Schindler Global Award 2019
Competition Brief
Leapfrogging Development: Urban Transformation in Mumbai, India
# Schindler Global Award 2019

## Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction</td>
<td>3</td>
</tr>
<tr>
<td><strong>Overview</strong></td>
<td>5</td>
</tr>
<tr>
<td>Companion Materials</td>
<td>5</td>
</tr>
<tr>
<td><strong>Focus Framework</strong></td>
<td>8</td>
</tr>
<tr>
<td>Mobility</td>
<td>8</td>
</tr>
<tr>
<td>Public space</td>
<td>9</td>
</tr>
<tr>
<td>Housing</td>
<td>9</td>
</tr>
<tr>
<td>Climate and natural conditions</td>
<td>10</td>
</tr>
<tr>
<td><strong>Site Description</strong></td>
<td>11</td>
</tr>
<tr>
<td>The Eastern Waterfront</td>
<td>11</td>
</tr>
<tr>
<td>Mobility overview</td>
<td>12</td>
</tr>
<tr>
<td>Zoom-in area</td>
<td>12</td>
</tr>
<tr>
<td><strong>Competition Task and Theme</strong></td>
<td>13</td>
</tr>
<tr>
<td>Key questions</td>
<td>13</td>
</tr>
<tr>
<td><strong>Representation Guidelines</strong></td>
<td>16</td>
</tr>
<tr>
<td><strong>Entry Requirements</strong></td>
<td>17</td>
</tr>
<tr>
<td><strong>Schedule</strong></td>
<td>18</td>
</tr>
<tr>
<td><strong>Submission Process</strong></td>
<td>19</td>
</tr>
</tbody>
</table>

* Photos: Dimitri Kron
Introduction

The Schindler Global Award (SGA) is a student urban design competition with a focus on mobility. It is an ideas competition, intended to engage students in formulating a response to complex conditions in cities across the globe. Participation is open to students in architecture, landscape architecture, urban design and planning programs, enrolled in their final bachelor degree year or any masters degree year. Students can participate individually or in teams, and each entry must have a faculty supervisor.

An international jury of renowned experts will evaluate the entries and allocate awards, with a total prize sum of USD 105,000. The SGA competition begins with the release of this brief and the opening of registration on the 16th of July 2018; the registration deadline for the SGA is the 18th of January 2019. Entries are due on the 30th of January 2019; prizes will be awarded in late spring 2019.

The Schindler Global Award 2019 is held under the leadership of the Schindler Group, in collaboration with the ETH Zurich, Chair of Architecture and Urban Design, Professor Kees Christiaanse. Prof. Christiaanse is SGA Co-Chair together with Prof. Peter Staub, of the University of Liechtenstein. The SGA 2019 is supported by the expertise of the Mumbai-based Urban Design Research Institute (UDRI).

The competition site is in Mumbai, India. Mumbai is the capital city of the state of Maharashtra. An estimated 22.8 million people live in the city’s catchment area including the Mumbai Metropolitan Region (MMR).1 As of the most recent census in 2011 over 12 million people live in the urban areas of Greater Mumbai.2 Mumbai is one of the world’s most densely populated cities.3 It has a rich cultural and religious diversity. The population is 66% Hindu, 21% Muslim, 5% Buddhist, 4% Jain, 3% Christian and other religions.4 Mumbai is the center of the Hindi film industry – also known as Bollywood – the world’s largest by number of films produced.5

The per capita GDP in Mumbai is USD 1,871, compared to USD 12,021 in São Paulo, and USD 55,693 in New York City.6 However, Mumbai is the wealthiest city in India and number 12 of the top 15 wealthiest cities globally.7 The majority of millionaires and billionaires living in India live in Mumbai.8 At the same time, 42% of the city’s population is housed in slums,9 and today some estimates are as high as 60%.

Mumbai is a major economic center in India with deep connections to the world. Economic activity is spread throughout the MMR, and draws people to the city from around India and the world. Migrants arrive in Mumbai daily, coming from rural areas in India in the hope of accessing opportunities for better their living conditions. The migration flows bring a rich diversity of people and cultures.

1 Mumbai Metropolitan Regional Development Authority (MMRIDA), “Draft Mumbai Metropolitan Regional Plan 2016–2036.”
A high number of people in the city are daily commuters, the majority use public transport to get around the MMR. Over 7.8 million people commute by train from the northern areas to the southern areas on the densely built peninsula of Mumbai City.10

Central Mumbai, also termed Island City, is located on a conglomeration of seven former islands, which now make up a continuous peninsula following a series of land reclamation processes.11 Space is a rare commodity in Mumbai. This presents the city with a variety of considerable challenges. On average there is only 1.24 square meter of public open space per person in Mumbai,12 compared to 31.6 square meters in London or 26.4 square meters in New York. This is one of the lowest amounts in any global megacity.13

In an exciting turn of events, Mumbai will soon have about 725 hectares of space open up for development in the coming years, in an area known as the Eastern Waterfront. It is the biggest section of land slated for development in the Island City in the past decades by a wide margin. The future of the Eastern Waterfront is the focus of the Schindler Global Award 2019.

The Eastern Waterfront stretches approximately 18 kilometers from Wadala in the north to Colaba in the south, on the eastern side of the Mumbai peninsula. Because it is an unprecedented amount of land to become available in Mumbai – or in the central area of any megacity – its future is subject to significant pressure from competing development interests. It also offers an extraordinary potential for the city to address a range of its challenges on a large scale.

Some of the most pressing needs of the city include the provision of public space for all strata of the population, the improvement of public transport infrastructure at local and regional scales, and the beneficial interconnection of different mobility modes (pedestrian, bicycles, metro, bus, ferries, taxi, cars, motorcycles). The city also has a shortage of affordable housing, and the slums house nearly half the city’s population. The Eastern Waterfront is an ideal setting to experiment with the integration of mobility, housing, commerce, and public functions at a scale suitable for the projection of fundamental ideas about Mumbai’s future as an accessible, equitable city.

The theme of the 2019 SGA is “Leapfrogging Development: Urban Transformation in Mumbai.” The theme asks students to submit their ideas about how to leapfrog, or skip over, steps or phases of urban development that are demonstrably unsustainable, from social, economic, environmental, and structural perspectives. Many cities in transition, along with new and certainly future cities will face this question. As the 20th century was the “century of the city” we now have over a century of data about how cities develop.

Mumbai is not isolated: It is the economic capital of one of the world’s most rapidly developing countries, in a global context where the East is forecast to become the demographic and economic focus, eclipsing the West. Given Mumbai’s role as a long-established, globally important city still undergoing significant change, “Leapfrogging Development: Urban Transformation in Mumbai” asks students to consider how the cities of today and tomorrow can avoid repeating known development mistakes.

Resource consumption per capita in Mumbai is low in comparison to other metropolises.14 This is due in part to low average living standards, but it could also be understood as a baseline from which the city could be “resource responsible” as living standards rise. There is hope that it need not duplicate intermediate unsustainable phases of development, as seen in many Western cities. Students should propose visions for the Eastern Waterfront that show how Mumbai could leapfrog from a “resource modest” condition into a prosperous, “resource responsible” city.

11 Colaba, Old Woman’s Island, Bombay, Mazagaon, Worli, Parel, Mahim.
Focus Framework. The following pages describe the focus framework that outlines some of the most pressing challenges that Mumbai faces. The framework positions the sustainable development of the Eastern Waterfront as a crucial response to a range of issues.

Site Description. The extent of the site is described, with special attention to an area of approximately 100 hectares, which should be treated as a zoom-in area within which to realize ideas down to the scale of the streetscape.

Competition Task and Theme; Key Questions. The competition task is described, including the competition theme, along with key questions and criteria for generating holistic projects.

Entry Requirements. Detailed entry requirements clearly indicate the format and scope of submissions, as well as guidelines to insure all entries are anonymous.

Companion Materials

Data Package. A selection of maps and data that help to illustrate a variety of topics and support better understanding of certain situations, and provide a basis for entries. A base map is also provided.

Rules. Comprehensive rules are provided in a separate document. Participants are required to read the rules prior to registration, and to comply with their contents throughout the competition.
Source: UDRI GIS Data, LoginMUMBAI, http://www.loginmumbai.org
Source: Google, DigitalGlobe 2018
Mobility

In the Mumbai Metropolitan Region (MMR) 60% of the population walks as their primary means of transit, and about 29% use public transport. Commuter rail and bus are the primary modes of public transport, though the first line of a new citywide metro project opened in 2014. More metro lines will follow in the coming years. There are also taxis, auto rickshaws, and smartphone-enabled ride sharing services, along with ferries and a short section of monorail, which is currently inoperative. Private transport includes motorcycles, mopeds, and cars but its transportation share is only 6%.

As the population of Mumbai has grown, pressure on its public transit infrastructure has increased, yet improvements and expansions have not kept up with passenger flows. Today’s infrastructure is over capacity; there is a clear need for added mobility infrastructure to accommodate the masses of people living in the city and its adjacent urban areas, to ease the resulting tension on daily commuting trips. The roads in Mumbai cannot accommodate the rising numbers of private vehicles, further highlighting the need for alternative and public means of transportation. Congestion is present throughout the day, and intensifies significantly during rush hour periods. Heavy traffic and overcrowded public transport are part of everyday life in Mumbai.

Three major commuter rail corridors run through Mumbai, connecting the central areas to the suburban districts. Over 465 kilometers of rail provide transportation that is relatively fast and affordable. Initially the rail lines were built during British colonial rule, first opening in the 1850s, and are now heavily overused even with recent expansion and improvements. Over 7.8 million people commute by rail on a daily basis. About 4.2 million people rely on the lines of the Central Railway (CR) and 3.6 million on the Western Railway (WR). During rush hour periods the rail infrastructure is overburdened, leading to long travel times, overcrowded wagons, and hectic travel conditions, especially at train stops. A direct consequence is a high number of accidents. Over the past six years, an average of approximately 3,300 people have died each year while using railway infrastructure. That equals to an average of 9 deaths every day. About the same number have been injured each year as well. The main reason for deaths and injuries is people crossing train tracks. Elevated footbridges allow safe crossing, but there are too few and they are congested. Additionally, despite the danger, people are accustomed to crossing the tracks as needed. The tracks are largely at ground level without safety barriers. Other reasons for injury are falling out of moving trains or getting hit by poles and other obstacles while leaning out of trains.

Metro lines are planned and under construction to help meet the transportation needs of the city. The ambitious project foresees nine metro lines in total, planned in three phases, with an overall track length of over 160 kilometers. One line, 11.4 kilometers long, serving Versova-Andheri-Ghatkopar has been in operation since mid 2014 and its daily ridership is 380,000 people. The overall completion of the three phases is expected in 2021. The Mumbai Metropolitan Region Development Authority (MMRDA) is exploring possible further expansion of the project to support regional connections in the MMR. The MMRDA is also undertaking a “multi-modal integration plan” study, which aims to improve inter-connectivity.

---

According to a recent study the number of multi modal trips is high in the MMR. The connections between the points of modal interchange are often not designed to take advantage of their full potential. In general, train platforms are poorly accessible and footbridges are often congested.

Black and yellow taxis are an integral part of Mumbai’s urban panorama and are used. They come in two major types; small cars or minibuses and three-wheeled auto rickshaws. The rickshaws are restricted from entering the city center. Ride sharing apps are used throughout the city. Private car use is rising with the increasing prosperity of the middle class and this contributes to congestion on the roads.

The condition of the sidewalks, crossings and roads is generally poor, and crosswalks are often distant from one-another and too infrequent. Roads with high levels of fast moving traffic often have few designated crossings. Sidewalks are often not wide enough for the number of people who need to use them, and in places they are obstructed. Accessibility measures are inconsistent, and completely nonexistent in much of the city. As a result many pedestrians are present on the roadways, and cross at irregular intervals, outside of crosswalks and without the aid of traffic lights. This contributes to the high number of pedestrian fatalities in Mumbai.

**Public space**

As mentioned in the introduction, on average a Mumbaikar has only 1.24 square meters of public space. Typical public open spaces, such as squares and parks are very few in number and sparsely dispersed. This means that there is very little public and recreational space in close vicinity to where the average Mumbaikar lives. The existing public parks, such as Shivaji Park, are well used, especially for sports, including cricket. A noteworthy and successful public space is along Marine Drive Boulevard in the south of the city, along the western shoreline. A wide variety of users occupy it throughout the day and into the night.

The life on streets in Mumbai is highly varied, and responds to the density in the immediate area and degree of formality. In the formal areas, the street section typically includes sidewalks elevated from the roadbed. Sidewalks are often used for all kinds of purposes by a wide range of users. Street vendors, some with permanent selling booths, some with simple tarps on the ground vend their multitude of wares. Services are also offered, from shoe repair to knife sharpening.

The overall impression of the streets in many areas is one of vibrant and constant activity. This is offset by a notable lack of sufficient sanitation measures, from trash cans to regular street cleaning, and the general public seems to react with a lack of concern, evidenced by large amounts of litter and trash disposal in the street.

**Housing**

A lot of real estate is being built in Mumbai – new housing and office skyscrapers are under construction or recently completed throughout Mumbai – but at the same time there is a massive housing shortage. This is partly due to the oversupply of high-priced housing, seen as a safe place to park money for India’s wealthy, similar to the situation in many other large cities around the world. The consequence of this is that land values are high in the central areas. Housing rental prices are correspondingly high. This makes it difficult for even the middle class to obtain suitable housing. Many people are forced to move outside of the city limits, and face long commutes and other consequences. In combination, these factors contribute significantly to the city’s severe housing problem.

---

Mumbai is in desperate need for affordable housing for all income strata aside from the wealthy. There is a particularly urgent need for living spaces that are sustainable, livable responses to Mumbai’s slums. When the most recent government census was conducted in 2011, about 42% of the Mumbai’s population lived in slums, and today some estimates are as high as 60%. The slum areas often lack basic services such as sanitation and residence in them has a negative impact on access to educational and economic opportunities for their inhabitants, in comparison with the rest of the city.

However, as the home of a significant number of Mumbai residents, the slums have functioning social and economic networks, ones that extend into the more formal city. Slum dwellers are active in various industries in the city, including, but not limited to, construction, recycling, textiles and the fabrication of industrial products. There are many small-scale manufacturers, artisans and service providers based in the slum areas.

The slums are immediately visible in the city, and they are widely varied in their living conditions, integration with the formal city, and circumstances. Each slum constitutes its own neighborhood or even group of neighborhoods, and functions similarly to more formal areas in the city. It is often difficult to determine where slum areas begin and end, and where elements of the formal and informal city are combined or integrated.

The remainder of the city lives in a range of housing typologies throughout the city. A comprehensive study by the Collective Research Initiatives Trust (CRIT) includes 21 housing typologies found in Mumbai. These are a catalog of the most common dwellings for the low- and middle-income inhabitants of Mumbai. Common facets present in many typologies are the high density of inhabitants per square meter, the prevalence of shared spaces, and uses in combination with shops and businesses on the ground floor.

**Climate and natural conditions**

Mumbai has a tropical climate, temperatures average between 28°C and 38°C in summer and between 22°C and 33°C in winter. During monsoon season, starting in mid-June and ending in September, heavy precipitation occurs daily, and peak storms regularly overburden the city’s sewer system, resulting in flooding. During the rest of the year precipitation is low, especially from December to the end of May. Humidity levels are high all year long.

Although Mumbai is densely built some of its coast has remnants of the mangroves that were once spread over the area. A decision from the High Court of Bombay has strictly protected them since 2005, in recognition of their role in protecting the coast from after a devastating Tsunami. The mangroves help protect the land from storms, flooding and high tides. They also aid in preventing erosion, regulating temperatures and absorbing precipitation, along with binding carbon dioxide and fog particles, ultimately improving air quality.

Oil refineries and chemical factories process fluids delivered by pipelines from offshore jetties just north of the Eastern Waterfront, in close proximity to some of the mangroves on the Sewri mudflats. On the seemingly-remote, muddy coast in front of these mangroves tens of thousands of flamingos arrive during the winter each year. Contrary to appearances they do not come because of pristine environmental conditions. High levels of soil contamination and water pollution are also present in the area. Warm wastewater from industry and power plants increases the water temperature, providing a good environment for the migratory birds.
The Eastern Waterfront

The Eastern Waterfront is an approximately 18-kilometer stretch of land, reaching from Wadala in the north to Colaba in the south. Most of the land belongs to the Mumbai Port Trust (MbPT). A shift of port operations from MbPT to the Jawaharal Nehru Port Trust (JNPT), located across the bay (Thane Creek) on the mainland started in 1987, as the industry changed from on-shore break-bulk to container cargo. The JNPT facilities were built to accommodate modern vessels and vast quantities of cargo for storage and handling. Both the MbPT and the JNPT are connected with the railways.

Over the past decades Mumbai has seen a shift in industry from manufacturing to services. The resulting deindustrialization has led to a decline in the overall port activities at Mumbai Port. Large parcels of Mumbai Port lands now lie fallow, rendered redundant by the economic shifts in the city, the shift of container cargo to the JNPT and changes to dry-bulk cargo handling.

The shifts in shipping and industry, along with the establishment of the JNPT mean that the MbPT focus shifted away from dry goods and concentrated on petroleum, oil, and lubricants, known as POLs, and chemicals. The MbPT owns the specialized infrastructure required for their storage and processing.

It is in this space of urban flux, where the city meets the sea that the competition asks students to base their design proposals.

From north to south: Close to Wadala, POLs are pumped from offshore jetties to storage tanks and onward to the industrial areas located further north for storage and processing.

Protected mangroves grow on the waterfront in Wadala, at the Sewri Mudflats.

Sewri Fort, built in 1680, is also located at the seafront. On the large tract of land next to Cotton Green Station dry bulk was stored and processed. A lot of industrial buildings are located in the immediate area, including along the coast. The three jetties of Coal and Lakdi Bunder are slum areas, home to large numbers of people.

Just south of the jetties, Mazagon Dock Shipyard is owned by the Indian Government and produces warships and submarines for the Indian Navy. The land will remain property of the government and the site of shipbuilding for the foreseeable future.

Victoria Dock and Prince’s Dock are located south of Magazon Dock Shipyard. The two docks are currently not in use. Bhaucha Dhakka, adjacent to Prince’s Dock, is in limited use. Immediately south of Victoria Dock is Indira Dock, which is still in operation.

The area known as Fort was built by the British East India Company. It contains characteristic old colonial buildings. South of Fort is the Gateway of India, built 1911 in Indo-Saracenic style. It is an iconic element of Mumbai, and is currently the arrival and departure point for ferries to Elephanta Island, which is a UNESCO World Heritage Site.

27 roll-on/roll-off ships, also called ro-ro or roro, carry wheeled cargo, such as cars and trucks.
Mobility overview

On the southern end of the Eastern Waterfront is Chhatrapati Shivaji Maharaj Terminus (known as CSMT, formerly Victoria Terminus), Mumbai’s main train station. The Central Line and the Harbour Line, two of the three major train lines, run to and from CSMT. They split at Sandhurst Station, and the Harbour Line continues, going north following the Eastern Waterfront before terminating in Navi Mumbai and Panvel.

The Eastern Freeway is an elevated highway which starts in Wadi Bandar at the intersection of P D’Mello Road and Sardar Vallabhbhai Patel Road, and runs through the Eastern Waterfront area, providing a fast connection north.

A ferry station located at Bhaucha Dhakka provides connections to JNPT, Uran, Rewas and Mandwa, located to the east and south on the mainland.

A new metro line is planned for a north-south connection through the Eastern Waterfront, which increases the possible transportation capacity significantly.

Other plans foresee a roll-on/roll-off ferry landing stage at Victoria Dock, which would connect the peninsula to the mainland across Thane Creek.

Further afield, the new Navi Mumbai International Airport (NMIA) is being built on the mainland across the bay, close to Panvel. It will serve as a new international airport for the city and region. It is expected to be operational in 2019. There are plans for a possible new connection between the mainland and the peninsula with the Mumbai-Trans-Harbour Link (MTHL), a 22-kilometer long bridge. It would connect NMIAI and the northern end of Eastern Waterfront next to Sewri.

Zoom-in area

The zoom-in area is in the south of the Eastern Waterfront area, close to CSMT.

The zoom-in site extends from the shoreline inland to the rail tracks of the Harbour Line and Central Line. To the north the site is bounded by Malet Bandar Road, then follows P D’Mello Road, skirting the Sandhurst Road Carshed site, and follows Sardar Vallabhbhai Patel Road and Sandhurst Bridge. To the south the zoom-in site is bounded by Lokmanya Tilak Marg and Carnac Bridge.

The site encompasses Prince’s Dock and Victoria Dock, both not currently in operation, and subject to prior landfill operations. Bhaucha Dhakka is just north of Prince’s Dock. Ferry services operate from a terminal on the dock. A fish market is adjacent to the terminal, and boats come daily to sell their catch.

The site also includes the former Elphinstone Estate. The area houses the MbPT grain godowns, where the godowns or portions of them known as “galas,” are rented on a month-to-month basis. The remaining areas are used as storehouses for iron and steel and for transport offices. Structures are built around the godowns, and house a community of slum-dwellers.

Further west on the opposite side of the train tracks and Masjid Bunder Station lays Mandvi, one of Mumbai’s most densely populated neighborhoods. The zoom-in site and Mandvi are partially divided by the rail corridor running from CSMT to the north. They are connected via three bridges and some footbridges. Despite this local disconnect, they are easily reached from locations further away thanks to the railway infrastructure.

A major north-south access road called P D’Mello Road runs through the area, partially separating the site in two. The closest rail station is Masjid Bunder, served by local and express trains of the Central and Harbour Lines, originating at CSMT.

Schindler Global Award 2019
Competition Task and Theme

It is a rare opportunity for a city to have such a vast tract of land open for urban transformation in a central area. In the foreseeable future, this is a singular opportunity for Mumbai to develop sustainably, especially given the city’s considerable density and scarcity of space. The Eastern Waterfront area and its development will play a key role in the city’s future.

The SGA competition theme “Leapfrogging Development: Urban Transformation in Mumbai” asks students to carefully consider how the city could use the development of the Eastern Waterfront to realize its full potential in the city and as a inspiring global example for ideas about sustainable, resource responsible cities. It also asks students for ideas about how its development could engage stakeholders, and reconcile or balance top-down and bottom-up urban forces. Urban design and planning, as the spatial means for urban transformation, hold significant promise as agents of change.

On that basis, the competition is looking for overarching ideas about how the Eastern Waterfront could be developed and what its role could be in the city and in the context of the Mumbai Metropolitan Region (MMR). These ideas should be elaborated in greater detail within the zoom-in area with the help of plans, sections, drawings, renderings, etc., at a variety of scales.

The project should be described using a comprehensive narrative structure that explains the logical coherence between analysis and design. An underlying concept and logic for the design should be clear. The choice of a focus for the design is essential, but the comprehensive nature of the competition means that a multifaceted response is required. A range of scenarios can be tested with impact assessments of their possible spatial, social, economic and environmental consequences.

**Key questions**

**Regional and local design impact**

a. How does the design position itself in the city and its regional context? What is its impact at the scale of the city as a whole? What is its impact at the scale of the region?

b. How are the focused design idea and its narrative implemented in the zoom-in area?

c. What are implications of the proposal at the local scale, on the neighboring city areas? What are the benefits, and who are the beneficiaries?

**Mobility and public space**

a. How are the design suggestions integrated into the city’s existing and planned transportation network?

b. How are the suggested connections and means of transport in the design implemented – what are their benefits?

c. How are transportation nodes and the spaces adjacent designed to support the ideas in the project?

d. How does the design respond to the need for multimodal connections and transportation?

e. Who benefits from proposed mobility improvements?

f. What is the range (local, regional, etc.) of impact from the proposed mobility and public space?

**Living and working**

a. Given the diversity and density of people, uses and offers in Mumbai, along with the frequency of interaction, what can be learned from the preexisting conditions and how can their potential be maximized?

b. How is the full potential of the site realized, especially given the scarcity of land in Mumbai?

c. What social, economic, cultural or other opportunities are opened up by the design?

d. How are the environmental and climatic conditions in the city factored into the design?

e. What role could the history and heritage of the site have in the design?
Top: Mangroves on the Sewri mudflats.
Bottom: Metal processing and sales in the neighbourhood of Coal Bunder.
Top: Market in Masjid Bunder along Sant Tukaram Road.
Bottom: Footbridge over Grant Road railway station.
Each design will be unique and therefore require particular drawings, diagrams and other images, along with text, to properly convey the design ideas. Two A0 posters and a booklet are the basis of entries. A clear and logical representation strategy is essential for successful entries.

**The following elements are strongly suggested, as appropriate to each scheme:**
1. Diagram showing city and regional connections
2. Overarching Eastern Waterfront plan
3. Plan of zoom-in area
4. Longitudinal and latitudinal sections, as appropriate
5. Bird’s eye view perspective(s) and atmospheric images/renderings
6. Plans or diagrams that clearly depict public space and mobility aspects
7. Conceptual explanation of concept including social, cultural and sustainability issues
8. Explanatory text with a narrative that clearly describes the project

All representational modes and formats can be used, including but not limited to: plans, sections, diagrams, sketches, renderings, models (photographed if physical), axonometrics, etc.
Entries are due in full on the 30th of January 2019, and must be submitted according to the process outlined below. Late or incomplete entries will not be accepted. Only one proposal per entry is allowed.

Complete entries will consist of the following:

**Panels**
Two A0 size panels in landscape format. The panels can be designed as two separate sheets, or as two parts of a single drawing.

**Booklet**
A booklet in landscape or portrait format, with a maximum of 15 pages in A4 size, containing supplementary information such as analysis, preliminary studies, calculations, narration, and the elaboration of the project using text and visual media must be submitted in addition to the panels, but it is of secondary importance to the A0 panels for the purpose of evaluation.

Panels: ![A0 panels](image)

Booklet: ![A4 booklet](image)

(portrait or landscape)
The following schedule outlines the important dates for the competition:

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>16 July 2018</td>
<td>Opening of the competition, release of the brief</td>
</tr>
<tr>
<td>12 October 2018</td>
<td>Deadline for questions</td>
</tr>
<tr>
<td>31 October 2018</td>
<td>Publication of the questions and answers (Q&amp;A)</td>
</tr>
<tr>
<td>18 January 2019</td>
<td>Registration deadline</td>
</tr>
<tr>
<td>30 January 2019</td>
<td>Deadline for projects to be submitted</td>
</tr>
<tr>
<td>6–8 March 2019</td>
<td>Jury meeting</td>
</tr>
<tr>
<td>Late Spring 2019</td>
<td>Award ceremony</td>
</tr>
</tbody>
</table>

Participants are asked to check the official competition website regularly for updated information.
Each team will be issued an entry number at the time of registration. The competition is anonymous and therefore this number must be used to identify all submitted documents. All documents must bear the entry number of the team in the lower right-hand corner. Any entry containing the names of the students or their schools and/or any reference that could reveal or indicate their identity will be eliminated from the competition during the technical pre-check.

Prior to the jury sessions, a technical pre-check will be conducted to ensure that entries comply with the competition rules.

All documents must be submitted digitally as PDFs on the competition website. An upload link and submission form will be provided online. Entrants who are subsequently nominated for prizes will be required to submit their original files within three days of notification of nomination.
Schindler Global Award 2019
A shared global responsibility for future cities.

Contact the Schindler Global Award Committee:

Ms. Andrea Murer
Project Leader
Schindler Management Ltd.
Zugerstrasse 13
6030 Ebikon
Switzerland
Tel. +41 41 445 45 14
info@schindleraward.com

Prof. ir. Kees Christiaanse
Award Program Leader

Mr. Dimitri Kron
Academic Project Management
ETH Zürich/Switzerland
Chair of Architecture and Urban Design
Institute of Urban Design/Network City and Landscape

Prof. Peter Staub
Award Program Leader, Academic Project Management
University of Liechtenstein/Liechtenstein
Chair of Architectural Design and Theory
Institute of Architecture and Planning