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PMC MUST COMPLY WITH ALL STANDARD FEATURES FOR BRTS FOR CITIZENS TO HAVE A PROJECT THAT IS USABLE, SAFE AND FEASIBLE = EQUIVALENT TO THE PUBLIC FUNDS SPENT ON IT

Enrique Penelosa, the originator of Bus Rapid Transit System says,

- (1) "An advanced city is not one where even the poor use cars, but rather one where even the rich use public transport"
- (2) "It is hard to do a bad quality rail system because the costs for entry are so high. But it is much easier to do a bad bus system because you can get away with cutting costs."
- (3) "Public transportation is not a technical problem, it is political".
<http://www.modeldmedia.com/features/penalosa112.aspx>

Enrique Peñalosa was Mayor of Bogota from 1998 to 2001 and turned one of the world's most dangerous, violent, mafia infested and corrupt capitals into a peaceful model city populated by caring citizens who number 1.6 million daily on the public transport.

→ So if Bogota's administration can do it, why not Pune's administration ?? ←

❖ **ANALYSIS ON MAIN ISSUES IN ABSENCE OF DPR ARE LACK OF :-**

- ownership, transparency, qualified personnel, commitment to execute and complete the project so it is a feasible & usable project
- co-ordination and co-operation between departments and authorities
- vision to ensure it will be used for the citizens who are paying for it directly and / or indirectly through taxes;
- safety measures and concern for risk to life and limb
- regard for process flowchart to be followed, timelines to adhere to, guidelines policies to follow because of which is project is crawling since funds have dried up

❖ **Synopsis of Pune's Pilot Project Katraj depot-Swarigate-Hadapsar depot which is undisputably a complete failure :**

- ⇒ ***No DPR as per JnNURM guidelines was submitted, Pune's 'financial' proposal was for Rs. 20.00 crores while MoUD vide ref.no. K-14012/2/2006-NURM states that CSMC sanctioned Rs. 62.32 crores on 11.08.2006***
- ⇒ ***Total 16.5 kms out of which 4 kms running through cantonment and 3 km has the Seven Loves flyover is called 'mixed BRTS' as there are no segregated lane. Stretch from Hadapsar to Swarigate 7.7 km was designed by IIT - Delhi.***
- ⇒ ***Remaining stretch was designed 'in-house' by PMC without having technical expertise.***
- ⇒ ***Final project cumulative expenditure Rs. 134.74. crores as on Jun 2014 against Rs. 103.14 crores commitment as per QPR APR-JUN 2014 (Pg 23 to 29)***



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- ⇒ **No completion certificate has been issued by PMC as is mandatory for any construction site**
- ⇒ **Complete lack of vision proven 4 years later as currently the median where the BRTS is supposed to run to achieve rapidly by having ROW, has been rendered dysfunctional by two constructing two flyovers, one grade-separator and two subways at the cost of Rs. 200+ crores.**
- ⇒ **NCM's recommendation after conducting a site visit on 10th May 2014 with Mayor has been ignored. Currently the vision at Swargate is pitiable when one sees commuters struggle to cross to the median, some climbing over railing, senior citizens actually shaking in fear, so one wonders what type of 'vision' and 'accountability' PMC owned in order to use up Rs. 134.74 crores of public funds and then make it defunct to excavate it in this manner ?** 6/7
- ⇒ **2014 MAY – Safety Audit conducted for stretch from Swargate to Katraj Depot highlights 68 adverse remarks on safety issues as 3.83 km of the 6.10 km stretch has been made dysfunctional. No Safety Audit was conducted on the balance 10.4 km from Swargate to Hadapsar depot (out of which 4 km is in cantonment & 3 km is the Seven Loves flyover)**
- ❖ **SYNOPSIS of Pune's Phase-1 Project Wagholi PMC limits-Yerwada-Sadalbaba-Sangamwadi-Bombay Sappers-Vishrantwadi :**
- ⇒ **No DPR as per JnNURM guidelines was submitted, only a 'proposal' for which CMSC has sanctioned Rs. 476.15 crores for complete Phase – 1 BRT project PUN-021 subject to preparation of integrated transport & land use plan by ULB.**
- ⇒ **QPR APR to JUN 2014 (Pg 61 to 67) states that project cumulative expenditure is Rs. 570.07 crores against commitment of Rs. 476.64 crores as on Jun 2014 for BRTS Phase-1 out of which Rs. 325.00 lakhs is set aside for ITS. However now PMC claims that funds for ITS have dried up and JnNURM has folded up. In absence of funding from Jnnurm, PMC's Standing Committee has continuously postponed approving funds for this important value addition for BRTS**
- ⇒ **This corridor is supposedly 17 kms out of which from Sadalbaba to Yerwada about 1 km and at Shastri Nagar about 500m is 'mixed BRTS'. PMC has to yet to be complete about 600m portion along 9BRD as segregated bus ways.**
- ⇒ **2014 JAN – Safety Audit conducted by IIT Bombay which pointed out 75 adverse observations. Most of those have not yet been redressed / corrected as yet on ground although PMC claims otherwise. Although consultant IL&FS claims all observations are complied with, they are unwilling to take a site visit to point this out.**

Collated by **Nagrik Chetna Manch**

Special inputs from Qaneez Sukhrani

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