

# GEF - PROJECT IMPLEMENTATION REPORT (PIR)

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At: 2024-09-13 07:28:49

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**UNEP GEF PIR Fiscal Year 2024**  
Reporting from 1 July 2023 to 30 June 2024

## 1 PROJECT IDENTIFICATION

### 1.1 Project Details

<b>GEF ID:</b> 10484	<b>Umoja WBS:</b> SB-020005
<b>SMA IPMR ID:</b> 113318	<b>Grant ID:</b> S1-32GFL-000760
<b>Project Short Title:</b> India Sustainable Cities	
<b>Project Title:</b> Livable Cities in India: Demonstrating Sustainable Urban Planning and Development through Integrated Approaches	
<b>Duration months planned:</b>	48
<b>Duration months age:</b>	21
<b>Project Type:</b>	Full Sized Project (FSP)
<b>Parent Programme if child project:</b>	10391
<b>Project Scope:</b>	National
<b>Region:</b>	Asia Pacific
<b>Countries:</b>	India
<b>GEF Focal Area(s):</b>	Climate Change Mitigation, Biodiversity
<b>GEF financing amount:</b>	\$ 10,329,392.00
<b>Co-financing amount:</b>	\$ 499,881,950.00
<b>Date of CEO Endorsement/Approval:</b>	2021-12-18
<b>UNEP Project Approval Date:</b>	2022-09-27
<b>Start of Implementation (PCA entering into force):</b>	2022-09-29
<b>Date of Inception Workshop, if available:</b>	2023-05-03
<b>Date of First Disbursement:</b>	2022-11-29
<b>Total disbursement as of 30 June 2024:</b>	\$ 2,000,000.00
<b>Total expenditure as of 30 June:</b>	\$ 258,023.00

<b>Midterm undertaken?:</b>	No
<b>Actual Mid-Term Date, if taken:</b>	
<b>Expected Mid-Term Date, if not taken:</b>	2024-12-30
<b>Completion Date Planned - Original PCA:</b>	2026-09-30
<b>Completion Date Revised - Current PCA:</b>	
<b>Expected Terminal Evaluation Date:</b>	2027-03-31
<b>Expected Financial Closure Date:</b>	2027-09-30

## 1.2 Project Description

UNEP (through NIUA) and ADB (through Greater Chennai Corporation) are jointly implementing a GEF 7-funded project titled UrbanShift (Livable Cities in India: Demonstrating Sustainable Urban Planning and Development through Integrated Approaches). The project aims to transform Indian cities through integrated urban planning which would lead to reducing GHG emissions, air pollution and congestion, protecting and conserving ecologically sensitive areas by building capacity of state and city authorities. The objective of the project is to demonstrate low emissions, resilient, nature-based inclusive sustainable urban development in selected cities and support scale-up nationally. The project would provide technical assistance and investment for undertaking the following activities in the target cities (Pune & Surat (UNEP), Chennai (ADB)) and the replication cities (Agra & Puducherry (UNEP), Madurai (ADB)):

- Evidence-based sustainable and integrated planning
- Investments in low emissions, resilient, Nature-based Solutions (NbS) and mobility
- Innovative financing solutions for cities; and
- Knowledge management and capacity development: Knowledge products, good practices and tools would be made available to national, state and city authorities as well as other stakeholders through the National Urban Learning Platform (NULP).

For the UNEP part of the project, a project cooperation agreement was signed between UNEP and NIUA on 29.09.2022 for a project execution period of 4 years from 01.10.2022 to 30.09.2026.

ADB components will be implemented for a period of 40 months from April 2023 to July 2026 and is mainly executed by Greater Chennai Corporation (GCC). The Government Order for the project was received in March 2024..

### 1.3 Project Contacts

<b>Division(s) Implementing the project</b>	Climate Change Division
<b>Name of co-implementing Agency</b>	ADB
<b>Executing Agency (ies)</b>	Ministry of Housing and Urban Affairs (MoHUA); National Institute of Urban Affairs (NIUA); Greater Chennai Corporation (GCC); Pune Smart City Development Corporation Ltd. (PSCDL); Pune Municipal Corporation (PMC); Surat Municipal Corporation (SMC)
<b>names of Other Project Partners</b>	ADB is represented by ADB Water and Urban Sector Group
<b>UNEP Portfolio Manager(s)</b>	Sudhir Sharma
<b>UNEP Task Manager(s)</b>	Manoj Kumar Muthumanickam / Sudhir Sharma (For UNEP). Saurav Majumder, Senior Project Officer (Urban), India Resident Mission (for ADB)
<b>UNEP Budget/Finance Officer</b>	Fatma Twahir (UNEP)
<b>UNEP Support Assistants</b>	Nobharindra Vejanukroh (UNEP)
<b>Manager/Representative</b>	Dr Debolina Kundu (NIUA); Saurav Majumder (ADB)
<b>Project Manager</b>	Sarika Chakravarty(NIUA); Nisha Priya Mani (GCC)
<b>Finance Manager</b>	Pankaj Baweja (NIUA)
<b>Communications Lead, if relevant</b>	Varsha Singh (NIUA)

## 2 Overview of Project Status

### 2.1 UNEP PoW & UN

<b>UNEP Current Subprogramme(s):</b>	Thematic: Climate action subprogramme
<b>UNEP previous Subprogramme(s):</b>	
<b>PoW Indicator(s):</b>	<ul style="list-style-type: none"> <li>Climate: (i) Number of national, subnational and private-sector actors that adopt climate change mitigation and/or adaptation and disaster risk reduction strategies and policies with UNEP support.</li> </ul>
<b>UNSDCF/UNDAF linkages</b>	This Project is aligned with priority IV of the UNSDF “Climate Change, Clean Energy, and Disaster Resilience”. The goal of priority is to ensure by 2022, environmental and natural resource management (NRM) is strengthened, and commitments have increased on clean energy and resilience to climate change and disaster risks.
<b>Link to relevant SDG Goals</b>	<ul style="list-style-type: none"> <li>Goal 5: Achieve gender equality and empower all women and girls</li> <li>Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable</li> <li>Goal 13: Take urgent action to combat climate change and its impacts</li> <li>Goal 14: Conserve and sustainably use the oceans, seas and marine resources for sustainable development</li> <li>Goal 15: Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss</li> </ul>
<b>Link to relevant SDG Targets:</b>	<ul style="list-style-type: none"> <li>11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons</li> <li>11.3 By 2030, enhance inclusive and sustainable urbanization and capacity for participatory, integrated and sustainable human settlement planning and management in all countries</li> <li>13.2 Integrate climate change measures into national policies, strategies and planning</li> <li>13.1 Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries</li> <li>14.2 By 2020, sustainably manage and protect marine and coastal ecosystems to avoid significant adverse impacts, including by strengthening their resilience, and take action for their restoration to achieve healthy and productive oceans</li> <li>15.1 By 2020, ensure the conservation, restoration and sustainable use of terrestrial and inland freshwater ecosystems and their services, in particular forests, wetlands, mountains and drylands, in line with obligations under international agreements</li> <li>5.5 Ensure women’s full and effective participation and equal opportunities for leadership at all levels of decision-making in political, economic and public life</li> </ul>

## 2.2. GEF Core and Sub Indicators

GEF core or sub indicators targeted by the project as defined at CEO Endorsement/Approval, as well as results

Indicators	Targets - Expected Value			Materialized to date
	Mid-term	End-of-project	Total Target	
6- Greenhouse gas emissions mitigated	-	35,917,405 tCO2e	35,917,405 tCO2e	The pilot project in Surat is being implemented. In Pune, the implementation of the pilot project will commence in the third quarter of 2025 (Year 3). The project will be able to report this indicator when the pilot projects are complete or near completion. Beyond the project's duration, we anticipate that the expected value of this indicator will surpass the initial target, owing to the capacity-building efforts in replication cities and other cities across India. Chennai (ADB): Under the eco-restoration component of the Chennai work, terms of reference were refined and agreed, procurement completed. Project was inaugurated by the Chief Minister on 12 August 2024; GHG mitigation values will be available after project completion. Currently there are no achieved targets for mitigation as of June 2024.
3- Area of land under restoration	-	1992.2 hectares	1992.2 hectares	Chennai (ADB): Target for eco-

Indicators	Targets - Expected Value			Materialized to date
	Mid-term	End-of-project	Total Target	
				restoration of Kadapakkam Lake is 55 hectare. As the civil works began recently in Aug 2024, Currently there are no achieved targets for restoration as of June 2024. Will be reported in the next cycle.
11- People benefitting from GEF-financed investments	-	Women: 5,813,016 Men: 6,395,381 Total: 12,208,398	Women: 5,813,016 Men: 6,395,381 Total: 12,208,398	The pilot project in Surat is being implemented. In Pune, the implementation of the pilot project will commence in the third quarter of 2025 (Year 3). The project will be able to report this indicator when the pilot projects are complete or near completion. Beyond the project's duration, we anticipate that the expected value of this indicator will surpass the initial target, owing to the capacity-building efforts in replication cities and other cities across India. Chennai (ADB): As the civil works for the eco-restoration project began recently in Aug 2024, there are no achieved targets for restoration as of June 2024.



Implementation Status 2024: 1st PIR

### 2.3. Implementation Status and Risks

	PIR#	Rating towards outcomes (section 3.1)	Rating towards outputs (section 3.2)	Risk rating (section 4.2)
FY 2024	1st PIR	MS	MS	M
FY 2023				
FY 2022				
FY 2021				
FY 2020				
FY 2019				
FY 2018				
FY 2017				
FY 2016				
FY 2015				

#### Summary of status

#### UNEP led activities

#### Rating towards outcomes (Section 3.1) – MS

**Justification:** The overall rating for the outcomes has been marked as moderately satisfactory due to the following reasons:

The development of two key guidance documents to inform integrated spatial planning, with a focus on resilient coastal zones, compact development, and low-emission green transit corridors in partner cities, has been initiated. These guidance documents will also provide cities with information on innovative financing solutions and business models that can be adopted to scale up green urban solutions. Consultants have been selected to prepare these documents. However, risks associated with third-party outsourcing, including the timely delivery and quality of the knowledge work, are prevalent.

Regarding the application of this knowledge to plan and implement sustainable investment projects, the planning and implementation of the pilot project in Surat is in an advanced stage. Planning for the pilot project in Pune is likely to start in the last quarter of 2024 (Year 2), with implementation expected to commence in the third quarter

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of 2025 (Year 3). Risks related to this outcome include potential changes in leadership within partner cities, shifts in city priorities, inadequate budgetary allocations for implementation, failure to effectively engage the private sector in contributing to sustainable development initiatives, etc.

All knowledge created under the project will be made available on the NULP and UrbanShift platforms to make it accessible by other Indian city authorities and stakeholders. However, the impact of sharing this knowledge through these platforms and its translation into integrated sustainable development plans and investments is uncertain at this stage.

### **Rating towards outputs (Section 3.2) – MS**

**Justification:** The overall rating for the outputs has been marked as moderately satisfactory due to the following reasons:

The Coordination Groups to enable integrated planning and decision making in the partner cities, have been formed. While the practice of forming such joint coordination groups/ committees is quite common in Indian cities, the efficacy of the CGs formed for UrbanShift Country Project depends on the leadership and legacy of joint decision making in the partner cities.

The development of tools to support development of resilient coastal zones, compact development, and low-emission green transit corridors has either been initiated or is in the process of being initiated in most cases. It is anticipated that all such works will be completed by the third quarter of 2025 (Year 3). Since some of these tools have already been developed by the partner city/ ies before the commencement of the UrbanShift Country Project, the Executing Agency is performing the dual role of liaison with the partner cities to identify additional activities that align with the project objectives to utilise the available budget, as well as executing the previously identified project activities. This has impacted the timeline for these works.

Lot of ground work has been laid out to plan and initiate the various works under the project in collaboration with the different stakeholders.

### **Risk rating (Section 4.2) – Moderate**

**Justification:** The overall risk rating has been marked as moderate due to the following reasons:

The risks associated with delays in obtaining approvals and clearances required for undertaking investments are significant. This is especially true in eco-sensitive areas like coastal zones, where multiple laws regulate activities and numerous clearances are required for any proposed interventions. In such areas, this risk is particularly high and unpredictable.

The project activities are also vulnerable to changes in leadership, a lack of local political support, coordination difficulties between government entities, budgetary constraints, extreme weather events, and other factors. The Executing Agency (EA) is actively working to mitigate these risks by documenting all discussions, maintaining regular communication with city officials, and ensuring that co-financing contributions for project implementation are included as a budget line in the Urban Local Body's (ULB) annual budget. However, challenges such as a lack of political support or extreme weather events could still potentially derail these efforts.

Participation of the partner cities in the UrbanShift Program must be institutionalized by signing of Agreement, e.g., MoU.

**ADB led activities**

In April 2023, a Project Coordinator was appointed to coordinate the Kadapakkam lake restoration project under the grant component. The process for obtaining State Government Order according to administrative sanction to the Greater Chennai Corporation (GCC) was initiated. Key documents, including the updated Initial Environmental Examination Report, Land Acquisition, Social Due Diligence reports, and the Detailed Project Report, were submitted to the Municipal Administration and Water Supply Department in the process and the Government Order for administrative sanction was subsequently obtained by GCC in March 2024. The tendering process began immediately and is expected to be finalized by August 2024.

**2.4 Co Finance**

<b>Planned Co-finance:</b>	\$ 499,881,950
<b>Actual to date:</b>	71,818
<b>Progress</b>	<p><b>Justify progress in terms of materialization of expected co-finance. State any relevant challenges:</b></p> <p><b><u>UNEP (NIUA)</u></b></p> <p>The co-finance commitment received from the ULBs of the partner cities was for i) investment co-finance and ii) in-kind co-finance: support the analytical work, capacity building and data collection, and support and coordination and development as well as management of project activities. This co-finance contribution of the partner cities is being estimated.</p> <p>The co-finance commitment received from the EA (NIUA) will support project management over the duration of the project consisting of hosting of UrbanShift knowledge work on the NULP platform, supervision and coordination of national activities, logistics support towards project activities such as communication, meetings, workshops, etc. Out of the total co-finance commitment of USD 1,000,000, the EA has reported a contribution of USD 58,728 up to March 2024. Further, PMC has also reported an in-kind cofinancing contribution of USD 13,090 up to March 2024.</p> <p>However, it may be noted that Surat has spent around USD 2.8 million from their cofinancing commitments towards the Dumas Sea face project. These</p>

	<p>reports are getting signed and will be submitted by end of Sept 2024.</p> <p><b>ADB (GCC)</b></p> <p>Actual to date is nil. A separate account under the GEF grant was created in August 2024 in Greater Chennai Corporation after obtaining the Government order for administrative sanction for GCC. Hence the total expenditure and the corresponding GCC co-finance will be reported in the upcoming year.</p>
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## 2.5. Stakeholder

<b>Date of project steering committee meeting</b>	2023-05-03
<b>Stakeholder engagement (will be uploaded to GEF Portal)</b>	<p><b>UNEP (NIUA)</b></p> <p>PROJECT INTRODUCTORY WORKSHOP: The Workshop was organised on November 3 - 4, 2022 to inform the city representatives about the project objectives and activities, project governance structure, timelines, reporting and communication protocol, roles and responsibilities of all stakeholders, etc.; over the four-year tenure of the project. The Workshop was attended by 17 participants wherein the appropriateness of the sites proposed for pilot demonstration in the target cities (Pune &amp; Surat) was discussed. The participants were also familiarised with the UrbanShift Global Platform and its associated activities.</p> <p>PROJECT INCEPTION WORKSHOP: The UrbanShift Country Project was formally launched in India by organising a Project Inception Workshop in New Delhi, with the objective of presenting the project contours (key focal areas, project activities, timelines, reporting and scheduling of tasks) over the four-year tenure of the project to the project stakeholders. The Workshop was attended by more than 172 participants across 38 organizations (both national and international) - UNEP, UNIDO, UN-Women, ADB, SIDBI, WRI, ITDP, IUCN, PwC, EY, Yes Bank, OMI Foundation, etc.</p> <p>PROJECT STEERING COMMITTEE (PSC): The 1st PSC meeting was held on May 3, 2023. With a total of 20 participants, the attendees constituted of representatives from UNEP, ADB, ICLEI South Asia, UrbanShift Project Management Unit (PMU) and Project Implementation Unit (PIU) of Surat and Pune, City officials representing partner cities of Pune, Surat, Agra and Puducherry.</p> <p>Major Decisions taken during the 1st PSC: The participants were briefed about the project contours, the outcomes of the reconnaissance visits, feasibility of the envisaged project activities, identification of opportunities in the partner cities that the project could align with or maximise, and interactions with the city partners. Based on these visits, the following decisions were taken in the 1st PSC:</p>

	<p>1. Budgetary (Re) Allocation: Modifications in budget allocated for,</p> <ul style="list-style-type: none"> <li>a. contract services</li> <li>b. travel for project-related activities/ events</li> <li>d. staffing the PMU and PIU</li> <li>e. procurement of equipment &amp; furniture, and operating &amp; other costs</li> </ul> <p>2. Modifications in timeline of contract services</p> <p>3. Modifications in constitution of the PSC: Considering the role of each member of the PSC, it was agreed that the following core members would be participate in all PCS meetings: MoHUA - Joint Secretary, Smart Cities Mission (Chairperson), NIUA – Director, City Commissioners and/ or their nominated representatives, UNEP, ADB and ICLEI South Asia. Stakeholders such as the representatives from Ministry of Environment, Forest and Climate Change (MoEF&amp;CC), Ministry of Finance (MoF), Ministry of Women &amp; Child Welfare (MoWCW), National Development Banks and representative of private sector associations, would be invited as special/ observer members to attend the PSCs where significant project milestones/ achievements would be reported.</p> <p>The EA is maintaining close contact with the partner cities and has often visited the cities for discussing the project activities, identifying alternate project activities, liaising with city partners, engaging with the city partners for building sensitivity towards sustainable parameters, etc. During these visits, the EA has also visited the project implementation sites and had discussions regarding the modalities of funds transfer to the partner cities. All discussions and decisions taken have been documented and shared with the partner cities as well as the IA. A total of 10 have been undertaken so far and following are their details:</p> <p>Pune (December 12 – 14, 2022, September 11 - 12, 2023, January 12 – 17, 2024, August 5 - 7, 2024)</p> <p>Surat (December 18 – 20, 2022, June 12 – 13, 2023, August 23 - 25, 2023, April 17 – 19, 2024)</p> <p>Puducherry (July 23 – 28, 2023)</p>
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Agra (March 31, 2023)

The EA is also closely monitoring the work awarded to the consultants for preparing the Station TOD Area Planning Guidelines. A total of 06 discussions have been organised with the consultant team. During these discussions, the expectations of the EA from the assignment was conveyed to the consultant, their interim submissions were reviewed, and they were guided about the way forward.

**Interactions with local and community stakeholders:** The nature of the project activities, such as the implementation of Nature-based Solutions (NbS) and establishing a Non-Motorized Transport (NMT) network, will have a direct impact on local and community stakeholders. Therefore, engaging with these stakeholders is crucial for the project's success. Their input can significantly enhance the outcomes. The Project Management Unit (PMU) is aware of the importance of this engagement and ensures that all activities initiated foster strong collaboration with the community stakeholders. This is especially important during the pilot planning and implementation stages, which the project in Pune is yet to enter.

In Surat, the project has reached advanced stages of implementation, owing to the ambition of the partner city. However, the PMU has advised the consultants working to maximize NbS applications in their design proposals to engage with local and community stakeholders. This ensures that the proposals do not disrupt the stakeholders' livelihood connections to the site.

**ADB (GCC)**

In order to understand the dependency upon the lake, one-to-one consultations (due to COVID-19 safety protocols in February 2021) were conducted to identify the perception, concerns and apprehensions of the local residents, if any, towards the execution of the project. One-to-one interactions with local people were planned and utmost precautions were taken during the meeting due to COVID-19 restrictions. Local people were also consulted during biodiversity study to understand the overall lake ecosystem and species. The farmers who own land adjacent to the lake were met and their valuable opinions were documented. Non-agricultural sector persons were also consulted to understand their views, concerns, and opinions. During consultation, it was noted that the local farmers do not directly depend on lake water. None of the consulted person falls under BPL (below poverty line) Category. Due to rapid transition of semi-urban to urban, many locals have access to employment. All the people have responded about their secondary occupation to support their needs.

During interaction with individuals, it has been clearly mentioned that the construction work will be undertaken in such a way that no harm will be caused to any person due to project execution activity. Project outcomes and benefits were explained to the stakeholders.

	<p>During the consultation, community people were explained in detail regarding the proposed developments of the Lake under the grant linked to the ADB project. All the participants extended support to the project. In total, 17 people have been consulted among which 7 people (41%) were farmers who own the land adjacent to the lake.</p> <p>Further consultation were done on 8th August 2022 where people expressed apprehensions on establishing a boating facility, which they said would interfere with the irrigation requirements for their farming requirement. Hence the boating facility is decided to be dropped by the GCC.</p> <p>Currently, as part of the Kadapakkam Lake restoration works, a lake management committee is being formed to oversee its progress. The committee will consist of stakeholders, including government representatives, NGOs, academics, local residents, and industry members, whose input will guide the project.</p>
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## 2.6. Gender

<b>Does the project have a gender action plan?</b>	Yes
<b>Gender mainstreaming (will be uploaded to GEF Portal):</b>	<p><b><u>UNEP (NIUA)</u></b></p> <p>Adoption of gender-inclusive participatory processes, collection of gender-disaggregated data, recommendations towards gender-sensitive planning measures have been mandated in in all RFPs which were developed during the reporting period. Leveraging the institutional support that UN Women is providing to all projects in the EA (NIUA), these RFPs have been reviewed by UN Women representatives to strengthen the gender component in the scope of work. Due to this arrangement, the budget allocated for onboarding a gender expert could be utilised to make Gender Action Plans for the partner cities.</p> <p>Gender will be given due consideration in all future project activities addressing diverse gender needs, roles, and perspectives. In addition, robust participation of women will also be ensured in all capacity building events/ activities under the Project.</p> <p><b><u>ADB (GCC)</u></b></p> <p>The Kadapakkam Lake Restoration Project in Chennai focuses on rejuvenating the lake ecosystem with a strong emphasis on inclusivity and gender equity. The project aims to create an accessible environment for the elderly, women, children, and differently-abled</p>

	<p>individuals. Key features include elderly-friendly infrastructure, women-friendly facilities, child-friendly spaces, and accessibility for the differently-abled. Additionally, the project promotes gender equity through institutional strengthening and capacity-building initiatives, targeting at least 40% female participation in planning and design, ensuring women's perspectives shape the development.</p>
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## 2.7. ESSM

<p><b>Moderate/High risk projects (in terms of Environmental and social safeguards)</b></p>	<p><b>Was the project classified as moderate/high risk CEO Endorsement/Approval Stage?</b> Yes <b>If yes, what specific safeguard risks were identified in the SRIF/ESERN?</b></p> <p>The following safeguard risks with moderate significance were identified in the SRIF/ESERN: SS 2: Climate Change and Disaster Risks SS 8: Labor and working conditions</p>
<p><b>New social and/or environmental risks</b></p>	<p><b>Have any new social and/or environmental risks been identified during the reporting period?</b> No <b>If yes, describe the new risks or changes?</b></p>
<p><b>Complaints and grievances related to social and/or environmental impacts</b></p>	<p><b>Has the project received complaints related to social and/or environmental impacts (actual or potential) during the reporting period?</b> No <b>If yes, please describe the complaint(s) or grievance(s) in detail, including the status, significance, who was involved and what actions were taken?</b></p> <p>Nil for UNEP (NIUA component)</p> <p>ADB (GCC): None, during the reporting period. However, in July 2022 during public consultation, the public opposed boating facilities in the restoration project, fearing it would require maintaining high water levels in the lake, potentially depriving local farmers of water for agriculture. Due to these concerns, the boating component, initially part of the plan, was removed.</p>
<p><b>Environmental and social safeguards management</b></p>	<p>UNEP (NIUA)SS 2: Climate Change and Disaster RisksAll deliverables under the UrbanShift Country Project focus on improving resilience of the partner cities against potential climate change. The interventions in Surat and Puducherry are designed to mitigate the impacts of climate change and enhance the resilience of the coastal area, particularly against heat waves, flooding, and sea level rise. The project activities (development of guidelines, plans, policies, design of pilot projects, etc.) support increase in resilience of development in the partner cities, focus on reducing the vulnerabilities of local communities to climate change, reducing their GHG emissions and increasing climate adaptation. The interventions (development of guidelines, plans, policies, design of pilot projects, etc.) in Pune and Agra are also designed to mitigate the impacts of climate change by enabling a modal shift in favor of public and non-motorised modes of transport,</p>



	<p>propagating mixed-use high-density compact development around the transit nodes and establishing EV charging infrastructure. This would reduce GHG emissions and heat island effect in the city. SS 8: Labor and working conditions. The EA and the city authorities will hire staff for project management. The pilots will be implemented through contractors hired by the city authorities. Necessary national labour laws or international commitments (including laws/ commitments against use of forced labor and child labor) shall be included in the contract agreement and hence it is mandatory for the Contractor to adopt the same. The Project Management team will monitor the situation and ensure that government fully complies with the required laws. In the next cycle, the progress of implementing these measures and any other identified risks or safeguards will be reported. ADB (GCC)None, during the reporting period</p>
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## 2.8. KM/Learning

<p><b>Knowledge activities and products</b></p>	<p><b><u>UNEP (NIUA)</u></b></p> <p><b>Knowledge Activities:</b></p> <ul style="list-style-type: none"> <li>• The UrbanShift Country Project is supporting the Global Platform in organising and hosting events such as the participation of stakeholders from partner cities in UrbanShift City Academies, UrbanShift Regional Forums and UrbanShift Global peer-to-peer exchanges.</li> <li>• In particular, in this reporting period, UrbanShift Country Project, has supported/ facilitated the participation of the following officials:</li> <li>• Mr. Vikas Dhakane, Addl. Municipal Commissioner, Pune Municipal Corporation (PMC) participated in the E-Mobility Support and Investment Platform for Asia and the Pacific, held on November 14-16, 2023 at Seoul, South Korea.</li> <li>• Mr. Yogesh Mali, Executive Engineer, Electrical Dept. from PMC attended the training organised in Ghana from October 10 to 13, 2023, to enhance capacity of city officials in sustainable energy solutions, specifically focusing on waste-to-energy processes, micro-grids, and clean cooking solutions.</li> <li>• Mr. R Kesavan, I.A.S., Secretary, Govt. of Puducherry, participated in the UrbanShift Peer Exchange workshop at ICLEI World Congress 2024 in São Paulo in June 18 – 21, 2024, consisting of 4 days of deep-dive discussions and workshops on: Applying Nature Based Solutions in Cities.</li> <li>• The PMU at the EA has supported the organisation of the following UrbanShift Global Platform activities:</li> <li>• A National Local Dialogue was organised by ICLEI SA on May 3, 2023. The event was attended by officials from the partner cities of Pune, Surat, Puducherry and Agra.</li> <li>• 1st UrbanShift Asia Forum was held on September 24 – 28, 2023 and saw the participation of 13 officials from the partner cities</li> </ul>
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	<p>of Pune, Surat and Puducherry.</p> <ul style="list-style-type: none"> <li>The EA is supporting the hosting of the knowledge created by the GP partners (www.shiftcities.org) on the National Urban Learning Platform (NULP) to facilitate the access of officials. NULP is a capacity building platform to drive sustainable urban development in India.</li> </ul> <p><b>Knowledge Products:</b></p> <ul style="list-style-type: none"> <li>A compendium of best practices on TOD called “Variations in Transit Oriented Development Geographies - Borrowing Contextual Cues”, has been prepared by the UrbanShift PMU. This was self-driven initiative which was launched by the Hon’ble Minister for Housing and Urban Affairs during the UrbanShift Asia Forum.</li> <li>Consultants have been selected to develop the following two knowledge works during this period:</li> <li>Guidelines for TOD Station Area Planning, to be completed by October 2024</li> <li>Guidelines for preparing Resilient Coastal Zone Development Plans, to be completed by April 2025</li> </ul> <p><b>ADB (GCC)</b></p> <p>Project experiences and learning will be document as the project progresses and will be shared in the due course. Currently there is no significant learning to be shared.</p>
<b>Main learning during the period</b>	<p><b>UNEP (NIUA)</b></p> <ul style="list-style-type: none"> <li>Training Needs Assessment (as conducted during the project preparatory phase) must be an ongoing activity to build synergy between the capacity development need of the partner cities and the UrbanShift Global Platform activities.</li> <li>Exposure visits for stakeholders to workshops and successful project sites allow them to observe and learn from practical, real-world applications, innovative solutions, and effective strategies, providing valuable insights that can be adapted and implemented in their own contexts. Cross-regional exposure visits should be organised to facilitate knowledge building, networking and the exchange of ideas, fostering a collaborative environment for continuous improvement and learning.</li> <li>The project is encountering challenges as partner cities are apprehensive about fully integrating the principles of Nature-based Solutions (NbS) and Transit-Oriented Development (TOD) in the demonstration projects, primarily due to their limited understanding of the subject matter. However, this issue has been addressed through continuous discussions led by the Project Management Unit (PMU) with the partner city officials. Capacity building workshops that would be organised to disseminate the knowledge works developed under the project, would help in bridging this knowledge gap further.</li> <li>The frequency and timeline at which the Global Platform conducts the Capacity building activities is disconnected from the pace of the project activities being undertaken under the Project. Due to this, the rate of participation of the city officials gets</li> </ul>

	<p>impacted.</p> <ul style="list-style-type: none"> <li>Budget to enable hosting of GP knowledge works on the NULP must be provisioned in the Country Project.</li> </ul>
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## 2.9. Stories

<p><b>Stories to be shared</b></p>	<p><b>UNEP (NIUA):</b> Not for this reporting period</p> <p><b>ADB (GCC)</b></p> <p>A public event was held on World Environment Day, June 5, 2024, in Zone 2, North Chennai – Kosasthalaiyar River Basin. The event, aimed at raising awareness about green infrastructure and public involvement in its conservation, was attended by GCC officials and local elected representatives. The event drew around 100 participants. Activities included a street play on conservation, distribution of pamphlets on importance of conservation of green infrastructure, and the distribution of tree saplings. ADB- GEF Project co-ordinator, Chennai, along with Institutional Strengthening and Reform Consultants engaged under the ADB project and officials from the Greater Chennai Corporation, supported the event in planning, coordination, and the creation of awareness pamphlets.</p>
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### 3 Performance

#### 3.1 Rating of progress towards achieving the project outcomes

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
To demonstrate low emissions, resilient, nature-based inclusive sustainable urban development in selected cities and support scale-up nationally	3. Tons of CO2e reduced until the end of the project	0	0	35,917,405 million tCO2e	0	<p>3. Assuming that all pilot projects are fully executed with the support of the local government, and the envisaged modal shift in favor of NMT &amp; public transport, along with the implementation of NbS solutions in coastal areas, is successfully realized, the target of offsetting 35,917,405 million tCO2e will be achieved by September 2026 (Year 4). This indicator will be monitored through the baseline conducted during the planning of the pilot projects and the impact assessed after their implementation. Considering that the pilot project in Pune is still being implemented the progress of this indicator for this reporting period is zero.</p> <p>ADB (GCC): GHG reduction values are unavailable since the lake restoration project has just begun and is expected to be complete by Dec 2025. The State Government approved the project in March 2024, following which tenders were</p>	MU

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						called, and a contractor has been engaged in August 2024. The project targets sequestration of about 434 tCO2 after project completion in Dec 2025. The scale-up at city level will result in indirect reductions of 26,686 tCO2 after project completion.	
	4. Total land area under improved management	0	0	1992.2 Hectares		4. Similar to the 'CO2e reduced' indicator, the achievement of the 'land area under improved management' indicator will also be subject to successful implementation of the pilot projects. This indicator will also be monitored through the baseline conducted during the planning of the pilot projects and the impact assessed after their implementation. Considering that the planning and implementation of the pilot project in Pune has not commenced, and implementation of the pilot project in Surat is underway, the progress of this indicator for this reporting period is zero.ADB (GCC): The restoration of Kadapakkam Lake, spanning 55 hectares, has not yet begun, hence no current data on improved land management can be provided.	MU
	1. Number of beneficiaries	0	0	12,208,398 (women: 5,813,016)	0	1. Assuming that all pilot projects are fully executed through the local government's support and the envisaged	MU

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						<p>modal shift is achieved, the said target of impacting 50% of the total population of the urban areas (no. of beneficiaries) will be achieved in Pune by the end of the second quarter of 2026 (Year 4). Due to the advanced stage of pilot implementation in Surat, this target will be achieved by the end of the second quarter of 2025 (Year 3). This target will be monitored by the indicator-based dashboard established for analysing data related to coastal zones, TOD areas and green corridors; and the baseline undertaken as part of Component 2 deliverables. Considering that the pilot projects are still being implemented the progress of this indicator for this reporting period is zero.ADB (GCC): The State Government issued the Government Order in March 2024, with tenders called shortly after. The tender was awarded in August 2024 and the works have commenced at site from 12 August 2024 onwards. As of June 2024, the number of beneficiaries can't be reported since the project is not completed.</p>	
	2. # of cities implementing innovative policy and financing schemes for integrated urban	0	0	5	0	2. At the end of the project tenure, at least 5 cities would be implementing innovative policy and financing schemes	MU

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
	planning					for integrated urban planning. This indicator could exceed the envisaged target as the number of cities having the know-how about integrated sustainable planning approaches could increase due to; • virtual or in-person workshops/ training sessions which would be conducted by each primary target city for other cities in the state; and• the knowledge work propagating this approach being disseminated through the National Urban Learning Platform (NULP).Since the knowledge works under the project are still being developed, the progress of this indicator for this reporting period is zero. This indicator would be monitored through the number of participants attending these workshops and the number of unique users (statistics from the project website) accessing the knowledge work hosted on the NULP.ADB (GCC): Project planning is underway in Chennai, with completion of restoration expected by December 2025. Plan for Integration of NbS in replication city - Madurai will also be complete by that time. As of June 2024, there are no completed targets.	
1. Key stakeholders in target Cities	1: # of target cities adopt and	0	Guidelines	3	0	1. Coordination Groups (CGs) have been	MS

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
adopt evidence-based sustainable and integrated city development planning approaches	integrate the Coordination Guidelines and guidelines for integrated planning in selected intervention areas to address key urban issues into their Planning processes		and Protocols drafted			formed in the partner cities to ensure effective cooperation and coordination between multiple stakeholders during project planning and implementation. It is envisaged that continuous engagement will demonstrate the benefits of joint decision making and resources sharing to the CG members. The Coordination Guidelines which will be developed in the last quarter of 2025 (Year 3) will further encourage the CG partners to integrate these practices in their routine decision-making and planning processes. Since the inception of the project, the local governments are actively engaged in all project activities. With regard to development of guidelines and protocols, the local government is approving the scope of these knowledge works, hosting the RfPs on their websites, participating in the Technical Committee being constituted to select the consultant, and monitoring and reviewing the deliverables being submitted by the consultant. This will ensure that the target cities will adopt and integrate the guidelines and protocols in their planning processes after they have been developed. As the guidelines and protocols are still	



Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						being developed, the progress of the said indicator for this reporting period is zero.ADB (GCC): The project commenced on ground from August 2024. The guidelines and protocols including from the experience gained from the project will be available post June 2025 for the target replication cities to adopt. Hence, there are no values to report as on June 2024.	
1. Key stakeholders in target Cities adopt evidence-based sustainable and integrated city development planning approaches	2: # of target cities operationalize improved digitalization and data infrastructure (including sex-disaggregated data) for planning and monitoring sustainable development	0	Design of additional digital layers and required data for all three 3 cities ready	3	0	2. Preparatory work (baseline) for enhancement of ICC in Pune and Surat has been initiated to understand the organisational structure, extant digital infrastructure available in the partner cities and its utility. Based on the outcome of the baseline, the EA will decide the future course of action with support from the National Urban Digital Mission (NUDM) team at NIUA. The development and integration of the spatial data infrastructure (for planning and monitoring sustainable development) into the digital infrastructure of the target cities and the capacity building of the city officials, will ensure that the local governments continue to prioritize data-based governance for cities. Since this activity is at a nascent stage, the	MS

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						progress of this indicator for this reporting period is being reported as zero.ADB (GCC): The current project is demonstration of NbS for integrated flood mitigation and the scope does not include design of digital layers. Hence not applicable.	
	3: # of planning officials trained in new skills and knowledge for integrated planning in selected urban areas.	0	5	60 (disaggregated by sex)	3	3. Capacity building workshops will be organised to disseminate the knowledge (guidelines, tools, best practices, etc.) being developed under the UrbanShift Country Project from the first quarter of 2025 (Year 3) onwards. A healthy participation of women (40%) will be ensured in these workshops. Since the guidelines and protocols are still being developed, the progress of the said indicator for this reporting period is zero.ADB (GCC): The project commenced on ground from August 2024. Hence, there are no values to report as on June, 2024. The training of planning officials will be completed by June 2026.	MU
2. Key stakeholders in target cities apply tools, knowledge and experiences to develop sustainable investment projects for low-emission resilient Urban	1. \$ amount of investment plans implemented by Cities for integrated low emission resilience development (Co-finance #)	0		474 million USD	0	1. The target cities have made a co-finance commitment towards implementation of investment plans, support for analytical work, capacity building and data collection, and in-kind support coordination,	MU

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
development						<p>development and management of project activities. In case of Pune, the co-finance commitment is a budget line in the PMC's Annual Budget for the FY 2023-24 and FY 2024-25. This amount will be spent when pilot project implementation is initiated in 2025 (Year 3) of the Project. In case of Surat, the implementation of the pilot project is in advanced stage. SMC has already started realising its co-finance commitment for implementation of the pilot project – reported to be USD 2,894,178/- till March 2024 (which is around 14% of the investment cofinancing in respect of the UNEP component). However, the reports are being submitted by the SMC. Considering this, the progress of the said indicator for this reporting period is marked as MU.ADB (GCC): The current project in Chennai commenced on ground from August 2024. Hence, there are no values to report as on June, 2024.</p>	
	2. # of investments for implementing integrated low emission resilient development plan finalized	0		2	0	2. The target cities have made a co-finance commitment towards implementation of investment plans, support for analytical work, capacity building and data collection, and in-kind support coordination,	MU

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						<p>development and management of project activities. In case of Pune, the co-finance commitment is a budget line in the PMC's Annual Budget for the FY 2023-24 and FY 2024-25. This amount will be spent when pilot project implementation is initiated in 2025 (Year 3) of the Project. In case of Surat, the implementation of the pilot project is in advanced stage. SMC has already started realising its co-finance commitment for implementation of the pilot project – reported to be USD 2,894,178/- till March 2024 (which is around 14% of the investment cofinancing in respect of the UNEP component). However, the reports are being submitted by the SMC. Considering this, the progress of the said indicator for this reporting period is marked as MU.ADB (GCC): This indicator is not applicable for ADB activities</p>	
	3. USD Leveraged finance from Private sector for investment and operation of pilots	0		10 million USD	0	3. The project aims to catalyse the adoption and implementation of sustainable urban development concepts through a suite of fiscal and governance innovations such as Public-Private Partnerships (PPP) funding, CSR funding, Business Continuity Planning Funding, Risk Mitigation funding, fees for	MU

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						ecosystem services, land value capture mechanisms, creation of an Urban Transport Fund, etc. Considering that the planning and implementation of the pilot project in Pune has not commenced, and no significant progress has been made in leveraging finance from private sector in Surat, the progress of this indicator for this reporting period is zero. Assuming that the local government would see value in leveraging private sector funding, this indicator would be achieved in the third and first quarter of 2025 (Year 3) in Pune and Surat, respectively. The UrbanShift PIU in Surat has been advised to start approaching the private sector with the intent of generating financial (or in-kind) support from them.ADB (GCC): Nil	
3. Target cities increasingly adopt innovative financing solutions and business models to scale up green urban solutions	1: # of Cities having access to new innovative financing mechanism/schemes	0	Most of the deliverables will be finalized in year 3.	3	0	1. The feasibility assessment study of alternative financing models aims to provide partner city officials with valuable insights into the potential for leveraging innovative financing mechanisms within the city. The study will also identify investment ready projects/funds for scaling up sustainable investment. This work will be taken up in 2025 (Year 3) and	MS

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						therefore, the progress of this indicator for this reporting period is zero.ADB (GCC): Currently Chennai is financed as part of GEF-7 cycle. It is planned to work on one more replication city with innovative financial models. Expected date of achievement is July 2026.	
	2: # of Financing plans developed and financing facilitated	0	Financing opportunities identified in Agra and Puducherry	4	0	2. The pilot projects in the target cities will showcase innovative financing models and encourage the cities to adopt similar strategies to generate funds for implementing sustainable urban development concepts. Considering that the planning and implementation of the pilot project in Pune has not commenced, and no significant progress has been made in leveraging finance from private sector in Surat, the progress of this indicator for this reporting period is zero.	MS
	3: # of investment ready projects/funds for scaling up sustainable investment	0		5	0	3. The feasibility assessment study of alternative financing models aims to provide partner city officials with valuable insights into the potential for leveraging innovative financing mechanisms within the city. The study will also identify investment ready projects/funds for scaling up sustainable investment. This work will	MS

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						be taken up in 2025 (Year 3) and therefore, the progress of the said indicator for this reporting period is zero.	
4. Increasing number of Indian City authorities and stakeholders use the knowledge, tools, best practice examples, made available on National Urban Learning Platform (NULP), hosted by NIUA, and linked to UrbanShift, to develop and implement integrated sustainable development plans and investments	1: # of training modules based on guidelines, tools, best practices developed and shared through the National Platform and UrbanShift	0		10	0	1. All knowledge (guidelines, tools, best practices, etc.) on integrated urban planning approaches and investments developed under the project will be converted into training modules and hosted on the Central government supported National Urban Learning Platform (NULP) for their effective dissemination. The capacity building workshops/ sessions in the form of classrooms, virtual Master Classes, in-person workshops, site visits, expert visits, webinars, etc. will also be organised to disseminate the knowledge work. The capacity building initiative of the project will commence in the last quarter of 2024 (Year 2). Since the development of the knowledge works is underway, the progress of the said indicator for this reporting period is zero.2. Each target city will organise Training of Trainers (ToT) workshops for State-level Urban Development Institutes in collaboration with the EA to build their capacity and provide them with resources to integrate	MU

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						<p>UrbanShift training programmes into their programmes. State-level training institute in Maharashtra – YASHADA, has been briefed about the project and YASHADA has agreed to participate and support the capacity building activity of the UrbanShift Country Project. Similar cooperation will be solicited by GUDI – a Gujarat-based State Urban Development Institute. GUDI will be approached by the PMU in the last quarter of 2025 (Year 2).3. Continued support of central and state government to city authorities in facilitating investments in sustainable integrated urban planning will be ensured by publishing the knowledge developed under the project on the NULP and UrbanShift website. Since the development of the knowledge works is underway, the progress of the said indicator for this reporting period is zero.ADB (GCC): The Government order for the Kadapakkam Lake Restoration project was obtained in March 2024. The project commenced on ground from August 2024. Hence, currently there are no values to report as of June, 2024.Note: Chennai made one presentation in the Urbanshift forum on</p>	



Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						existing best practices using NbS in the city for drought and flood mitigation, in Sep 2023. Further activities pertaining to this target will be initiated and completed by July 2026.	
	2: # of State level Training institutes that have rolled out training the trainer package developed in the project.	0		6	0	2. Each target city will organise Training of Trainers (ToT) workshops for State-level Urban Development Institutes in collaboration with the EA to build their capacity and provide them with resources to integrate UrbanShift training programmes into their programmes. State-level training institute in Maharashtra – YASHADA, has been briefed about the project and YASHADA has agreed to participate and support the capacity building activity of the UrbanShift Country Project. Similar cooperation will be solicited by GUDI – a Gujarat-based State Urban Development Institute. GUDI will be approached by the PMU in the last quarter of 2025 (Year 2).	MS
	3: # urban practitioners that used the knowledge acquired from the training or materials from the National and UrbanShift (sex disaggregated)	0		100 (40% women)	0	3. Continued support of central and state government to city authorities in facilitating investments in sustainable integrated urban planning will be ensured by publishing the knowledge developed under the project on the NULP and UrbanShift website. Since the	MU

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						development of the knowledge works is underway, the progress of the said indicator for this reporting period is zero.	

### 3.2 Rating of progress implementation towards delivery of outputs (Implementation Progress)

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
1 Evidence-based sustainable and integrated planning	Output 1.1 Greater Chennai Corporation (GCC) and key stakeholders have access to knowledge, tools, and systems for data collection to undertake integrated spatial plans for managing flood risks and water body restoration through NBS				Output 1.1 is ADB-GCC led. The progress and rating is as per the assessment of the EA and IA	S
	Activity 1.1.1. Coordination group of relevant Chennai and Tamil Nadu government entities strengthened to guide the developments of deliverables and their validation					
	1.1.1. a Coordination group of relevant Chennai and Tamil Nadu government entities established	2025-03-31	0	0	A lake management committee comprising officials from the city and state Government was formed recently in August 2024. They will monitor and review the project progress. Subsequently, it is also proposed to form a coordination group for sharing best practices in the due course. The co-ordination group for	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					institutionalising best practices on NbS will be formed by March 2025 in pace with the project progress and learning from the ground	
	1.1.1. b Lessons learned on coordination documented and integrated into planning processes of participating Government entities	2026-07-31	0	0	The task will be completed within the specified timeline for the deliverable.	S
	Activity 1.1.2 1.1.2 Tools for gender responsive and inclusive integrated spatial plans for managing flood risks and water body restoration through NbS					
	1.1.2.a Guidelines for restoration urban water bodies using NbS measures	2026-07-31	0	0	The task will be completed within the specified timeline for the deliverable.	S
	1.1.2. b. Guidelines for restoration of urban water bodies through NbS shared with other departments in GCC and other relevant government entities such as CMDA, Revenue Department & Public Works Department.	2026-07-31	0	0	The task will be completed within the specified timeline for the deliverable.	S
	Activity 1.1.3. Enhanced Integrated Command and Control Centre (ICCC)				Not applicable. This component falls under the ADB-led Terms of Reference (TOR) and is carried out by Institutional Strengthening and Reforms Consultants, thus it does not apply to GEF reporting. Should there be future collaboration with GEF consultants for this output, the status will be shared accordingly	
	Activity 1.1.4. GCC staff and urban practitioners are trained in the use and application of the guidelines and tools developed to undertake integrated spatial plans for managing flood risks and water body restoration through nature-based solutions (NbS)	2025-12-31	0	0	The task will be completed within the specified timeline for the deliverable.	S
	Output 1.2: Pune Municipal Corporation (PMC) and Pune Smart City					MS

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
	Development Corporation Limited (PSCDCL) and key stakeholders have access to knowledge, tools, and systems for data collection to undertake integrated spatial planning for compact development and low emission resilient green transit corridors.					
	Activity 1.2.1: Coordination strengthened among Pune and Maharashtra government entities, with mandate in land use planning and zoning including development of infrastructure, to guide the developments of deliverables and their validation	2026-03-31	10	60	Activity underway and timely completion anticipated. Significant accomplishment towards completing the said activity includes establishment of the following Project Governance Structures in Pune:1. Coordination Group (CG) set up in February 2023 to guide the work of all outputs, finalize deliverables under the outputs, and facilitate the integration of the deliverables into member entities' respective planning and decision-making processes. While the establishment of the CG was straightforward, its efficacy in performing its envisaged roles remains to be seen.2. Project Implementation Unit (PIU) set up in July 2023 to plan, coordinate and monitor the project activities. The PIU has successfully supported multiple activities in PMC that align with the project objectives and continues to play a critical role in liaising with local stakeholders and advancing various project agendas.	S
	1.2.1. a. Coordination group among Pune and Maharashtra government entities established	2023-06-30	100	100	Activity completed on time.Composition of Coordination Group of Pune:1. Pune	HS

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					Municipal Corporation (Nodal Agency)I. Chairperson of CG – Additional Municipal Commissioner (Special) & Chief Engineer (Roads)II. City Project Director (Executive & Administrative) - Superintendent Engineer/ Executive Engineer, (Road Department)III. City Project Director (Planning) - Transport Planner (Road Department)IV. Pilot Project Implementation Team – TOD Station Area around 2 Metro Stations (TBD)V. Executive Engineer (TOD Building Permission)VI. Executive Engineer (Development Plan)VII. Assistant Engineer (Project Dept. & River Front Development)VIII. Assistant Engineer (Environment Dept.)IX. Assistant Engineer (EV Cell)2. Pune Metropolitan Region Development Authority (PMRDA)I. Planning Officer working with PMRDA (Tata Metro team)3. Pune Mahanagar Parivahan Mahamandal Limited (PMPML)I. Joint Managing Director4. MAHA-Metro I. Executive Director (Admin.)II.Planning Officer working on MMI and TOD plans around METRO station areas5. Pune Smart City Development Corporation Limited	

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					(PSCDCL). Chief Knowledge Officer (CKO)6. Yashwantrao Chavan Academy of Development Administration (YASHADA). Dy. Director General (DDG)A few notable coordination efforts include:I. The Nodal Agency of the CG and PIU - UrbanShift at Pune has assisted in cross agency/ departmental coordination for various works under the project.II.Relevant agencies of the CG have been involved in supporting various works under the Project from time to time, such as:- Participating in the interview process for staffing the UrbanShift PIU at Pune. - Reviewing the Scope of Work of RfPs for undertaking various project activities. For instance, for eg: MAHA-Metro was part of the Technical Evaluation Committee (TEC) constituted for selection of consultant to prepare the Guidelines for TOD Station Area planning. Similarly, Pune Unified Metropolitan Transport Authority (PUMTA) has agreed to be a part of the TEC constituted for selection of consultant to carry out the project activity of institutionalising and operationalising the Urban Transport Fund (UTF).	
	1.2.1. b. Lessons learned on coordination documented and integrated	2026-03-31	0	0	Activity will be completed on time.A	MS

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
	into planning processes of participating Government entities				Subject-matter Expert will be engaged for this activity in 2025 (Year 3). The tentative scope of work of the SME would include the following:1. Understand the scope of the UrbanShift Country Project, including objectives, key activities, deliverables, outcomes, stakeholders, implementation, and institutional mechanisms.2. Establish the need for integrated institutional mechanisms for project implementation in Pune, considering the project's focal areas, activities, and outcomes.3. Document and review engagement instruments (e.g., memoranda, agreements) from project executing agencies consenting to participate in the project.4. Evaluate the adequacy of project governance structures, including roles, responsibilities, structure, and activities, and develop an organogram to depict the organizational setup.5. Document communication and decision-making protocols within the project governance structures, including meeting frequency, participation, and documentation practices.6. Identify and analyse existing institutional coordination mechanisms in Pune for multi-agency projects, including	

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					challenges, success factors, and key enablers for effective coordination and implementation. The anticipated challenge in completing the said activity is to integrate the lessons learnt on coordination into planning processes of participating Government entities. This would be subject to the intent of the local government and stakeholders of the CG in adopting the coordination guidelines in their respective decision and planning processes.	
	Activity 1.2.2: Tools to support urban development policy makers for developing gender responsive and inclusive integrated plans for development of compact low emission resilient green transit corridors	2024-09-30	0	0	Details of the activity progress are presented in the sections below.	MU
	1.2.2 a. Guideline for designing Compact and Low-emission Resilient Green transit corridor plan developed in consultation with the stakeholders, including gender considerations, and integrated with CMP (2008) and the CDP 2041	2024-07-31	0	0	Activity is delayed and is expected to be completed by August 2025. The delay in the said activity is due to the request of the PMC to support the preparation of the Corridor and Junction Improvement Plans (C&JIPs) for three corridors in Pune which have a high accident and fatality rate. This additional activity was prioritised over the preparation of the Guideline for designing Compact and Low-emission Resilient Green Transit Corridor Plan. An RfP will be prepared for selecting a consultant to prepare the said Guideline	MU



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					document.	
	1.2.2 b. Planning guideline for formulating low-emission resilient gender responsive and inclusive Station TOD Area developed and adopted as a planning tool by PMC	2024-07-31	0	35	Activity delayed. The work for preparing Guidelines for TOD Station Area Planning was awarded to Urban Mass Transit Company (UMTC) on October 25, 2023. The work would tentatively, be completed by October 2024. The methodology for preparing the said Guideline includes engaging with sectoral experts to understand the impediments in implementing TOD in Indian cities and time was lost in coordinating with the sectoral experts.	MS
	1.2.2 c. EV Ready city Guidelines for developing charging infrastructure developed and integrated in Urban Development planning processes	2024-09-30	0	0	The proposed Guidelines is similar to the extant EV Readiness Plan of Pune, which has been prepared by the PMC in association with RMI India. Due to this the scope of this activity has been truncated to reviewing the existing EV Readiness Plan for its comprehensiveness. The delay in the said activity is due to the request of the PMC to support the preparation of the Corridor and Junction Improvement Plans (C&JIPs) for three corridors in Pune which have a high accident and fatality rate. This additional activity was prioritised over the review of the extant EV Readiness Plan. The work of reviewing the extant EV Readiness Plan	MU

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					will be awarded to a Subject-matter Expert empanelled under the UrbanShift Country Project. The work would tentatively, be awarded to the SME by September 2024 and completed by January 2025.	
	Activity 1.2.3: Enhanced digital platform developed and integrated with ICCC	2025-06-30	0	5	Details of the activity progress are presented in the sections below.	MS
	1.2.3 a. Enhanced ICCC, including:- Spatial infrastructure data (SID) based on standardized geospatial information generation processes, including links to national data systems.- Georeferenced data for TOD areas and green corridors covering information on different assets.- Indicator-based dashboard for analysing data related to TOD areas and green corridors for monitoring the implementation of plans and informing future planning.- Gender information layer and gender analysis dashboard to facilitate inclusive planning.- Enhanced user-friendly interface for internal and external users.	2025-06-30	0	15	Activity delayed due to the complex nature of this activity which requires coordinating with multiple stakeholders, and overcoming their apprehension to share information (including spatial data). Further delays in the completion timelines have been anticipated (Dec 2025 from the current deadline of June 2025) after interacting with the city officials. Progress of the activity is as follows: 1. Preparatory work to commence the enhancement of ICCC has been initiated. 2. An 'As-is Assessment Questionnaire', was prepared for gauging the baseline data available at Pune.3. Multiple meetings have been held with the National Urban Digital Mission (NUDM) team at NIUA while preparing the As-is Assessment Questionnaire. This questionnaire was shared with PIU - Pune on March 13, 2024.4. PIU – Pune has collated	MS

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					information received from Pune Smart City Development Corporation Ltd. and IT Department, PMC. 5. An online meeting was held with PMC officials wherein the EA provided clarity on the objective of this activity and solicited support from the PMC. The PMC officials have agreed to support his activity further. 6. Based on the outcome of the baseline, the future course of action will be planned.	
	1.2.3. b. User manual for updating the digital information and use of digital platform for planning.	2025-07-31	0	0	The Consultant engaged for Activity 1.2.3 a. would be given the task of preparing the user manual. The timelines would remain the same as for Activity 1.2.3 a.	MU
	Activity 1.2.4: Capacity building of officials of Pune and Maharashtra government entities and other non-government key stakeholders on using the guidelines and platform for enabling sustainable, resilient, and gender responsive urban development planning	2025-05-31	0	0	Activity delayed. 1. The ToR/ RfP that will be prepared for Activity 1.2.3 a and 1.2.3 b will include this Activity as well. 2. A single RfP encompassing activities under 1.2.3 a, 1.2.3 b and 1.2.4 will be prepared. 3. The capacity building component of this work would tentatively, commence by February 2025.4. The work would tentatively, be completed by September 2026.	U
	Activity 1.2.5: UrbanShift labs conducted for building capacity of members of the Coordination Group on integrated planning, innovative financing sources, and data strengthening for planning.	2026-04-30	0	0	Activity will be completed on time. The EA for UrbanShift Country Project has been facilitating the UrbanShift Global Project in organising various	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					capacity-building and training activities for the partner cities, including the UrbanShift Labs. The 1st UrbanShift Lab is planned to be held in UT of Puducherry in December 2024, to work on a live problem of the city and provide guidance with technical assistance from subject matter experts, both national and international. The timeline for this activity remains unchanged. The challenge in supporting the capacity building events organised by the UrbanShift Global Platform is ensuring the participation of the partner cities. The frequency and timing of these events often conflict with the timelines of the primary responsibilities of the urban local bodies, making the city officials unavailable to attend.	
	Output 1.3: Surat Municipal Corporation (SMC), Surat Urban Development Authority (SUDA), and key stakeholders have access to knowledge, tools, and systems for data collection to undertake integrated spatial plans for resilient coastal zones and low emission mobility development.					MS
	Activity 1.3.1: Coordination strengthened among Surat and Gujarat government entities with mandate in planning and development of Coastal zone areas, including transport authorities, established to guide the development of deliverables and their validation	2026-03-31	10	50	Activity underway and timely completion anticipated. Significant accomplishment towards completing the said activity includes establishment of the following Project Governance Structures in	S

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					Surat:1. Coordination Group (CG) set up in September 2022 to guide the work of all outputs, finalize deliverables under the outputs, and facilitate the integration of the deliverables into member entities' respective planning and decision-making processes. While the establishment of the CG was straightforward, its efficacy in performing its envisaged roles remains to be seen.2. Project Implementation Unit (PIU) set up in July 2023 to plan, coordinate and monitor the project activities. The PIU has successfully supported multiple activities in SMC that align with the project objectives and continues to play a critical role in liaising with local stakeholders and advancing various project agendas.	
	1.3.1 a. Coordination group of Surat and Gujarat government entities established	2023-06-30	80	80	Activity completed on time.1. Composition of Coordination Group of Surat:i. City Engineer, SMC (City Project Director for UrbanShift Project)ii.Executive Engineer, Dumas Sea Face Development Project, SMCiii. Deputy Engineer, Dumas Sea Face Development Project, SMCiv. Asst. Engineer, Dumas Sea Face Development Project, SMCv. Chief Accountant, SMCvi. Public Relation Officer,	S

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					<p>SMCvii. Asst. Municipal Commissioner &amp; I/C Dep. Mun. Comm., SMCviii. Executive Assistant (ISD), SMCix. Executive Engineer (Traffic BRTS Project Cell), SMC x. Other support staffThe PMU UrbanShift has advised SMC to include representatives from SUDA, KHUDA and ICCD Cell in the CG. A few notable coordination efforts by the Nodal Dept. and UrbanShift PIU – Surat include:1. The Nodal Dept. of SMC and PIU – UrbanShift at Surat have reached out to relevant departments in SMC to receive feedback on the scope of work of the various activities proposed under the UrbanShift Country Project. For e.g. the scope of work for NMT Policy Guidelines was shared with the Traffic BRTS Project Cell, SMC for their review and approval.2. On similar lines, while the Nodal Dept. of SMC is part of the TEC constituted for selection of consultant to carry out the Project Activity of preparation of Guidelines for Resilient Coastal Zone Development Planning (RCZDP); Ms Nital Doshi, Disaster Management Officer, Govt. of Gujarat from the Disaster Management Cell of SMC also participated in the selection process. 3. Additionally,</p>	

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					the Executive Engineer from the Traffic BRTS Project cell, SMC was part of the TEC for selection of Consultant to carry out the Project Activity of Preparing NMT Policy Guidelines and NMT Network Plans.	
	1.3.1 b. Good Practice guidance on development coordination prepared and integrated into the planning and infrastructure development processes of authorities operational in SMC jurisdiction	2026-03-31	0	0	Activity will be completed on time.A Subject-matter Expert will be engaged for this activity in 2025 (Year 3). The tentative scope of work of the SME would include the following:1. Understand the scope of the UrbanShift Country Project, including objectives, key activities, deliverables, outcomes, stakeholders, implementation, and institutional mechanisms.2. Establish the need for integrated institutional mechanisms for project implementation in Pune, considering the project's focal areas, activities, and outcomes.3. Document and review engagement instruments (e.g., memoranda, agreements) from project executing agencies consenting to participate in the project.4. Evaluate the adequacy of project governance structures, including roles, responsibilities, structure, and activities, and develop an organogram to depict the organizational setup.5. Document communication and	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					decision-making protocols within the project governance structures, including meeting frequency, participation, and documentation practices.6. Identify and analyse existing institutional coordination mechanisms in Pune for multi-agency projects, including challenges, success factors, and key enablers for effective coordination and implementation.The anticipated challenge in completing the said activity is to integrate the planning and infrastructure development processes of authorities operational in SMC jurisdiction. This would be subject to the intent of the local government and stakeholders of the CG in adopting the coordination guidelines in their respective decision and planning processes.	
	Activity 1.3.2: Tools to support integrated plans for resilient coastal zone development using NbS and low emission mobility	2024-07-31	0	7	Details of the activity progress are presented in the sections below.	MU
	1.3.2 a. Low emission resilient development plan for Dumas coastal zone (LERDP-DCZ) and Khajod area, including related development control regulations for CZ, integrated with the Development Plan (2035) and Mobility Plan (2046)	2024-09-30	0	0	Activity delayed due to mismatch of the project mandate of preparing the Low-emission Resilient Development Plan for Dumas Coastal Zone (LERDP-DCZ) and Khajod areas and integrating it with the Development Plan (2035) and Mobility Plan (2046) and the feasibility of this mandate. Multiple meetings were	MS



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					<p>conducted with SMC, SUDA and KHUDA officials to define the scope of the LERDP during NIUA team's recent visit to Surat (April 17 – 19, 2024). NIUA was informed that the draft Development Plans (DPs) for Dumas and Khajod have already been prepared and sent to the State Govt. for approval. Given the advanced stage of the DPs' preparation, integrating the LERDP (even if prepared) was not possible. Instead, a preliminary environmental sensitivity mapping of the Dumas and Khajod areas could be undertaken to identify natural assets that require protection, preservation and enhancement. Further, preparation of a guidance document could also be undertaken with area-wide strategies (including inputs for development control regulations) to enable preservation of the environmental quality of Dumas and Khajod areas or any particular area/ asset therein. The additional activity of preparing the Coastal Resilience Plan (CRP) for Dumas coastline (with focus on enhancing its resilience by use of NbS) could be one such activity. This activity would be discussed at the next PSC and clarified. The preparation of LERDP (and/or the</p>	

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					CRP) would tentatively commence by October 2024. The work would tentatively, be completed by August 2025.	
	1.3.2 b. Guidelines for City and State entities to prepare low emission resilient coastal zone development plans for conservation of natural ecosystems in coastal zone, including NbS, developed and integrated into planning process of SUDA and SMC	2025-10-31	0	10	Activity will be completed on time. The initial setback was caused by the time it took to onboard a consultant firm with this specialized expertise. The first RfP for preparation of the Resilient Coastal Zone Development Plan (RCZDP) was published on September 15, 2023, with the last date extended to November 15, 2023. Upon evaluation, none of the bids fulfilled the preliminary eligibility criteria. The Bid was deemed as non-responsive on December 27, 2023. This RfP was re-published with changes made to the evaluation criteria on January 10, 2024, with the last date of bid submission as February 9, 2024. The present status of the work is that it has been successfully awarded to the consortium of M/s Taru Leading Edge Pvt. Ltd. and SAMANEA Consultancy Private Limited (SPONGE Collaborative), India with July 16, 2024 as the effective date of starting work.	MU
	1.3.2. c. Guideline for NMT Policy, including integration of green spaces, are developed and integrated with the Comprehensive Mobility Plan (2046)	2025-10-31	0	10	Activity will be completed on time. The Activity 2.3.1. (preparation of city-level NMT Network Plan of Surat and	MU

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					area-level NMT Plan of TPS 80 & 81) has been merged with Activity 1.3.2 c. (Guidelines for Non-motorized Transport (NMT) Policy for Surat). The RfP was finalised jointly by NIUA, UNEP and SMC, and was published on NIUA website on March 14, 2024. Last date of submission of bids was April 19, 2024. Bids received have been evaluated and the financial bids of the eligible bidders were opened on June 18, 2024. Decision regarding award of work is pending.	
	Activity 1.3.3: Enhanced digital platform developed and integrated with ICCC	2025-06-30	0	5	Details of the activity progress are presented in the sections below.	MS
	1.3.3 a. Digitized data framework to monitor and support low-emission resilient coastal zone development integrated with ICCC- Indicators for monitoring the plan implementation- Digitized maps and database of climate hazards and vulnerabilities Gender layer and gender analysis dashboard created to track gender disaggregated benefits and impacts of development planning- Enhanced user-friendly interface through Open Governance Data (OGD) for government agencies and citizen	2025-06-30	0	10	Activity delayed due to the complex nature of this activity which requires coordinating with multiple stakeholders and explaining the intent of the activity to them to overcome their apprehension to share information (including spatial data). Further delays in the completion timelines have been anticipated (Dec 2025 from the current deadline of June 2025) after interacting with the city officials. Progress of the activity is as follows: 1. Preparatory work to commence the enhancement of ICCC has been initiated. 2. An 'As-is Assessment Questionnaire', was prepared for gauging the baseline data	MS

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					available at Surat. 3. Multiple meetings have been held with the National Urban Digital Mission (NUDM) team at NIUA while preparing the As-is Assessment Questionnaire. This questionnaire was shared with PIU - Surat on March 13, 2024.4. Till date, PIU – Surat has collated information received from GIS Cell, SMC. 5. Based on the outcome of the baseline, the future course of action will be planned.	
	1.3.3 b. User manual for updating the digital information and use of digital platform for planning	2025-07-31	0	0	The Consultant engaged for Activity 1.3.3 a. would be given the task of preparing the user manual. The timelines would remain the same as for Activity 1.2.3 a.	MU
	Activity 1.3.4: Capacity-building program for government officials and other key stakeholders on applying the guidelines and developing and collecting data, both spatial and spatial and resilient planning	2025-05-31	0	0	Activity delayed. 1. The ToR/ RfP that will be prepared for Activity 1.3.3 a and 1.3.3 b will include this Activity as well. 2. A single RfP encompassing activities under 1.3.3 a, 1.3.3 b and 1.3.4 will be prepared. 3. The capacity building component of this work would tentatively, commence by February 2025.4. The work would tentatively, be completed by September 2026.	U
	Activity 1.3.5: UrbanShift labs conducted for building capacity of members of the Coordination Group	2026-04-30	0	0	Activity will be completed on time. The EA for UrbanShift Country Project has been facilitating the UrbanShift Global Project in organising various	S

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					capacity-building and training activities for the partner cities, including the UrbanShift Labs. The 1st UrbanShift Lab is planned to be held in UT of Puducherry in December 2024, to work on a live problem of the city and provide guidance with technical assistance from subject matter experts, both national and international. The timeline for this activity remains unchanged. The challenge in supporting the capacity building events organised by the UrbanShift Global Platform is ensuring the participation of the partner cities. The frequency and timing of these events often conflict with the timelines of the primary responsibilities of the urban local bodies, making the city officials unavailable to attend.	
2 Investments in low emission, resilient and nature-based solutions	Output 2.1. GCC has knowledge and experience to design sustainable investment projects using NbS for low-emission resilient development.				Output 2.1 is the ADB-GCC led. The progress rating and justification is as per the assessment of the EA and IA	
	Activity 2.1.1. Urban flood prevention, management and resilience enhanced for 1.9 million residents within the Chennai-Kosasthalaiyar River Basin (ADB-GCC co-finance)				Not applicable under GEF project component	
	Activity 2.1.2. Lake Kadapakkam water body restoration and public recreation area established through nature-based approach (GEF funded)	2025-12-31	0	0	The Government Order for the project was obtained in March 2024. Tenders were called in March 2024. Contract is awarded and works have commenced in Aug	S

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					2024. Kadapakkam Lake water body restoration and creation of public recreation area through nature-based approach will be completed by Dec 2025.	
	Activity 2.1.3 Knowledge, communications and learning advanced for local communities and government bodies (GEF funded)	2025-12-31	0	0	The task will be achieved within the specified timeline for the deliverable.	S
	Output 2.2: PMC has knowledge and experience in developing and implementing sustainable low emission resilient green transit corridor investments.					
	Activity 2.2.1: Carrying capacity analysis for selected TOD area including detailed data on land use, built-up area, population density, roads, green spaces, green buildings, public transport nodes, economic activities such as market spaces, offices; health infrastructure, institution etc.	2024-09	0	0	Activity delayed due to the delay in preparing the Guidelines for TOD Station Area Planning. 1. Work under activity 2.2.1 will form the baseline for Activity 2.2.2.2. Hence, a single RfP encompassing activities under 2.2.1 and 2.2.2 will be published by September 2024 (tentatively).3. The work for preparing the TOD Station Area Plans for selected stations would be awarded by November 2024 (tentatively) and be completed by April 2025.	MU
	Activity 2.2.2: Low-emission Resilient Green Station TOD Area Plan for selected Station (based on planning guidelines developed under Output 1.2) including green NMT paths, integrated green spaces, and EV Charging infrastructure	2024-12-31	0	0	Activity delayed due to the delay in preparing the Guidelines for TOD Station Area Planning. 1. Work under activity 2.2.1 will form the baseline for Activity 2.2.2. 2. Hence, a single RfP encompassing activities under 2.2.1 and 2.2.2 will be published by September 2024 (tentatively). 3. The work for	MU

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					preparing the TOD Station Area Plans for selected stations would be awarded by November 2024 (tentatively) and be completed by April 2025.	
	Activity 2.2.3: Pilot demonstration of green NMT and EV Charging infrastructure based on Station TOD Area Plan (Output 2.2.2)	2026-05-31	0	0	Activity will be completed on time. Based on the Guidelines formulated under activity 1.2.2b, and the outcomes of 2.2.1 and 2.2.2, the Pilot demonstration work shall be initiated by March 2025. It is envisaged that this work would get completed by May 2026. However, this is dependent on the priorities of the PMC and is subject to risks associated with change of leadership, etc	S
	Activity 2.2.4: Revised Guidelines (developed under output 1.2) for Station TOD Area planning based on the lessons learnt from applied solutions and coordination in selected Station TOD Area.	2026-03-31	0	0	1. Based on the learnings from executing the Pilot demonstration (Activity 2.2.3), the Guidelines will be revised.2. The work would tentatively, be awarded to a Subject-matter Expert (SME) by March 2026.3. Since this work will be undertaken after the completion of Activity 2.2.3, it should also be completed before September 2026.	S
	Output 2.3: SMC has knowledge and experience of developing and implementing integrated resilient coastal zone development using NbS and low-emission mobility solutions.					
	Activity 2.3.1: Integrated Low-emission resilient Plan developed for Town Planning Schemes (TPS) no. 80 and 81 (based on Dumas and	2025-07-31	0	10	Activity will be completed on time.The Activity 2.3.1. (preparation of	MU

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	Khajod Coastal Area Plan (Output 1.3)) with focus on NbS solutions to create built infrastructure and enhancement of mangroves, mudflats, and other coast ecosystems.				city-level NMT Network Plan of Surat and area-level NMT Plan of TPS 80 & 81) has been merged with Activity 1.3.2 c. (Guidelines for Non-motorized Transport (NMT) Policy for Surat). The RfP was finalised jointly by NIUA, UNEP and SMC, and was published on NIUA website on March 14, 2024. Last date of submission of bids was April 19, 2024. Bids received have been evaluated and the financial bids of the eligible bidders were opened on June 18, 2024. Decision regarding award of work is pending.	
	Activity 2.3.2: Design of Pilot schemes to showcase use of NbS: - 3.2 km Pilot NMT and Public Bike Sharing (PBS) initiatives at Dumas connecting with public transport hub at TPS no. 80 and 81- Nature-based solutions for creating infrastructure integrated with Dumas Sea Front recreational and eco-tourism project	2025-09-30	0	20	1. The first part of this activity has been included in the RfP issued for preparing the Guidelines for Non-motorized Transport (NMT) Policy for Surat (Activity 1.3.2 c.). Area-level NMT Network Plans will be prepared with focus on enhancing access to Dumas Sea Front Development and public transport hubs in and around TPS no. 80 and 81.2. This RfP was published on March 14, 2024. Last date of submission of bids was April 19, 2024.3. Bids received have been evaluated by the Technical Evaluation Committee constituted, and the Financial bids were opened on June 18, 2024.4. Award of work for NMT Network Plans is pending	MS



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					<p>approvals.5. Activity will be completed on time, i.e. July 2025.6. The work of integrating NbS has started in parallel with the formulation of Guidelines for RCZDP. The PMU and PIU have assessed the designs proposal for Dumas Sea Front Development Project and identified opportunities to maximise the application of NbS in Zone 1 (Package 1 &amp; 2) and Zone 3 of the project. i. The inputs for Zone 1 have been accepted and incorporated in SMC's tender document. ii. The inputs for Zone 3 will have to be resubmitted as the design of Zone 3 is undergoing change. iii. The work for Zone 1 would tentatively, be completed by May 2025.The timeline for completion of this work is uncertain and depends on the finalisation of the design proposals by the different land-owning agencies (SMC, Forest Dept., etc.).</p>	
	Activity 2.3.3: Plan and Guidelines developed in Output 1.3 updated with lessons learned from deliverables 2.3.1 and 2.3.2	2026-01-31	0	0	<p>Activity will be completed on time.1. Based on the outcomes of activities 2.3.1 and 2.3.2, the Guidelines developed in Output 1.3 will be revised.2. The work would tentatively, be awarded to a Subject-matter Expert (SME) by March</p>	MS

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					2025.3. The Guidelines developed in Output 1.3 will be updated by January 2026.	
	Activity 2.3.4: Capacity building and awareness raising for city/ coastal stakeholders on nature based, low-carbon, resilient development solutions	2025-08-31	0	0	Activity will be completed on time.1. Capacity Building of stakeholders by conducting workshops is a deliverable under all RfPs issued for creating knowledge work.2. Stakeholder Consultation meetings and Capacity Building Workshops will be conducted to disseminate the Guidelines for Preparing Resilient Coastal Zone Development Plan (RCZDP) and the Non-motorised Transport (NMT) Policy Guidelines.3. The capacity building workshops for the said deliverable would take place from April 2025 onwards.	S
3 Innovative financing solutions for cities	Output 3.1: City authorities in replication cities have tools, experience, sustainable investment framework based on demonstration work in main target cities (Agra, Puducherry, Madurai)					
	Activity 3.1.2: Station Area TOD Plan for Taj Mahal Metro Station and design of pilot projects to enhance last mile connectivity to the Taj Mahal Metro Station, including improved pedestrian infrastructure	2026-04-30	0	0	Activity will be completed on time. After the Guidelines for TOD Station Area Planning have been prepared (by October 2024), a consultant will be selected for undertaking the work of preparing the Station TOD Area Plan for Taj Mahal Metro Station. The challenge in this work is the low responsiveness of stakeholders such as Agra Nagar Nigam, Uttar Pradesh Metro	U

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					Rail Corporation, etc. towards the UrbanShift Country Project activities.	
	Activity 3.1.3: CDP for Karaikal, Mahe and Yanam, including coastal development to enhance resilience through coast ecosystem protection using NbS measures, and pilots designed to implement identified options in the CDP	2026-04-30	0	20	Activity is ongoing and partly complete. The Comprehensive Development Plans (CDPs) and Master Plans for Karaikal, Mahe, and Yanam were already in an advanced stage of preparation when the UrbanShift Country Project was initiated. Therefore, it was agreed with Puducherry officials that the Project would only support review of the Draft CDPs/ Master Plans, with the primary objective of anchoring the principles of carbon neutrality. The work for reviewing the Draft Master Plan of Yanam (2041) was awarded to a Subject-matter Expert (SME) and the inputs provided by the SME were presented to the planning authorities of Puducherry and Yanam on December 18, 2023. All inputs were well-received by the authorities and the final Strategy Report was submitted on December 24, 2023. The other two CDPs were supposed to be published in the public domain in the first quarter of 2024 (Year 2). Once the details are shared in the public domain, the UrbanShift team would be able to complete the work in 8 weeks' time. With no definitive deadline, this work	HS

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					<p>would be completed before September 2026. The unspent budget initially allocated for the preparation of Comprehensive Development Plans (CDPs) would be utilised to prepare the Comprehensive mobility Plans for Karaikal, Yanam and Mahe. Approval for this activity from Govt. of Puducherry was received on May 15, 2024. It is also proposed to place a Mobility Coordinator in Puducherry to support the preparation of the CMPs as well as support other UrbanShift Country Project activities. With regard to the pilots designed to implement identified options in the CDP, a Coastal Resilience Plan would be prepared for the Karaikal and Mahe coastlines with the objective of assessing the health of the coastal ecosystem, and proposing NbS and/or hybrid measures to build the resilience of the coastlines. The scope of this activity has already been discussed and approved by UNEP. A RfP to select a consultant to undertake this work would be published by September 2024 subject to receiving approval from the Govt. of Puducherry.</p>	
	Output 3.3: PMC has innovative financing mechanism and business models based on land value capture for financing and engaging private					

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
	sector in low emission resilient green transit corridors.					
	Activity 3.3.1: Baseline assessment of the financing of Urban infrastructure, generation of revenues from TOD areas and their application.	2025-05-31	0	10	Activity is slightly delayed and is expected to be complete by June 2025. The delay in the said activity is due to the following reasons: 1. Request of the PMC to prioritise the preparation of the Corridor and Junction Improvement Plans (C&JIPs).2. Time spent in convincing the Pune Unified Metropolitan Transport Authority (PUMTA) about the need for establishing an Urban Transport Fund (UTF).The activities under Output 3.3 (3.3.1 to 3.3.4, 3.3.5 (partly) & 3.3.6 are interlinked. The work shall be awarded through a single RfP "Roadmap for Institutionalising and Operationalising Urban Transport Fund (UTF) in Pune". This RfP was published on April 10, 2024. Last date of submission of bids was May 13, 2024. Bids received have been evaluated by the Technical Evaluation Committee. The work would be awarded by October 2024 and completed by June 2025.	MU
	Activity 3.3.2: Assessment report of national and international best practices on long-term financial sustainability of developing and maintaining Compact Low- emission Resilient Green Transit corridors.	2024-11-30	0	10	Activity is slightly delayed and is expected to be complete by June 2025. The delay in the said activity is due to the following reasons: 1. Request of the PMC to prioritise the preparation of the Corridor and Junction Improvement	MU

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					Plans (C&JIPs). 2. Time spent in convincing the Pune Unified Metropolitan Transport Authority (PUMTA) about the need for establishing an Urban Transport Fund (UTF). The activities under Output 3.3 (3.3.1 to 3.3.4, 3.3.5 (partly) & 3.3.6 are interlinked. The work shall be awarded through a single RfP "Roadmap for Institutionalising and Operationalising Urban Transport Fund (UTF) in Pune". This RfP was published on April 10, 2024. Last date of submission of bids was May 13, 2024. Bids received have been evaluated by the Technical Evaluation Committee. The work would be awarded by October 2024 and completed by June 2025.	
	Activity 3.3.3: Linkages established with a Lighthouse City to learn from practical experience of implementing Compact Low-emission Resilient Green Transit corridors using TOD approach.	2024-11-30	0	10	Activity is slightly delayed and is expected to be complete by June 2025. The delay in the said activity is due to the following reasons: 1. Request of the PMC to prioritise the preparation of the Corridor and Junction Improvement Plans (C&JIPs). 2. Time spent in convincing the Pune Unified Metropolitan Transport Authority (PUMTA) about the need for establishing an Urban Transport Fund (UTF). The activities under Output 3.3 (3.3.1 to 3.3.4, 3.3.5 (partly) & 3.3.6 are interlinked. The work shall be	MS

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					awarded through a single RfP "Roadmap for Institutionalising and Operationalising Urban Transport Fund (UTF) in Pune". This RfP was published on April 10, 2024. Last date of submission of bids was May 13, 2024. Bids received have been evaluated by the Technical Evaluation Committee. The work would be awarded by October 2024 and completed by June 2025.	
	Activity 3.3.4: Design of Urban Transport Fund (UTF), using innovative financing mechanisms for ensuring TOD implementation and maintenance through land value capture, and support establishment and operationalization of the fund.	2025-05-31	0	10	Activity is slightly delayed and is expected to be complete by June 2025. The delay in the said activity is due to the following reasons: 1. Request of the PMC to prioritise the preparation of the Corridor and Junction Improvement Plans (C&JIPs). 2. Time spent in convincing the Pune Unified Metropolitan Transport Authority (PUMTA) about the need for establishing an Urban Transport Fund (UTF). The activities under Output 3.3 (3.3.1 to 3.3.4, 3.3.5 (partly) & 3.3.6 are interlinked. The work shall be awarded through a single RfP "Roadmap for Institutionalising and Operationalising Urban Transport Fund (UTF) in Pune". This RfP was published on April 10, 2024. Last date of submission of bids was May 13, 2024. Bids received have been evaluated by the	MS

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					Technical Evaluation Committee. The work would be awarded by October 2024 and completed by June 2025.	
	Activity 3.3.5: Feasibility assessment of business models for implementing green corridor elements (based on pilots) and deploying Business models/ PPP initiatives by collaborating with corporate/ private sector for greening NMT infrastructure and developing EV charging infrastructure along the Compact Low-emission Resilient corridors.	2025-07-31	0	5	This activity would be partly covered in the "Roadmap for Institutionalising and Operationalising Urban Transport Fund (UTF) in Pune". For identifying opportunities to leveraging finance from the private sector to enable implementation of EV infrastructure in the TOD influence zone around selected metro stations in Pune, a Subject-matter Expert (Community Outreach and Strategic Partnerships Expert) would be engaged. The period of engagement of the SME would be 6 months and would coincide with the implementation of the pilot project (tentatively after February 2025).	MS
	Activity 3.3.6: Capacity building of key stakeholders on operation of UTF and business models for PPP to create green NMT and EV charging infrastructure.	2026-03-31	0	10	Refer response to Output 3.3 (3.3.1 to 3.3.4, 3.3.5 (partly))	S
	Activity 3.3.7: Corridor and Junction Improvement Plans (New activity)	2024-11-30	0	10	New activity, on-time completion anticipated. PMU UrbanShift received a request from PMC on October 4, 2023, for expanding the scope of the UrbanShift Country Project and support preparation of "Corridor Improvement and Junction Improvement Plans (C&JIP)" for three corridors in Pune. The three corridors	S



Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					<p>have compromised road safety - 14 of the 33 accident hotspots in Pune are located on and around these corridors. The corridors also have issues like traffic congestion, poor road geometries, etc. The C&amp;JIP would demonstrate a comprehensive approach for the development/ improvement of other corridors and junctions in Pune (and also other cities) by adopting strategies to reduce transport-related GHG emissions and prioritising safe, inclusive, and sustainable mobility. Approval to include this activity in the project was received from UNEP on February 27, 2024. Three separate RFPs were prepared and published on March 27, 2024. Bids received have been evaluated by the Technical Evaluation Committee. The work would tentatively, be awarded by September 2024 and completed by March 2025.</p>	
	<p>Output 3.4: SMC has (i) innovative financing solutions for managing risk hazard; and,(ii) business models for engaging private sector in development of nature based low carbon NMT infrastructure.</p>	2024-09-30	0	0	<p>Activity delayed due to other project activities being prioritised over this activity by SMC and NIUA. A Subject-matter Expert (SME) would be engaged for assessing the feasibility of PPP funding model for NMT infrastructure creation and establishing a PBS in Dumas Pilot Project Area, Surat. The SME will</p>	

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					also present a portfolio of 'investment ready' green infrastructure projects developed under Activity 3.4.4 and present it to a wide range of donors for leveraging finance. The selection of the consultant and award of work will take place in October 2024. The SME should be able to complete this work within 6 months' time.	
	Activity 3.4.2: Coordinated and cooperative investment planning mechanism for NBS among various departments to pool investment budgets established	2023-09-30	0	0	Activity delayed to other project activities being prioritised over this activity by SMC and NIUA. For Activity 3.4.2 & 3.4.3, a single RfP will be published to select a consultant by February 2025 and the work will be completed by October 2025.	MU
	Activity 3.4.3: Feasibility of instituting an ecosystem service use fee, and ring-fencing various land-based revenues to protect and develop coastal zones using NbS	2024-05-31	0	0	Activity delayed to other project activities being prioritised over this activity by SMC and NIUA. For Activity 3.4.2 & 3.4.3, a single RfP will be published to select a consultant by February 2025 and the work will be completed by October 2025.	MS
	Activity 3.4.4: A portfolio of 'investment ready' green infrastructure projects developed and presented to wide range of donors	2025-09-30	0	0	Activity delayed due to other project activities being prioritised over this activity by SMC and NIUA. Activity clubbed with Activity 3.4.1.	MS
	Activity 3.4.5: Capacity building of key stakeholders on Financing Coastal Zone ecosystem protection using NbS and private sector	2026-03-31	0	0	Activity will be completed before time by October 2025.This activity has been	MS

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
	engagement				clubbed with Activity 1.3.2 b - Guidelines for preparation of Resilient Coastal Zone Development Planning (Activity 1.3.2b).	
	Activity 3.4.1: PPP funding model, including pre-feasibility assessment, for NMT infrastructure creation and PBS in Dumas Pilot Project Area	2024-09-30	0	0	Activity delayed due to other project activities being prioritised over this activity by SMC and NIUA. A Subject-matter Expert (SME) would be engaged for assessing the feasibility of PPP funding model for NMT infrastructure creation and establishing a PBS in Dumas Pilot Project Area, Surat. The SME will also present a portfolio of 'investment ready' green infrastructure projects developed under Activity 3.4.4 and present it to a wide range of donors for leveraging finance. The selection of the consultant and award of work will take place in October 2024. The SME should be able to complete this work within 6 months' time.	MU
	Activity 3.1.1. TA provided to another city in Tamil Nadu on NbS based solutions for rejuvenating water body	2026-07-31	0	0	As the lake restoration works progresses in Kadapakkam Lake, the learning will be documented and guidelines will be prepared incorporating best practices for replication in another city. The task will be completed within the specified timeline for the deliverable.	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
	Output 3.2 GCC has innovative financing solutions and business models for increasing engagement of private sector in green nature based urban investments				Output 3.1 is ADB-GCC led. The progress rating, justification is as per the assessment of the EA and IA	
	Activity 3.2.1. Business case established through valuation study in Lake Kadapakkam to quantify the economic, social, and environmental benefits from the Nbs and encouraging private sector participation in water body restoration projects.	2026-07-31	0	0	Following the receipt of the Government Order in March 2024 and the finalization of the tender for civil works, restoration works commenced in August 2024. Based on the project progress and results, a business case will be developed through a valuation study in Lake Kadapakkam to quantify the economic, social, and environmental benefits of Nature-based Solutions (NbS), thereby encouraging private sector participation in water body restoration projects. Will be initiated and completed by the planned timeline July 2026.	S
	Activity 3.2.2. A zone-based performance scheme incentivizing expansion of 'green space' (GEF) and creation / maintenance of stormwater drainage (ADB) for GCC	2026-07-31	0	0	The task will be completed within the specified timeline for the deliverable.	S
	Activity 3.2.3. Capacity building conducted for Chennai and Tamil Nadu urban development entities, civil society, private sector on urban green financing	2026-07-31	0	0	The task will be completed within the specified timeline for the deliverable.	S
4 Knowledge management and capacity development	Output 4.1: Knowledge products, good practices and tools are made available to national, state and city authorities as well as other stakeholders through the NULP linked to UrbanShift.					
	Activity 4.1.1: Develop Project Specific Website integrated within NULP and other knowledge platforms of NIUA including linkage with	2024-03-31	5	30	A foundational project website was developed and launched on May 3, 2023	MS

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
	UrbanShift website to share the knowledge products and tools developed under the UrbanShift.				during the Project Inception Workshop. However, to enhance the existing website, a RfP to providing (Re) Design and development, Operation, Maintenance and Updation services was published on January 9, 2024. The award of work would tentatively take place by September 2024 and be completed by January 2025.	
	Activity 4.1.2: Compilation of good practices, experiences, guidelines, lessons learned and policy recommendations from project activities under components 1, 2 and 3, for uploading to the platform (undertaken as part of city work) and shared with UrbanShift.	2023-09-30	0	30	Activity is ongoing and partly completed. This activity will be completed before the end of the project tenure in September 2026. Compendium of best practices on TOD - Variations in TOD Geographies: borrowing contextual cues at the inaugural session, was prepared by the PMU and launched during the UrbanShift Asia Forum (September 25 – 28, 2023) by Mr Hardeep Singh Puri, Minister of Housing and Urban Affairs, Govt. of India. Preparation of compendium of best practices on NbS is underway. Both these compendiums will be shared on the UrbanShift Country Project Website when the website get re(designed) by January 2025. Compilation of good practices is also part of the baseline for preparing various guidance documents under the Project. Guidelines, lessons learned and policy recommendations from project	U

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					activities under components 1, 2 and 3 will be completed as per the respective timelines.ADB (GCC): The task will be completed within the specified timeline of July 2026 for the deliverable.	
	Activity 4.1.3: Creation and finalization based on lessons learned of training modules on sustainable urban planning, urban finance, climate resilience, etc. based on primary target city (undertaken as part of each city work).	2024-03-31	0	0	Activity delayed. A Subject-matter Expert (SME) will be engaged to undertake this work. The award of work would tentatively take place by April 2026 and completed before September 2026.ADB (GCC): The task will be completed within the specified timeline of July 2026 for the deliverable.	U
	Activity 4.1.4: Policy framework for assessing impact of development plans and investment decisions on climate mitigation and adaptation to integrate climate change consideration into urban development planning and investment decisions.	2025-11-30	0	10	Activity is ongoing and will be completed on time. The groundwork for assessing impact of development plans and investment decisions has already begun. As part of the scope of work for preparing various guidelines and plans, a KPI-based Monitoring Framework to monitor development plans and investment decisions is being prepared under each activity. These frameworks will be collated to prepare a comprehensive Policy Framework for assessing impact of development plans and investment decisions. The work will be awarded to a SME in November 2025.ADB (GCC): The task will be completed within the specified timeline of July 2026 for the	U

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					deliverable.	
	Activity 4.1.5: National Sustainable Cities Communication Campaign (including surveys before and after the campaign) to:i. Inform cities of the platform and the available knowledge products and capacity-building efforts (output 4.2)ii. Encourage their participation in the national dialoguesiii. Encourage them to scale-up ambition on sustainable urban development, with their commitments captured on the platform	2025-10-31	10	15	Activity is ongoing and will continue till the end of the project tenure. 1. A Communication Campaign/ Communication Strategy for disseminating the knowledge, good practices, and experiences of the project implementation in India as well as in other child projects to all the national, state and city level authorities, is being developed. Communication channels of MoHUA and NIUA will be used to share information. 2. To assess the impact of the Communication Campaign/ Communication Strategy, the PMU will utilise the Gap Assessment Report prepared under the UrbanShift Global Platform as a baseline. The enhancement in the capacities of city officials will be gauged through survey forms that will be filled by city officials themselves for self-assessment on a six-monthly basis. Additionally, the PMU UrbanShift, will document and publish their commitment to scaling up the sustainable urban development initiatives initiated under the UrbanShift Country Project. 3. NIUA has already started using its communication channels, such as regular newsletters,	U

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					<p>webinars, and other means of awareness creation to disseminate the information on the deliverables of the project as well as for advertising vacancies, announcing new project activities, etc.</p> <p>4. All the knowledge products, tools and good practices collated under the Project will be hosted in the UrbanShift Country Project's website and also hosted on the NULP. This will provide open access to the resources for the partner cities. The comments received on the good practices hosted in the website will encourage the cities to scale-up ambition on sustainable urban development.</p> <p>5. Stakeholders from the partner cities are also being extended the opportunity to participate in international training programs.</p> <p>- Mr Vikas Dhakane, Addl. Municipal Commissioner, Pune Municipal Corporation participated at the E-Mobility Support and Investment Platform for Asia and the Pacific, held on November 14-16, at Seoul.</p> <p>- Mr Yogesh Mali, Executive Engineer, Electrical Dept. from PMC attended a training programme in Ghana to enhance capacity in sustainable energy solutions, specifically focusing on waste-to-energy processes,</p>	



Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					micro-grids, and clean cooking solutions. - Mr R Kesavan, I.A.S., Secretary, Govt. of Puducherry, participated in the UrbanShift Peer Exchange workshop at ICLEI World Congress 2024 in São Paulo in June 18 – 21, 2024, consisting of 4 days of deep-dive discussions and workshops on the chosen thematic: Applying Nature Based Solutions in CitiesADB (GCC): The task will be completed within the specified timeline of July 2026 for the deliverable.	
	Output 4.2: Indian City stakeholders’ capacity and awareness enhanced to undertake integrated sustainable urban development addressing climate change, biodiversity, and land degradation challenges.					
	Activity 4.2.1: Each primary target city conducts, at least three virtual or in-person workshops/ training sessions for other cities in the state, in collaboration with state institutions and NIUA, and targeting at least 40% women participation, to share experiences on integrated sustainable planning approach demonstrated in respective primary target city.	2025-03-31	0	0	Activity delayed to commensurate the progress in other activities. Activity will commence after October 2025 and will continue till the end of the project tenure (September 2026). Capacity building workshops will be organised as part of each project activity to disseminate all knowledge work created under the Project. In case the timeline of multiple knowledge works being developed under the project coincides, a single workshop could be organised to disseminate the	U

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					information. This will lead to optimal utilisation of funds and effort.ADB (GCC): The task will be completed within the specified timeline of July 2026 for the deliverable.	
	Activity 4.2.2: Each Primary target city conducts training of trainer’s workshop for State level Urban Development Institutes of at least 3 States in collaboration with NIUA	2026-02-28	0	0	Activity will commence after December 2024 onwards and will be completed before the end of the project tenure (September 2026).ADB (GCC): The task will be completed within the specified timeline of July 2026 for the deliverable.	U
	Activity 4.2.3: 3 National Dialogues conducted, one each by primary target city, in partnership with NIUA and NULP to disseminate knowledge and experience gained from implementing project activities and for peer-to-peer learning from other efforts in the country.	2026-05-31	30	30	Activity will be completed on time. The PMU will organise three NLDs during the project tenure. The 1st NLD will tentatively be organised in January 2025.ADB (GCC): The task will be completed within the specified timeline of July 2026 for the deliverable.	U
	Output 4.3: Primary target city authorities and relevant state authorities gain enhanced understanding of integrated sustainable urban development through participation in capacity building and awareness raising activities of the UrbanShift.					
	Activity 4.3.1: Participation of primary and secondary city stakeholders in three National Dialogues organized by UrbanShift (Two dialogues conducted by UrbanShift and one dialogue supported by the Project)	2025-08-31	30	30	The PMU cannot comment on the completion time for this activity as it is the primary responsibility of the UrbanShift Global Platform partners. The 1st National Local Dialogue (NLD) for UrbanShift India Project was organised	HS

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					by ICLEI SA on “Indian perspective of sustainable and smart infrastructure development” in New Delhi on May 3, 2023. The PMU UrbanShift provided extensive technical and logistical support in organising the NLD, and do so for other GP events as well.ADB (GCC): The primary city Chennai was represented in two urbanshift conferences held in May 2023 and September 2023 , both in New Delhi. The city along with secondary city will aim to participate in the upcoming national dialogues organises by Urbanshift.	
	Activity 4.3.2: Participation of target and replication city stakeholders in global UrbanShift activities- UrbanShift City academies- UrbanShift Regional forum- UrbanShift Global peer-to-peer exchanges	2026-02-28	0	15	Activity is ongoing and will continue till the end of the project tenure. The PMU has been providing extensive technical and logistical support in organising the GP events - elicit nominations from the partner cities to attend the GP events, communications, logistics support (travel arrangement, accommodation and local travel), etc.Similar support will be provided for the following GOP events: 1. UrbanShift City Academy (August 27 – 29, 2024) in Jakarta, Indonesia 2. UrbanShift Finance Academy (October 22 - 24, 2024) in Ahmedabad 3. UrbanShift Lab (December	U

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					2024) in PuducherryADB (GCC): The task will be achieved during the project period and within the specified timeline for the deliverables. However, challenges include short notice for such global conferences, which makes it difficult for city officials to participate due to the protocol required for government approvals.	

The Task Manager will decide on the relevant level of disaggregation (i.e. either at the output or activity level).

## 4 Risks

### 4.1 Table A. Project management Risk

Please refer to the Risk Help Sheet for more details on rating

Risk Factor	EA Rating	TM Rating
1 Management structure - Roles and responsibilities	Low	Low
2 Governance structure - Oversight	Low	Low
3 Implementation schedule	Substantial	Moderate
4 Budget	Low	Low
5 Financial Management	Low	Low
6 Reporting	Low	Low
7 Capacity to deliver	Moderate	Moderate

If any of the risk factors is rated a Moderate or higher, please include it in Table B below

### 4.2 Table B. Risk-log

#### Implementation Status (Current PIR)

Insert ALL the risks identified either at CEO endorsement (inc. safeguards screening), previous/current PIRs, and MTRs. Use the last line to propose a suggested consolidated rating.

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
Approvals and clearances required for undertaking investments are delayed	Output 2.2 and 2.3	M	M					M	=	
City officials are likely to be sensitive with the cost of the project when sustainability parameters are included in the project detailed project report.	Output 2.2, 2.3, 3.3 and 3.4	M	M					M	=	

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
Weather events affect the implementation of the pilots, such as extreme rainfall event, or typhoon, or flooding	Output 2.2 and 2.3	M	M					M	=	
Lack of local political support for developing the plans and implementing the pilots reduces project impact	Output 2.2 and 2.3	M	M					M	=	
Elections trigger leadership changes and projects lose their support	Output 1.2, 1.3, 2.2, 2.3, 3.1	M	M					M	=	
Coordination difficulties between entities of the same or different levels of government slows project execution times or reduces impact of project actions	Outcome 1, 2 and 3	S	S					S	=	
Competitive priorities of the citizens/ City for budget allocation are likely to affect the allocation for Hazard risk financing	Outcome 3	H	H					H	=	
City and State authorities don't commit to integration of approaches and best practices from project into development policy	Outcome 1, 2, 3 and 4	S	S					S	=	
A national financial or economic crisis affects national, provincial and local budgets (including those of national funds), leading to reduced co-financing, changing priorities and reduced investment	Outcome 1, 2 and 3	M	M					M	=	
Implementation schedule	Outcome 2	N/A	M					M	↑	Timelines of the project are not commensurate with the ambitions of the partner cities. This is particularly relevant for a few project activities that have already been undertaken by the partner city/ ies before the

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										<p>commencement of the UrbanShift Country Project, namely EV Ready City Guidelines, Guideline for designing compact and low-emission resilient green transit corridor plan, design of pilot scheme in Surat to showcase use of Nature-based Solutions, etc. The identification of new project activities and tasks from the ground up is requiring significant time and effort from the PMU. This additional responsibility is also impacting the timelines of other deliverables under the project. Regular interactions, and visits to partner cities are proving effective in identifying these new project activities. Continuous liaising with the city partners is being undertaken by the PMU to identify new activities (that align with the project objectives) to utilise the available funds. The preparation of Corridor and Junction Improvement Plans is one such activity which was identified in Pune city. Similarly, the Comprehensive Mobility Plans for Karaikal, Yanam and Mahe is another activity which has been identified to</p>

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										utilise the funds available for preparing the Comprehensive Development Plans.
Capacity to deliver	Outcome 1 and 3	N/A	M					M	↑	The project is encountering challenges as partner cities are apprehensive about fully integrating the principles of Nature-based Solutions (NbS) and Transit-Oriented Development (TOD) in the demonstration projects, primarily due to their limited understanding of the subject matter. However, this issue is being addressed through continuous discussions led by the Project Management Unit (PMU) with the partner city officials.
Other cities fail to engage in the sustainable cities platform or the federal capacity-building programme, leading to reduced project replication	Outcome 3 and 4	L	L						=	
Private sector actors fail to engage in project activities, leading to reduced project impact	Outcome 2 and 3	L	L					L	=	
Local civil society stakeholders may not accept the pilots and slow down or stop the implementation	Outcome 2	L	L					L	=	
Project actions lead to environmental degradation or negative global environmental benefits	Output 2 and 3	L	L					L	=	
Continued Covid Risk may affect the timely	Output 1 - 4	L	L					L	=	



Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
execution of the project										
		M	M					M	=	The consolidated risk rating of this Project remains Moderate. This is primarily due to the risks associated with the approvals and coordination efforts required. EA (NIUA) is actively taking efforts to mitigate and limit this risks.

#### 4.3 Table C. Outstanding Moderate, Significant, and High risks

Additional mitigation measures for the next periods

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
Approvals and clearances required for undertaking investments are delayed (Medium)	The pilots identified are based on the ongoing initiatives and priorities of the city. Thus, a clear ownership is demonstrated. The engagement of MoHUA as the lead on execution also supports facilitation of necessary approvals and clearances.	1. The investment (pilot demonstration) planned in Pune are in sync with PMC's plans to prepare Local Area Plans in TOD zones. No approvals from any external agency will be required. In Surat, the Investment (pilot demonstration) is already being implemented after having received all the	1. With MoEFCC being one of the members of the Project Steering Committee, support can be solicited for facilitating necessary approvals to further Project Activities, especially those related to clearances required for coastal interventions.	Pune: February 2025 Surat: Completed	PMCSMCNIUA (PMU & PIUs)

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
		<p>required clearances (CRZ clearances, etc.).2.</p> <p>MoHUA being one of co-executing agencies is also advantageous for the project. Support in the form of facilitating necessary approvals, etc. can also be solicited from the Ministry, if required.3.</p> <p>To further Project Activities, timely and necessary approvals, and support is provided by MoHUA.</p>			
<p>City officials are likely to be sensitive with the cost of the project when sustainability parameters are included in the project detailed project report. (Medium)</p>	<p>Project's interventions have been identified so that there are no big infrastructure investments critical in the city for implementation of project's actions. The criterion will continue during the detailed design and implementation of project's actions.</p>	<p>1. The pilots identified for the target cities during the Project preparatory phase were part of ongoing/ envisaged projects of the ULBs of the respective cities.2.</p> <p>Since UrbanShift Country Project shall provide financial and technical support in implementing the sustainability or NbS-related</p>	<p>Continuation of the ongoing efforts (especially 3, 4 and 5).</p>	<p>Continuous</p>	<p>NIUA (PMU &amp; PIUs)</p>

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
		<p>interventions, the partner cities are not apprehensive about implementing the same. In some cases (Surat), the recommended NbS-related interventions are in fact more cost-effective than conventional methods.3. Also, alternate sources of financing will be explored to off-set the financial burden on the municipal corporations.4. Cost benefit analysis will be undertaken to prove the efficacy and viability of all the recommended interventions.5. SMEs are being engaged to validate and corroborate the economic viability/ effectiveness of the interventions/ materials suggested.</p>			
Weather events affect the implementation of the pilots, such as extreme	Integrate in pilot design and plan measures to anticipate and address such situations,	1. Measures aimed at proactively anticipating and effectively addressing	Continuation of the ongoing efforts.	Continuous	NIUA (PMU & PIUs)

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
rainfall event, or typhoon, or flooding (Medium)	considering the specific vulnerabilities of coastal cities.	potential challenges, considering the unique vulnerabilities inherent to coastal cities are being incorporated within the pilot design and planning framework. 2. This entails strategizing and implementing pre-emptive actions tailored to mitigate risks associated with coastal dynamics, which are exacerbated by climate change. 3. By integrating these anticipatory measures into the design and planning phases, we can enhance the resilience of coastal communities and ensure the sustainability of interventions aimed at bolstering their infrastructure and livelihoods.			
Lack of local political support for developing the plans and implementing the pilots reduces project	Project design involved a detailed process of consultation with local governments, to ensure	1. Cities are well aware and conscious about the key focal areas under this Project and the need	Continuation of ongoing efforts.	Continuous	NIUA (PMU & PIUs)

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
impact (Moderate)	<p>that project activities respond to their needs and to obtain local political buy-in. Local governments are fully supportive of the proposed project interventions. To mitigate this risk during project implementation, the PMU will work closely with the local governments, including by locating a project officer in each city. This person will have the function of maintaining close relationships with the local government and keeping it informed of project progress as well as keeping PMU informed of any possible changes in political priorities. Through this conduit and information, PMU will apply adaptive management to ensure local political support is maintained. Furthermore, PMU will</p>	<p>for the interventions envisaged.2.</p> <p>Interventions such as Pedestrian Day, creation of coastal hubs focussing on recreation and tourism, etc. are being undertaken with locally elected political representatives and local governments support.3.</p> <p>All the RfPs formulated under this Project contain clauses that ensure multiple opportunities where locally elected political representatives and local government can participate and contribute effectively on the knowledge work and plans being prepared under the Project.</p>			

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
	highlight to the cities the international dimension of the project and its potential to raise the international profile of the cities as they cope with their commitments.				
Implementation schedule	Timelines of the project are not commensurate with the ambitions of the partner cities. This is particularly relevant for a few project activities that have already been undertaken by the partner city/ies before the commencement of the UrbanShift Country Project, namely EV Ready City Guidelines, Guideline for designing compact and low-emission resilient green transit corridor plan, design of pilot scheme in Surat to showcase use of Nature-based Solutions, etc. The identification of new project activities and tasks from the ground up is	Continuous liaising with the city partners is being undertaken by the PMU to identify new activities (that align with the project objectives) to utilise the available funds. The preparation of Corridor and Junction Improvement Plans is one such activity which was identified in Pune city. Similarly, the Comprehensive Mobility Plans for Karaikal, Yanam and Mahe is another activity which has been identified to utilise the funds available for preparing the Comprehensive Development Plans.	Continuation of ongoing efforts. Quarterly advisory meeting between UNEP, NIUA and MoHUA (and MoEF&CC wherever required) to monitor the project timelines and address bottlenecks if any	Every quarter	NIUA (PMU & PIUs), PMC and SMC

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
	<p>requiring significant time and effort from the PMU. This additional responsibility is also impacting the timelines of other deliverables under the project. Regular interactions, and visits to partner cities are proving effective in identifying these new project activities.</p>				
Capacity to deliver	<p>The project is encountering challenges as partner cities are apprehensive about fully integrating the principles of Nature-based Solutions (NbS) and Transit-Oriented Development (TOD) in the demonstration projects, primarily due to their limited understanding of the subject matter.</p>	<p>Continuous communications led by the Project Management Unit (PMU) with the partner city officials, along with Subject-matter experts ensure better understanding and plausible implementation strategies for their respective cities.</p>	<p>Continuation of ongoing efforts. Focussed training sessions for each of the participating / interested cities and close coordination with UrbanShift GP to leverage its resources</p>	By June 2025	NIUA (PMU & PIUs)
Elections trigger leadership changes and projects lose their support (Moderate)	<p>Engage with technical &amp; financial levels in the government to allow carry-over of plans between political cycles. Put project legal agreements through</p>	<p>1. Efforts are being undertaken to create an institutional memory of all decisions taken during meetings, discussions, etc. This is being done by</p>	Continuation of the ongoing efforts.	Continuous	NIUA (PMU & PIUs)

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
	formal city approval channels.	<p>meticulously documenting minutes of such events and dissemination the same to all relevant stakeholders.2.</p> <p>All new incoming officials are briefed about the project and documented minutes of meetings serve to inform the officer about the decisions taken in the past. This also minimises disruptions and ensures a smooth transition of leadership responsibilities.3.</p> <p>Additionally, all the RfPs formulated under this Project are reviewed and approved by the City Authorities. This helps in the city taking ownership of the project activity as well as mitigating any change in leadership, if any.4.</p> <p>Project plans and progress is being documented to enable</p>			



Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
		stakeholders to assess the project's trajectory.			
Coordination difficulties between entities of the same or different levels of government slows project execution times or reduces impact of project actions (Substantial)	This will be important particularly for integrated activities in component 1, 2 and 3, which has a number of planned activities crossing jurisdictional boundaries. To mitigate this risk during project implementation, a number of mitigation measures will be undertaken to promote and facilitate intra- and inter-jurisdictional integration. These include: (i) Creation of a Coordination Group (see terms of reference in the section on institutional arrangements) (ii) Specific deliverables on undertaking collaborative and participatory processes (iii) PSC involves the City Commissioner to help facilitate any such challenges that may be	1. The Coordination Groups (CGs) with representation from different stakeholder agencies have been formed in the target cities to facilitate integrated planning and decision-making within the cities.2. Nodal officers have also been appointed in the replication cities for ease of carrying out various project activities and for coordination between the cities and the PMU UrbanShift.3. PIUs have been set up at the municipal corporations at the target cities and nodal officers have been appointed for support and coordination at the replication cities.	Convene quarterly meetings of EA, IA, CG and partner city representatives to inform them about the project progress and review the drafts of the knowledge work.	August 2024 at Pune, to review the draft Guidelines for TOD Station Area Planning January 2025 at Surat to review the draft Guidelines for preparation of Resilient Coastal Zone Development Plan (RCZDP)	NIUA (PMU & PIUs)

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
	posed. (iv) Full time team is based in each city and resources for city works are directly managed by the cities giving ownership.				
Competitive priorities of the citizens/ City for budget allocation are likely to affect the allocation for Hazard risk financing(High)	The project is embedding strategies to associate vulnerable groups (women, informal workers, cooperatives, SMEs...) to the design and implementation of the new urban services since the inception stages of the project.	1. The co-financing commitment from the partner cities is towards: a) investments (pilot demonstrations), b) analytical work, capacity building and data collection; and c) coordination, development and management of project activities. 2. For the first component, the co-finance contributions from Pune Municipal Corporation has been booked under the funds available under the 15th Finance Commission grant for million plus cities and this has been included the budget book of the municipal corporation (2023-24). The co-finance contribution from Surat	There is no activity planned in in Pune in the coming 6 months to expend the budget allocated for TOD implementation. In Surat, the development and budget utilisation for the Dumas Sea Face Development Project has already begun.	--	--

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
		Municipal Corporation for the Dumas Sea Face Development Project is being received from the State Government and unspent municipal budget under other project heads.			
City and State authorities don't commit to integration of approaches and best practices from project into development policy (Substantial)	(i) The Coordination group with representatives of key stakeholders will facilitate institutionalization (ii) Engage with other programs of MoHUA like Smart Cities Missions and AMRUT to allow for NBS restoration as part of Livability Standards. (iii) Engage with stakeholders to consistently use the options prepared by the project as the primary option for restoration before exploring other avenues.	This is an evident risk for the project. However, this risk is being mitigated by undertaking the following actions: 1. Making the partner cities take ownership of the project activities. Documents such as RfPs are being shared with the partner cities for review and approval. The finalised RfPs are also being hosted on the websites of the municipal corporations. 2. Sensitising the partner city officials through continuous dialogues and discussions. 3. Enabling participation of the partner cities in various capacity	There is no activity planned in the coming 6 months to build capacity of the city officials.	--	--

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
		building activities of the UrbanShift Global Platform and other exposure visits to enable them to witness global innovative urban planning practices.			
A national financial or economic crisis affects national, provincial and local budgets (including those of national funds), leading to reduced co-financing, changing priorities and reduced investment (Moderate)	The project has been designed to draw on existing and planned investments and co-financing in each city. To mitigate this risk during project implementation, the PMU will regularly monitor the materialization of the expected co-financing, and will develop contingency plans in case of significant deviations.	While the risk of a national financial or economic crisis leading to reduced co-financing, changing priorities and reduced investment, is possible; however as stated before, the co-finance contribution of the partner cities has been confirmed. To some extent, this insures that project against such crises.	There is no activity planned in the coming 6 months to mitigate risk associated with national financial or economic crisis.	--	--
			Risk mitigation measures for ADB (GCC) - Nil		

High Risk (H): There is a probability of greater than 75% that assumptions may fail to hold or materialize, and/or the project may face high risks. Significant Risk (S): There is a probability of between 51% and 75% that assumptions may fail to hold and/or the project may face substantial risks. Moderate Risk (M): There is a probability of between 26% and 50% that assumptions may fail to hold or materialize, and/or the project may face only modest risks. Low Risk (L): There is a probability of up to 25% that assumptions may fail to hold or materialize, and/or the project may face only modest risks.

## 5 Amendment - GeoSpatial

### Project Minor Amendments

Minor amendments are changes to the project design or implementation that do not have significant impact on the project objectives or scope, or an increase of the GEF project financing up to 5% as described in Annex 9 of the Project and Program Cycle Policy Guidelines. Please tick each category for which a change occurred in the fiscal year of reporting and provide a description of the change that occurred in the textbox. You may attach supporting document as appropriate

### 5.1 Table A: Listing of all Minor Amendment (TM)

Minor Amendments	Changes
Results Framework:	No
Components and Cost:	Yes
Institutional and implementation arrangements:	No
Financial Management:	No
Implementation Schedule:	
Executing Entity:	No
Executing Entity Category:	No
Minor project objective change:	No
Safeguards:	No
Risk analysis:	No
Increase of GEF financing up to 5%:	No
Location of project activity:	No
Other:	No

Minor amendments

### Components and cost:

Several new activities were identified within the overall Project framework, such as:

1. Undertaking the preparation of Corridor Improvement and Junction Improvement Plans in Pune
  - a. Package 1: Wakad Bridge (from PMC boundary) to Katraj Chowk
  - b. Package 2: Corridor 1 - Airport Chowk to Vishrantwadi Bus Stop Chowk and Corridor 2 – Vishrantwadi Chowk to Wagholi Chowk via Lohegaon
  - c. Package 3: Corridor 1 - Rajmata Jiaju Bhosale Chowk to D Mart Chowk, Handewadi, and Corridor 2 - Khadi Machine Chowk to Mantarwadi Chowk

2. Undertaking the preparation of Coastal Resilience Plan (by use Nature-based Solutions and hybrid solutions) in Karaikal, Mahe in Puducherry and in Surat
3. Comprehensive Mobility Plans (CMPs) for Karaikal, Mahe and Yanam
4. Review of Urban Street Design Guidelines (USDG) of Pune
5. Review of EV Ready Guidelines of Pune
6. Review of Comprehensive Development Plan/ Master Plan of Yanam, Mahe and Karaikal

Please refer Annexure A for the Current status of all the RfPs for undertaking Project Activities under the UrbanShift Country Project

## 5.2 Table B: History of project revisions and/or extensions (TM)

Version	Type	Signed/Approved by UNEP	Entry Into Force (last signature Date)	Agreement Expiry Date	Main changes introduced in this revision

GEO Location Information:

The Location Name, Latitude and Longitude are required fields insofar as an Agency chooses to enter a project location under the set format. The Geo Name ID is required in instances where the location is not exact, such as in the case of a city, as opposed to the exact site of a physical infrastructure. The Location & Activity Description fields are optional. Project longitude and latitude must follow the Decimal Degrees WGS84 format and Agencies are encouraged to use at least four decimal points for greater accuracy. Users may add as many locations as appropriate. Web mapping applications such as OpenStreetMap or GeoNames use this format. Consider using a conversion tool as needed, such as: <https://coordinates-converter.com> Please see the Geocoding User Guide by clicking here

Location Name	Latitude	Longitude	GEO Name ID	Location Description	Activity Description
Pune, Maharashtra	18.5204	73.8567	8133375		Pilot city
Surat, Gujarat	21.1702	72.8311	1255365		Pilot city
Agra, Uttar Pradesh	27.1767	78.0081	1279262		Replication city
Puducherry	11.9416	79.8083	1259424		Replication city
Chennai, Tamil Nadu	13.08784	80.27847	1264527		Pilot city

Please provide any further geo-referenced information and map where the project interventions is taking place as appropriate. \*

None

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[Annex any linked geospatial file]

**Additional Supporting Documents:**

Filename	File Uploaded By	File Uploaded At	
Current status of RfPs for undertaking Project Activities under the UrbanShift Country Project..pdf	Executing Agency	2024-09-11 10:03:56	<a href="#"><u>Download</u></a>