

GOVERNMENT OF INDIA

**UNITED NATIONS DEVELOPMENT PROGRAMME
GLOBAL ENVIRONMENT FACILITY**

PDF BLOCK B PROJECT

Executing Agency: Ministry of Urban Development, Govt. of India

Local Implementing Agency: Ministry of Urban Development, Govt. of India

Cleaner Mobility in Urban Area

Urban transport is a major contributor to GHG emissions in India. With the projected increase in the urban population, the emissions from this sector would grow. However, changes in the pattern of meeting the travel demand, involving a shift from the use of personal motor vehicles to the use of non-motorized modes and public transport has the potential of enabling higher travel demand to be met by cleaner travel modes. Therefore, the objective of the full project would be to reduce Green House Gas (GHG) emissions associated with transportation in urban areas through 1) Greater reliance on public transport, (2) Greater reliance on non-motorized vehicles and (3) Incorporation of sustainable transport principles into the urban design of new settlements. The measures would be taken up in five selected sample cities, with a view to demonstrate its possibility and encourage replication in other cities as well. Simultaneously, the project would also seek to build institutional and individual capacity amongst those involved in urban transport planning so that such planning is better informed and equipped to sustain the emission reduction efforts in the selected cities as well as replicate the efforts in other cities. The PDF phase would design a specific package of measures for each selected city, keeping in mind its urban form, baseline travel characteristics and projected growth.

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LIST OF ACRONYMS

GHG	Green House Gas
DoUD	Department of Urban Development, Government of India
DoPT	Department of Personnel & Training, Government of India
MoEF	Ministry of Environment & Forests, Government of India
DEA	Department of Economic Affairs, Government of India
PSC	Project Steering Committee
NPD	National Project Director
IUT	Institute of Urban Transport (India)

SECTION I: Elaboration of the Narrative

PART I: SITUATION ANALYSIS

India's urban population is currently around 28% of its total population. Experience across the world has been that as economies grow, rapid urbanization takes this proportion to over 60% before it begins to stabilize. As such, it is projected that India's urban population would grow to about 473 million in 2021 and 820 million by 2051¹, as against only 285 million in 2001². Hence, urban India would add about 200 million people by 2021 and about 550 million by 2051. This would mean considerable increase in the urban travel demand and the consequent need to promote sustainable transport, such as non-motorized transport and public transport. (India has been adversely impacted, with GHG emissions having gone up from 1016 million tons in 1990 to 1235 million tons in 1995³. The transport sector is a significant contributor, with the energy consumed by this sector having accounted for about 10% of the total CO2 emissions in 1990⁴). In the first half of the 20th century, the bicycle was one of the most important means of transport in many countries. In the 1960s and 70s, mass motorization, particularly in the western countries, made it possible for many people to purchase cars. Distances increased and bicycles became a less attractive option as roads became more hazardous for them. Consequently, bicycle use diminished rapidly. Thus, between 1960 and 1980, in the Netherlands, bicycle kms dropped from 17 to 10 billion per year⁵ and in Delhi the share of bicycle trips out of the total trips dropped from 36% to 7% between 1957 and 1994⁶.

However, this downward trend has since come to an end in many European countries such as Denmark, the Netherlands, Germany, France, etc. Cities like Bogota (Colombia), Paris and Barcelona have recently developed policies to reintroduce the bicycle into the urban transport system. Mexico city has launched a bicycle network program that would include a 90 km network of bicycle tracks. Muang Laphum, a small Thai town has also decided to make cycling the center of its transportation system by building a 33 km bicycle network.

Further, it is well known that, on a per passenger-km basis, public transport is less polluting than personal vehicles. Yet, the share of public transport vehicles, in the total registered vehicles in India, has declined from 11% in 1951 to about 1% in 2001⁷.

Some of the reasons for this declining trend have been the following:

1. With growing income levels, there is a strong urge to display ones higher economic status through the use of personal vehicles. Therefore, public transport buses are socially perceived as a poor man's compulsion.
2. Individual commuters do not take into account the social costs of pollution when they make their travel mode choices, as these externalities do not cost them anything as individuals.

¹ Ribeiro, E.F. N., Paper presented at the annual congress of the Institute of Urban Transport (India), 2003, New Delhi

² Census 2001

³ Emissions inventory of India, Garg, Amit and Shukla, P.R. , 2002 -----

⁴ ALGAS report for 1990

⁵ The Economic Significance of Cycling: A study to illustrate the costs and benefits of cycling policy, V N G Uitgeverij

⁶ Tiwari, G: Road design for improving traffic flow, a bicycle master plan for Delhi, 1998

⁷ Motor Transport Statistics of India, Ministry of Road Transport & Highways, 2001-02

3. Public transport services have generally been of one type and targeted only at the low income segment of commuters. There has been very limited effort at providing premium services, aimed at the middle income segment, which should be the prime target for a shift from the use of personal vehicles to the use of public transport.

Thus, increasing urbanization, rising income levels, growing reliance on personal motor vehicles and an increasing share of road based modes would result in greater contributions by the transport sector to the GHG emissions.

PART II: STRATEGY

The objective of the full project would be to enable the growing travel demand to be met without increased GHG emissions. This would be done through:

4. Encouraging greater reliance on public transport
5. Encouraging greater reliance on non-motorized transport
6. Incorporation of sustainable transport principles into the urban design of new settlements

Specific measures would be implemented in five sample cities, with a view to demonstrate the potential of cleaner travel modes in meeting the increased travel demand. The results expected in the sample cities would encourage and offer lessons for replication in other cities as well. In addition, another objective would be to build capacity, both institutional and individual, to enable sustainability of the initiatives as well as their replication in other cities. The approaches mentioned above also conform to the national level thinking and are implementable options with long term CO₂ reduction potential. However, it may neither be feasible, not practical, to adopt all the measures in every selected city. Hence, a city specific set of interventions would be identified. These would depend on the city form, population growth projections, etc. Efforts will be to allow some overlap in the choice of measures in the selected cities as such overlap would provide an opportunity for (a) friendly competition, (b) networking / learning between cities, (c) opportunities to validate best practices, as opposed to city/context specific experiences, and (d) increase knowledge management activities. The specific measures would be detailed, through consultations during the PDF phase. Five cities would be adopted for the full project for implementation of the appropriate mix of initiatives designed for selected city. The selection criteria for the sample cities have been provided in the approved project proposal. The broad outcomes of the initiative are as follows:

- *Greater reliance on public transport*
- *Greater reliance on non-motorized modes*
- *Incorporation of sustainable transport principles into the urban design of new settlements*
- *Capacity building and public awareness campaigns*

During the PDF stage, initial exploratory efforts would be made to identify possible institutes at which these programs could be improved and the likely costs, so that these can be incorporated into the full project document. An annual urban transport conference would be institutionalized, to bring together the urban transport professionals in the country to share their experiences.

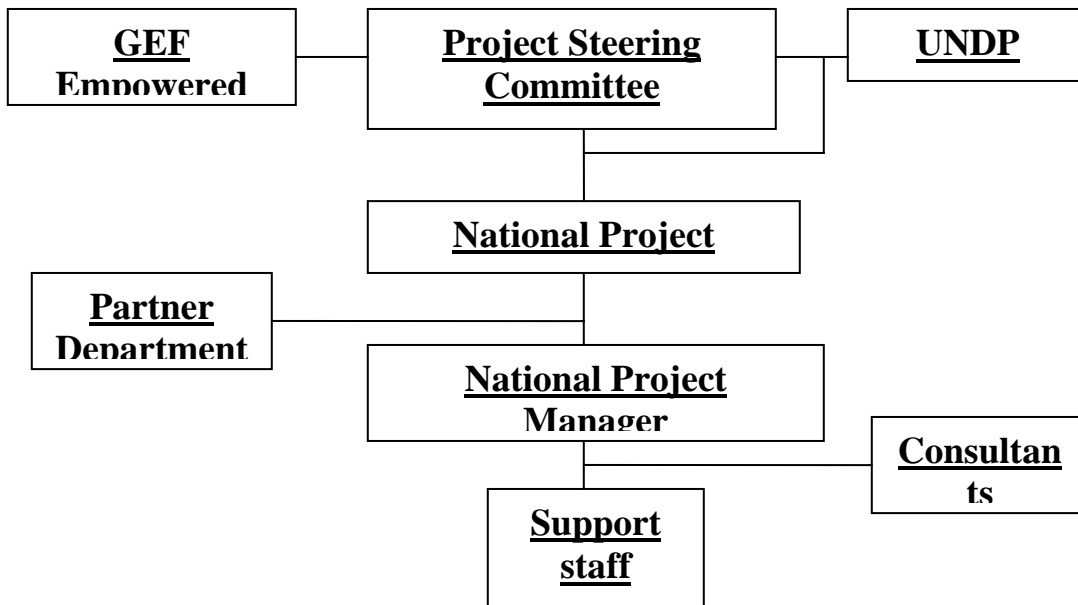
PART III: MANAGEMENT ARRANGEMENTS

A Project Steering Committee (PSC) would be constituted and would be headed by the Secretary, Department of Urban Development (DoUD). The DoUD would designate one of its senior officers at the level of Additional Secretary or Joint Secretary as the National Project Director (NPD) to responsible for the coordinating the implementation of the project on a day to day basis.

Under the overall supervision of the PSC and the NPD, the PDF phase of the project would be implemented by an identified professional organization such as the Institute of Urban Transport (IUT) or a project consulting firm. The implementing agency so identified would also designate a Project Manager who would be entirely dedicated to the implementation of this project, and would report to the NPD. The implementing agency would also designate specific support staff for the project who would work under the supervision of the Project Manager.

For the training needs analysis and training design the Training Division of the Department of Personnel & Training (DoPT) would provide technical assistance and support through the Master Trainers available with them. The DoPT would designate a nodal officer for this purpose to work under the overall supervision of the PSC and the NPD.

Specialized consultants would be contracted by the implementing agency or the Project Manager to carry out the required baseline studies and other surveys. The PDF phase would, therefore, have the following management structure:



The NPD will be responsible for day to day coordination and implementation of the PDF phase of the project, including interacting with the partners and seeking co-financing options. The Project Manager will be responsible for hiring consultants to carry out the different components of the approved work plan. For this purpose he would prepare the bid documents, invite bids and award the work. He would also monitor the progress of work and submit periodic reports to the NPD as agreed upon. He would be responsible for monitoring and ensuring timely

completion of the work by the consultants and other professionals engaged for different components of the work plan.

The work plan would be prepared by the Project Manager in close consultation with the NPD and also approved by the PSC. Minor amendments to the work plan as may be warranted mid course could be approved by the NPD. However, any major changes would need to be approved by the PSC. If such major changes become necessary on an emergent basis, approval of the Chairman of the PSC would be obtained and subsequently ratified by the PSC.

The GEF Empowered committee would review and approve the main output, namely the Project Brief, before its submission to the GEFSEC.

"In order to accord proper acknowledgement to GEF for providing funding, a GEF logo will appear on all relevant GEF project publications, including among others, project hardware and vehicles purchased with GEF funds. Any citation on publications regarding projects funded by GEF should also accord proper acknowledgement to GEF. The UNDP logo should be more prominent and separated from GEF logo if possible, as UN visibility is important for security purposes".

Monitoring and Evaluation Plan: The project activities would be undertaken as per a detailed action plan defining the schedule of the activities, responsibilities, milestones and budgets towards completion of the activities. Monitoring of the project shall aim to ensure that the activities follow this activity plan within the planned budgets. The NPD shall undertake regular monitoring of the project progress and shall be supported by the Project Manager. Activities of the consultants shall be guided by the documented TORs that shall include details relating to deliverables and costs. The NPD and the Project Manager will also interact with partner departments towards analyzing project progress. The UNDP would maintain a role in monitoring project implementation and ensuring that GEF funds are used in accordance with GEF eligibility rules, policies and norms. Monitoring of project progress shall also be undertaken on a monthly basis by an internal project monitoring team consisting of the NPD and Project Manager.

Legal Context:

This Project Document shall be the instrument referred to as such in Article I of the Standard Basic Assistance Agreement between the Government of India and the United Nations Development Programme. The host country implementing agency shall, for the purpose of the Standard Basic Assistance Agreement, refer to the government co-operating agency described in that Agreement.

UNDP acts in this Project as Implementing Agency of the Global Environment Facility (GEF), and all rights and privileges pertaining to UNDP as per the terms of the SBAA shall be extended *mutatis mutandis* to GEF.

The UNDP Resident Representative in India is authorized to effect in writing the following types of revision to this Project Document, provided that he/she has verified the agreement thereto by GEF Unit and is assured that the other signatories to the Project Document have no objection to the proposed changes:

- a) Revision of, or addition to, any of the annexes to the Project Document;
- b) Revisions which do not involve significant changes in the immediate objectives, outputs or activities of the project, but are caused by the rearrangement of the inputs already agreed to or by cost increases due to inflation;
- c) Mandatory annual revisions which re-phase the delivery of agreed project inputs or increased expert or other costs due to inflation or take into account agency expenditure flexibility; and
- d) Inclusion of additional annexes and attachments only as set out here in this Project Document.

The Executing Agency and Implementing Agency shall, at all times, ensure compliance with the NEX Guidelines annexed hereto. They would also comply with the requirements contained in the UNDP Programming Manual to the extent they do not conflict with the said NEX Guidelines or extant rules and provisions of Government of India.

SECTION II: STRATEGIC RESULTS FRAMEWORK

Output	Activities	Q1	Q2	Q3	Q4
Preparation of a full scale project for Cleaner Mobility in Urban India	Constitution of Project Steering Committee and identification of stakeholders	■			
	Detail sustainable transport models/methodologies to be piloted	■			
	Shortlist potential cities				
	Identify 5 sample cities for the project	■	■	■	
	Establish baselines and conduct of project design studies for each city			■	
	Identify training needs			■	
	Design training programs	■	■	■	
	Design awareness programs			■	
	Identify lead national institute and design knowledge management system	■	■		
	Design monitoring, implementation plan	■	■		
	Facilitate log frame workshop and develop full GEF and UNDP project documentation	■	■		

Note: Outputs and activities to be verified and confirmed during the inception workshop and during the meetings of the various working groups during the project duration.

SECTION III: TOTAL BUDGET AND WORK PLAN

