



भारत सरकार
शहरी विकास मंत्रालय
निर्माण भवन

GOVERNMENT OF INDIA
MINISTRY OF URBAN DEVELOPMENT
NIRMAN BHAWAN

C.K. Khaitan
Joint Secretary(UT)
Tel: 20361558

नई दिल्ली-110011
New Delhi - 110011

D.O. No.K-14011/7/2007-UT-II(Vol.II)
Dated July 11, 2013

Subject: Study on Congestion Charging in central business areas/congested areas in Indian Cities.

Dear Sir,

Please refer to Secretary(Urban Development's) D.O. letter of even number dated the 15th January, 2013 addressed to Chief Secretaries of all States/UTs regarding introduction of congestion charging in central business areas/congested areas in Indian cities, a copy of which is available on the website moud.gov.in. There is a need to resolve the congestion issues urgently for improving mobility of the people.

2. In the advisory referred to above, the States/UTs have been advised to identify the most congested areas in their cities, getting a proper study done on various aspects of congestion charges as per city requirement and consider adopting 'congestion charges' as a measure to decongest a particular area/CBD, increasing mode share of cycling as well as public transport and increase the mobility of the people besides controlling pollution.

3. In view of the above, I request you to issue necessary instructions to all concerned authorities for identifying the possibilities for implementing congestion charging system and getting a proper study done on various aspects of congestion charging system as per the requirements of the city. The Ministry will pay up to 80% of the cost of any such study for cities within your State/UT subject to the guidelines under "Scheme for Urban Transport Planning" being followed. The guidelines are enclosed and also available at <http://moud.gov.in>.

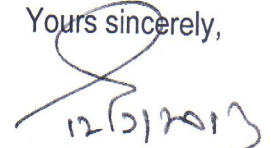
With regards,

Encl: as above

To

Chief Secretaries of all States/UTs.

Yours sincerely,


(C.K. Khaitan)

Copy to:

1. Principal Secretary, Home/Urban Development/Urban Transport of all States/ Union Territories.
2. DG, Police of all States/UTs.
3. Director, NIC, for hosting on MoUD website.



(Mrinal Kant Tripathy)
Director

डॉ० एम० रामाचन्द्रन
Dr. M. RAMACHANDRAN



सचिव, भारत सरकार

Secretary to the Government of India

शहरी विकास मंत्रालय
निर्माण भवन, नई दिल्ली-110011
MINISTRY OF URBAN DEVELOPMENT
NIRMAN BHAVAN, NEW DELHI-110011
Tel. : 23062377, Fax : 23061459
E-mail : secyurban@nic.in

D.O.No.K-14011/1/2007-UT

Nirman Bhawan, New Delhi-110108
Dated 26th August, 2008

Dear Chief Secretary,

As you are aware, Ministry of Urban Development has been providing grants to the extent of 40% of the cost of various studies in the area of Urban Transport, which includes studies to develop comprehensive traffic and transportation plans, undertaking feasibility studies/DPRs for individual urban transport projects, etc.

2. Under the present Centrally Sponsored Scheme of Urban Transport Planning, the response of the States to avail Central assistance had not been very satisfactory. It has now been decided to raise the Central Financial assistance up to 80% for taking up various urban transport studies/surveys, launching of awareness campaigns etc. However, for actual DPRs for MRTS projects etc., the central financial assistance shall be limited to only 50% etc. The Scheme covers a wide gamut of urban transport matters for promoting comprehensive urban transport plans/studies, integrated land use and transport planning in all cities, preparation of comprehensive mobility plans, preparation of detailed project reports, Clean Development Mechanism (CDM) studies/surveys, Intelligent Transport System (ITS) studies/studies for intermodal integration etc., launching of awareness campaign in line with National Urban Transport Policy, 2006. The objective of this scheme is to guide and facilitate implementation of National Urban Transport Policy, 2006 right from the initial planning stage.

3. Under the revised scheme, now the Central Financial Assistance will be provided to the States/UTs as per the following guidelines :-

- (i) The terms of reference of engagement of Consultants for undertaking the studies/DPRs etc. will have to be got approved by this Ministry, prior to inviting the bids. Without prior approval of the terms of reference, no case for grant will be entertained.
- (ii) The State Government would set up a monitoring cum appraisal committee which will include a representative of this Ministry. The Committee would meet periodically (at least once in three months) to review the progress of work of the consultants. The view of the representative of this ministry will have to be taken into account in the final report of the consultant. In case this has not been adequately taken into account, this Ministry's contribution would not be released.
- (iii) Final installment of the grant from this Ministry would be released only on receipt of the requisite number of soft/hard copies of the final report.
- (iv) The consultant must assign the copyright to the State Government/ULB and to the Ministry of Urban Development, Government of India and that it would have no objection to put the report in the public domain.

...2/-

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

5. I would request you to direct the concerned officials to avail the Central Financial assistance to deal with the development schemes relating to Urban Transport Planning etc. in the States/UTs right from the planning stage rather than in a piece-meal approach and also to ensure that the various studies and DPRs result into meaningful projects.

With regards,

Yours sincerely,



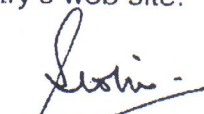
(M. Ramachandran)

To

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

Copy also to:

1. Principal Secretary(UD), Principal Secretary(Transport)/all State Govt/UTs
2. Municipal Commissioner (63 Mission cities)
3. MD/RITES, MD&CEO/UMTC, MD/DMRC, MD/BMRC, MD/KMRC
4. Executive Secretary, IUT for wide publicity amongst its members
5. Director, NIC, Nirman Bhawan, for putting the letter with annexure on the Ministry's web site.



(S.K. Lohia)
Director(UT)
Tle.2306114

Guidelines for "Scheme for Urban Transport Planning" to provide for Central Financial assistance for Comprehensive Traffic and Transportation Planning, Integrated Land Use and Transport Planning, complete mobility planning and preparation of Detailed Project Reports, Clean Development Mechanism etc. in all cities in India in line with National Urban Transport Policy (NUTP) -2006.

1. Introduction

1.1 Realising the rapidly growing problems of Urban Transport, Government of India has approved the National Urban Transport Policy (NUTP) in April, 2006. The Policy seeks to provide safe, affordable, quick, comfortable, reliable and sustainable access for the growing number of city residents to jobs, education, recreation and such other needs within our cities with focus on moving people and not vehicles. This can be achieved by incorporating Urban Transportation as an important parameter at the urban planning stage, rather than the consequential requirement as is the case today.

1.2 This will require taking up of comprehensive traffic and transportation studies, preparation of complete mobility plans, integration of land use and transport planning in all the cities so that travel distances are minimized and access to livelihood, education, and other social needs, especially for the marginal segments of the urban population is improved. These studies should then lead to preparation of Detailed Project Reports after comprehensive and thorough evaluation of all alternative technologies. Unless and until proper emphasis is laid on incorporating urban transportation as an important parameter at the level of planning stage, it might lead to chaotic conditions in the city in view of the present trend for increased use of personal vehicles and rapid urbanization. With rising concern of global warming, it shall be essential to focus on Clean Development Mechanism (CDM) and avail of carbon credits wherever possible. Certain pilot studies in some cities may also be required to be taken up by Government of India as envisaged in NUTP, 2006.

1.3 No Urban Transport Policy can succeed without fullest cooperation from all the citizens. NUTP, therefore, envisages launching of awareness campaign to educate people of ill effects of growing transport problems in urban areas especially on their health and well being. These campaigns would seek their support for initiatives like greater use of public transport and non-motorized vehicles, the proper maintenance of their vehicles, safer driving practices, etc. Such campaigns would also encourage individuals, families and communities to adopt "Green Travel Habits" that would make travel less polluting and damaging. As outlined in the National Urban Policy-2006, the Central Government would not only take up major awareness campaign in this regard but also seek the support of the State Governments in its implementation. As such, this activity will also be undertaken through this scheme.

2. Objectives

The objectives of the schemes are:

- Promotion of -
 - Comprehensive Traffic and Transportation Studies,
 - Integrated land use and transport planning in all the cities,
 - Public transportation, Non Motorised Transport and inter modal integration
 - Intelligent transport systems, Traffic Information Centres etc.
 - Research in urban transport.
- Preparation of
 - Complete mobility plan,
 - Detailed Project Reports etc, and
- Launching awareness campaign in line with National Urban Transport Policy, 2006.
- Clean Development Mechanism (CDM) measures.
- Pilot studies in some cities by Government of India as envisaged in NUTP, 2006

3. Duration of the Scheme

The duration of the Scheme will be initially for four years beginning from 2008-09. However, it is likely to be continued further also with review at the end of 11th five year plan. The benefits are expected to be accrued from 1st year onwards.

4. Coverage

The scheme is meant for all the cities in India and as such is not location specific. However, primarily, the focus of this scheme will be on the JnNURM cities, cities having population of 5 lakh and above and State Capitals. Afterwards tier-II, tier-III cities will be targeted under the scheme.

5. Admissible Components

5.1 The components for assistance under the scheme will include all kinds of Traffic and transportation studies, Detailed Project Reports (DPRs), studies & DPRs for application of Intelligent transport systems and setting up of Traffic Information Centres, research in urban transport, CDM studies/measures etc., taking up pilot studies by Govt of India in some cities and launching awareness campaign in line with NUTP, 2006 etc.

5.2 The scheme which was launched in 1988, shall be discontinued once the new scheme comes into effect. The ongoing studies would be covered under the new scheme.

6. Inadmissible Components:-

Any component which is beyond the scope of the National Urban Transport Policy, 2006 shall be inadmissible under this scheme.

7. Financing Pattern

7.1 This scheme is proposed to be taken up on 80:20 principle for the initiatives taken up by State Governments/UTs/ULBs, Central Government granting 80% of the cost as grant for all kinds of Traffic and transportation studies, CDM studies/measures, studies for application of Intelligent transport systems, setting up of Traffic Information Centers, inter modal integration, parking complexes etc, research in urban transport, and launching awareness campaign in line with NUTP, 2006 etc. while 20% of the cost shall be borne by the State Governments/UTs/ Urban Local Bodies. However in case of actual detailed project reports (DPR) preparation for MRTS projects etc, Central assistance shall be limited to only 50% of the total cost.

7.2 Towards the cost of pilot studies in certain cities taken up by Govt of India, complete cost shall be borne by Government of India as envisaged in the NUTP 2006.

7.3 The central financial assistance shall be provided subject to the following guidelines being followed:

- i) The terms of reference of engagement of Consultants for undertaking such studies/DPRs etc. will have to be approved by this Ministry, prior to invitation of bids. Without prior approval of terms of reference, no case for support to be entertained.
- ii) The State Government would set up a monitoring cum appraisal committee to review the progress of work of the consultants. The committee would meet periodically (at least once in three months).
- iii) The interim and draft final reports shall be shared with Ministry of Urban Development, Government of India for review/ comments, if any. The view of this ministry, if any, will be taken into account in the final report of the consultant.
- iv) The final installment of the payment from this ministry would be released only on receipt of the three number of soft/hard copies of the final report.

- v) The consultant must assign the copyright to the State Government/ ULB and to the Ministry of Urban Development, Government of India and there would be no objection from him for this report to be put in the public domain.

8. Release of Central Assistance

The scheme will be implemented by Ministry of Urban Development, Urban Transport Division which is the nodal Ministry for Urban Transport in the country. The Central Financial Assistance (CFA) shall be released in following three installments:-

- | | |
|-----------------------------|---------------|
| a) Mobilisation advance | - 10% of CFA |
| b) Interim report | - 45 % of CFA |
| c) Approval of Final report | - 45% of CFA |

However the release of second and third installments shall be done only after the utilization certificates (UC) are furnished for earlier installment.

9. Outcomes of the Scheme

On completion of the Scheme period, it is expected that States/ ULBs/ Parastatals will achieve the following outcomes:-

- Improved mobility within the city
- Reduced travel time
- Reduced air pollution specially in reducing the emission of Green House Gases (GHGs) through Clean Development Mechanism
- Improved capacity for Urban Transport Planning
- Better Public transport and Non Motorised Transport (NMT) planning
- Development of comprehensive and integrated Urban Transport plans
- Application of intelligent transport systems
- Comprehensive analysis of all alternative technologies for Mass Transit Systems
- Increased public awareness about the various initiatives taken by the Government for implementation of NUTP, 2006
- Improvement of the social image of pedestrianisation, NMT and public transport.
- Land use and transport integration
- Delivery of studies/reports which can be translated into meaningful project proposals.
- Integration of National Urban Transport Policy, 2006 from the initial stage of planning.
- Availing of carbon credit for Urban Transport Projects.

10. Miscellaneous

10.1 A review will be done once a year to review the outcome of the studies undertaken under this scheme in which TCPO, Economic Adviser, Planning Commission and Finance Ministry as well as concerned State Governments may also be invited.

10.2 Ministry of Urban Development in consultation with Ministry of Finance and Planning Commission may effect changes in the scheme guidelines, other than those affecting the financing pattern as the scheme progress, if such changes are considered necessary.
