INR 200 Million is divided into 20,00,000 (Twenty Lakhs) equity shares of Rs.100/- (Hundred) each. The paid up capital is INR 500,000 and the number of shares held are 5000.
- d) The initial discussions were held with the Chairman of HDBRTSCO on the FM related aspects. Following were the key inputs provided and the actions agreed:
- a. Budgeting: A portion of the funding for Hubli-Dharwad BRT Project is proposed to be met from the State Urban Transport Fund. A Head of Account -4217-60-800-06-01-059 is assigned for the said purpose. The company is also in discussion with state government for assigning a dedicated budget head for routing the government monies for this project. This will also ensure that at a later stage, i.e. post restructuring, Bank funds could also be channelized through this dedicated account. It is agreed that a dedicated budget head will be operational within 3 months of restructuring.
- b. Fund Flow: At present, the funding for the project is envisaged from the following sources: (a) Loan from the World Bank; (b) Grant from GEF; (c) Grants of State Government both from the budget and from the State urban transport fund; (d) Levy of cess under the Town and Country Planning Act; and (e) contribution to rolling stock by NWKRTC. Except for the amount to be collected as cess and contribution of NWKRTC, the rest would be released to HDBRTSCO by the Government, based on the year-wise budget requirements communicated by HDBRTSCO. NWKRTC contribution would be mainly for rolling stock. The cess would be collected by the HDUDA and HDMC and would be remitted to HDBRTSCO on a periodic basis. All project funds will flow through the project bank account of HDBRTSCO. As informed a separate Bank account has been opened by the company with State Bank of Mysore and an amount of INR 15.0 Crores has already been withdrawn from the treasury to start initial operations. In terms of procedure, a Designated Account (DA) will be maintained in the RBI and would be operated by Controller of Aid, Accounts and Audit (CAAA) under DEA. There will be a one-time fixed advance of US\$ 3 million which will be maintained throughout the project life and adjusted towards the end of the project. The Bank will replenish Designated Account equivalent to the amount claimed on eligible expenditure by the project and as reported in the IUFs. All the expenditures reported in the IUFs will be subject to confirmation or certification by the annual audit report.

Bank funds will flow through the office of CAAA to GoI which will pass on the funds to Government of Karnataka (GoK) as ACA releases. The state share and ACA releases of project funds will be budgeted under the state urban transport fund (and thereafter through the dedicated budget head once allotted to HDBRTSCO).

- c. Accounting: HDBRTSCO intends to maintain the accounts on TALLY software. The standard accounting procedures as per Companies Act will be followed by the company. This includes maintaining books on double entry on accrual basis. Going forward necessary manuals defining internal policies and procedures needs to be developed by the Company. The company also intends to make payments to vendors/contractors through electronic transfer. It has been agreed that once the same is operationalized, necessary assistance will be provided by PMU to ensure that

- relevant accounting heads are opened. This is to ensure that reports submitted to Bank are generated from the present system itself.
- d. Staffing: Advertisements have been made by the Company for recruitment of employees on contract and deputation basis. This includes positions for Deputy General Manager (Finance and Administration), Company Secretary and Manager (Finance). As shared with the Bank team, the response to this has been good and HDBRTSCO expects to finalize the recruitments by October 31 2012. The company also intends to develop a training policy of the company which will be formalized in due course.
  - e. Reporting: IUFR based disbursement would be followed for the project. The IUFR formats would be designed and agreed before restructuring. The Bank will disburse funds based on six-monthly IUFR. Quarterly IUFR's would be submitted by the HBDCL to the PMU. IUFR will be accompanied by the Statement of Sources and Uses of Funds showing actual expenditure. Reconciliations between IUFR and audited Statements of Expenditure will be done annually and ineligible expenditures will be recouped. Once TALLY has been installed, an attempt will be made to open separate ledger heads under existing software to ensure generation of financial information
  - f. External Audit: The Articles of Association (AOA), governs the appointment of auditors. It requires the First auditor or auditors of the company to be appointed by the Board within one month of the date of incorporation of the company. Presently no auditors have been appointed, however HDBRTSCO has requested The Comptroller and Auditor General of India (C&AG) to appoint a statutory auditor for the company. As far as the project audit is concerned, as the company will be under the supplementary audit of the AG, and it is envisaged that an entrustment of audit could be done to the State AG. The auditing arrangements will be finalized before restructuring and the auditors should be in place within three months of restructuring.
  - g. Audit committee: The AOA facilitates the review mechanism for audit reports. An audit committee of the Board of Directors would be set up to monitor the audit mechanism in place and for review of audit reports. Such committee should be setup within three months of restructuring.
  - h. Internal Audit: HDBRTSCO will be subject to internal audit of the project. The terms of reference of project internal auditor would be enhanced to cover this PIU also.
  - i. Retroactive financing : The PIU has requested for a retroactive financing of US\$ 100,000. It has been agreed with PIU that the payments made from October 1, 2012 till signing date will be eligible for Bank financing, provided; (i) these activities are included in the project description/costing; (ii) the procurement procedures of the Bank are appropriately followed to finance such expenditures; and, (iii) these expenditures will be audited and a combined audit report for the first year (covering expenditures for retroactive and proactive period) will be submitted to the Bank.
  - J. Since HDBRTSCO is in its inception stages and the systems are yet to be put in place the FM risk is pegged at 'Substantial'. This will be monitored and necessary checks and balances will be put in place as and when the systems are formalized. The following is the agreed action plan for the HDBRTSCO:

<b>Actions</b>	<b>Responsible entity</b>	<b>Timeline</b>
Creation of budget head	HDBRTSCO	Three months from restructuring
Setting up accounting systems	HDBRTSCO	Three months from restructuring
Appointment of Staff	HDBRTSCO	October 2012
Appointment of auditor\Entrustment of audit to	HDBRTSCO	Three months from restructuring

AG		
Setting up of audit committee	HDBRTSCO	Three months from restructuring

Overall rating:

Project rating : Financial Management	
Pimpri	MS
Naya Raipur	MS
Pune	--
Mysore	S
Indore	MS
PMU – MoUD	MS
<b>Overall Project</b>	MS

<u>Action Points</u>	<u>By Whom</u>	<u>By When</u>	<u>Status</u>
Audit report for MoUD for FY 11-12	PMU	Sep 30 2012	Received
Copy of State budget provisioning PIU's share for FY 12-13	PMU	Oct 31 2012	Received
Submission of and minutes of audit committee for quarter ending March 2012 and June 2012.	PMU	Oct 31 2012	Pending (Internal audit report received but not the minutes of the audit committee)

**Annexure 1 : Position of total cost, receipts and expenditure till date**

**Amount in INR/ Million**

Funding Agency	Karnataka - Mysore			Chattisgarh - Naya Raipur			Madhya Pradesh - Indore			Maharastra - PimpriChinchwad			MoUD- PMU		
	Total cost	Receipts	Exp. till Mar 12	Total cost	Receipts	Exp. till Mar 12	Total cost	Receipts	Exp. till Mar 12	Total cost	Receipts	Exp. till Mar 12	Total cost	Receipts	Exp. till Mar 12
Gol	124.77	47.04	13.49	344.00	0	1.90	292.80	0	0	1749.00	633.05	525.85	33.60	2.16	0.19
State Govt.	21.50	6.95	18.84	37.00	7.10	-	27.50	22.50	0	852.10	262.75	262.92	-	-	-
PIA	65.87	8.11	0	650.73	264.59	256.36	67.70	5.02	3.40	2273.98	392.57	357.13	0	0	0
IBRD (Loan)	-	-	-	669.00	-	-	-	-	-	2097.70	783.35	454.63	-	-	-
GEF (Grant)	91.20	44.61	33.54	91.20	16.07	5.20	91.20	18.97	8.09	91.20	23.08	1.87	340.80	42.23	1.97
<b>Total</b>	<b>303.34</b>	<b>106.81</b>	<b>65.87</b>	<b>1791.93</b>	<b>287.76</b>	<b>263.46</b>	<b>479.20</b>	<b>46.49</b>	<b>11.49</b>	<b>7063.98</b>	<b>2094.79</b>	<b>1602.40</b>	<b>374.80</b>	<b>44.39</b>	<b>2.16</b>
Financial progress			21.75			14.70%			2.40			22.68%			0.58%

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