

Mumbai Railway Vikas Corporation

Presentation on

Need of Urban & Regional Rail Based Transport



Background

- India's urban population is rapidly rising.
- Number of million+ cities will increase from 45 in 2011 to 61 in 2026.
- 11 cities will have population of 4 million +.

Issues and Challenges



- Urban mobility is a big challenge need to prioritize on issues wherein solutions are sustainable
- Multiplicity of organizations and lack of coordination among various organizations
- Lack of proper enforcement
- Huge gap between demand and supply
- Need for prioritization of projects
- No Integration of Fare among public transport modes

There is need for long term vision among planners, policy makers and transport experts about what cities in India need and what will make them better places to live in as far as mobility and access are concerned.

✓ So far the approach has been piecemeal

MUMBAI SUBURBAN RAIL NETWORK









Limitation of Carrying Capacity

Mumbai Transport – Av. Trip length (Km🎻





- Major Public Transport continues to be suburban rail transport – 52% (also called life line of Mumbai) followed by Road – 26%
- More and more private vehicles being added in recent past
- No proper road connectivity to sub-urbans areas such as Virar and Kalyan or east west connectivity

Need for Coordination and Commitment 🀼

- In the last four decades several studies have recommended for short, medium and long term measures to improve the traffic and transportation system in MMR
 - Only very few schemes/ projects implemented
 - No mechanism for prioritization of projects
 - Lack of sustained flow of funds
 - Limited implementation for capacityaugmentation, Land Acquisition and Resettlement & Rehabilitation, utility relocation, etc.

How to face the challenges....



Need for Planning Commission, Ministry of Urban Development & Ministry of Railways to be the transition – Link between the past and the future.

- Master Planning & Monitoring
- Institutional & Legal Framework
- Dedicated Transport Infrastructure Fund
- Resource Mobilization
- Sustainability

Wherein implementation and accountability is the key.

Indian Railways- Core competencies

- 4 Main line operation- long distance passengers and freight across the country
 - Suburban Rail operation Mumbai, Kolkata, Chennai, Delhi, Hyderabad etc
 - Metro operation Kolkata
- Railways have core competencies in planning, construction and operation, gathered over more than 150 years of existence.
- Even success story of DMRC is derived from Railways.
- Therefore, Railways can not be kept away from the responsibility of rail based urban mass transport system.

Proposed Institutional Arrangemen

- Need for setting up separate institution for Suburban and regional rail based mass transport in participation with state government.
- Recent successful model
 - Mumbai Rail Vikas Corporation (MRVC)-
 - Participation of MoR & Maharashtra Govt
 - MMTS Hyderabad
 - Participation of SC Rly with AP Govt.



- Successful completion of MUTP –I costing Rs. 4500 crs. with equal sharing of expenditure between Central & State Government including World Bank loan of Rs. 1600 Crs.
- Progressing MUTP-II costing Rs. 7000 Crs works underway with equal sharing of expenditure between Central & State Government.
- Fast elevated corridor between CST-Panvel (57 Kms) having project cost of Rs. 13,500 Crs on PPP, is also being planned in partnership with State Government.
- Future corridors have also been identified in MMR region.

Achievement - MUTP I

Procurem ent of EMU rakes

- All 101 rakes (909 coaches) received.
- Additional services provided 459
- Services augmented from 9-car rakes to 12-car –1078
- All trains on mainline of CR 12 Car
- Additional carrying capacity generated 34%
- Increase in vehicle KMs 36%
- Introduction of 15 car services on WR

Laying of additional corridors -93 TKM

- Additional corridors between Borivali-Virar on WR and Kurla-Thane on CR
- Provided additional path for increasing no. of trains
- Segregation of main line operation from suburban operation.
- Extension of EMU services from Virar-Dahanu Road



Willingness to Pay Survey -





Responsibilities of Proposed Institution



- Proposed mechanism for Suburban and regional rail based mass transport in participation with state government to be responsible for –
 - Integrated planning for all rail based urban transport system i.e. Metro, Mono, LRT, suburban etc.
 - Commercial utilization of land and Airspace
 - Planning for Transit Oriented Development (TOD) for the city
 - Taking care of various government clearances required

Advantages



- Promoting rail based system for urban and regional transport due to its inherent advantages –
 - Better reliability & safety
 - Energy efficient & environment friendly
 - Faster connectivity
- Integrated approach will reduce the cost of infrastructure and duplication of assets
- Better participation by private players in development of infrastructure.
- Competition is the best cleanser. Create conditions to be globally competitive, choose the best practices at the right cost and quality.
- Requirement of an enabling environment have a dynamic mechanism of conflict resolution and facilitation.

Need for finding solution in Urban India

- Mass Urban Transport system of 50000-100000 PHPDT
- > Need for finding solutions in Urban India
- > Need of the hour
 - Reliable, Safe and efficient Mass Transit System
 - Integration with existing modes
 - Energy efficiency and sustainable technology
 - User friendly stations and ticketing systems
 - Connecting feeder bus routes



In the contemporary World, success belongs to teams.

- Great challenges in Urban mobility require the "power of collaboration".
- We have to build bridges and create platforms there is light at the end of the tunnel.

Thank You

Mode Split: Major Cities across the World



Million Plus Cities in India (Census 2001)

SI. No.	Name of City	Population	SI. No.	Name of City	Populatio n
1	Greater Mumbai		15	Bhopal	1,433,875
2	Delhi	9.817.439	16	Ludhiana	1,395,053
3	Kolkata	4.580.544	17	Patna	1,376,950
4	Bangalore	4.292.223	18	Vadodara	1,306,035
5	Chennai	4.216.268	19	Thane	1,261,517
6	Ahmedabad	3.515.361	20	Agra	1,259,979
7	Hyderabad	3.449.878	21	Kalyan-Dombivli	vli 1,193,266
8	Pune	2.540.069	22	Varanasi	1,100,748
9	Kanpur	2.532.138	23	Nashik	1,076,967
10	Surat	2.433.787	24	Meerut	1,074,229
11	Jaipur	2.324.319	25	Faridabad	1,054,981
12		2 207 340	26	Haora	1,008,704
13	Nagpur	2,051,320	27	Pimprichinchwad	1,006,417
14	Indore	1,597,441	L		1

Million Plus Cities in India (Census 2011)

	SI. No.	Name of City	Population	SI. No.	Name of City	Populatio n	SI. No.	Name of City	Populatio n
	1	Mumbai	1,24,78,447	16	Bhopal	17,95,648	31	Aurangabad	11,71,330
	2	Delhi	1,10,07,835	17	Vishakhapatn am	17,30,320	32	Dhanbad	11,61,561
	3	Bangalore	84,25,970		Pimpri-	47.00.050	33	Amritsar	11,32,761
	4	Hyderabad	68,09,970	18	Chinchwad	17,29,359	34	Navi Mumbai	11,19,477
	5	Ahmedabad	55,70,585	19	Patna	16,83,200	35	Allahabad	11,17,094
	6	Chennai	46,81,087	20	Vadodara	16,66,703	36	Ranchi	10,73,440
	7	Kolkata	44,86,679	21	Ghaziabad	16,36,068	37	Howrah	10.72.161
	8	Surat	44,62,002	22	Ludhiana	16,13,878	38	Coimbatore	10.61.447
	9	Pune	31,15,431	23	Agra	15,74,542	39	Jabalpur	10.54.336
	10	Jaipur	30.73.350	24	Nashik	14,86,973	40	Gwalior	10.53.505
	11	Lucknow	28.15.601	25	Faridabad	14,04,653	11	Vijavawada	10 48 240
	12	Kannur	27 67 031	26	Meerut	13,09,023	41	lodbour	10 33 018
	12	Nagour	24 05 421	27	Rajkot	12,86,995	42	Madurai	10,55,910
	14	Indore	19,60,631	28	Kalyan- Dombivli	12,46,381	43	Raipur	10,10,087
	15	Thane	18,18,872	29	Vasai-Virar	12,21,233	45	Kota	10,01,365
				30	Varanasi	12,01,815	L	1	<u>I</u>

Economic primacy

- Mumbai, Hyderabad, Bangalore & Chennai contribute 8.32% to India's GDP
- Significant share of state GDPs (from 36% to 13%)



Source: Calculated from District Domestic Product using share of MR workforce to state's from census 2001





Mumbai Commercial Capital of India BEST **British Rule** BMC Realized **Importance to Provide Transport System**

BBCI (Cl

In 1964, trams discontinued without alternative means of transport

Urban Rail Transport in Mumbai introduced when population was only one million

Overloading/Overcrowding





UMMTA



- UMMTA setup through an executive order in Feb., 2008
- Jurisdiction covers the entire Mumbai Metropolitan Region
- MMRDA Administrative and Technical Assistance
- GR envisages that, UMMTA subsequently be provided statutory backing through appropriate legislation

Objectives:

- UMMTA will act as a regional coordinating Authority in the area of Transport;
- Take decisions on matter that would impinge on transport in the region and oversee that no steps are initiated by any agencies /local bodies that detract from the overall efficiency of the prescribed regional transport plan; and
- As the empowered coordination Authority overall policy in regards to Transport, Modal priorities, Infrastructure priorities, financial allocation and operational coordination

Unfortunately UMMTA to be spineless body?

