

2072
K-14011/32/2002 UT-I
Government of India
Ministry of Urban Development
(Urban Transport-I)

कॉपी भेजने (मिशन) सुयोग्य माना
अवधि: 11
दिनांक: 24/11/12

Nirman Bhawan, New Delhi
14th November, 2012.

Director (Plg.) MPR/TC,
D.D.A. Vikas Minar N. DELHI-2
Dy.No. 1-224
Dated 22-11-12

To

Additional Commissioner (Plg.) MPPR,
Delhi Development Authority,
O/o the Addl. Commissioner (Plg.) MPPR,
12th Floor, Vikas Minar,
New Delhi.

Sub:- Review of MPD-2021 – action taken report on Minutes of Apex Committee.

Sir,

I am directed to refer to your letter No.F.15(1)/2012-MP/31 dated 27.07.2012 on the above mentioned subject and to state that item no.9 regarding BRTS concerns Urban Transport Division, MoUD.

2. As far as convening a meeting on BRTS is concerned, MoUD alongwith Government of Gujarat, CEPT etc. organized BRTS conference from September 6 to 8, 2012. The objectives of this conference were to share knowledge and exchange experience from peer Asian cities during various phases of BRTS planning, implementation and operations. The conference was also attended by the representatives of Govt. of Delhi. Further, MoUD took a review meeting with BRTS cities on 01.10.2012. Representatives from Transport Department, Govt. of Delhi was also present in this meeting. Minutes of both the meetings/conference are enclosed herewith.

3. This issues with the approval of OSD (Urban Transport) & Ex. Officio & Joint Secretary.

Encl:- As above.

Yours faithfully,


(Pankaj Kumar)

Under Secretary to the Govt. of India
Telefax: 23062264

Keep the copy
and send it to
Dri (PS) UTPER
for further action

AD (PS) - II

22/11/12

K.14011/3/2012-UT-I
Government of India
Ministry of Urban Development

Nirman Bhawan, New Delhi
26th October, 2012

To

1. Principal Secretaries (Urban Development) of 31 States
2. Principal Secretaries (Transport Department)
3. Municipal Commissioners of 61 Mission cities
4. Director (Operation), DMRC, Metro Bhawan, New Delhi

Subject: Minutes of the Meeting held on 01.10.2012 to review the bus funding and BRTS projects under JnNURM and associated reforms – regarding.

I am directed to enclose herewith Minutes of the Meeting held on 01.10.2012 to review the bus funding and BRTS projects under JnNURM and associated reforms under the Chairmanship of Secretary (UD) for information/necessary action. The action taken report may please be furnished in due course of time to enable this Ministry to release the balance Additional Central Assistance (ACA).

Encl:- As above.

Yours faithfully,


(Pankaj Kumar)

Under Secretary to the Govt. of India
Email: pankaj.kumar75@nic.in

Copy to:

1. DG, IUT, Anand Vihar Metro Station, New Delhi.
2. MD, UMTC Urban Mass Transit Company Ltd (UMTC), 5th Floor, IFCI Tower-61, Nehru Place, New Delhi-110019.
3. Prof. H.M. Shivanand Swamy, Associate Director, Centre for Environmental Planning & Technology (CEPT), Kasturbhai Lalbhai Campus, University Road, Navrangpura, Ahmedabad- 380 009
3. M/s.Tata Motors Limited, Bombay House, 24, Homi Mody Street, Mumbai -400001
4. M/s. Ashok Leyland Limited, Regional Office – North, Plot No -76, Institutional Area Sector -32, Gurgaon -122001.
5. M/s. Swaraj Mazda Limited, Corporate office, Post Box no. 920, 204-205, Sector -34A, Chandigarh -160022.
6. M/s. Volvo Buses India Private Limited, Parin Building, Block -A, 5th Floor, # 65/2, Bagmane Tech Park, C.V. Raman Nagar, Bangalore -560093.

Contd...2/-

7. M/s. Eicher Motors Limited, Eicher House, 12- Commercial Complex, Greater Kailash-II, Masjid Moth, New Delhi -110048.
8. M/s. JCBL Limited, Plot No. 75, 1st floor, Industrial Area, Phase -II, Chandigarh - 160002.
9. M/s. Mercedes Benz India Private limited, E-3 MIDC, Chakan Phase -III, Chakan Industrial Area, Kuruli & Nighaye, Tal Khed, Pune -41051
10. M/s. Sotlej Motors Limited, Regd. Office & Workers, 5th KM Stone, Kapurthala Road, Jalandhar -144002
11. M/s. Corona Bus Manufacturers Private Ltd., Gat No.397, Post- Lonikand, Tal-Haveli Distt: Pune -412216

Copy also to:

1. Sr. PPS to Secretary (UD)
2. PS to OSD (UT) & E.O.JS
3. PS to JS (Mission)
4. PS to Director (UT) / PS to Director(MRTS) / PS to DS (MRTS)
5. All USs / DO in UT Wing
6. Concerned files (relevant portions)


(Pankaj Kumar)

Under Secretary to the Govt. of India

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Minutes of the Meeting held on 1.10.2012 at India Habitat Centre, New Delhi under the Chairmanship of Secretary (UD) to review the bus funding and BRTS projects under JnNURM and associated reforms

List of participants is at ANNEXURE - I.

2. Shri S.K. Lohia, OSD (UT) & EOIS welcomed all the participants and recalled that this is the 2nd meeting wherein all the mission cities have been invited to discuss / review the bus funding projects sanctioned under JnNURM. He informed that following 3 subjects / items will be discussed / reviewed today:

- (i) Presentation of Urban Bus Specifications which is being revised.
- (ii) Review the status of procurement of buses sanctioned under JnNURM and implementation of reforms as per the JnNURM bus funding guidelines and
- (iii) Review the status of BRTS projects sanctioned under JnNURM

2.1 Before moving on the above items, he requested Secretary (Urban Development) for his opening remarks.

3. Secretary (UD) welcoming the participants / colleagues from various States stated that planned urbanisation is the call of the day via mobility route. This is the integral and fundamental path of development. We should be very clear that development of State and our country lies in the development of urban transport only. By developing urban transport we will be able to help developing rural areas also. Hence, role of the officials / officers dealing with urban transport sector is very crucial and their dedication is very important. He also stated that Ministry is trying to include the bus funding project in the proposed JnNURM phase-II also. Moreover, Ministry is providing viability gap i.e. 20% of the total project cost. This must be tapped by the States. Thereafter he gave a brief background of the purpose of the meeting. He mentioned that as a part of the 2nd Economic Stimulus Package, 15,260 buses were sanctioned for 61 Mission cities at a total estimated project cost of Rs.4,723.97 crore. Of these more than 13,229 buses have been procured. He also informed that the pace of reforms relating to urban transport is more or less slow in almost all the States barring a few like Karnataka, Tamil Nadu, Andhra Pradesh and Rajasthan. States may even take help of IUT, UMTC or any organization as per their choice to accelerate the implementation of reforms / successful operationalization of buses in their cities. He stated that though MoUD has released 90% of ACA for most of the cities, payments have not been made to the bus manufacturers. This needs to be resolved.

4. Thereafter on focussing BRTS projects, he stated that in order to provide better transport, proposals for bus rapid transit system (BRTS) were approved for 10 cities namely Ahmedabad, Bhopal, Indore, Jaipur, Pune-Pimpri-Chinchwad, Rajkot, Surat, Vijaywada, Vishakhapatnam and Kolkata under the JnNURM, covering a total length of 487.82 km (approx.) at a total estimated cost of Rs.5211.60 crore. Admissible Additional Central Assistance is about Rs.2,373.36 crore. Out of this, Rs.1,742.45 crore has been released so far. He expressed his concern over non-completion of these projects in time. Even people are questioning these projects. He mentioned that delay in implementation and change of opinion after approval of DPRs is cause of concern. He requested all 10 BRTS cities to identify the issues and problems being faced in implementing these projects. Hence, State Government as well as cities have to resolve a lot of issues and this needs to be taken care of immediately. Until we show tremendous impact of these projects, it will be difficult to sanction more BRTS projects in 12th Five Year Plan.

5. Thereafter he stressed on the need of revised urban bus specifications, implementation of National Common Mobility Card-More and National Transport Helpline No. and requested all the State representatives to take initiatives / provide their suggestions and be an active part of the sustainable development in urban transport sector.

6. Thereafter a presentation on "preparation of revised urban bus specification (UBSs)" was made by Shri Laghu Parashar, UMTC and Ms. Manjiri Akalkotkar, CEPT University. They informed that Ministry has set up a Committee under the Chairmanship of OSD(UT)&EOJS to finalize the revised UBSs. A technical core group under the Chairmanship of MD, UMTC has also been set up to facilitate the main Committee to finalize the UBSs. The main objective of the revision of UBSs are as under:

- Improved comfort for passengers and drivers
- Better safety features including improved accessibility for people with disabilities (PWDs)
- Standardisation of features
- Adoption of cutting edge technology integrated with ITS
- Improved fuel efficiency
- Separate specifications for buses for BRT operations
- Emphasis on detailing of specifications
- Introduction of new variants- premium, articulated and bi-articulated buses
- Design type approval
- increasing the bus life for 12 years or 10 lakh km

7. Thereafter OSD (UT) & EOJS requested the participants for their comments / suggestions for inclusion of any item in the UBSs. Following suggestions / comments were received from participants:

- (i) Representative from Haryana Transport Department informed that increasing bus life is contradictory to the law prevalent in Haryana. It was clarified that the law should be amended as the life of these modern buses is much more.
- (ii) MD, BMRC suggested that Govt. of India should (a) evolve the system for procurement of buses as per DGS&D rates or like-wise (b) give incentives to cities which have completed the reforms as per the guidelines in addition to timely release of instalments.
- (iii) MD, KSRTC stated that they are monitoring the fuel efficiency in their buses. Actually this does not depend upon buses only but other factors are also involved.
- (iv) Director, JnNURM, APSRTC stated that within 3-4 years only condition / structure of buses are deteriorating. Hence it may be preferable to adopt the policy of separate body and chassis system.
- (v) MD, GUDC stated that draft MoA in JnNURM phase-II should be more realistic. Even uniform UBSs may not be good enough for all the cities.
- (vi) MD, MTC, Chennai stated that formation of separate SPV is not required in case of Chennai.

8. Secretary (UD) advised that:

- (i) We may write an advisory to all the States to take appropriate action for increasing the life of urban buses
- (ii) Accessibility feature as well as Disability in all forms should be taken care while implementing ITS system in urban bus

- (iii) Mini / midi buses should also be manufactured by bus manufacturing companies.
- (iv) ASTRU should give focus on PPP model for running buses.
- (v) Fuel efficiency model on standard test condition can be developed.
- (vi) Send draft UBSs to Principal Secretaries (Urban Development / Transport Department) for their views.
- (vii) We should form a Sub Group to find out which is the better one whole bus body system or chassis and bus body separate.
- (viii) Profit centre i.e. SPV should be set up in each mission cities.

9. After presentation on Urban Bus Specifications, Bus funding projects sanctioned under JnNURM were reviewed one by one. OSD(UT) & EOJS starting the review, stated that most of the cities have already been sanctioned 90% of the ACA (Govt. of India share) of the revised project cost based on receiving DPR-II from them. Release of remaining 10% of ACA depends upon implementation of reforms relating to urban transport as per the guidelines. For submitting these information, a check-list was also circulated to all the States to furnish complete information. Summary of the Check-list is as under:

- (i) how many buses procured and operational, if still to purchase what is the status, how the buses are being run, whether full payment made to bus suppliers, providing photographs of buses, ARAI certificate, permit No. & Chassis Nos. of buses submission of UC etc.
- (ii) Details of ITS facilities, supporting infrastructure such as Depots, terminals, cleaning & washing facilities etc.
- (iii) Reforms relating to urban transport i.e. setting up of SPV, UMTA, UTF, implementation of Advertisement & Parking Policy, institutional mechanism for periodic revision of fares, TOD Policy setting up of Traffic Information Management Control Centre, implementation of National Transport Helpline No. and National Common Mobility Card etc.
- (iv) Payment may be made to bus suppliers from their budget since release of remaining 10% are concerned with implementation of reforms, this can be taken as reimbursement after fulfilling all the conditions.

10. No State / city representative were present in case of following cities. Hence the issues could not be discussed:

- (i) Assam (Guwahati)
- (ii) Bihar (Patna and Bodhgaya)
- (iii) Goa (Panji)
- (iv) Jharkhand (Dhanbad and Jamshedpur)
- (v) Maharashtra (Nashik and Nanded)
- (vi) Mizoram (Aizawl)
- (vii) Punjab (Amritsar)
- (viii) Sikkim (Gangtok)
- (ix) Tripura (Agartala)
- (x) Uttarakhand (Haridwar, Nainital and Dehradun)

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11. State-wise discussion on the status and issues regarding bus funding project is as follows:

12. Bihar

12.1 Issues: 125 Buses was sanctioned for two cities of Bihar, namely, Patna and Bodhgaya. Buses have not been procured till date, DPR II not received by MoUD and there is no information on reforms relating to urban transport as given in Para 7 above

12.2 Reply: No representatives were present in the meeting. Therefore, discussion was not held.

12.3 However, it was noted that if the buses are not operational by 30th October, 2012, the sanction may be withdrawn.

13 Chhattisgarh

13.1 Issues: 100 buses were sanctioned to Raipur. The issues identified / pending with the State Govt. / City were: DPR II not received, buses have not been procured and there is no information on reforms except SPV, Advertisement Policy & Parking Policy.

13.2 Reply: The representative of the city mentioned that

- Operator has been finalised and delivery of buses will be done by 25th October. 13 routes have been notified out of which 7 routes are under RCPL operated by a private operator with 40 buses. SPV have been formed known as RNTL. Payments to manufactures will be made on delivery of buses.
- Reforms: UMTA and SPV formed, UTF and TOD policy are operational, bye-laws are already there for advertisement policy, while byelaws have been prepared for parking policy and implementation is under process.

13.3 MoUD Decision: OSD(UT) & EOJS said that DPR 2 has to be submitted before release of second instalment. All buses should be operational by 25th October, 2012; if buses are not operational then the sanctioned amount will be annulled. Also, submit status of reforms as per para 9 above alongwith supporting documents except for SPV.

14. Punjab

14.1 Issues: 150 and 200 buses were sanctioned to Amritsar and Ludhiana respectively. The issues identified were buses not procured till date, DPR II not received and there is no information on reforms.

14.2 Reply:

Amritsar: The representative of the Amritsar city was not present in the meeting. However, it was stated that Ludhiana was also doing procurement for the buses for Amritsar city.

Ludhiana: The representative mentioned that out of 200 buses, 10 buses are procured till date and order have been placed for another 40 buses. Procurement process of 150 buses are under progress for which agreement has been finalised.

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14.3 MoUD Decision: OSD (UT) & EOJS said that the order should be placed by November 30th 2012. If the order is not placed & buses are not made operational, then the sanctioned amount may be cancelled. As representative from the Amritsar city is not present, OSD (UT) & EOJS requested Ludhiana Additional Commissioner to inform Amritsar Municipal Corporation to give reply on the status of procurement of buses by the evening of 1st October. In addition, all the required information (for both the cities) as mentioned in para 9 above alongwith supporting documents may be submitted at the earliest for further release of ACA.

15. Jharkhand

15.1 Issues: 250 buses were sanctioned for three cities of Jharkhand namely, Dhanbad, Jamshedpur and Ranchi. The issues identified by MoUD were DPR II not received, no information available on reforms, out of 250 buses only 170 procured till date. Buses ordered but delivery not taken, Payment not made to the manufactures and Buses are not in operation. SPV has not been set up.

15.2 Reply:

Ranchi: The representative of the city mentioned that out of 100 buses, 70 buses are under operation and for rest 30 buses order will be placed by October 2012.

Dhanbad & Jamshedpur: The representatives of both the cities were not present in the meeting. Therefore, discussion was not held.

15.3 MoUD Decision: OSD (UT) requested that by 30th October, 2012 the order have to be placed otherwise the ACA sanctioned may be withdrawn and adjusted in other projects. As representative from the Dhanbad & Jamshedpur cities are not present OSD (UT) requested Ranchi representative to inform Dhanbad & Jamshedpur Municipal Corporation to give reply on the status of procurement of buses by the evening of 1st October. In addition, all the required information (for all the 3 cities) as mentioned in para 9 above alongwith supporting documents may be submitted at the earliest for further release of ACA.

16. West Bengal

16.1 Issues: 1,300 buses was sanctioned for two cities of West Bengal, namely, Kolkata and Asansol. The issues identified by MoUD were as follows:

- Details of UMTA and UTF not provided
- SPV not formed as buses are operated by multiple agencies
- Other details such as ITS facilities such as camera, 4 LED, PIS etc, Strategy for Operation & Maintenance of buses and routes rationalization, Photographs, ARAI certificate, Chassis Number and Permit Number of buses, Institutional Mechanism for periodic revision of fares not provided
- All ordered buses not being taken from manufacturers
- Payment to bus manufacturers and other agencies not made.

16.2 Reply: The representative of the City/State was not present in the meeting. Therefore, discussion was not held.

16.3 However, it was noted that all the required information (for both the cities) as mentioned in para 9 above alongwith supporting documents may be submitted at the earliest for further release of ACA.

17. Haryana

17.1 **Issues:** 150 buses were sanctioned for the city of Faridabad in Haryana. The issues identified by MoUD are as follows:

- Details of SPV, UMTA not provided
- Other details like ITS facilities such as camera, 4 LED, PIS etc, Photographs, ARAI certificate, Chassis Number and Permit Number of buses, State /City Taxes waive off, Institutional Mechanism for periodic revision of fares, Strategy for Operation & Maintenance of buses and routes rationalization not provided
- Subscription to National Common Mobility Card "More"& National Helpline Number is not done.

17.2 **Reply:** The representative (Joint Transport Controller) of the city mentioned that all buses are procured and are under operation. Regarding SPV the city representative said that they have set up a separate depot for city bus operations with separate accounting. UMTA has been formed for Gurgaon and Faridabad by an executive order, DPR phase 2 has been submitted to MoUD and Payment to manufactures is cleared. Passenger information system is available on bus but other ITS facilities such as On-board cameras, integrated control are not provided. UTF is not required since expenditure is met from the State Budget. National Common Mobility Card "More"& National Helpline Number will be implemented by March 2013.

17.3 **MoUD Decision:** OSD (UT) & EOJS requested for details of SPV to be submitted to MoUD and order of all lacking facilities of ITS have to be placed by October 2012 as cost of ITS is included in the sanctioned amount. Bus routes should be re-looked into. Action may be completed at the earliest in respect of UTF, Advertisement Policy, Parking Policy, TOD, TIMCC.

18. Madhya Pradesh

18.1 **Issues:** Under JnNURM, buses were sanctioned for five cities of Madhya Pradesh namely Bhopal, Indore, Jabalpur, Indore and Ujjain. The issues identified by MoUD are as follows:

- **Bhopal:** still 100 Buses not procured, Photographs, ARAI certificate, Chassis Number and Permit Number of buses not submitted. ITS not implemented, Advt. & Parking Policy is not there, TOD and TIMCC not set up. Lastly, subscription to National Common Mobility Card "More"& National Helpline Number is also not done by all cities in M.P.
- **Indore:** Out of 175 buses, only 125 buses are procured.
- **Ujjain & Jabalpur:** DPR II not received, penalty to manufacturers is more than the cost of buses, buses ordered but delivery has not been taken and there is no information on reforms

18.2 **Reply:** The representative of the city & State mentioned that the total sanctioned buses were 639 (revised and due to change in specifications) out of which 399 buses are

procured till date. SPVs have been formed in each city in 2009 and state level unified authority has been formed for all 4 cities.

- Bhopal - It was pointed out that there is problem with the supply of buses from Tata Motors. Despite full payment TML is not providing the buses to city.
- Jabalpur - Placed order for 4 new buses.
- Indore and Ujjain have to place order for 50 buses each respectively.

By October end tender for buses will be floated for Jabalpur and Ujjain. For Indore, procurement of buses is withheld due to technological problems and disputes with Tata Motors. While negotiation is on in respect of Ujjain.

18.3 MoUD Decision: OSD (UT) & EOJS requested the city authority from Jabalpur and Ujjain to take a pragmatic view and place all orders by October end. DPR II have to be submitted by 15th November and action should be initiated at the earliest for implementation of all reforms. He also advised Director (UT-I) to arrange a meeting with municipal commissioners of Bhopal and Indore with Tata Motors Ltd. for solving problems and disputes between the City and the bus manufacturer.

19. Jammu & Kashmir

19.1 Issues: 150 buses were sanctioned for two cities namely Jammu and Srinagar. The issues identified are as follows:

- Information on reforms not provided
- Other details like ITS facilities such as camera, 4 LED, PIS etc, Photographs, ARAI certificate, Chassis Number and Permit Number of buses, State /City Taxes waive off, Institutional Mechanism for periodic revision of fares, Strategy for Operation & Maintenance of buses and routes rationalization not provided
- Subscription to National Common Mobility Card "More" & National Helpline Number is not done.
- Payments to bus manufacturers and other agencies not made
- Buses are operating on intercity routes

19.2 Reply: The representative of the city mentioned that Rs.1.62 crore is pending to manufacturers as buses have some problems. Payments to UMTC have been released completely as per the guidelines. By November end, SPV will be formed and will register as company. UMTA is not applicable. Other reforms are all in process. It was pointed out that plying of buses in the core area restricted due to high court orders.

19.3 MoUD Decision: OSD (UT) & EOJS requested the State representative to make payments immediately to bus supplier and do not wait for Govt. of India release since it is linked to implementation of reforms by the State. As far as setting up of UMTA is concerned, this has to be decided by the State Government and not by JKSRTC. State Govt. has to submit a certificate to Govt. of India stating that JNNURM buses are not being run inter-city other-wise Ministry will withdraw the sanction of funds. Detailed information alongwith supporting documents as per Para 9 of the minutes / check-list circulated earlier. Director (Urban Transport-I) has been requested to take a review meeting with JKSRTC and State Government.

20. Uttar Pradesh

20.1 Issues: Under JnNURM, buses were sanctioned for seven cities namely Agra, Allahabad, Lucknow, Kanpur, Mathura, Meerut and Varanasi. The issues identified by MoUD were that

- All buses have not been procured till date
- Buses appeared to be 1100 mm Floor Height, running with open door
- Quality of LED sign board is not good, Size of JnNURM logo is very small
- all buses not put in operation,
- Photographs, ARAI Certification not provided
- Subscription to **National Common Mobility Card "More"& National Helpline Number** is not done.

20.2 MoUD Decision: The proper representation from the State Government was not present in the meeting. Therefore, discussion was not held on specified cities of Uttar Pradesh. Detailed information alongwith supporting documents (city-wise) as per Para 9 of the minutes / check-list circulated earlier to be provided by State Government and a separate meeting to be held shortly to discuss the issues.

21. Delhi

21.1 Issues: 1728 buses were sanctioned for Delhi and DMRC. The issues identified by MoUD are as follows:

- Information on reforms not provided
- Other details like ITS facilities such as camera, 4 LED, FIS etc, Photographs, ARAI certificate, Chassis Number and Permit Number of buses, State /City Taxes waive off, Institutional Mechanism for periodic revision of fares, Strategy for Operation & Maintenance of buses and routes rationalization not provided
- Subscription to **National Common Mobility Card "More"& National Helpline Number** is not done.

21.2 Reply: The representative of the city said that 11 depots are ready for the buses. For national mobility card, coordination has to be done with DIMTS and helpline number may be established by end of October 2012.

21.3 MoUD Decision: OSD (UT) requested that all pending information should be provided by end of October 2012.

22. Andhra Pradesh

22.1 Issues: Under JnNURM, bus funding was sanctioned for four cities namely Hyderabad, Vijayawada, Visakhapatnam and Tirupati. The issues identified by MoUD are as follows:

- Common issues: Information regarding UTF, Institutional mechanism for periodic revision of fares, TOD policy, TIMCC, Subscription to National Common Mobility Card "More" & National Helpline Number not given, Strategy for Operation & Maintenance of buses and routes rationalization is not done for all cities as mentioned above.
- Hyderabad: City Specific SPV not formed, Only low floor buses are equipped with multiplex wiring and ITS,

22.2 Reply: The representative of the city said SPV for Hyderabad will be completed by end of December 2012. Vijayawada and Vizag SPV are already functional. UTF is being pursued with the Government of A.P. and will be notified in the first week of this month, and ITS tender is floated and will be completed by October 2012. Mobility card is under consideration. State level helpline have been set up. Photographs for remaining buses will be provided as early as possible.

22.3 MoUD Decision: OSD(UT)&EOJS requested that all necessary items must be submitted early for the release of balance payments.

23. Goa

23.1 Issues: 50 buses were sanctioned for city of Panji. The issues identified were: UTF not formed, Subscription to National Common Mobility Card "More" & National Helpline Number not done. Information on ITS facilities, Photographs, ARAI certificate, Chassis Number and Permit Number of buses, State /City Taxes waive off, Institutional Mechanism for periodic revision of fares, Strategy for Operation & Maintenance of buses and routes rationalization etc. have not been provided. Information regarding TOD and TIMCC also not made available.

23.2 Reply: The representative of the city was not present in the meeting. Therefore, discussion was not held. The above mentioned information has to be furnished by the State Government before releasing the balance ACA.

24. Gujarat

24.1 Issues: 730 buses were sanctioned for Ahmedabad city. The issues pointed out by MoUD are as follows:

- Non-procurement of 100% buses that were sanctioned, non-subscription to National Common Mobility Card - "More".
- Information regarding ARAI certificate, Chassis number, Permit number & pictures of buses were not submitted. Information regarding waiver of state / city taxes and strategies for operation & maintenance of buses & route rationalization has also not been submitted to the Ministry.

24.2 Reply: The representative of the city said that the total number of sanctioned buses has increased to 809 from 730 and that the rest of the buses will be procured by mid-October, 2012. He also stated that the State Government would neither waive off nor re-imburse the taxes. For implementation of National Transport Helpline No., they have applied to BSNL and for NCMC they are in touch with UTITSL. Further he mentioned that the UTF has been set up and also the photographs and ARAI certificates have been submitted today.

24.3 MoUD Decision: OSD (UT) & EOJS requested that all the remaining buses should be procured by 30th October, 2012.

25. Himachal Pradesh

25.1 Issues: Funding for 75 buses has been sanctioned for Shimla. The issues identified by MoUD were as follows:

- UTF has not been created, no advertisement & parking policy have been put in place for the city.

- Subscription to National Common Mobility Card – “More” has also not been done. Further information regarding ITS facilities, ARAI certificate, Chassis number, Permit number & photographs of buses, institutional mechanism for periodic revision of fares, waiver of state / city taxes and strategies for operation & maintenance of buses & route rationalization have also not been submitted to the Ministry.

25.2 Reply: The representative of the city said that the funds were not sanctioned for provision of ITS facilities. Regarding UTF, he mentioned that in Himachal Pradesh, passengers are given concessions and State gives that money as grants, therefore, UTF is not required. Further he said that the Advertisement & Parking policy have now been prepared by the Municipal Corporation of Shimla. They will apply for helpline No.

25.3 MoUD Decision: OSD (UT) pointed out that the 90% funds that have been sanctioned for Shimla included the cost of ITS. He set the target of 30th October, 2012 for procuring & implementing ITS facilities in buses. The State representative was also requested to submit the required information as mentioned above at the earliest.

26. Karnataka

26.1 Issues: Under JnNURM, total 1150 buses were sanctioned for two cities of Karnataka namely, Bangalore and Mysore. The common issues identified by MoUD for both the cities were that both cities have not yet done the subscription for National Common Mobility Card – “More” and also they haven’t submitted the strategy adopted by them for operation and maintenance of buses & route rationalization. City specific issues are as follows:

- **Bangalore:** Non submission of ARAI Certificate, Chassis number, and permit number of buses.
- **Mysore:** Non-formulation of parking policy, city specific SPV and non-submission of ARAI certificate.

26.2 Reply:

- **Bangalore:** The representatives from Bangalore said that as far as ITS is concerned, they have LED displays in the buses, however, there is no audio aid yet. There are a total of 39 terminals & depots, of which 12 are almost ready. ARAI certificate, chassis number & permit number of buses haven’t been submitted yet.
- **Mysore:** The representatives from Mysore said that the city specific SPV would be formed by end of October 2012. Parking policy has already been done & subscription to Common Mobility Card would be done by end of October 2012.

26.3 MoUD Decision: OSD (UT)&EOJS requested that for

- **Bangalore:** by 30th October, GPS, GPRS, scheduling, audio aid for routes, etc. should all be in place. Also, submission of ARAI certificate, chassis number, permit number should be taken up on priority basis and only then 100% fund for Bangalore city will be released.
- **Mysore:** City specific SPV & common mobility card should be done by 30th October, 2012.

27. Kerala

27.1 Issues: Under JnNURM, total 350 buses were sanctioned for two cities of Kerala, namely, Kochi & Trivandrum. Common issues for both cities identified by MoUD are as follows:

- Subscription to National Common Mobility Card – “More” has not been done, City specific SPVs, UMTA & UTF have not been created. Also information regarding provision of ITS facilities & waiver off of State/city tax has not been provided. Photographs of buses have also not been submitted by both the cities.
- City specific issues for Kochi included non-submission of ARAI certificate, Chassis number, and permit number of buses. Whereas for Trivandrum, the strategy for operation & maintenance of buses and route rationalization have not been mentioned.

27.2 Reply:

- **Kochi:** The representative of Kochi city said of the total 200 buses sanctioned to Kochi, 50 are AC buses, 120 are non AC buses and 30 mini-buses. Of the 50 AC buses, 44 have been procured; and of the total 120 non-AC buses, 118 have been acquired. As far as the 30 mini-buses are concerned, no purchase orders have been placed yet. Regarding depots, he said that 9 depots are operational in Kochi.
- **Trivandrum:** The representatives of Trivandrum city said that of the total 150 buses, 30 are AC buses and 120 non-AC buses. All have been procured. Regarding creation of SPV & UMTA; they have submitted the proposal for approval and in this regard the State Government will be conducting a meeting this month on 26th October. Lastly regarding advertisement policy, he said that KSRTC already has an advertisement policy, and they are in the process of revising it. Route rationalization has also been done for the city.

27.3 MoUD Decision: OSD (UT) requested that for

- **Kochi:** All buses have to be procured before 30th October 2012.
- **Trivandrum:** Status regarding creation of City SPV for Kerala & Trivandram & UMTA should be conveyed after the meeting of State Govt. on 26th October 2012.
- Complete information regarding NCMC, Helpline No., waive off State taxes and photographs, ARAI certificate, permit No. and chassis No. may be provided urgently for release of balance ACA.

28. Maharashtra

28.1 Issues: Under JnNURM, buses were sanctioned for 10 cities of Maharashtra, namely, Mumbai (BEST), Thane, Kalyan Dombivili, Mira-bhayandar, Navi Mumbai, Nashik, Pune, Pimpri-Chinchwad Municipal Corporation, Nagpur & Nanded. Common issues for all cities identified are: non-subscription of National Common Mobility Card & Helpline number, details of UTF not provided, Information regarding photographs, ARAI certificate, Chassis number, permit number of buses, State/city taxes waiver, and strategy for operation and maintenance of buses & route rationalization also not provided. Further for Mira-bhayandar, Pune and Pimpri Chinchwad, institutional mechanism for periodic revision of

fares have not been submitted. For Nashik, city specific SPV, parking policy has not been provided. DPR -2 has not been approved for Nagpur city.

28.2 Reply:

- a. **BEST, Mumbai:** The representatives from BEST said that of all the sanctioned 1000 buses are under operation. Regarding Photographs of buses, ARAI certificate, permit number & chassis number, he informed that they have been submitted to State Level Nodal Agency. They have also introduced ITS services for BEST buses on 7th August, 2012, it has SMS based PIS facility, GPS, GPRS, Net based PIS facility. These systems are being installed at the rate of 300 buses / month & that till March 2013 whole process will be done. Regarding helpline number, they said that at present they have their own helpline number and that they would subscribe to the common helpline number soon. Regarding common mobility card, they informed that they have their own card in place & would mitigate "More" card in their system. Regarding State/City taxes waiver, they have taken up with the State authority. They requested to release the remaining ACA since they have received only 75% ACA so far.
- b. **Thane:** The representatives from Thane said that a total of 317 buses (including 200 JnNURM buses) are there. At present they have depot capacity of 120 buses only and they have identified and earmarked a piece of land of 15 Acre Area. for another depot, of which 2 Acre will be functional within a month. They said that they would subscribe National Common Mobility Card & Helpline number very soon. He also mentioned that the ARAI certificate was submitted on the day of meeting itself, i.e. 1st October, 2012.
- c. **Kalyan Dombivili :** The representative from Kalyan Dombivili said that out of the total 50 buses sanctioned to them, they have procured 30 buses. They will receive rest 20 buses within 2 months time. The utilization certificate has been submitted to MMRDA. They said that they would subscribe National Common Mobility Card & Helpline number very soon. They have submitted the ARAI certificate on 1st October, 2012 and that they would submit photographs of the buses within 2 week's time.
- d. **Mira bhayandar:** The representatives from Mira bhayandar said that they would submit the pictures, ARAI certificate, permit No. and Chassis No. of all the buses within a week's time. They said that they would subscribe National Common Mobility Card & Helpline number very soon. They also informed that at present they do not have any depot, but they have identified 2 sites which will be operationalize within 2 months. They also requested for some more buses.
- e. **Navi Mumbai:** The representative of Navi Mumbai said that all the total 150 buses (120 are non-AC buses & rest 30 are AC buses) are operation. Utilization certificate has been submitted to MMRDA and it is from there that the certificate will be passed on to MoUD. Regarding ITS, he told that the agency has been finalized and that the LED boards for visual aid have been installed on 30 AC buses. PIS have also been started in the 30 AC buses by both audio & visual aids. They also have a central control room for tracking off these buses through GPS/GPRS technology. Regarding, Common Mobility Card, he said that several meeting have already been held and details are being finalized. There are 4 depots in the city, 13 terminal and 638 bus stops. All buses are cleaned every day. They have submitted the ARAI certificate on 1st October itself & also pictures of some of the buses have been submitted.
- f. **Nashik:** The representatives from the city of Nashik were not present, therefore, the discussion was not held.

- g. **Pune:** The representative of the Pune city said that of the total 500 buses, they have placed order for all but have received 485 buses, rest 15 buses they will be receiving by mid-October. They have 10 under-construction depots which have capacity of 1000 buses. UTF has been earmarked in the Pune Municipal Corporation fund. Regarding common mobility card, they said that they have given a contract to 1 agency for e-ticketing till 2015, pre-termination of that contract is under progress and after that they will move to subscribing common mobility card. They also requested for additional buses.
- h. **Pimpri Chinchwad:** The representatives of Pimpri Chinchwad said that total 150 buses were sanctioned to them, of which 122 have been received and rest 28 will be received by 30th October, 2012. The payment to the manufacturer has already been made. As far as depots are concerned, for maintenance of buses, 8 locations have been identified and land has been ear-marked for construction of depots. At present the maintenance of the buses is done during day time.
- i. **Nagpur :** The representatives of Nagpur said that of the total 300 buses, 240 have been procured and they are all in operation. Rest 60 mini-buses are no longer required. They have submitted the photographs of the buses, ARAI certificate, Permit number and chassis number on 1st October. Regarding depots & maintenance of buses, the representative from Nagpur municipal corporation (NMC) informed that as per their agreement with the operator, NMC had provided land (5 Ac.) to the operator for depots, and operator is now to create required infrastructure, but it has not been done yet.
- j. **Nanded:** The representatives from the city of Nanded were not present, therefore, the discussion was not held.

28.3 MoUD Decision: OSD (UT) & EOJS requested that for

- **BEST, Mumbai:** Information regarding implementation of NCMC, helpline No. TOD policy, UTF, submission of utilization certificate, photographs, ARAI certificate, permit No. and chassis No. of buses may be given to the Ministry at the earliest for releasing the last instalment of ACA.
- **Thane:** Detailed write-up on the new depots and cleaning facility may be submitted along with the pictures. Information regarding implementation of NCMC, helpline No. TOD policy, UTF, TIMCC, submission of utilization certificate, ARAI certificate, permit No. and chassis No. of buses may be given to the Ministry at the earliest for releasing the last instalment of ACA.
- **Kalyan Dombivili :** City should speed up procurement of remaining buses and the process of submitting the utilization certificate. They also have to submit the photographs of the buses within a week's time. Information regarding implementation of NCMC, helpline No. Advertisement Policy, TIMCC may be given to the Ministry at the earliest for releasing the last instalment of ACA.
- **Mira-bhayandar:** Planning and construction of depot should be done in a time bound manner. They have to submit details regarding NCMC, Helpline No., institutional mechanism for periodic revision of fares, waive off State taxes, TIMCC and photographs, ARAI certificate, permit No. and chassis No. of buses for eligible for releasing the remaining ACA.
- **Navi Mumbai:** City should push MMRDA to quickly submit the utilization certificate to MoUD. Helpline number & common mobility card should be finalized till 30th October, 2012. All the remaining pictures of buses should also be submitted by 30th October.

- **Nashik:** Information required from Nashik is – ITS infrastructure, subscription to NCMC and Helpline No., setting up city specific SPV, UTF, Parking Policy, waive off / reimburse the State taxes, photographs and ARAI certificate of buses for release of remaining ACA.
- **Pune & PCMC:** City should purchase the remaining 15 buses by 30th October, 2012. The details of the UTF have to be submitted as soon as possible; also further fund will be released only when the depots become operational. In addition, information on NCMC, helpline No., Advt. Policy, Parking Policy, institutional mechanism for periodic revision of fares, TOD policy, TIMCC, permit and chassis No. of buses is also required for release of balance ACA. Maintenance of buses should be done during non-revenue hours. Utilization certificate needs to be submitted for further release of funds.
- **Nagpur:** OSD(UT)&EOJS expressed his displeasure the way buses are being operationalized in Nagpur. He stated that 2 enquiry team were sent, no. of complaints are being received, bus supplier has not been paid and Ministry is constrained to re-look sanction of buses. He requested Director (UT-I) for separate meeting to sort out the issue. Also he told that the inquiry committee sent to Nagpur had reported that buses in Nagpur were not clean and not maintained properly. Therefore, NMC has to submit the report in answer to the committee's report. Also it was decided that the 60 mini-buses which are no longer required by Nagpur may be given to Pune or other city in Maharashtra on the request of State Government.
- **Nanded:** Information required from Nanded is – Utilisation certificate, ITS infrastructure, subscription to NCMC and Helpline No., supporting infrastructure like depots, terminals etc., UMTA, UTF, waive off / reimburse the State taxes, photographs, ARAI certificate, permit No. and chassis No. of buses for release of remaining ACA.

29. Odisha

- 29.1 Issues:** 125 buses were sanctioned for two cities of Bhubaneswar & Puri. The issues identified were that the details on reforms like UTF, Parking & Advertisement policy, subscription to the National Common Mobility Card – "More" and the Helpline number are required. Further they haven't submitted information regarding ITS facilities, photographs of the buses, ARAI certificate, Chassis number, Permit number of buses, State/city taxes waiver, and institutional mechanism for revision of fares, strategy for operation & maintenance of buses and route rationalization.
- 29.2 Reply:** The representative of the city said that out of total 125 buses, 105 buses have been procured and are on road. Rest 20 buses would be registered shortly. Subscription to common mobility card and helpline number is under process. As for the ITS facilities, audio & LED display have been provided in the buses, but there is no GPS or PIS system as of now. 2 depots (5Ac. & 3Ac.) at Bhubaneswar & 1 depot at Puri are under construction. The advertisement & parking policy have been drafted and circulated to stakeholders. The photographs of buses, ARAI certificate, Permit number, chassis number have been submitted. The State/city taxes are paid by State Government.
- 29.3 MoUD Decision:** OSD (UT)&EOJS requested that by 3rd October, 2012, they have to inform when they could start providing GPS & PIS facilities. 2 months' time has been given to finish advertisement & parking policy. Information on TOD policy and TIMCC may also be provided.

30. Rajasthan

30.1 Issues: 435 buses were sanctioned for two cities namely Jaipur and Ajmer in Rajasthan. Common issues for both cities identified by MoUD were details of Parking & Advertisement Policy not provided. Information on Photographs, ARAI certificate, Chassis Number and Permit Number of buses, State /City Taxes waive off, Institutional Mechanism for periodic revision of fares, Strategy for Operation & Maintenance of buses and routes rationalization etc State /City Taxes waive off have not been provided. Also national mobility card and helpline have not been subscribed.

30.2 Reply: The representative of the city informed that for

- Jaipur out of 400 buses, 300 buses have been received already. 40 AC buses will be received only in October, 2012 itself. There are 2 existing depots, 1 is under construction and for another 1 land has been identified. ARAI Certification submitted by 3rd October 2012. Helpline will be operational by end of October 2012. NCMC to be finalized by March, 2013. ITS facility is under trial run.
- Ajmer all 35 buses are on road.

30.3 MoUD Decision: OSD (UT) & EOJS requested that identification of depot location could be made at the earliest and incorporate them in master plan of city and submit the required documents for release of balance fund. For Ajmer, information regarding Utilisation Certificate, supporting infrastructure i.e. Depots, terminals, Advt. Policy, Parking Policy, TOD Policy, TIMCC, institutional mechanism for periodic revision of fares is required.

31. Tamil Nadu

31.1 Issues: 1600 buses were sanctioned for three cities namely Chennai, Madurai and Coimbatore. The issues identified are: details of UMTA (for Coimbatore and Madurai), UTF, Parking & Advertisement Policy not provided, JnNURM logo on buses not proper, City Specific SPV not formed in Madurai and Coimbatore, Subscription to National Common Mobility Card "More" & National Helpline Number not done. Issued orders for revision of fare but no mechanism proposed yet. Also issues like ITS facilities, photographs and ARAI Certification not provided.

31.2 Reply: The representatives of the State mentioned that tender for ITS Facilities is already floated and procedure will be completed by end of October 2012. No National Helpline No. exists. SPV for Coimbatore and Madurai is being under consideration by Municipal Commission. UMTA and UTF are under consideration by Municipal Corporation.

31.3 MoUD Decision: OSD (UT) & EOJS requested that by 30th October 2012, ITS should be finalized and by 30th November helpline and mobility card have to be established. JnNURM logo should also be on the back of buses. Payment may be made to bus suppliers, if due, and may not be linked to Govt. of India release.

32. UT-Chandigarh

32.1 Issues: 100 buses were sanctioned for Chandigarh. The issues identified by MoUD were details of Parking Policy, Advertisement policy not provided, subscription to National Common Mobility Card "More" & National Helpline Number not done. Information not provided on UTF, TOD, TIMCC, Photographs, ARAI certificate, Chassis Number and Permit Number of buses, utilization certificate, State /City Taxes waive off, Institutional Mechanism

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for periodic revision of fares and Strategy for Operation & Maintenance of buses and routes rationalization etc.

32.2 Reply: The representative of the city said that photographs will be submitted. Other reforms are under consideration.

32.3 MoUD Decision: OSD(UT)&EOJS requested that all relevant documents may be submitted by 30.10.2012. As far as liquidated damage is concerned, this may be done as per the rules and contract agreement with the bus manufacturers / suppliers.

33. UT-Puducherry

33.1 Issues: 50 buses were sanctioned for Puducherry. The issues identified by MoUD were: out of 50 sanctioned buses, only 26 buses procured till date, details of UTF, Parking Policy, Advertisement policy not provided, subscription to National Common Mobility Card "More" & National Helpline Number is not done. Other Information such as State /City Taxes waive off, ITS facilities, institutional mechanism for periodic revision of fares and Strategy for Operation & Maintenance of buses and routes rationalization have not been provided.

33.2 Reply: The representative of the city mentioned that ITS such as ETM, GPS has already been installed in 26 buses. 14 buses will be procured by 30th October, 2012 and remaining 10 buses will be procured by December, 2012. He also requested for 20 additional min / midi buses.

33.3 MoUD Decision: OSD (UT) & EOJS requested the UT representative to submit all the relevant documents / information at the earliest possible to be eligible for the remaining ACA. He stated that proposal of sanctioning additional buses has not been agreed to by the Ministry of Finance.

34. Uttrakhand

34.1 Issues: 145 buses were sanctioned for three cities namely Haridwar, Dehradun and Nainital. The common issues identified by MoUD were: no information on reforms, subscription to National Common Mobility Card "More" & National Helpline Number. Information not provided on Photographs, ARAI certificate, Chassis Number and Permit Number of buses, State/City Taxes waive off, ITS facilities, institutional mechanism for periodic revision of fares and Strategy for Operation & Maintenance of buses and routes rationalization.

34.2 Reply: The representative of the cities was not present in the meeting. Therefore, discussion was not held. However, it was noted that next instalment of ACA depends upon furnishing the above required information.

35. Arunachal Pradesh

35.1 Issues: 25 buses were sanctioned for Itanagar. The issues identified by MoUD were: no information on reforms, out of 25 buses sanctioned, only 23 have been procured till date, Subscription to National Common Mobility Card "More" & National Helpline Number not done. Information not provided on Placement and size of JnNURM logo, ITS facilities, Photographs, ARAI certificate, Chassis Number and Permit Number of buses, State /City Taxes waive off, Institutional Mechanism for periodic revision of fares, Strategy for Operation & Maintenance of buses and routes rationalization

35.2 Reply: The representative of the city informed that photographs, permit No., chassis Nos. and certificates have been submitted today i.e. on 1st October, 2012. However, most of the reforms are under consideration of the State Government.

35.3 MoUD Decision: OSD (UT) & EOJS requested the UT representative to submit all the relevant documents / information at the earliest possible to be eligible for the remaining ACA.

36. Assam

36.1 Issues: 200 buses were sanctioned for Guwahati. The issues identified by MoUD were: no information on reforms, subscription to National Common Mobility Card "More" & National Helpline Number not done. Information not provided on Placement and size of JnNURM logo, ITS facilities, Photographs, ARAI certificate, Chassis Number and Permit Number of buses, State/City Taxes waive off, Institutional Mechanism for periodic revision of fares, Strategy for Operation & Maintenance of buses and routes rationalization.

36.2 Reply: The representative of the cities was not present in the meeting. Therefore, discussion was not held. However, it was noted that next instalment of ACA depends upon furnishing the above required information.

37. Manipur

37.1 Issues: 25 buses were sanctioned for Imphal. The issues identified by MoUD were DPR II not submitted, no information on reforms, out of 25 buses, only 11 buses are operational till date, Subscription to National Common Mobility Card "More" & National Helpline Number not done, Strategy for Operation & Maintenance of buses and routes rationalization. Photographs, ARAI certificate, permit No. and chassis No. of buses not provided.

37.2 Reply: The representative of the city informed that 3 more buses are being procured. By 30th October 2012, UMTA and decision regarding ITS, Mobility card etc. would be taken. As far as SPV is concerned since Imphal is not a bigger city, separate SPV may not be required. However, they are exploring the possibility of running these buses in PPP mode.

37.3 MoUD Decision: OSD (UT) & EOJS requested that final project cost must be submitted as early as possible and not later than 30.10.2012 for release of balance payment. OSD(UT)&EOJS requested all the States which are running buses under PPP mode to provide a detailed write up on PPP mode of running buses since Ministry is compiling the information on PPP initiatives under JNNURM.

38. Meghalaya

38.1 Issues: 120 buses were sanctioned for Shillong. The issues identified by MoUD were that only 50% buses have been procured and operational. Details regarding reforms like UTF, parking & advertisement policy have not been provided. Subscription to National Common Mobility Card "More" & National Helpline Number is not done. Further, information regarding Photographs, ARAI certificate, Chassis Number and Permit Number of buses, State/City Taxes waive off, ITS facilities other than ETM such as camera, LED, PIS etc., Institutional Mechanism for periodic revision of fares, Strategy for Operation & Maintenance of buses and routes rationalization has not been provided.

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38.2 Reply: Principal Secretary, Govt. of Meghalaya mentioned that of the total 120 buses sanctioned for Shillong, 50 buses have been procured and are operational. For the 50 buses contract was given to TATA, which was cancelled due to some issues. Now again the contract has been awarded and 100 buses will be operational by October 15, 2012. While all the buses would be procured and be operational by January, 2013. Their total cost of the buses has increased from 16.4 crore to 17.04 crores. Regarding ITS, GPS is installed in all the buses, and other facilities are still being finalized. They already have a city specific SPV and a helpline number and would soon shift to the new number. The common mobility card would be subscribed within 2 months. The pictures & certificate have been submitted today.

38.3 MoUD Decision: OSD (UT) & EOJS requested that final project cost as well as implementation of reforms relating to urban transport must be submitted as early as possible for release of balance payment.

39. Mizoram

39.1 Issues: 25 buses were sanctioned for Aizawl. The issues identified by MoUD were that out of 25 buses sanctioned, only 17 buses are operational on road. No information has been provided on reforms. Subscription to National Common Mobility Card "More" & National Helpline Number not done. ARAI certificate has not been provided. Strategy for Operation & Maintenance of buses and routes rationalization not submitted.

39.2 Reply: The representatives of the city were not present, therefore, the discussion couldn't be held. However, it was noted that next instalment of ACA depends upon furnishing the above required information.

40. Nagaland

40.1 Issues: 25 buses were sanctioned for Kohima. The issues identified by MoUD are: there is no information on reforms like SPV, UTF, Advt. Policy, Parking Policy, TOD Policy, TIMCC. Subscription to National Common Mobility Card "More" & National Helpline Number not done. Information regarding ITS facilities other than PIS such as camera, 4 LED, PIS etc., strategy for Operation & Maintenance of buses and routes rationalization, payments to bus manufacturers and other agencies, Photographs, ARAI certificate, Chassis Number and Permit Number of buses, State /city taxes waive off has not been provided to the Ministry.

40.2 Reply: The representative of the city said photographs of the buses have been submitted, subscription to common mobility card, helpline number, ITS facilities Parking & Advertisements policies are under consideration.

40.3 MoUD Decision: OSD (UT) & EOJS requested that the details regarding common mobility card, helpline number, ITS facilities and parking & advertisement policy etc. have to be provided by 30th October, 2012.

41. Sikkim

41.1 Issues: 25 buses were sanctioned for Gangtok. The issues identified by MoUD were: no information on Reforms has been provided. subscription to National Common Mobility Card "More" & National Helpline Number have not been done. Also information on ITS facilities other than PIS and Fare collection such as camera, 4 LED, PIS etc., strategy for Operation & Maintenance of buses and routes rationalization, Payments to bus manufacturers, Photographs, ARAI certificate, Chassis Number and Permit Number of buses,

State /City Taxes waive off, institutional mechanism for periodic revision of fares have not been provided.

41.2 Reply: The representative of the cities was not present in the meeting. Therefore, discussion was not held. However, it was noted that next instalment of ACA depends upon furnishing the above required information.

42. Tripura

42.1 Issues: 75 buses were sanctioned for Agartala. The issues identified by MoUD were: subscription to National Common Mobility Card "More" and National Transport Helpline No. have not been done. Photographs, ARAI certificate and Chassis Number of buses have not been provided. Strategy for Operation & Maintenance of buses and routes rationalization has also not been submitted to the Ministry.

42.2 Reply: The representative of the cities was not present in the meeting. Therefore, discussion was not held. However, it was noted that next instalment of ACA depends upon furnishing the above required information.

43. Review of BRTS projects sanctioned under JnNURM

44. Shri S.K. Lohia, OSD (UT) & EOJS mentioned that the review meeting on BRTS projects is being called after almost two years for review of all the BRTS Projects currently under implementation / already implemented and sanctioned under JnNURM. He requested the concerned city representatives to present the physical and financial status of their BRTS project. The detailed checklist of all the cities representing physical and financial status is attached at Annexure-II.

45. Thereafter, Prof. H.M. Shivanand Swamy, Executive Director, CEPT University requested all the concerned cities to confine their details on the following points:

- * what is the approved project cost and the length of the project
- * whether buses operational / orders have been placed
- * whether the project is closed or open system.
- * work completed so far
- * whether dedicated SPV has been set up
- * whether the fare is fixed and how it has been calculated
- * what is the target date for opening of the project

46. Details of the discussions are given below:

47. Jaipur

47.1 OSD(UT) & Ex officio JS enquired about the modification proposed for Package 3 and said that if BRTS is not physically segregated and only bus priority will be proposed then how will it be enforced and what are the TOD facilities along the BRT corridor. Is there any operational plan for integration.

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47.2 The representative of the Jaipur city mentioned that:

- Financial status - 479 cr is the approved cost for all the three packages.
 - For package 1- so far total of Rs.34cr were to be released out of that Rs.27cr has been released and Rs.7 cr has to be released by the Central Government.
 - Package 2 - Rs.36 cr yet to be released and so far Rs.53 cr has been utilized.
 - Package 3 - Total of Rs.65 cr has been spent and Rs.32cr has to be released from Government of India.
- Physical Status- Package 1 is operational, Package 2 and 3 will be completed by March 2014.
- Their BRTS project is based on open system. Fare has been fixed by JCTSL.
- ToD has been initiated. Dedicated metro fund has been created.
- Common stretch for Metro and BRTS projects are about 3 Km However, they are non competing.
- Package II and III should be de-linked.
- In terms of no. of buses, about 400 buses are operating right now. He mentioned that IUT has been requested to prepare the operational plan of BRT. He requested MoUD to release the balance ACA for package 2 & 3 and approval of the revised corridor under package 3 to improve the connectivity to airport, metro, railway station and bus station.

48. Pune - Pimpri-Chinchwad

48.1 Issues identified by OSD(UT) & EOJS and Prof. HM Shivanand Swamy were, physical and financial status of BRT, are these BRTS corridors included in the Master Plan, if yes, whether notified, is any modifications proposed done for bus priority and how it is enforced, TOD facilities development along the BRT corridor. Is there any operational plan for integration?

48.2 The representative of the Pune city said that

- Physical Status: Total length approved is 268.5 km out of which 17 km stretch is completed as pilot project and now phase 2 has been started which will be completed by Dec-2012 and rest of the routes will be completed by December 2013.
- Financial status: Rs1,200 cr. were sanctioned by MoUD out of which Rs1,117 cr. are utilised.
- Fare revision is done by PMPML periodically. Constructions of 22 bus shelter are completed on corridor Vishanhwadi to Karadi. TOD will be given preference after construction of dedicated corridor construction. Route rationalisation is finalised initially and finally decided to take up median side bus station. PMPL SPV will work for both Pune and PCMC.
- For ITS, DPR finalised.
- Control centre has been made at Swargate area.

48.3 The representative of the PCMC city said that

- Physical status: 45 km for 4 corridor approved by MOUD out of which corridor 1 has been completed, 70% of work relating to corridor 2 and 3 has been completed and it is 40% completed in respect of corridor 4.
- Financial Status: Sanctioned cost for corridor 1&2 has been exhausted and for corridor 4 and 3, 67% and 35% respectively is completed.

49. Ahmedabad, Surat and Rajkot

49.1 The representative of the Ahmedabad city said that 80 km stretch corridor will be commissioned by March 2013 and rest of 8.6 km will be commissioned in March 2014. OSD(UT) & EOJS enquired about the narrowest road width which is provided in construction in Ahmedabad BRT. Prof. HM Shivanand Swamy answered that narrowest road width provided is 18 m & 24m. All the three cities have formed SPV and UTF. 9 PPP contracts have been given in Ahmedabad. Automatic Fare Revision is based on formulae and is done every year on 1st April.

49.2 Representative from Rajkot informed that around 10.17 km of BRTS corridor at Rajkot has been commissioned today.

50. Vijayawada

50.1 The representative of the Vijayawada city said that sanctioned BRT corridor is 15.5 km and 68% of work is completed. SPV have been formed. Automatic Fare Revision system has been proposed. Buses are not operational. The major issue is land acquisition from NHAI for dedicated corridor. OSD(UT)&EOJS requested Vijayawada Municipal Corporation that letter to be sent to MoUD regarding the national highway issue. The project is mixed corridor. ITS matter is being taken care of by APSRTC. For this, they have called the tender.

50.2 Prof. Swamy stated that it is not a good sign that it is proposed to be a mixed corridor. He also requested the State representative to see the Ahmedabad MoU for taking further necessary action in this regard.

50.3 OSD(UT)&EOJS requested Prof. Swamy to circulate the Ahmedabad MoU to all the concerned cities and also post it on the web-site.

51. Vishakhapatnam

51.1 The representative of the Vishakhapatnam city said that 43 km has been sanctioned by GoI, out of which construction of 37 km has been completed. The major Issues are that out of total 43 km, 3 km is under defence land, 4 km is with railways and 3 km is with NHAI which are yet to be provided by these organisations. The remaining 9 km work will be completed by March 2013. He also mentioned that SPV has been registered in January 2012 and will formally inaugurated in couple of months. There are 30 bus stations and 9 FoBs. They could not materialize the PPP mode. The city representative also requested MoUD to take up with Ministry of Defence for releasing the required land from them.

51.2 OSD(UT) & EOJS requested the State representative to prepare a booklet of the locations before and after the project implementation to avoid any future legal issues. He also requested him to provide the details / copy of letters which they have written to Defence Ministry to enable MoUD to take up the matter with Ministry of Defence.

52. Bhopal

52.1 The representative of the Bhopal city said that 23.5 Km is approved by GoI. Out of which 75% of physical and 68% of financial work is completed till date. It is expected that

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the construction work will be completed by December, 2012 and by January 2013 buses will be operational on the corridor. He also mentioned that the total cost sanctioned for Bhopal BRT is Rs.237.6 cr by Gol. However, they had submitted a supplementary DPR in year 2011 with a request of additional fund of Rs.121cr. The supplementary DPR was approved by MoUD but the additional fund has not been provided. Regarding bus operations, 150 buses with ITS facility are under operation, which are in PPP mode (by Prasanna Purple Operator). Prof. HM Shivanand Swamy asked about the present status of bus stops constructed, the representative replied that 200 bus stops have been constructed till date in BRTS project and the rest of buses will be procured within 3 months.

53. Indore

53.1 The representative of the Indore city said that construction of Pilot BRT corridor started in June 2007 and the road network has been built and currently bus stops are being constructed and will be completed in next two months and buses are expected to start plying from January 2013. 21 Bus stops have been planned and should be operational by January 2013. About 50 buses would be needed for the BRTS. AICTSL proposes to use high floor, both side door buses for the BRTS corridors. New infrastructure for maintenance of the buses is also being created. Procurement of 50 buses is ongoing and AICTSL reported having problems with the bus manufacturer. A number of critical activities such as installation of bus shelter and driver training and certain ITS elements have to be addressed before the trial runs begin in December, 2012. The percentage of physical work completed is 75% and the total sanctioned amount for the BRTS corridor is Rs 98.5 Crore (for Pilot Project of 11.5 km) out of which 49.25 Crore was sanctioned by MoUD.

54. In his concluding remarks, Shri S.K. Lohia, OSD (UT) & Ex officio JS informed that an India BRTS Forum has been set up and Secretary (UD) will be the ex officio President of this Forum. Remaining details will be worked by CEPT University which will be a nodal Organisation for the India BRTS Forum. A Working Group will be set up under the Chairmanship of OSD(UT) & Ex Officio JS while Prof. Shivanand Swamy will co-chair the Working Group. Any suggestion in this regard, may be forwarded to Prof. Swamy.

55. There being no other item, the meeting ended with a vote of thanks to the Chair and all the participants.

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ANNEXURE I

List of Participant in Review Meeting held on 1st October, 2012

S.No.	Name & Designation, Organization
1.	Dr. Sudhir Krishna, Secretary, MoUD - Chairman
2.	Shri S.K. Lohia, OSD(UT) & E.O.JS, MoUD
3.	Shri Raj Kumar Singh, Director (Urban Transport-I), MoUD
4.	Shri Pankaj Kumar, Under Secretary (Urban Transport-I), MoUD
5.	Shri S.K. Gupta, US(MRTS-I), MoUD, Delhi
6.	Shri Bimal Kajur, US (MRTS-II), MoUD, Delhi
7.	Shri Jeewan Kumar, DO (UT-IV) MoUD, Delhi
8.	Shri Vinod Kumar, PA to US(UT-I), MoUD
	CEPT
9.	Prof. Shivanand Swamy, Executive Director, CEPT, Ahmedabad
10.	Smt. Manjiri Akalkotkar, Asstt. Professor, CEPT, Ahmedabad
	IUT
11.	Shri B.I. Singal, DG, IUT
12.	Shri C.L. Kaul, Executive Secretary, IUT, Delhi
13.	Ms. Sonia Kapoor, Sr. Transport Planner, IUT
14.	Ms. Anindita Ghosh, IUT, Delhi
15.	Ms. Sirisha S.R.S, IUT, Delhi
16.	Ms. Megha Aggarwal, Urban Transport Planner, IUT
17.	Shri Sandip Kumar, IUT
18.	Ms. Vijaya Rohini Kodti, IUT, India
19.	Ms. Sugandha Pal, IUT, India
20.	Ms. Kanika Kalra, IUT, India
	UMTC
21.	Shri Ajai Mathur, Managing Director & CEO, UMTC, Delhi
22.	Shri Laghu Parashar, UMTC, Delhi
23.	Shri Kishor Nathani, VP, UMTC, Delhi
24.	Shri Algappam, UMTC
25.	Shri Hemal Bhatt, UMTC
26.	Shri R.J. Dutta, UMTC
27.	Shri S. Ranokrshi, UMTC, Delhi
	Arunachal Pradesh
28.	Shri Taring Darang, JD, Urban Development, Govt. of Arunachal Pradesh
	Andhra Pradesh
29.	Shri R. Sasidhar, Director, JnNURM, Andhra Pradesh State Road Tpt Corpn.
30.	Shri K.V.N. Ravi, Executive Engineer (Project), GVMC, Vishakhapatnam
	Shri M.A. Khan IAS, Commissioner, Vijaywada
	Chandigarh
31.	Shri S.P. Parmar, General Manager, Department of Transport, Chandigarh
32.	Shri Amarik Singh, General Manager, CTU, Chandigarh
33.	Varinder Kapoor, Acctt.
34.	Shri T.P.S. Phoolke, Director, Chandigarh Transport Undertaking, Chandigarh
	Chhattisgarh
35.	Shri S.K. Sundrani, Raipur Municipal Corporation, Raipur (SUDA)
	Delhi & DMRC

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36.	Shri K.R. Naidu, Dy. Commissioner, Department of Transport, Govt. of NCT Delhi.
37.	Shri Raj Kumar, Statistical Officer, Transport Department, Govt. of NCT Delhi, Delhi
37.	Shri S.P. Sethi, Dy. General Manager, DTC, Delhi
38.	Shri K.C. Gupta, Sr. Manager, DTC, Delhi
39.	Shri R.K. Kasana, CGM, DTC, Delhi
40.	Shri Anoop Kumar Gupta, CGM, Delhi Metro Rail Corporation, Delhi
41.	Shri G.D. Srivastava, DGM/IT, Delhi Metro Rail Corporation Limited, Delhi
42.	Shri Kartik Mandal, Sr. CRA, Delhi Metro Rail Corporation Limited, Delhi
	Gujarat
43.	Shri Guruprasad Mohapatra, Municipal Commissioner, Municipal Corporation Ahmedabad
44.	Shri Mahendra Sukhadia, Dy. Director, JnNURM, Ahmedabad Municipal Corpn
45.	Shri S. J. Haider, Managing Director, GUDC Ltd, UD & UHD, Govt. of Gujarat
46.	Shri M.P. Jaijathani, Surat Municipal Corporation, Surat
47.	Shri Samir Toprani, GUDM, Gujarat
	Haryana
48.	Shri Anil Mehta, Municipal Commissioner, Municipal Corporation Faridabad
49.	Shri Satish Kumar Ruhil, JSTC(T), State Transport, Haryana
	Himachal Pradesh
50.	Shri H.K. Gupta, D.M., Himachal Road Transport Corporation, Shimla, H.P
	Jammu & Kashmir
51.	Shri J.S. Tandon, Managing Director, J&K State Road Transport Corporation
52.	Shri Chandji A., Liaison Officer, J&K State Road Transport Corporation, J&K
	Jharkhand
53.	Shri Ramendra Prasad, Social Dev. Officer, Ranchi Municipal Corporation
	Karnataka
54.	Shri N. Manjunatha Prasad, M.D., Karnataka State Road Transport Corp.
55.	Shri Arjum Parwej, Bangalore Metropolitan Transport Corporation, Bangalore
56.	Shri S. Mallikarjuna, CME, KSRTC
	Kerala
57.	Shri Ajit Kumar, IAS, Principal Secy, Urban Dev. Deptt., Govt. of Kerala
58.	Shri Sreekanth. S, DSC, Govt. of Kerala
59.	Shri P.M. Sharaf Muhammed, Kerala State Road Transport Corporation:
	Madhya Pradesh
60.	Shri Kamal Nagar, Govt. of Madhya Pradesh
61.	Shri Devendra Tiwari, Nagar Nigam Bhopal, Bhopal
62.	Shri Rajnesh S., Nagar Nigam Bhopal, Bhopal
63.	Shri Navendra Singh Parmar, Commissioner, Municipal Corporation Ujjain
	Maharashtra
64.	Shri Anup Yadav IAS, Commissioner, Pune Municipal Corporation, Pune
65.	Shri Sunil M. Burse, PMPML, Pune
66.	Shri Suresh R. Pawar, Dy. Commissioner, KDMT Kalyan
67.	Shri Sudhakar Athalu, KDMT, Kalyan, Thane, Maharashtra
68.	Shri Tekale Devidas, Thane Municipal Corporation, Thane
69.	Shri Pradeep Vairagi, Thane Municipal Corporation, Thane
70.	Shri Dilip S. K., TMT
71.	Shri Dipak Savant, Dy. Transport Manager, Mira-Bhaynder Municipal Corpn.

72.	Shri Shirish Aradwad, Navi Mumbai Mahanagar Transport (NMMT)
73.	Shri G.C. Mangle, Transport Manager, Navi Mumbai Mahanagar Transport
74.	Shri Victor S. Nagarenkar, OSD Transport, BEST, Maharashtra
75.	Shri M.L. Moroneg, Assistant Commissioner & Executive Director, Nagpur Municipal Corporation, Nagpur
76.	Shri Nasir Khan, Traffic Examiner, Nagpur Municipal Corporation, Nagpur
77.	Shri Pravin Ashtikar, Pune Municipal Corporation, Pune
78.	Shri Srikant S. Savane, Pimpri Chinchward Municipal Corporation (PMPML), Pune
	Manipur
79.	Shri B.K. Sharma, Director (Transport), Govt. of Manipur
	Meghalaya
80.	Shri P. Nair, Principal Secretary, Govt. of Meghalaya
81.	Shri T. Lyngun, Jr. Secretary, Govt. of Meghalaya
82.	Shri B.K. Panda, Director, Urban Affairs, Meghalaya
	Nagaland
83.	Shri S. Takateeba A., Jr. Director, Urban Development Deptt, Govt. of Nagaland
84.	Shri Tarachu Fithu, Urban Development Department, Govt. of Nagaland
	Orissa
85.	Shri Siba Prasad Misra, Addl. Secretary, H&UDD, Govt. of Orissa
86.	Shri Jagabandhu Sahu, B.P.T.S.L
	Puducherry
87.	Shri P. Devaraj, MD, Pondicherry Road Transport Corporation, Pondicherry
	Punjab
88.	Shri Devinder Singh, Addl. Commissioner & CEO, LCBSL, Municipal Corporation Ludhiana
89.	Shri Baljeet Singh, Manager, LCBSL, Municipal Corporation Ludhiana
	Rajasthan
90.	Shri K. Renka, Director, Jaipur Development Authority, Jaipur
91.	Shri N.C. Mathur, Director, Jaipur Development Authority, Jaipur
92.	Shri D.C. Jawda, Jaipur Development Authority, Jaipur
93.	Shri Ashok Choudhary, Jaipur Development Authority, Jaipur
94.	Ms. Preeti Mathur, Dy. Commissioner, (BRTS), Jaipur Development Authority, Jaipur
	Tamil Nadu
95.	Shri S. Mani, Managing Director, Tamil Nadu State Road Transport Corporation (Madurai)
96.	Shri V. Babu, Managing Director, Tamil Nadu State Road Transport Corporation (Coimbatore)
97.	Shri P.P. Rajendran, Managing Director, Metropolitan Transport Corporation, Chennai
98.	Shri R. Prem Kumar, CEO, Metropolitan Transport Corporation Limited, Chennai
99.	Shri C. Durai Raj, Dy. Manager, Tamil Nadu State Road Transport Corporation (Madurai) Ltd. Tamil Nadu
100.	Dr. K. Gurasekaran, Asstt. Prof. Anna University, Chennai
101.	Shri V. Lawrence, Dy. Manager, Tamil Nadu State Transport Corporation (Coimbatore), Tamil Nadu
	Uttar Pradesh
102.	Shri Sandip Laha, Managing Director, U.P. State Road Transport Corporation,

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	Lucknow
103.	Shri R.C. Sukhla, ARM(F), U.P State Road Transport Corporation, U.P
104.	Shri Anil Kumar, UP State Road Transport Corporation, U.P
105.	Shri Raj Kumar Sachan, Municipal Commissioner, Municipal Commission, Meerut
106.	Shri Pankaj Bhushan, Ex. Engineer, Municipal Corporation Kanpur
107.	Shri Anil Kumar, Executive Officer, Nagar Palika Mathura, Mathura
108.	Shri Avi Arun, Nagar Palika Mathura, Mathura.
	Others
109.	Shri V.S. Noronha, M/s Tata Motors Limited, Delhi
110.	Shri Vinay Godha, M/s Tata Motors Limited, Delhi
111.	Shri S. Rajat, General Manager, Ashok Leyland, Chennai
112.	Shri R.N. Rao, SD, Ashok Leyland, Chennai
113.	Shri Shridhar S. Kalmadi, M/s Corona Bus
114.	Shri Suresh Chettiar, VP, Valvo Bus
115.	Shri P.S. Sodhi, Managing Director, M/s JCBL.
116.	Shri Rakesh Kaul, SREI, New Delhi
117.	Shri Ashish Dua, Sr. Manager, PDCOR Ltd.
118.	Shri T. Moses Kumar, S.E. VMC
119.	Shri Rajveer Singh, Section Officer (Planning), TPT

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Annexure II

Pimpri-Chinchwad

Elements	BRT Corridor 1 (Pune Mumbai)	BRT Corridor 2 (Anrith to Kawet)	BRT Corridor 3 (Nashikph ata to Walad)	BRT Corridor 4 (Kalewadiph ata to alandi road)
Number of corridors	1	1	1	1
Corridor length (in km)	12	14.5	8.5	10.2
Project Start	September 2009			
Actual end date	March 2014			
Expected date of completion	December 2013			
Financial				
Sanctioned project Cost (in Crore)	120.74	191.4	206.84	219.2
As per MoF ACA Released amount (in crore)	326.47			
Completion cost (in crore)	215.43	275	225	240
Amount utilised till date	215.43	134.43	134.43	62.57
Percentage of amount utilised against approved cost	1	1	0.67	0.35
Physical				
percentage of physical work completed	1	0.7	0.7	0.4
System Type (Open or Closed)	Open System with segregated bus ways			
BRT runway - Median or Curb Side	Median			
-ROW of the road (m)	61	45	45	45
- Length of BRT				
Completed (KM)	12	10.5	1.4	0
Pavement type	BT Road			
Pedestrian crossing facilities - at grade or grade separated	At Grade			
Number of terminals Terminal - planned	2			
Completed	0			
Bus Stations - Type	Staggered, Before Junction			
- Median/Curb	Median			
-Open/closed (No.)	0/90			
-At level boarding	Yes			
Number of stations completed	12			
Station height (mm)	860			
ITS status at bus station- PIS/ CCTV	Yes(DPR under process)			
ITS status in bus- PIS/CCTV/GPRS	Yes(DPR under process)			
Operational Plan prepared (Yes/No)	Yes(PMPML)			
Fleet category (Low floor, semi-low floor)				
Procurement of buses: order placed / Buses received	150/122			
Fare structure - type	On board			
-proposed, status of implementation	Rs.5/- to Rs.33			
Reforms				

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Elements	BRT Corridor 1 (Pune Mumbai)	BRT Corridor 2 (Anridh to Rawet)	BRT Corridor 3 (Nashikph ata to Walad)	BRT Corridor 4 (Kalewadiph ata to alandi road)
UMTA	Under Process			
SPV	PMPML			
UTF	Existing			
Advertisement policy	draft is prepared			
Parking policy	yes			
TOD policy	Yes			
CMC	Yes			
National help line	no			

Bhopal

Elements	BRT Corridor
Number of corridors	
Corridor length (in km)	23.95
Project Start	February 2009
Actual end date	No Information
Expected date of completion	December 2012
Financial	
Sanctioned project Cost (in Crore)	247.12
As per MoF ACA Released amount (in crore)	77.27
Completion cost (in crore)	368.62
Amount utilised till date	250.66
Percentage of amount utilised against approved cost	0.68
Physical	
percentage of physical work completed	0.75
System Type (Open or Closed)	Hybrid
BRT runway - Median or Curb Side	Median
-ROW of the road (m)	-
- Length of BRT Completed (KM)	19.37
Pavement type	BT Road
Pedestrian crossing facilities - at grade or grade separated	At Grade
Number of terminals Terminal - planned	4
-Completed	0
Bus Stations - Type	Staggered, Before Junction
- Median/Curb	curb
-Open/closed (No.)	42/0
-At level boarding	no
Number of stations completed	-
Station height (mm)	400
ITS status at bus station- PIS/ CCTV	42/tendering undering process
ITS status in bus- PIS/CCTV/GPRS	all/tendering in process/ all
Operational Plan prepared (Yes/No)	Yes
Fleet category (Low floor, semi-low floor)	low floor (400mm)
Procurement of buses: order placed / Buses received	150/55(900mm)
Fare structure - type	20/0 (400mm)
-proposed, status of implementation	off board and on Board
Reforms	
UMTA	Existing
SPV	Bhopal City Transport Services limited
UTF	Existing
Advertisement policy	Existing
Parking policy	Existing
TOD policy	Existing
CMC	Under Process
National help line	Under Process

Indore

Elements		BRT Corridor
Number of corridors		1
Corridor length (in km)		11.45
Project Start		No Information
Actual end date		
Expected date of completion		
Financial		
Sanctioned project Cost (in Crore)		98.45
As per MoF ACA Released amount (in crore)		31.99
Completion cost (in crore)		-
Amount utilised till date		107.76
Percentage of amount utilised against approved cost		1.09
Physical		
percentage of physical work completed		0.95
System Type (Open or Closed)		Open
BRT runway - Median or Curb Side		Median
-ROW of the road (m)		Chainage 0.0 M - 4350 M : 31.60 M. ROW Chainage 4350 M - 9150 M : 60.00 M. ROW Chainage 9150 M - 11450 M : 31.6 M. ROW
- Length of BRT Completed (KM)		Work in Progress in full length of 11.45 K.M. Bus lane completed in full 11.45 K.M. length.
Pavement type		Concrete Pavement in 60.00 M. ROW Asphalt Pavement in 31.60 M. ROW
Pedestrian crossing facilities - at grade or grade separated		At Grade
Number of terminals Terminal - planned		2
-Completed		0
Bus Stations - Type		Staggered, Before Junction
- Median/Curb		Median
-Open/closed (No.)		0 / 21
-At level boarding		Yes
Number of stations completed		0
Station height (mm)		900
ITS status at bus station- PIS/ CCTV		42(2 per station)/ 0
ITS status in bus- PIS/CCTV/GPRS		4 per bus (Front, Rear, Side, Inside)/2 per bus/ 1
Operational Plan prepared (Yes/No)		Yes
Fleet category (Low floor, semi-low floor)		standard (900mm)
Procurement of buses: order placed / Buses received		50/0
Fare structure - type		off board
-proposed, status of implementation		0-2 km: Rs.5, 2-7 km: Rs.8 7-10 km: Rs.10 10-13 km: Rs.12 13-16 km: Rs.14 16-19 km: Rs.16
Reforms		

Elements	BRT Corridor
UMTA	State Level Unified Metropolitan Transport Council (UMTC) has been Constituted. Constitution of City level UMTC is under process.
SPV	Yes
UTF	Under process.
Advertisement policy	Yes
Parking policy	Yes
TOD policy	Under process
CMC	Under process
National help line	Under process

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Surat

Elements	BRT Corridor 1 (Udhana Darwaja to Sachin ROB)	BRT Corridor 2 (Resort club to Sarthanjakatnaka)
Number of corridors	1	1
Corridor length (in km)	10.2	19.8
Project Start	March 2008	
Actual end date	December 2012	
Expected date of completion	December 2013	
Financial		
Sanctioned project Cost (in Crore)	469.02	
As per MoF ACA Released amount (in crore)	117	
Completion cost (in crore)	No Information	
Amount utilised till date	153	
Percentage of amount utilised against approved cost	0.33	
Physical		
percentage of physical work completed	0.7	0.3
System Type (Open or Closed)	Closed	
BRT runway - Median or Curb Side	Median	
-ROW of the road (m)	45/60	
- Length of BRT Completed (KM)	10	
Pavement type	CC road	
Pedestrian crossing facilities - at grade or grade separated	At Grade	
Number of terminals Terminal - planned	3	
-Completed	0	
Bus Stations - Type	Median	
- Median/Curb	Median	
-Open/closed (No.)	0/60	
-At level boarding	Yes	
Number of stations completed	0	
Station height (mm)	900	
ITS status at bus station- PIS/ CCTV	Yes(tender in process)	
ITS status in bus- PIS/CCTV/GPRS	Yes(tender in process)	
Operational Plan prepared (Yes/No)	Yes	
Fleet category (Low floor, semi-low floor)	standard (900mm)	
Procurement of buses: order placed / Buses received	under process	
Fare structure - type	Semi automated off board	
-proposed, status of implementation	under process	
Reforms		
UMTA	No	
SPV	Existing	
UTF	Existing	
Advertisement policy	Existing	
Parking policy	Existing	
TOD policy	Existing	
CMC	No	
National help line	under process	

Rajkot

Elements		BRT Corridor
Number of corridors		1
Corridor length (in km)		10.7
Project Start		July 2007
Actual end date		August 2012
Expected date of completion		August 2012
Financial		
Sanctioned project Cost (in Crore)		110
As per MoF ACA Released amount (in crore)		49.5
Completion cost (in crore)		161.23
Amount utilised till date		161.23
Percentage of amount utilised against approved cost		1.4657
Physical		
percentage of physical work completed		1
System Type (Open or Closed)		Closed
BRT runway - Median or Curb Side		Median
-ROW of the road (m)		45
- Length of BRT Completed (KM)		10.7
Pavement type		CC Road
Pedestrian crossing facilities - at grade or grade separated		At Grade
Number of terminals Terminal - planned		2
-Completed		0
Bus Stations - Type		Median
- Median/Curb		Median
-Open/closed (No.)		0/18
-At level boarding		Yes
Number of stations completed		18
Station height (mm)		900
ITS status at bus station- PIS/ CCTV		PIS -3 (per bus station) CCTV- 2
ITS status in bus- PIS/CCTV/GPRS		1 (Per bus)
Operational Plan prepared (Yes/No)		Yes
Fleet category (Low floor, semi-low floor)		standard (900mm)
Procurement of buses: order placed / Buses received		under process
Fare structure - type		Semi automated off board
-proposed, status of implementation		in progress
Reforms		
UMTA		Under Process
SPV		Rajpath
UTF		in process
Advertisement policy		Existing
Parking policy		Existing
TOD policy		Existing
CMC		Existing
National help line		under process

Vishakhapatnam

Vishakhapatnam		
Elements	BRT Corridor 1	BRT Corridor 2
Number of corridors	21	22
Corridor length (in km)		
Project Start	November 2007	
Actual end date	March 2013	
Expected date of completion	November 2010	
Financial		
Sanctioned project Cost (in Crore)	452.93	
As per MoF ACA Released amount (in crore)	203.81	
Completion cost (in crore)	454.3	
Amount utilised till date	301.108	
Percentage of amount utilised against approved cost	0.72	0.75
Physical		
percentage of physical work completed	0.84	0.75
System Type (Open or Closed)	Closed	
BRT runway - Median or Curb Side	Median	
*ROW of the road (m)	30 m mid block, 36m bus station	
- Length of BRT Completed(KM)	32	
Pavement type	BT Road	
Pedestrian crossing facilities - at grade or grade separated	At Grade	
Number of terminals Terminal - planned	3	
-Completed	3	
Bus Stations - Type	Median	
- Median/Curb	50/26	
-Open/closed (No.)	76/0	
-At level boarding	Yes	
Number of stations completed	25	
Station height (mm)	380	
ITS status at bus station- PIS/ CCTV	Yes	
ITS status in bus- PIS/CCTV/GPRS	Yes	
Operational Plan prepared (Yes/No)	Yes	
Fleet category (Low floor, semi-low floor)	Standard (900mm)	
Procurement of buses: order placed / Buses received	50/50	
Fare structure - type	Semi automated off board	
-proposed, status of implementation	Rs. 7/- to Rs.14/-	
Reforms		
UMTA	Existing	
SPV	Vishakhapatnam urban transport company limited	
UTF	in process	
Advertisement policy	Existing	
Parking policy	On street parking	
TOD policy	As per master plan	
CMC	Under process	
National help line	no	

Vijayawada

Elements		BRT Corridor
Number of corridors		1
Corridor length (in km)		15.5
Project Start		39142
Actual end date		41244
Expected date of completion		41699
Sanctioned project Cost (in Crore)	Financial	
As per MoF ACA Released amount (in crore)		151
Completion cost (in crore)		67.95
Amount utilised till date		
Percentage of amount utilised against approved cost		86.08
	Physical	0.57
percentage of physical work completed		0.68
System Type (Open or Closed)		Open system out of 15.5 km, 3.5km is dedicated corridor
BRT runway - Median or Curb Side		Median
-ROW of the road (m)		30
- Length of BRT Completed (KM)		11
Pavement type		BT Road
Pedestrian crossing facilities - at grade or grade separated		At Grade
Number of terminals Terminal - planned		1
-Completed		0
Bus Stations - Type		staggered
- Median/Curb		Median - 8, Curb - 24
-Open/closed (No.)		32/0
-At level boarding		Yes
Number of stations completed		24
Station height (mm)		400
ITS status at bus station- PIS/ CCTV		Yes(tender under finalisation)
ITS status in bus- PIS/CCTV/GPRS		Yes
Operational Plan prepared (Yes/No)		Yes
Fleet category (Low floor, semi-low floor)		Standard (500mm)
Procurement of buses: order placed / Buses received		40/40
Fare structure - type		On Board
-proposed, status of implementation		Rs. 7/- to Rs. 14/-
UMTA	Reforms	
SPV		No (GO issued on oct -2010)
UTF		Vijayawada urban transport company limited
Advertisement policy		in process
Parking policy		draft policy published
TOD policy		On street parking
CMC		As per master plan
National help line		Under process
		No

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Ahmedabad

Elements	BRT Corridor 1(Pirana to Narol)	BRT Corridor 2(RTO to Charrkery)	BRT corridor 3 (RTO to Pirana)
Number of corridors	1	1	1
Corridor length (in km)	46	30.6	12
Project Start	January 2007		
Actual end date	March 2014		
Expected date of completion	October 2011		
Sanctioned project Cost (in Crore)	Financial		
As per MoF ACA Released amount (in crore)	405.72	488.13	87.6
Completion cost (in crore)	127.8	85.42	27.59
Amount utilised till date	494.1	87.8634	91.98
Percentage of amount utilised against approved cost	1.22	0.18	1.05
percentage of physical work completed	Physical		
System Type (Open or Closed)	0.9	0.2	1
BRT runway - Median or Curb Side	Closed		
-ROW of the road (m)	Median		
- Length of BRT Completed (KM)	32.5	6	12.5
Pavement type	BT Road		
Pedestrian crossing facilities - at grade or grade separated	At Grade		
Number of terminals Terminal - planned	4 (integration of phase 1 and 2)		
-Completed	0		
Bus Stations - Type	Median		
- Median/Curb	Median		
-Open/closed (No.)	0/150		
-At level boarding	Yes		
Number of stations completed	80		
Station height (mm)	900		
ITS status at bus station- PIS/ CCTV	150/2		
ITS status in bus- PIS/CCTV/GPRS	345/0/115		
Operational Plan prepared (Yes/No)	Yes		
Fleet category (Low floor, semi-low floor)	standard (900mm)		
Procurement of buses: order placed / Buses received	585/481		
Fare structure - type	Semi automated off board		
-proposed, status of implementation	Rs.3 to Rs.18		
UMTA	Reforms		
SPV	Myes (multimodal affordable transport agency)		
UTF	Ahmedabad JANMARG limited		
Advertisement policy	Existing		
Parking policy	Existing		
TOD policy	Existing		
CMC	Existing		
National help line	Existing		

Jaipur

Elements	Package IB	Package II	Package III
Number of corridors	1	1	1
Corridor length (in km)	7.1	19	18.3
Project Start	20.07.2007	28.12.2007	14.01.2009
Actual end date	31.07.2010	Work in Progress and under Revision	Work in Progress and under Revision
Expected date of completion	31.07.2010	Work in Progress and under Revision	Work in Progress and under Revision
Financial			
Sanctioned project Cost (in Crore)	479.49 cr.		
As per MoF ACA Released amount (in crore)	85	-	-
Completion cost (in crore)	75.19	95.21	509.05
Amount utilised till date	295.10 cr.		
Percentage of amount utilised against approved cost	63% over sanctioned cost (45% over revised cost)		
Physical			
percentage of physical work completed	100% over sanctioned cost and revised proposed cost	35% over sanctioned cost and 56% over revised proposed cost	63% over sanctioned cost and 33% over revised proposed cost
System Type (Open or Closed)	Open		
BRT runway - Median or Curb Side	Median		
-ROW of the road (in)	Varying - 18 m to 60 m		
- Length of BRT Completed (KM)	7.0 km completed, remaining work in progress		
Pavement type	Bituminous (flexible)		
Pedestrian crossing facilities - at grade or grade separated	At Grade		
Number of terminals Terminal - planned	2 terminals		
-Completed	0		
Bus Stations - Type	Median		
- Median/Curb	Curb		
-Open/closed (No.)	21/0		
-At level boarding	No Information		
Number of stations completed	21		
Station height (mm)	400		
ITS status at bus station- PIS/ CCTV	To be procured by UTITSL		
ITS status in bus- PIS/CCTV/GPRS	Procured with 4 LEDs/To be procured by UTITSL		
Operational Plan prepared (Yes/No)	Yes- Proposed		
Fleet category (Low floor, semi-low floor)	650 mm - 260 buses 400 mm - 60 buses 900 mm - 60 mm Mini Buses - 20		
Procurement of buses: order placed / Buses received	400 / 300		
Fare structure - type	On board		

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Elements	Package IB	Package II	Package III
-proposed, status of implementation		Km basis	
Reforms			
UMTA		State Level formed, city level under consideration	
SPV		Formed in February 2008	
UTF		Formed	
Advertisement policy		Not structured yet but requisite concession given to urban transport	
Parking policy		To be finalised	
TOD policy		To be finalised	
CMC		Under implementation	
National help line		Not subscribed	

Pune

Elements	Phase I	Pilot Project	CYG		Alandi road	Nashik Phata - Wakad	trunk route
Number of corridors	2	1	1	2	1	1	1
number of routes identified							
Corridor length (in km)	48.7	17	56	23	13.9	7.08	
Project Start							
Actual end date							
Expected date of completion	March 2012	Completed	March 2012	March 2012	March 2012	March 2013	December 2013
Financial							
Sanctioned project Cost (in Crore)	476.622	103.13	434.222	312.14	370.3	206	219.2
As per MoF ACA Released amount (in crore)	214.45	51.56	217.11	156.07	13.88	41.36	21.92
Completion cost (in crore)							
Amount utilised till date							
Percentage of amount utilised against approved cost	1.02	1.29	0.86	1.31	0.69	0.52	0.19
Physical							
percentage of physical work completed	0.9	1	0.9	0.7	0.73	0.71	0.16
System Type (Open or Closed)	Open System (out of 118 km, 50 km. is dedicated corridor)						
BRT runaway - Median or Curb Side	Median						
-ROW of the road (m)							
- Length of BRT Completed (KM)							
Pavement type							
Pedestrian crossing facilities - at grade or, grade separated	At Grade						
Number of terminals							
Terminal - planned	12						
-Completed	5						
Bus Stations - Type	Staggered, Before Junction						
- Median/Curb							
Open/closed (No.)	open						
-At level boarding	Yes						
Number of stations completed							
Station height (mm)							
ITS status at bus station- PIS/ CCTV	Yes						

Elements	Phase I	Pilot Project	CYG		Alandi road	Nashik Phata - Wakad	trunk rout 7
ITS status in bus-PIS/CCTV/GPRS	Yes						
Operational Plan prepared (Yes/No)	Yes						
Fleet category (Low floor, semi-low floor)	low floor (400mm)						
Procurement of buses: order placed / Buses received							
Fare structure - type	On board						
-proposed, status of implementation	On board						
Reforms							
UMTA	Under Process						
SPV	PMPML						
UTF	Yes						
Advertisement policy	No						
Parking policy	Yes						
TOD policy	Yes						
CMC	No						
National help line	No						