

Multi Model Integration of Bus Services With Sub-urban Trains of Mira-Bhayandar



Project by

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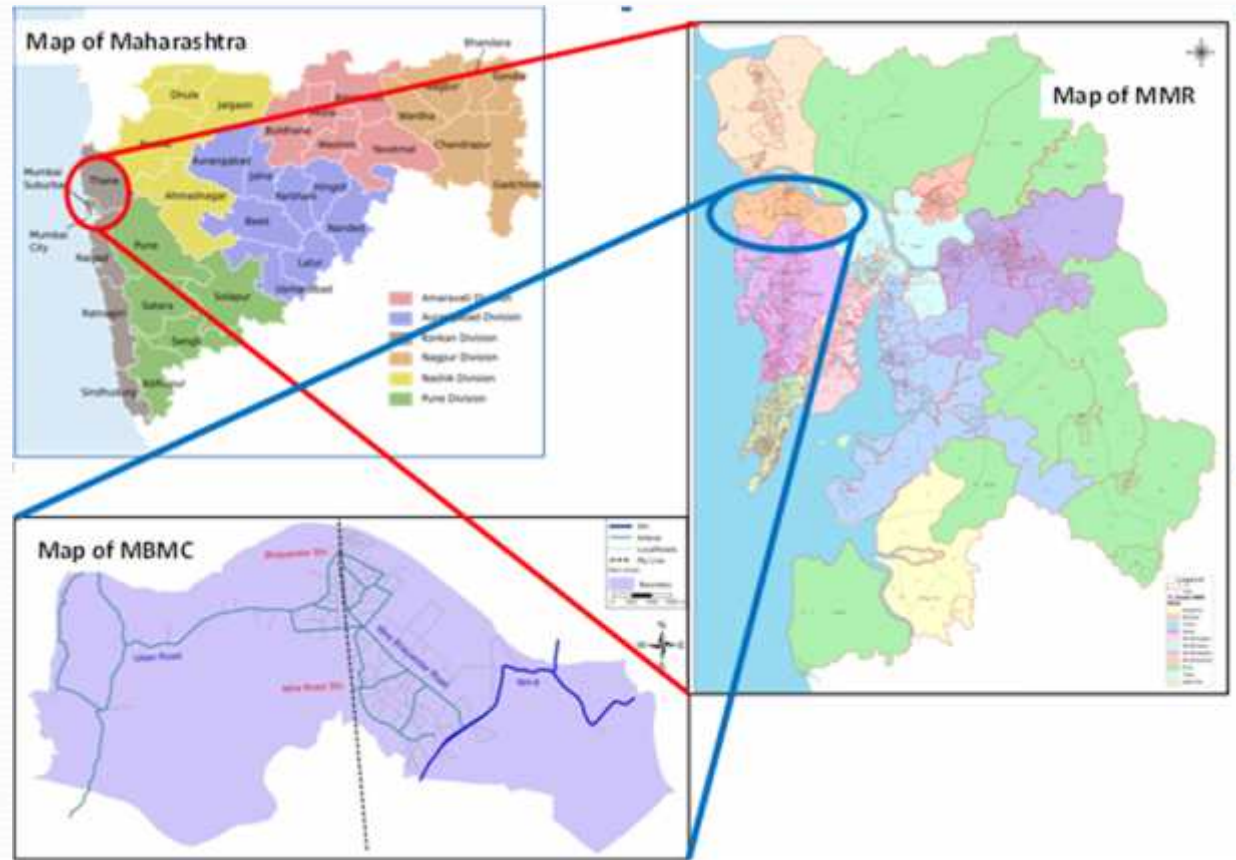




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- Background
- Project Scope
- Project Limitations
- Methodology – How you will do the project
- Existing Condition and Issues
- Proposed Solutions
- Way Forward

Location of Mira-Bhayandar Municipal Corporation



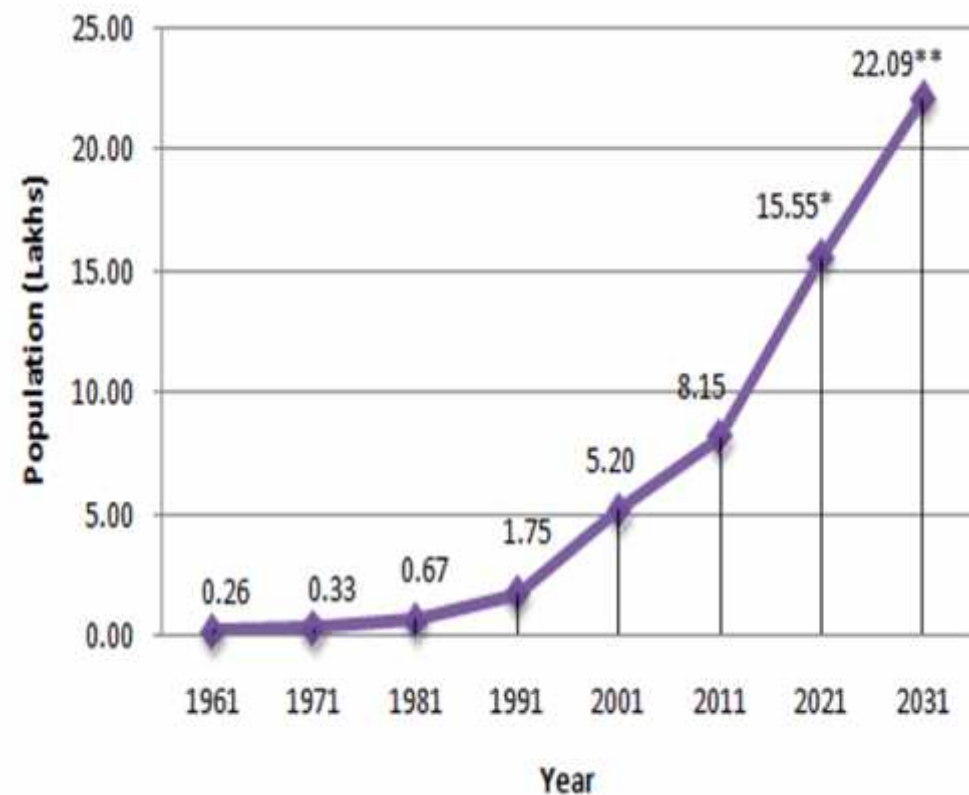
- Area: 79 Sq km
- Density : 10200 Persons / Sqkm
- Population: 10 Lakh

City Profile

- **Location** : Near and at northern threshold of Greater Mumbai (MS)
- **Area** : 79 Sq Kms.
- **Population** : 8,14,615 (2011)
- **Decadal growth** : 57 %
- **Density** :
- **No of Motorized vehicles** : 1,24,891
 - (a) Cars/ Jeeps 26,227 (21%)
 - (b) Two Wheelers 72,436 (58%)
 - (c) Auto Rickshaws/Taxis 6,244 (5%)
 - (d) Other Commercial Vehicles: 19,982(16%)
 - (e) No. of PTAS (and vehicles) 6 (220)

Population Growth Pattern

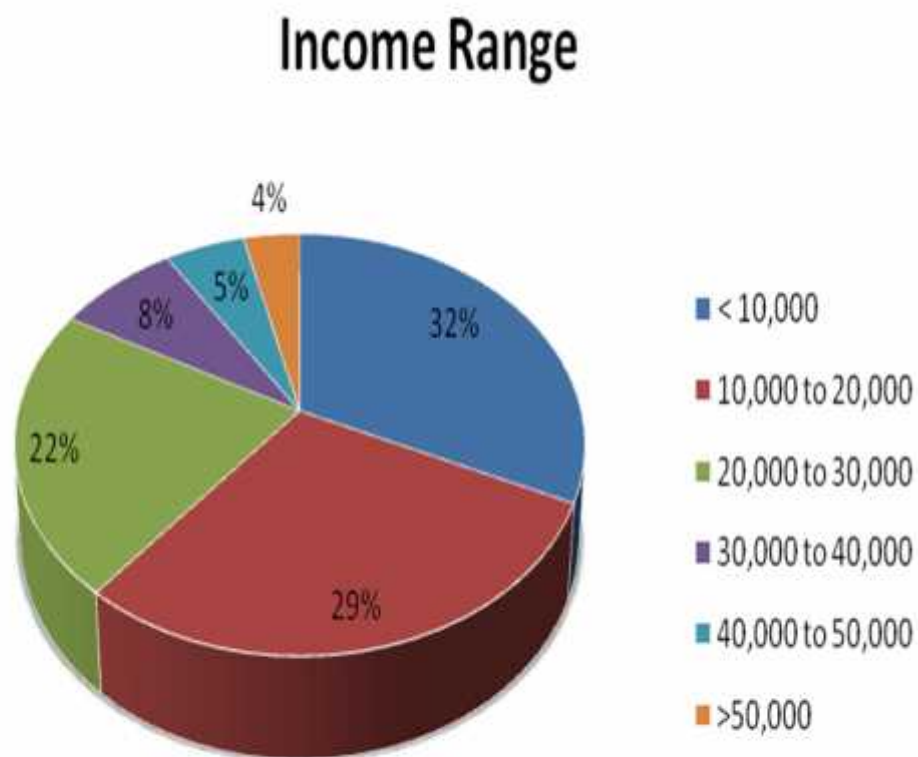
Year	Population	Growth Rate
1961	25,560	-
1971	33,022	29.19%
1981	67,192	103.48%
1991	1,75,400	161.04%
2001	5,20,301	196.69%
2011	8,14,655	56.57%
2021	15,55,331	90.90%
2031	22,09,008	42.00%



Registered Vehicles

S.No	Vehicle Category	Total No. of Vehicles	Percentage of Total Vehicles
1	Motor Cycle	65851	52.73%
2	Scooter	6553	5.25%
3	Moped	374	0.30%
4	Car	27128	21.72%
5	Jeep	676	0.54%
6	Taxi tourist cab	2076	1.66%
7	Auto Rickshaw	6320	5.06%
8	Container Carriage	430	0.34%
9	Ambulance	26	0.02%
10	Trucks & Lorries	2262	1.81%
11	Tankers	2326	1.86%
12	Delivar Van(4 wheeler)	4350	3.48%
13	Delivar Van(3 wheeler)	6270	5.02%
14	Tractor Trailers	249	0.20%
Total		124891	100.00%

Distribution According to Household Income

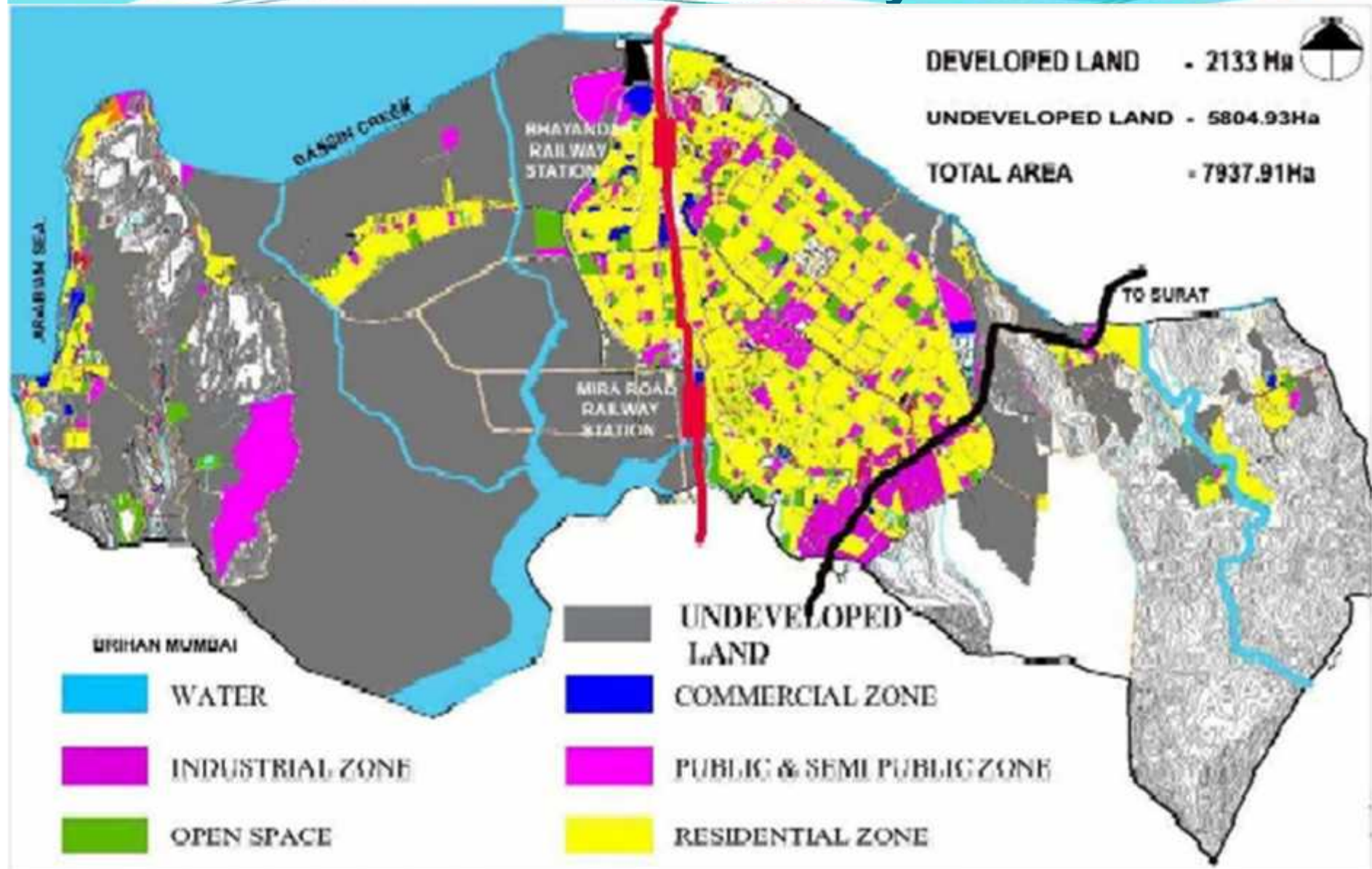


Income Range Rs. Per Month	% of House hold
Upto 10,000	32%
Bet. 10,001 – 20,000	29%
Bet. 20,001 – 30,000	22%
Bet. 30,001 – 40,000	8%
Bet. 40,001 – 50,000	5%
Above 50,000	4%
Average Monthly Income	Rs.19,500

Distribution of Land Use

S.NO	Land Use Categories	As per Sanctioned Development Plan		
		Area (Ha.)	% Total	% Developed Area
1	Residential	1157.50	14.58	54.24
2	Mixed Usage	0	0	0
3	Industrial	138.29	1.74	6.48
4	Commercial	53.910	0.68	2.53
5	Roads	354.17	4.46	16.6
6	Public, Semi-Public Areas	251.49	3.17	11.78
7	Open Spaces	175.05	2.20	8.20
8	Burial and Cremation ground	3.70	0.05	0.17
9	Public Amenities	0	0	0
	Sub Total	2134.36	26.88	100%
10	Water Bodies	3350.48	42.20	
11	Marshy Land and Salt Pans	1390.33	17.51	
12	Forest and hills	1064.06	13.41	
13	Non developable Areas-Sub Total	5804.87	73.12	
	Total	7940.56	100%	

Land Use Plan for Mira Bhayandar



Mostly residential area, commute to greater Mumbai area



Agencies

- Two important agencies
 - MRVC - A PSU of Ministry of Railways with participation of Ministry of Railway and Govt. of Maharashtra with equity in the ratio of 51:49. MRVC implementing Rail Component of Mumbai Urban Transport Project (MUTP).
 - MBMC - A local municipal body also running Bus services in the area.



Overall Objective

- To develop specific actions in the form of short, medium and long term transportation improvement proposals that will achieve the transportation vision for the area.
- Long term and short term strategic planning to achieve desirable mobility pattern for the city's population in a sustainable and cost effective manner.
- To make city to make the “engine of economic growth”
- To provide amenities and infrastructure for the convenience of passengers and public transport vehicles.
- To take up measure of development for improvement of mobility of people and make city livable.



Objective for the Project

- To assess the existing condition at Railway stations and plan safe, efficient & environmentally sustainable means for multimodal integration of bus Services with sub-urban trains of Mira-Bhainder.
- To rationalize the bus services to sub-urban trains.

Background of city in context of project

- **Existing Public Transport :-**
 - Sub-Urban Trains.
 - MBMT, BEST, NMMT, TMT, MSRTC.
 - Taxi & auto rickshaw.
- **Road Network :-** Well connected by road to National High Way. (Thane, Mumbai & Gujrat)
- **Rail Network :-** Two railway stations
 - Mira Road, Bhainder
 - Suburban western local train service viz. Chuchgate to Virar. Two lakh passengers board-alight everyday at above two stations (total 4 lakh)

Mira Bhayandar Road Network



MMR Existing Rail Route

Location map of Mira Road Station



Location map of Bhayandar Station





Mira Bhayandar Stations

- Feeder service by multiple Public Transport Authorities viz.
 - MBMT, MSRTC, BEST, TMT, UMT, KDMT, NMMT, VVMT
- Majority of people take bus to the stations
- 2nd most preferred way is to walk to station
- 3rd most preferred way is autorickshaw
- Station area need improvement for seamless journey

Railway Station Characteristics of Mira Road

	No of Passenger Entered	No of Passenger exited	No of Bus Routs	Trip Of Buses Per Day	Frequency of Buses per Hours
Mira Road	99,370	96,228	12	698	38

Mode of Transportation By people :-

Bus	30%
Auto	20%
2 /4 Wheeler	14%
By Walking	34%
Cycle	2%

Railway Station Characteristics Of Bhaindar

	No of Passenger Entered	No of Passenger exited	No of Bus Routs	Trip Of Buses Per Day	Frequency of Buses per Hours
Bhaindar	1,01,042	1,14,050	24	1032	57

Mode of Transportation By people :-

Bus	49%
Auto	10%
2 /4 Wheeler	14%
By Walking	27%
Cycle	1%



Scope of Work

- Delineate Station planning area for the Integration of bus services with Sub-Urban Local trains
- Existing condition analysis and demand – supply gap analysis of transportation needs
- Define Mobility Vision and Goals
- Identification of policy measures and individual projects
- Preparation of a detailed plan involving stakeholders consultation.



Methodology

- Define the scope & goals for the station area integration
- Data collection & analysis (PTAs and Railways)
- Identification of issues, observations & conclusions
- Study on improvement / modification of existing facilities



Methodology

- Identify Participation and involvement of all Stakeholders, including that of NGOs & community organizations.
- Assessment of impact on environment and social aspect.
- Preparation of Plans and Estimates.



Existing Problems

- Traffic Congestion at stations
- Issues related to the bus service at stations
 - Lack of coordination among the PTAs;
 - Absence of Bus Terminus & Shelters;
 - Uncertainty of Bus Schedules and Routes and lack of public information systems;
 - Direct connection from railway exit/entrance to the bus stops lacking



Existing Problems

- Transfer of passengers from one mode that i.e. From Local train to Bus services is inconvenient and time consuming.
- Exposure of users to inclement climate (rains, humid and hot weather)
- Various activities in the station vicinity
 - Hawkers
 - Drop off by other vehicles



Approach

- Travel pattern
 - origin and destination
 - Time of the day and mode choice
 - Land use pattern & bus routes
- Mobility challenges
 - Street connectivity within MBMC
- Institutional issues
 - Coordination of bus schedules among PTA



Integration of Transport

- Infrastructure Integration
- Institutional Integration
- Operational Integration
- Information Integration



Information Integration

- Mobile enabled ITS facilities (M-Indicator) for information regarding Rail & all STAs bus timings.
- Display boards at Bus stops with ETA for different Bus operators
- Display boards at Terminals

Strategies

- Rationalization of bus service to stations
 - Schedules, span of service and destination
- Integration Public information
 - For railway and buses – time and route
- Station Area Traffic Improvement ,
 - Seamless Accessibility with bus stops and
 - Common fare collection mechanism
 - Parking and drop off facilities
 - Development of terminus, bus shelters
 - Pedestrian pathways,
- Establishing Control/Management
- Funding by contribution of PTA and/or Government Grants.



Strategy: Infrastructure Integration

- Modernization of Mira Road & Bhainder stations by MRVC
- Beautification of Mira Road Station by MBMC
- Common Bus Shelters for different Bus operators
- Common Bus Terminals for different Bus operators
- Designated Auto Rickshaw stands at Rly Stations
- Designated parking spaces for two wheelers and four wheelers
- Bus Stops integrated with Skywalk entry/exit for pedestrians



Strategy: Institutional Integration

- UMMTA for MMR Region
 - Seamless ticketing for all STAs and trains in MMR region
 - Planning coordination amongst different municipalities and councils in MMR Region.

Data Collected – Other Agencies

1. Trespassing over Railway Track in Mumbai Suburban area & remedial measures thereon By JJ School of Architecture, Mumbai.
2. Mumbai Sub-urban Rail Passenger Surveys and Analysis By Wilber Smith
3. Study on Station Area improvement of MIRA-Bhayandar stations by Egis,
4. Comprehensive Mobility Plan (CMP) for Mira Bhayandar by Urban Mass Transit Company Limited,
5. Short Term Traffic Improvement and Management Plan for Mira Bhayandar by Urban Mass Transit Company Limited,
6. Field Visit

Data Collected

7. Data has been collected regarding future proposed expenses road networking metro lines etc.
 - Assessment of impact on environment and social aspect.
 - Interaction with all Stakeholder, including that of NGOs & community organization.
8. No of trains at both stations
9. Boarding and alighting data at both stations
10. Mode share at both stations

Details of Buses from Bhayandar Rly. Station

Transport	Route NO	From To	Route Length (KM)	Existing Head way [In Min]	No. of Trips Between 8.00 AM to 22.00 PM
MBMT	1	Bhayandar st.(W) to Chowk	14.2	20	42
	2	Bhayandar st.(W) to Uttan Naka	10.3	10	84
	3	Bhayandar st.(W) to Manori Tar	19.3	120	7
	4	Bhayandar st.(W) to Essel World	16.1	60	14
	5	Bhayander Station [W] to Maxus Mall	5.9	10	84
	7	Bhayandar st.(W) to Vaerova Bridge / Kajupada	11.4	60	14
	10	Bhayandar st.(W) to Thane St. (E) Kopari Via W.E.H Majiwada	34.5	20	42
	11	Bhayandar st.(E) to Magathane Depo via M.T.N.L. Surshti. Dahisar Cheeknaka.	13.2	60	14
	12	Bhayandar st.(E) to Magathane Depo Via Nayanagar Mira Road St.(E) Dahisar Chek Naka 9.00Borivali (E)	13.1	30	28
	14	Bhayandar st.(E) to Magathane Depo Via kashimira borivali St (E)	13.5	20	42
	17	Bhayander st to Western Park	8.6	90	9
	19	Bhayander Station [E] to penkar pada	8.8	40	21
	20	Bhayander Station [W] to Morva	5.5	30	28
	23	Bhayander Station [E] Vai Ghoddev Naka Indralok Mira Road Station [E] Royal College	15	30	28
	27	Bhayander Station [W] to Bhivandi via majiwada	46.9	120	7
	30	Bhayander Station [W] to Shirsadh Phata	36.5	90	9
	33	Bhayander Station [W] to Ulhasnagar	61.2	120	7
BEST	706	Marol Depot to Bhayandar Station East	--	16	53
	707	Oshiwara Depot to Bhayandar Station East	--	25	34
	709	Magathane Depot to Bhayandar Station East	--	10	84
	710	Jai Maharashtra Nagar to Bhayandar Station West	--	25	34
	718	Dindoshi Bus Station to Bhayandar Station East	--	8	105
	720	P.Thakre Nagar Bus Station to Bhayandar Station East	--	23	36
	C72	Sion to Bhayandar Station East	--	25	34
MSRTC	--	Bhayandar Station West to Thane Railway Station East	--	15	56
	--	Oshiwara Depot to Bhayandar Station East	--	30	28

Total = 1007

Details of Buses from Mira Road Rly. Station

TRANS PORT	Route NO	From To	Route Length (KM)	Existing Head way[In Min]	No. of Trips Between 8.00 AM to 22.00 PM
MBMT	12	Bhayandar st (E) to Magathane Depo Via Nayanagar Mira Road St (E)	13.1	60	14
	15	Mira Road St.(E) to Rasmi Comp via s.k.ston Bevaly park cine max	4.1	7	120
	21	Mira Road Station [E] to Ramdev Park Via Rasar Theater Bharati Park Shivar Garden	3.1	8	105
	22	Mira Road Station [E] to Shanti Vidhya Nagar Via Jain Mandir Vijay Park Silver Park	4.4	11	76
	23	Bhayandar Station [E] Vai Ghoddev Naka Indralok Mira Road Station [E] Royal College	15	20	42
	24	Mira Road Station [E] to Western Park	5.7	20	42
	28	MIRAROAD ST. TO IDEAL PARK	2.2	60	14
	29	MIRAROAD TO THANE KOPARI	30.2	120	7
BEST	701	Kandivali Bus Stn.(E) circular via Mira Road Stn.(E)	--	35	24
	703	Samata Nagar (Kandivali) circular via Mira Road Stn.(E)	--	12	70
	720	P.Thakre Nagar Bus Station to Bhayandar Station East	--	30	28
	A70	Mumbai Central Depot to Mira Road Station East	--	50	17
	C61	Mulund Depot to Mira Road Station East	--	25	34
	C71	Mahim Bus Station to Mira Road Station East	--	17	49
TMT	57	Thane Railway Station East to Mira Road Railway Station East	--	30	28
	58	Lokamanya Tilak Nagar to Mira Road Railway Station East	--	12	70
	70	Nashi Bus Depot to Mira Road Station East	--	20	42

Total = 782

New Bus Routes

- New Route Identification for Implementation

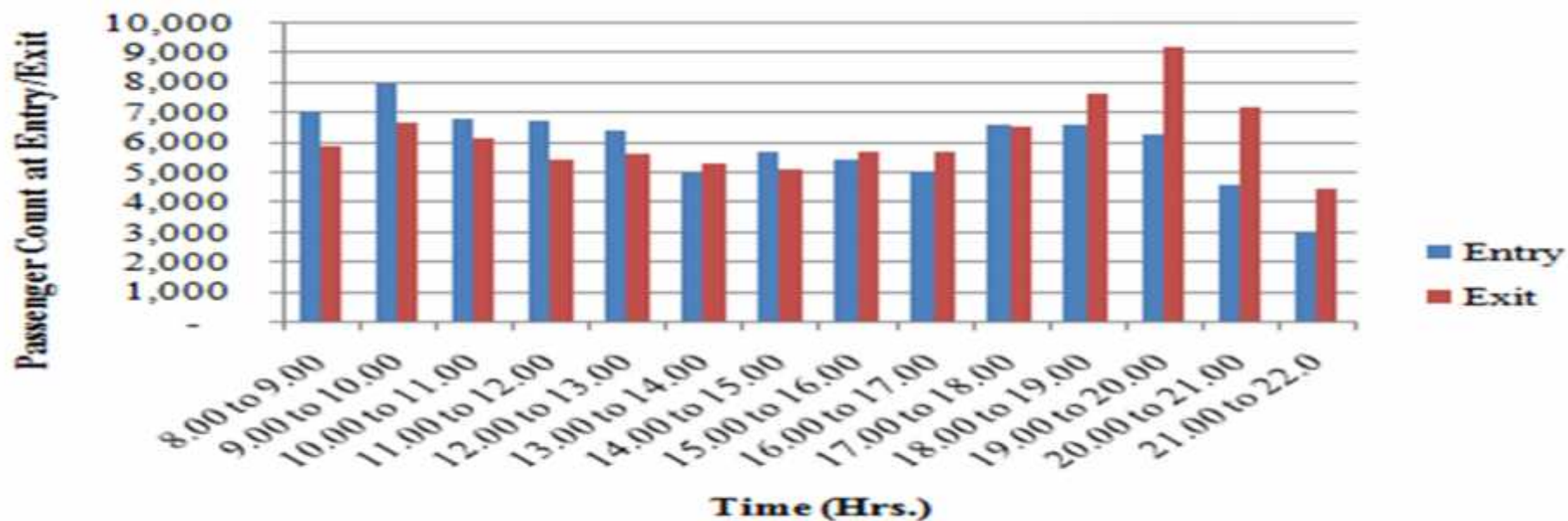
Route No.	Bhaindar (W)	Route No.	Bhaindar (E)	Route No.	Mira Road
35	Boriwali, Charkop	36 & 43	Ring Route (via Indalok)	37	Ring Route (via S.K. Stone)
42	Thane (W) (Chendani Koliwada)	40	Mulund (W)	39	Thakur Colledge (via Magathane)
44	Mira Road (E)			41	Ring Route (Golden Nest via Indralok)
				46	Ring Route (Sec. 7 to Sec. 10)

NOS OF TRAINS AT MIRA ROAD & BHAYANDAR RILWAY STATIONS

TIME	MIRA ROAD		BHAYANDAR	
	TOWARDS VIRAR(DN)	TOWARDS CHURCHGATE (UP)	TOWARDS VIRAR(DN)	TOWARDS CHURCHGATE (UP)
8.00 TO 9.00 AM	12	15	14	16
9.00 TO 10.00 AM	12	16	99	16
10.00 TO 11.00 AM	11	10	12	11
11.00 TO 12.00 AM	14	11	14	12
12.00 TO 1.00 PM	13	13	10	12
1.00 TO 2.00 PM	13	12	11	12
2.00 TO 3.00 PM	9	11	7	13
3.00 TO 4.00 PM	12	12	10	12
4.00 TO 5.00 PM	14	13	12	14
5.00 TO 6.00 PM	13	19	13	18
6.00 TO 7.00 PM	11	11	11	11
7.00 TO 8.00 PM	13	12	10	13
8.00 TO 9.00 PM	15	14	13	15
9.00 TO 10.00 PM	12	11	11	12

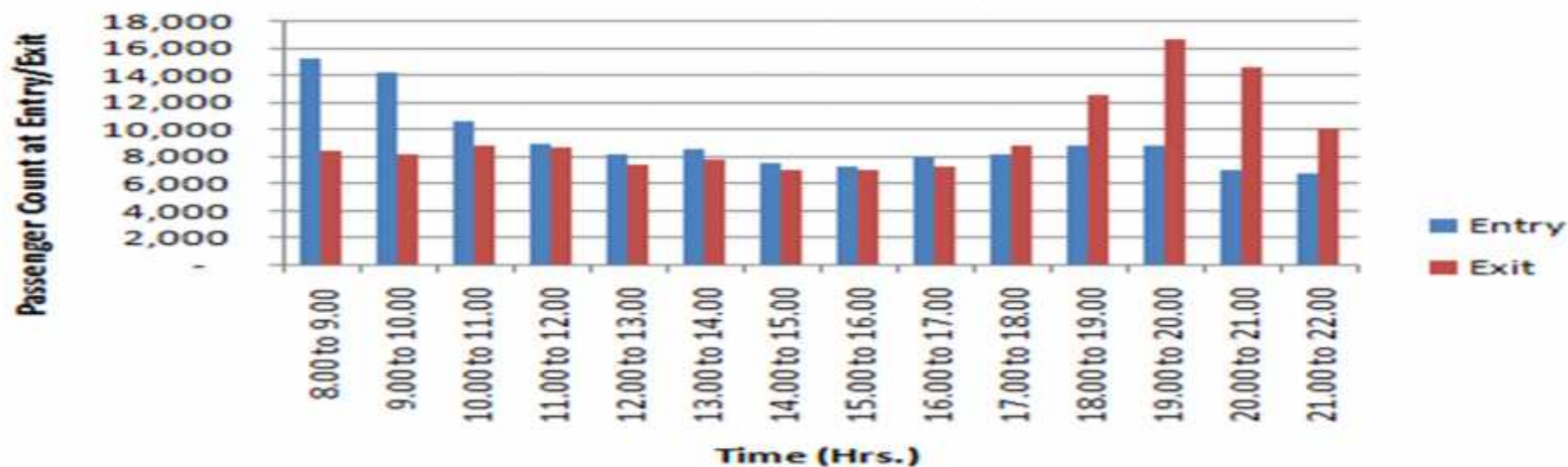
Passangers Entry-Exit Detail At Mira Road Rly Station

Time in hour	Numbers			%		
	Entry	Exit	Entry+ Exit	Entry	Exit	Entry+ Exit
8.00 to 9.00	7,047	5,928	12,975	8.4%	6.8%	7.6%
9.00 to 10.00	7,987	6,673	14,660	9.6%	7.7%	8.6%
10.00 to 11.00	6,789	6,163	12,952	8.1%	7.1%	7.6%
11.00 to 12.00	6,775	5,448	12,223	8.1%	6.3%	7.2%
12.00 to 13.00	6,441	5,655	12,096	7.7%	6.5%	7.1%
13.00 to 14.00	5,001	5,316	10,317	6.0%	6.1%	6.1%
14.00 to 15.00	5,694	5,137	10,831	6.8%	5.9%	6.4%
15.00 to 16.00	5,460	5,693	11,153	6.5%	6.6%	6.6%
16.00 to 17.00	5,088	5,717	10,805	6.1%	6.6%	6.3%
17.00 to 18.00	6,602	6,539	13,141	7.9%	7.5%	7.7%
18.00 to 19.00	6,610	7,651	14,261	7.9%	8.8%	8.4%
19.00 to 20.00	6,287	9,231	15,518	7.5%	10.6%	9.1%
20.00 to 21.00	4,616	7,211	11,827	5.5%	8.3%	6.9%
21.00 to 22.0	3,050	4,453	7,503	3.7%	5.1%	4.4%
Total	83,447	86,815	170,262	100.0%	100.0%	100.0%
Peak Hour details						
Peak Hour	9.00 to 10.00	19.00 to 20.00	19.00 to 20.00			
Count	7,987	9,231	15,518			



Passangers Entry-Exit Details At Bhayandar Rly Station

Time in hour	Numbers			%		
	Entry	Exit	Entry+ Exit	Entry	Exit	Entry+ Exit
8.00 to 9.00	15,230	8,395	23,625	11.9%	6.3%	9.1%
9.00 to 10.00	14,237	8,167	22,404	11.1%	6.1%	8.6%
10.00 to 11.00	10,678	8,783	19,461	8.4%	6.6%	7.5%
11.00 to 12.00	8,970	8,666	17,636	7.0%	6.5%	6.8%
12.00 to 13.00	8,125	7,359	15,484	6.4%	5.5%	5.9%
13.00 to 14.00	8,499	7,796	16,295	6.6%	5.9%	6.2%
14.00 to 15.00	7,554	7,020	14,574	5.9%	5.3%	5.6%
15.00 to 16.00	7,258	7,022	14,280	5.7%	5.3%	5.5%
16.00 to 17.00	7,902	7,218	15,120	6.2%	5.4%	5.8%
17.00 to 18.00	8,112	8,864	16,976	6.3%	6.7%	6.5%
18.00 to 19.00	8,760	12,563	21,323	6.9%	9.4%	8.2%
19.00 to 20.00	8,811	16,761	25,572	6.9%	12.6%	9.8%
20.00 to 21.00	6,933	14,574	21,507	5.4%	10.9%	8.2%
21.00 to 22.00	6,740	10,045	16,785	5.3%	7.5%	6.4%
Total	127,809	133,233	261,042	100.0%	100.0%	100.0%
Peak Hour details						
Peak Hour	8.00 to 9.00	19.00 to 20.00	19.00 to 20.00			
Count	15,230	16,761	25,572			



Peak hour mode shares for Mira Road & Bhayandar Stations

Mode	Person Trips	Mode_Share
Walk	1400	27%
Cycle	52	1%
2W	413	8%
3W	516	10%
4W	295	6%
Bus	2557	49%
Total	5233	100%

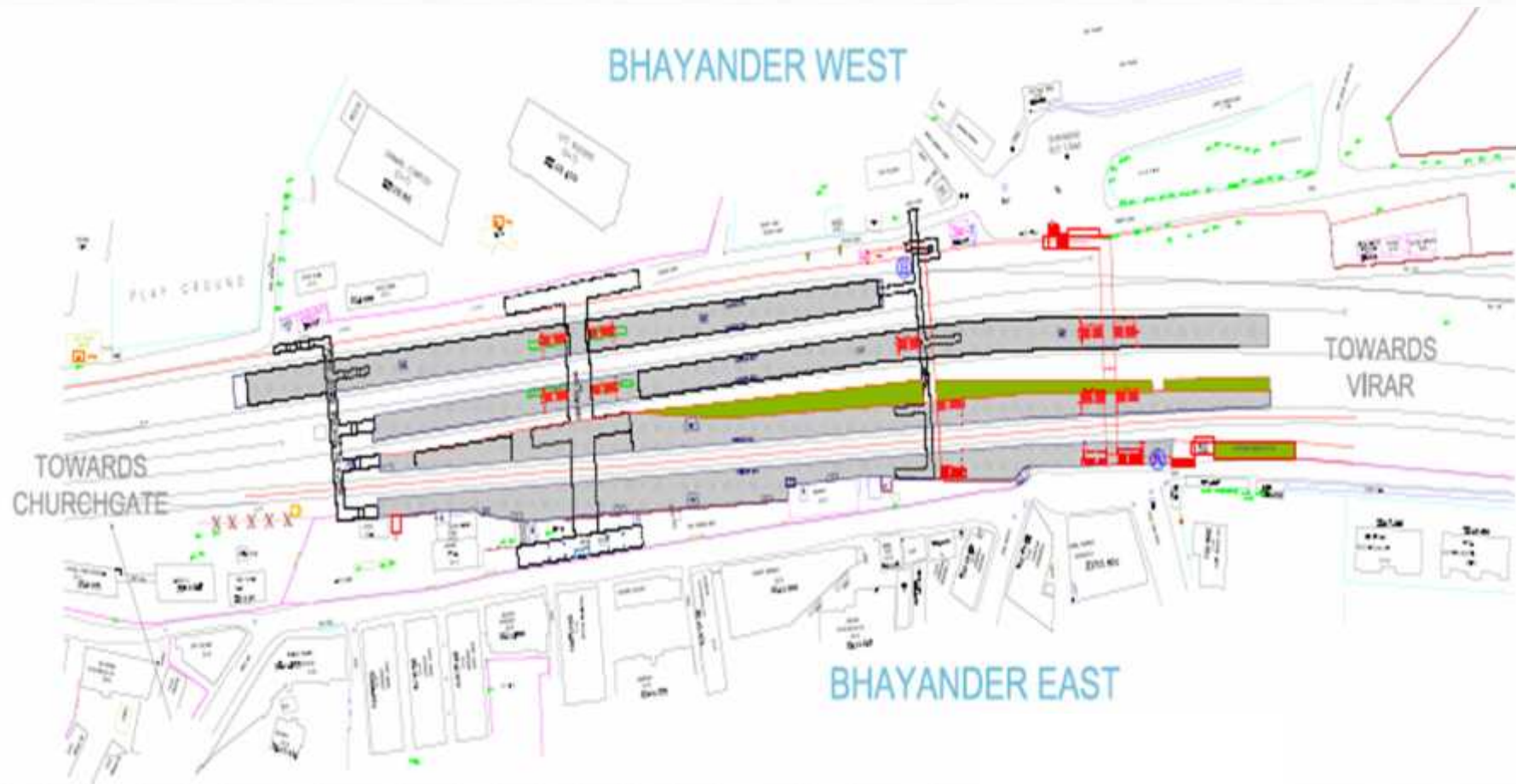
Demand-Supply Analysis of Buses At Bhayandar & Mira Road Rly Station

Details	Bhyandar	Mira- Road
Total No. of Passangers alighted from Station on East & West Side	1,33,233	86,815
As per mode of Split No. of Passangers using Bus Services (49%)	65,284	42,539
Add 10% for Local People using Bus Services near station	6528	4254
Total no. of People using Bus Services at Bhyandar Station	71,812	46,793
No. of Total Buses Depart from Station On East & West side	1007	782
Present Load of peoples Per Bus	71	59

Note : 1) Data Collection is Between 8.00 AM to 22.00 PM

2) Sitting Capacity of the Single Decker Bus is 49 to 51 with 20 to 21 standing

Railway map of the Bhayandar Station



Platforms : 6 Nos.

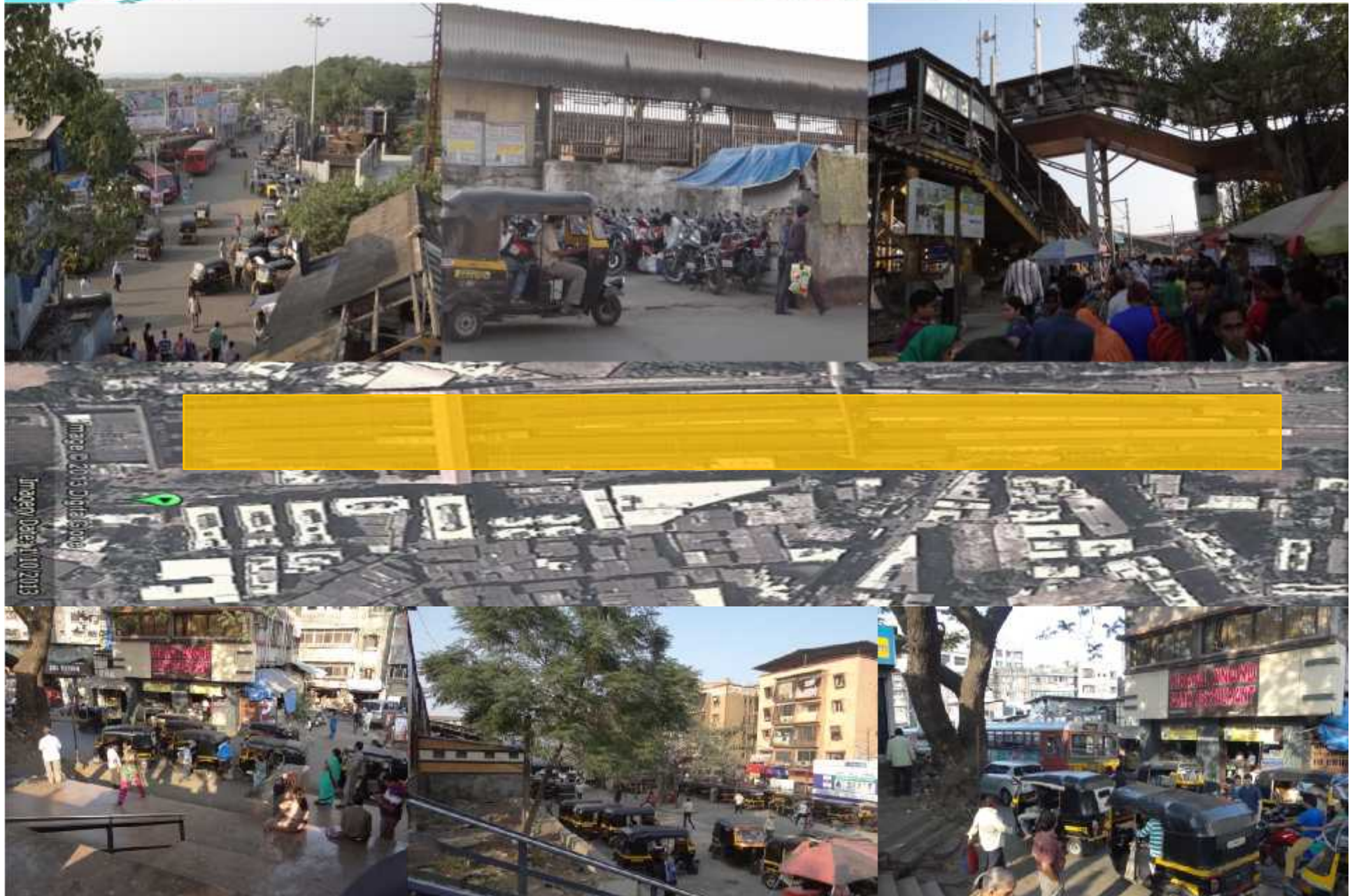
F.O.B. : 3 Nos.

Booking office : 16 nos.

Some Long distance Trains also halt at Bhayandar Station

Platforms	: 4 Nos.
F.O.B.	: 3 Nos.
Booking office	: 13 nos.

Present Scenario at Bhyandar Road Rly Station



Issues at Bhayandar East Junction

- Very Narrow Roads
- Road markings are poor
- Footpath does not exist/Encroached
- No designated drop off/Pick up points for Auto Rickshaws
- Irregular parking



Present Scenario at mira Road Station



Issues at Mira Road East Junction

- Improper Bus movements
- Improper Circulation
- Foot Path is not properly maintained/Encroached
- No Sign Boards
- Improper IPT stop
- Pedestrian Management Required





General Findings

- Improper Scheduling of the Buses,
- Traffic Congestion due to high proportion of personal mode, parking vehicle on road side, Lack of traffic discipline etc.
- Absence of Information systems for Buses at Railway Station & vice-versa,
- Noise & Air pollution
- Various activities in the station vicinity
 - Hawkers
 - Drop off by other vehicles



Findings -Institutional

- Multiplicity of agencies
 - Difficulty in coordinating the roles of central, state and Local Government agencies
 - Individual objectives which are inconsistent with overall development objectives
 - Difficulties encountered within individual transport agencies
 - Functional responsibility unrelated to available resources



Findings -Institutional

- Delays in implementation or non implementation of essential schemes
- Lack of appropriate resources –
 - Rarely the transport planning/ execution/ operational organizations are staffed with the professionals required to accomplish the given objectives
- Lack of shared goals & Objectives



Findings - Infrastructure

- Lack of proper bus terminal with
 - basic facility like shelter,
 - toilet & water
- Inadequate parking space, un-athorised parking,
- Encroachment of circulating area near railway station by hawkers
- Lack of foot path leading to transit stops
- Mixing of buses and private vehicles;



Findings Operations

- Transfer of passengers from one mode that i.e. From Local train to Bus services is inconvenient and time consuming
- Mismatch of bus schedule, frequency and demand of passengers
- Exposure of users to inclement climate (rains, humid and hot weather)

Short Term Solution

1. Improvement to circulating area near station by shifting hawkers, unauthorized parking,
2. Proper lane provision for buses, autorikshaw etc.
3. Rescheduling of buses according to demand,
4. Common fare system for various mode,
5. Dedicated footpath, skywalk up to bus pick-up point including proper Informatory sign boards,
6. Enforcing of Traffic discipline,
7. Display of information of various mode,
8. Set-up of unilateral body to monitor various mode of transport,

Long Term Solution

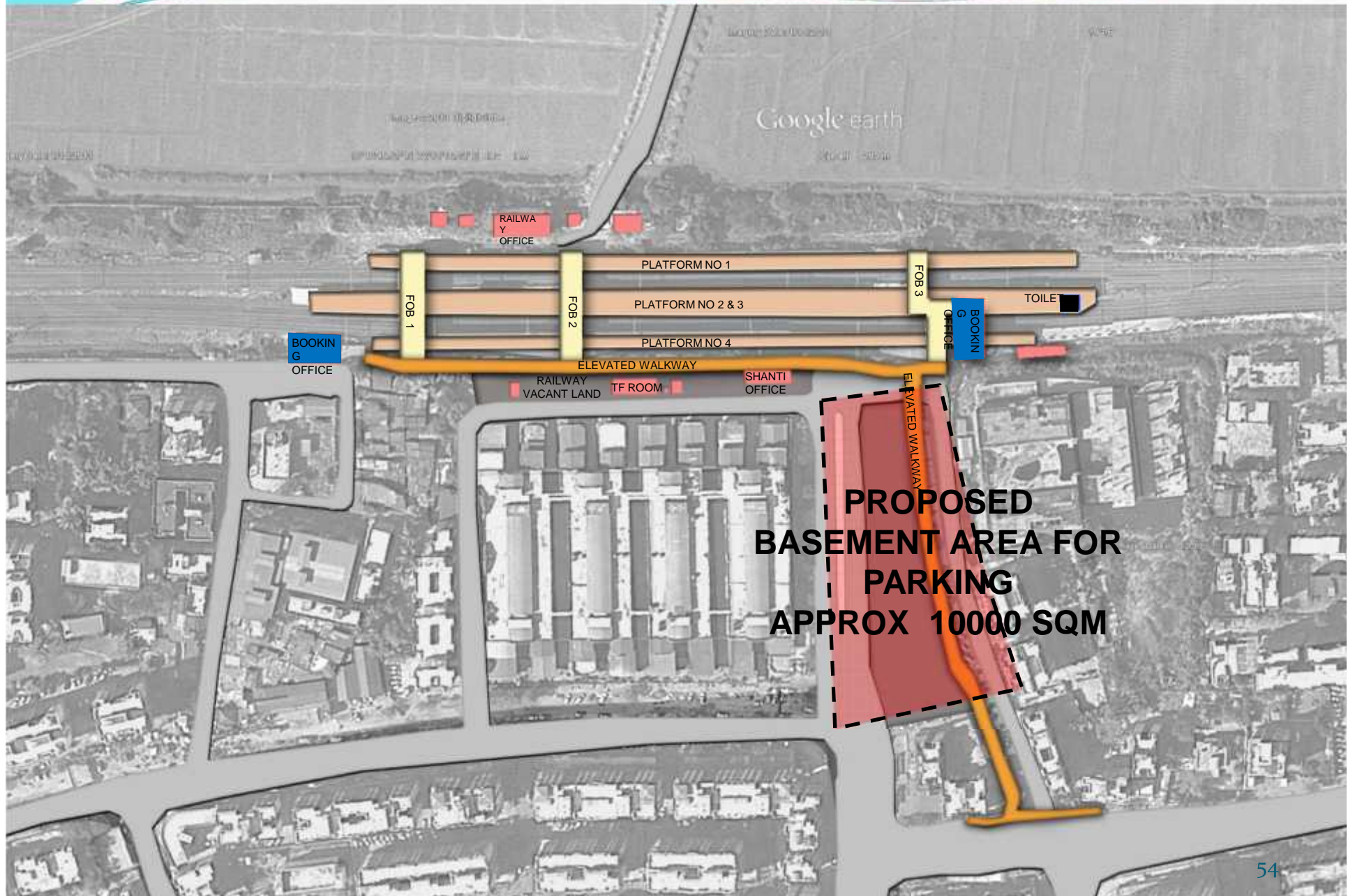
Considering the growing population & potential of the further development of land use,

1. Development of Modern Bus Terminal with basic amenities,
2. Station area improvement by segregating traffic on various mode at different level to seamless access to railway station,
3. Multi-level parking facility for Private vehicles for convenient inter-changing,
4. Identifying the new route to promote public transport,
5. Promotion to NMT

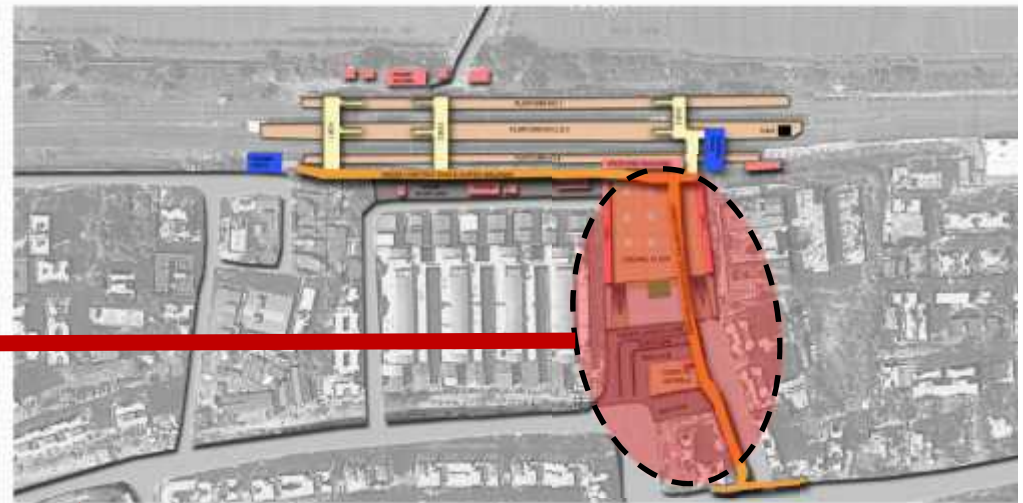
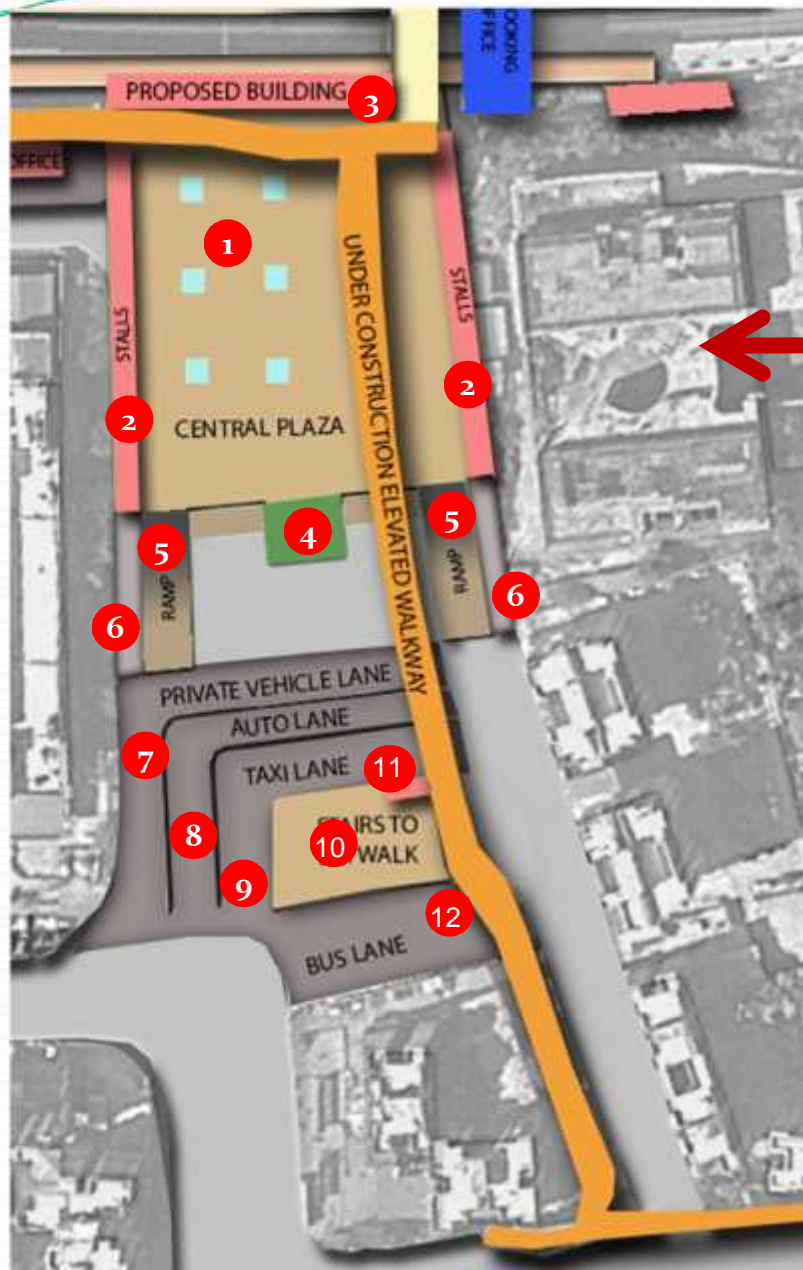
Perception Plan For Mira Road Station Area



Perception Plan For Mira Road Station Area



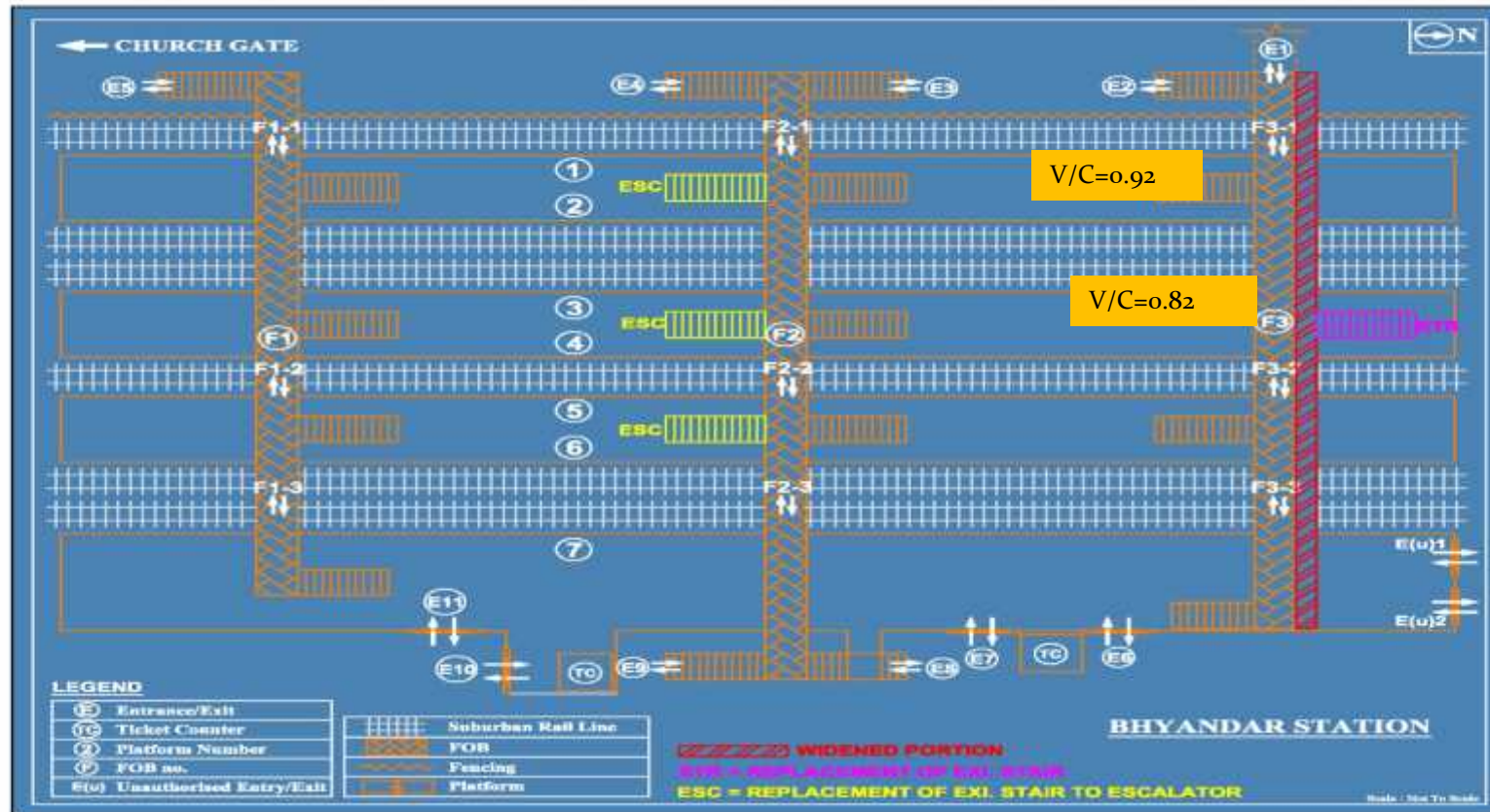
Perception Plan For Mira Road Station Area



- 1 CENTRAL PLAZA
- 2 STALLS
- 3 PROPOSED BUILDING
- 4 PLANTER
- 5 RAMP FOR CENTRAL PLAZA
- 6 RAMP FOR BASEMENT TWO WHEELER PARKING
- 7 PRIVATE VEHICLE LANE
- 8 AUTO VEHICLE LANE
- 9 TAXI VEHICLE LANE
- 10 PLATFORM FOR BUS
- 11 STAIRS TO SKYWALK
- 12 BUS LANE

Planning at Bhayandar Station

- FOB 3 is congested Need Widening / Additional FOB
- Escalators for the Convenience of the Old People.

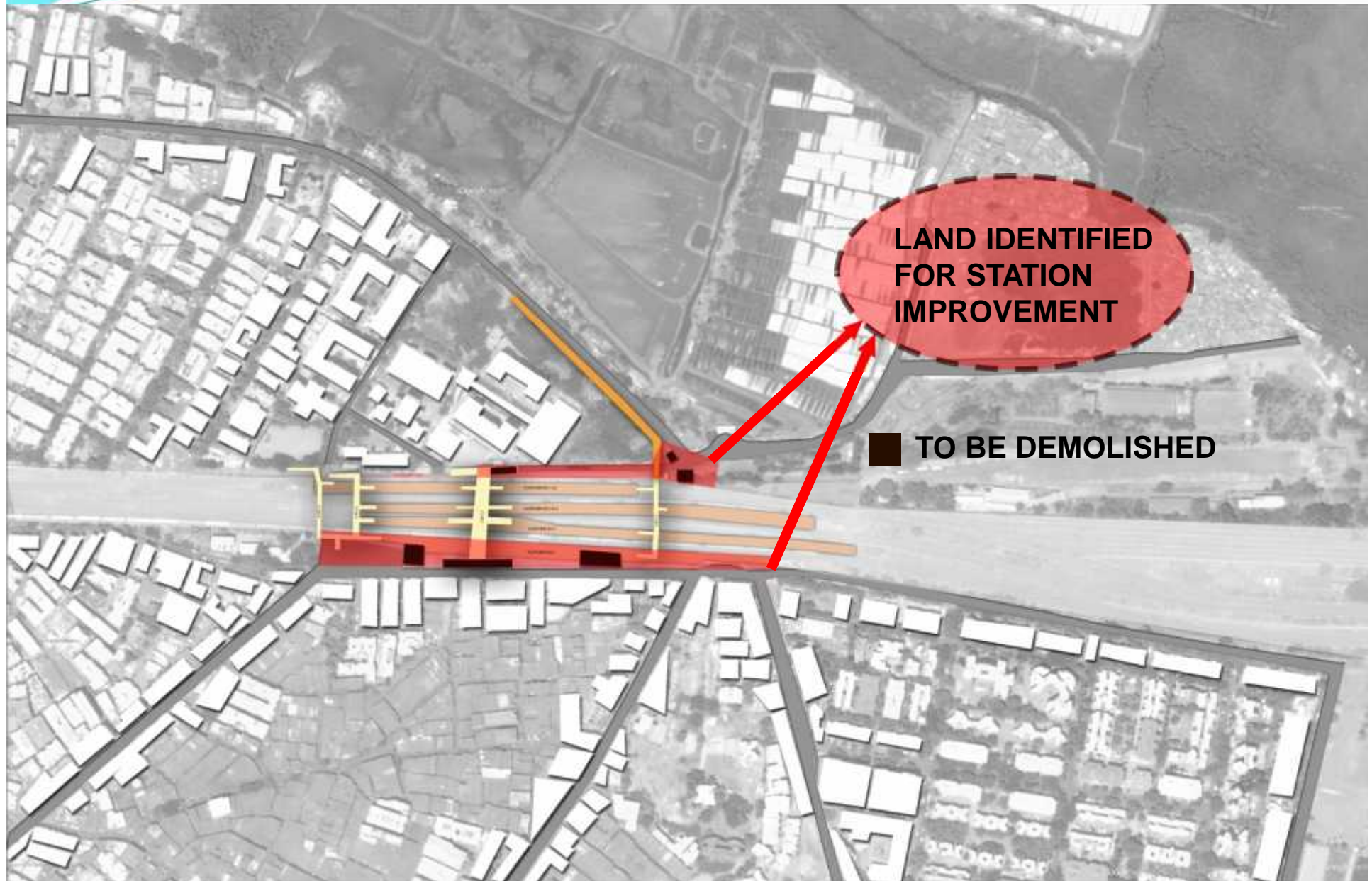


Perception Plan for Bhayandar Station Area Improvement

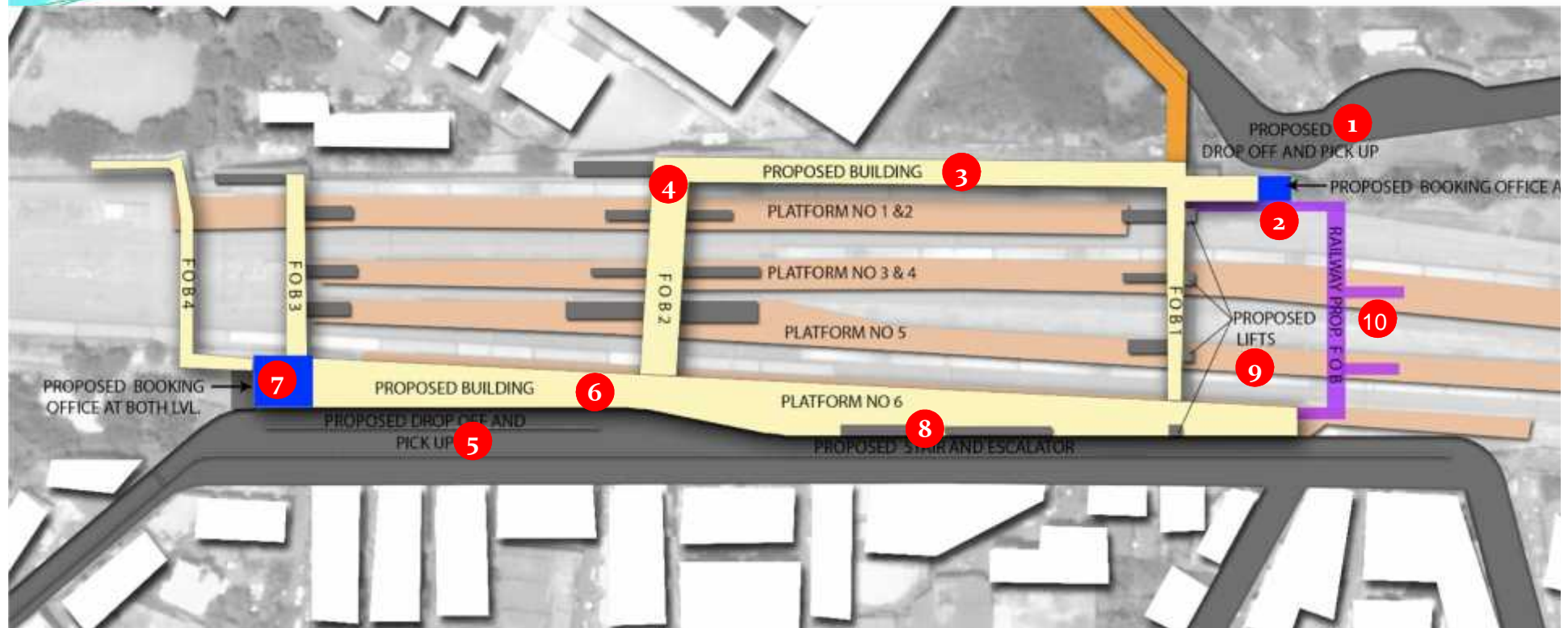
Vehicular Movement



Perception Plan for Bhayandar Station Area Improvement



Perception Plan for Bhayandar Station Area Improvement



- | | |
|--|--|
| 1 PROPOSED DROP OFF AND PICK UP | 6 PROPOSED STATION BUILDING ON EAST SIDE |
| 2 PROPOSED BOOKING OFFICE AT FOB LEVEL | 7 PROPOSED BOOKING OFFICE AT BOTH LVL |
| 3 PROPOSED STATION BUILDING ON WEST SIDE | 8 PROPOSED STAIRS AND ESCALATORS |
| 4 EXISTING FOB-2 JOINED WITH PROPOSED STATION BUILDING | 9 PROPOSED LIFTS |
| 5 PROPOSED DROP OFF AND PICK UP | 10 RAILWAY PROPOSED FOB |



Way Forward / Future Steps

- Analyzing existing transport / situation.
- Traveled demand assessment .
- Development of vision and goal, planning of medium and long range measure along with cost estimated and prioitization of project.

Discussion

Any project or New Idea comes into reality only with the Fund Availability & Institutional Support at local, State & Central level.





THANK YOU

Nothing is impossible
as long as there is Will, Desire and Future vision

