



# Sustainable Urban Transport Project (SUTP)

Moving people and not vehicles

22-23 September, 2015

**GP HARI, Addl. General Manager (Rolling Stock)**

**KOCHI METRO RAIL LTD**

**Nodal Person- Sustainable Urban Transport Project-Kochi**

# Agenda

## Feedback Workshop - SUTP

- Introduction – Date, Batch
- Program learnings
- Utilisation of experience gained
- Proposed any project, policy, immediate action taken (letters shared, made proposals)
- Initiated any project
- Participated in any other workshop
- Any projects/proposal (you wish to propose to Central govt.)



# Introduction

## Feedback Workshop - SUTP

- LEADERS PROGRAMME, 3<sup>RD</sup> Batch, 2014-2015
- Commenced from 16<sup>th</sup> August 2014.



# Program learnings



## Key Learnings

- A Holistic approach is required for addressing 'Transport Solutions' of a city.
- Never jump in to quick solutions, \*without going for a city specific '\*Comprehensive Mobility Plan', followed with dovetailed 'Integrated Public Transportation/NMT Plan' and Master Parking Plan for the city.
- Must plan for a seamless and truly integrated transport solutions, rather than going for a stand-alone 'Metro Rail', 'Mono Rail', LRT, BRT....systems, as these solutions may not address the core issues. Lower Life Cycle cost should have adequate weightage.
- Public Transport solutions are always capital extensive and there are risks even to the meet the O&M cost. Therefore city specific transport solutions needs to be evolved, rather than a prejudice approach in selection of transport systems & solutions.

# Program learnings

## Key Learnings-Continued

- Suitable Business models (including non-fare box revenue) should be part of the transport Solution DPRs and PPP model should be explored wherever possible, to reduce the State/Central's financial burden and also to ensure the transport eco systems are self sustainable at least to the extent of meeting the O&M costs.
- Enactment of city specific UMTA Bill is essential for common command and control of City Transportation systems.
- Must take the IT as a tool to enhance the efficiency of the transportation systems and also to achieve lower life cycle cost and lower O&M cost.
- The transport solution plans prepared by SPVs should be 'Outward Looking' and deliver what the user wants ! , not what the Operator wants !. The system should be able to capture the user experience and responses.

# Utilisation of experience gained

## Progress on Integrated Water Transport Project- Kochi

- The Integrated Water Transport project for Kochi City (Rs.820 Crore) is one of the new PT initiatives of KMRL.
- Assigned M/s. UMTC to prepare the IWT DPR on 12<sup>th</sup> December 2014.
- DPR submitted to State Planning board and accorded In-principle approval. Approval of GoK expected by Mid of September 2015.
- KMRL Board accorded In-principle approval to the project in its 22<sup>nd</sup> meeting held on 18<sup>th</sup> August 2015.
- Identified, KfW, the German Development Bank as bilateral funding agency and signed a MoM on 17<sup>th</sup> August 2015, to fund 80% of the project cost (extent of 85 M Euro) as long term soft loan (5+15 yrs, 1.6% Int) with technical assistance to the extent of 18 months.

# Utilisation of experience gained

## Integrated Water Transport Project-Kochi

- Associated with the Integrated Water Transport project for Kochi, right from evolving the concept plan to developing it to an implementable DPR.
- Seamless integration across Metro/Water/Bus/NMT is planned within DPR and adequate fund has been allocated to make water transport more approachable and attractive, thus attempting to bring back the commuters, back to Water Transport.
- Responses from commuters on private modes have been captured to understand their needs and formulating the strategies.
- Given adequate focus on Lower Cycle Cost, keeping the best in class specifications and state of the art technologies.
- WT project will have a dedicated Business Modelling Dept. to decide strategies for procurement, operations and alternate revenue models, supported with a Business consultant, for evolving a sustainable eco system.
- The Integrated WT project would not only connect places & People, but also facilitate in **connecting opportunities**, by which their travel time could be effectively utilized.

# Utilisation of experience gained

## Salient Features-Integrated Water Transport Project-Kochi

- To Move 1,00,000 people daily, Integrated with other modes of transports.
- Social & Economic inclusions through development of village roads, street lights, first/last mile connectivity (NMT/Feeder Buses)& parking for Rs.312 Crore. Integrated commercial complex at each Jetty.
- 16 routes, 38 Jetties, 78 boats (100 Pax & 50 Pax), Dedicated WT corridor separated with buoys, 10-15 minute headway, Floating pontoons, Automatic Docking.
- GRP Catamaran, 8-12 knots speed, Highly Fuel efficient Diesel-Electric Propulsion (PMSM, VVVF control), Optimized Designs for Lower life cycle cost, Air conditioning through Solar Power Bank, GPRS/GPS based on board ITS & Navigation, 2 way communication with OCC, Passenger Information system, On board AFC system, On board WiFi & Operations Control Centre.



# Any projects/proposal

## **Low Life Cycle Cost Solutions for Enhanced Urban Mobility for Small /Medium Class cities.**

- 'At grade Metro' or 'At grade LRT' or 'Electric Tram' could be an ideal solution for small/medium class cities, where dedicated 6m RoW is available.
- Mini-BRT(MBRT): Diesel/CNG/Electric/Diesel-Electric propulsion buses and a dovetailed Mini-BRT (dedicated left track & on board AFC) system, where one way RoW is 7.5 mts, catering to low phpdt areas of the city & ITMS.
- Elevated Electric Bus Rapid Transit (EEBRT): If no at grade RoW, go for 7.5m elevated corridor, single entry/exit with no concourse stations and provisioning Electric Buses and OHE catenary system / Diesel Electric / Pure Electric propulsion buses.



Thank You

