श्रीनिवास कटिकिथाला, भा.प्र.से.
सचिव
Srinivas Katikithala, I.A.S.
Secretary

सत्यमेव जयते

भारत सरकार
आवासन और शहरी कार्य मंत्रालय
संकल्प भवन, नई दिल्ली–110001
Government of India
Ministry of Housing and Urban Affairs
Sankalp Bhawan, New Delhi-110001

D.O. No.: UMI:2013:2025

Dated: 6th May, 2026

Dear Chief Secretary,

As you are aware, the Ministry of Housing & Urban Affairs (MoHUA) conducts the annual Urban Mobility India (UMI) Conference cum Exhibition through the Institute of Urban Transport (India) to create awareness, share/ update knowledge and experiences on best practices in urban transport sector around the world by leading professionals through panel discussions, networking events, associated exhibition, etc.

2. This year, the **19th UMI Conference-cum-Expo 2026** is scheduled to be held from **23rd to 25th October, 2026 in Bhubaneswar, Odisha.** However, the dates originally announced and the venue are under review and further changes, if any, shall be intimated separately.

3. 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 rail companies, as per details given in **Annex-1**. MoHUA will decide the winners after considering eligible entries and recommendations for awards through an Awards Selection Committee constituted for this purpose.

4. I, therefore, request you to kindly encourage officials of Cities / Urban Local Bodies / Public Transport Organizations in your State / UT to send entries in different categories, as per the procedure prescribed in **Annex-2**, **latest by 30th June, 2026**.

With best wishes,

Yours sincerely,

Encls: As above.

(Srinivas Katikithala)

To,

Chief Secretaries of all States/ UTs.

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(Srinivas Katikithala)

To,

Administrator of UTs – Chandigarh, Dadra & Nagar Haveli and Daman & Diu, Lakshadweep, Jammu & Kashmir, Ladakh.

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With best wishes

Yours sincerely,

Encls: As above.

(Srinivas Katikithala)

To,

Principal Secretaries / Secretaries of Urban Development of all States/ UTs.

Annex-1

Ministry of Housing & Urban Affairs
Urban Transport Wing
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Sankalp Bhawan
New Delhi, 6th May, 2026

19th UMI Conference-cum-Expo 2026

Awards for Excellence in Urban Transport/ Best Practice Projects

Ministry of Housing & Urban Affairs is organizing the **19th Urban Mobility India Conference-cum-Expo 2026 on the theme of 'Urban Accessibility and Liveability in Digital Age' from 23rd to 25th October, 2026 in Bhubaneswar, Odisha.** The dates of the conference originally announced and venue are under review and changes, if any, shall be intimated separately.

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 10 revised categories in the revised proforma enclosed **(Annex-2)**:

i. Award for City with the Best Green Transport Initiative;
ii. Award for City with Best Non-motorized transport system;
iii. Award for Excellence in Innovation & Smart Mobility Solutions;
iv. Award for City with the Best Public Transport System;
v. Award for City with Most Viable Financing Mechanism for Urban Transport;
vi. Award for Best Urban Freight & Logistics Initiative;
vii. Award for Metro Station with Best Multi-modal Integration;
viii. Award for Metro Rail with the Best Passenger Services and Satisfaction;
ix. Best use of Big Data Analytics for operations and evidence-based Transport Planning; and
x. Award for State / UT with Best Urban Transport Reforms & Implementations.

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 for similar categories 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 date and time for submission of entries is 30th June, 2026 by 18:00 hrs. 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.

4. Facilitation

The Institute of Urban Transport (India) shall conduct pre-UMI webinar and set up a help desk (Contact Persons – Shri Naseer Ahmed Naikoo, M: 7006402302 and Shri Praveen, M: 7015930452) to provide assistance in filling up the entry formats by the State / UT organizations in order to maximize entries for the selected categories of awards.

5. Benefit:

Award winning entries for the 10 categories will be conferred with a trophy and certificate. Beside these, two participants each from categories 1 to 10 responsible for the award-winning project/best practice will be considered for national and international exposure. Their names with designation, email address and mobile number are to be provided along with each entry for consideration for foreign exposure to be decided by the Ministry.

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Annex-2

Ministry of Housing & Urban Affairs
Urban Transport Wing
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Sankalp Bhavan

New Delhi, 6th May, 2026

Urban Mobility India Conference cum Expo 2026

Submission of entry formats for Awards of Excellence / Best practice projects in Urban Transport

Part 1: General Information (2 pages max)

(i)	**Award Category under which application is made:**
(ii)	**Name of the Project / Work to proposed to be presented:**
(iii)	**Nodal Person's contact details** Name & Designation: Department / Organization: Phone: Email: Alternative nodal person (Name, Designation & Mobile No.):

	Person(s) responsible for executing the project (Names with designation, email address and mobile number):
(iv)	**City Profile** a) Population with year: b) Area (sq km) and Density (person per sq km): c) Total Road length: d) Primary road network length (Master Plan roads): e) Registered vehicles (by vehicle type): f) Average monthly household income (in Rs): g) Average Monthly Household Transport Expenditure (in Rs):

CATEGORY 1: 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

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CATEGORY 2: 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 3 - Award for Excellence in Innovation & Smart Mobility Solutions

Part 2: Performance Indicators (Quantifiable)

Steps taken for the following and how:

(i) Public transport systems improved with wide population coverage:

(ii) Asset utilization:

(iii) Seamless physical and ticketing integration with other modes

(iv) Route coverage:

(v) Minimised waiting time, entry and transfer times:

Data points to be provided for following:

(a) Level of service:

(b) Route network density:

(c) Headway:

(d) Average waiting time:

(e) Load factor:

(f) Seamless Transfers; include user satisfaction surveys and community participation to improve accessibility:

(g) Adopting or increasing automation with safety

(h) Application of AI

(i) Living labs approach

Pre filled checklists and numeric fields:

- Modal share change

- CO_2 /GHG emissions' estimates, measurements, reduction
- Road safety improvement with data
- Public transport ridership growth
- Gender/accessibility improvements
- Financial sustainability indicators

Part 3: Evidences to be Provided / Uploaded:

- Photos, GIS maps
- Project reports
- User feedback
- Media coverage
- Third-party validation (to be encouraged)

******

CATEGORY 4: 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 5 - City with the Most Viable Financing Mechanism for Urban Transport

Part 2: Performance Indicators (Quantifiable)

Steps taken for the following and how:

(i) Sustainable:

(ii) Self-sufficient Funding models for Public Transport System and infrastructure for active mobility:

(iii) Equitable Risk Allocation:

(iv) Investor Confidence, beyond Government Grants:

Data points to be provided for following:

(a) Expenditure /Revenue Estimates and Actuals:

(b) Funds Raised:

(c) Land Value / TOD:

(d) Pollution Levies:

(e) PPP & contracts' performance:

(f) Ring-fenced Investments:

(g) Equitable fare-box and other earnings:

Pre filled checklists and numeric fields:

- Modal share change
- CO_2 /GHG emissions' estimates, measurements, reduction
- Road safety improvement with data
- Public transport ridership growth
- Gender/accessibility improvements
- Financial sustainability indicators

Part 3: Evidences to be Provided / Uploaded:

- Photos, GIS maps
- Project reports
- User feedback
- Media coverage
- Third-party validation (to be encouraged)

******

Category 6 - Best Urban Freight & Logistics Initiative

Part 2: Performance Indicators (Quantifiable)

Steps taken for the following and how:

(i) Innovative "last-mile" delivery solutions to minimize impact of goods

(ii) Vehicles on city life:

(iii) Off-peak delivery programs:

(iv) Urban consolidation centers:

(v) EV freight adoption and aerial space exploitation:

(vi) Integration with rail/ road goods-sheds & warehouses:

Data points to be provided for following:

(a) Noise management data:

(b) Curb side space management data:

(c) Road-rationing allocations:

(d) Share of electric delivery vehicles

(e) Consolidation hubs:

(f) Digital Interventions for optimizing delivery schedules:

(g) Sustainability shall be evidenced by the holistic approach that demonstrates environmental responsibility, health, social equity and economic viability

Pre filled checklists and numeric fields:

- Modal share change
- CO_2 /GHG emissions' estimates, measurements, reduction
- Road safety improvement with data
- Public transport ridership growth
- Gender/accessibility improvements

- Financial sustainability indicators

Part 3: Evidences to be Provided / Uploaded:

- Photos, GIS maps
- Project reports
- User feedback
- Media coverage
- Third-party validation (to be encouraged)

******

CATEGORY 7: METRO STATION WITH THE BEST MULTIMODAL INTEGRATION

Part 2: Performance Indicators (Quantifiable)

Key Indicators:

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

Data points to be provided for following:

vi. Types of multi modal modes available at metro stations
vii. % of Interchange passengers
viii. Average Multi modal interchange area at various levels (sq m)
ix. Access Modal share of feeder buses at stations (%)
x. Egress mode share of feeder buses at stations (%)

xi. Average interchange time at station per passenger (min.)
-Arriving passengers
-Departing passengers
xii. Average daily interchange passenger traffic by various modes
- Arriving passengers,
- Departing passengers,
- Total passengers
xiii. Average interchange cost at station per passenger (Rs)
xiv. Average interchange time
-Arriving passengers
-Departing passengers
- Overall
xv. Ratio of interchange cost to total commuting cost per passenger
xvi. Ratio of interchange time to total commuting time per passenger
xvii. Details of Feeder transport systems managed by metro agency
xviii. Walkability status around primary catchment area (2 sq. km)

xix. PBS (Public bicycle system) / cycling (stands, lane, shelter etc)
xx. Number of bus routes serving various stations
xxi. Details of physical integration [at concourse level (paid or unpaid area), entry/ exit level or platform level]
xxii. Details of fare integration, if any
xxiii. Details of operational integration (time scheduling), if any
xxiv. Total cost per passenger (average)
xxv. Total cost per passenger km (average)
xxvi. Integrated Multi-Modal passenger information system
xxvii. Signage points, type of directional signage used
xxviii. Provisions for differently abled passengers.

Pre filled checklists and numeric fields:

- Modal share change
- CO_2 /GHG emissions' estimates, measurements, reduction
- Road safety improvement with data
- Public transport ridership growth
- Gender/accessibility improvements
- Financial sustainability indicators

Part 3: Evidences to be Provided / Uploaded:

- Photos, GIS maps
- Project reports
- User feedback
- Media coverage
- Third-party validation (to be encouraged)

******

CATEGORY 8: 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 9 - Best use of Big Data in Governance, Analytics for Operations, Congestion Management and Evidence-based Transport Planning

Part 2: Performance Indicators (Quantifiable)

Steps taken for the following and how:

(i) AI in traffic signalling:

(ii) Open-data platforms for commuters

(iii) Data-backed planning decisions operations real time analytics and information integration:

(iv) Using robust data for monitoring & evaluation of impact of policies:

Data points to be provided for following:

(a) Traffic Flow Optimization from GPS/ Mobile Data:

(b) Transit Demand Forecast:

(c) Travel Behaviour Data-based Infrastructure Planning:

(d) Predictive Maintenance Done:

(e) Sensor-data Based Environment Monitoring and Correction:

Pre filled checklists and numeric fields:

- Modal share change
- CO_2 /GHG emissions' estimates, measurements, reduction
- Road safety improvement with data
- Public transport ridership growth
- Gender/accessibility improvements
- Financial sustainability indicators

Part 3: Evidences to be Provided / Uploaded:

- Photos, GIS maps
- Project reports
- User feedback
- Media coverage
- Third-party validation (to be encouraged)

Category 10 – Award for State/UT with Best Urban Transport Reform & Implementation

Part 2: Performance Indicators (Quantifiable)

Steps taken for the following and how:

(i) Demonstration of the Most Comprehensive:

(ii) Systemic Shift toward Sustainable Transport within Past Year:

(iii) "Revolving" Trophy signifies continued Momentum of Efforts and Impact Across Programmes within the city:

Data points to be provided for following:

(a) Measured Improvements in Service Levels from the Previous Years:

(b) New projects are Generating Tangible benefits like increased Ridership and / or Reduced Emissions that clearly Delineate New Initiatives over the past years that have contributed to the improvements:

(c) Data driven decisions on modal planning and infrastructure

(d) Presence and use of CMP for transport planning, if implemented.

(e) Achieved PT share.

(f) Presence of UMTA, powers and responsibilities

(g) Public consultations on urban transport interventions (planning and implementation levels)

Pre filled checklists and numeric fields:

- Modal share change
- CO_2 /GHG emissions' estimates, measurements, reduction
- Road safety improvement with data

- Public transport ridership growth
- Gender/accessibility improvements
- Financial sustainability indicators

Part 3: Evidences to be Provided / Uploaded:

- Photos, GIS maps
- Project reports
- User feedback
- Media coverage
- Third-party validation (to be encouraged)

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