



Institute of Urban Transport

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Review Meeting / Workshop on the funding of buses for urban transport system under JnNURM and associated reforms held at Vigyan Bhawan, New Delhi

Institute of Urban Transport was asked to organize a review meeting/ workshop with 61 mission cities on behalf of the Ministry of Urban Development on 2nd July 2009. The meeting was chaired by Dr. M. Ramachandran, Secretary, Ministry of Urban Development, Govt. of India, assisted by Shri S. K. Lohia, OSD(MRTS), Ministry of Urban Development, Govt. of India, Shri P.K. Shrivastava, Joint Secretary, Ministry of Urban Development, Govt. of India, Shri Harish Chandra, Advisor, Planning Commission also joined for a short period. The meeting was attended by 83 State/ City representatives.

Dr. M. Ramachandran, Secretary (UD) welcoming the participants mentioned that as a part of the 2nd Economic Stimulus Package, 15260 buses have been sanctioned for 61 Mission cities. He requested the cities to ensure that all the buses are expeditiously put on road. He also mentioned that the Ministry was contemplating to extend this scheme to 118 more cities which is possible only after the buses already sanctioned are put on road. He informed that a National Public Transport Helpline has to be established for which a concept note had been circulated for discussion in the meeting. He then requested each State to indicate the progress as per the following agenda.



L to R : Shri S.K. Lohia, Dr. M. Ramachandran and Shri Harish Chandra

- **Placement of Orders and Delivery Schedule:** Orders have been placed by most of the states. Some of the states are yet to begin the ordering process.
- **Delivery Deadline:** The delivery of all buses is required to be made by December 2009 at the latest, while most states have shown delivery deadlines of October/November 2009.
- **Depots:** The existing infrastructure has been upgraded and depots have been added in most states while some who were sanctioned less number of buses, did not require more depots.

Festival Greetings

IUT conveys its greeting to members on the occasion of coming festivals

EID-UL-FITR,

VIJAYA DASHMI (Dussehra) and DEEPAWALI

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- **Operational Maintenance:** The buses would be maintained either departmentally or through AMC.
- **Identification of routes:** The routes for the sanctioned buses have been identified in some states while others are in the process of doing so.
- **State/ULB share:** has been released by only some states till date. This has been made compulsory for release of the second installment.
- **Waiving of State/ULB taxes:** Proposal for reimbursement/ waiving of State/ ULB taxes is being processed and a decision has yet to be taken by the state governments.

Shri S.K. Lohia, OSD(MRTS) mentioned that multiplexing is required for on board diagnostics (OBD). The multiplexing not only reduces the down time of buses drastically but also helps in keeping track of all bus functions as well as driving style on a continuous basis which is an important tool in taking corrective actions.

Dr. M. Ramachandran concluded the first session expressing serious concern for the states of Rajasthan and Punjab who had extended their supply schedule beyond 2009 and also for those States which had not been represented in the review meeting. All the participants were then requested to visit the display of buses placed outside the Vigyan Bhawan with all ITS equipments by Volvo, Ashok Leyland and Tata Motors (through DTC).



In the afternoon session on “Reforms in Urban Transport”, a presentation was made by Shri O.P. Agarwal, Vice President, IUT about various reforms in Urban Transport to be taken up as part of the bus funding scheme, detailing as to what is to be done and why, as there was a rationale to all this. The basic objective behind

all this was that the Government of India is extending support to purchase of buses for city bus services and this can be used as an opportunity to significantly upgrade the quality of the bus service. In his presentation he mentioned the following reforms;

- **Urban Mass Transport Authority (UMTA):** Urban transport issues cut across several departments and so its governance is fragmented. This needs coordinated planning and policy making. The idea is to have a strong, powerful UMTA which brings all departments together under one platform so that they all speak the same language.
- **Special Purpose Vehicle (SPV):** The functions of SPV will be to plan service needs and procure them under contracts from private operators, to have its own fixed infrastructure, to own and manage the ITS system and the control room facilities along with improvement plans.
- **Parking Policies:** Parking uses up prime urban land and true cost of the land used up should be recovered. Parking policy should also be a means to discourage use of personal vehicles and encourage public transport.
- **Advertising Policy:** Advertising can be a very good source of revenue for investments in public transport or to fill the gap in operational costs.
- **Transit Oriented Development (TOD):** TOD seeks to make use of public transport more convenient and enhance revenues for public transport operations.
- **Urban Transport Fund (UTF):** The main objective is to create a dedicated fund to meet the investment needs of urban transport.
- **Mechanism for periodic revision of fares:** The objective is to have a mechanism for periodic review and revision so that public transport revenues can also go up with increase in the cost of inputs for operations
- **Traffic Management and Information Center (TMIC):** to be set up as a highly technology intensive center so that it can be used for a host of traffic management needs.

Thereafter each State was asked to give progress on the reforms discussed above. Almost all the States gave positive responses regarding the implementation and progress of the reforms. Some of the States/cities have

already set up these reforms while others are in the process of setting up.

Shri S.K. Lohia mentioned that as per the conditions of sanction, the SPV Board/Management Committee in respect of Kolkata, Chennai, Bangalore, Hyderabad, Mumbai and Delhi are to have one nominee of MoUD, Govt. of India as its member. He further added that the States/ cities multi modal integration is not only in terms of fare integration but also in form of physical infrastructure integration, information integration etc.

Dr. M. Ramachandran while concluding mentioned that all the reforms which have been made a condition as part of the sanction should be implemented in order to be eligible for claiming second installment. All these reforms are essential for the sustainability of quality public transport. He also impressed upon the need to quickly make JnNURM buses visible on the roads.

Thereafter, the meeting ended with the vote of thanks to the Chair.

Membership Certificate

Institute of Urban Transport has been issuing membership Certificates to its Individual members, after their enrollment.

However this could not be done after 21.04.2006. Now we have restarted this work and your membership certificate is enclosed with the request that the receipt of the certificate may be sent by e-mail on iutindia@gmail.com

MEMBERS DATA BASE

With a view to update the profile of the members in the data base maintained by IUT, we have engaged M/s Vision Vibes a professional to undertake this task. Although the members are being approached through telephone, e-mail, post, fax etc. by Vision Vipes, in many cases, it has not been possible to reach the members in view of the addresses having changed over a period of time or for any other reason. All members may accordingly approach the web based module through the link provided in the IUT website – www.iutindia.org or go to www.iutindia.com for updating their profile. For any assistance, Ms. Nupur Dube may be contacted at Tel. : +91 11 41624401, Mobile: 09810811212 or through e-mail at nupurdube@visionvibes

Conference and Exhibition on Urban Mobility India - 2009 to be held from 3rd to 5th December, 2009.

Members are aware that IUT is organizing a National Conference and Exhibition on Urban Mobility India - 2009 from 3-5 December, 2009. Though the programme was given in the last news letter, according to present indications, the inaugural session will be held at Vigyan Bhavan along with JnNURM and there is a possibility of Hon'ble Prime Minister inaugurating the event which will be held at Vigyan Bhavan from 10.00 to 12.00 Hrs on 3rd December, 2009 and then the arrangements will be made to take the delegates to India Habitat Centre for Technical Sessions upto 5th December, 2009.

Kindly enroll as a delegate and avail of discount and concession as mentioned below:

- Members of the Institute of Urban Transport pay discounted fee Rs. 2,500/-
- Discounted fee for Students Rs. 2500/-
- Early bird discount of 20% for those registering by 31st October, 2009
- Block registration of more than 5 delegates, an additional delegate would be allowed on a complementary basis.

Members are informed that IUT has entered into an agreement with M/s Mirabilis Advisory Private Limited, an international economic development consultancy, who will undertake complete management of the Conference and Exhibition on Urban Mobility India – 2009 (December 3-5, 2009), whose contact details are as follows:

Shri Anupam Yog, Managing Director, Mirabilis Advisory Private Limited,
TEL: +91 124 423 845 1/2/4, FAX: +91 124 423 8453,
Email: anupam@mirabilisadvisory.com

Achievement

Thane Municipal Corporation (TMC) has completed and commissioned its ambitious Station Area Traffic Improvement Scheme (SATIS) under the JnNURM. The Project was launched on 1st April, 2007 and the formal inauguration and commissioning of the project was done on 22nd August, 2009. For this achievement we congratulate Thane Municipal Corporation, who have already been asked to become Institutional Member of IUT.

TRAINING OF TRAINER PROGRAMME UNDER THE WORLD BANK-DFID ASSISTED SUSTAINABLE URBAN TRANSPORT PROJECT

With a view to enhance the capacity related to comprehensive Urban Transport Planning procedures, particularly at local and State levels, the Ministry of Urban Development has approved a Comprehensive Capacity Building Programme under which four Training Programmes were proposed for the Development of Trainers on Tool-kits and Guidelines developed by M/s Wilbur Smith and Associates based on worldwide experience and practices. Accordingly, Institute of Urban Transport was asked to organize these Training Programmes at three Centres of Excellence at Chennai, Delhi, Ahmedabad and at Engineering Staff College (ESCI), Hyderabad.

The first programme was organized at Hyderabad in which 22 participants nominated by State Governments participated from 22nd to 26th June, 2009. Apart from the faculty, a representative of IUT was present at all the programmes for effective co-ordination between the participants on one hand and the institutions where the programme was conducted for proper logistic arrangements.

The 2nd programme was organized at IIT, Delhi in which 26 participants attended the programme from 20th July to 24th July, 2009 which was inaugurated by Dr. Dinesh Mohan, Professor and Coordinator TRIPP, Indian Institute of Technology Delhi and Shri B.I. Singal, Director General, IUT chaired the inaugural session. Dr. Geetam Tewari, IIT, Delhi was also present at the inaugural session. Shri S.K. Lohia, OSD/MRTS, Ministry of Urban Development interacted with the participants during the programme. The valedictory session was presided over by Shri B.I. Singal, Director General, IUT who gave away the certificates of participation to the participants.

The third Programme organized at CEPT, Ahmedabad in which 14 participants attended, was inaugurated by Shri I.P. Gautam, Municipal Commissioner of Ahmedabad and Prof. Shivanand Swamy chaired the inaugural session. The valedictory session was presided over by Prof. Sivanand Swamy who also gave away the certificates of participation to the participants.

The Training Programme at IIT Madras, Chennai was inaugurated by Dr. C. Swaminathan, former Director of CRRI, in which, 28 participants attended from 24th-28th August, 2009. Dr. V. Thamizh Arasan, Head of Transport Engineering Department, IIT Madras, Chennai chaired the inaugural session. Dr. Arasan also made a presentation on “Bus Priority System Planning Under Indian Conditions”. The certificates were given away to the participants by Dr. Arasan on the last day.

The Training Programmes were designed to impart knowledge, both of the Urban Transport and also of the training skills. Different methods were used under Training Programme viz., Lecture Method, Studies, Project Work and Group discussion. Appropriate time was given at the end of each session for questions and answers.

Since participants had requested for a field visit, a visit to the Delhi BRT corridor was arranged. A dedicated DTC bus was arranged for the participants to be taken on the corridor and a DIMTS official who was the corridor manager of the BRT accompanied the participants. The faculty of Wilbur Smith also joined the field trip. During the CEPT programme, a visit to the Ahmedabad BRT corridor was arranged by CEPT. A dedicated BRT bus was arranged for the participants to be taken on the corridor and one of the CEPT faculty who was associated with the BRT system in Ahmedabad explained the details of the system to the participants. During the programme at IIT Madras Chennai, a visit to the Moffusil Bus Station, which is the largest in Asia, was arranged by IIT Madras, Chennai. Officials of the CMDA explained the various features of the bus terminal and the participants were highly impressed with the layout planning and the facilities available.

In each of the programmes, the participants were requested to fill in a feedback form providing their assessment of the faculty and the sessions. At the end of the programme, an overall feedback was obtained on all aspects of the programme.



Faculty and Participants of Training Programme held at IIT-New Delhi, 20th to 24th July, 2009

The Delhi Metro Rail Corporation is expanding at a rapid pace and after the completion of Phase-II next year, the network will increase to 190 kms as against 77.67 kms at present.

Establishing world class training infrastructure is not the only area in which DMRC has contributed to spreading the 'Metro culture' to other Indian cities. DMRC have also consistently insisted on indigenization of technology so that the cost of Metro systems in Indian cities comes down.

As a major component in the total expenditure on Metro systems is the cost of trains, DMRC made it a part of the contract with their manufacturers that most train sets would be assembled or manufactured in India itself. Two factories to manufacture rolling stock have been set up in India, at Bangalore and at Savli (Gujarat) from where the first train rolled out recently. These factories will not only serve DMRC's requirement, but can meet the needs of other organizations as well.

With most Metro lines reaching their completion stage, the construction activities in the next few months will be unprecedented with additional challenges of safety. The year 2009 is likely to be one of the most crucial years for construction work as most lines will either be inaugurated this year or substantial civil work in the remaining lines will be completed.

Hence it is very important that all aspects of safety on site are managed and safety management needs of contractors are controlled as the contractors' works have to pass through strict scrutiny.

The trial run of India's first standard gauge Metro train started on the under-construction Inderlok – Mundka line in July, 2009. The first train, called the standard gauge prototype Metro train, ran about 6.8 kilometers between five stations of the lines from Mundka to Peeragarhi during which it underwent dynamic testing for about a week initially to check suspension, safety, reliability and comfort to passengers.

Extensive train testing procedure will be carried out as standard gauge Metro trains are being introduced in India for the first time. The front of the standard gauge train have a single glass pane as can be seen in cars instead of two separate panes as in the existing trains. Other features of the trains include Closed Circuit Television (CCTV) cameras inside and outside the coaches, power supply connections inside coaches to charge mobiles and laptops, better humidity control, microprocessor controlled disc brakes and external display boards on side windows of each coach.

TUNNELING WORK

The Delhi Metro Rail Corporation (DMRC) is nearing completion of tunneling work for Phase-II, with less than

2 km of 35 km left after the final breakthrough was achieved on 19th August 2009 in the construction of India's longest tunnel in an urban area built by New Austrian Tunneling Method (NATM). The 2.85 km-long tunnel is part of the 22.7 km Airport Express Line which will connect the city centre to the international airport.

METRO RECORDS HIGHEST EVER RIDERSHIP, CROSSES 10 LAKH MARK

The Delhi Metro has achieved another milestone, recording its higher-ever ridership crossing 10 lakh passengers on a single day and earning high revenue on consecutive days. The number of commuters who traveled on the Delhi Metro on 4th August 2009 stood at 10,08,696 while the revenue figure touched Rs 1.24 crore.

160 HANDICRAFT KIOSKS TO BE SET UP AT METRO STATIONS

With a view to promote handicraft items from across the country, DMRC will set up 160 kiosks for their display and sale at different Metro stations in partnership with the Ministry of Textiles. The high quality kiosks will be fabricated by Delhi Metro and will be installed at existing and upcoming Metro stations in a phased manner starting from October 2009.

Phase-III status

In January 2009, DMRC submitted a request to Delhi Government and Central Government to release funds for the preparation of DPR of Phase-III of Metro Rail.

On the basis of studies conducted earlier for DPR of Phase-II, familiarity with traffic in Delhi and NCR and also detailed discussions and presentations within DMRC, 7 corridors within Delhi totaling 85 kms have been proposed which are:

- a. Ghazipur – Mayur Vihar Ph-I Extn. – Sarai Kale Khan – Nizamuddin station – Moolchand – AIIMS – Bhikaji Cama Place – Dhaula Kuan – 25 kms
- b. Mukundpur – Adarsh Nagar – Netaji Subhash Place – Shivaji Park – 9 kms
- c. NOIDA Sec. 18 – Kalkaji – Sheikh Sarai – Malviya Nagar – Vasant Kunj – NH8 – 23 kms
- d. Ashok Park – Karol Bagh – Pahar Ganj – New Delhi Railway station – 7 kms
- e. Central Secretariat – Barakhamba Road – Delhi Gate – Kashmiri Gate – 7 kms
- f. Shiv Vihar- Yamuna Vihar – Seelampur – Yamuna Bank – 11 kms
- g. Jahangirpuri – Badli – 3 kms

As such metro culture will be seen all over Delhi by the time Commonwealth Games are held.

New Institutional Members

Metropolitan Transport Corporation, Chennai

The **Metropolitan Transport Corporation** (formerly known as **Pallavan Transport Corporation Ltd.**) is the agency that operates public transport bus service in Chennai, India. In 1947, the Government of Madras nationalized the passenger transport for the first time by introducing 30 buses in Madras City, side by side with buses run by private operators at that time. The operation was under the control of the then Madras State Transport Department. In 1972, the departmental setup was transformed into a company setup in order to inoculate a commercial approach without sacrificing social responsibilities. Thus, **PALLAVAN TRANSPORT CORPORATION LIMITED** was formed under the Companies Act 1956, by the Government of Tamil Nadu on 01.01.1972 with a fleet strength of 1029 buses. It transports an estimated 5.86 million passengers every day and covers a maximum of 50 km around Chennai.

The Pallavan Transport Corporation was bifurcated into two and a new Corporation, namely, Dr. Ambedkar Transport Corporation Ltd. started functioning from 19 January 1994. Pallavan Transport Corporation was renamed as Metropolitan Transport Corporation (Chennai Division –I) Limited, Dr. Ambedkar Transport Corporation was re-named as Metropolitan Transport Corporation (Chennai Division-II) Ltd., on 1 July 1997.

The fleet strength gradually increased corresponding to the requirements of the public and reached 2332 on 01.01.1994. The South of Chennai Metropolitan city from EVR Periyar road came under the operational jurisdiction of Pallavan Transport Corporation Limited. The North of Chennai Metropolitan city from EVR Periyar Road (including EVR Periyar road) came under the operational jurisdiction of Dr. Ambedkar Transport Corporation Limited.

In public interest, both the divisions were amalgamated into a single corporation under the name **METROPOLITAN TRANSPORT CORPORATION (CHENNAI) LTD.** with effect from 10-01-2001.

The corporation at present has,

Depots	25
Fleet	3257
Route	622
Employees	22428
Passengers per day	43.55 lakhs (Avg)
Collection per day	Rs. 181.58 lakhs (Avg)

Metropolitan Transport Corporation [Chennai] Limited is a Government of Tamil Nadu Undertaking registered under Companies Act, 1956. It is governed by the Board of Directors appointed by the Government of Tamil Nadu.

Public transport in Chennai City is 100% Nationalized. MTC serves the public of entire Chennai Metropolitan Area. It operates its services in an area of 3929 square kilometers with an aim to operate the services economically and efficiently without sacrificing social responsibilities.

Contact address:

Metropolitan Transport Corporation (Chennai) Ltd.
Shri Vellaisamy Paulraj, Managing Director
Pallavan House Anna Salai Chennai-600 002
mtc_chennai@vsnl.net

Greater Hyderabad Municipal Corporation

The **Greater Hyderabad Municipal Corporation** earlier known as the **MCH** is the urban planning agency that oversees Hyderabad, the capital and largest city in the Indian state of Andhra Pradesh. It is the local government for the City of Hyderabad.

The Greater Hyderabad Municipal Corporation (GHMC) comprises the erstwhile Hyderabad Municipal Corporation, plus 10 municipalities & 8 panchayats in Ranga Reddy district and 2 municipalities in Medak district.

The municipalities in Ranga Reddy district are: L. B. Nagar, Gaddi annaram, Uppal Kalan, Malkajgiri, Kapra, Alwal, Qutubullapur, Kukatpally, Serilingampalle and Rajendranagar

The panchayats in Ranga Reddy district are: Shamshabad, Satamarai, Jallapalli, Mamdipalli, Mankhal, Almasguda, Sardanagar and Ravirala. The municipalities in Medak district are: Ramachandrapuram and Patancheru

The Andhra Pradesh Government has appointed C. V. S. K. Sarma as the first Chief Commissioner of GHMC. There is also a provision for a directly elected mayor of Hyderabad whose election is due. However Chief Commissioner can allocate funds and in general has more power.

The term of the legislature of precursor to the GHMC namely the Municipal Corporation of Hyderabad, then simply called by the same name ended before the formation of the GHMC. The elections for the legislature as well as the mayoral election need to be called by the state government and thus can be postponed for an almost indefinite amount of time. The elections to the previous body as well were held after a gap of more than 10 years. The Standing Committee of the Legislature takes a major role in the decision making process within the legislature when it is in session.

Contact details

Shri S. Subba Rao
Add. Commissioner (T&T)
Municipal complex,
Tank Bund Road
Hyderabad-500 063
ac_transportation@ghmc.gov.in

WE WELCOME
METROPOLITAN TRANSPORT CORPORATION LTD.
CHENNAI AS 52nd INSTITUTIONAL MEMBER

WE WELCOME
GREATER HYDERABAD MUNICIPAL CORPORATION
AS 53rd INSTITUTIONAL MEMBER

Workshop on Unified Metropolitan Transport Authority at Bangalore on 17th-18th June, 2009

The workshop on the Unified Metropolitan Transport Authority (UMTA), sponsored by the World Bank and supported by the Ministry of Urban Development, Government of India, was organized jointly by Urban Mass Transit Company, Ides Consulting Pvt. Ltd, Institute of Urban Transport and Directorate of Urban Land Transport, Government of Karnataka. Shri Gopi Prasad, Director of Ides Consulting Pvt.Ltd. welcomed Dr. Ramachandran, Secretary (Urban Development), Govt. of India as chief guest and Shri Ajay Kumar from the World Bank, Shri V.Madhu, Secretary (Infrastructure Development), Govt. of Karnataka, Ms. Vatsala Vatsa, Additional Chief Secretary, Govt. of Karnataka.



L to R : Shri Gopi Prasad, Shri V. Madhu, Dr. Ramachandran, Ms. Vatsala Vatsa, Shri S.K. Lohia, Shri Ajay Kumar

Shri Ajay Kumar from the World Bank set out the objectives of the workshop and mentioned that the genesis of the UMTA must be traced back to the National Urban Transport Policy (NUTP), and that creating a body like UMTA is one of the pillars of developing a sustainable urban transport system.

Shri V. Madhu, Secretary (Infrastructure Development), Govt. of Karnataka brought into focus the fundamental problem of mobility and claimed that in Bangalore today, 46 per cent of commuting is through public transport. It is important to reduce asymmetry that exists between various players among the providers and users of public transport, including the judiciary and environmental groups. This spells out the need for a unified body that can coordinate all this with seamless integration.

Ms. Vatsala Vatsa, Additional Chief Secretary, Govt. of Karnataka, while revisiting the objectives of the NUTP, stated that the city should be able to provide safe, reliable, quick and sustainable access to people to move to their place of work, education and recreation. The means to achieve this end is to incorporate public transport at the planning stage itself. This is a difficult task in cities like Bangalore with existing infrastructure and Govt. of Karnataka has been trying to initiate measures in this regard.

Dr. Ramachandran, Secretary (Urban Development), Govt. of India addressed the delegates. On a lighter note, he said that Bangalore was selected as the venue for this conference for two reasons. No doubt it is in focus due to problems in traffic congestion but it has also shown the way on how affordable and better public transport can be put in place. In accordance with the NUTP, Karnataka is the first state that decided to set up a Directorate of Urban Land Transport. Looking at the scenario in other states – Andhra Pradesh, Rajasthan, Tamil Nadu and Maharashtra have taken the initiative to form a body or a committee towards establishing UMTA.

The NUTP seeks to bring a holistic approach to the urban transport sector. The current practices in managing urban transport are highly fragmented and there is a need for greater integration and coordination. He also mentioned that there is a need to integrate land use and transport planning. UMTA is expected to set up an expanded network in different parts of the city to bring in affordable transportation. Urban Transport, which is a mandate given to the Ministry of Urban Development continues to be an area of priority. The Govt. of India (Urban Development) will work with state governments to build expertise at different levels and generate the required databases, not available at present.

In Technical Sessions following points were raised,

- Shri O.P. Agarwal, MD/UMTC mentioned three levels of functions required in the governance of urban transport which consisted of strategic functions, the regulatory and provisional functions as well as operational functions

It is proposed to bring out the next issue of IUT Journal in mid November 2009, so that printed Journal may be placed in the Conference bag for the Urban Mobility Conference. Members are requested to send the papers for which Broad grouping of topics will be as follows:

- 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.

Members are requested to send their articles latest by 15th October 2009, so that same are examined by the Publication Committee and given to the printer latest by 15th November 2009.

- In panel discussion, Mr. Sam Zimmerman of World Bank brought out the case of Vancouver. Mr. Gaurav Gupta shared experiences of setting up of BMTL in 2007. Mr. S.K. Lohia mentioned that UMTA should be set up through either an executive or legislative order.
- Case studies from LAMATA in Lagos, Nigeria, Comparative Analysis of STIF (Paris), TFL, Translink (Vancouver), London and Washington were discussed along with Indian case studies of BMLTA and MMRDA.
- The functions and composition of UMTA at the state level may have varieties in each city/ state.
- The legislation of establishing and running the UMTA through a legislative order, and financing through an Urban Transport Fund.
- UMTA should be staffed by permanent staff and would comprise a combination of bureaucrats and technocrats.
- Setting up of UMTA is a corporative process and need for preparation of strategic plans for the cities. 13 cities had already prepared their respective Comprehensive Mobility Plans.
- Need for constant Innovation with adequate Financial Sustainability and the IUT would be rendering all support to the Ministry of Urban Development towards capacity building and other requirements. It is expected that the states and cities too would take active interest in capacity building.

Meeting ended with vote of thanks to chair.

Award for Excellence in Urban Transport

Town & States organizations are reminded to send their proposals at the earliest as last date for submission i.e. 30th September is fast approaching. Awards will be distributed at the forthcoming Conference on Urban Mobility 2009 at Delhi 3rd Dec. to 5th Dec. 2009

Contact Details :

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