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Seminar on “Launching of Guidelines and Toolkits for Urban Transport Development in Medium Sized Cities in India”

Institute of Urban Transport organized a Seminar on “Launching of Guidelines and Toolkits for Urban Transport Development in Medium Sized Cities in India” at The Claridges Hotel, New Delhi on 29-30 May 2009 which was sponsored by the Ministry of Urban Development and funded by the Asian Development Bank.

The Guidelines and Toolkits for Urban Transport Development were prepared by Technical Assistance on Urban Transport Strategy Group funded by the Asian Development Bank. These documents are to be used by decision makers and practitioners in states and municipal governments who are concerned with urban transport development in medium-sized cities in India. In addition, officials in the central government may productively refer to these documents when appraising projects for funding by the Jawaharlal Nehru National Urban Renewal Mission (JNNURM).

Mr. Prodytt, Senior Transport Specialist of Asian Development Bank mentioned that the Bank was grateful to the Ministry of Urban Development for promoting the Guidelines and Toolkits for which the Bank has given financial support and assured that the project will continue for the use of these toolkits by organizing training of trainers in a training programme at a later stage.

These toolkits were then launched by Secretary, Urban Development Dr. M. Ramachandran who in his Inaugural address mentioned that the need for improvement in urban transport systems is becoming increasingly important in view of the problems of congestion, deteriorating air pollution, road accidents and environmental considerations. All millions plus cities in the country have been very adversely affected by these problems.



L to R Shri S.K. Lohia, Dr. M. Ramachandran and Shri O.P. Agarwal

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Dr. M. Ramachandran also mentioned that keeping in view the emerging importance of urban transport sector, the Government of India through JNNURM mission and policy guidelines enunciated in its National Urban Transport Policy document has provided necessary impetus towards rejuvenation of country's urban transport sector. A number of projects pertaining to promotion of public transport systems in form of Bus Rapid Transit (BRT) have been initiated in number of mission cities. Recently, the Ministry under the second stimulus package has sanctioned about 14,500 buses across the country to transform the bus transport scene in Indian cities. These buses would be conforming to the Urban Bus Specifications formulated by the Ministry of Urban Development.



Dr. M. Ramachandran recorded his deep sense of appreciation for ADB in supporting the preparation of these toolkits and bringing together experts from all over the country for the Launching seminar to deliberate on the potential use of these tool kits and guidelines for the planning of different areas of urban mobility. He appreciated the efforts made by the Institute of Urban Transport in organizing this Seminar. He was confident that the conference will come out with appropriate recommendations which could guide the policy planners in promoting further the development of sustainable urban transport in the country.

Shri O.P. Agarwal, Vice President of the Institute while proposing vote of thanks mentioned that these Guidelines and

Toolkits were prepared by a group of experts of which he was also a member and hoped that these Guidelines and Toolkits will come a long way to help various organizations who take-up projects of urban transport. He thanked ADB officers and the participants of the State Governments who have managed to come to Delhi to participate in this programme. He requested all the participants to join for dinner.

The Seminar continued next day i.e., Saturday the May 30, 2009, in which, Shri S.K. Lohia, OSD (MRTS) presided over the first Technical Session on "Introduction to Toolkits and Guidelines" mentioned that the Ministry has been promoting sustainable urban transport in the country and 12 projects on BRTS are being funded by the Government in addition to 21 cities which are involved in the preparation of Comprehensive Mobility Plans. In addition Ministry has also arranged for funding of buses for 60 cities across the country and more are in pipelines.

Shri S.K. Lohia also mentioned that there was a need to build the capacity at the State and City level for the application of these toolkits/guidelines, which would require training of trainers and thereafter rolling out of training programmes for the end users. This capacity building exercise would be one of the elements of the overall capacity building initiative of the Ministry. Separately, capacity building on the toolkits and guidelines prepared with the technical assistance of World Bank – DFLD have been initiated.



The Ministry also plans to undertake a number of initiative for capacity building in the 11th Plan, which apart from Training Programmes would also include academic programmes, Participation in Conferences, holding of conferences, maintenance of data base and publication of journals.

It was also mentioned that initial set of Guidelines and Toolkits has following 5 modules:

Module 1: Comprehensive Mobility Plans (CMPs) : Preparation Toolkit

The CMP is a key document providing the rationale for transport proposals. Therefore, within the overall planning hierarchy, the CMP can be considered as a prerequisite for the submission of DPR (Level 1) for JNNURM funding. A CMP presents a long-term vision of desirable mobility patterns (people and goods) for a city and provides strategy and policy measures to achieve this vision.

It was also mentioned that the Ministry of Urban Development (MoUD) encourages cities to prepare “Comprehensive Mobility Plans” (CMPs) as part of long-term urban transport strategy providing for a sustainable improvement of people’s mobility in metropolitan regions. Targeted users of this CMP toolkit include policy makers, city authorities and consultants. **The toolkit provides : (i) guidance in setting CMP visions/objectives for policy makers; (ii) the structure and process of CMP development for city authorities, and (iii) detailed tasks to be performed by consultants.**

Module 2: Bus Rapid Transit (BRT): Toolkit for Feasibility Studies

This toolkit focuses on the tasks required for feasibility studies of Bus Rapid Transit (BRT) and provides case studies/guidelines relating to key issues involved in the development of High Capacity Bus Rapid Transit (HCBRT) systems within the context of City Development Plans, existing Comprehensive Traffic and Transport Studies and Master Plans. The Feasibility Study comprises introductory chapters on city profile, traffic and transport conditions, followed by chapters detailing the requirements for a HCBRT project.

Module 3: Bus Service Improvement: Policy and Options

These Guidelines are intended for use in medium-sized Indian cities (1-4 million people) where conventional bus services

will play a primary mobility role. The guidelines will be used by authorities with responsibility for improving urban bus and passenger transport services and to determine the general policy direction, course of action and key actions, with a broad understanding of the expected outcomes. They are not intended to provide detailed engineering, or operational recommendations, or design-level advice for which separate toolkits have been developed for Bus System and Operations with assistance from World Bank – DFLD.

Module 4: Parking Measures: Policy and Options

Parking is an important consideration for all cities. Well designed and balanced parking controls can maximize the efficiency of road space, allowing clients to visit businesses, customers to visit retail establishments and local residents to improve their mobility while undertaking economic and social activities. A parking scheme can be introduced to a city to address existing transport problems or be introduced to support and compliment a large cost-intensive public transport scheme, thereby improving the cost effectiveness of that scheme.

Module 5: Non-Motorized Transport (NMT) Measures: Policy and Options

These guidelines focus on the detailed tasks required for the planning of Non-Motorised Transport (NMT) projects within the context of an overall transport strategy. NMT covers not only non-motorised vehicles (NMVs) such as bicycles, tricycles, cycle-rickshaws, but also pedestrians. As the needs of both types of road user can be very different, they are treated separately within these guidelines. European or Australian mixed facilities may not be appropriate for many Indian cities, where the large number and mix of NMVs may overwhelm dedicated pedestrian facilities.

Shri Lohia also informed that a workshop was earlier organized by the Ministry in association with ADB, Institute of Urban Transport (IUT) and Panaji Municipal Corporation (PMC) on 15-17th June, 2008 at Goa to have a stakeholder consultation on the draft toolkit guidelines prepared by ADB consultants before these were finalized and circulated to all concerned

These Toolkits and Guidelines have since been finalized and now were being discussed in the Seminar today to formally introduce these to various stakeholders including State

Government, Municipal Commissions, Urban Local Bodies and Consultants who are present today.

In the next Technical Session on “**Experience on City Experience on CMP Preparation and Potential Use of the Guidelines/Toolkits**”, a presentation was made by Shri R.K. Majumdar, Director, Urban Development, Govt. of Tripura on CMP preparation. Thereafter, another representation was made by Dr. Deepak Mhaisekar, Municipal Commissioner, Nanded on Nanded experience on non-motorized transport in Nanded, which was appreciated by all present.

The next Technical Session on “**City Experience on BRT Development, Bus Service Improvement, Parking Management, NMT Management, and Potential Use of the Guidelines/Toolkit**”, a presentation was made by Shri Manish Trivedi, Ahmedabad Jane Marg Limited (Ahmedabad Municipal Corporation) on BRT project being handled by Ahmedabad Municipal Corporation.



Thereafter, a panel discussion on topics including training needs; knowledge database; updating guidelines/toolkits; requirements for additional guidelines/toolkits; balance on in-house expertise and outsourcing. The panelist included Shri S.K. Lohia, Prof. P.K. Sikdar, Director, ICT, Shri Vinobha S. Singh, Wilbur Smith Associates and Shri Kshirsagar, T.C.P.O. and Dr. C. Kuranami, ADB Consultant. All these panelists gave presentations on the projects related to the subject.

At the end, Shri Lohia, OSD/MRTS thanked all the participants from different organizations and states.

Thereafter, Prof. P.K. Sikdar proposed vote of thanks to all the participants and gave special thanks to ADB Consultant Dr. C. Kuranami for funding this event and taking active interest in the organizing this event at the Hotel. Prof. Sikdar also thanked the Hotel staff for providing logistic support and gave special mention of the staff of IUT who made active contribution while the presentations were being discussed in the meeting by various State Govt. Officers.

Forthcoming Events

World Bank - DFID assisted sustainable Urban Transport Planning – Project Training of Trainers programme

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, is under taking a comprehensive intensive Capacity Building programme, under which 4th training programme for development of Trainers on tool kits and guidelines developed by M/s Wilbur Smith which can be utilized to select the most appropriate transport interventions will be held on the dates indicated against each institutions starting at Engineering Staff College of India, Hyderabad from 22-26 June 2009 and at following Centres of Excellence

- | | | |
|------|-----------------|---|
| I. | IIT Chennai | 6 th -10 th July '2009 |
| II. | IIT Delhi | 20 th -24 th July' 2009 |
| III. | CEPT, Ahmadabad | 3 rd -7 th August' 2009 |

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2nd World Roads Conference “Sustainable Urban Transport Development” 26 to 28 October 2009, Suntec Singapore

Land Transport Academy of Singapore is Organizing 2nd World Road Conference of Urban Development from 26th to 28th October, 2009 at Suntec Singapore.

LTA has signed an MOU with the Institute of Urban Transport, which request the IUT members interested to participate, may obtain further information from the “2nd World Road Conference Secretariat” :

2nd WRC Singapore

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Delhi Metro Rail Corporation (DMRC) celebrated its 15th Foundation Day on 3rd May, 2009 during which the Lt. Governor of Delhi Shri Tejendra Khanna lauded it as a “24-carat gold standard organization”.

Stating that DMRC was a “24-carat gold standard organization” from its very inception as it completed projects ahead of time and within budget, Shri Khanna said DMRC was already providing technical consultancy to other Metros. However, DMRC would do a greater service to the nation if it created a consultancy wing for assessing organizational competence of bodies in other sectors and providing guidance on how they could become 24-carat gold organizations, the Lt. Governor said.



Foundation Day Ceremony

Speaking on the occasion, Dr. M. Ramachandran, Secretary, Ministry of Urban Development said DMRC had become a trend-setter for Metros coming up in other cities and had succeeded in making public transport “fashionable” by providing fast, futuristic, safe, reliable and comfortable travel. He said that at present, 430 km of Metro were being built or were planned in various Indian cities at a total cost of Rs 85,000 crore and the Urban Development Ministry had drafted guidelines for Metro projects.

Dr Sreedharan, Managing Director, DMRC mentioned that DMRC was on track to complete Phase-II by October 2010 and had already submitted a blueprint to the Delhi Government for Metro Phase-III consisting of 120 km. He said that DMRC hoped to get clearances from the Government soon so that Phase-III could be started even before Phase-II is completed. This would help the organization utilize its present resources such as employees and contractors.

The Indraprastha – Yamuna Bank extension of Line 3 of the Delhi Metro opened to the public on 10th May 2009.

Parking: The DMRC has also built a very large parking at Yamuna Bank which can accommodate upto 400 cars over an area spreading over 5,200 sq. mts enabling people from adjoining areas to park their vehicles at Yamuna Bank to take the Metro.

Feeder Bus Service: Two new feeder bus services have become operational from the Yamuna Bank station from 10th May.

This 2.1 kms section is an extension of Line 3 from Indraprastha to Dwarka Sector-9. One km is at surface level while 1.1 kms is elevated. This section was earlier scheduled to be opened along with the Indraprastha – Noida corridor in October 2009, but has now opened 5 months ahead of schedule.

The new section has one station at Yamuna Bank. The Yamuna Depot station is an important interchange station as the Anand Vihar ISBT Corridor and the Noida corridor will diverge from this point. The Noida corridor will be the first section of the Delhi Metro to venture outside Delhi and into NCR. Work on the section is almost 85 % complete. Similarly, the Yamuna Bank – Anand Vihar corridor is scheduled to become operational by December 2009 and work on this corridor is also 80% complete.



The New Yamuna Bridge

The Indraprastha and the Yamuna Bank station are connected by a bridge built on the Yamuna River. The bridge is 698.8 mts in length and is located close to the ITO Bridge. The bridge was completed in a record time of 26 months. This is the second bridge by Delhi Metro on the Yamuna, the first being on Line I connecting Kashmere Gate to Shastrri Park Metro station.

Relief for East Delhi Commuters: The DMRC is opening the Indraprastha-Yamuna Bank section early to provide relief and convenience to Metro commuters/public who are staying in East Delhi. The opening of the Yamuna Bank station will ease the pressure on Line-I(Dilshad Garden-Rithala) as passenger from East Delhi can come directly to Line-III at Yamuna Bank rather than interchange at Kashmere Gate and Rajiv Chowk to reach line-III.

Standard Gauge Trains

Delhi Metro Rail Corporation have so far only broad gauge trains but now standard gauge trains will be introduced on three sections, the Inderlok-Mundka line, the Central Secretariat-Badarpur route and the Airport Express Line which are being constructed on standard gauge according to international norms. The standard gauge train will have a single glass pane in the front – like in cars – unlike the two panes in existing trains. The new coaches will also have closed circuit television (CCTV) cameras inside and outside the coaches. Its other features include plug points for recharging mobiles and laptops, better humidity control and microprocessor controlled disc brakes.



They will also have display boards on side windows of each coach so that passengers can see the terminal stations while standing on platforms. Digital route maps will be provided inside coaches instead of stickers. It will also have four passenger information boards in each coach.

The standard gauge trains are only slightly smaller than broad gauge trains 2.9 m in width as compared with 3.2 m of broad gauge. The length of the standard gauge coach, with the driver's cabin is 22.34 m. A broad gauge Metro train is 22.60 m long.

India's first standard gauge Metro train arrived in India after a three-week sea journey from South Korea.

Metro coaches made in India

Bombardier Transportation India an Institutional member of the Institute of Urban Transport, will roll out from its manufacturing facility in Savli, an industrial town 15km north of Vadodara in Gujarat, for Delhi Metro Rail Corporation's (DMRC) expansion plans of phase II. The first train set, consisting of four 'Movia' coaches, was unveiled at a function.

DMRC is buying 81 trains (424 coaches) from Bombardier for its 125-km expansion in phase II. While nine train sets have been manufactured at Bombardier's plant in Germany and transported to Delhi by aircraft (two trains) and by the sea route, the remaining are being made at the Savli plant.

Just as the DMRC is known for completing projects fast, Bombardier too rolled out its first train set in a record time. It took the company just 24 months, from the date DMRC placed the order, to get approvals from the Gujarat government, purchase land, construct the manufacturing facility, start production and roll out the coaches.

The indigenously made Movia coaches come with some features specific to the Delhi conditions. "These trains have better air-conditioning, low noise pollution levels, closed circuit television cameras and electricity sockets for mobile and laptop charging," Bombardier Transportation India managing director Rajeev Jyoti said.

With vehicular traffic accounting for 84 per cent of total carbon emissions, followed by 15 per cent by air traffic, the Movia coaches were energy efficient and eco-friendly. It holds significance that the first set rolled out on World Environment Day.

Members Achievements

We have been requesting members to advise particulars of their achievements / movements etc; but the response has not been very encouraging. Our members win awards or are honoured for their outstanding contribution in their respective field, which is a matter of pride for the Institute. We would like others members also to know of such achievements, if these are furnished to us. There are occasions when a particular member gets elected / promoted or appointed to a senior position in his organization. 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.

National Conference on Urban Mobility: India 2009

Institute of Urban Transport is organizing a National Conference on Urban Mobility India 2009 from 3rd to 5th December 2009 in the India Habitat Center for which tentative program is as follows:

3rd December 2009

- i. Inaugural session
- ii. Technical session I – Unified Metropolitan Transport Authority

4th December 2009

- i. Technical session II-Strategies for parking
- ii. Technical session III- Transit Oriented Development
- iii. Technical session IV- Intelligent Transport Systems
- iv. Technical session V- Outsourcing urban bus operations

5th December 2009

- i. Technical session VII- Fare Collections Systems and Fare policies
- ii. Technical session VIII-Innovations in Financing
- iii. Technical session IX- Panel discussion on bus specifications for urban transport
- iv. Valedictory session

Call for papers

Professionals in Urban Transport and academic /research institutions actively working in the area of Urban Transport are invited to participate in the conference and share their research findings and ideas on the themes indicated above. Abstracts of the papers may be submitted by 31st July, 2009. The papers submitted will be evaluated by an eminent persons group and the papers selected will either be included in the technical program of the Conference or printed in the Journal to be issued by the Institute.

DELEGATE FEE:

Rs. 5,000/- per delegate.

DISCOUNTS AND CONCESSIONS:

- IUT Members pay discounted fee of Rs. 2,500/ as also students nominated by the Institutions.
- Block registration of more than 5 delegates, an additional delegate would be allowed on a complementary basis.

EARLY BIRD

Early bird discount of 20% for those registering by 30th October, 2009.

For further information please contact:

Shri B.S. Diwan, Executive Secretary,
Tele/Fax: 23063499
Mob: 98-103-61555

Awards for Excellence

Award for excellence in Urban Transport – request for entries

Like in previous year, Awards for Excellence in Urban Transport projects and practices will be given in following fields.

1. Best PPP Initiative in Urban Transport
2. Best Cycle Rickshaw/Cycle Transport project.
3. Best Mass Transit project (BRTS, Metro/LRT etc.)
4. Best Environmental friendly project
5. Best Intelligent Transport System project
6. Best Integrated Multimodal Transport System
7. Best Comprehensive plan for urban transport, integrating land use and transport planning (for Consultant)
8. Best Project Management (Consultant)
9. Best Research work in Urban Transport in India (for Research Institutes).

The Awardees will be selected by a committee of experts constituted under the Chairmanship of Secretary, Urban Development, Govt. of India.

Beside Awards for Excellence on above specific fields, a Trophy of Honour 2009 will also be awarded to Town/ State where maximum work has been done on improvement of Urban Transport and thus enhanced quality of life. Separate entries for this category are also invited from towns/states for which last date is 30th September, 2009.

For further information, please contact:

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WEBSITE

Members are requested to visit our website about the activities of the Institute

www.iutindia.org

We have also launched new website for upcoming Conference & Exhibition to be held in December'2009

www.urbanmobilityindia.org

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 who sends this information

New Institutional Members

Mumbai Railway Vikas Corporation (MRVC)

Mumbai Railway Vikas Corporation (MRVC) was incorporated on July 12, 1999, to implement the Railway work of Mumbai Urban Transport Project. The Corporation will execute the projects so far identified and will also be involved in the planning and development of Mumbai Suburban Rail system which is the Suburban Railway System in Mumbai, is the most complex, densely loaded and intensively utilized system in the world. It has the highest passenger density in the World - 6.3 million commuters travel every day. Two zonal Railways, Western Railway (WR) and Central Railway (CR), operate the Mumbai Suburban Railway System. It is spread over an expanse of 319 route kms. The suburban services are run by Electric Multiple Units (EMUs). 191 rakes (train sets) of 9-car and 12-car composition are utilized to run a total of 2226 train services and it is operated on 1500 Volt DC power supply from overhead catenary.

Objectives of MRVC

- Integrate suburban rail capacity enhancement plans with urban development plan for Mumbai and propose investments.
- Implement the rail infrastructure projects in Mumbai suburban sections.
- Commercially develop Railway land and airspace in Mumbai area to raise funds for suburban railway development.
- Resettlement & Rehabilitation of Project Affected Households.

Objectives of Mumbai Urban Transport Project (MUTP) Phase I

- Bringing down the passengers per 9 coach train to 3000 as against existing 5000.
- Segregate the suburban train operations from main line passenger and freight services.

Infrastructural inputs in MUTP Phase I - Addition of 93 track kms - base figure 790 kms [Excluding loop line and yards] (34 kms in Thane-Turbhe-Vashi section and 53 kms in Virar-Borivali section under MUTP have since been added), Induction of dual voltage 101 new 9-car rakes. 51 on additional account and 50 on conversion account, Resettlement & Rehabilitation of about 15,000 Project Affected Households, Running of 12-car rakes on all lines (excluding Harbour line) by lengthening of all platforms, Achieving 3 minutes headway on all the lines (re-spacing of signaling to be done), DC to AC conversion in all suburban sections except Thane-CSTM section. (to be taken up in Phase II).

Benefits of MUTP Phase I - 550 new trains 25% increase in total trains per day, On fast line, all trains will be of 12 cars. On slow line, 20% of trains will be of 12 cars, Vehicle kms per day will increase by 33 %, Overcrowding during peak hour peak direction will come down from existing, over 5000 commuters to 3600 commuters per 9-car rake.

Contact address:

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WE WELCOME MUMBAI RAILWAY VIKAS CORPORATION AS 50TH INSTITUTIONAL MEMBER

Engineering Projects (India) Limited (EPI)

Engineering Projects (India) Limited (EPI), is a Government of India Enterprise under the administrative control of Ministry of Heavy Industries and Public Enterprises. Since its inception in 1970, EPI has admirably performed its assigned role as the country's leading Prime Contracting Company and has left its imprint not only in India but in the overseas market as well. EPI has successfully executed 32 projects valued over US\$782 million in Iraq, Kuwait, Saudi Arabia, UAE, Yugoslavia, Maldives, Bhutan and Thailand. Further, EPI has executed over 440 multidisciplinary projects in India valuing over Rs.48570 million to the satisfaction of the customers. There is hardly any State in India where EPI's pronounced presence is not visible. EPI has the rare distinction of working for almost all Power Utilities and Steel Plants in India, both in the Public Sector as well as in the Private Sector. EPI's contribution in project execution for other sectors is also quite substantial. Based on its excellent performance, EPI has acquired "Mini Ratna" status in the year 2006.

The vision of EPI is to be a leading turnkey project execution company, committed to quality and timely completion of projects, continuously enhancing stake holder value.

EPI's service spectrum include feasibility studies, detailed project reports, design and engineering, supply of plant and equipment, quality assurance, civil and structural works, erection, trial run and commissioning, training of supervisors and operators, operation and maintenance, and project management consultancy.

EPI's areas of operation include Civil and Structural Engineering Projects, Material Handling Projects, Metallurgical Projects, Industrial Projects, Process Plants, Water Supply and Environmental Engineering Projects, Oil and Petrochemical Projects etc.

EPI has identified the areas of Mass Rapid Transport System (MRTS), Desalination Plants and Hydro Power Plants for its major diversification and has already made beginning in the field of MRTS by executing several works for Chennai and Kolkata Metros. EPI is presently implementing projects worth over Rs.50000 million including a Workshop project valuing Rs 1057 million for Indian Railways.

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WE WELCOME ENGINEERING PROJECTS (INDIA) LIMITED AS 51ST INSTITUTIONAL MEMBER

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