



The Green Urban Mobility Partnership Newsletter

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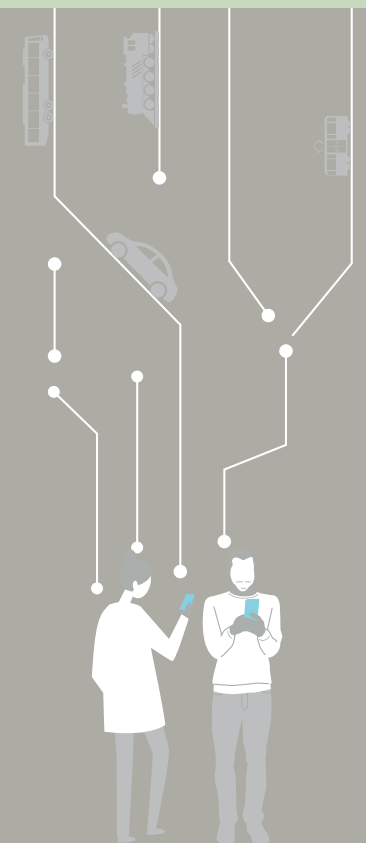
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News from BMZ and MoHUA

a. Changes in Leadership at BMZ and MoHUA and their priorities

Ms Svenja Schulze takes office as the new Federal Minister for Economic Cooperation and Development (BMZ)



Ms Svenja Schulze, BMZ, Ministry of Economic Cooperation and Development © BPA/Steffen Kugle

After the Federal elections in September 2021 and formation of the new government in Germany, the **leadership** of the Ministry for Economic Cooperation and Development (BMZ) changed and Ms Svenja Schulze succeeded Mr Gerd Müller. She had previously served as the Federal Minister for the Environment, Nature Conservation and Nuclear Safety during the years 2018 to 2021. Serving directly in line to her are Mr Niels Annen and Dr. Bärbel Kofler as Parliamentary State Secretaries and Mr Jochen Flasbarth as the State Secretary.

The development policy of the new Minister prioritises addressing the COVID-19 pandemic and its consequences and preventing new pandemics; pushing back poverty and hunger; forging a just transition to clean and safe energy sources; and embracing a feminist development policy to strengthen the rights of women and LGBTIQ+ people.

Dr. Philipp Ackermann joins as the new German Ambassador to India



Dr. Philipp Ackermann, German Ambassador to India. © German Embassy

Dr. Philipp Ackermann succeeded Walter J. Lindner as the new German Ambassador to India and Bhutan in August this year. Previously serving as the head of the Political Department since 2018, Mr Ackermann had been the envoy and deputy ambassador to the Washington embassy. In 2016 he became Commissioner for the Middle East and North Africa at the Federal Foreign Office and Berlin.

Upon taking charge as the new German Ambassador to India, he said:

“

India and Germany have strategic partnership that goes back a long, long time. We have to do utmost to intensify and deepen this strategic partnership. I think we should do everything to fight climate change, pollution, to improve biodiversity, these are planet's problem & every country suffers from it. India and Germany are very strong partners in it.

”

Source: Wion News

Mr Manoj Joshi, Secretary, Ministry of Housing and Urban Affairs (MoHUA)



Mr Manoj Joshi, Secretary, Ministry of Housing & Urban Affairs (MoHUA) New Delhi, India

Mr Manoj Joshi (IAS), erstwhile Special Secretary in the Ministry of Food Processing Industries, succeeded Mr Durga Shankar Mishra. Mr Joshi has earlier been Joint Secretary at the Department of Economic Affairs.

Stating his views on Green Mobility, Mr Manoj Joshi said:

“

Green transport infrastructure is not only a pivotal part in achieving climate change mitigation targets but also to attain sustainable development in the long-term. The Green Urban Mobility Partnership has made significant contributions to both objectives across different levels and fields of the sector.

”

Mr Manoj Joshi, Secretary,
Ministry of Housing and Urban Affairs,
at the 2022 TUMI Conference,
17 May 2022

b. Indo-German Development Cooperation Highlights

Green and Sustainable Development Partnership established at 6th Indo-German Intergovernmental Consultations in Berlin



India is a key partner of our bilateral development cooperation. With the agreements signed today we want to lift our cooperation to a new level. The fight against poverty and the climate crisis can only be won by acting together with India.

BMZ Press Release



Ms Svenja Schulze,
Federal Minister for Economic Cooperation and Development (BMZ),
2 May 2022.



Mr Olaf Scholz, Federal Chancellor, Germany and Mr Narendra Modi, Prime Minister, India exchanging the Joint Declaration of Intent for a green and sustainable development partnership, ©Bundesregierung/Bergmann



Mr Niels Annen, Parliamentary State Secretary BMZ; Mr Subrahmanyam Jaishankar, Indian Foreign Minister; Ms Svenja Schulze, German Development Minister and Mr Jochen Flasbarth, State Secretary BMZ at the Indo-German cabinet consultations in Berlin on 2 May 2022, © Thomas Köhler

The sixth Indo-German Intergovernmental Consultations took place on 2nd May 2022 in Berlin. Honourable Prime Minister of India Mr Narendra Modi, and Mr Olaf Scholz, Federal Chancellor of Germany graced the event along with their respective cabinet ministers, including Ms Svenja Schulze, Minister, BMZ.

BMZ also signed a Joint Declaration of Intent (JDI) on Triangular Cooperation while the German Federal Ministry for Economic Affairs and Climate Action (BMWK) signed a JDI on Indo-German Hydrogen Cooperation with their respective Indian counterparts, Ministry of External Affairs (MEA) and Ministry of New and Renewable Energy (MNRE).

Alongside green urban mobility, focus areas of cooperation would continue to be renewable energy transition, sustainable urban development, circular economy, climate action & adaption as well as biodiversity and natural resources management.



Indo-German cabinet consultations in Berlin on 2 May 2022, © Thomas Köhler/photothek.net

c. Green Urban Mobility Partnership (GUMP): News from the Cities

Former German Ambassador Mr Walter J. Lindner visits Green Urban Mobility projects in Kochi and Coimbatore

German Development Cooperation is supporting Kochi's efforts to transform the city into "Active Streets and Cycling Capital of India". To achieve this goal, GIZ's SMART-SUT project, TUMI and WRI India supported the city for the Kochi Ithile Wayfinding signages Project.

In April 2022, the then German Ambassador, Mr Walter J. Lindner visited two GUMP project cities - Kochi and Coimbatore.

He took part in a cycling ride with participants of the [Cycle with Kochi Campaign](#) which encourages women to learn cycling and use cycles as a daily mode for commute.

Cycling and walking are popular as first-and-last mile connectivity to access Kochi's Water Metro Project, which is supported by KfW Development Bank. Accompanied by Mr Loknath Behera, Managing Director of KMRL, the delegation travelled on the hybrid electric boat from Vyttila to Kakkanad terminals developed as part of the Kochi Water Metro – Integrated Water Transport System for the city and neighbouring islands. The state of the art boats manufactured by Cochin Shipyard and the common mobility card automatic fare collection have been well received by users and were appreciated by the German delegation.



Mr Lindner, Former Ambassador using digital #KochiIthile wayfinding signages © GIZ India

Mr Lindner on the electric boat provided by Kochi's Water Metro.



Mr Lindner inspecting the ferries of Kochi Water Metro © Walter J. Lindner



Mr Lindner enjoying the ride with Kochi Water Metro © Walter J. Lindner

“

A great initiative that will help citizens and tourists with wayfinding with the potential to be replicated across other cities in India.

”

“

How fortunate the people of Kochi are to be able to go to work daily enjoying such beautiful views along the backwaters, travelling in such a safe boat.

”

In Coimbatore, the Ambassador visited GIZ supported activities on Safe School precincts, aimed at improving road safety for school children and promoting walking as viable and sustainable mode of commuting amongst the youth.



Ambassador Lindner being informed by Coimbatore school children on road safety activities © GIZ India

Green Urban Mobility Partnership at TUMI 2022 Conference in Leipzig,

17th May 2022



Recorded Speech by Mr Manoj Joshi (Sec. MoHUA) on the Implementation of Green Mobility Infrastructure in India © GIZ



The focus of GUMP is on improving the access to public transport and integrated urban mobility services by providing state-of-the-art green infrastructure & build capacity of organisations and individuals to implement such projects.



Mr Manoj Joshi, Secretary, MoHUA



Mr Anil Kumar, Mayor of Kochi speaking at TUMI 2022 Conference © GIZ

TUMI hosted its annual conference under the overarching theme: “TUMI2022 – Transforming Transport Infrastructure”. On behalf of BMZ, TUMI leads climate initiatives in the transport sector with a mission to bring together stakeholders from political, financial and economic backgrounds, international experts and local practitioners.

The Indo-German Partnership was represented at the conference by Mr Manoj Joshi, Secretary, MoHUA; Mr Anil Kumar, Mayor of Kochi, and Ms Claudia Schmerler, KfW’s Head of Division, Climate Finance and Urban Mobility South Asia. Panellists were also drawn from other countries including Indonesia and Brazil. Mr Manoj Joshi outlined the overall strategy along with its main principles (Avoid-Shift-Improve) and stressed on the need for coupling the transport and energy sectors while implementing green urban mobility projects. He also highlighted India’s national ‘Panchamrit’ and international climate change mitigation targets towards achieving Sustainable Development Goals’ Agenda 2030.

The Mayor of Kochi Mr Anil Kumar thanked the German government for their support in implementing sustainable green mobility infrastructure, including the Kochi Water Metro. He emphasised the city’s ambition to improve cycling tracks and pedestrian infrastructure.

Ms Claudia Schmerler (KfW) gave additional insights on Financial Cooperation highlighting that KfW’s investments in the Indian mobility sector have so far been exclusive to the public transport infrastructure – exemplified by the innovative hybrid ferries of Kochi, and Tamil Nadu’s e-bus modernisation. KfW evinced interest in financing in all areas of urban mobility infrastructure to ensure multi-modal integration.



For full coverage of the TUMI Conference, click [here](#) Session including the Indo-German Green Urban Mobility Partnership in the video are during 5:48:00 – 6:44:30.

India and Germany showcase successful cooperation of GUMP at the 11th Session of the World Urban Forum (WUF11) in Katowice, Poland



Mr Kundan Kumar from NITI Aayog delivered the Keynote address at the event 'Mobilising Green Urban Transport Infrastructure' at the German Pavilion © GIZ India



Panel discussion on India's national push towards electric urban mobility at NIUA pavilion © GIZ India

The World Urban Forum is one of the biggest conferences organised on the themes of sustainable urbanisation and development. The United Nations Programme on Human Settlements (UN-Habitat) is a bi-annual event in cooperation with a partner country and a hosting city. This year's 11th Session of the World Urban Forum was hosted by the city of Katowice in Poland and attended by over 17,000 urban development professionals and planners (in-person & online) from over 155 countries. The Green Urban Mobility Partnership was showcased as successful in making India's urban mobility systems more inclusive and sustainable.

GUMP co-organised the event "Mobilising Green Urban Transport Infrastructure" at the [German Pavilion](#) in cooperation with TUMI. During his keynote speech Mr Kundan Kumar, Advisor NITI Aayog, lauded the significant contribution that GUMP makes to the Indian Prime Minister's vision of Panchamrit and its climate mitigation target to save 1 billion tons of CO₂ emission by 2030.

Dr. Heike Litzinger, Head of the Division for Urban Development, Mobility, Circular Economy BMZ, emphasised the positive impact that green mobility infrastructure will create. This was further illustrated by Ms Dipti Mahapatro of Capital Region Urban Transport (CRUT) who shared how challenges faced by Bhubaneswar city could be met with support from GUMP.

Please find the full video coverage of the session "[Mobilising Green Urban Transport Infrastructure](#)" alongside [GUMP publications](#) and [videos](#) on the website of the German Pavilion.



Ms Dipti Mahapatro (CRUT) sharing experiences from Bhubaneswar with audience and panellists © GIZ India



Panel discussion on gender-sensitive urban mobility systems at NIUA pavilion © GIZ India

Mo E-Ride and E-bus Launched in Bhubaneswar: 29th July 2022

The Hon'ble Chief Minister of Odisha, Mr Naveen Patnaik graced the launch ceremony and flagged off the first 10 e-buses and 50 e-autos in July this year.

Odisha state's Capital Region Urban Transport (CRUT) takes pride on inclusivity. Mo E-Ride electric rickshaws are driven by women, transgenders and HIV positive persons who have been specifically trained, providing them with respectable livelihood opportunities. Bhubaneswar as a city, profits from inclusive urban mobility and the electric Mo E-Ride and E-buses ensure tail-pipe-emission-free connectivity.

CRUT was supported by GUMP with technical support in setting up the organisation.

GUMP has so far financed 50 e-rickshaws for CRUT and trained 120 drivers to realise a convenient, emission-free and safe last-mile connectivity option that serves users of the bus system within in a range of 500 m around the bus stops.



Chief Minister of Odisha Mr Naveen Patnaik flags off Mo E-Ride electric rickshaws & E-Buses © CRUT



Mo-E Ride Auto Rickshaws © CRUT



Mo Bus - Electric Buses © CRUT

Financing Green Urban Mobility

■ KfW Development Bank: Financing Instruments for Urban Mobility







Main SDGs supported by KfW's Urban Mobility portfolio, Source: KfW Content

Governments of Germany and India entered a Joint Declaration of Intent in 2019, the "Indo German Green Urban Mobility Partnership" (GUMP) under which KfW Development Bank would finance investments in sustainable, inclusive, and smart mobility infrastructure in Indian cities.

Under the GUMP, German Development Cooperation is supporting India's cities with concessional finance along with technical assistance to strengthen the projects through Official Development Assistance (ODA) executed by KfW Development Bank and also through GIZ India.

Funds from the German Federal Budget are blended with KfW's resources to support programmes and projects for sustainable urban mobility.

Our Impact Goals in Mobility

<p>Climate Protection Save CO₂ per year compared to business-as-usual scenario</p> 	<p>Improvement in Air Quality Save PM and NO_x per year compared to business-as-usual scenario</p> 
<p>Integrated access to Mobility Systems Increase number of shared transport and NMT users</p> 	<p>Increase km of Mobility Systems Increase km of shared transport and NMT systems</p> 

... optimized impacts are driven by a sound project preparation

KfW is supporting following ongoing Urban Mobility projects in India:

<p>Integrated Water Transport System in Kochi (Kochi Water Metro/Ferries)</p> <p>EUR 85 million</p>	<p>Nagpur Metro Rail</p> <p>EUR 500 million</p>	<p>Tamil Nadu State Bus Modernication (including 500 E-buses)</p> <p>EUR 200 million</p>
<p>Integrated Green Urban Mobility in Mumbai Metropolitan Region (Mumbai metro Line 4/4A)</p> <p>EUR 545 million</p>	<p>Surat Metro Rail</p> <p>EUR 442.26 million</p>	

Ongoing Urban Mobility projects in India, Source: KfW Content

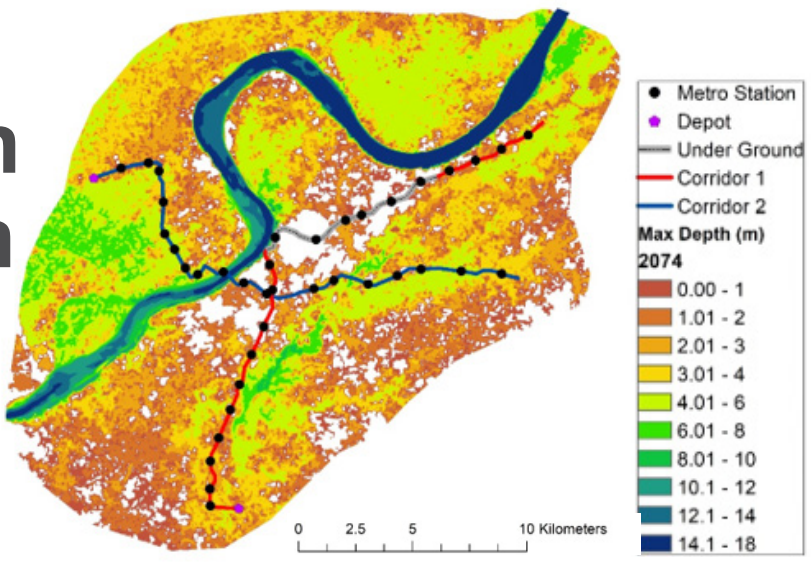
Implementation Arrangements

<p>€ Financing Conditions</p> <p>CONCESSIONAL LOANS in the size of EUR 50 million – EUR 500 million each (approx. INR 400 - 4000 crores)</p> <p>TECHNICAL ASSISTANCE GRANTS for trainings, organisational and process related support can be combined with loans</p> <p>ADDITIONAL SUPPORT for the preparation of projects possible</p>	<p>Implementation</p> <ul style="list-style-type: none"> ▪ Tenor: 12-20 years ▪ Grace period: 3-5 years ▪ Currencies: EUR or USD ▪ Interest rate fixing: Floating/ Variable (based on Secured Overnight Financing rate (SOFR/ EURIBOR) or fixed at the date of signing ▪ State Guarantee by the Indian Government where applicable 	<p>Eligible Partners</p> <ul style="list-style-type: none"> ▪ Central/State governments passing resources to Public Transport Authorities ▪ Urban Local Bodies ▪ Other Public Utilities ▪ Public Private Partnerships ▪ Special Purpose Vehicles for project execution
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Mobility impact goals supported by KfW, Source: KfW Content

To ensure the sustainability of financed projects, KfW additionally supports **qualified consulting services** for preparatory studies and other measures. Innovative financing instruments for climate-relevant investments in mobility sector are also being developed (e.g. green loans etc.).

Climate Resilience in Green Urban Mobility



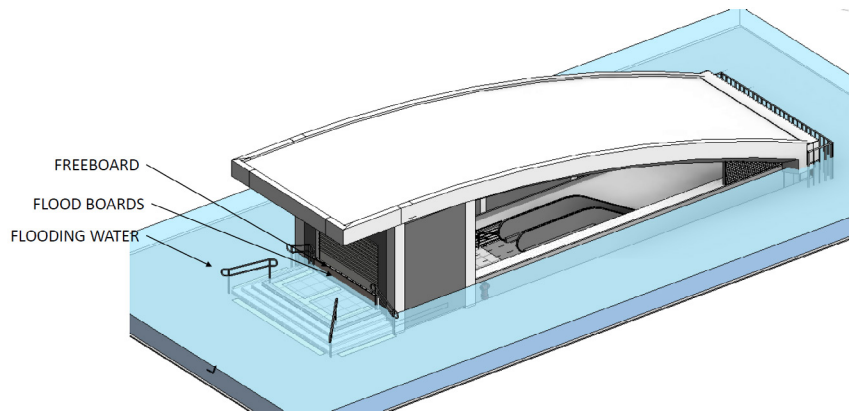
Simulated maximum flood depth in project area (till year 2074) and risk for metro system if unmitigated Source: Flood and Climate Change Risk Study for Surat Metro Rail Project by Indian Institute of Technology (IIT) Gandhinagar, financed by Gujarat Metro Rail Corporation (GMRC)

Climate resilience measures for Surat Metro Rail

GUMP also aims for the resilience of urban mobility infrastructure and climate change adaptation.

KfW Development Bank introduced climate mainstreaming in 2021 as a core component during appraisals with objective to increase the impacts of KfW-financed projects having (GHG) savings and resilience against climate change effect.

The Surat Metro Rail Project, co-financed by KfW, is an example. A comprehensive Flood and Climate Change Risk Study was undertaken and with an innovative approach, historical data together with climate change predictions were used for the risk assessment in different climate change scenarios. Surat is close to the sea and modelling of Tapi river flooding risk scenarios, heavy rainfall events, both locally and in the hinterland, sea level rise, storm conditions with high wind speeds and extreme



Example for flooding protection at Metro entry/ exit location,
Source: GMRC Presentation, 2nd Workshop for Flood & Climate Change Study

temperatures were studied to factor in structural designs of the metro system.

Together with KfW's Project Partner the Gujarat Metro Rail Corporation Limited (GMRC), such measures were agreed to be included in the detailed design and operational concept to implement a metro which is resilient to climate change.

Risk mitigation measures were defined based on the study viz., structural measures, such as mobile flood gates at the station entrances, early warning systems linked to the

local weather services, and sensors in the tunnel sections to measure water level and automatic message to the operations control centre in case of danger.



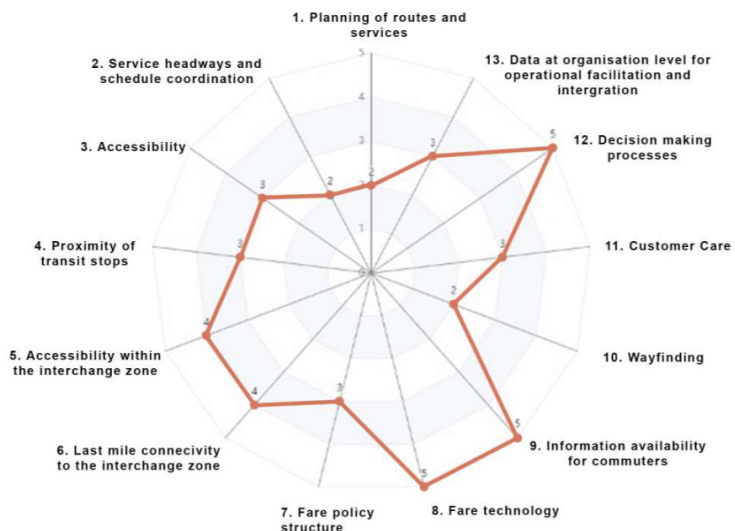
Further information on the topic of adapting urban transport to climate change can be found in the [comprehensive sourcebook](#), which is funded by BMZ and implemented by TUMI, Sustainable Urban Transport Project and the Islamic Development Bank.

Multi-modal integration for inclusive urban mobility

Evaluation Framework for multi-modal integration, Nagpur Metro

GUMP's support to India's cities is not only in financing and in implementing Mobility Systems but also as technical advice on how best to integrate metros, bus services, Intermediate Public Transport (IPT) and walking and cycling infrastructure for last-mile connectivity. Some of the initiatives taken in this direction by Germany's Federal Ministry for Economic Cooperation and Development are mentioned below.

SCORING BY MMI CORE AREAS



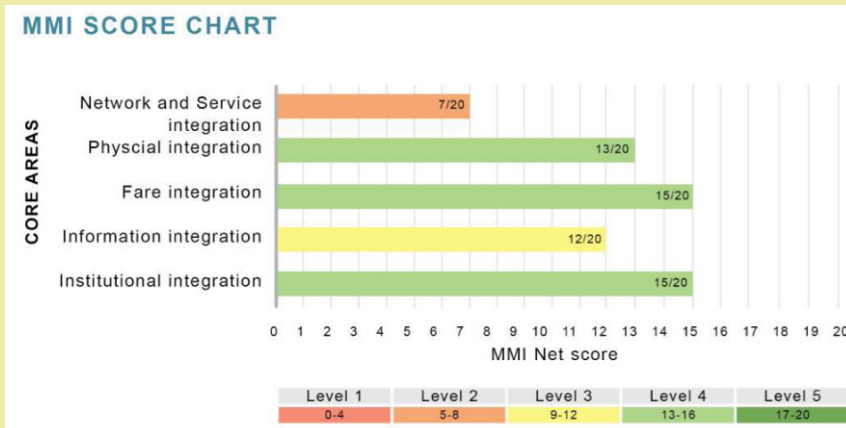
Kochi Smart City

With the support from the project, the Kerala State Transport Department initiated a policy-research to identify challenges in integrating different modes. Indicators for an Evaluation Framework for multi-modal integration were drawn up to assess the level of multi-modal integration (MMI) in Kochi, identify gaps and challenges before implementing integration measures.

Based on this evaluation, strategies and policy interventions were outlined to facilitate multi-modal integration as a “one-journey, one-fare” scheme. Creating infrastructure for non-motorised transport (footpaths, interchange zones, elevators etc.) guarantee safe and seamless mobility. Under MoHUA’s national capacity building program, this evaluation tool was shared with participants to assess the MMI score of their respective cities for replicating the technique and improving multi-modal integration in cities across India.

Nagpur Metro

Nagpur’s metro has 40 kilometres network along two corridors (North–South and East–West) 40 stations and 2 depots, and all are integrated with feeder services and non-motorised facility. With the financial support of KfW (EUR 500 million) and the French development agency, Agence Française de Développement (AFD) (EUR



Sample Evaluation of multi-modal integration in Kochi © GIZ India

139 million) the partner Maharashtra Metro Rail Limited has provided modern infrastructure (e.g. bays for taxis, parking spaces, charging stations for e-bikes) that leverages the potential of Nagpur Metro to serve up to 600,000 passengers daily.



Nagpur Metro has become an attractive alternative to motorised transport. Picture courtesy: KfW project team on behalf of KfW (Rights as owner)

The principle of multi-modal integration is guiding large-scale metro projects supported by KfW.



Mr Walter J. Lindner experiencing cycle-sharing as last-mile connectivity option before entering Nagpur Metro Station, Source: Picture courtesy of KfW project team on behalf of KfW (Rights as owner)



Cycle sharing station at Nagpur Metro shows multi-modal integration, Source: Picture courtesy of KfW project team on behalf of KfW (Rights as owner)

Surat Metro



Signing of agreements between DEA and KfW for Surat Metro, © Swati Khanna/KfW on behalf of KfW (Rights as owner)

Surat Metro System (co-financed by KfW with EUR 442.26 million) aims at inducing modal shift from road transport to alleviate congestion and reduce air pollution in the city by providing up to 500 metre pedestrian and cycling infrastructure to access each station. City's Transit-oriented development (TOD) focus makes it more accessible for active mobility and feeds the public transport sustainably.

Mo E-Ride in Bhubaneswar



Electric Auto rickshaw operated by persons trained as part of CRUT's Mo E-Ride Initiative © GIZ India

Multi-modal integration can be provided for by appropriate infrastructure at the stations of metro systems, however, also the provision of convenient mobility services to and from the stations is of vital importance for modal shift. GUMP supports Capital Region Urban Transport (CRUT) in implementing an

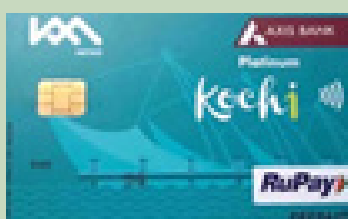
inclusive feeder-service for its successful Mo Bus System. Under the banner of Mo E-ride, Women and Transgender are being trained to drive electric rickshaws, which provides the marginalised beneficiaries with employment opportunities and alters the gender perception in the predominantly male transport sector.

Digitalisation

Digitalisation is emerging as an essential component of sustainable mobility due to its potential of offering a convenient travel experience to urban commuters. Application of digital tools and usage of data are prerequisites for efficiency, user-friendly, reliability and safe operation. The GUMP advances digitalisation in India's urban mobility sector by incorporating related measures into its projects by default and contributes to the objectives of the National Smart Cities Mission of MoHUA.

The below mentioned projects are funded by BMZ incorporate specific digital solutions to advance the concept in Green Urban Mobility Systems.

Seamless user experience in Kochi Water Metro



In the KfW financed Integrated Water Transport System for Kochi, seamless travel using the "Kochi1" card was enabled as digital solutions for ticketing and access to stations employing Intelligent Transport Management systems (ITM) which provides real-time data. Monitored from

control centre, passenger information gets displayed at stations and on-board ferries. The data monitored pertain to passengers, location, speed, and occupancy (automatic passenger counting system) to manage operations and make scheduling adjustments where necessary. Passengers can also view information on their smart phones and plan their trips.

Gender-disaggregated data collection to improve women’s access to public bus systems

GUMP has advocated use of gender-disaggregated passenger data as the basis for making mobility safe and inclusive for female users. As advised by GIZ and KfW, the Capital Region Urban Transport (CRUT) and the Kerala State Road Transport Corporation (KSRTC), have agreed and adopted gender disaggregated electronic ticketing in city bus operations in Bhubaneswar and Thiruvananthapuram respectively. Data is integrated with the digital data dashboard at the agencies’ control centres, allowing transport planners and policymakers to analyse relevant performance indicators with respect to the gender of the commuters. This helps arriving at conclusions on how to make mobility systems more inclusive through the provision of special infrastructure. CRUT, for example addressed women’s safety with adequate lighting by the introduction of bus shelters and in buses as well as panic buttons.

For more information on gender-sensitive reforms of public transport systems that go beyond the realm of digital solutions, please see [this report](#) with Indian and international case studies

Navigating with digital aids for non-motorised commutes

Notwithstanding the opportunities that arise out of the collection of mobility data for public transport, digitalisation also holds great potential to enhance the situation for non-motorised or active mobility modes. Passengers who disembark the Kochi Water Metro at Fort Kochi are supported by digital navigational aids when moving around the islands. In collaboration with TUMI Challenge and SMART-SUT, the Reimaging Fort Kochi project installed 21 physical and 5 digital way signages supported by a web application [Kochi Ithile](#). Implemented under the leadership of Kochi Municipal Corporation (KMC), the signages offer localised information to pedestrians and help in orientation, ultimately contributing to Kochi’s ambitions to become the active mobility hub of India.



Pedestrians using the Kochi Ithile way-finding devices to orient themselves in Fort Kochi © WRI India

Digitalisation in public bus system modernisation

KfW Development Bank is supporting the modernisation and expansion of public bus transport in major cities of Tamil Nadu. The focus is on modernising the bus fleet and comprehensive digitalisation to increase user-friendliness and improve sustainability of the entire public transport system. In addition, modern passenger information systems with real-time information, cashless ticketing and payment systems (smart cards) are being introduced. Digitalisation will provide for the new battery monitoring and IT-controlled systems for the new bus fleet.