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Dr. M. RAMACHANDRAN



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सचिव, भारत सरकार
Secretary to the Government of India

No.K-14011/25/2007-UT
Dated: 6th October, 2009.

Dear Chief Secretary,

As you are aware, the Government of India has formulated National Urban Transport Policy (NUTP) in April, 2006. NUTP, 2006 calls for concerted efforts to strengthening capability at the institutional level and individual level in order to undertake the task of development and implementation of sustainable urban transport systems. Capacity Building for various aspects of urban transport is essential as the problems associated with these are of relatively recent origin in India.

2. Keeping in view the problems associated with urban transport and for promoting improved knowledge and capacity to undertake comprehensive urban transport planning, this Ministry has formulated a scheme for "Capacity Building in Urban Transport for all cities in India in line with NUTP, 2006" for better implementation during the 11th plan period. The scheme will continue in 12th plan period also. The components of this scheme include training, education, conference, journals, institutional development etc. The Scheme envisages setting up of Unified Metropolitan Transport Authority (UMTA) and Urban Transport Cell in various cities/ULBs to carry forward the urban transport agenda. Accordingly, it provides for capital support for setting up these institutions in various mission cities for providing technical support to State/city Governments subject to the condition that urban local body will have a clear and definite financial stake in establishing these bodies.

3. The detailed guidelines for the scheme are attached as Annexure-I. The same are also available in the Ministry's website, www.urbanindia.nic.in.

4. I would, therefore, request you to direct the concerned officers to avail the benefits of the scheme of Capacity Building in Urban Transport for resolving urban transport issues associated with urban mobility and enhancing capability for undertaking a coordinated approach to improve the problems associated with them.

with regards,

Yours sincerely,

(Dr.M. Ramachandran)

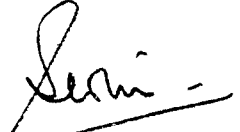
Encl: As above.

To

All Chief Secretaries of State Governments/UTs
(As per list attached).

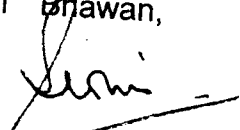
Copy to:-

1. Principal Secretary (UD), Principal Secretary (LSG), Principal Secretary (Transport)/all States Govt/UTs.
2. Municipal Commissioners (65 Mission cities)
3. JS&FA, M/o Urban Development, Nirman Bhawan, New Delhi.
4. Economic Advisor, M/o Urban Development, Nirman Bhawan, New Delhi.
5. MD/RITES, MD&CEO/UMTC, MD/DMRC, MD/BMRC, MD/KMRC, MD/CMRC.
6. Executive secretary, IUT for wide publicity amongst its members.


(S.K. Lohia)
OSD(MRTS)
Tel. 23061114

Copy also to:

1. Member Engineering, Railway Board, M/o Railways, Govt. of India, New Delhi-110001.
2. Secretary, Ministry of Civil Aviation, Rajeev Gandhi Bhawan, Safdarjung Airport, New Delhi-110003.


(S.K. Lohia)
OSD(MRTS)
Tel. 23061114

Scheme for Capacity Building in Urban Transport

1.0 Introduction

1.1 Like in other developing countries, cities in India have also witnessed a rapid growth in the number of personal motor vehicles leading to severe congestion and air pollution in the cities. So far, attempts to mitigate these problems have largely been in the form of increased supply of transportation services, whether they be in the form of Metro Rail systems, expanded bus services, road widening, construction of flyovers or similar other initiatives.

1.2 Such measures have only a limited impact and can not serve the purpose of improving mobility in urban areas on a sustainable basis. Improving overall mobility requires several other measures to be undertaken in a coordinated manner, such as improved integration of land use and transport planning, integration of public transport systems, demand restraint measures, etc. Unfortunately the capability for undertaking such a coordinated approach to improving mobility and a complete understanding of such issues is lacking at the State Government or city level. It is in this context that this scheme for capacity building in urban transport has been formulated for implementation during the 11th Plan period and would continue in 12th Plan period also.

1.3 Though the scheme would be applicable to all the cities across India, focus shall be on JnNURM Mission cities, cities with a population of 5 lakh and above (2001 census) and State capitals in 1st phase.

2.0 Components of the capacity building

This scheme for capacity building has the following components:

2.1 Training

- Identification and strengthening of regional centers for training in urban transport planning.
- Development of training curriculum and other training materials.
- Conduct of training programs.

2.2 **Education**

- Development of curriculum and faculty development of Institutes conducting post graduate and doctoral level educational programs in urban transport planning.

2.3 **Conferences and Journals**

- Annual Conference on urban transport to be held in India.
- Nomination of Indian professionals to Conferences abroad.
- Professional journal on urban transport.
- Subscription to International journals on Urban Transport.

2.4 **Institutional Development**

- Development of legal and administrative frameworks.
- Development of manuals, codes and standards.
- Development of a national database.
- Development and strengthening of Institute of Urban Transport (India), a national level institute for coordinating research and dissemination of new information.
- Promotion of national level consultancy organizations to provide a pool of professional manpower to assist State/city Governments.
- Setting up of institutions for the Research and Design; and safety certification of externally guided rail based transit systems and other new systems that may be developed for urban transport
- Setting up of Unified Metropolitan Transport Authority (UMTA) and Urban Transport Cell in various mission cities.

3.0 **Training**

3.1 The focus of this component will be to develop awareness, skills and a deeper understanding of the requisite issues for urban transport planning amongst those already employed in the State/city and engaged in the area of urban transport planning.

3.2 Regional training centers would be identified through a process of inviting Expressions of Interests from all Training Institutions in the country. Out of the

applications received, around three to four centers would be strengthened as regional centers for training, on the following basis:

- a) Geographical spread;
- b) Capability of the existing faculty and quality of the existing infrastructure;
- c) Potential for tying up with professional and academic institutions nearby;

Once the institutions are identified, a plan for strengthening each of them would be developed and these training centers would be strengthened in accordance with such a plan.

3.3 A Central exercise of developing a training curriculum and training material as well as in training of trainers would be taken up through the Institute of Urban Transport (India) or another identified institution, by using expert resource persons of high quality. It would cover training of about 100 trainers who would undergo training of about 8 weeks in India and about three weeks abroad. In addition about 2500 trainees from various State Governments/UTs,ULBs/para-statals shall also be trained for about six weeks in India by these trainers and other experts. Some of the trainees (around 300-400) would also be trained abroad for about one/two week. These trained personnel, specially those who are trained abroad, shall be kept in Urban Transport Cell by the State/ULBs for preferably five years.

3.4 The approximate cost of this component would be about Rs.37.8 crore over five years.

4.0 Education

4.1 The focus of the education component is to create a pool of skilled manpower to be available in the country for recruitment by various organizations engaged in urban transport. Alumni from such programs would be potential recruits for State Transport Corporations, State Transport Departments, Municipal bodies, consultancy organizations, research and academic institutions, etc. accordingly it will focus on development of curriculum and faculty development of Institutes conducting post graduate and doctoral level educational programs in urban transport planning.

4.2 The approximate cost of this component would be about Rs.4.5 crore over five years.

5.0 Conferences and Journals

5.1 This sub component recognizes that the latest in any field is first made known through professional Conferences and journals. There is a significant time lag between the latest in any field and its incorporation into training programs.

5.2 It is in view of the same this component on Conferences and Journals has been conceptualized. An Annual Conference on the broad theme of urban transport with at least 3 or 4 sub themes, depending on areas of current importance, would be held every year, preferably in Delhi. Awards shall be given in various areas for excellence in Urban Transport during the Conference. This would be overseen and guided by a Steering Committee headed by the Secretary, Ministry of Urban Development and drawing representatives from amongst other professionals in the field, State Governments, Planning Commission, Ministry of Road Transport & Highways, etc.

5.3 Proceedings and papers presented at this Conference would be disseminated widely through a quarterly journal in which a section of the papers presented would be included. The journal would have an Editorial Board, composed of people nominated by the Ministry of Urban Development. The Editorial Board would make a selection of the most useful papers for inclusion in the journal. The journal could also include papers from outside those presented during the Conference.

5.4 In order to keep abreast with the latest developments in the field of urban transport globally, international journals subscription shall be taken and a database shall be created in Institute of Urban Transport (India).

5.5 The Institute of Urban Transport (India) would be responsible for the overall management of the Conferences and publication of the quarterly journal.

5.6 About 20 twenty urban transport professionals from India would also be nominated every year to professional Conferences abroad. Selections /Nominations for these Conferences would be made by a Selection Committee constituted by the Ministry of Urban Development, Govt. of India using the following criteria:

- The nominee should have written a paper to be presented at the Conference which should have been accepted by the Conference Organizer, and the quality of the paper should be found to be of the high order by the Selection Committee. Ministry of Urban Development.

- Alternatively the nominee should be a key decision maker in the ULB, State or Central Govt.
- The International Conference should be a well known and professionally recognized Conference i.e. held at regular intervals of not less than once in 2 years.

5.7 The costs to be provided would cover the travel cost by Economy Class (regardless of the level of the nominee), and a Daily Allowance, boarding and lodging etc. as admissible to the officers of Government of India traveling abroad. Registration fee, if any sought by the Conference organizer, will have to be paid by the organization to which the nominee belongs or by the nominee himself. This is being insisted upon to ensure that there is a sense of ownership in such nominations by the organization to which the nominee belongs or the nominee himself.

5.8 The total cost of this component is estimated to be Rs.5.3 crore over five years.

6.0 Institutional Development

6.1 It is well recognized that a number of other supporting activities need to be implemented in order to develop overall capacity for urban transport in the country. This includes the development of legal and administrative frameworks, a number of manuals and codes, a national database, a mechanism to coordinate research sponsorship and dissemination of research results, mechanisms to provide technical support to the State/city Governments, as well as an institutional mechanism for Research and Development and to certify the safety of rail based and other externally guided transit systems.

6.2 Institutional capacity would primarily involve creating a pool of knowledge and a knowledge management center that would sustain and enhance expertise as well as facilitate more informed planning as well as formulation of right mitigation strategies. It would also sponsor regular research to help formulate the right mitigation strategies, without merely adopting what other countries have tried. The Institute of Urban Transport (India), an existing institute under the purview of the Ministry of Urban Development would be suitably strengthened under this scheme to discharge this responsibility. It would be built up to serve as a National level facility to provide

continuous advice and guidance on the principles of good urban transport planning as emerges from its research. Advice on new technologies would also be regularly available to implementing agencies from this institute. For this purpose, the institute would become a store house of information on the various public transport technologies being used in different parts of the world and would maintain the latest information and literature on the experience with such technologies. It would, in fact be a comprehensive repository of the best practices in the field. **However, besides above the Ministry of Urban Development would also support the individual projects under the scheme which would assist in better implementation. Such cases would be governed by separate guidelines.**

6.3 The virtual lack of a database on urban transport statistics has severely constrained the ability to formulate sound urban transport plans and reliably assess the impact of the different initiatives that have been taken. The IUT (India) would build up a database for use in planning, research, training, etc in the field of urban transport.

6.4 The need for strengthening of safety certification agency is being felt for metro rail systems in view of various metro rail projects coming up in the country. Hence, the office of the Chief Commissioner of Railway Safety, which functions under the Ministry of Civil Aviation is proposed to be strengthened for undertaking such safety certification. A separate Cell for Research & Development for metro rail projects would also be set up in Research, Design and Standardization Organization under Ministry of Railways.

6.5 Unified Metropolitan Transport Authority (UMTA) and Urban Transport Cell in various cities are a must to carry forward the Urban transport agenda as envisaged in the National Urban Transport Policy-2006. As such, the Scheme would support setting up of these institutions in JnNURM Mission cities to provide technical support to the State/City Governments **subject to the Urban Local Bodies(ULBs) having a clear and definite financial stake in establishing these bodies.**

6.6 All these activities would be supported through suitable consultancy arrangements, where required, and the consultants would be selected through an open and transparent process.

6.7 The total cost of this component is estimated to be Rs.51.4 crore over five years.

7.0 Management Arrangements and monitoring

7.1 The implementation of this scheme for capacity building in urban transport would be directed and overseen by the Ministry of Urban Development and would be guided by a Steering Committee headed by Secretary (Urban Development). It would include representatives from the Planning Commission, DOPT, some State Governments, and professionals in the field besides Director (NIUA), JS & FA (MOUD), OSD (MRTS), and TCPO and Director (UT) will be the Member Convener. The Steering Committee **would approve a set of guidelines to support individual projects under the scheme** and would have overall responsibility besides guiding the overall implementation of the scheme. The broad cost estimates of the scheme are attached as Annexure-A.

7.2 Modifications to the Scheme guidelines may be approved by the Steering Committee, where representative of Ministry of Finance shall also be invited..

7.3 The Institute of Urban Transport (India) shall be the project implementation unit (PIU) and the lead institution for implementation of the entire programme in a coordinated manner so that different components of capacity building programme could be effectively synergized. For this purpose, the Institute will enter into a MOU with the Ministry of Urban development. Different components may be out-sourced by the IUT to separate institutions, but the lead institution would take responsibility for proper coordination and will report progress from time to time to the MoUD. The PIU will also service the Steering Committee.

7.4 A review may be done once a year by the Steering Committee to review the outcome of the Scheme in which Economic Advisor and representative of Finance Ministry will also be invited.

**Year wise funds requirement for Capacity Building Scheme for Urban
Transport**

2009-10	Rs.13 crore
2010-11	Rs.20 crore
2011-12	Rs.25 crore
2012-13	Rs.25 crore
2013-14	Rs.16 crore
Total	Rs.99 crore