



Institute of Urban Transport Newsletter (India)

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WORKSHOP ON BUS RAPID TRANSPORT

The Institute of Urban Transport supported a workshop on Bus Rapid Transit held at Bangalore on 26th February 2010 to promote the implementation of BRT system. The workshop was organized by Directorate of Urban Land Transport (DULT) & Bangalore Metropolitan Land Transport Authority (BMLTA) in association with GTZ,

Karnataka State Road Transport Corporation (KSRTC), Bangalore Metropolitan Transport Corporation (BMTC). Bangalore Development Authority (BDA) who also supported this event with their inputs regarding the implementation of BRT System in Bangalore. 110 participants attended the workshop.



Left to Right : Mr. Mohammad Mohsin, Director DULT, Mr. Shankaralinge Gowda, Secretary Transport, Karnataka, Mr. Subir Hari Singh, Principal Secretary, Karnataka, Mr. Gaurav Gupta, MD, KSRTC, Mr. Sayeed Zameer Pasha, MD, BMTC

The event was inaugurated by Shri Subir Hari Singh, IAS, Principal Secretary, Govt. of Karnataka. Also present on the occasion were: Shri S. Shankaerlinge Gowda, IAS, Transport Secretary, Govt. of Karnataka, Shri Gaurav Gupta, IAS, Managing Director, KSRTC, Shri Syed Zameer Pasha, IAS, Managing Director, BMTC and Shri Mohammed Mohsin, IAS, Director DULT. A film on Introduction to BRT system by Janmarg was screened on the occasion.

First Session on 'Why BRT for Developing Cities?' was addressed by **Dr. Dario Hidalgo** of **WRI-EMBARQ, USA** who explained the necessity for mass transit systems especially BRT for the mobility needs of Indian cities.



The second Session on 'Do's and Don'ts in BRT' was again addressed by Dr. Dario Hidalgo, based on his rich experience with BRT projects like Bogota, Istanbul etc.

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The third session was on Experience of Ahmedabad. **Prof. Shivanand Swamy, CEPT University** shared his experience of executing the 'full BRTS' project in Ahmedabad. He brought out the various stages of planning & implementation in the project.



The next Session was addressed by **Mr. Madhav Pai, WRI-EMBARQ** who spoke on contraction and tendering system and its ethics. He highlighted the key points for success of BRT projects with the



examples of Seoul, London and Sao Paulo like strong leadership in the decision making process, bus priority and segregation, creating an environment for equal sharing of risks and incentive between system planner and operator, financial analysis, system performance monitoring and user feedback.

After Lunch the Session on Institutional Structure was addressed by **Ms. Shreya Gadepalli, ITDP** who explained the concept of emergence of 'unregulated private market' with the help of cycle showing the process



of evolution. She explained the components that BRTS projects normally overlook like institutional capacity building, system optimization, mechanism for institution & organizational structure and leveraging the private resources for the benefits of public.

The next Session on Modal Integration was addressed by **Shri Santhosh Kodukula of GTZ-SUTP**. He detailed the features which should be integrated in a BRT.



In the next session **Ms. Sonia Kapoor**, of UMTC explained the procedure as to how BRT can be included in Comprehensive Mobility Plan of the city. Shri N. Sheshadri, Senior Transport Planner,



Wilbur Smith Associates also gave inputs on the subject.

The last technical Session was addressed by Dr. Dario Hidalgo, who explained the need for marketing a BRT system. He compared the components of BRT systems of Delhi, and Ahmedabad with respect to the advances and improvements to be made. Dr. Ashish Verma, Associate faculty of CiSTUP, IISc Bangalore presented the views and comments of CiSTUP on "BRTS on Outer Ring Road, Bangalore.

The Valedictory address was given by Shri. A. Ravindra Advisor to CM - Urban Affairs, Govt. of Karnataka

The workshop was very interactive with each session being followed by an extensive question and answer session involving many queries and replies.

3RD URBAN MOBILITY INDIA CONFERENCE & EXHIBITION - 2010 DECEMBER 3-5, 2010

Inaugural Session

Panel Discussion on Institutional Framework

Session IA : Traffic engineering and management

Session IB : Para transit

Session IIA : Basic Planning

Session IIB : Non Motorized Transport

Session IIIA : Public Transport

Session IIIB : Infrastructure

Session IVA : Congestion, ITS, Traffic signals and licensing

Session IVB : Research

Special Session

Financing and implementation

Panel Discussion on Sustainable Urban Transport Discussion

Leaders: Ministers of different countries

Valedictory Session

Presentation of the summary of proceedings of the conference

Presentation of Urban Mobility Awards

Hon'ble Minister for Urban Development

Valedictory Address

Hon'ble Minister for Urban Development

Vote of Thanks

Further information in this regard may be obtained from

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DELHI METRO UPDATE

The year 2010 is undoubtedly the most important year in DMRC's decade long journey so far. Most of the corridors sanctioned under Delhi Metro's phase 2 are slated to be opened for the public this year in time before the Commonwealth Games.



Vice-President, JICA, Mr. Arai Izumi presenting a Certificate of Appreciation to Dr. E. Sreedharan at Metro Bhawan

The fast pace of construction work on Delhi Metro is continuing. Though the Phase-II works were planned for completion by end of 2010, the schedules have been reworked and all the 190 km. will become operational by the end of September, 2010. As is already known, the following lines have already been commissioned.

1. Shahadara - Dilshad Garden - (3.09 kms.-04.06.08).
2. Indraprastha- Yamuna Bank -(17 kms.-10.05.09)
3. Yamuna Bank-Noida City Centre-(5.90 kms.-13.11.09)
4. Vishwavidyalaya - Jahangirpuri - 6.36 kms.- 04.02.09)
5. Yamuna Bank-Anand Vihar ISBT-(6.17 kms.- 07.01.10)
6. Inderlok - Mundka (15.15 kms. - 03.04.10)

The Delhi Metro moved a step closer towards integrating the National Capital Region (NCR) into a single public transport network. Trial run on the Gurgaon sector from Gurgaon to Delhi border was started on 29th January, 2010 and this portion of the Central Secretariat Gurgaon line will be commissioned by end of May. The completion of the whole line from Central Secretariat to Gurgaon will also be achieved latest by August, 2010.

There is over-crowding in some of the commissioned corridors and efforts are on to induct more trains into the system. About 130 new trains have been ordered, out of which 83 trains are broad gauge and 48 are standard gauge. 50 new trains have already been commissioned by end of March, 2010 and the entire lot of new trains should be available on the system by early 2011.

The Airport Link from Central Business District (CBD) of New Delhi to the airport (approx. 20 kms.) is also getting ready fast. This line is being constructed under the PPP mode with the civil engineering portion of the work being done by DMRC and the system and rolling stock being provided by a concessionaire including the operations and maintenance thereafter. The rolling stock being manufactured in Spain are getting ready to be delivered for trials. Two city stations at New Delhi Railway Station and Shivaji Stadium will have facilities for checking in of passenger and luggage by various airlines.



DMRC constructs sharpest curve in Gurgaon

The trains will be Driverless with an Event Recorder (Black box), Luxurious interiors, Transverse seating, Plug-type doors, Luggage racks, Flight information and Disabled - friendly. The height of the coach and platform will be same to allow step-less entry for elderly and disabled

Phase - III Programme

DMRC has already submitted a detailed project report for construction of 69.57 kilometres of Metro lines under phase 3 of Metro construction.

We convey our thanks to DMRC for write up of Metro Update

BANGALORE METRO, CHENNAI METRO, KOLKATA METRO AND MUMBAI METRO

1. BANGALORE METRO

Bangalore is undoubtedly the most happening city of India. The rapid increase in population and activity has not been backed by commensurate increase in public transport, leading to a situation wherein 1300 new vehicles are added per day to the city, apart from the 31 lakh vehicles already registered. The need for a mass rapid transport system has never been so urgent. With the patronage of the citizens, Namma Metro (Bangalore Metro so called) aspires to become the lifeline of Bangalore's transport system.

A detailed project report prepared by the Delhi Metro Rail Corporation (DMRC) and RITES envisaged a 33 km elevated and underground rail network with 32 stations for Phase I of the project. The proposed gauge is standard gauge unlike the broad gauge on the Delhi Metro network.

Namma Metro comprises of two corridors - East-West corridor from Baiyappanahalli to Mysore Road covering a distance of 18.10 kilometers and the North-South corridor from Hessaraghatta to Puttenhalli covering 23.70 kilometers.

Construction of the project between MG Road and Baiyappanahalli commenced in 2007 and is scheduled to be completed as indicated below:-

- a) Baiyappahalli to Cricket Stadium, December 2010.
- b) Swastik to Yeshwantpur to open by September 2011.
- c) Magadi city Road to Mysore Road Terminal by September 2012.

The agency responsible for its implementation is Bangalore Metro Rail Corporation Ltd (BMRCL). Navayuga Engineering has been awarded the contract to construct Reach1 on the East-West line. Five consortia have been short listed as general consultants for the project.

2. CHENNAI METRO

Chennai is the fourth largest city in India. The population of Chennai Metropolitan area is about 8 million. The vehicular population is around 26 lakhs. At present Chennai is served by a transport system which comprises a suburban railway network, the MRTS and the Metro Transport Corporation (MTC). The system is not adequate to meet the growing transport needs of the public. The Government of Tamil Nadu after careful consideration decided to implement a rail based Mass Rapid Transport system, i.e., the Metro Rail Project.

The metro rail project is to be implemented by the core team of CMRL a Special Purpose Vehicle (SPV) registered in January 2008 assisted by the General Consultants EMBYE Consortium comprising EGIS SA, France, EGIS India, AECOM Asia, YEC (Japan) and Barsyl India. In addition, the DMRC have been appointed as Prime Consultants.

The main features of the project are:

- The project was approved in January 2009 at a cost of Rs. 14600 Crores.
- Funding for the project has been tied-up with JICA assistance at 59% of the project cost with remaining 41% being shared by Government of India and Tamil Nadu.
- The project proposes to provide Chennai with a net work of 45 km of which nearly 24 km would be underground and 21 km elevated spread across two Corridors,
- Corridor 1 is from Washermenpet to Airport (23 km)
- Corridor 2 is from Chennai Central to Thomas Mount (22 km).

(For write up of Bangalore, Chennai, and Kolkata Metro, we convey our appreciation and thanks to Smt. Suman Chopra, Editor-in-Chief, Urban Railway and a Member of IUT)

3. KOLKATA METRO

Detailed Project Report for implementation of the East West Metro Corridor Project, Kolkata from Howrah maidan to Salt Lake, Sector V covering a length of 14.58 Kms was approved for implementation at a cost of

Rs. 4676 crore with assurance of part-funding of the Project Cost from erstwhile JBIC now JICA as Senior Term Debt (up to 45% of the project Cost.)

Extension from Howrah Station to Howrah maidan for a length of about 900m was subsequently approved by the Govt. of India and the revised Project Cost stood at Rs. 4874.58 Cr. The underground portion is 8.84 km and the balance 5.74 km is to be on elevated track. The underground Corridor starts from Howrah Maidan Station and will cross the river Hoogly at a depth of over 20 meters, which is a first in India.

The Kolkata Metro Rail Corporation Limited has been incorporated on 09.07.2008 under the Company's Act as Joint Venture Company with equal equity participation of Govt. of India and Govt. of West Bengal for implementation of the project.

Salient Features :

Number of Stations: 12

Elevated Stations: Salt Lake, Sector V, Karunamoyee, Central Park, City Centre, Bengal Chemicals, Salt Lake Station (six)

Underground Stations: Phool Bagan, Sealdah Station, Central, Mahakaran, Howrah Station, Howrah Maidan (six)

All stations will be provided with platform screen doors for the safety of the passengers, which will open only with the arrival of the train. All underground stations will be air-conditioned. All stations will have adequate number of escalators and lifts for easy movement of passengers.

Maintenance facility will be provided at maintenance Depot. Central Park (Salt Lake), which will be an environment friendly depot.

4. MUMBAI METRO

Master Plan

Total cost of the Mumbai Metro master plan is Rs 19525 Cr (at April 2003 price level). The objective is to cover the areas of Mumbai which are not catered by the present suburban rail system and to provide easy access and regional connectivity in future.

(Metro Line-I)

Versova-Andheri-Ghatkopar Corridors

- Length : 11.07 Km, Elevated
- Project Cost : Rs 2356 Cr.
- Number of Elevated stations : 12 nos

Versova-Andheri-Ghatkopar corridor will enable connectivity of Eastern & Western suburbs to Western & Central railway. The corridor caters to the MIDC, SEEPZ and other commercial areas.

Mumbai Metro One Private Limited (MMOPL) a Special Purpose Vehicle (SPV) has been incorporated jointly by Mumbai Metropolitan Region Development Authority (MMRDA), Reliance Energy Limited (REL) and Veolia Transport France for this project.

(Metro Line-II)

Charkop-Bandra-Mankhurd Corridors

- Cost of the Project-Rs. 8250 Cr @ 2008 Price Level
- Fully elevated :- 32 Km
- Number of Elevated Metro Stations: 27 nos
- Schedule of Implementation:-2010-2014

The SPV called Mumbai Metro Transport Private Limited comprising of M/s Reliance Infrastructure Ltd, SNC Lavalin and Reliance Communications Ltd. has been incorporated and executed Concession Agreement with Govt. of Maharashtra on 21.01.2010.

(Metro Line-III)

Colaba-Bandra Corridor

This North South MRTS Corridor begins from Southern tip of Mumbai City at Colaba Back Bay and stretches northwards up to Bandra.

- Cost of Project : 9000 crores
- Elevated : 12.2 Km
- Underground : 8.2 Km
- Number of Stations : 16 nos

Mumbai Metro Rail Corporation (MMRC) is the designated agency for implementation of this corridor.

(For write up of Mumbai Metro, we convey our appreciation and thanks to Mrs. Vijay Lakshmi, Addl. Chief, MMRDA, and a Member of IUT)

INVITATION TO MEMBERS TO ASSIST IN THE WORK PROGRAMME OF THE INSTITUTE

Following work plan for the year 2010 has been approved by the Governing Council on 7th April 2010.

1. CODE OF PRACTICE

IIT DELHI has been awarded the work of preparing a "Code of Practice related to urban transport - Urban road cross section standards for Indian cities". These Design Guidelines are prepared, considering the current IRC Codes and the current International practices. The Code of Practice consists of 4 parts: Cross Section Design; Intersection Design; Signage; Road Markings. The draft has been reviewed at the first review meeting of invited experts in April 2010. This will be followed by peer review and vetting by an expert committee consisting of professionals and users.

Target March 2011

2. LAUNCH OF THE AWARENESS CAMPAIGN

Good transport makes a city efficient by providing mobility to its work force. While some awareness about the importance of good transport exists in large cities, small and medium size cities (Population 0.5 to 1.0 million) are largely inactive. It is important that such cities also initiate immediate action. Steps involved in the awareness campaign are as follows;

1. Prepare Informatory leaflets
2. Distribute amongst medium size cities.
3. Repeat step 2 at monthly intervals.
4. Based on reaction to step 3 undertake a city appreciation visit to the selected city and prepare for interaction with city
5. Organize and hold a workshop in the selected city to;
 - a. Explain the city scene, bottlenecks and possible solutions
 - b. Explain the consequences of 'business as usual' scene
 - c. Give introduction to urban transport management
 - d. Explain 'where to start' and 'how to start' and what needs to be done

Target January 2011

3. COORDINATION AND DISSEMINATION OF RESEARCH FINDINGS

The present system of dissemination of research findings is not focused on the work in the area of urban transport

either. The need for coordination and dissemination, however, is accepted by research organizations. Following action plan has therefore emerged;

1. Review available published information on UT research in last 10 years
2. Collect details of future research plans of the 30 and odd organizations
3. Get web link of the organizations involved in research in urban transport
4. Undertake an opinion survey with users of 5 cities each of different population size to understand their requirement to plan future research
5. Develop a comprehensive coordinated research program for future
6. Hold a workshop for interaction between users and researchers to finalize the future research program and procedure for dissemination of findings
7. Include in the annual urban mobility conference in December 2010

Target October 2010

4. PUBLICATION OF THE SIX-MONTHLY JOURNAL

The last issue of the journal was published and distributed in December 2009. It is proposed to publish two journals per year in the month of June and December. A publication Committee is in place to undertake this exercise.

Target June-December 2010

5. PURCHASE OF BOOKS AND MAGAZINES

IUT had started developing its library in the year 2002 when premises were made available in the NBO building. This has slowed down with the loss of those premises. However the process continues.

Target June 2010

Invitation to Members

Members of the Institute who are interested to assist the Institute in undertaking the activities envisaged in its Work Plan detailed above, are invited to let the Institute know. Interested Members may please convey their willingness to be associated with any or some of the items of work plan, together with the nature of their assistance, to the Director General, Institute of Urban Transport by e-mail at iutindia@gmail.com or by post at G Wing, Nirman Bhavan Annexe, Maulana Azad Road, New Delhi-110011

New Institutional Member

INSTITUTE OF ROAD TRANSPORT, CHENNAI

The Institute of Road Transport (IRT) Chennai was started in the year 1976 as a society registered under the Societies Registration Act 1860 under the Control of Government of Tamil Nadu, Transport Department with The Secretary Transport as its Chairman with the main objective of research on issues pertaining to Traffic, Transportation, Road Safety and Bus System Management. Institute of Road Transport also performs quality monitoring by conducting tests on random samples of spare parts procured by the State Transport Undertakings in Tamil Nadu and imparts training to the employees of STUs and road users. The expertise of this institute is also utilized by State Transport Undertakings for centralized procurements.

The institute has published Accident Investigation Manual, which serves as a guide to the STUs while investigating the accidents in which STU vehicles are involved. Further the institute has published Technical Manual for the benefit of STUs. The institute conducts skill up gradation training programme for the officers and employees of Transport Corporations both in IRT and at STUs by preparing an Annual Calendar.

IRT also runs Heavy Vehicle Driver Training schools. In addition to the above, the Institute is also conducting Refresher and orientation courses for serving drivers. A Bus Driving Simulator available at Chennai is an indoor system, intended to provide basic and advanced training for bus driving in all kinds of terrains, visibility and weather conditions.

In the year 1984, Institute of Road and Transport Technology was started at Erode with the special emphasis on Automobile Research under the aegis of the Institute of Road Transport for imparting Under Graduate and Post Graduate Engineering Degree Courses.

IRT also runs a Medical College, a school of nursing and also Polytechnic Colleges.

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WE WELCOME INSTITUTE OF ROAD TRANSPORT
AS 57TH INSTITUTIONAL MEMBER

Forthcoming Events

World Urban Transport Leaders Summit 2010, 30 June to 1 July, Singapore

Singapore will be hosting the 2nd World Urban Transport Leaders Summit (WUTLS 2010) from 30 June to 1 July 2010.

This high level global event is organized by the LTA Academy, which is part of the Land Transport Authority of Singapore. The Summit is expected to attract high level participants from around the world, including Asia, Middle East, Africa and Europe. It will feature top policy makers, transport chiefs, industry leaders, senior management of international organizations, and leading academics and transport professionals. Of special note is that WUTLS 2010 will be co-located with another two premier events, the World Cities Summit 2010 (28-30 June 2010) and the Singapore International Water Week 2010 (28 June to 2 July 2010). The World Cities Summit focuses on leadership and governance issues in creating vibrant, sustainable and eco-friendly cities and some 2000 delegates comprising Ministers, Mayors, senior city officials, business leaders and policy makers are expected to attend.

IUT has signed a MOU with LTA who have requested the members of the Institute to attend the Summit by registering on-line via website www.ltaacademy.gov.sg.

For any queries, please contact

Mr Loh Chow Kuang at +65 63961534

or email to chow_kuang_loh@lta.gov.sg.

Appointment to the Post of Executive Secretary in IUT

Applications have been invited for appointment to the Post of Executive Secretary in the Institute of Urban Transport. Last date for receipt of applications is 31st May, 2010. Details of the eligibility conditions etc. may be seen at the IUT's website - www.iutindia.org

It is proposed to bring out the next issue of IUT Journal in June 2010. Members are requested to send the papers for which broad groupings of topics is as follows:

The journal should be based on diverse themes as decided for the last issue of journal. The broad six themes have already been intimated to members in past issues of journal and newsletter. These are reproduced below for ready reference;

- 1. Transport Planning and Mobility-** Transport Plans (CTTS, CMP's etc.), mobility patterns and issues, integrated land use- transport planning, travel behaviour, transport modeling, planning for parking facilities, mobility of physically challenged etc.
- 2. Public Transport -** planning for road and rail based transit systems (City buses, BRTS, MRTS, LRT, monorail etc.), feeder transport systems, para transit systems, interchange, terminal and depots, fare collection systems, public transport productivity issues etc.
- 3. Non- Motorized Transport -** role of NMT systems, planning aspects related to pedestrian, cyclists and cycle rickshaw facilities etc.
- 4. Traffic Engineering, Management and Safety-** road geometrics and capacity, intersection design and capacity, delays, congestion, traffic management, TSM, traffic control and regulation, ITS application, road safety issues etc.
- 5. Transport Economics, Financing and Institutional Mechanism -** urban transport economics aspects, urban transport financing methods, congestion pricing, urban transport fund, institutional mechanisms, capacity building, reforms etc.
- 6. Transport Policy and Environment -**Urban Transport policy, sustainability issues, environment impacts etc.

The journal is supposed to cater to both the urban transport professionals as well as the field professionals and budding transport students. Therefore most papers should be based on empirical studies; practical in nature and research based. A few could be literature based technical notes.

Interested authors are requested to send their original paper preferably based on some case studies as per the format of the papers published in the journal and submit the soft copies **latest by 25th May 2010.**

For further information please contact:

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Message of Shri B.S. Diwan, Executive Secretary, IUT

The Governing Council in their meeting held on 15th December'1997 had appointed me as Executive Secretary of the Institute of Urban Transport. Since then I have been serving the Institute and period of my assignment has been extended periodically. I have served the Institute for more than 12 years and have contributed to the growth of the Institute with Individual members reaching a mark of 1122 and Institutional Members touching the mark 57 on date. The corpus of the Institute has increased from Rs 22 lacs in 1997 to Rs 46 lacs today.

I now feel that a time has come when I should quit and give place to some young and energetic person who as Executive Secretary may be able to contribute for IUT to grow up as a National Level institute as provided in National Urban Transport Policy (NUTP).

Extracts from Minutes of the Governing Council

"Initiating discussion Sh. B.I. Singal, Director General, IUT mentioned that Sh. B. S. Diwan was a pillar of the Institute since the inception of the Institute. Sh. B. S. Diwan now wants to quit for which he has given a notice which is to be approved by the Governing Council. He has also offered to assist IUT as a part time consultant. There was all round appreciation by the Members of the Governing Council of the services of Shri Diwan in the activities of the IUT.

Governing Council agreed to relieve him and wanted that even after 30th June'2010 Sh. B.S. Diwan should continue his association with the activities of IUT till Urban Mobility Conference is over i.e. till end of December'2010, It was also decided Sh. Diwan may be retained as consultant with the responsibility of bringing out the Newsletters and the Journal and to continue as a member of the Organizing and the other Committees of the Conference.

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