

11th Regional EST Forum in Asia, 2-5 October 2018, Ulaanbaatar, Mongolia

Intergovernmental Eleventh Regional Environmentally Sustainable Transport (EST) Forum

in Asia

2-5 October 2018

Ulaanbaatar, Mongolia

Sustainable Urban Design and Development ~ Role of EST

Country Report

(Draft)

< India >

This country report was prepared by the Government of India as an input for the Eleventh Regional EST Forum in Asia. The views expressed herein do not necessarily reflect the views of the United Nations.

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Country EST Report (covering from Lao EST Forum 2017 to Mongolia EST Forum 2018)

- a) Name of the Country: **India**
- b) Name, Designation and Line Ministry/Agency Respondent: **Ministry of Housing and Urban Affairs**
- c) List other Line Ministries/Agencies contributing to preparation of the Country Report: **Ministry of Environment, Forest and Climate Change**
- d) Reporting period: **2017-2018**

With the objective of demonstrating the renewed interest and commitment of Asian countries towards realizing a promising decade (2010-2020) of sustainable actions and measures for achieving safe, secure, affordable, efficient, and people and environment-friendly transport in rapidly urbanizing Asia, the participating countries of the Fifth Regional EST Forum in Asia discussed and agreed on a goodwill and voluntary declaration - “**Bangkok Declaration for 2020 – Sustainable Transport Goals for 2010-2020.**” At the Seventh Regional EST Forum held in Bali in 2013, the participating countries adopted the “**Bali Declaration on Vision Three Zeros- Zero Congestion, Zero Pollution and Zero Accidents towards Next Generation Transport Systems in Asia**” reinforcing the implementation of Bangkok 2020 Declaration (2010-2020) with emphasis to zero tolerance towards congestion, pollution and road accidents in the transport policy, planning and development. Bali Vision Three Zeros calls for a paradigm shift in thinking on the role of motorization and mobility in realizing sustainable development in Asia. In the Eight Regional EST Forum in Colombo, member countries adopted the “**Colombo Declaration**” for the promotion of next generation low-carbon transport solutions in Asia. Subsequently, EST Forum held in Vientiane, Lao PDR in 2017, the member countries adopted the “**Vientiane Declaration on Sustainable Rural Transport towards Achieving the 2030 Agenda for Sustainable Development.**”

*Each member country of the Forum is kindly requested to prepare a consolidated country report (by **15 August 2018**) reflecting how EST trends and developments have taken place in the country from Lao EST Forum 2017 to Mongolia EST Forum 2018 around the Goals of the Bangkok 2020 Declaration as an interim assessment following the below format. You are most welcome to add extra pages or sections to share any major on-going initiatives or future plans, including mega transport projects, transport master plans, special transport corridor development, expansion of railways and rail route developments, etc.*

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The objective of the country reporting is to share among international community the voluntary progress/achievements/initiatives include various challenges faced by countries in implementing each of the underlined goals of the Bangkok 2020 Declaration to realize the Bali Vision Three Zeros, the Colombo Declaration and the Vientiane Declaration. This would help development agencies, donors, development banks in assessing the sustainable transport needs and challenges to better devise their existing as well as future capacity building programs and operations in sustainable transport areas.

Timeline for submission by 15 August 2018.

by email to: est@uncred.or.jp

Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration from the Lao EST Forum 2017 to the Mongolia EST Forum 2018.	
I. Strategies to <u>Avoid</u> unnecessary travel and reduce trip distances			
“Avoid” Strategy	1 Formally integrate land-use and transport planning processes and related institutional arrangements at the local, regional, and national levels	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some progress (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input checked="" type="checkbox"/> <input type="checkbox"/> Fully Completed (Please Check the box)	Barriers/Challenges faced in implementation: Where ever land sue pattern is well defined, change in land use pattern take time

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Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration from the Lao EST Forum 2017 to the Mongolia EST Forum 2018.
		<p>Please add few specific examples of initiatives, pilot projects, major policies or programs developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p><i>Urban Transport, which is an integral part of urban development, is a State subject. The responsibility of development of urban transport lies with State Governments.</i></p> <p>Policy:</p> <ul style="list-style-type: none"> • NUTP 2006 highlights the intrinsic linkage of transport demand and land use planning and the need to develop an integrated master plan for each city. • Service Level Benchmarks (SLB) specifies parameters to measure the effectiveness of land use-transport planning. • 12th Five Year Plan recommended “the responsibility for integrated land use transport planning is assigned to UMTA, the proposed dedicated agency in each city. • Comprehensive Mobility Planning (CMP) is vision statement of the direction in which urban transport in the city should grow. CMPs cover all aspects that affect urban transport for integrated planning. It recognizes the value of more accessible land use patterns and mobility substitutes such as tele-commuting and delivery services as ways to improve transportation while reducing total physical travel. • Scheme for Capacity Building in Urban Transport.

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		<ul style="list-style-type: none"> • National Transit Oriented Development (TOD) Policy to develop planned sustainable urban growth centers, having walk able and livable communes with high density mixed land-use. Citizens have access to open green and public spaces and at the same time transit facilities are efficiently utilized. • National level planning guidelines ‘The Urban Development Plans Formulations and Implementation Guidelines’ (UDPFI), by MOUD has undergone changes in 2014 by including inclusive planning, sustainable habitat, land use and transport integration at planning stage, preparation of CMP for urban transport, SLB etc and urban reforms <p>Examples of important actions that you plan to carry out in next year</p> <ul style="list-style-type: none"> • Launch of TOD Policy and Green Urban Mobility Scheme • Integration of CMP for cities in Master Plan • Strengthening of Public transport System • Road infrastructure development project • New metro Projects

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		<p>What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <ul style="list-style-type: none"> • Minimize the transport demand • Contribute to short trip length and less dependence on motorized travel • Improving accessibility, mobility and traffic flow • Reducing air & noise pollution and consumption of crude oil 	
"Avoid" Strategy	<p>2 Achieve mixed-use development and medium-to-high densities along key corridors within cities through appropriate land - use policies and provide people - oriented local access, and actively promote transit-oriented development (TOD) when</p>	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input type="checkbox"/> Some progress (design – piloting)</p> <p><input checked="" type="checkbox"/> Largely in Place <input checked="" type="checkbox"/></p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>	<p>Barriers/Challenges faced in implementation:</p> <p>Where ever land sue pattern is well defined, change in land use pattern take time</p>

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	introducing new public transport infrastructure	<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p>Ministry of Housing & Urban Affairs, Government of India has issued National Transit Oriented Development (TOD) policy on 01.05.2017, which aims to promote planned and sustainable urban centres with high density, mixed land-use development within an influence zone of 500-800 meters of mass transit stations. The policy aims to enable transformation of cities from private vehicle dependent development to public transport oriented development. TOD increases the accessibility of the transit stations by creating pedestrian and Non-Motorised Transport (NMT) friendly infrastructure like footpaths and cycle tracks that benefit large number of people, thereby increasing the ridership of the transit facility and improving the economic and financial viability of the system. Many cities have strengthened their public transport by developing mass rapid transit • Delhi Development Authority has issued the guidelines on TOD as part of the Master Plan 2021 • Naya Raipur, Chhattisgarh, is being developed on the principles of TOD. • Madhya Pradesh has also formulated a TOD policy, which is at the stage of finalization. system (MRTS) such as metro rails and bus rapid transit systems (BRTS). The national TOD policy will help these cities to formulate city specific policies to efficiently use these systems.</p>

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		<p>Scheme: Smart City launched by the Government of India in June 2015: Some typical features of comprehensive development in Smart Cities are</p> <ul style="list-style-type: none"> • Promoting mixed land use in area-based developments — planning for ‘unplanned areas’ containing a range of compatible activities and land uses close to one another in order to make land use more Kochi (Station Level TOD) – Some of the features are FSI in TOD Area – 3, Mixed Land Use Development, Multimodal Integration, NMT and Place Making. The Land Value Capture is captured through Sale of Additional FAR, Metro Cess on Property Transactions and “Accessibility Tax” as part of property tax. • Delhi (Area Level TOD) – Applicable: 500 m belt along Metro corridors and it covers 20% of Delhi urban area. This has a 20% of road & 30% of Green Space under land distribution. And, reduce residential travel needs by 30%. Private mode share will come down from 37% to 31% and Public transport share will rise from 20% to 27%. • Mumbai – (Area Level TOD) – The main features of TOD are Premium FSI ranging from 2 to 8, land amalgamation having a minimum of 1 Ha plot, density oscillates from 400Du/Ha to 1000Du/Ha, mix land use to have 20% non-residential and 30% to be inclusive housing for LIG. • Bhopal (Area Level TOD) – For the city of Bhopal, TOD has planned along transit corridor. The indicative FAR for residential area is 20-70%, commercial 40-60%, Industrial 50-80%, and for transportation is 30%. • Navi Mumbai (City Level TOD) – Seawoods in Navi Mumbai. Similar to Canary Wharf in London, IFC in Hong Kong, Shinjuku in Tokyo and being Implemented by L&T. With a total area of: 40 acres has a proposed built-up area 33,90,477 sq feet with mall 5,08,633 square feet, offices 26,78,799 sq ft and hospitality / service apartments 2,03,453 sq ft

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		<ul style="list-style-type: none"> • Naya Raipur (City Level TOD) – Multimodal Transit Interconnected Street Pattern, Mixed Use Development, Walk ability, Compact Development, Urban Place making & Streetscape Design efficient. The States will enable some flexibility in land use and building bye-laws to adapt to change; • Promoting a variety of transport options — TOD, public transport and last mile Para-transport connectivity; Project: • Ahmedabad (Station Level TOD) – It is implemented along Ahmedabad BRTS network. Some of the highlights are special tax – “betterment charge” – on property within 200 m of transit corridor, increased FSI along transit corridors- 1.8 to 3.6/ 4, Additional 2.2 FSI to be Purchased From ULB, 10% reduction in parking for commercial uses, and income from Sale of FSI/Concessions to be Part of Transport Fund.
		<p>Examples of important actions that you plan to carry out in next year</p> <ul style="list-style-type: none"> • Implementation of National TOD policy at State level • Launch of Green Urban Mobility Scheme

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		<p>What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <ul style="list-style-type: none"> • To encourages compact development and at the same time shortens trip lengths and improve access to public transport. • TOD encourages mixed land use which reduces the need for travel and at the same time improved access facilitates shift to public transport. • To create opportunities for creation of compact walk able communities with a high degree of livability and affordability

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“Avoid” Strategy 3	Institute policies, programmes, and projects supporting Information and Communications Technologies (ICT), such as internet access, teleconferencing, and telecommuting, as a means to reduce unneeded travel	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some progress (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Barriers/Challenges faced in implementation:

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		<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p>Policy</p> <p>Smart City Guideline launched by the Government of India in June 2015: One of the core infrastructure elements in a Smart City would include robust IT connectivity and digitalization.</p> <p>Projects</p> <ul style="list-style-type: none"> • Driving License data is available on Sarthi web portal. • The Ministry of Road Transport & Highways has been facilitating computerization of more than 1000 Road Transport Offices (RTOs) across the country. RTOs issue Registration Certificate (RC) & Driving License (DL) that are valid across the country. These facilities are available at https://parivahan.gov.in. • The VAHAN & SARATHI are conceptualized to capture the functionalities as mandated by Central Motor Vehicle Act, 1988 as well as State motor vehicle Rules with customization in the core product to suit the requirements of 36 States/UTs.

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		<p>Examples of important actions that you plan to carry out in next year</p> <p>To upgrade the RTOs from VAHAN 2.0 and SARTHI 2.0 to VAHAN 4.0 and SARTHI 4.0 respectively which is citizen centric online based application</p>
		<p>What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p>

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II. Strategies to <u>Shift</u> towards more sustainable modes		

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“Shift” Strategy	4 Require Non-Motorized Transport (NMT) components in transport master plans in all major cities and prioritize transport infrastructure investments to NMT, including wide-scale improvements to pedestrian and bicycle facilities, development of facilities for intermodal connectivity, and adoption of complete street design standards, wherever feasible pedestrians and cyclists, and necessary administrative services are offered within walking or cycling distance; o Preserving and developing open spaces — parks, playgrounds, and recreational spaces in order to enhance the quality of life of citizens, reduce the urban heat effects in Areas and generally promote eco-balance; • Green	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some progress (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Barriers/Challenges faced in implementation: Carving out of space on existing roads and ensure proper resettlement of project effective persons take time in land acquisition.

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		<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p>Policy:</p> <ul style="list-style-type: none"> • Government of India formulated a National Urban Transport Policy (NUTP) in April, 2006 which emphasizes promotion of NMT across cities. NUTP addresses various issues like integrated land use and transport planning; equitable allocation of road space, priority for Recently Delhi Government experimented with the Odd- Even Scheme for personalized cars. The scheme helped in reducing traffic on the main arterials, which resulted in 30-50% increase in travel speeds. the use of public transport, quality and pricing of public transport, Integrated public transport systems, innovative financing, restoring para transit to its normal role, priority to non-motorised transport (cycling and pedestrians), parking, planning for movement of freight traffic, legal and administrative issues (Unified Metropolitan Transport Authority - UMTA), capacity building, use of cleaner technologies, setting up of a dedicated urban transport fund, using land as a resource, association of private sector, pilot projects by Government of India and public awareness and cooperation. • Sugamya Bharat Abhiyan (Accessible India) Act: • The Rights of Persons with Disabilities Act, 2014 have been passed by the Parliament of India to enjoy a life of equality and can lead a life with dignity and respect and integrity like others. Codes:

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		<ul style="list-style-type: none"> • The Code of Practice for Urban Roads, 2012 also incorporates pedestrian and NMT facilities as an integral part of the road network in cities. • Public Bicycle Sharing Scheme Guidelines • Indian Road Congress (IRC) codes for urban roads under preparation Scheme: • AMRUT mission launched by the Government of India in June 2015, identifies development of pedestrian, non- motorized and public transport facilities as thrust areas for investments. These include development of footpaths/ walkways, sidewalks, foot over bridges etc. • Smart City Guideline launched by the Government of India in June 2015 <ul style="list-style-type: none"> o Creating walk able localities — reduce congestion, air pollution and resource depletion, boost local economy, promote interactions and ensure security. The road network is created or refurbished not only for vehicles and public transport, but also for
		<p>Examples of important actions that you plan to carry out in next year</p> <ul style="list-style-type: none"> • Launch of Green Urban Mobility Scheme • Release of Revised IRC code for urban area

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		<p>What importance does this particular EST Goal attach in your country’s on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <ul style="list-style-type: none"> • Priority to the Non motorized users on existing road network • Increase the share of NMT in cities which reduces the traffic congestion and air pollution 	
“Shift” Strategy	5 Improve public transport services including high quality and affordable services on dedicated infrastructure along major arterial corridors in the city and connect with feeder services into residential communities	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input type="checkbox"/> Some progress (design – piloting)</p> <p><input checked="" type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>	<p>Barriers/Challenges faced in implementation:</p> <p>Competing demand from same resources</p>

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		<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p>(i) Metro Rail Projects:</p> <ul style="list-style-type: none"> • At present, about 498 kms of metro rail are in operation in Delhi & NCR (including Rapid Metro Gurugram), Mumbai, Kolkata, Bengaluru, Chennai, Kochi, Lucknow, Hyderabad (PPP Mode) and Jaipur (State Initiative). • About 620 kms are at various stages of implementation in the cities namely Delhi & NCR, Mumbai (including State initiatives by MMRDA), Kolkata, Bangalore, Chennai, Kochi, Jaipur, Hyderabad, Nagpur, Ahmedabad, Lucknow and Pune. • In addition to metro rail, three corridors of Regional Rapid Transit System of 373.15 kms namely Delhi-Meerut (82.15Kms), Delhi-Alwar (180Kms) and Delhi-Panipat (111Kms) are also under consideration in this Ministry. Out of these, Delhi-Meerut RRTS is a priority corridor and is under appraisal in this Ministry at present. The estimated cost of this priority corridor is Rs. 31,902 Crore.

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		<ul style="list-style-type: none"> • At present, metro rail projects for Rs. 1,41,646.55 crore namely Bhopal, Indore, Kanpur, Agra, Meerut, Kochi Phase-II, Ahmedabad Ph-II, Delhi Ph-IV, Delhi-Meerut RRTS, Bangalore Ph-2A and 2B, are under appraisal in this Ministry. <p>(ii) Bus Funding project under JnNURM: Ministry of Housing and Urban Affairs, Govt. of India, provided financial assistance for procurement of buses, in two phases, for improvement of public transport system under the erstwhile Jawaharlal Nehru National Urban Renewal Mission (JnNURM). The details are as under:</p> <ul style="list-style-type: none"> • SANCTIONED DURING 2008-09 & 2009-10: An amount of Rs.1547 crore was released for procurement of 15485 buses to 61 mission cities. • SANCTIONED DURING 2013-14 (TRANSITION PHASE): An amount of Rs.1236.95 Cr. was released for procurement of 7509 buses to 18 States covering 114 cities/cluster of cities. In addition, Rs.61.27 Cr. was released for 25 ancillary infrastructure projects sanctioned to the cities of Karnataka/Maharashtra.

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		<p>Examples of important actions that you plan to carry out in next year</p> <ul style="list-style-type: none"> • About 620 kms of Metro Rail are at various stages of implementation in the cities namely Delhi & NCR, Mumbai (including State initiatives by MMRDA), Kolkata, Bangalore, Chennai, Kochi, Jaipur, Hyderabad, Nagpur, Ahmedabad, Lucknow and Pune. • At present, metro rail projects for Rs. 1,41,646.55 crore namely Bhopal, Indore, Kanpur, Agra, Meerut, Kochi Phase-II, Ahmedabad Ph-II, Delhi Ph-IV, Delhi-Meerut RRTS, Bangalore Ph-2A and 2B, are under appraisal.

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		<p>What importance does this particular EST Goal attach in your country’s on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <ul style="list-style-type: none"> • Expansion and Improvement of Public Transport Network • Sustainably operational and cost effective form of public transport which will increase the share of PT modes • Launch of Green Urban Mobility Scheme 	
“Shift” Strategy	6 Reduce the urban transport mode share of private motorized vehicles through Transportation Demand Management (TDM) measures, including pricing measures that integrate congestion, safety, and	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input type="checkbox"/> Some progress (design – piloting)</p> <p><input checked="" type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>	Barriers/Challenges faced in implementation:

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	<p>pollution costs, aimed at gradually reducing price distortions that directly or indirectly encourage driving, motorization, and sprawl</p>	<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <ul style="list-style-type: none"> • Formulation of National Urban Transport Policy (NUTP). The NUTP addresses various issues like integrated land use and transport planning, equitable allocation of road space, priority for the use of public transport, quality and pricing of public transport, Integrated public transport systems, innovative financing, restoring para transit to its normal role, priority to non-motorised transport (cycling and pedestrians), parking, planning for movement of freight traffic, legal and administrative issues (Unified Metropolitan Transport Authority - UMTA), capacity building, use of cleaner technologies, setting up of a dedicated urban transport fund, using land as a resource, association of private sector, pilot projects by Government of India and public awareness and cooperation. • Projects: <ul style="list-style-type: none"> • Parking Policy <ul style="list-style-type: none"> o Public Parking Policy - Pune 2016 o Draft BHUBANESWAR ON-STREET PARKING REGULATIONS – 2015 o Draft PARKING POLICY FOR Hyderabad Municipal Authority, 2013 o Parking Policy as a Travel Demand Management Strategy – UTTIPEC, Delhi 2010 etc. • Congestion pricing: <ul style="list-style-type: none"> o Road Tolls are utilized for revenue recovery in almost all highway construction projects in India. o Pollution cost of Green Cess are been levied from vehicle manufacturers and certain cities like Jaipur levy from vehicles entering the city. o Shimla, hill city has also proposed for green cess for the vehicles which enter the city. o In Delhi, Heavy Vehicles entering the city has to pay NGT tax o Aizwal city in Mizoram, a hill city has regulation on vehicle registration as it is mandate to provide proof of availability of owned parking • Fuel taxes levied in India are excise duty dealer VAT or sales tax added with dealers commission makes fuel price more than double the cost of petroleum.

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		<p>Examples of important actions that you plan to carry out in next year</p> <p>Implementation of parking policy at various cities and introduction of road pricing/congestion pricing in pilot cities.</p> <p>Launch of Green Urban Mobility Scheme</p> <hr/> <p>What importance does this particular EST Goal attach in your country’s on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <p>Parking regulations and congestion pricing intend to reduce the usage of private vehicle in the city and reduce the congestion on roads</p>	
“Shift” Strategy	7 Achieve significant shifts to more sustainable modes of inter-city passenger and goods transport , including priority for high-quality long distance bus, inland water transport, high-speed rail over car and	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some progress (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Barriers/Challenges faced in implementation:

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	<p>air passenger travel, and priority for train and barge freight over truck and air freight by building supporting infrastructure such as dry inland ports</p> <p>Ministry of Railways, Inland Waterways authority of India, Ministry of Road Transport & Highways</p>	<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p>
		<p>Examples of important actions that you plan to carry out in next year</p>
		<p>What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p>

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Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration from the Lao EST Forum 2017 to the Mongolia EST Forum 2018.	
III. Strategies to <u>Improve</u> transport practices and technologies			
“Improve” Strategy	8 Diversify towards more sustainable transport fuels and technologies , including greater market penetration of options such as vehicles operating on electricity generated from renewable sources, hybrid	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some progress (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Barriers/Challenges faced in implementation:

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	technology, and natural gas	<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <ul style="list-style-type: none"> • Ministry of Heavy Industries & Public Enterprises <ul style="list-style-type: none"> o National Electric Mobility Mission Plan 2020 (NEMMP) in 2012 which focuses on introduction of approx. 6-7 million hybrid/electric vehicles in India by 2020. o Faster Adoption and Manufacturing of Hybrid and Electric vehicles (FAME) - The policy aims at Full range of electric vehicle technologies - mild hybrid, full hybrid (HEVs), Plug in Hybrids (PHEVs) and Pure Electric Vehicles (PEVs) for 2 wheelers, 3 wheelers, 4 wheelers, Light Commercial Vehicles, Buses and also retro fitment vehicles. It focuses on technology development, Pilot Projects, Demand Creation and Charging Infrastructure. It targets deploying 5 to 7 million electric vehicles lowering of vehicular emissions by 1.3 percent in the country by 2020. The scheme envisages Rs 795 crore in support of the initiative. • Ministry of Petroleum & Natural Gas (MoP&NG) <ul style="list-style-type: none"> o Auto fuel Policy, 2003 - It addressed measures such as vehicular emission norms, fuel quality and standard of CNG/LPG kits, measures to reduce emissions, Research & Development etc. o Auto Fuel Vision and Policy- 2025- It includes road-map with aim to minimize the contribution of vehicular pollution in the shortest possible time frame and to do so in a financially sustainable manner. Source: http://petroleum.nic.in/docs/autopol.pdf <p>Project</p> <p>Many cities like Navi Mumbai, Shimla, BEST Mumbai and Pune are in the process of procurement of electric/ hybrid buses.</p>

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		<p>Examples of important actions that you plan to carry out in next year</p> <ul style="list-style-type: none"> • According to the Auto Fuel Policy 2025, BS IV Auto Fuels Coverage to 50 Cities by 2017 and new refinery commissioning and quality upgradation projects will be taken up. • Introduction of BS VI fuel standards in Delhi NCR by leap frogging BSV and examine introducing these fuels in NCR by April 2019 • Sept, 2020 is the deadline for automakers to start selling BS VI vehicles across India • India has set 2020 as deadline the Centre for rolling out cleaner fuel all over the country. • Notification has been published Vide GSR 889 (E) dated 16.9.202016 mandating BS VI for all motor vehicles.

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		<p>What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <p>India is the fourth largest CO2 emitting country, following closely behind the European Union, and ahead of the Russian Federation. About 10.25 % CO2 (2013) emissions comes from the transport sector in India of which 9.5% is from road based transport alone. Over the years there is marked shift as levels of PM10 and NOx are increasing in a number of Indian cities. Therefore a major shift to more sustainable transport fuels and technologies is the need of the hour. Source: Co2 Emissions From Fuel Combustion Highlights (2015 Edition)-International Energy Agency, https://www.iea.org/publications/freepublications/publication/CO2EmissionsFromFuelCombustionHighlights2015.pdf</p>

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“Improve” Strategy	9 Set progressive, appropriate, and affordable standards for fuel quality, fuel efficiency, and tailpipe emissions for all vehicle types, including new and in-use vehicles	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some progress (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Barriers/Challenges faced in implementation:

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		<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p>Policy</p> <ul style="list-style-type: none"> • Ministry of Petroleum & Natural Gas (MoP&NG) has issued Auto fuel Policy, 2003 and Auto Fuel Vision and Policy- 2025 to address vehicular emission norms, fuel quality and standard of CNG/LPG kits, and a road-map to minimize the contribution of vehicular pollution. • Ministry of Road Transport & Highways has amended the Central Motor Vehicles Rules, 1989 to implement BS-IV mass emission standards for all categories of vehicles from 01.04.2017 across all India vide G.S.R notification no. 643(E) dated 19th August, 2015. • Furthermore, it was decided to introduce BS-IV fuel standards by leapfrogging BS-V. Notification has been published vide GSR 889(E) dated 16.09.2016 mandating BS-VI for all motor vehicles from 1st April, 2020. <p>Standards</p> <ul style="list-style-type: none"> • India has pledged reduce its GHG emissions intensity (the ratio of emissions to GDP) by 20–25 percent from 2005 levels to 2020. In order to achieve the target, the emission norms of various fuel categories along with the timeline for implementation are attached in Annexure1. • India is developing its fuel economy standards for passenger vehicles by Bureau of Energy Efficiency (BEE) in cooperation with the Ministry of Road Transport and Highways

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		<p>Examples of important actions that you plan to carry out in next year</p> <ul style="list-style-type: none"> • According to the Auto Fuel Policy 2025, BS IV Auto Fuels Coverage to 50 Cities by 2017 and new refinery commissioning and quality upgradation projects will be taken up. • Introduction of BS VI fuel standards in Delhi NCR by leap frogging BSV and examine introducing these fuels in NCR by April 2019 • Sept, 2020 is the deadline for automakers to start selling BS VI vehicles across India • India has set 2020 as deadline the Centre for rolling out cleaner fuel all over the country. • Notification has been published Vide GSR 889 (E) dated 16.9.202016 mandating BS VI for all motor vehicles.
		<p>What importance does this particular EST Goal attach in your country’s on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <p>This will lead to cumulative fuel saving, improved fuel efficiency, reduction of GHG emission which would result in improving urban air quality</p>

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"Improve" Strategy	10 Establish effective vehicle testing and compliance regimes, including formal vehicle registration systems and appropriate periodic vehicle inspection and maintenance (I/M) requirements, with particular emphasis on commercial vehicles, to enforce progressive emission and safety standards, resulting in older polluting commercial vehicles being gradually phased-out from the vehicle fleet, as well as testing and compliance regimes for vessels	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some progress (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Barriers/Challenges faced in implementation:
		Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant. <p>The vehicle should be allowed to ply on road as long as it meets safety and emission norms. The safety and emissions requirements can be achieved if the vehicles go through a fitness test after regular intervals. Therefore, the Government decided to put in place a suitably designed Inspection and Maintenance System for vehicles. During 11th Plan, 9 Inspection and Certification (I&C) Centre was sanctioned to set up one each in different states. Some of the Centres are also operational now. During 12th Plan, the Government has set the target to set up 10 more such centres in different states.</p>	

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		Examples of important actions that you plan to carry out in next year	
		What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?	
"Improve" Strategy	11 Adopt Intelligent Transportation Systems (ITS), such as electronic fare and road user charging systems, transport control centres, and real-time user information, when applicable	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some progress (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Barriers/Challenges faced in implementation:

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		<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p>Policy:</p> <ol style="list-style-type: none"> 1. Government of India is implementing a scheme namely Strengthening of Public Transport system for augmentation of IT features in Public Transport System under which financial assistance are provided to State Road Transport Undertaking (SRTU) for use of latest technologies such as GPS / GSM based vehicle tracking system, computerized reservation system, Automatic fare collection system, electronic ticket vending machines, inter-modal fare integration, passenger information system etc. for services covering inter-city and mofussil areas. 2. Urban Bus specifications II envisaged modern buses with intelligent transport system features like GPS/GPRS, audiovisual passenger information system, LED sign boards, vehicle tracking system, automatic fare collection system 3. Smart City Programme 2015: This programme focuses on smart parking and ITS based traffic management solutions for cities. 4. Drafted Green Urban Mobility Scheme <p>Projects</p> <ol style="list-style-type: none"> 1) Bangalore –BTRAC Project, under this project, 179 surveillance cameras, 5 traffic enforcement cameras, 340 signals running on solar energy,49 pelican light signals for pedestrians and 20 Variable Message Signs (VMS) have also been installed to relay live traffic data for regulation, monitoring and enforcement. Also central control room has been set up for the traffic control of cities. 2) The ITS Project of Mysore city covers 500 Buses, 105 Bus Stops, 6 Bus Terminals and 45 platforms. This was initiated by KSRTC. The multi-faceted program has many benefits: it provides real time information about bus arrival and departure through PIS, SMS and their website 3) Mumbai - The Area Traffic Control (ATC) the project in Mumbai was implemented by the Municipal Corporation of Greater Mumbai (MCGM) on behalf of the Mumbai Traffic Police

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		<p>Examples of important actions that you plan to carry out in next year</p> <ul style="list-style-type: none"> • Launch of Green Urban Mobility Scheme • Launch of Metro Policy <hr/> <p>What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <ul style="list-style-type: none"> • It provides traffic and other transport system related data continuously in real time which can be used to assess travel demand in cities. • ITS adoption by cities in public transport helps in improving efficiency , reliability , safety, real time tracking of vehicles , integrated timetables for the convince of commuters

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“Improve” Strategy	12 Achieve improved freight transport efficiency, including road, rail, air, and water, through policies, programs, and projects that modernize the freight vehicle technology, implement fleet control and management systems, and support better logistics and supply chain management	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some progress (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Barriers/Challenges faced in implementation:

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		<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <ul style="list-style-type: none"> • Drafted Green Urban Mobility Scheme • In order to facilitate inter-state movement of goods carriages, a new national permit system has been implemented in all states/Union Territories with effect from 08.05.2010, national permit has been notified vide S.O. 1848(E) dated 28.7.2010. as per the new arrangement, national permit can be granted by the home state on payment of Rs. 1000/- as home state authorization fee and Rs. 15000/- per annum per truck towards consolidated fee authorizing the permit. The permit holder to operate throughout the country. The new national permit system has also been implemented electronically through a web portal developed by National Informatics Centre (NIC) w.e.f. 15.09.2010 <p>Examples of important actions that you plan to carry out in next year</p> <p>Launch of Green Urban Mobility Scheme</p>

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		What importance does this particular EST Goal attach in your country's on-going efforts in achieving the Sustainable Development Goals (SDGs) under the 2030 Agenda for Sustainable Development?	
IV. <u>Cross-cutting</u> strategies			
"Cross-Cutting"	13 Adopt a zero-fatality policy with respect to road, rail, and waterway safety and implement appropriate speed control, traffic calming strategies, strict driver licensing, motor vehicle registration, insurance	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some progress (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box	Barriers/Challenges faced in implementation:

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	<p>requirements, and better post-accident care oriented to significant reductions in accidents and injuries</p>	<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p>Urban Transport, which is an integral part of urban development, is a State subject. The responsibility of development of urban transport lies with State Governments</p> <p>Policy:</p> <ul style="list-style-type: none"> • MoRTH has initiated National Road Safety Policy in 2010 to improve the road safety activities in the country. Some of the initiatives involved are Awareness about Road Safety Issues, Establish a Road Safety Information Database, road Traffic Safety Education and Training etc. • Establish a dedicated agency viz. a National Road Safety Board to oversee the issues related to road safety and evolve effective strategies for implementation of the Road Safety Policy. • Establish a National Road Safety Fund to finance road activities through the allocation of a certain percentage of the cess on gasoline and diesel. (Source:http://morth-roadsafety.nic.in/WriteReadData/LINKS/171d16c6e7-cda5-4820-b86037e09d8b6e0d.pdf). • Information about the share of top thirteen States in India in total number of road accidents, persons killed and persons injured in road accidents in the backdrop of their share in India's help in improving safety record and working out a technological solution to people falling off trains especially in suburban sections. (Source: http://indianexpress.com/article/business/budget/rail-budget-zero-accident-plan-to-preventmishaps/) • Motor Vehicle (Amendment) Bill 2016: The Government has introduced Motor Vehicle (Amendment) Bill, 2016 in Lok Sabha in August 2016. The bill envisages the provision of strict driver licensing, motor vehicle registration, enhanced penalties for violation of traffic rules, etc. For controlling the overspending, the Government has issued GSR 290(E) dated 15.04.2015 amending Central Motor Vehicles Rules, 1989 mandating speed governor for transport vehicles. Further, provisions regarding issue of driving licence are contained in Chapter II of Motor Vehicles Act, 1988(MV Act) and Chapter II of Central Motor Vehicles Rules, 1989(CMVRs) and provisions for mandatory third party insurance is contained in Chapter XI of Motor Vehicles Act, 1988. motor

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		<p>Examples of important actions that you plan to carry out in next year</p> <p>Road Safety auditing to be done in million plus cities</p> <hr/> <p>What importance does this particular EST Goal attach in your country’s on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <p>The highest motorization growth rate in the world accompanied by rapid expansion in road network and urbanization over the years including India, has serious impacts on road safety levels. The total number of road accidents increased by 2.5 per cent from 4, 89, 400 in 2014 to 5, 01,423 in 2015 (Source: Road Accidents In India – 2015, Government of India Ministry Of Road Transport & Highways Transport Research Wing). The road fatalities per 100, 000 motor vehicles in India is 130.1 compared to Europe 19 and America 33 in 2013 (Source: https://en.wikipedia.org/wiki/List_of_countries_by_traffic-related_death_rate). Therefore in order to control the accidents this goal is considered very important.</p>

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“Cross-Cutting” 14	Promote monitoring of the health impacts from transport emissions and noise, especially with regard to incidences of asthma, other pulmonary diseases, and heart disease in major cities, assess the economic	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some progress (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Barriers/Challenges faced in implementation:

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	<p>impacts of air pollution and noise, and devise mitigation strategies, especially aiding sensitive populations near high traffic concentrations</p>	<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <ul style="list-style-type: none"> • For reducing the pollution, the Government has amended the Central Motor Vehicles Rules, 1989 to implement BS-IV mass emission standards for all categories of vehicles from 01.04.2017 across all India vide G.S.R notification no. 643(E) dated 19th August, 2015. • Furthermore, after consultation with concerned Ministries/Departments, it was decided to introduce BS-IV fuel standards by leapfrogging BS-V. Notification has been published vide GSR 889(E) dated 16.09.2016 mandating BS-VI for all motor vehicles from 1st April, 2020. • Central Pollution Control Board (CPCB) had sponsored two epidemiological studies in Delhi (urban) as mentioned below which were conducted by Chittranjan National Cancer Institute, Kolkata during 2002-2005 and 2007-- 2005. <ul style="list-style-type: none"> i. ‘Epidemiological Study on Effect of Air Pollution on Human Health (adults) in Delhi’ carried out during 2002–2005 and ii. ‘Study on Ambient Air Quality, Respiratory Symptoms and Lung Function of Children in Delhi’ carried out during 2003–2005 • The above studies indicated several pulmonary and systemic changes, altered immunity and damage to chromosomes and DNA and other health impairments associated with cumulative exposure to high level of particulate pollution that increases the risk of various diseases.

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			Examples of important actions that you plan to carry out in next year	
			What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?	
"Cross-Cutting"Ste	15	Establish country-specific, progressive, health-based, cost-effective, and enforceable air quality and noise standards, also taking into account the WHO guidelines, and mandate monitoring	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some progress (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Barriers/Challenges faced in implementation: <ul style="list-style-type: none"> • Uncontrolled growth of vehicle population in all major cities/towns has resulted in high levels of air and noise pollution.

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	<p>and reporting in order to reduce the occurrence of days in which pollutant levels of particulate matter, nitrogen oxides, sulphur oxides, carbon monoxide, and ground-level ozone exceed the national standards or zones where noise levels exceed the national standards, especially with regard to environments near high traffic concentrations</p>	<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p>Policy and initiative taken for control of Air Pollution:</p> <p>The Central Pollution Control Board is executing a nation-wide programme of ambient air quality monitoring known as National Air Quality Monitoring Programme (NAMP). National Air Monitoring Program (NAMP) is a network of 703 manual stations to monitor ambient air quality in 307 cities, covering 29 states and 6 UTs in the country. CPCB is association with SPCB and PCC for UTs undertakes the air monitoring.</p> <p>Under the National Air Quality Monitoring Programme (NAMP), three major air pollutants viz., Sulphur Dioxide (SO₂), Nitrogen Dioxide (NO₂), and Particulate Matter having size less than or equal to 10 micron (PM₁₀), are being monitored regularly at all the locations. Other parameters like PM_{2.5} (Particulate Matter having an aerodynamic diameter less than or equal to 2.5 µm), Carbon monoxide (CO), Ammonia (NH₃), Lead (Pb), Ozone (O₃), Benzene (C₆H₆), Benzo(a)pyrene {B(a)P}, Arsenic (As) and Nickel (Ni) are being monitored at selected locations in the network under NAMP.</p> <p>National Ambient Air Quality Standards:</p> <p>Prescribed standards for 12 parameters, namely, PM₁₀, PM_{2.5}, SO₂, NO₂, CO, NH₃, Ozone, Lead, Benzene, Benzo-a Pyrene, Arsenic and Nickel. In and around the industrial areas there is no clear distinction between industrial and residential zones. Generally, there is a mixed land use pattern and transition from industrial to residential area and vice-versa has no buffer zone and in most situation it is difficult to recognize the describe area classification.</p> <p>Air quality index (AQI): It is a tool that transforms weighted values of individual air pollution related parameters (e.g. PM₁₀, NO₂, SO₂, CO, etc.) into a single number or set of numbers, which is used for air quality communication and decision making. AQI presently for 69 cities is an important initiative of the Govt. that would facilitate effective dissemination of air quality</p>

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		<p>Examples of important actions that you plan to carry out in next year</p> <p>Coverage of NAQI will be further extended to other cities.</p> <hr/> <p>What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <p>The establishment of NAMP is in line with the 2030 agenda for ambient air quality monitoring of cities including monitoring for particulate matters, NOx, SOx etc. The Noise Pollution (Regulation and Control) Rules further boost the agenda for establishing a formal noise monitoring programme across the cities and towns.</p>

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“Cross-Cutting” Strategy	16 Implement sustainable low-carbon transport initiatives to mitigate the causes of global climate change and to fortify national energy security , and to report the inventory of all greenhouse gases emitted from the transport sector in the National Communication to the UNFCCC	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some progress (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Barriers/Challenges faced in implementation:

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Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration from the Lao EST Forum 2017 to the Mongolia EST Forum 2018.
		<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p>India is making efforts to create a low carbon transport system with goals:</p> <ul style="list-style-type: none"> • create an enabling policy environment at the national level for building a sustainable transport system, and • increase the cities' capacity to improve mobility while lowering CO2 emissions. <p>Policy:</p> <ul style="list-style-type: none"> • Government of India formulated a National Urban Transport Policy (NUTP) in April, 2006. The objective of the policy is to ensure 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. The NUTP addresses various issues like integrated land use and transport planning, equitable allocation of road space, priority for the use of public transport, quality and pricing of public transport, Integrated public transport systems, innovative financing, restoring para transit to its normal role, priority to non-motorised transport (cycling and pedestrians), parking, planning for movement of freight traffic, legal and administrative issues (Unified Metropolitan Transport Authority - UMTA), capacity building, use of cleaner technologies, setting up of a dedicated urban transport fund, using land as a resource, association of private sector, pilot projects by Government of India and public awareness and cooperation. <p>Act</p> <ul style="list-style-type: none"> • The Energy Conservation Act of 2001 provides a legal mandate for implementation of the energy efficiency measures through the institutional mechanism of Bureau of Energy Efficiency (BEE). • Government has amended the Central Motor Vehicles Rules, 1989 to implement BS-IV mass emission standards for all categories of vehicles from 01.04.2017 across all India vide G.S.R notification no. 643(E) dated 19th August, 2015.

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		<p>Examples of important actions that you plan to carry out in next year</p> <ol style="list-style-type: none"> 1. In Budget 2017-18, Rs 175 crore has been earmarked for the FAME India scheme, to promote electric and hybrid vehicles, as an initiative to implement sustainable low-carbon transport initiative. 2. Energy savings at the end of the 12th 5-year plan (2012–17) with the implementation of Energy Conservation Act 2001. <hr/> <p>What importance does this particular EST Goal attach in your country’s on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <p>Various policy level initiatives like National Action Plan, INCCA etc. and promotion of alternate technologies with the introduction of schemes like FAME have assisted in implementation of sustainable low-carbon transport to mitigate the causes of global climate change and to fortify national energy security.</p>

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Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration from the Lao EST Forum 2017 to the Mongolia EST Forum 2018.	
“Cross-Cutting” Strategy	17 Adopt social equity as a planning and design criteria in the development and implementation of transport initiatives, leading to improved quality, safety and security for all and especially for women, universal accessibility of streets and public transport systems for persons with disabilities and elderly, affordability	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some progress (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Barriers/Challenges faced in implementation:

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Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration from the Lao EST Forum 2017 to the Mongolia EST Forum 2018.
	<p>of transport systems for low-income groups, and up-gradation, modernization and integration of intermediate public transport</p>	<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p>Policy</p> <ul style="list-style-type: none"> • National Urban Transport Policy (2006) has focused on equitable allocation of road space and promotion of ITS for improved passenger safety in all public transport systems. • Guidelines and standards for barrier free built environment for disabled and elderly persons have been framed by Government of India for the integration of persons with disabilities into the social mainstream. http://cpwd.gov.in/Publication/HandbookonBarrier.pdf <p>Act:</p> <ul style="list-style-type: none"> • The Rights of Persons with Disabilities Act, 2014 have been passed by the Parliament of India to enjoy a life of equality and can lead a life with dignity and respect and integrity like others. Codes: • The Code of Practice for Urban Roads, 2012 also incorporates pedestrian and NMT facilities as an integral part of the road network in cities. • Indian Road Congress (IRC) codes for urban roads under preparation <p>Scheme</p> <ul style="list-style-type: none"> • Introduction of Atal Mission for Rejuvenation and Urban Transportation (AMRUT) in 2015 aimed at building amenities in cities to improve the quality of life, especially the poor and the disadvantaged. • Smart City Mission initiated by the Government of India is an attempt to improve the quality of living of all the citizens, including the poor, by ensuring availability of all basic services in a comprehensive manner. <ul style="list-style-type: none"> • Sugamya Bharat Abhiyan (Accessible India)

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		<p>Examples of important actions that you plan to carry out in next year</p> <p>Implementation of Rights of Persons with Disabilities Act, 2014 across India</p> <p>What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <p>Social equity planning and providing quality, safe and secure transport services for all and especially for women, universal accessibility of streets and public transport systems for persons with disabilities and elderly, affordability of transport systems for low-income groups has been the governing criteria for schemes like smart city and AMRUT. This EST is in line with the initiatives of the Government to provide the most affordable transport services to the low income groups.</p>

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Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration from the Lao EST Forum 2017 to the Mongolia EST Forum 2018.	
“Cross-Cutting”	18 Encourage innovative financing mechanisms for sustainable transport infrastructure and operations through measures, such as parking levies, fuel pricing, time-of-day automated road user charging, and public-private	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some progress (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Barriers/Challenges faced in implementation:

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Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration from the Lao EST Forum 2017 to the Mongolia EST Forum 2018.
	<p>partnerships such as land value capture, including consideration of carbon markets, wherever feasible</p>	<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p>Policy • National Urban Transport Policy, 2006 - Innovative financing mechanisms using land as a resource: The Central Government would encourage the levy of dedicated taxes to be credited to an urban transport fund and used exclusively to meet urban transport needs within the State. • National Transport Development Policy Committee and 12th Five Year Plan highlights Pricing as a mechanism as a relative financial costs between an alternative mode and driving and various other strategies. • National Mission on Sustainable Habitat (NMSH): Institutionalise fiscal and funding mechanisms to ensure financial sustainability of investments in public transport and non-motorised transport (UTF). • Road Transport and Safety Act, 2014 recommends Zoning and congestion pricing as a strategy for significant reduction in congestion in urban areas.</p> <p>Advisories by MoUD:</p> <ul style="list-style-type: none"> • Introduction of Congestion Charging in Central Business Areas / Congested Areas in Indian Cities, D. O. No. K-14011/7/2007-UT-II(Pt.1), dated 15th January 2013 • Reserving a lane for public transport/high capacity bus system/high occupancy vehicles on all new road links or widened roads, D. O. No. K-14011/07/2007-UT, dated 13th December 2007. <p>Existing Practices in India:</p> <ul style="list-style-type: none"> • Delhi Masterplan 2021 – recommends Parking District Management for various with TOD measures. • Pune Parking Policy- levy differential parking charges • Green Cess in Rajasthan and other cities for tackling vehicular pollution. • Toll Revenue 2014-2015 by NHAI : toll revenue 3148.21 crore (NHAI ANNUAL REPORT 2014-15) • Urban Transport Fund has been formed in cities like Pimpri-chinchwad, UP state level - Lucknow etc. • Cost – Benefit Analysis has been conducted for all Metro and BRT Projects <p>Urban Transport is an admissible component for funding under AMRUT and Smart city projects.</p>

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Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration from the Lao EST Forum 2017 to the Mongolia EST Forum 2018.
		<p>Examples of important actions that you plan to carry out in next year</p> <ul style="list-style-type: none"> • Congestion charging and parking policy has been in planning stages and may implement in various cities. • Launch of Green Urban Mobility Scheme • Launch of TOD Policy • Launch of Metro Policy
		<p>What importance does this particular EST Goal attach in your country’s on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <p>Innovating financing may generate additional revenue which could be utilized for infrastructure development. Also, congestion pricing may lead to reduction in vehicles which in turn will reduce the travel time and air pollution.</p>

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Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration from the Lao EST Forum 2017 to the Mongolia EST Forum 2018.	
“Cross-Cutting” Strategy	19 Encourage widespread distribution of information and awareness on sustainable transport to all levels of government and to the public through outreach, promotional campaigns, timely reporting of monitored indicators, and participatory processes	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some progress (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Barriers/Challenges faced in implementation:

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Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration from the Lao EST Forum 2017 to the Mongolia EST Forum 2018.
		<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p>Policy</p> <ul style="list-style-type: none"> • National Urban Transport Policy (NUTP), 2006- Capacity building and sensitizing the city and state officials about a sustainable transport is an integral part of NUTP, 2006 <p>Project</p> <ul style="list-style-type: none"> • To promote clean and green mobility in cities, Sustainable Urban transport Project (SUTP) was initiated by Government of India with support of Global Environment Facility (GEF), United Nations Development Program (UNDP), World Bank (WB) and participating states and cities in May 2010. The project with an estimated cost of Rs 20 billion comprises of National Capacity Development initiatives and Implementation of Demonstration Projects in select cities. The aim of the Project is to support the implementation of the NUTP, 2006, particularly those aspects of the policy that emphasize on priority to the use of public transport, non-motorized transport; and Capacity building at both national and local levels. http://www.sutpindia.com/TopMenuDescription.aspx?status=1&menu_id=1&mmenuid=1 • Institute of Urban Transport (India) has been mandated by The Government of India to support the Ministry in capacity building initiatives for spreading information and creating awareness on sustainable transport at different government levels. Accordingly, IUT has launched an awareness campaign to make small and medium sized cities aware of the adverse environmental consequences of inaction, introduce them to the importance of sustainable urban transport. • Capacity building programmes to be conducted across the country to apprise the government officials (state and city) about the sustainable transport development for providing good mobility to the city and its population. • Setting up of a Knowledge Management Centre (KMC) on Urban Transport

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		<p>Examples of important actions that you plan to carry out in next year</p> <ul style="list-style-type: none"> • Capacity building programmes to be conducted across the country to apprise the government officials (state and city) about the sustainable transport development for providing good mobility to the city and its population. • Setting up of a Knowledge Management Centre (KMC) on Urban Transport <p>What importance does this particular EST Goal attach in your country’s on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <p>India being a developing country, creating public awareness on sustainable transport to both, government as well as public is an essential part. The Govt of India through its initiatives has tried to create outreach through promotional campaigns, capacity building to create an environment of sustainable transport development among the Indian cities.</p>

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“Cross-Cutting” Strategy	20 Develop dedicated and funded institutions that address sustainable transport-land use policies and implementation, including research and development on environmentally-sustainable transport, and promote good governance through implementation	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some progress (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Barriers/Challenges faced in implementation:

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Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration from the Lao EST Forum 2017 to the Mongolia EST Forum 2018.
	of environmental impact assessments for major transport projects	<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <ol style="list-style-type: none"> 1. The Institute of Urban Transport (India) - IUT is professional bodies under the purview of the Ministry of Urban Development Government of India (MoUD) with the objective to promote, encourage and coordinate the state-of-the-art urban transport including planning, development, operation, education, research and management. http://www.iutindia.org/services/TSMoUD.aspx 2. SUTP is supported by the Government of India (GoI), through the Ministry of Urban Development (MoUD) for capacity building programmes and city demonstration projects on urban transport development in the country. 3. MoUD has created four centre of excellence at IIT Delhi, IIT Chennai, Centre for Environmental Planning and Technology (CEPT) and NIT Warangal <p>Examples of important actions that you plan to carry out in next year Capacity Building programs will be continued</p>

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		<p>What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <p>The Govt. of India has taken dedicated steps to develop and fund institutions that address sustainable transport-land use policies and implementation along with research and development on environmentally-sustainable transport. The initiatives to promote organizations like Institute of Urban Transport (India), Centre of Excellence and promoting projects like SUTP has helped India to work towards achieving the agenda for sustainable development.</p>

Major policy initiatives/projects/action plan to improve rural access:

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“Cross-Cutting” Strategy	<p>Take policy initiatives to improve rural access leading to improved quality, safety and security for all and especially for women, disadvantaged groups persons with disabilities and elderly, low-income groups, access to farms, agriculture centers, education and health</p> <p>Not Applicable</p>	<p>List some of actions taken to improve rural access in your country so far?</p>	<p>Barriers/Challenges faced in improving rural connectivity:</p>
		<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions to improve rural access. Please attach reports or include websites where relevant.</p>	
		<p>Examples of important actions that you plan to carry out in next year</p>	

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			Importance of improving rural access in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?
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