

अनुराग जैन, भा.प्र.से.
सचिव
ANURAG JAIN, I.A.S.
Secretary



भारत सरकार
आवासन और शहरी कार्य मंत्रालय
निर्माण भवन, नई दिल्ली-110011
Government of India
Ministry of Housing and Urban Affairs
Nirman Bhawan, New Delhi-110011

D.O. No. K-14011/5/2024-MRTS-IV

1st April, 2024

Dear Chief Secretary,

Ministry of Housing & Urban Affairs (MoHUA) conducts the annual Urban Mobility India (UMI) Conference through Institute of Urban Transport (India) to create an awareness of best practices by leading professionals in urban transport sector around the world through panel discussions, networking events, associated exhibition, etc. This year, the **17th UMI Conference-cum-Expo 2024** is scheduled to be held from **25th to 27th October, 2024** at **The Leela, Gandhinagar & Mahatma Mandir Convention Centre, Gandhinagar, Gujarat.**

2. In this Conference, awards for excellence in different categories of urban transport and best practices projects, would be considered based on performance of cities/metro companies, as per details given in the **Annex-1**. MoHUA will decide the winners in accordance with the recommendations for awards made by an Awards Selection Committee constituted for this purpose.

3. I, therefore, request you to kindly encourage officials of City / Urban Local Body / Public Transport Organizations in your State / UT to send entries in different categories, as per the procedure prescribed in **Annex-2**, latest by **31st July, 2024**.

Warm Regards

Yours sincerely,


(Anurag Jain)

Encl: As above.

Chief Secretaries of all States/ UTs

**Ministry of Housing & Urban Affairs
Urban Transport Wing**

**Nirman Bhavan
New Delhi, 1st April, 2024**

17th UMI Conference & Expo 2024

Awards for Excellence in Urban Transport/ Best Practice Projects

Ministry of Housing & Urban Affairs is organizing the **17th Urban Mobility India Conference-cum-Expo 2024** from **25th to 27th October, 2024** (Friday to Sunday) at the **Mahatma Mandir, Gandhinagar, Gujarat.**

2. In this Conference, as in the previous year, award entries are invited from all States/ UTs, Metro Rail Companies, Transport Undertakings, etc. in the following 12 categories in the proforma enclosed (Annex-2):

- i. City with the Most Sustainable Transport System;
- ii. City with the Best Public Transport System;
- iii. City with the Best Non-Motorized Transport System;
- iv. City with the Best Safety and Security System & Record;
- v. City with the Best Intelligent Transport System (ITS);
- vi. City with the Most Innovative Financing Mechanism;
- vii. City with Best Record of Public Involvement in its Transport Planning;
- viii. City with the Best Freight Transport System;
- ix. City with the Best Green Transport Initiative;
- x. Metro Rail with the Best Multimodal Integration;
- xi. Metro Rail with the Best Passenger Services and Satisfaction; and
- xii. Running trophy for the State / UT, which has Implemented Best Urban Transport Projects during the previous year.

3. **Conditions for accepting entry:**

- (i) Award proposal will be considered only for those projects / plans which have been successfully completed and implemented on ground by the city / parastatal.
- (ii) Awards will not be given to consultants. However, entries submitted by NGOs and similar other organizations could be considered if the same is supported / endorsed by the State Government Department / Urban Local Body / Parastatal.
- (iii) The projects awarded earlier will be considered afresh only if it has made remarkable progress / achievement since the time of last award. The entry should be adequately justified with necessary supporting documents, photo/ video.
- (iv) **The closing time and date for submission of entries is 6:00 pm on 31st July, 2024. Entries received thereafter will not be considered.**
- (v) All the entries are required to be uploaded on the website www.urbanmobilityindia.in at <http://www.urbanmobilityindia.in/Awards/SubmityouEntry.aspx> and also sent to awards@iutindia.org.
- (vi) Hard copy of the documents may also be sent by speed post directly to the following address before due date:

**Director General,
Institute of Urban Transport (India)
Anand Vihar Metro Station Building,
Delhi- 110092.**

Ministry of Housing & Urban Affairs
Urban Transport Wing

Nirman Bhavan
New Delhi, 1st April, 2024

Urban Mobility India Conference cum Expo 2024

Submission of entry formats for Awards of Excellence in Urban Transport

Part I: General Information

Awards Category under which proposed:
Name of the Project :
Person to be contacted with contact details i. Name: ii. Designation: iii. Department: iv. Organization: v. Phone: vi. Email: vii. Alternative contact person (Name & Mobile No.):

Part II: City related data / information

(Compulsory data for all project categories)
(Sources to be mentioned for all data)

II. A. General City Information

- i. Population with year:
- ii. Area (sq km):
- iii. Density (person per sq km):
- iv. Road length (km) with year
 - a. Total Road length:
 - b. Primary road network length (Master Plan roads):
- v. Registered vehicles (by vehicle type):
- vi. Average monthly household income (in Rs)
- vii. Average Monthly Household Transport Expenditure (in Rs)

II. B. City Transport Information along with year and source

i. Mass transport system:

Mode	Network length (km)	Fleet Size	Ridership (with year)
a) Road Based Mass Transit			
– City Buses			
– BRT			
– Others (specify)			
b) Rail Based Mass Transit			
– Metro Rail			
– Mono Rail			
– Suburban / Commuter Rail			
c) Name of public transport agency operating Bus / Metro / Rail systems			

ii. Para Transit / NMT (Estimated Daily Ridership with year)

a. Auto Rickshaw:

b. Taxi:

c. App based cab:

d. E-Rickshaw:

e. Cycle Rickshaw:

f. Others (specify)

II. C. Mobility levels (for city) with year and source

- i. Daily number of trips - All trips
- ii. Mode wise trips
- iii. Modal split (% share by mode of travel)
- iv. Trip purpose (% share by purpose)
- v. Average trip length (Km)
 - All trips
 - Motorised trips only

II. D. Traffic accidents (in Number and mention year)

- i. Total:
- ii. Fatal:
- iii. Injurious:

CATEGORY 1: CITY WITH THE MOST SUSTAINABLE TRANSPORT SYSTEM

1. Brief description of project

- i. Need / context / problem statement:
- ii. Objectives / Aim:
- iii. Scope / coverage:
- iv. Project brief (250 words max):
- v. Key infrastructure requirements (Brief description of the infrastructure built up for this project):

2. Project outline with key financial features

- i. Project execution details
 - a. Start date:
 - b. Contractual completion date:
 - c. Actual completion date :
 - d. Commencement Date of Operations:
- ii. Cost details
 - a. Estimated cost:
 - b. Actual cost on completion:
- iii. Contribution in cost by different agencies (mention name of scheme also)
 - a. Centre:
 - b. State:
 - c. ULB Govt.:
 - d. Other sources (Private Funding, Viability Gap Funding, Multilateral Funding, etc):
- iv. Financial details
 - a. PPP model (Yes / No). If Yes brief details:
 - b. Economic benefits (EIRR):
 - c. Financial status (FIRR):
 - d. Revenue as % to operation cost:

If delayed, identify main reasons for delay in execution of project:

3. Key Performance indicators

- i. Share of trips by sustainable modes (%):
 - Public transport share (%)
 - Shared modes (Ola/Uber etc)
 - Cycling share (%)
 - Walk share (%)
- ii. Sustainable transport infrastructure supply (nos.)
 - Cycling network (Km)
 - Footpath on both sides of roads (Km)
 - Bus fleet
 - Metro fleet
 - Shared modes fleet (Ola/Uber/autos)
 - E rickshaw
 - Public bike sharing (PBS)
 - Electric vehicle fleet
 - Cars
 - Two wheelers
 - Auto rickshaw

- iii. Safety aspects
 - a. Use of reflective devices, especially for cyclists (%)
 - b. Traffic accidents (number)
 - c. People killed or seriously injured in road traffic accidents (number)
 - d. Use of pedestrian crossing facilities (%)
 - e. Fatality rate per lakh population
 - f. Fatality rate for pedestrian and NMT (%)
 - g. Old vehicles still in use (%)
 - h. Effective Police patrol teams (number)
- iv. Provision of exclusive pedestrian areas/zone (Car free/vehicle free)
 - a. % City covered
- v. Segregated NMT (Walking /cycling) network length available in km
- vi. Demand Management measures adopted (Brief description of each)
 - Congestion pricing
 - Flexi works schedule
 - Car pool/ Van pool
- vii. Transport Governance status (Brief description)
 - Unified transport Authority/Body for decision making
 - Transport cell with transport planners/ town planners for implementation
 - Role of ULB
- viii. Urban Transport Financing Mechanism in practice (brief description)
 - Budgetary support
 - Private sector participation
 - Innovative sources of funding
- ix. Integrated Land use Transport Planning Approach adopted (brief description)
 - Compact development
 - Transit Oriented Development around stations
 - Transport Guided corridor development
 - Transport Accessibility and Connectivity
 - Population Density (Gross persons /Developed area in hectare)
 - Mixed land use on major transit corridors /Network (% area under non-residential use)
 - Intensity of development -Citywide (FSI)
 - Intensity of Development along Transit Corridors
 - (FSI transit corridor / FSI)
 - Clear pattern and completeness of networks
- x. Status on Stakeholder participation/public participation in transport project identification and implementation (brief description)
- xi. Availability of Mobility Plan/Comprehensive Traffic and Transport Plan for the city
 - Status (Yes/No) (if yes, then mention year)
 - Updated Plan (Yes/No) (if yes, then mention year)
- xii. Urban Transport Information system availability (Brief description)
 - Data Bank/Repository
 - Dashboard
- xiii. Status on ULB interaction with Academia/Industry
 - MoU if any
 - Advisory Committees/Expert Committees

4. Impacts (brief description)

- i. Mobility
 - Before and after policy implementation change in modal share (%)
 - Before and after policy implementation change in share of walk and cycling (%)
- ii. Carbon Emissions (GHG)
 - Existing Emission intensity
 - Before and after change (%)
- iii. Transport Energy consumption - existing and growth trends for last five years
 - Petrol
 - Diesel
 - CNG
- iv. Air Quality
 - Existing average AQI
 - Before and after change (%)
- v. Safety
 - a. Traffic accidents (number) before and after
- vi. Environmental Pollution
 - Levels of Air pollutants from Urban transport such as:
 - i. Carbon dioxide (CO₂)
 - ii. Sulphur dioxide (SO₂)
 - iii. Carbon monoxide (CO)
 - iv. Particulates (PM₁₀)

5. Key Project Stages (Brief description of each aspect in about 100-150 words maximum)

- i. Conceptualisation and Planning
- ii. Project Formulation and Management
- iii. Project Financing Approach
- iv. Project Monitoring and Evaluation mechanism

6. Innovation and Achievements/ Impacts (Brief description wherever applicable)

- i. Innovation/Technology Adaptation
- ii. Community Participation/Stakeholder involvement
- iii. Contribution to City liveability, quality of life and societal impact
 - a. aesthetics
 - b. safety
 - c. environmental quality
 - d. efficiency
 - e. equity
 - f. any other benefits / achievements
- iv. What is the involvement of the ULB in the project?
- v. Potential of scalability (in case of projects which are not yet city wide)
- vi. Project Sustainability approach for future

CATEGORY 2: CITY WITH THE BEST PUBLIC TRANSPORT SYSTEM

1. Brief description of project

- i. Need / context / problem statement:
- ii. Aim/ Objectives
- iii. Scope / coverage:
- iv. Project brief (250 words max):
- v. Key infrastructure details (Brief description of the infrastructure built up for this project):

2. Project outline with key financial features

- i. Project execution details
 - a. Start date:
 - b. Contractual completion date:
 - c. Actual completion date:
 - d. Commencement Date of Operations:
- ii. Cost details
 - a. Estimated cost (unit Rs):
 - b. Actual cost on completion (Unit Rs)
- iii. Contribution in cost by different agencies (mention name of scheme also)
 - a. Centre:
 - b. State:
 - c. ULB Govt.:
 - d. Other sources (Private Funding, Viability Gap Funding, Multilateral Funding, etc):
- iv. Financial details
 - a. PPP model (Yes / No). If Yes brief details:
 - b. Economic benefits (EIRR):
 - c. Financial status (FIRR):

If delayed, identify main reasons for delay in execution of project:

3. Key Physical Performance indicators of the project

- i. Coverage (km):
- ii. Network density (km/sq km area) :
- iii. Fleet Size
- iv. Vehicle Utilization (Km) :
- v. Fleet Utilisation (%):
- vi. Average Load factor
- vii. Passengers carried /day :
- viii. Passengers carried/bus/day:
- ix. Average Passenger km/day
- x. Utilisation of carrying capacity (passenger km to seat km)
- xi. Staff per Bus Ratio:
- xii. Breakdowns (% of bus in operation)
- xiii. Accidents/1,00,000 bus km
- xiv. Dead mileage (% of total mileage)
- xv. Presence of Organized Public Transport System in Urban Area (%)
- xvi. Extent of Supply - Availability of Public Transport

- xvii. Service Coverage of Public Transport in the city
- xviii. Average waiting time for Public Transport users (min)
- xix. Level of Comfort in Public Transport (Crowding)
- xx. % fleet size as per urban bus specification
- xxi. Any Other:

4. Key Financial Performance Indicators of the project (in Rs)

- i. % Operating ratio (operating cost /operating revenue)
- ii. Earning per km
- iii. Earning per seat km
- iv. Earning per bus
- v. Earning per passenger km
- vi. Cost per passenger km
- vii. Cost per km
- viii. EPK/CPK ratio
- ix. Share of Fare box Revenue of total revenue (%):
- x. % return on capital invested
- xi. Extent of Non-fare revenue (%)
- xii. Staff/bus ratio
- xiii. Operating Ratio
- xiv. Any other :

5. Key Project Stages (Brief description of each aspect in about 100-150 words maximum)

- i. Conceptualisation and Planning
- ii. Project Formulation and Management
- iii. Project Financing Approach
- iv. Project Monitoring and Evaluation mechanism

6. Innovation and Achievements/ Impacts (Brief description wherever applicable)

- i. Innovation/Technology Adaptation
- ii. Community Participation/Stakeholder involvement
- iii. Contribution to City liveability, quality of life and societal impact
 - a. safety
 - b. environmental quality
 - c. efficiency
 - d. any other
- iv. Involvement of the ULB in the project
- v. Potential of scalability (in case of projects which are not yet city wide)
- vi. Project Sustainability approach for future

CATEGORY 3: CITY WITH THE BEST NON-MOTORISED TRANSPORT SYSTEM

1. Brief description of project

- i. Need / context / problem statement:
- ii. Aim/ Objectives :
- iii. Scope / coverage:
- iv. Project brief (250 words max):
- v. Key infrastructure details (Brief description of the infrastructure built up for this project)

2. Project outline with key financial features

- i. Project execution details
 - a. Start date:
 - b. Contractual completion date:
 - c. Actual completion date:
 - d. Commencement Date of Operations:
- ii. Cost details
 - a. Estimated cost (unit Rs):
 - b. Actual cost on completion (unit Rs):
- iii. Contribution in cost by different agencies (mention name of scheme also)
 - a. Centre:
 - b. State:
 - c. ULB Govt.:
 - d. Other sources (Private Funding, Viability Gap Funding, Multilateral Funding, etc):
- iv. Financial details
 - a. PPP model (Yes / No). If Yes provide brief details:
 - b. Economic benefits (EIRR):
 - c. Financial status (FIRR):
- v. If the project got delayed, identify main reasons for delay in execution of project:
- vi. % of NMT network covered
- vii. Encroachment on Cycle roads by vehicles parking (%)
- viii. NMT Parking facilities at Interchanges (%)

3. Key Physical Performance indicators of the project

- i. NMT Network Coverage (km):
- ii. Operational NMT route Network density (km/sq km area) :
- iii. % of population covered under NMT network:
- iv. Estimated Fleet Size :
- v. Estimated passengers carried by NMT modes
- vi. Average Trip Length of NMT user (Km):
- vii. Modal share of NMT modes (%)
- viii. Share of NMT in daily pass km travelled in city
- ix. Trip purpose share by NMT mode
- x. Average trip cost by NMT modes /km and per passkm

4 Impacts

- i. Share of NMT trips before & after (%)
- ii .Share of Walk trips before & after(%)
- iii .Levels of reduction in Air pollutants:
 - Carbon dioxide (CO₂)
 - Sulphur dioxide (SO₂)
 - Carbon monoxide (CO)
 - Particulates (PM₁₀)

5.Key Project Stages (Brief description of each aspect in about 100-150 words maximum)

- i. Conceptualisation and Planning
- ii. Project Formulation and Management
- iii. Project Financing Approach
- iv. Project Monitoring and Evaluation mechanism

6.Innovation and Achievements/ Impacts (Brief description wherever applicable)

- i. Innovation/Technology Adaptation
- ii. Community Participation/Stakeholder involvement
- iii. Contribution to City liveability, quality of life and societal impact
 - a. safety
 - b. environmental quality
 - c. efficiency
 - d. any other benefits / achievements
- iv. What is the involvement of the ULB in the project?
- v. Potential of scalability (in case of projects which are not yet city wide)
- vi. Project Sustainability approach for future

CATEGORY 4: CITY WITH THE BEST SAFETY AND SECURITY SYSTEM & RECORD

1. Brief description of project

- i. Need / context / problem statement:
- ii. Objectives / Aim:
- iii. Scope / coverage:
- iv. Project brief (250 words max):
- v. Key infrastructure requirements (Brief description of the infrastructure built up for this project):

2. Project outline with key financial features

- i. Project execution details
 - a. Start date:
 - b. Contractual completion date:
 - c. Actual completion date :
 - d. Commencement Date of Operations:
- ii. Cost details
 - a. Estimated cost:
 - b. Actual cost on completion:
- iii. Contribution in cost by different agencies (mention name of scheme also)
 - a. Centre:
 - b. State:
 - c. ULB Govt.:
 - d. Other sources (Private Funding, Viability Gap Funding, Multilateral Funding, etc.):

3. Key performance indicators of project

- a) Presence of monitoring system and its coverage in the city
- b) % of network with street design guidelines (as per IUT)
- c) Police station density (police station per 10000 population)
- d) Number of CCTV cameras before and after project implementation
- e) Number of fatal accidents before and after project implementation
- f) Number of accidents before and after project implementation
- g) People killed or seriously injured in road traffic accidents (number)
- h) % community satisfaction of road safety
- i) Number of thefts/burglaries before and after project implementation
- j) Number of murders before and after project implementation
- k) Number of riots etc. before and after project implementation
- l) Number of street lights before and after project implementation
- m) Number of police personnel per lakh population before and after project implementation
- n) % community satisfied with level of security
- o) Degree of IT application in municipal services
- p) % community satisfied with record automation and availability in ULB
- q) Response time to emergency (minutes)
- r) Use of reflective devices, especially for cyclists (%)

4. Key Project Stages (Brief description of each aspect in about 100-150 words maximum)

- i. Conceptualisation and Planning
- ii. Project Formulation and Management
- iii. Project Financing Approach
- iv. Project Monitoring and Evaluation mechanism

5. Innovation and Achievements/ Impacts (Brief description wherever applicable)

- i. Innovation/Technology Adaptation
- ii. Community Participation/Stakeholder involvement
- iii. Contribution to City liveability, quality of life and societal impact
 - a. safety
 - b. environmental quality
 - c. efficiency
 - d. equity
 - e. any other benefits / achievements
- iv. What is the involvement of the ULB in the project?
- v. Potential of scalability (in case of projects which are not yet city wide)
- vi. Project Sustainability approach for future

CATEGORY 5: CITY WITH THE BEST INTELLIGENT TRANSPORT SYSTEM (ITS)

1. Brief description of project

- i. Need / context / problem statement:
- ii. Objectives / Aim:
- iii. Scope / coverage:
- iv. Project brief (250 words max):
- v. Key infrastructure details (Brief description of the infrastructure built up for this project):

2. Project outline with key financial features

- i. Project execution details
 - a. Start date:
 - b. Contractual completion date:
 - c. Actual completion date :
 - d. Commencement Date of Operations:
- ii. Cost details
 - a. Estimated cost:
 - b. Actual cost on completion:
- iii. Contribution in cost by different agencies (mention name of scheme also)
 - a. Centre:
 - b. State:
 - c. ULB Govt.:
 - d. Other sources (Private Funding, Viability Gap Funding, Multilateral Funding, etc):
- iv. Financial details
 - a. PPP model (Yes / No). If Yes brief details:
 - b. Economic benefits (EIRR):
 - c. Financial status (FIRR):
 - d. Revenue as % to operation cost:

If delayed, identify main reasons for delay in execution of project:

3. Key Performance indicators of the project

- i. % of primary road network nodes with Traffic signal density (Traffic signal/total no of nodes on primary network)
- ii. % of Traffic signals with pedestrian phase
- iii. Length of corridors which are signal synchronized (km)
- iv. Number of intersections which are signal synchronized
- v. Presence of command control center and its coverage in the city
- vi. Number of buses enabled with GPS and PIS system for monitoring purpose
- vii. Number of Auto rickshaws and taxis which are GPS enabled
- viii. Incident detection (% of road network/node/area type covered by incident detection)
- ix. Traffic management and traffic control measures (% of road network/node/area type covered by traffic management and traffic control measures)
- x. ITS services coverage (% of road network type covered by ITS services and applications)

- xi. Real-time traffic information relating to current traffic conditions on the road network (% of road network/node/area type covered by real-time traffic information services)
- xii. Dynamic travel information on travel data provided by any transport operators or service providers (% of road network /node/area type covered by dynamic travel information services)
- xiii. Annual investment in road ITS
 - Annual operating & maintenance costs of road ITS
 - Availability of traffic surveillance system
 - Passenger information system (LED displays and screens inside stations or speakers)
 - Global Positioning system
 - Signal Synchronization
 - Integrated ticketing system
 - Signalised intersection

4. Benefits/Impacts of ITS

- i. Change in travel time (% change in peak period travel time along routes / within areas where ITS has been implemented or improved)
- ii. Change in road accident resulting in death or injuries numbers (% change in number of reported road accidents resulting in death or injuries along routes / within areas where ITS has been implemented or improved)
- iii. Change in traffic-CO2 emissions (% change in annual traffic CO2 emissions on routes / within areas where ITS has been implemented or improved)

5. Key Project Stages (Brief description of each aspect in about 100-150 words maximum)

- i. Conceptualisation and Planning
- ii. Project Formulation and Management
- iii. Project Financing Approach
- iv. Project Monitoring and Evaluation mechanism

6. Innovation and Achievements/ Impacts (Brief description wherever applicable)

- i. Innovation/Technology Adaptation
- ii. Community Participation/Stakeholder involvement
- iii. Contribution to City liveability, quality of life and societal impact
 - a. aesthetics
 - b. safety
 - c. environmental quality
 - d. efficiency
 - e. equity
 - f. any other benefits / achievements
- iv. What is the involvement of the ULB in the project?
- v. Potential of scalability (in case of projects which are not yet city wide)
- vi. Project Sustainability approach for future

CATEGORY 6: CITY WITH THE MOST INNOVATIVE FINANCING MECHANISM

1. Brief description of project

- i. Need / context / problem statement:
- ii. Objectives / Aim:
- iii. Scope / coverage:
- iv. Project brief (250 words max):
- v. Component of the project to be financed

2. Project outline with key financial features

- i. Project execution details
 - a. Start date:
 - b. Contractual completion date:
 - c. Actual completion date:
 - d. Commencement Date of Operations:
- ii. Cost details
 - a. Estimated cost:
 - b. Actual cost on completion:
- iii. Contribution in cost by different agencies (mention name of scheme also)
 - a. Centre:
 - b. State:
 - c. ULB Govt.:
 - d. Other sources (Private Funding, Viability Gap Funding, Multilateral Funding, etc):
- iv. Financial details
 - a. PPP model (Yes / No). If Yes brief details:
 - b. Economic benefits (EIRR):
 - c. Financial status (FIRR):
 - d. Revenue as % to operation cost:
 - e. Financial Model
 - f. Interest rate for the Project: (Only Applicable for Urban Financing Project)
 - g. Fund allocation for different project components
 - h. Phasing of project cost/investment
 - i. Year of Achieving Threshold Level / Breakeven point
 - j. Percentage of Non-Fare Revenue:

If delayed, identify main reasons for delay in execution of project:

3. Key Project Stages (Brief description of each aspect in about 100-150 words maximum)

- i. Conceptualisation and Planning
- ii. Project Formulation and Management
- iii. Project Financing Innovative Approach
- iv. Project Monitoring and Evaluation mechanism

4. Innovation and Achievements/ Impacts (Brief description wherever applicable with emphasis on innovative financing mechanism)

- i. Innovation/Technology Adaptation
- ii. Stakeholders involvement
- iii. Financial impact (Revenues)
- iv. Contribution to City liveability, quality of life and societal impact
 - a. aesthetics
 - b. safety
 - c. environmental quality
 - d. efficiency
 - e. equity
 - f. any other benefits / achievements
- v. What is the involvement of the ULB in the project?
- vi. Potential of scalability (in case of projects which are not yet city wide)
- vii. Project Sustainability approach for future

CATEGORY 7: CITY WITH BEST RECORD OF PUBLIC INVOLVEMENT IN ITS TRANSPORT PLANNING

1. Brief description of project

- i. Need / context / problem statement:
- ii. Objectives / Aim:
- iii. Scope / coverage:
- iv. Project brief (250 words max):
- v. Key infrastructure requirements (Brief description of the infrastructure built up for this project):

2. Project outline with key financial features

- i. Project execution details
 - a. Start date:
 - b. Contractual completion date:
 - c. Actual completion date:
 - d. Commencement Date of Operations:
- ii. Cost details
 - a. Estimated cost:
 - b. Actual cost on completion:
- iii. Contribution in cost by different agencies (mention name of scheme also)
 - a. Centre:
 - b. State:
 - c. ULB Govt.:
 - d. Other sources (Private Funding, Viability Gap Funding, Multilateral Funding, etc):
- iv. Financial details (if relevant)
 - a. PPP model (Yes / No). If Yes brief details:
 - b. Economic benefits (EIRR):
 - c. Financial status (FIRR):
 - d. Revenue as % to operation cost:

If delayed, identify main reasons for delay in execution of project:

3. Key Project Stages (Brief description of each aspect in about 100-150 words maximum)

- i. Conceptualisation and Planning with emphasis public participation /stakeholders
- ii. Project Formulation and Management
- iii. Project Financing Innovative Approach
- iv. Project Monitoring and Evaluation mechanism

4. Innovation and Achievements/ Impacts (Brief description on items wherever applicable with focus on public involvement in transport planning)

- i. Innovation/Technology Adaptation
- ii. Stakeholders involvement/Public involvement
- iii. Financial impact (Revenues)

- iv. Contribution to City liveability, quality of life and societal impact
 - a. aesthetics
 - b. safety
 - c. environmental quality
 - d. efficiency
 - e. equity
 - f. any other benefits / achievements
- v. What is the involvement of the ULB in the project?
- vi. Is there a transport plan for the city and is public involvement part of the transport planning process
- vii. Potential of scalability (in case of projects which are not yet city wide)
- viii. Project Sustainability approach for future

CATEGORY 8: CITY WITH THE BEST FREIGHT TRANSPORT SYSTEM

1. Brief description of project

- i. Need / context / problem statement:
- ii. Objectives / Aim:
- iii. Scope / coverage:
- iv. Project brief (250 words max):
- v. Key infrastructure requirements (Brief description of the infrastructure built up for this project):

2. Project outline with key financial features

- i. Project execution details
 - a. Start date:
 - b. Contractual completion date:
 - c. Actual completion date:
 - d. Commencement Date of Operations:
- ii. Cost details
 - a. Estimated cost:
 - b. Actual cost on completion:
- iii. Contribution in cost by different agencies (mention name of scheme also)
 - a. Centre:
 - b. State:
 - c. ULB Govt.:
 - d. Other sources (Private Funding, Viability Gap Funding, Multilateral Funding, etc):
- iv. Financial details
 - a. PPP model (Yes / No). If Yes brief details:
 - b. Economic benefits (EIRR):
 - c. Financial status (FIRR):
 - d. Revenue as % to operation cost:

If delayed, identify main reasons for delay in execution of project:

3. Key Physical Performance indicators of the project

- i. Average Pay Load (in Tonne)
- ii. Percentage share of NMT/Green Modes
- iii. Average Loading/unloading time (time units)
- iv. Average distance travelled per collection/ delivery (km)
- v. Total distance travelled on roads in urban area transporting goods by vehicles
- vi. Average time taken per collection/delivery (time units)
- vii. Average operating cost per collection/delivery
 - Rs/km
 - Rs/tonne km
- viii. Freight Intensity goods moved (ton km/day)
- ix. Average length of haul (km)
- x. Empty running (Km)
- xi. Greenhouse gas emissions (units/day)

4. Freight Infrastructure planning and management

- i. Infrastructure for handling freight
 - loading/unloading areas
 - freight terminals
 - Other facilities
- ii. Freight management details
 - Spatial Restrictions
 - Temporal Restrictions
- iii. Is the freight transport infrastructure needs adequately incorporated in the Master Plan
- iv. Have the freight infrastructure requirements assessed scientifically in Transport Plan of the city
- v. What is the level of ITS application in freight transport management
- vi. Has the city implemented any best practices urban freight initiative such as city logistics?

5. Key Project Stages (Brief description of each aspect in about 100-150 words maximum)

- i. Conceptualisation and Planning
- ii. Project Formulation and Management
- iii. Project Financing Approach
- iv. Project Monitoring and Evaluation mechanism

6. Innovation and Achievements/ Impacts (Brief description wherever applicable)

- i. Innovation/Technology Adaptation
- ii. Community Participation/Stakeholder involvement
- iii. Contribution to City liveability, quality of life and societal impact
 - a. safety
 - b. environmental quality
 - c. efficiency
 - d. equity
 - e. any other benefits / achievements
- iv. What is the involvement of the ULB in the project?
- v. Potential of scalability (in case of projects which are not yet city wide)
- vi. Project Sustainability approach for future

CATEGORY 9: CITY WITH THE BEST GREEN TRANSPORT INITIATIVE

1. Brief description of project

- i. Need / context / problem statement:
- ii. Objectives / Aim:
- iii. Scope / coverage:
- iv. Project brief (250 words max):
- v. Key infrastructure requirements (Brief description of the infrastructure built up for this project):

2. Project outline with key financial features

- i. Project execution details
 - a. Start date:
 - b. Contractual completion date:
 - c. Actual completion date:
 - d. Commencement Date of Operations:
- ii. Cost details
 - a. Estimated cost:
 - b. Actual cost on completion:
- iii. Contribution in cost by different agencies (mention name of scheme also)
 - a. Centre:
 - b. State:
 - c. ULB Govt.:
 - d. Other sources (Private Funding, Viability Gap Funding, Multilateral Funding, etc):
- iv. Financial details
 - a. PPP model (Yes / No). If Yes brief details:
 - b. Economic benefits (EIRR):
 - c. Financial status (FIRR):
 - d. Revenue as % to operation cost:

If delayed, identify main reasons for delay in execution of project:

3. Key Performance Indicators of Green Transport

- i. % share of trips of Walk, NMT & electric mobility the city
- ii. Green Transport fleet supply (Total nos. and per 10,000 population)
 - Cycles
 - Electric Cycles
 - Electric Two wheelers
 - Electric Auto rickshaw
 - Electric cars
 - CNG Buses
 - Electric buses
 - Electric freight vehicles
 - App based cab services (Ola/Uber etc.)
 - Car/van pool services/shuttle
- iii. Operating cost /km and per pass km
- iv. Revenue per km and per pass km
- v. Economic Efficiency before and after
- vi. Energy consumption per pass km
- vii. Alternative Fuels filling stations

4. Key Project Stages (Brief description of each aspect in about 100-150 words maximum)

- i. Conceptualisation and Planning
- ii. Project Formulation and Management
- iii. Project Financing Approach
- iv. Project Monitoring and Evaluation mechanism

5. Innovation and Achievements/ Impacts (Brief description wherever applicable)

- i. Innovation/Technology Adaptation
- ii. Community Participation/Stakeholder involvement
- iii. Contribution to City liveability, quality of life and societal impact
 - a. aesthetics
 - b. safety
 - c. environmental quality
 - d. efficiency
 - e. equity
 - f. any other benefits / achievements
- iv. What is the involvement of the ULB in the project?
- v. Potential of scalability (in case of projects which are not yet city wide)
- vi. Project Sustainability approach for future

CATEGORY 10: METRO RAIL WITH THE BEST MULTIMODAL INTEGRATION

1. Brief description of project

- i. Need / context / problem statement:
- ii. Objectives / Aim:
- iii. Scope / coverage:
- iv. Project brief (250 words max):
- v. Key infrastructure details (Brief description of the infrastructure built up for this project):

2. Project outline with key financial features

- i. Project execution details
 - a. Start date:
 - b. Contractual completion date:
 - c. Actual completion date:
 - d. Commencement Date of Operations:
- ii. Cost details
 - a. Estimated cost:
 - b. Actual cost on completion:
- iii. Contribution in cost by different agencies (mention name of scheme also)
 - a. Centre:
 - b. State:
 - c. ULB Govt.:
 - d. Other sources (Private Funding, Viability Gap Funding, Multilateral Funding, etc):
- iv. Financial details
 - a. PPP model (Yes / No). If Yes brief details:
 - b. Economic benefits (EIRR):
 - c. Financial status (FIRR):
 - d. Revenue as % to operation cost:
 - e. Share of fare box revenue of total revenue(%)
- v. If delayed, identify main reasons for delay in execution of project:

3. Key indicators of the project

- i. Network length (km)
- ii. Network Coverage (km/sq km):
- iii. Average passengers carried/day
- iv. Average daily traffic earning (unit Rs)
- v. Average Passenger km/day
- vi. Capacity utilisation (Passenger km to Capacity km)
- vii. Any Other:

4. Key Performance Indicators of multi modal integration

- i. Types of multi modal modes available at metro stations
- ii. % of Interchange passengers
- iii. Average Multi modal interchange area at various levels (sq m)
- iv. Access Modal share of arriving passengers at stations (%)
- v. Dispersal mode share of departing passengers at stations (%)

- vi. Average interchange time at station per passenger (min.)
 - Arriving passengers
 - Departing passengers
- vii. Average daily interchange passenger traffic by various modes
 - Arriving passengers,
 - Departing passengers,
 - Total passengers
- viii. Average interchange cost at station per passenger (Rs)
- ix. Average interchange time
 - Arriving passengers
 - Departing passengers
 - Overall
- x. Ratio of interchange cost to total commuting cost per passenger
- xi. Ratio of interchange time to total commuting time per passenger
- xii. Details of Feeder transport systems managed by metro agency
- xiii. Is there a last mile connectivity policy generally practised at stations
- xiv. Parking charges of various access and dispersal modes
- xv. Parking management strategy of access and dispersal modes
- xvi. Walkability status around primary catchment area (2 sq km)
- xvii. Number of bus routes serving various stations
- xviii. Details of physical integration
- xix. Details of fare integration , if any
- xx. Details of operational integration (scheduling), if any
- xxi. Total cost per passenger (average)
- xxii. Total cost per passenger km (average)

5. Key Project Stages (Brief description of each aspect in about 100-150 words maximum)

- i. Conceptualisation and Planning
- ii. Project Formulation and Management
- iii. Project Financing Approach
- iv. Project Monitoring and Evaluation mechanism

6. Innovation and Achievements/ Impacts, if any (Brief description wherever applicable)

- i. Innovation/Technology Adaptation
- ii. Stakeholder involvement
- iii. Contribution to City liveability, quality of life and societal impact
 - a. aesthetics
 - b. safety
 - c. environmental quality
 - d. efficiency
 - e. equity
 - f. any other benefits / achievements
- iv. What is the involvement of the ULB in the project?
- v. Potential of scalability (in case of projects which are not yet city wide)
- vi. Project Sustainability approach for future

CATEGORY 11: METRO RAIL WITH THE BEST PASSENGER SERVICES AND SATISFACTION

1. Brief description of project

- i. Need / context / problem statement:
- ii. Objectives / Aim:
- iii. Scope / coverage:
- iv. Project brief (250 words max):
- v. Key infrastructure details (Brief description of the infrastructure built up for this project):

2. Project outline with key financial features

- i. Project execution details
 - a. Start date:
 - b. Contractual completion date:
 - c. Actual completion date:
 - d. Commencement Date of Operations:
- ii. Cost details
 - a. Estimated cost:
 - b. Actual cost on completion:
- iii. Contribution in cost by different agencies (mention name of scheme also)
 - a. Centre:
 - b. State:
 - c. ULB Govt.:
 - d. Other sources (Private Funding, Viability Gap Funding, Multilateral Funding, etc):
- iv. Financial details
 - a. PPP model (Yes / No). If Yes brief details:
 - b. Economic benefits (EIRR):
 - c. Financial status (FIRR):
 - d. Revenue as % to operation cost:
 - e. Share of fare box revenue of total revenue(%)
- v. If delayed, identify main reasons for delay in execution of project:

3. Key indicators of the project

- i. Network length (km)
- ii. Network Coverage (km/sq km):
- iii. Average passengers carried/day
- iv. Average daily traffic earning (unit Rs)
- v. Average Passenger km/day
- vi. Capacity utilisation (Passenger km to Capacity km)
- vii. Any Other:

4. Key Performance indicators

- i. % of passengers satisfied with overall metro system and its service
- ii. % of passengers satisfied with reliability and punctuality of services
- iii. % of passengers satisfied with maintenance of the stations
- iv. % Passengers satisfied with last mile connectivity services
- v. % passengers satisfied with station facilities and amenities
- vi. % passengers satisfied with safety and security at stations
- vii. % passengers satisfied with signages at stations
- viii. % passengers satisfied with air conditioning within train
- ix. % passengers satisfied with management of crowd at stations
- x. % passengers satisfied with ticketing and information kiosks facilities at stations

5. Key Project Stages (Brief description of each aspect in about 100-150 words maximum)

- i. Conceptualisation and Planning
- ii. Project Formulation and Management
- iii. Project Financing Approach
- iv. Project Monitoring and Evaluation mechanism

6. Innovation and Achievements/ Impacts (Brief description wherever applicable)

- i. Innovation/Technology Adaptation/ Policy intervention
- ii. Community Participation/Stakeholder involvement
- iii. Contribution to City liveability, quality of life and societal impact
 - a. safety
 - b. environmental quality
 - c. efficiency
 - d. equity
 - e. any other benefits / achievements
- iv. What is the involvement of the ULB in the project?
- v. Potential of scalability (in case of projects which are not yet city wide)
- vi. Project Sustainability approach for future

CATEGORY 12: RUNNING TROPHY FOR THE STATE / UT, WHICH HAS IMPLEMENTED BEST URBAN TRANSPORT PROJECTS DURING THE PREVIOUS YEAR

1. Brief description of project

- i. Need / context / problem statement:
- ii. Objectives / Aim:
- iii. Scope / coverage:
- iv. Project brief (250 words max):

2. Project outline with key financial features

- i. Project execution details
 - a. Start date:
 - b. Contractual completion date:
 - c. Actual completion date:
 - d. Commencement Date of Operations:
- ii. Cost details
 - a. Estimated cost:
 - b. Actual cost on completion:
- iii. Contribution in cost by different agencies (mention name of scheme also)
 - a. Centre:
 - b. State:
 - c. ULB Govt.:
 - d. Other sources (Private Funding, Viability Gap Funding, Multilateral Funding, etc):

3. Key Performance Indicators

- i. Share of trips by sustainable modes (%) :
 - Public transport share (%)
 - shared modes (Ola/Uber etc)
 - Cycling share (%)
 - Walk share (%)
- ii. Sustainable transport infrastructure supply (nos.) whichever is relevant to project
 - Cycling network (Km)
 - footpath on both sides of roads (Km)
 - Bus fleet
 - Metro fleet
 - Shared modes fleet (Ola/Uber/autos)
 - e rickshaw
 - Public bike sharing(PBS)
 - Electric vehicle fleet

4. Impacts

- i. Passenger demand (mobility) implications before and after
- ii. Energy consumption before and after
- iii. Safety environment before and after
- iv. Environment quality before and after

- v. Social benefits before and after
- vi. Economic benefits before and after

5. Key Project Stages (Brief description of each aspect in about 100-150 words maximum)

- i. Conceptualisation and Planning
- ii. Project Formulation and Management
- iii. Project Financing Approach
- iv. Project Monitoring and Evaluation mechanism

6. Innovation and Achievements/ Impacts (Brief description wherever applicable)

- i. Innovation/Technology Adaptation
- ii. Community Participation/Stakeholder involvement
- iii. Contribution to City liveability, quality of life and societal impact
 - a. aesthetics
 - b. safety
 - c. environmental quality
 - d. efficiency
 - e. equity
 - f. any other benefits / achievements
- iv. What is the involvement of the ULB in the project?
- v. Potential of scalability (in case of projects which are not yet city wide)
- vi. Project Sustainability approach for future
