



FUTURE DIALOGUE
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PUBLIC TRANSPORT SYSTEMS IN INDIA

Public Transport Systems in India

More than 30% of India's population lives in Urban areas. It is projected that India's urban population would grow to about 473 million in 2021

The rapid growth of India's urban population has put enormous strains on all transport systems. Cities must not only meet the mobility needs of the current residents, but also provide for the needs of those yet to join the urban population

Indeed, most Indian cities have no rail transport at all and rely instead on a combination of buses, minivans, auto rickshaws, cycle rickshaws and taxis. Buses cater to more than 90 percent of public transport in almost all Indian cities

The only exceptions are Mumbai, which has India's most extensive suburban rail network, Delhi, where 2 million people use Delhi Metro, and to some extent Kolkata and Chennai

Public Transport Systems in India

The main issue for Public Transport Systems in India is Financing.

Mass Transit Systems are highly capital intensive. This in turn, calls for the right kind of policies as well as fiscal environment to attract the investments

Private operators in the Transportation sector is definitely one of the steps forward...look at what it did to the Airline Industry.....

Since passenger revenues do not cover the full costs of operation and capital investment of public transport, government financial assistance is obviously crucial

Government is promoting PPP in Metro and other Infrastructure Sectors

Cities like Mumbai, Hyderabad and Gurgaon are building Metro systems through PPP models

Public Transport Systems in India

Since transport is a state subject in the Indian constitution, central government did not have a policy, or investment plan, for urban transport infrastructure until few years back.

City governments attempted to solve transport crises as isolated road improvement projects

Investments in road-widening schemes and grade-separated junctions which primarily benefit personal vehicle users (cars, scooters, motorbikes) only

A draft National Urban Transport Policy was introduced in 2004 and adopted in 2006

Different Indian cities are now either implementing, or evaluating, new public transport systems, be it a Metro, high-capacity Buses, Monorails or PRTs

Existing Approach to Planning for Urban Transport Projects

Focus is largely towards big cities, with medium/small ones often undertaking little, or no, formal planning

In all cases, following key aspects receive inadequate attention:

- Objective technology evaluation
- Integrated Multimodal Transport Planning
- Transport –Land Use Integration
- Project preparation from all stakeholders perspective
- Long term planning , i.e. 30 to 40 years perspective

Urban Transport Scene in India

Big Cities focus on Metros: Delhi, Mumbai, Kolkata, Bangalore, Hyderabad, Chennai, Jaipur

BRT system: Delhi, Pune, Ahmadabad, Jaipur, Surat, Indore

Regional Rail: Delhi NCR, Mumbai / Chennai suburban systems

PRT: Amritsar

Monorail: Chennai, Bangalore, Mumbai

Primary mass transit systems, such as metros, need to be supplemented by feeders, interchanges and parking lots to ensure connectivity and convenience of use

In the long run, some sort of regulation is required. Traffic solutions can't always be supply side because supplies become constrained very quickly. Some disincentives must be put in place as a supplement to the supplies

IL&FS experience in building & financing Infrastructure

- Pioneers in developing large infrastructure projects in different sectors like Power, Water, Ports and Transport
- One of the largest Private Sector BOT Road operator in the country
- Building Country's first fully privately financed metro system in Gurgaon

Rapid MetroRail Gurgaon Limited (RMGL)

METRO LINK FROM SIKANDERPUR TO NH-8 IN GURGAON



Project Details

5 km system connecting Sikanderpur Station of Delhi Metro to NH-8 in Gurgaon

Project sponsored by: Government of Haryana

Number of Stations: 6

3- car trains at 4 minutes headway on completely elevated system

Seamless Connectivity to Delhi Metro

Initial capacity to serve more than 200,000 passengers daily

Future extensions to cover more areas in the City being planned

Need for Gurgaon Metro Link



Need for Gurgaon Metro Link



Rising Public expectations...

Gurgaon's own Metro

HARYANA GOVT awards Rs 900-crore contract to build 6.1-km-long Metro rail link within city

THE NEW METRO LINK TO COME UP IN GURGAON

The Haryana government has awarded a Rs 900-crore contract to build a 6.1-km-long Metro rail link within Gurgaon. The project is being implemented by the Delhi Metro Rail Corporation (DMRC) in partnership with the Haryana government.

The new Metro link will connect the Gateway Tower and Belvedere Tower in Gurgaon. It will be a 6.1-km-long line with three stations. The project is being implemented by the Delhi Metro Rail Corporation (DMRC) in partnership with the Haryana government.

India's first pvt metro to roll

Gurgaon to roll weeks before Delhi Metro reaches

Route length: 6.1km No of stations: 6
Sikanderpur, Belvedere Tower, DLF-III, Gateway Tower & Mall of India



- Eco-friendly features**
- Less air & sound pollution, landscaping and plantation, silent generators, dust catchers, rainwater harvesting
- Safety & security**
- CCTVs, special screen doors on platforms, walkways along the tracks for emergency evacuation
- Length of platform: 75m
- Initial frequency: 3min (spurs)
- Minimum frequency: 90sec
- Maximum speed: 80kmph
- Average speed: 30kmph
- Gauge: Standard gauge

Polls over, Gurgaon's pvt metro line back on track; deal soon

GURGAON'S OWN

The train would be fitted with Automatic Train Operation system that does not necessarily require a human to run it. Trains will run with three coaches, each coach will have a capacity of 300 passengers. Tickets would cost Rs 10 on any station on this track. The 6.1-km-long line will have six stations. The Metro link will draw power from the third rail system running between the two tracks. Each station will be 75 metre long.

The Metro will act as a feeder system for Delhi Metro Rail Corporation's (DMRC) main Sanjay Rai, IERS managing director and chief executive officer said the delay in signing the concession agreement would not affect the project significantly. It will still be completed within 30 months of signing the project. "We have identified the quantum of land and initiated land acquisition process," Hal said. "So far, as signing of the agreement with Haryana is completed, we would be doing it by the end of November," he said.

THE NEW METRO LINK TO COME UP IN GURGAON



Gurgaon rail hits poll hurdle

RED SIGNAL Haryana gov't, consortium not able to sign pact due to model code

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Main reason for Transport Projects failure to attract private capital

Diffusion of benefits ...
difficult to capture value

Expensive construction cost ... often more than initial estimates

Inadequate fare revenues ... ridership less than forecast

No clear regulatory environment ...
lack of transparency

Challenges in PPP

Political risks ...
nationalization,
confiscation, termination

Long payback periods ...
innovative financing
strategy required

Quality of service undefined ... leads to issues later

Limited experience ...
risk of unknown

Key reasons for PPP

Efficiency
Accountability
Value for money

The Story is same across all sectors

Post global economic crisis, the outlook for private financing has changed

Government role should be primarily planning and co-ordination, rather than executing infrastructure projects

Strong committed Government support is key for PPP success

Risk allocation between the Government and Private sector should be done realistically. If all risks are transferred to private sector then project cost will go up and basic objectives of PPP project will not be met

Urban Transport Projects will always have a large funding gap and only Government can fill it. The scale will depend on how the concession is structured, Government policies and risk allocations

