



Institute of Urban Transport

Newsletter

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Workshop on BRT System, September 24th To 26th, 2007

The Institute of Urban Transport (IUT) organized a three-day workshop on BRT planning from September 24th to 26th, 2007 in association with Ahmedabad Municipal Corporation, Centre for Environmental Planning and Technology (CEPT), Urban Development and Urban Housing Department (Govt. of Gujarat), Deutsche Gesellschaft für Technische Zusammenarbeit (GTZ), Institute of Transport & Development Policy (ITDP),

EMBARQ and Lea Associates. The event, which was sponsored by The Ministry of Urban Development, Government of India, was funded by UNDP and held at Ahmedabad Management Association Centre, near IIM Ahmedabad.

Delegates from Cities/ Urban Local Bodies from Ahmedabad, Bhopal, Delhi, Indore, Jaipur, Mysore, Pimpri



Press Conference by Shri M. Ramachandran Secretary, Ministry of Urban Development, Government of India

*Institute Conveys its
Greetings to all members on
the occasion of Deepawali
Festival of Lights*

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Chinchwad, Pune, Rajkot, Surat, Vijayawada and Vishakhapatnam participated in the event, which provided assistance for successful implementation of BRTS in their cities. Consultants from DIMTS, PDCOR, UMTC, CIRT, VIOLIA Transport and PADECO (ADB) etc. also took part in the event. Foreign delegates from USA including Sherry Little of Federal Transport Authority (FTA) also participated in the event. In total about 105 participants attended the workshop.

The resource persons for the event were from India as well as abroad. On the 1ST day, Shri. Amit Shah, Hon'ble Mayor



Resource persons for the event



L to R: Shri. Amit Shah, Shri. I.P. Gautam & Shri. O.P. Agarwal welcomed the guests and expressed that it was a great honor for the city of Ahemdabad to hold such an event and Shri. I. P. Gautam, Municipal Commissioner of Ahmedabad welcomed all the participants to the event and expressed his pleasure that all the cities invited were a part of the event. Thereafter the delegates from the cities of Bhopal, Jaipur, Mysore, Rajkot, Surat, Vijayawada and Vishakhapatnam presented the initiatives taken by their municipal corporations.

Dr. Walter Hook and Ms. Shreya Gadapalli of ITDP, Mr. Carlos F. Padro of GTZ, Dario Hidalgo and Seema Parakh of EMBARQ, Mr. O.P. Agarwal of IDFC Delhi, Mr. K.K. Gandhi of SIAM, Upendra Tripathi of BMTC, Mr. Mangu Singh of DMRC and Prof. Shivanand Swamy of CEPT were the key resource persons for the event. They presented the various aspects of BRTS including financing sources and implementation planning.

The participants were also taken on a visit to the BRT corridor, which is under implementation in Ahemdabad City. A Volvo bus was arranged from Karnataka state for the visit to give the delegates a live experience of travel on a Bus Rapid Transit System. On 24th April, 2007, Ahemdabad Municipal Corporation hosted the dinner for the delegates at Hotel Meridian.

On the 2nd day Shri. M. Ramachandran, Secretary- MoUD, Government of India gave the Inaugural speech and welcomed Ms. Sherry Little of FTA United States and her colleagues to the workshop. He gave a brief overview of the activities being under taken to improve urban transport in the country.



A view of participants

The key note address was given by Ms. Sherry Little, Federal Transit Administration -USA. Ms. Sherry expressed her delight in visiting Ahmedabad and praised the efforts being made in the country in field of urban transport. She also gave a brief of various activities being undertaken in the US. This was followed by presentations from the cities of Ahmedabad, Delhi, Indore and Pune- Pimpri Chinchwad. A press conference was also organized at 1700 hrs. Secretary (UD) briefed the Press representatives on the activities of the Ministry, National Urban Transport Policy and the initiatives taken towards public transport with special reference to BRTS. In the evening the Mayor, Ahmedabad hosted a dinner at the Gymkhana Club.

On the third day, the concluding remarks were given by Shri. S. K. Lohia, Director (UT), Ministry of Urban



L to R Ms. Sherry Little, Federal Transit Administration-USA, and Shri S.K. Lohia, Director (UT)



Another View of Participants

Development, Govt. of India, who gave an overview of the complete workshop and said that the participating cities should learn from each others mistakes. Shri. Rajamani, Jt. Secretary, Mission Director, JNNURM also laid emphasis on the successful implementation of BRTS and expressed his pleasure that all participants had taken keen interest in the event. Shri. S. R. Rao, Principal Secretary, UDD, Govt. of Gujarat thanked the participants for making the event a success. At the end of the workshop Prof. Shivanand Swamy, CEPT thanked all the delegates and resource persons for participating in the event. It may be mentioned that the participants were all praise for the excellent arrangements, which would not have been possible but for the financial support of UNDP.



Group photograph of Participants

Metro Update

Having completed the 65 kms. of metro which now carries on an average about 6.5 lakhs commuters every day, Delhi Metro now has an unenviable task of making operational 83 kms. of Metro line before the commencement of the Commonwealth Games. In addition, a high speed Airport Link from New Delhi Railway Station to IGI Airport of 19 kms. has also been planned for completion before the games start.

All the major tenders have been awarded and work has commenced on almost all fronts. The work has been parceled out under 7 civil engineering Chief Project Managers in-charge of various sections. A new post of Director (Works) has also been created and filled to monitor and keep up the momentum of works.



Construction work in progress

With a large number of infrastructure projects coming up all over Delhi, as a fore-runner to the Commonwealth Games, there is a dearth of technical personnel available for deployment and head hunting is being resorted to by many of the Project Contractors across the city.

Though every effort is being made to complete the 102 kms. of metro before the Commonwealth Games, the task before the Project Management team is quite arduous one as there are various handicaps being faced by them. For example, acquisition of land or availability of land for construction purposes, permission to cut trees coming enroute are some of them but these are being attended to on a day to day basis at a highest level in the Ministry of Urban Development and by DMRC.

After completion of the civil engineering portion of the work there are large number of works on the system to be completed to make the line fully operational. Tracks have to be laid, over-head electrical equipment have to be fixed, signaling work has to be completed and also various amenities like communication facilities, security related items like CCTV, etc. to be provided. These take a lot of time, but DMRC has already taken advance action in finalizing these contracts and there should be no delay on this account. There is, of course, a problem of availability of reputed contractors both for the civil engineering part of the work and also for systems, as in almost all the cases, their hands are too full in view of the large number of infrastructural projects undertaken.

On the operations side, more and more commuters are taking the metro route for their daily journeys, specially in view of the unreliable bus services. DMRC has added 10 more new trains to the fleet. Despite this, the rush during peak hours is quite heavy, specially in certain sections between Janakpuri and Rajiv Chowk, Rohini and Shahdara, Chandni Chowk and Patel Chowk, etc. Various measures have been taken to rationalize the train services and also to increase the frequency during peak hours. A very high level of monitoring of train for the same has been put into operation.



M.D., Metro briefing Syrian Delegation

With the number of commuters increasing day by day, certain operational deficiencies have been noticed and these are being attended to on a war footing. For instance, at certain locations, new escalators are being provided or relocated. A special operational maintenance gang has been put into place to attend to any technical problems either at stations or enroute.



Visit of wife of Japanese Prime Minister

While a large number of Delhites are happy with the metro services, as can be expected, there are also complaints and suggestions which are looked into at the highest level for implementation where feasible. There is a Public Grievance Cell working for quite sometime now in the Corporate Office of Delhi Metro to receive suggestions and complaints and also to offer information wherever needed. There is a website of Delhi Metro www.delhimetrorail.com which gives information about all that is happening on the system.

Surveys or opinion polls are also conducted periodically to assess the response from the Delhi population to improve the services.

Incidentally, DMRC had made an operational profit of Rs.23.23 crores, after paying the interest and meeting the repayment obligation of installments due on the JBIC loan.

The Contractors have also taken advance action – like ordering Tunnel Boring Machines. 13 of them are expected to be arriving in Delhi in the next 6 to 8 months.

Metro Feeder Buses

To provide facilities to Commuters, Delhi Metro has procured 9 feeder buses, which are fitted with Global Positioning System (GPS) and will run on trial of about 10 days before they are put on feeder routes. Two feeder routes have been identified to start with. As new buses come in, the service will be extended to cover more areas. In all, DMRC will provide 120 more buses which will be introduced in a phased manner to ply on 36 feeder routes.

With the commissioning of the feeder services, which will be bought by DMRC and run by an operator appointed by DMRC on a five year lease, DMRC makes its entry into the Road based public transport system and is going to

play a supervisory role over the operator, the corporation has got a stringent system of enforcement to ensure that service matches up to Delhi Metro standards. Every bus will have a complaint book and the corporation has a “zero tolerance” policy towards complaints.

The buses will run on short routes, between 3- 15kms all culminating at metro stations and will charge a flat fare depending on the distance. To ensure the safety of the passengers, all buses are equipped with speed governors, first aid boxes, fire extinguishers and have emergency exit doors. A Public Announcement (PA) system will enable the driver to communicate with the passengers at any given time and the destination station will be electronically displayed.

Coin Vending Machine

DMRC has installed two coin vending machines at Rajiv Chowk Station which can be used by commuters to obtain change automatically, thus saving their valuable time. The machines can read four currency notes and dispense up to three different types of coins. Each machine can hold up to 6,000 coins at a time and can detect counterfeit notes. More machines are planned to be installed at other Metro stations subsequently.

TV Screens at Metro Stations

In order to educate commuters about travelling etiquettes and security issues, DMRC is installing LCD television screens at its stations in which short films on these subjects are being screened. Initially, 25 screens will be installed at Rajiv Chowk and Kashmiri Gate stations each, mostly above the ticket booths, fare gates and at the platforms. Of this, 12 screens have already been installed at Rajiv Chowk. Four short films highlighting the need for vigil and two showing how to enter and exit trains in a disciplined manner are being screened. Information about train movements will also be displayed on the screens subsequently.

DMRC Sign Contract on Supply of Escalators

DMRC has signed a contract with the consortium of M/s SJEC China and M/s Johnson Lifts, Chennai, for supply of escalators and informed the consortium about the severe, dusty, humid and non air-conditioned environment of elevated stations in Delhi in which escalators are required to work. The consortium will be taking up this major work for the first time in Delhi and has assured DMRC that first-class product and services would be offered for the prestigious project.

IUT Annual Congress on “Sustainable Urban Transport” December 3-5, 2007

The Ministry of Urban Development has agreed to sponsor the Annual Congress on “Sustainable Urban Transport” to discuss various aspects and options to identify sustainable urban transport issues. The event will be inaugurated by the Hon’ble Minister of Urban Development, Government of India, Dr. (Shri.) Jaipal

Reddy, who has kindly consented to be the chief guest. There will be a joint session with Association of Intelligent Transport Systems (AITS), who are organizing a Conference & Exhibition on “ITS Integration for Safe & Efficient Mobility in India- Planning, Development & Deployment”. The tentative program is as follows:

PROGRAMME

Monday, December 3, 2007

1400 hrs – 1730 hrs

JOINT INAUGURAL SESSION

(Venue: Silver Oak, India Habitat Centre)

- Registration
- Presentation of Bouquet to Hon’ble Guest & Lighting of Lamp
- Welcome Address by Dr. P.S. Rana, Patron, IUT
- Presidential Address by Shri. M Ramachandran, Secretary (UD) & President IUT
- Keynote Address by Sh. Anwarul Hoda, Member, Planning Commission
- Keynote Address from AITS
- Inaugural Address by Hon’ble Minister of Urban Development
- Vote of Thanks by Shri. Amitabh Vajpayee, AITS

TECHNICAL SESSIONS

(Venue: Gulmohar Hall, India Habitat Centre)

Tuesday, December 4, 2007

1000 hrs – 1700 hrs

Technical Session I

Technical Session II

Technical Session III

Technical Session IV

- Sustainable Transport and Urban Form
- Urban Transport and Social & Environmental Issues
- Sustainable Transport Policies: Legal, Financial and Institutional Issues
- Sustainable Transport Technologies

Wednesday, December 5, 2007

1000 hrs – 1300 hrs

Technical Session V

- Panel Discussion
- Presentation of outcome of Conference
- Valedictory Address
- Vote of Thanks
- lunch

1300 hrs – 1400 hrs

The Delegate Fee for the event is Rs 1000/- per delegate and **Rs 500/- Members of Institute of Urban transport who pay directly and not through their organizations.** The last date for receipt of Delegate Fee is 26th November 2007. The payment for the Delegate fee may please be sent through crossed cheque/ bankers’ cheque in favour of “Institute of Urban transport”, payable at New Delhi.

ANNUAL GENERAL MEETING

Members are also informed that the Annual General Meeting of the Institute will be held at 1400 hrs on Wednesday, 5th December 2007, after the conclusion of Programme of the Annual Congress. A separate notice will be issued soon to the members to attend the Annual General Meeting.



Ahmedabad Municipal Corporation-A Profile

Ahmedabad, the former capital of Gujarat, traditionally a major center for industries as well as trade and commerce, was also called the 'Manchester of India' on account of its textile industry. It is the seventh largest city in India, the largest city of Gujarat and also its commercial capital. But, the decline in the textile industry in the 80's set in motion de-industrialization Process. The trend got accentuated due to strict enforcement of environmental regulations in the 90's. The industrial policies pursued by the state also led to shift of industries to the hinterland. Decline in economic base had cascading effect on overall environment of the city. Tax collections declined leading to drop in investments even for operation and maintenance of infrastructure service resulting in deterioration of service provision both in terms of quality and quantity. The city government took up the challenge and pursued with the policies to improve quality of urban infrastructure services and the physical environment in general, leading to the turnaround of Ahmedabad city economy.

The Ahmedabad municipality was given the status of Municipal Corporation in 1950 when the city started growing rapidly eastwards and southwards. In the later part of the century, the western part has developed rapidly. The city is governed by Ahmedabad Municipal Corporation (Act), established in July 1950. Ahmedabad city is well connected by an expressway, several national and state highways, the broad-gauge and meter-gauge railways and an international airport. The city transportation system is predominantly dependent on roadways system. Vehicular growth has been rapid. Every year about a lakh of vehicles are added in the city. Of these about 20000 are cars and about 60000 are two wheelers. Infact the vehicles ownership rates are the highest among the 4 million plus cities of India. However due to integrated development strategy, the congestion levels have reached their critical limits.

As a result of frequent plan updation, the network development has been complete with five ring and seventeen radial roads. This coupled with mixed land use

zoning makes trip length shorter and distributes over space. Trip length are one of the shortest at 5.5 Kms average. Fatalities are also one of the lowest (230 deaths in 2006) for a city with 16 lakh vehicles and 5 million people.

The city had a problem of several air pollution as many autorikshaws were using kerosene as fuel. With a drive, within a period of one year, 37000 autorikshaws have now started running on CNG. Unlike Delhi and other places in the country, conversion to CNG has happened without any resistance.

The city bus services had deteriorated significantly over the years. In year 2005, there were only 350 buses with the Municipal Transport Undertaking and were serving about 3 lakh passenger per day. The Municipal Corporation, through private participation, increased the fleet to 800. The patronage has also gone upto to 8.2 lakh passenger per day.

A 76 Km long ring road has been developed with public-private partnership approach. Land has been made available by private owners to make Town Planning Schemes in these areas. A two lane highway is under operation. Four laning is being done through private investment. Recovered will also reimburse the initial cost on making the roads

The city of Ahmedabad is implementing a BRT system with 58 Km long exclusive bus way and other essential elements and the system is likely to come into operation by April 2008.

Social facilities and Amenities: The Municipal Corporation of Ahmedabad, going beyond its mandate, provides several non - obligatory services such as education and health. The city government runs about 530 primary schools and 3 general and 2 special hospitals (2100 beds). In addition 43 health centers are in operation. The quality of service provided is on par with private facilities and serves large section of urban poor population.

Industrial Area Management through Participative Approach: the Management of the three industrial areas in the city has been handed over to a Special Purpose Vehicle (SPV). The company consisting of AMC, Industrial Estate Association and private provider manages services in the area. MNC in turn returns 75% of the property tax paid by the industrialists. This fund is leveraged to raise resources from the financial market to invest in infrastructure development.

Urban poor: protecting the interests of urban poor has been on the main agenda of AMC. The City has implemented a major project 'slum networking', for development of slums areas. The project received UN Habitat awards as a best practice. The city is presently constructing 38000 dwelling for urban poor. 8000 dwelling have been completed .the target is to reach up to 60000 dwelling during the next two years.

A programme 'ek moka addan', an employment oriented programme for youth from slums in Ahmedabad has been initiated with support from NGO. The programme is for the youth to serve in modern service industry such as malls ,star hotels, institutions etc.

With these in the background the city government strives to transform Ahmedabad from a clean and livable city to productive, well governed and sustaining vibrant city.

Contact Address : Ahmedabad Municipal Corporation
Sardar Patel Bhavan, Danapith
Ahmedabad- 380001
E-mail : info@egovamc.com
Websit : www.egovamc.com
Tele : 079 - 25391811, 25353858
Fax : 079 - 25350926

Members Achievements

Our members win awards are honoured for their outstanding contributions in their respective field, which is a matter of pride for the Institute. There are occasions when a particular member gets elected/promoted or appointed to a senior position in his organisation. This happy moment can be shared with other members. Kindly don't hesitate to let the Institute know about your achievements, which we would be glad to publish in our Newsletter.

News and Events

Members are requested to advise us important happenings/events in the field of urban transport in their city/town/area, which would be of interest to our members and worth mentioning for publication in our Newsletter. This will be acknowledged in Newsletter with the name of the member.

Directory of Members

The Directory of Members is proposed to be circulated during the Annual General Body Meeting. Kindly advise changes, if any, in your address, telephone and fax numbers. We shall be grateful if E-mail ID is also given to facilitate faster communication.

**WE WELCOME
AHMEDABAD MUNICIPAL CORPORATION
AS 38th, INSTITUTIONAL MEMBER**

Editorial Board

Chairman : Shri R. C. Sharma
Members : Dr. Sanjay Gupta
: Shri B. S. Diwan

Contact Details

P. O. Box No. 5407, Nirman Bhawan, Maulana Azad Road, New Delhi 110 011.
Tel: 23063498, 23063054; Fax: 23063499
E-Mail: iutindia@hotmail.com
iutindia@gmail.com
Website: www.iutindia.org

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