

 Early Warning System

ADB-59230-001

Preparation of Sustainable Urban Mobility Transition Plans for Odisha



Quick Facts

Countries	India
Specific Location	Odisha
Financial Institutions	Asian Development Bank (ADB)
Status	Approved
Bank Risk Rating	U
Voting Date	2025-11-18
Borrower	Government of Odisha - Housing and Urban Development Department
Sectors	Technical Cooperation, Transport
Investment Type(s)	Grant
Investment Amount (USD)	\$ 1.00 million
Project Cost (USD)	\$ 1.00 million



Project Description

According to the Bank's website, the technical assistance (TA) will support the Government of Odisha to formulate integrated land-use and mobility improvement plans, along with an investment program to develop a comprehensive multimodal public transport system, and adopt compact urban development strategies across the Greater Bhubaneswar Region referred to as the Bhubaneswar-Cuttack-Puri-Paradeep Economic Region (BCPPER). Guided by public transport-based mobility strategies and solutions, multimodal integration, and transit-oriented development, the TA will foster growth and enhance livability in the region.

Odisha is undergoing a steady economic and demographic transformation, driven by industrial growth, expansion of services, and infrastructure development. It is estimated that only 16.7% of the state's population lives in urban areas, well below the national average of 31.2%. However, this trend has been changing rapidly, with urbanization projected to reach 40% by 2035. It is expected that much of this growth will be concentrated in the BCPPER. The region has emerged as the state's principal urban and economic hub, hosting administrative, commercial, educational, tourism, and industrial functions. Bhubaneswar, the state capital, is an emerging information technology hub; Cuttack serves as a historic commercial center; Puri is a major pilgrimage and tourist destination; and Paradeep is a vital port city and home to one of India's most important commercial seaports. Economic activities in these four cities and their surrounding urban agglomerations continue to attract significant rural migration, driven by employment opportunities and the prospect for improved living standards. However, the region is characterized by low-density urban development, and the rapid population influx is leading to scattered growth and increasing urban sprawl. This urbanization pattern is straining infrastructure and increasing demand for transportation, housing, water supply, and other essential public services.

Mobility systems in the BCPPER have not kept pace with rising travel demand. The bus-based public transport network, primarily operated by Capital Region Urban Transport with around 530 buses (including 150 e-buses), remains inadequate relative to population and demand. Paratransit services fill essential gaps but are informal and poorly regulated. The result is a surge in private vehicle use, particularly two-wheelers, which now account for over 55% of trips. Between 2016 and 2025, registrations of two-wheelers and cars grew by 30% and 33% per year, respectively, aggravating congestion, pollution, and road safety concerns.

At the regional level, Odisha State Road Transport Corporation's intercity services are limited, with only five buses per 100,000 population, reinforcing dependence on personal vehicles and informal transport. Governance is fragmented, with overlapping responsibilities and weak coordination between land use and transport planning; transit-oriented development and compact growth principles are yet to be mainstreamed.

Recognizing these challenges, the Government of Odisha has initiated a shift toward integrated mobility and land use planning, aligned with Odisha Vision 2036 and 2047, which positions the BCPPER as a major growth corridor expected to contribute over one-third of the state's gross domestic product by 2047. Planned initiatives include the Tri-City Urban Development Plan, the BCPPER Growth Hub Strategy, and a Comprehensive Regional Mobility Plan under the ADB-supported technical assistance. The state is also reassessing the Bhubaneswar Metro Project to ensure alignment with sustainable mobility and growth objectives.



Early Warning System Project Analysis

According to the Technical Assistance Report, the Risk Categories are:

Environment: Not Applicable

Involuntary Resettlement: Not Applicable

Indigenous Peoples: Not Applicable



Investment Description

- Asian Development Bank (ADB)

The TA financing amount is \$1,000,000, which will be financed on a grant basis by ADB's Technical Assistance Special Fund (TASF-other sources).

The government will provide counterpart support in the form of counterpart staff, office accommodation, office supplies, administrative and logistic support, venues for any events, domestic transportation, and other in-kind contributions.



Contact Information

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Bank Documents

- [Preparation of Sustainable Urban Mobility Transition Plans for Odisha: Technical Assistance Report](#)